

LAKE SUPERIOR TRANSPORTATION CLUB
Lake Superior Museum of Transportation



Laker



SUMMER 1995

VOL. 20, No. 3



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

SUMMER, 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.

LSTC OFFICERS

President..... Steve Ruce
Vice President, Administration..... Tim Zager
Vice President, Public Relations..... Tim Schandel
Director, Equipment Restoration..... Bill Mickelsen
Director, Model Railroad..... Dan Mackey
Membership Secretary..... Dale Carlson
Recording Secretary..... Allen Anway
Treasurer..... Charles Jensen
Editor..... Jergen Fuhr

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

LS&M OFFICERS

President..... Ken Johnson
Vice President, Administration..... Mark Olson
Vice President, Operations..... Bruce Routh
Vice President, Engineering..... Dick Hanson
Vice President, Mechanical..... Zeke Fields
Secretary..... Jergen Fuhr
Treasurer..... Bill Mickelsen
Directors-at-Large..... Elaine Ellian,
Fred Glibbery, DeWayne Tomasek, Bill DeRoche

LSMT BOARD OF DIRECTORS OFFICERS

President..... Gordon Jonasson
Vice President..... Clint Ferner
Secretary..... Stuart Beck

BOARD MEMBERS

Edward Burkhardt, Chicago; John Larkin, Wells, Michigan; Byron Olsen, Minneapolis; Jean Sumner, Duluth; Bill McGiffert, Duluth; Peter D. Stephenson, Duluth; Ken Haugen, Superior; E. Eugene Shepard, Pontiac, Michigan; Tim Kelly, Stevens Point, Wisconsin; Cliff Tye, Duluth; Bill Mickelsen, Duluth; Phil Rolle, Duluth; Tim Zager, Duluth.

EX-OFFICIO BOARD MEMBERS

Steve Ruce, Duluth; John Diers, MTM; Ken Johnson, LS&M;
Executive Director, Richard Welch

COVER PHOTO

The Soo Line FP-7 No. 2500 idles in front of the Two Harbors Depot during a test run in late May following its restoration. The 1500 horsepower unit was built as a demonstrator in 1949, purchased by the Soo Line in 1950 and ended its service in 1980. It was donated to the Museum in 1986 after seeing snow-plow service for a short period. The Electro-Motive power unit was basically an F-7 with a four-foot extension added to the middle to accommodate an increased water capacity for the steam generator.

Photo by Tim Schandel

LSMT ANNUAL MEETING HIGHLIGHTED BY INAUGURAL RUN OF NO. 2500, CAR ARROWHEAD

A gorgeous Friday evening, a good dinner, riding behind the newly restored Soo Line F unit No. 2500, inspiring remarks from members of the board and the fellowship of rail enthusiasts made for a memorable evening on June 2nd.

The event was the annual dinner and meeting of the Lake Superior Museum of Transportation. Ninety-one Museum members boarded the dinner train powered by the Soo Line FP-7 No. 2500 on its inaugural run following its restoration. The GN No. 400 went along as a back-up. The Budd cars from the NSSR made up the consist with **Greg Vreeland's** car, the "Arrowhead" holding the markers. The "Arrowhead" was former DM&IR solarium No. 28. The event was also the inaugural run of the "Arrowhead" following its restoration and remodeling.

Savory's Catering provided the dinner, a choice of steak or salmon with a salad, asparagus spears, potato and beverage. Dessert was served in the Museum during the meeting.

The 2500 performed admirably with the exception of a minor adjustment needed on the governor.

Above each window of the NSSR cars is a photographic scene somewhere along the North Shore or of the NSSR excursion train, their RDC or steam locomotive No. 14. The photographs were taken by **Duane Benoit**.

The annual meeting took place in the Museum following the return of the dinner train.

VOLUNTEERS PRAISED FOR WORK ON F UNIT

Gordon Jonasson, chairman of the board, started the meeting by praising the work done on the F unit and the volunteers who contributed countless hours to restore the locomotive. The eight-year project began in 1987.

The highlight of the evening was the surprise entrance of the 2500 on track seven with its Mars light oscillating during Jonasson's speech coming to the bumping post under its own power.

Jonasson also thanked the Museum staff for the excellent dinner, making the arrangements and the train ride.

"Dick Welch is the first professional museum director and has done a terrific job in knitting the staff together. He has brought two new staff members on board and has engaged in funding efforts," said Mr. Jonasson to the membership.

"We have been able to compromise on a number of issues with the Depot, largely due to Dick Welch. We have expanded our community outreach. We used to have a dialog and outreach with the public schools and Dick was asked to reinstate that program.

"Dick has also initiated dialog with other museums. We have increased coverage on Minnesota Public Radio, and Dick is working on getting accreditation with the American Association of Museums," said Jonasson.

Tom Gannon was praised for getting a long range plan in place, both in space and funding. Jonasson added: "We have to be aggressive in our funding."

BOARD CHAIRMAN HAS PRIORITIES

"We also have to have a good dialog with the volunteers of the LSTC and the LS&M and strengthen our efforts, which is a high priority with me. Another high priority is the preservation of our equipment, much of which is outside and Mother Nature is not kind."

Jonasson also reiterated that another high priority is the "maintaining of an active volunteer group." And to the volunteers, he said: "thank you, thank you. We would not be where we are without you."

MUSEUM IN GOOD FINANCIAL CONDITION

Phil Rolle, LSMT treasurer, asked: "What is the state of the financial condition of the LSMT?" To which he answered: "The \$166,000 income from Iron Will was a tremendous boost to the Museum. What is the trend of the Museum? All of the items our

Continued on next page



Director Dick Welch addresses the annual meeting of the LSMT.

new director is working on is in grant financing. You should feel comfortable that we are in good financial shape but we should not become complacent," said Rolle.

Nominations for board officers were: Gordon Jonasson, president; **Clint Ferner**, vice president and **Stuart Beck**, treasurer. Rolle has elected not to run for office but will remain on the board. Clint asked that in future years, solicitations for directors be made to the board.

Director Welch had been to a meeting of the American Association of Museums in Philadelphia and was told that the LSMT is one of the best in the country. Over 1400 hours of volunteer work have been given this past year. One recognition of a fine museum is the quality of the volunteer work and the number of hours put in.

Ron Erickson and **Lee Oviatt** were the engine crew on the 2500 and were praised for their work in the restoration of the locomotive along with others who helped with the project.

Director Welch took the stand and recognized **Ken Johnson**, president of the LS&M.

The annual report was done by students from the College of St. Scholastica's class in communications under the instruction of **Steve Isola**.

Welch also informed the gathering that LSMT membership is growing, "but not as fast as we would like -- but it is growing."

He introduced other members of the staff -- Administrative Assistant **Claudia Busch**, Assistant Curator **Tim Schandel** and Curator **Tom Gannon**. A lot of what you see in the LSMT is the result of Gannon's work," stated Welch.

It was reported that **Lee Tuskey** will have training sessions and **Warren Symons**, who was not present, is the No. 2 man in formulating training sessions. "Some good news," said Welch. "We were visited by members of the FRA and passed inspection."

He also mentioned some grant applications. "We are on the list for some funding. We are not alone in the budget crunch -- but we are in better shape than most. Many museums are having to close or having budget cutbacks. We need the support of our community and our members. The schools are getting added interest in the LSMT."

Following the meeting, Greg Vreeland invited members to come aboard the "Arrowhead". Several took advantage of the invitation and stayed until the late hours, snacking on hors d'oeuvres and beverages.

COMPREHENSIVE ANNUAL REPORT

The annual report prepared by students under the supervision of adjunct professor **Steve Isola** at the College of St. Scholastica was very comprehensive in content containing the financial report, plans for 1995, a list of groups that visited the Museum, a list of 1994 acquisitions and other bits of interesting information.

Also listed were the excursion trips in 1994 and a list of its passenger equipment and locomotives that are available for rental and use on special excursion trains.

A short bio of the new director, **Dick Welch**, was given. He came to the Museum in July of 1994, has a B.A. and a M.A. in historical geography from Michigan State University. He has held positions at California's Maturango Museum, Tucson's Children's Museum, the Franklin Roosevelt Library and Museum, Colorado Springs Pioneers Museum and Boot Hill Museum in Dodge City, Kansas.

The two new staff members, **Joe Westerberg** and **Karie Vincent** also hold B.A. degrees and were brought on board recently.

Educational services were also provided for over 8,000 youngsters who toured the facilities in 1994, including school classes, many from outlying areas, scout organizations, special needs institutions, churches and private schools.

Six special train excursions were operated in 1994 -- the two steam excursions to Two Harbors, the AIME excursion and three centennial celebrations, the biggest of which was the Hinckley Fire Centennial over the Labor Day weekend.

A letter from **Gordon Jonasson** detailing some goals for the future and a letter from **Governor Carlson** congratulating the director for the work he has done in promoting the Museum were also a part of the annual report.

Plans for 1995 and 1996 include excursions in the Ashland area sponsored by the Soo Line Historical Society in September, formal education programs for school children, the 5th Annual Model Engineering Expo and the Lionel Christmas display. Future exhibitions planned include "Produce for Victory" and "Women and the American Railroad".

About 400 items were accessioned by the Museum during 1994, many being listed in the 12-page annual report which closed with an item entitled: "Thanks to you, the LSMT works." It says thank you to all Museum volunteers, supporters and members.

HAROLD RAYMOND JENSEN

Depot Square trolley operator, LS&M board member, Museum volunteer, **Harold Jensen** was becoming more involved with Museum and LS&M activities. He had been attending training classes at the Museum to become certified for excursion train operation, was recently elected to the board of directors of the LS&M and had been undertaking some of the duties of advertising and public relations.

He was active in many civic and Masonic organizations, retiring from Minnesota Power as an engineer in 1990. Harold passed away June 1 in St. Mary's Medical Center at the age of 67.

CORRECTION

The last issue of the "Laker" had Tomasek's name spelled wrong -- it is **DeWayne**, not Duane. We regret the inconvenience and emotional trauma and stress this has caused and extend our apologies. Our proofreader was severely chastised and fogged.

HERE AND THERE one survives. In Hill Avenue Yard in Superior, Wis., Northern Pacific 4-8-4 2676, stripped of valve gear and fitted with ungainly blower on smokebox, thaws out frozen ore cars in the winter. -- Photo in December, 1959 issue of Trains magazine.

