

LAKE SUPERIOR TRANSPORTATION CLUB
Lake Superior Museum of Transportation