The same issue has a lengthy article on the NP -- "the Railroad That Likes Passengers!"

THE TALE OF TWO RAILROADS *By Patrick C. Dorin*

I would like to say this without a sense of prejudice, but it is difficult not to. The Twin Ports of Duluth-Superior is one of the most beautiful spots in the United States. Situated on Lake Superior, it offers a panorama that can only be found on the ocean coast lines, and the range of hills surrounding both cities - and a prominent feature of Duluth - well what can one say! Add to that the St. Louis River flowing into St. Louis and Superior Bays, and the North Shore of Lake Superior; and the environment is simply perfect for passenger train excursion services. And Duluth is now blessed with two such operations: The Lake Superior and Mississippi Railroad, and the North Shore Scenic Railroad.

These two railroads offer a different service, and in turn, serve parts of two different markets. The lines are indeed unique, and are literally providing the basis for a potential solid passenger train future on the Minnesota side.

The Lake Superior and Mississippi Railroad

The LS&M is a fine old name of one of the predecessors of the Northern Pacific Railroad. The line was originally built across the northern part of the state from Duluth toward Staples in the 1870s. The original line basically followed the St. Louis River through the western side of Duluth to a point known as Fond du lac, continued then through what is now known as Jay Cooke State Park. Eventually the railroad was relocated to eliminate a number of curves and ease the grade between West Duluth and Carlton. The new line split from the original route at about the location of the present Lake Superior Zoo. However, the original line continued in operation as far west as Fond du Lac.

This particular line to Fond du Lac hosted commuter train service by the Northern Pacific Railway. The 1924 time table shows three trains per day in each direction, including the rush hour trains; with Sunday service at two trains per day in each direction. Commuter train service lasted until the 1930s. It is a little known fact that Duluth once had such a commuter rail service.

DULUTH AND FOND DU LAC									
191	189	185	181	Miles	TABLE 14	180	184	188	190
DAILY	EX. SU.	SUN.	EX. SU.			Ex. Su.	Sun.	Ex. Su.	Daily
5 25	12 05	8 40	6 45	0	.....Duluth.....	8 09	10 10	1 45	6 55
5 29	12 10	8 44	6 49	2	.....20th Ave.....	8 05	10 06	1 40	6 51
5 38	12 21	8 54	6 58	5	.....West Duluth Jct.....	7 56	9 57	1 30	6 42
5 41	12 24	8 56	7 00	6	.....Riverside.....	7 54	9 55	1 28	6 39
5 48	12 31	9 04	7 06	8	.....Spirit Lake.....	7 48	9 49	1 21	6 31
5 53	12 36	9 08	7 10	10	.....Morgan Park.....	7 44	9 45	1 16	6 27
5 56	12 39	9 11	7 13	11	.....Boat Club.....	7 41	9 42	1 13	6 24
6 01	12 45	9 17	7 18	12	.....New Duluth.....	7 36	9 37	1 08	6 19
6 09	12 55	9 26	7 25	15	.....Fond du Lac.....	7 28	9 30	1 00	6 10

The NP passenger timetable of Nov., 1924, Duluth to Fond du Lac.

The present LS&M was incorporated in 1981 by a group of volunteers that are members of the Lake Superior Transportation Club. It operates over a section of the former Northern Pacific between the Lake Superior Zoo and what is known as Gary-New Duluth. In fact, the non-profit group operates over Burlington Northern freight trackage for part of the distance, with the remaining track owned by the City of Duluth.

Trains and equipment have varied a bit over the past 15 years. At one time, the group used a former Air Force industrial switch engine, which has since been replaced by a General Electric 45 tonner from the Flambeau Paper Company. This little engine, numbered 46, is painted a bright yellow with red striping. It is virtually identical to the locomotive once operated by the Duluth Union Station, including the color scheme.

Passenger equipment too has varied, and has included a Canadian National commuter coach, a Grand Trunk Western reclining seat coach, Northern Pacific wood caboose, and an open gondola equipped with benches for the ultimate in viewing the grand St. Louis River scenery.

The 1990's version of the train is one of the most dramatic yet.

The basic train consists of two coaches that were donated by the Duluth, Missabe & Iron Range Railway. The two cars have been rebuilt, repainted and equipped with new seating. Heavier traffic levels often dictate the use of a third coach from the Lake Superior Museum of Transportation. The train is very attractive in its "Pullman Green" color scheme. It, too, brings back memories when virtually all railroads painted their equipment the same color, ie., Pullman Green or Coach Green.

Train schedules, too, have varied over the years. In the early days, the train originated from Gary-New Duluth, and four schedules were operated on Saturdays and Sundays during the summer season. In the mid-1980s, the operation was reversed, with the train now originating at the Zoo, and making "turn" operation to Gary-New Duluth and return.

The early morning schedule on Saturdays and Sundays resulted in few passengers, and it was subsequently dropped. The three afternoon runs generally were well filled, and such operations continued through the 1989 summer season.

The 1990 season saw a number of dramatic changes. The railroad line from Duluth to Two Harbors was rebuilt and placed under the ownership of the St. Louis and Lake County Rail Authority. The LS&M was requested to operate week-end excursion trains on the Two Harbors line between Duluth and Lakeside. Meanwhile, a separate company, publicly known as the North Shore Scenic Railroad, acquired an RDC-1 (owned by the Rail Authority), and operated Duluth - Two Harbors excursions. This operation has now been purchased by a private company, which operates the RDC and a full set of equipment (See the next section of this article.) Consequently, the LS&M returned to the West Duluth operation. The 1991 season saw two trains scheduled on Saturdays and Sundays with patronage running close to the capacity of about 150 passengers.

The LS&M provides an interesting train ride along the St. Louis River, and there are a high number of repeat customers year after year. The organization is staffed by volunteers from the Lake Superior Transportation Club, which also provides volunteer service for the Lake Superior Museum of Transportation. Although the groups are independent, it is a very unique relationship, and so far, has provided a wide range of benefits, educationally and historically, for the people of northern Minnesota and Wisconsin.

It is also a great way for many individuals to volunteer their hearts to a railroad career they have always dreamed about, but for one reason or another, never went to work for a railroad. It goes without saying that railroading is one of the world's most popular hobbies, and the LS&M is a result of such dedication by dozens of people.

The North Shore Scenic Railroad

The North Shore Scenic Railroad is the newest and largest operator of tourist train services in the State of Minnesota. It operates over the former trackage of the Duluth, Missabe & Iron Range Railway between Duluth and Two Harbors, a distance of about 27 miles. It is a "for-profit" organization.

The NSSR began operations during the summer of 1990. An interim company, known as DIRCO (Duluth and Iron Range Company), was set up for test operations to determine if a market for such a tourist operation existed. The 1990 operation was conducted with a RDC-1 on a daily basis, while the Lake Superior & Mississippi volunteer group operated week-end trips within the city of Duluth. As of the fall of 1990, a number of people or groups were invited to bid on the operation for a more permanent set-up. The Goldfine family, who also own other tourist operations and facilities, was the successful bidder.

The new goal was rather dramatic and enthusiastic. Work was begun for a May, 1991 start-up, and the new company purchased five Rail Diesel Cars (four RDC-9s and one RDC-1). This equipment was once part of the extensive Boston and Maine commuter rail service, literally surrounding Boston.

The five cars, however, required extensive rebuilding. The May start-up time arrived, and work was still not completed.

TWO RAILROADS

continued from page four

However, the company did receive their modified GP-7 (a former Missouri-Kansas-Texas Railroad unit). The unit was painted in a silver with green trim, and a black roof. The words "North Shore Scenic Railroad" are spelled out on the hood.

Operation start up was accomplished by leasing two of the Lake Superior and Mississippi Railroad coaches, as well as a Duluth, Missabe and Iron Range coach. All three cars were donated by the Duluth, Missabe & Iron Range and are operated by the Museum and LS&M. The first NSSR trains looked very attractive with the silver GP-7 and the Pullman Green equipment.

The equipment, and later the rebuilt RDC cars, operated on the Two Harbors run, basically a daily except Monday operation. The original RDC-1, meanwhile, was assigned the Duluth-Lester River bridge run consisting of five round trips daily except Tuesday. With the addition of a daily "Sunset" train between Duluth and Palmers, the NSSR operated eight pairs of passenger trains five days of the week during its second season. This included a Two Harbors - Palmers run during the layover of the equipment of the "Duluth - Two Harbors Schedule." After the summer season, the NSSR operated a reduced schedule Thursdays through Sundays, as well as additional charters. One charter trip, scheduled for the evening of November 1, 1991, had to be cancelled because of a 37 inch snow storm. It was the heaviest in the Twin Ports history.

The lake front line of the former DM&IR now literally sees more railroad action than it did in the 1950s. At that time, the DM&IR operated a daily passenger train with a single RDC-3 between Duluth and Ely. At the same time, there was one local freight each way daily for a total of four train movements over the route.

The operation out of Duluth is actually heavier than some commuter train operations in many of our large metropolitan areas. It is truly a fascinating sight, and it is good to see the trains running.

It should be noted that the Burlington Northern Railroad has trackage rights over part of the NSSR within the downtown area of Duluth, while the DM&IR has trackage rights over the entire line. In one case, the DM&IR operated a special passenger train for retired employees in June of 1991. The Lake Superior Museum of Transportation also operated a special passenger train for the Grandma's Marathon between Two Harbors and Duluth - quite a run, which attracts runners from all over the world!

The RDC cars have been extensively refurbished, and now all carry "North Shore Scenic Railroad" gold lettering in a green letter board. It can be said that the NSSR is a very attractive passenger railroad, and the employees and train crews are very courteous and attentive to passenger needs. It is truly remarkable, and to think that Duluth actually has two tourist railroads is very fascinating indeed!

The Future Potential

It is rather unique that two tourist railroads could be operating, almost within a stone's throw of each other. Yet both lines are functioning, and attracting different markets. The future of both lines is impossible to say at this time, but one thing is certain - people do enjoy riding trains.

The NSSR, operating over the tracks of the St. Louis and Lake County rail authority, may literally have the potential to offer a commuter train service from Two Harbors to Duluth. The RDC-1 would lend itself quite nicely to this service. Theoretically, it could provide a rush hour to Duluth in the morning for the working people. It could then return to Two Harbors and run to Duluth again around 9:00 a.m. for potential shoppers. Such a train could again return to Two Harbors after the lunch hour for still another trip for afternoon shoppers. The train would make its last run to Two Harbors around 5:00 p.m. for workers and the afternoon shoppers. It could also make an evening Two Harbors to Duluth and return run during various types of athletic events, Christmas shopping sprees, concerts, and a whole host of other activities at the Duluth Entertainment Center.

There is still another market for the Two Harbors - Duluth run, and that is, the university students who live in Two Harbors. Through a joint arrangement with the Duluth Transit Authority, buses could meet the train at a designated point for transfer to University of Minnesota-Duluth campus, St. Scholastica, and even for the University of Wisconsin-Superior campus.

There is the potential for at least two round trips daily, plus the evening operation. If such an operation were to be implemented, it would add one more ingredient to the uniqueness of the City of Duluth. It could lay claim to being the smallest city in North America with commuter rail service. Just a dream, one might say, but nevertheless, one with a certain amount of potential.

Freight service is another possibility. As of this writing, pulpwood trucks are thundering down the express way from Two Harbors to Duluth. Those pulpwood logs could be transloaded into gondolas for movement to Duluth, Wisconsin Rapids, and other paper mill destinations. It would actually save on maintenance costs for the expressway.

The future could hold a great deal of potential for the lake front line of the North Shore Scenic Railroad. It will be interesting to see what transpires over the next year or so - that will tell the story! A "story" that one can only hope will continue to grow and development for the benefit of all concerned.

WHAT OTHERS ARE SAYING...

Railroad fans in Alna, Maine, are hoping to purchase the oldest surviving two-foot gauge steam locomotive built and operated in Maine. A museum is being built in Alna and members would like the 1884 18-ton steamer to be the showpiece. "It's a state treasure, a part of Maine history," said the president of the museum's nearly 400 members, worldwide. "It belongs here, not as a play toy for some millionaire, or, God forbid, an amusement park ride."

Engine No. 9 ran on three of the state's two-foot gauge railroads. No price has been put on it; estimates have ranged from \$48,000 to \$85,000.

--RRE Journal

Amtrak pulled nearly two million dollars worth of advertising from the NBC television network after becoming weary of comedian Jay Leno's jokes regarding Amtrak accidents. Leno, in responding to an announcement that Amtrak would lay off 600 managers, cracked the railroad wasn't going to fire them, just put them on a train.

--RRE Journal.

The CP Rail System in Montreal is purchasing six-axle, AC, 4,400 H.P. locomotives from General Electric. The new power units attain a 33 per cent adhesion on the rail, compared to 21 per cent all-weather adhesion of DC locomotives and SD40-2s, with Posi-Traction Control. They are 15 per cent more fuel efficient, have individual axle control and are the latest in motive-power technology, are also quieter and are ergonomically designed to improve the working environment for train crews.

--Northstar News.

Amtrak, in their 1994 annual report, cited some interesting information. In the U.S. long distance travel by train accounts for less than one per cent of all long distance travel. Each year, Americans travel 228 miles by road for each mile traveled by rail. Even in Canada, the ratio is 76 miles by road for each mile of rail travel. Elsewhere, the ratios are: British 14 miles, French 8 miles, and Japan, only 2 miles.

-- Trainline

Steamtown National Historic Site had its grand opening July 1 with North Star Rail's No. 261 (Milwaukee Road 4-8-4) and Michigan State Trust for Railway Preservation's No. 1225 (Pere Marquette 2-8-4) taking part. The 261 ran over 10,000 miles in 1994.

--Trainline

Money will not make you happy, but it will keep you comfortable while you are unhappy.

CARTWRIGHT'S DRAWINGS SHOW IMPORTANCE OF DEPOTS IN AMERICAN RAILROAD LORE

"Once a center of activity in every town, the railroad depot is quickly fading from the American scene. The depot was the center of comings and goings of the town's citizens for decades. Important messages arrived and also were sent out over the Western Union Telegraph. In addition, the Railway Express Agency brought and sent packages from around the country.

"A great number of depots have been destroyed, the exception being a limited few saved by local communities, converting them to something else.

"While railroading is one of the nation's major industries, there is very limited passenger traffic. Amtrak, a semi-governmental passenger operation, needs only a small number of depots compared to the many that were needed when each railroad had its own service.

"John Cartwright, born in St. Paul in 1955, grew up near the Soo Line Depot at Cardigan Junction. Little did he know he was observing the final decades of railroad depots in Minnesota.

"Cartwright's father and grandfather were employed by the Great Northern with an annual pass being one of the privileges of railroad employment.

"John took many train rides as a youngster. While on rides he was fascinated by the rituals of stops at rural depots with mail loading, passenger boarding, detrainning and local residents on hand with the drama of commerce on the move.

"John studied art at Hamlin University, but is largely self-taught through observation of other artists styles and techniques. He first exhibited his work in 1980 and has been a fixture at regional art shows since. His portraits of depots are owned by collectors over the U.S. and Canada who share an affinity for railroad architecture."

So reads the introduction to one of the best art exhibits hung in Gallery Car 255.

Where is (or was) your favorite depot? Do you wonder what has become of it? It may be one of the many that Cartwright has sketched -- some in black and white, some in color.

Besides each piece is a brief history of the subject. Following is a condensed version of the descriptions accompanying the drawings currently on display, all in Minnesota except where noted. Some are still standing, though they could have been removed since the drawings were rendered:

- **BYRON** -- the first depot built west of Rochester on the C&NW in 1885. Mineral red like many depots, it was removed in 1960 after the last train departed in 1959.

- **ELBOW LAKE** -- the 1917 structure became a landfill in 1986.

- **NEW PORT** -- the preserved 1906 tower was a hot spot for Twin Cities high-iron action all hours of the day or night.

- **DULUTH** -- the Union Depot built in 1891-1892 is the finest example of French Chateau-style architecture. The last train departed in May, 1969 and preserved as a museum.

- **EXCELSIOR** -- the 1886 M&ST.L structure was replaced by a modern depot in 1952.

- **REDWING** -- presently used by Amtrak, the 1905 depot was restored to its former glory.

- **FINLAYSON** -- though the tracks are gone, the 1897 depot still stands. It served as the day and night office of the NP.

- **DELFT** -- the 16'x48' CST.PM&O branch line depot was used until in the 70's.

- **CHATFIELD** -- removed in the '60s. Every town had to have a rail link or it was seriously hindered in its growth.

- **PAYNESVILLE** -- built in 1886, it was retired in the '80s after having served as the local Western Union and Railway Express offices.

- **BRITT** -- the 1918 depot served as a train-order office for traffic control. Radio control spelled the end for such buildings.

- **SUPERIOR, WIS.** -- the last train departed the Soo Line station in January of 1965. Freight was handled there until the late '80s. Now privately owned, it was one of the shooting locations for the motion picture "Iron Will."

- **HUGO** -- built in 1871, taken down in the 60's, the NP station had upstairs living quarters for the agent and his family, providing the railroad with an "on call" operator during the off hours.

- **SANDSTONE** -- the GN station was built in 1915 to replace one built after the 1894 Hinckley fire. It had indoor plumbing which was a luxury in its day.

- **VIRGINIA** -- built in 1913 for the DWP, the last train to use it was in 1961. Now converted to a bank, the track area serves as a drive-through for the teller windows.

- **McGREGOR** -- the NP and the Soo Line had joint tenancy to save on the expense of separate depots. The last train, a RDC, used it in 1964.

- **CRYSTAL TOWER** -- served as a crossing guard for the GN and the Soo Line in the Twin Cities suburb of Shoreview -- removed in 1962.

- **CARDIGAN JUNCTION** -- the North St. Paul tower was removed in 1982.

- **ST. CLOUD TOWER** -- used by the NP and the North Coast Limited, it guarded the crossing with the GN -- removed in 1984 after the formation of the BN.

- **ST. CROIX TOWER** -- built in 1904 across from Hastings on the Mississippi at the junction of the Burlington and Milwaukee Road, it was demolished in 1984.

- **HINCKLEY TOWER** -- the second tower built in the 1920's and removed in 1974, it protected the crossing of the NP and GN railroads.

- **MOUNTAIN LAKE** -- it served the Omaha Railroad (later the CNW) from 1914 to 1974. Preserved as a museum.

- **NEMADJI RIVER BRIDGE** -- GN and Amtrak passengers had a grand view of the Nemadji River Valley south of Boylston (Wisconsin). The bridge was removed in 1989. The BN uses the Soo Line Bridge downstream.

- **BLACK DUCK** -- the Minnesota & International depot, though seedy in character, did possess a certain charm. The NP removed it after line abandonment in 1985.

- **GLOSTER** -- guarded the crossing of the NP and Soo Line in the Gladstone neighborhood of Maplewood, a St. Paul suburb. Often misplaced freight caused a change in the name from Gloster to Gladstone.

- **HASTINGS** -- 14 trains a day went by on the Milwaukee main line between Chicago and the Twin Cities. It has been restored.

- **BAYPORT** -- in Afton since the late '30s, the tiny depot was moved to Bayport in the late '50's. The Milwaukee Road often moved small depots to obtain maximum use from a structure.

- **TOWER** -- the DM&IR used RDC's after 1953 between Duluth and Ely. Service ended in 1961. The depot is now a museum.

- **WINONA** -- CNW's "Rochester 400" last stopped here in July, 1963. The depot was removed in Sept. 1980.

- **BRECKENRIDGE** -- was a major point on the GN. The brick building was constructed in 1907, served Amtrak until the late '70s when Amtrak stopped service. It now serves as a freight office and crew change quarters.

- **RANDOLPH** -- presently a private residence, the CGW depot was an important junction point.

- **BEMIDJI** -- built in 1911, the depot served both the Soo Line and the Minnesota & International (later NP). The last train to use it was May 1968. It is now a restaurant and bar.

- **AITKIN** -- erected in 1916 on the NP, today serves the Aitkin County Historical Society as a museum.

- **STAPLES** -- a major district terminal since 1910 still in use, its days are numbered as a railroad facility. Crews now run through to more distant terminals.

- **FAIRBAULT** -- most of the Milwaukee yard tracks have been removed. Built in 1887, the last train to go by was in 1952 -- is now an office building.

- **MINNEAPOLIS** -- the familiar 1898 Milwaukee Road station with its tower is still dormant, awaiting a developer since the early '80s when the last office was vacated. Last train departed in May, 1971.

- **BRAINERD** -- the 1950 gate tower was built to control increased vehicle traffic on highways 371 and 210. Now gone.

EXTRA!



MISSABE RETURNS TO LAKEFRONT LINE

As mentioned in the last issue of the *Extra*, DM&IR has started routing commercial freight traffic over the Lakefront Line between Two Harbors and Duluth. The first train to exercise Missabe trackage rights over the line ran late on the evening of May 18, running from Two Harbors to Duluth and returning early on the morning of the 19th. The railroad is running a minimum of two trains per week over the line, with interchange taking place at the DM&IR's Missabe Junction Yard at 27th Avenue West.

The route last saw regular freight operations in 1982. The excursion trains run by the Museum in 1984 to celebrate the 100th anniversary of the first shipment of iron ore in Minnesota were the last DM&IR operated trains to travel the entire distance between Duluth and Two Harbors prior to the Regional Railroad Authority's purchase of the line. With the sale, Missabe retained rights to use the track if it so desired. During the first few years of Rail Authority control, DM&IR did send an occasional non-revenue movement over the line, but nothing on a regular basis.

Starting last fall, DM&IR began to use the line for actual revenue moves when a handful of all-rail natural ore trains ran between Two Harbors and Duluth. The next step was resumption of commercial freight traffic over the route this past May. With the new freight trains now operating over the route, it can be safely said that the line has regained its freight status. Welcome back!



ABOVE: A DM&IR freight makes its way past a deserted Interstate 35 on its way back to Two Harbors after having picked up 9 loads and 11 empties at Missabe Junction. The time is a very early 5:15 a.m. on the morning of June 4, 1995. DAVID SCHAUER

LEFT: Same train as shown above is caught passing under the northbound mainline at Two Harbors. The train is lead by an orange ex-EJ&E SD38. Freight cars making up the train include loads of clay for Northshore Mining and empty lumber cars for loading at the Louisiana Pacific plant in Two Harbors. DAVID SCHAUER

Operations Changes: The Missabe has changed some operating practices to coincide with the newly activated commercial trains between Duluth and Two Harbors. Effective with the use of the Duluth-Two Harbors line, there is no longer an inter-divisional MRF (miscellaneous road freight) between Proctor and Two Harbors via the Iron Range. Commercial traffic now moves as add-ons to empty and loaded ore trains. This freight is generally moved on the Fairlane extras (2 per day, morning/evening) out of Proctor. Depending on the train, the commercial traffic is picked up/set out in the Fairlane Yard or the Keenan Yard. If deposited at Fairlane, then a Keenan switch crew will pick up/set out for further movement. The Keenan switch crew has the assignment of moving commercial traffic from Allen Junction to Hibbing if necessary. To deliver to LTV and Northshore Mining, an abbreviated MRF runs 2 days a week out of Two Harbors as far as Allen Junction and returns. As with any new changes, the railroad undoubtedly is seeing what works best and further adjustments are quite possible. Stay tuned.

Working on the Railroad: Effective June 15 through August extensive track work on the Missabe Division between Carson (north of Proctor) and MP-51 (near Forbes) has resulted in a work window Monday through Friday between 7 a.m. and 5 p.m. Welded rail trains are expected to arrive June 19 and August 1. A massive tie replacement project is also slated for this section of track. With this work block in effect no trains will be running over this line between the two times mentioned, thus resulting in a "fleet" of trains heading northbound out of Proctor/Steelton after 5 p.m.

Not Again: Once again the Missabe has experienced a derailment of a loaded taconite train north of Proctor. The most recent occurring very close to the same spot that saw a loaded DM&IR/WC/C&NW all-rail pellet train hit the ties near Munger this past January 13 (Spring *Extra*). This time a loaded Geneva all-rail discovered a broken rail and promptly derailed at 5 p.m. on June 17. Approximately 10 cars were involved in this incident. To maintain schedules, DM&IR rerouted a number of trains over neighbor DW&P. Included in the reroute were Fairlane, Minorca, and at least two all-rail pellet trains, including one with Wisconsin Central power and one DM400



ABOVE: DM&IR and DW&P teamed up to move this passenger extra from Duluth to Virginia on DM&IR and return to Pokegama via DW&P on July 10, 1995. Train was run for the Minnesota Regional Railroads Association annual conference. Photo taken at DW&P's Virginia Yard. TIM SCHANDEL

BELOW: Missabe also provided a car for this passenger extra operated by Northshore Mining between Babbitt and Silver Bay on July 10 and 12. Train was run for company executives to celebrate the opening of an additional taconite production line. Photo taken in Silver Bay on 7/12. TIM SCHANDEL



with BN locomotives. The line was placed back in service early on June 19th. With all of the tonnage the Missabe Division has seen recently and the two derailments, it is no wonder that new rail and ties are being installed.

Odds and Ends: Steelton Yard has had new lighting installed to better improve night safety involving all-rail taconite movements and meets occurring at the yard...Geneva all-rail trains operating over DM&IR in conjunction with Wisconsin Central have been spotted with ex-Algoma Central ore cars.

Summer 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. News items and photographs are always welcome and can be sent to Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN 55802, (218)727-0687.

BNSF MERGER RECEIVES APPROVAL

On Thursday, July 20, a month ahead of schedule, the Interstate Commerce Commission voted 4-0 to approve the proposed Burlington Northern merger with Santa Fe. The approval, which will be followed by written confirmation by August 23, creates the nation's largest rail network, stretching from the Midwest to the Pacific, and from Mexico to Canada. The new railroad will serve 27 states and two Canadian provinces.

The ICC will impose what it calls "limited conditions" on the merger based on concerns from some shippers and competing railroads. The exact details of these special conditions are not yet known but are in addition to the various deals that BNSF has already worked out with its major competitors, Union Pacific and Southern Pacific. The ICC rejected most complaints about potential competitive harm. The Justice Department, which will assume the ICC's merger duties when that agency is phased out later this year, had voiced concerns about some of the anti-competitive elements of the merger, including how little BNSF



had to give to its main competitors to win their blessings.

The new railroad will be known as Burlington Northern Santa Fe Corporation and will most likely centralize network operations in BN's Fort Worth operating center but might possibly locate the corporate offices into Santa Fe's Chicago-area headquarters. The official de-

cision on the corporate headquarters location has yet to be made. Another decision that has yet to be made is what the corporate colors will be, including those to be applied to locomotives and cars. Rumor has it that at least 30 paint schemes have been considered. Robert Krebs, Santa Fe's chairman, stated that the railroad hopes to have the merger completed by the end of September.



ABOVE: One of the attractive EMD SD60s assigned to their lease fleet was captured on film at BN's Superior engine facility this past spring. Note the marking on the battery box "The Tyler T."
TIM SCHANDEL

LEFT: An empty taconite train bound for Hibbing Taconite prepares to depart Allouez on April 29, 1995. Due to an ailing SD60, two 4-axle geeps normally assigned to the Brainerd Local were called on to assist this train on its run to Hibbing and return. DAVID SCHAUER

Range Report

Geneva Shuffle: BN is participating in a unique taconite all-rail movement of Minntac pellets destined for Geneva Steel in Utah. What makes this movement unique is that Southern Pacific and Wisconsin Central have the base contract to handle pellets from Minntac to Geneva. The BN movement involves tonnage above and beyond the amount specified in the WC/SP contact. Routing of the trains south of the Twin Cities is via the Willmar line, similar to the routing of Northshore pellets that were shipped to Geneva via BN a few years ago with BN handing the trains over to SP in Denver for the final leg to Utah. Both the WC/SP and BN/SP trains use DM&IR for routing to and from Minntac.

Fairlane Action: Eveleth Taconite's Fairlane pellet plant at Forbes saw some of its pellet product recently shipped to Geneva Steel in Utah. Minntac is the primary plant for pellets destined for Geneva but an interesting sale of pellets resulted in the Fairlane product being sent to Utah. AK Steel (formerly Armco Steel) took its full partnership share of pellets in Eveleth Mines production for the year 1995. They did not need all of it so they sold 100,000 tons to Geneva Steel. These pellets were delivered using eleven trains that started running late March through July 12. The routing was via DM&IR, WC, and SP, the same as Geneva pellets produced by Minntac.

DRI Possibility: National Steel Corporation is currently studying the feasibility of building a direct reduced iron (DRI) facility at its Keewatin pellet plant. Production of DRI is expected to be the next step in solidifying the future of the Iron Range taconite industry. DRI is taconite concentrate that,

through a special firing process, is turned into 92 to 95 percent pure iron. Taconite pellets that the seven Iron Range mines now produce contain roughly 65 percent iron. Because National produces about 600,000 tons more concentrate than it needs, it makes the plant a perfect site for a DRI facility. National Steel becomes the second Minnesota plant to take a serious look at DRI. Cleveland Cliffs Inc., which operates Northshore Mining in Silver Bay, is moving ahead with a feasibility study for building a DRI plant. The National study is being partially funded by Burlington Northern. A decision on whether to build the plant is expected this fall.

Auburn Ore Moves: The Auburn mine located southwest of Virginia, the only active natural iron ore mine on the Iron Range, has moved its loading area to a sheltered point that will hopefully control dust problems that last year had local residents concerned. In May a test shipment of Auburn ore was loaded into a ship at Two Harbors. The shipment consisted of loading Eveleth "chips", broken pellets and crushed kiln chunks, into the boat before the Auburn ore was loaded on top of it. This prevented the ore from sticking and plugging the ship's unloading gates. With this successful test, all-rail movements seem to be less likely for this shipping season. However some movements will occur as witnessed in mid-July when heavy rains in the Arrowhead made the Auburn ore too wet and sticky to load into a ship. The ore was then moved all-rail by DM&IR and Wisconsin Central to Gary, similar to movements last fall when the ore was subject to freezing.

DM&IR Abandonment: Potential abandonment prospects were announced by the Missabe in the Duluth News Tribune in early July. They are as follows:

■ Old Hull Shortline from down-

town Hibbing to Edwards Oil. This track is active.

■ Chisholm Spur from the Douglas Mine to Chisholm. The line has been washed out for several years.

■ Wales Branch from Wales to the Junction with Northshore Mining. This track is active.

■ Lakeside Line yard trackage in Two Harbors.

■ Taken off the list was the Superior Branch from Emmert (Hibbing) to Sherwood. Active BN coal traffic.

LTV Steel: GP38 number 4215 was sent to Precision National for a rebuild. The unit was sent south on June 13 and will be renumbered 7250 when it is returned. The locomotive will be assigned to pit duty. A Precision ex-SP GP20 in red primer paint is on the property to serve as a lease replacement for the GP38

until it is returned. Current road operations have two sets of F-9A-B-B-B and a F-9A-GP20-GP20-GP20 set powering dock trains. That leaves two F-9A's sitting as spares. Newly arrived GP20 number 4206 is a former SP unit, ex-EMD demonstrator 5626.

Minntac Beef: Some of the elderly EMD cow-calf switcher sets are still being put to use in mine service. Member Bruce Kettunen spotted Minntac 1211 and calf handling 14 side dump cars on June 15. He suspects others in this series might still be in service. Although the cow-calf sets are not quite as entertaining as the ex-Oliver Iron Mining Baldwins that worked in various pits, these units are now as rare as the Baldwins were in the late 1970s.

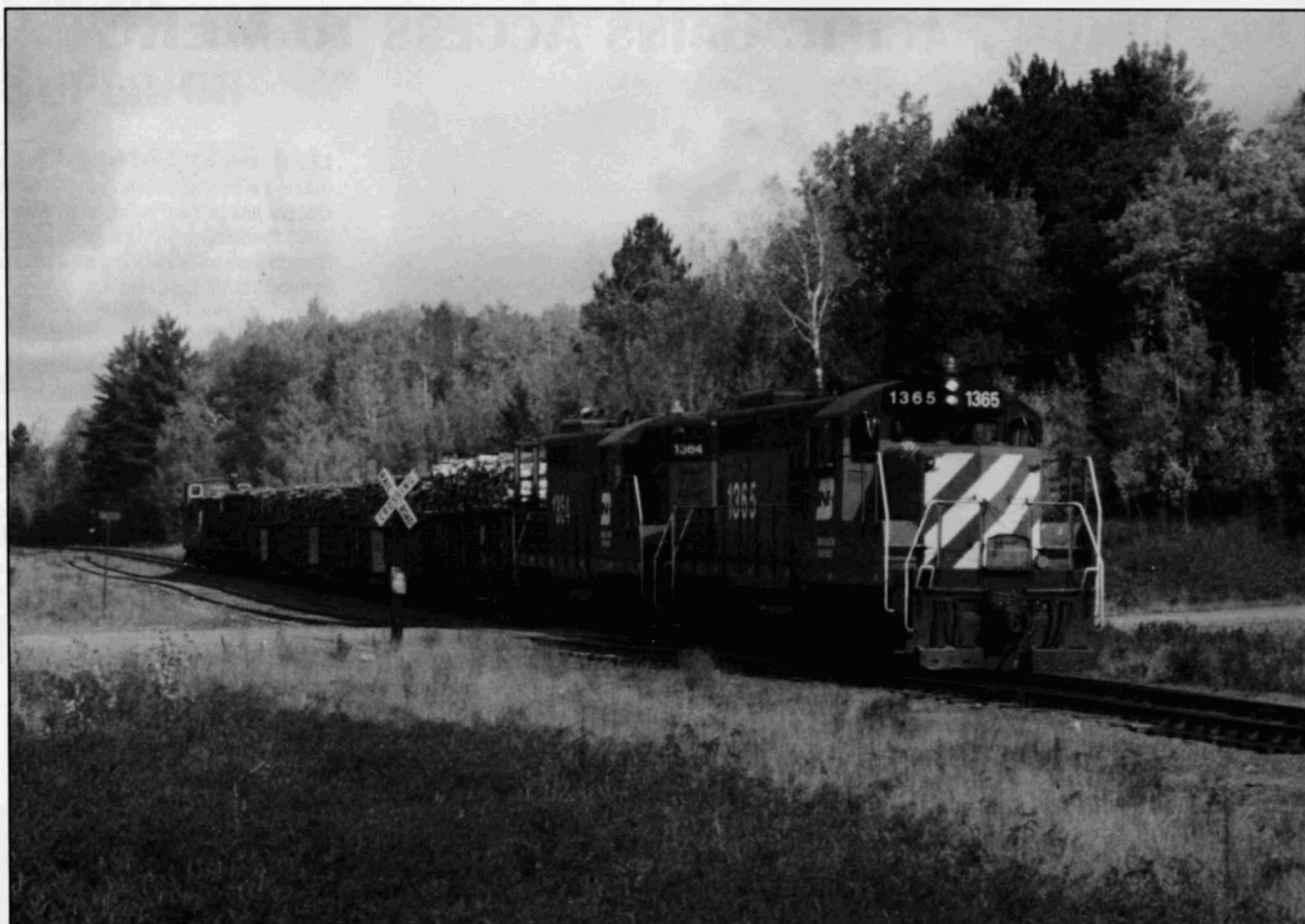
CN NORTH AMERICA

All in the Family: CNNA has filed to dissolve and acquire property held by two CN subsidiaries, the Minnesota and Ontario Bridge Company and the Minnesota and Manitoba Railroad Company. The companies were formed under Minnesota law in 1899 to construct a section of railroad and rail bridge, known as the Sprague Subdivision, through Northern Minnesota, near Baudette, that forms a portion of CN's mainline between Winnipeg and Thunder Bay.

Consolidation: Clerks on the Grand Trunk Western have authorized a strike. They are in the process of negotiating with GTW over CNNA's take over of GTW, now scheduled to take place on October 1. Job security issues are the main concern with some jobs being eliminated as a result of the consolidation. DW&P, as a unit of Grand Trunk Corporation, would also be involved.

Houses on the Hill: The Duluth Economic Development Authority has agreed to hire a consultant to provide services in conjunction with the development of a preliminary cleanup, housing and recreational plan for the DW&P West Duluth Yard site. The land under development consideration consists of 225 acres and does contain some known soil contamination, primarily in the former locomotive service areas.

Tid Bits: Look for CNNA's newest locomotives to start showing up in the Twin Ports. The EMD SD70 models are scheduled for delivery starting in late July....Ballast trains continue to roll from the Iron Range, using both Eveleth and Minntac rock. One of these ballast trains, returning to the Range empty, was spotted on Wisconsin Central south of Superior with a number of empty general freight cars on the head end. It is speculated that WC added the DW&P-bound freight cars to the ballast train and delivered the entire consist as a whole train to DW&P at Pokegama.



FROM RAIL TO TRAIL - A 10-YEAR ANNIVERSARY

Surprisingly, the Twin Ports were never blessed with an abundance of branch lines radiating from the various railroad terminals. Unlike the agriculture-based junction towns found throughout the Midwest, where branch lines sprung up like weeds, Duluth and Superior were always the domain of high iron, heavy tonnage railroading. There was one notable exception to this rule; the former Northern Pacific branch line running between Superior and Ashland.

Granted, the line was considered mainline material in the early years, but in reality the type of traffic handled and the frequency of movements screamed northwoods branch rather than indispensable artery. Completed by the NP during February, 1885, the line originally handled all types of freight, but the main emphasis was on wood products. During two periods of time the Duluth, South Shore & Atlantic Railway, which at one time had their own line from Ashland to Superior, used NP rails to reach Superior from Ashland. The colorful Baldwin DSS&A locomotives soon gave way to Soo Line red and white diesels in the mid-1960s. By the early 1970s declining traffic had forced Soo Line to cease operating over BN rails between Ashland and Superior.

The same decline in traffic that the Soo Line succumbed to would soon take its toll on BN operations. Traffic declined to a point where in the final years trains were operated only three times per week, out one day and back the next. Ten years ago this August, the final train to operate over the line ran from Superior to Poplar to pick up a few remaining cars. The date to remember is August 22, 1985. The line was subsequently converted to a snowmobile/ATV trail which today is proving to be a popular link in Wisconsin's recreational trail system.

Above: Former Great Northern GP5s 1364 and 1365 (built using some parts from FT's) were the standard motive power for the line during the BN era. The two sisters are shown handling a string of pulpwood cars just east of Iron River as the train makes its way to Ashland and an interchange with the Soo Line and C&NW. The length of the train is indicative of consists during the final years and demonstrates the reason why the line was abandoned. DAVID SCHAUER

UNION PACIFIC GAINS ACCESS TO MERC



LEFT: Union Pacific locomotives are making a strong showing at the former C&NW Itasca Yard in Superior. May 14, 1995 finds three UP units idling on the roundhouse track awaiting their next call to duty. DAVID SCHAUER

BELOW: Freshly repainted C&NW GP38-2 number 4602 leads an elderly GP7 with a transfer at Soo Line's Rice's Point Yard on a foggy July 2, 1995. C&NW transfers to the Duluth side of the bay have been common this summer, with grain being the primary commodity handled. DAVID SCHAUER

On Tuesday, June 27 the Interstate Commerce Commission granted C&NW's request to build a connecting track into the Midwest Energy Resources Corporation (MERC) coal dock in Superior. As reported in the Spring 1994 *Extra*, C&NW had submitted a request to build a 2900-foot connecting track from the corridor line just north of Winter Street to the coal shipment facility. As part of the approval, UP was granted the right to run lengthy coal trains from their Itasca Yard through East Superior to access the dock. Many residents were opposed to the routing of trains through East End because they would run through heavy residential areas and block a number of highway crossings. C&NW had been looking at negotiating trackage rights over BN from Saunders Tower to MERC using the direct ex-NP "coal main" route that BN trains currently use. Obviously BN was not receptive to allowing a major competitor easy access to its largest coal customer. As last reported, C&NW had a contract to handle 500,000 tons of western coal to the dock (approximately 3 trains per month). In comparison, BN expects to handle over 14 million tons of coal into the facility during 1995.

Merger Progress: The acquisition of C&NW by Union Pacific is moving ahead. The Interstate Commerce Commission on June 21 found that the Union Pacific paid a fair price for the C&NW, thus clearing the way for UP's acquisition of the C&NW the following day. Some stockholders were questioning the stock price that UP agreed to pay to acquire the North Western. The merger started to take place operationally on April 25 and has since picked up speed. UP is targeting October 1 as the date that all merger related details will be completed. The Marshalltown Shops will turn out the lights in early August. Most North Western locomotives needing heavy repair have been cleaned out by UP and will be repaired. As of press time approximately 12 locomotives have been repainted from C&NW to UP. The first C&NW locomotive repainted was SD38-2 6650. The unit was in UP's Little Rock shop on June 2 and emerged as Union Pacific 2806, assigned to hump duty in North Platte, Nebraska.



SOUTH SUPERIOR TRACKAGE IN JEOPARDY

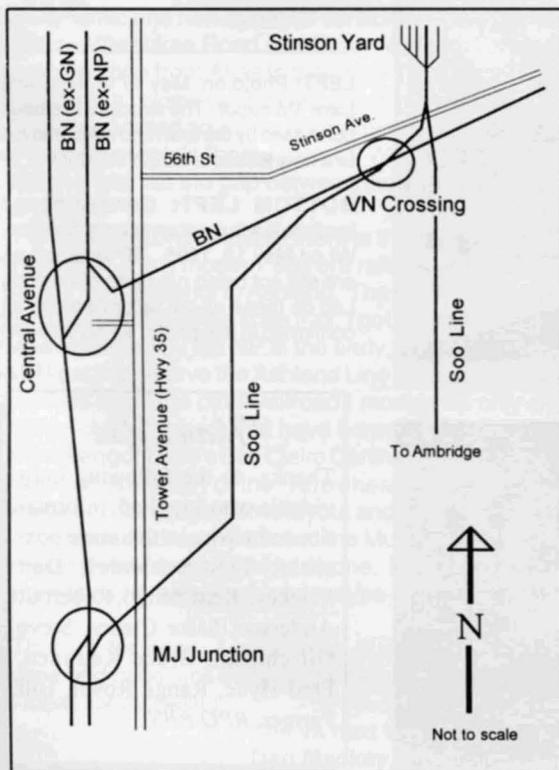
The State of Wisconsin has decided that the deteriorating State Highway 35 (Tower Avenue) bridge spanning the Soo Line trackage in the Village of Superior will be torn down and replaced with a grade crossing. Anticipating such a decision, officials from CP System have said they would prefer to abandon the track rather than run trains across a busy highway. CP would instead use nearby Burlington Northern tracks to preserve access to Stinson Yard. The two railroads have been working on an agreement but have yet to reach a decision. If an agreement can be reached, CP trains from the Twin Cities and Bemidji would run over BN from MJ Junction to Central Avenue, where a new connecting track would be built to link BN's ex-NP East End line with the mainline from Saunders. From there trains would run over BN's East End line to VN



Crossing, where a new connecting track would be built to allow CP trains to enter Stinson Yard (see map below).

What makes this interesting is that the CP trains would still need to cross Tower Avenue at grade, something they don't want to do just a few miles to the south with their own line. Another interesting twist is the building of the connecting track at Central Avenue, much of which will be built on the former NP grade which crossed the GN at that point. Should the line from VN to MJ be abandoned, that would

leave very little ex-Soo mainline trackage remaining in the Twin Ports. The only other remaining substantial stretch of mainline track runs from Stinson south to Ambridge and a connection with DM&IR, used primarily by DW&P transfers. Recall that the line south of Ambridge was sold to WC and subsequently abandoned and the line west from MJ was abandoned by the Soo Line a few years ago, leaving no original Soo mainlines into the Twin Ports intact. The railroad has instead relied on trackage rights over BN to serve the Head of the Lakes.



TOP: Looking east along BN at VN crossing, July 2, 1995. DAVID SCHAUER
ABOVE: Looking east at MJ Junction. Note bridge to be replaced. JAY WOLF

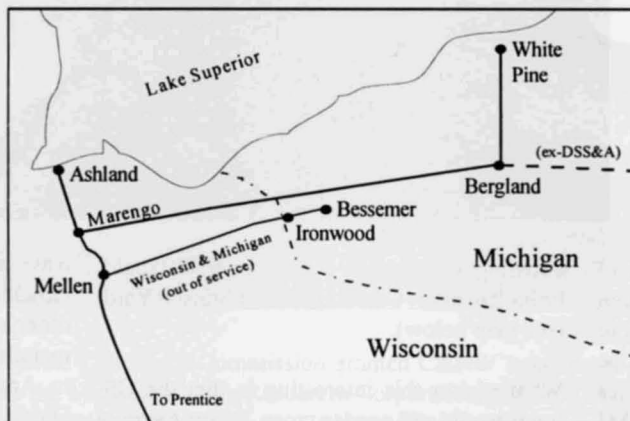
FUTURE OF WHITE PINE LINE IN DOUBT

The future of Wisconsin Central's ex-DSS&A line between Marengo, Wisconsin and White Pine, Michigan has been cast in doubt with the possible closure of the Copper Range mine at White Pine. On February 20, 1995 the Copper Range company closed its copper smelter with the thought that a new smelter would be built to take the place of the just removed unit. What has complicated matters is that the copper ore body that is currently being mined has deteriorated to a point where not much more minable ore is left. This condition was not expected to happen for a number of years. To address the ore supply problem, Copper Range is looking at a form of solution mining to get at the remaining ore body. The feasibility study on this form of mining will take two years and if proven successful, refined copper would still need to be shipped out. In the interim, approximately 1,000 workers will be laid off this September when conventional mining ends. The remaining 100 employees will conduct the solution mining experiment as noted above.

WC sources have said that the line will continue to run until at least the end of the year handling stockpiled material. After that the future of the line is unknown, although the refinery will remain open until March, 1996. The White Pine mine run now operates five days a week, Monday through Friday with two 4-axle locomotives and a remote control caboose. The remote control operation involves two ex-

lied they are being used to do switching at the mine with road power under radio control since Copper Range no longer has its Baldwin switcher (stored at Mellen, WI). The mine run had previously been seen with a DM&IR SD9 that was on WC for horsepower equalization. This potential abandonment comes after the WC's other line in the area, the 33-mile segment between

Mellen, WI and Bessemer, MI operated by the shortline Wisconsin & Michigan, ceased operations on February 10, 1995.



F-units in Service: The first revenue run of an Algoma Central ex-VIA FP9 on a passenger train occurred Wednesday, July 19 when 1753 and GP7 1504 made a Soo-Hearst run on train number 1. FP9 1751 is now also in service. The Canyon Train has GP38-2's 2001/2004 for power. Some Algoma units are roaming the WC system, including 2005, 2006 (GP38-2's)

Algoma Central cabooses (WC 11/12) that have been equipped as radio control units to enable operation with any diesel unit. It is be-

lieved they are being used to do switching at the mine with road power under radio control since Copper Range no longer has its Baldwin switcher (stored at Mellen, WI). The mine run had previously been seen with a DM&IR SD9 that was on WC for horsepower equalization. This potential abandonment comes after the WC's other line in the area, the 33-mile segment between



LEFT: Photo on May 17 of the Stone Lake, WI depot. The structure has been purchased by the town and will be moved to a new location. KENT RENGO

BOTTOM LEFT: Geneva-bound taconite loads meet empties at Sheldon, WI on May 18, 1995. SP locomotives are still not being run north of Fond du Lac on these all-rail taconite trains as confirmed in this photo. KENT RENGO



Thank You

Thanks to the following individuals who supplied information to help make this issue possible: Tim Schandel, Dan Mackey, Kent Rengo, Robert C. Anderson, Mike Cleary, Steve Glischinski, Bruce Kettunen, Fred Hyde, Range Rover, Bill Farmer, RPO BBS.

THE MODELERS PAGE

Well, it looks like summer is upon us. It's the time of year when most modeler's interests fade off for Summertime activities. It's fun to get out and do research on your favorite railroad and get lots of ideas for the model railroad come Fall.

Wednesday worknights have slowed down for now, but work is still moving along. The mine scene is slowly starting to look like a mine, and the mining town on the hill is really shaping up. Thanks mostly to **DeWayne Tomasek** we can now run onto the center section of the layout. DeWayne headed up the project which included building the base for it to sit on and connecting it to the main layout.

After many hours of troubleshooting trains can now be run. As time goes on we will replace the switch machines with new ones as the old ones have provided the bulk of the wiring problems.

After several years of disuse we tried the computer that controls the layout, and much to our surprise it worked, just a few bugs to work out and we should be able to use it within a month or so. The computer provides for a variety of trains to be run during the day instead of the same two trains running all of the time.

Not too much in the line of new equipment to report on, just a few new Atlas GP-7s, one CNW and one GN. Also a Kato NW-2 painted Lake Superior Terminal & Transfer. If you haven't been down to the Transportation Museum for a while come on down on Wednesday night around 7 or 8 and check out the progress on the layout. You may be pleasantly surprised.

There has been many new models coming out since my last column -- too many to list here. A couple of the noteworthy ones are the new two-bay covered and open hoppers from Atlas Models. Local roads include the BN and CNW. They are kind of pricey at \$12.95 retail but are a very finely detailed model with metal wheelsets.

They are ready to run out of the box. All you have to do is put Kadee couplers on if you use them. These cars are painted in current paint schemes, but the car is based on a design that has been around since the early '60s.

Another new item that should be out by the time you read this is the SD-7 from Life-Like. It is a nicely detailed loco and had received a good review from Model Railroader magazine. It comes in both dynamic and non-dynamic versions. Local paint schemes will include Milwaukee Road and Great Northern on the first runs. Also coming soon from Atlas is their new track planning software. I should have a review by the next issue of the "Laker."

I have not visited anyone's home layout lately, but next time I'll cover several people's "home roads." What is a "home road"? It is a railroad that fills the gap between the prototype and what we like to model.

For example, on my layout there is the Washburn, Bayfield & Iron River RR. It is a modern '90s era railroad and what once was the BN line from Superior to Ashland. The real line was abandoned in the mid '80s and is now a state trail. I got the name from a railroad that was absorbed by the NP in the early 1900s. By modeling the WB&IR I get to preserve the Ashland Line and run my favorite Alco locomotives since the other railroad I model has only a few.

Other club members that have home roads are **Dave Bruns** and **Kent Rengo**. Dave's Eau Claire Central and Kent's Minneapolis Mid-Western are a part of the "Arrowhead Lines" system.

If you are planning a home layout and can't decide what to call your "home road", drop me a line at the Museum. Also let me know about your home layout if you have one. I will put together a list of club member's home layouts and maybe we can swap a railcar or two.

That's it for now. I hope your Summer is going well and everyone had good luck doing some railfanning and getting many good ideas for modeling.

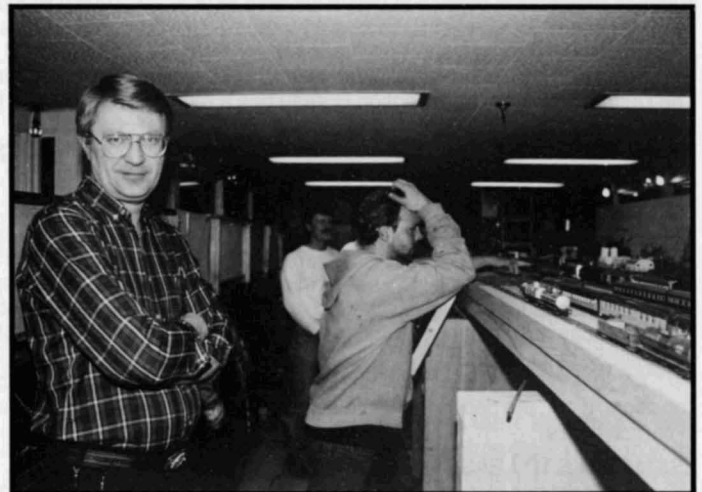
See ya next time
Dan Mackey, MR Director, LSTC



This model of the LST&T NW-2 No. 101 was painted by Dan Mackey.



Jim Morin, Don Howard and Ken Gerard work on the mine scene.



DeWayne Tomasek, Glen Macines (background) and Jay Sharpe watch the operation in the huge yard recently installed in the center of the model building.

SPECIAL NOTICE:

This year's Model Railroad Flea Market has been postponed until Spring due to road construction on Tower Avenue in Superior.



LS&M TRAIN CREW HONORS ELAINE ELLIAN on her birthday July 1st. Elaine has been the faithful ticket seller for the past several years, working Saturdays and Sundays during the operating season and bringing sandwiches, snacks and coffee for the train crew. From the left are Bill Mickelsen, Andy Webb, Jergen Fuhr, Jim Cox, Elaine, Bill DeRoche, Fred Glibbery, Bruce Routh, Ken Johnson, Ernie Andrys.

LS&M JOINS DULUTH ATTRACTIONS COUNCIL, WORKS FOR BETTER RELATIONS WITH LSMT

The Lake Superior & Mississippi Railroad began its fifteenth year of operation on July 1 with excursion trains running along the shore of scenic St. Louis River between West Duluth and New Duluth. The board of directors has been meeting on a regular basis the third Tuesday of each month at 7:30 p.m. somewhere in the Depot.

To foster improved relations between the LSMT and LS&M, three members of the board have been elected to be a part of the liaison group to work with the operations committee of the LSMT. They are **DeWayne Tomasek**, **Bruce Routh** and **Ken Johnson**. **Mark Olson** and **Bill Mickelsen**, along with Routh and Johnson had met with **Gordon Jonasson**, president of the LSMT and Museum Director **Dick Welch** at the Northland Country Club to discuss common problems in relation to excursion train operations, to deal with problems between the two bodies and improve communications. Mr. Welch has been appointed as an ex-officio member of the LS&M board and attends the board meeting when his busy schedule allows.

Johnson, Mickelsen and Welch attended a recent board meeting of the LSMT in the law office of Byron Olson in Minneapolis.

Mickelson is also the representative from the LS&M to the Duluth Attractions Council, a committee of 15 from the various tourist attractions in the city. The Duluth Visitors and Convention Bureau has a representative on the DAC which meets once a month to discuss problems and situations concerning the tourist industry in Duluth.

Members of the DAC alternate in hosting the monthly noon meetings at their respective places of business. The June 15th meeting was hosted by the LS&M which borrowed the GN SD-45 to power coaches 85 and 29 giving the DAC members a train ride to Lakeside and back. A box lunch was furnished.

SPECIAL TRAIN OPERATED FOR DEPOT EMPLOYEES

The LS&M also ran a special train on July 7th for Depot employees and volunteers to familiarize them with the operation of the excursion train.

After receiving a request to sell coach 32, the board elected to keep the car, not so much to be restored but for parts. Trucks, couplers and other mechanical parts for old heavyweights are becoming more difficult to obtain.

The board also has been looking for a buyer for its former BN (ex-GN) A-13, a lightweight air-conditioned coach unsuitable for the type of operation that the LS&M has.

A \$50 deposit per coach will be required from any railroad desiring to rent a coach, said deposit to be refunded if the coach is returned in acceptable condition. If not, the deposit will help defray the expense of having the car cleaned upon its return. The deposit is subject to change and may be waived in certain cases.

LS&M SEEKS TO LEASE BN SIDING IN WEST DULUTH

The board has also been seeking a proposal with the BN to lease the loading track in West Duluth. The LS&M track crew has replaced many of the ties in the short section on which it loads passengers. The right-of-way extends 100 feet on either side of the center line of the track.

Anyone wearing a Gary-New Duluth Centennial button was able to get a dollar off the weekend of July 22-23. The Centennial committee had first wanted a special train to operate from Commonwealth Avenue in New Duluth on July 20-21. Because of a budget crunch, the plans for the special excursion train were cancelled.

LS&M train crews have taken the Book of Rules training courses and tests at the Museum. For a hands-on experience, the train was taken to West Duluth to give the trainees a chance to put their book knowledge to use prior to the start-up of the 1995 operating season.

The "Safari Car" had also been repainted and new outdoor-indoor carpeting had been installed.

In an attempt to increase ridership, the excursion railroad has been offering dollar-off coupons to its customers for admission to the Zoo. If they express an interest when purchasing a train ticket, they receive the coupon. The Zoo offers a dollar-off coupon to their customers if they likewise express an interest in riding the train. The plan has been moderately successful.



Andy Webb (left) and Jim Cox, newcomers to the LS&M, grease the side rods of LS&M's GE locomotive No. 46 prior to its departure. — Ken Johnson photo.



CONTRIBUTING MEMBERS

The following are members who have contributed \$25 or more to the LSTC for the current year.

Allen, Eric J.	Lenthe, Dirk
Andres, Ralph W.	Lewis, Bruce E.
Antonson, Julie	Lorenz, Steve D.
Bartels, Grace	Mackey, Daniel L.
Benoit, Duane	Mattlin, Ruth
Boutin, John	McDonnell, Leo
Brooks, Lynton	Mikelson, Dave
Bruns, Dave	Mott, Gordon
Buell, Douglas A.	Mueller, Bill
Carr, Martin	Olmsted, Stephen
Cartwright, John	Olsen, Stephen W.
Clark, Gene	Olson, Mark
Dobnick, Otto P.	Pedersen, John
Dorin, Tom	Plichta, William
Dunnweber, Robert	Pulse, Dave
Ekholm, Carl	Rivers, Randy
Ellian, Elaine	Ruce, Steve
Erickson, Ronald	Ruce, Wallace
Fair, Martin	Ruopp, Bernard
Fuhr, Jergen	Schandel, Randy
George, Wilfred A.	Symons, Karl
Haubrich, Kurt	Uzelac, James
Haycock, Eliot	Von Busch, Douglas
Hendrickson, Merrill	Vreeland, Greg
Herlick, John A.	Webb, Andrew
Inch, Marlin	Weesner, Donald
Jensen, Charles G.	Whelan, John
Jensen, Harold R.	Wolak, John
Kloss, Ronald L.	Yanke, James H.
Kreuzberger, J.J.	Zager, Timothy D.
Larson, Don	

Sustaining members:

Casper, Tom	Nienow, Jon
Schauer, David	



Bill DeRoche staples new indoor-outdoor carpeting in the LS&M's Safari car on a hot day in June.



Fred Glibbery (right) watches as Jim Cox connects the air hoses on the LS&M excursion train. — Ken Johnson photo.

LETTER WRITER LEARNS BIT OF HISTORY

To Whom It May Concern:

I am writing to express my appreciation of the 1 1/2 hour train tour along the St. Louis River. Although I had been to Duluth as a student this was an area I hadn't seen before.

When we boarded the train I felt we had been transported back in time, not only in a physical sense with the old-time passenger cars and rolling of the train, but also with the wealth of information shared by those who worked on the train -- information unique to that area of Duluth.

We learned about the Indians who lived there and the story of Spirit Island, about the importance of the railroad connection with southern Minnesota, the ride and lingering influence and evidence of logging and mining industries, etc. They seemed to know the history of every area and building we passed. (I hope the teachers of Duluth are taking advantage of this unique teaching tool.)

The men and women we met that day went out of their way to be courteous and helpful. They made my three children's day by showing them the engine and letting them blow the horn.

What a valuable treasure to the City of Duluth and those of us who visit will be back again!

Ann Johnson,
5791 230th St. E., Elko, Minnesota

HERITAGE DAYS STEAM SPECIAL REMINISCENT OF DAYS GONE BY

The weather was ideal, the train staff pleasant, the passengers cordial, and the faithful old steamer puffed along solo with its train from Duluth to Two Harbors and back.

The occasion was the annual steam excursion train to the Agate City in connection with the Heritage Days Celebration July 8 and 9.

The venerable Mikado No. 14 proved its worth once more as it chugged up the grade past Leif Erickson Park and handled the four heavy-weights tacked on to its coupler easily around the curving grade going into Two Harbors. Sitting in the rear-end car, I could hear clearly the bark of the exhaust as it departed the station and cleared the 8th-Street switch on the return trip.

And the smell of the coal smoke as it wheeled along the Lakefront Line -- truly a nostalgic experience reminiscent of train travel decades ago when the iron horse and heavy-weight coaches ruled the rails.

The Saturday trip had 203 passengers, almost enough for another coach, but which may have taxed the steamer to its limit. The Sunday trip had 94. (Reminds me of a similar trip in the early '60s behind a DM&IR Yellowstone with 12 heavy-weights and having to take a run at that same curving grade more than once to clear the switch into the depot.)

The consist was coach 33, E&LS coach 100, baggage car 66 and the "Arrowhead" No. 28 bringing up the rear. RDC No. 9169 was immediately behind the locomotive, seemingly out of place among the vintage equipment.

A former Pennsylvania dispatcher and his wife, relatives on my wife's side, came up from Chicago along with their son and daughter-in-law from Cable, Wisconsin, and thoroughly enjoyed the experience while riding in the first-class car.

Engine crew **Lee Tuskey**, **Warren Symons**, **Dick Hanson** and **Duane Benoit** did a superb job in piloting the steam special. Conductor **Bill Mickelsen**, **Bill DeRoche**, **Tim Schandel** and **Charles Jensen** staffed the train on Sunday with **Gayle Schandel** and **Claudia Busch** treating the passengers in the "Arrowhead" to coffee and rolls in the morning, wine, cheese and snacks in the afternoon. Owner of the "Arrowhead", **Greg Vreeland**, was also on board.

Several passengers and train crew members availed themselves of the buffet lunch at the American Legion in Two Harbors. The potato, fruit and tuna salad, barbecued meatballs and chicken and the baked beans were delicious.

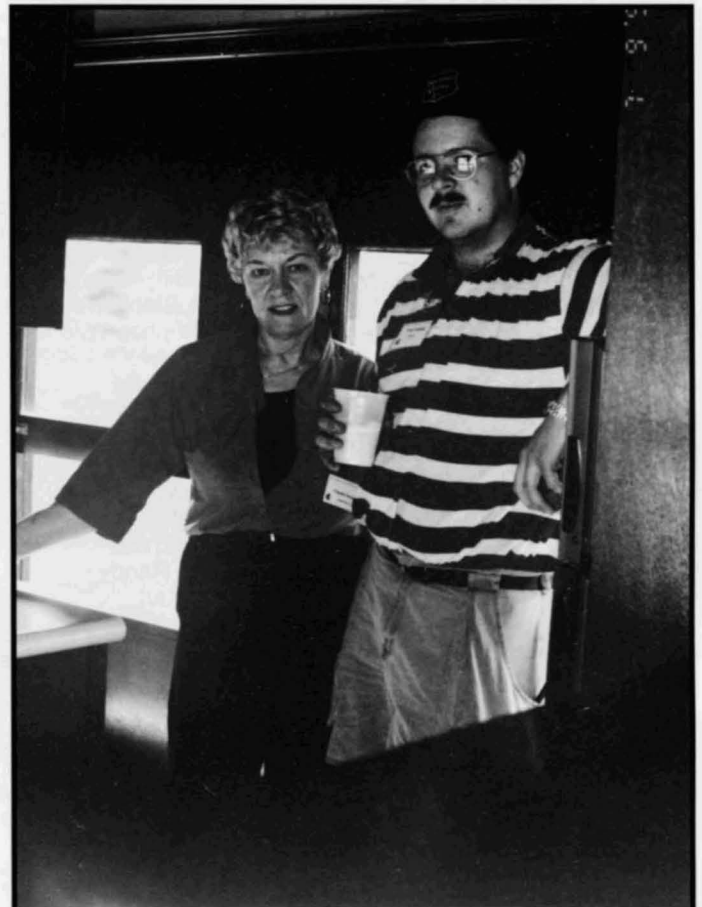
Motor homes were lined up in the parking lot adjacent to the Two Harbors Depot as the vendors set up shop to hawk their wares to the visitors and tourists who come for the celebration.

And it was a pleasant surprise to see that a train can still be "wyed" in Two Harbors by zig-zagging through the yard.

And the familiar sight of cars and photographers chasing the train and showing up at every grade crossing or just pacing the train, impressing on their minds the nostalgic sight of a steam locomotive with its heavyweight coaches rolling along at an easy clip. And spectators in nearby homes and along the roads waving as the train hustles by -- and Gayle in the "Arrowhead" reminding the passengers of the etiquette to wave back.



Ron Erickson (in gangway) piloted No. 14 into Two Harbors during the steam excursions July 8 and 9. Lee Tuskey is the engineer. Photo by Kent Rengo.



Claudia Busch and Greg Vreeland hosted the first class passengers aboard the "Arrowhead" on the Two Harbors steam excursion special.

Unless otherwise specified with by-lines or photo credits, articles and photographs in the "Laker" are by the editor.



As often is the custom on photo run-bys of steam locomotives, the fireman likes to make a lot of smoke for dramatic effects for the benefit of the photographers. In this case there was one photographer — Kent Rengo — in the right place at the right time as Mikado No. 14 steamed past him during its excursion to Two Harbors on July 8 and 9.

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

Desk top copier • Plain paper fax machine
or a combination copier/fax machine

Thanks to David Schauer, for contributing an IBM personal computer, and John Kennedy, for two Panasonic portable cassette tape recorders, in response to our requests in the Laker.

☐ Yes! I want to participate in *Remembering the Fifties* at the Lake Superior Museum of Transportation on Saturday, October 7, 1995.

Name _____

Address _____

City/State/Zip _____

Phone _____

☐ I will bring my _____

506 W. Michigan Street • Duluth, Minnesota 55804 • (218) 727-0687

DIRECTOR'S CORNER

I am pleased to announce that on September 7 the Lake Superior Museum of Transportation will be awarded a Certificate of Commendation by the American Association for State and Local History during its 55th annual meeting in Saratoga Springs, New York. The AASLH Awards Program was established in 1945 and has since become America's most prestigious competition for recognition of achievement in the preservation and interpretation of local, state, and regional history. It recognizes outstanding work being done in communities throughout North America and it is an honor for the LSMT to receive this award from our peers on a national level. The award is in recognition of the many years of dedication and hard work by the museum's staff and volunteers to preserve and interpret our unique collection of transportation history artifacts.

But our work does not stop with the AASLH award. The museum staff and volunteers are still actively working on the restoration of artifacts. During the spring several projects were completed on steam locomotive D&NM #14 and it was given a flue extension for the coming year by the FRA. Mike Goldman is currently finishing the restoration of the 1906 Duluth & Iron Range refrigerator car #7128, and work continues on gallery car Northern Pacific #255. Curator Tom Gannon recently installed two new exhibit cases for small artifacts in the gallery north of the model railroad building, and two additional cases will be completed by Labor Day. Plans are underway for the construction of two new exhibits: a welcome panel at the foot of the stairs from the Depot Great Hall and a visitor orientation exhibit east of the model railroad building.

We continue to search for additional funding sources through grant writing and new programs. Tim Schandel is working on several ideas for excursions during the coming year, including some with the recently restored Soo Line #2500. There might not be another *Iron Will* in our immediate future, but is there a chance for another movie at the LSMT? Perhaps. The Lake Superior Museum of Transportation is registered with the Minnesota Film Board, which refers motion picture producers to businesses and organizations with locations or objects that can be rented for movies. We regularly receive calls from production companies who are looking for railroad equipment. We have received two calls within the past month. These are only contacts, however, and there is no guarantee that a movie will be made at the LSMT, or with the museum's artifacts. But there is always a chance that some of these contacts will produce positive results. We will keep you informed if it happens.

The 1995 Depot United Campaign has now ended and we thank all our members who supported this year's campaign. The 1995 DUC allocation formula gives the LSMT 5.5% of the net income, or \$9,540. We will also receive an additional \$1,170 from three designated contributions made by the DW&P Railway, Phil and Sharon Rolle, and Stuart Beck, and \$2,000 from Gate Fee reimbursements. An allocation formula for 1996 has not been approved by the Depot Board of Directors.

Do you collect objects from the 1950s: cars, motorscooters, bicycles, toys, radios, televisions, phonographs, records, etc., etc., etc.? If you do, you will be interested in *Remembering the Fifties* at the museum on Saturday, October 7. We are inviting the public to visit the museum on that day to hear the music and see the vehicles, toys, and other objects of material culture that made the 1950s uniquely American, and we invite you to be a part of the event. The show will be open to the public from 10:00 a.m. until 5:00 p.m. The purpose of the show is to give visitors a glimpse into the 1950s so all objects must have been made during the fifties, must be original or restored to original condition, and must have been manufactured in North America. Imported items will be considered on an individual basis. The museum reserves the right to reject any object that does not meet the criteria. Space is limited, so contact the Lake Superior Museum of Transportation at (218) 727-0687 today to reserve your place, or send us the form at left.

EFTs, are they for you?

We have now made it even easier for you, our members and donors, to support the Lake Superior Museum of Transportation.

Many people pay their utility bills and insurance premiums with Electronic Fund Transfer (EFT) Monthly Installment Programs. It is easy to sign up for this service, and it saves writing a check each month. The service costs you nothing -- the bank does all the work-- and it is a painless way to make regular payments. You benefit by not having to worry about paying a bill on time, and the business benefits because they don't have to send a reminder.

The Lake Superior Museum of Transportation now offers you the opportunity to make your annual contribution through an EFT Monthly Installment Program.

We know this service is not for everyone, but if you are one of those people who likes EFTs, you will appreciate this method for contributing to the Museum. It is convenient, and it allows you to make your annual contribution over a longer period of time, rather than writing a check for the full amount. And EFTs do not affect the tax deductibility of your contribution. You will still be able to take a deduction on your Federal tax return for the full amount of your annual contribution.

Won't you please consider an EFT Monthly Installment Program for your annual contribution to the Lake Superior Museum of Transportation? To put your EFT into effect, simply fill out the enclosed form, attach a copy of the following:

- ☐ your check marked **void**, or a deposit slip, or
- ☐ your savings account deposit slip that shows your account number **and** your bank's identification number,

and return them to the Museum. We (and the bank) will do the rest.

Electronic Funds Transfer

☐ **YES!** I want the convenience of using the EFT Monthly Installment Program.

TO SIGN UP:

1. Fill out this form.
2. Return this form **with your first payment.**
Your monthly payment will be automatically withdrawn from your account around the 10th of each month. You may discontinue the monthly withdrawals at any time by notifying the Museum.

Contributions and Monthly Installments:

____ \$100 contribution\$8.34/month ____ \$150 contribution.....\$12.50/month
____ \$300 contribution\$25.00/month ____ \$500 contribution\$41.67/month

**Lake Superior Museum of Transportation • 506 W. Michigan Street
• Duluth, Minnesota 55802
(218) 727-0687**

Amount to be withdrawn monthly: _____

Bank: _____

Account #: _____

Signature: _____

Date: _____



ST. LOUIS COUNTY HERITAGE & ARTS CENTER
506 W. MICHIGAN STREET
DULUTH, MINNESOTA 55802

NON-PROFIT ORG.
U.S. POSTAGE
PAID
DULUTH, MINN.
PERMIT NO. 228

VOID VOID

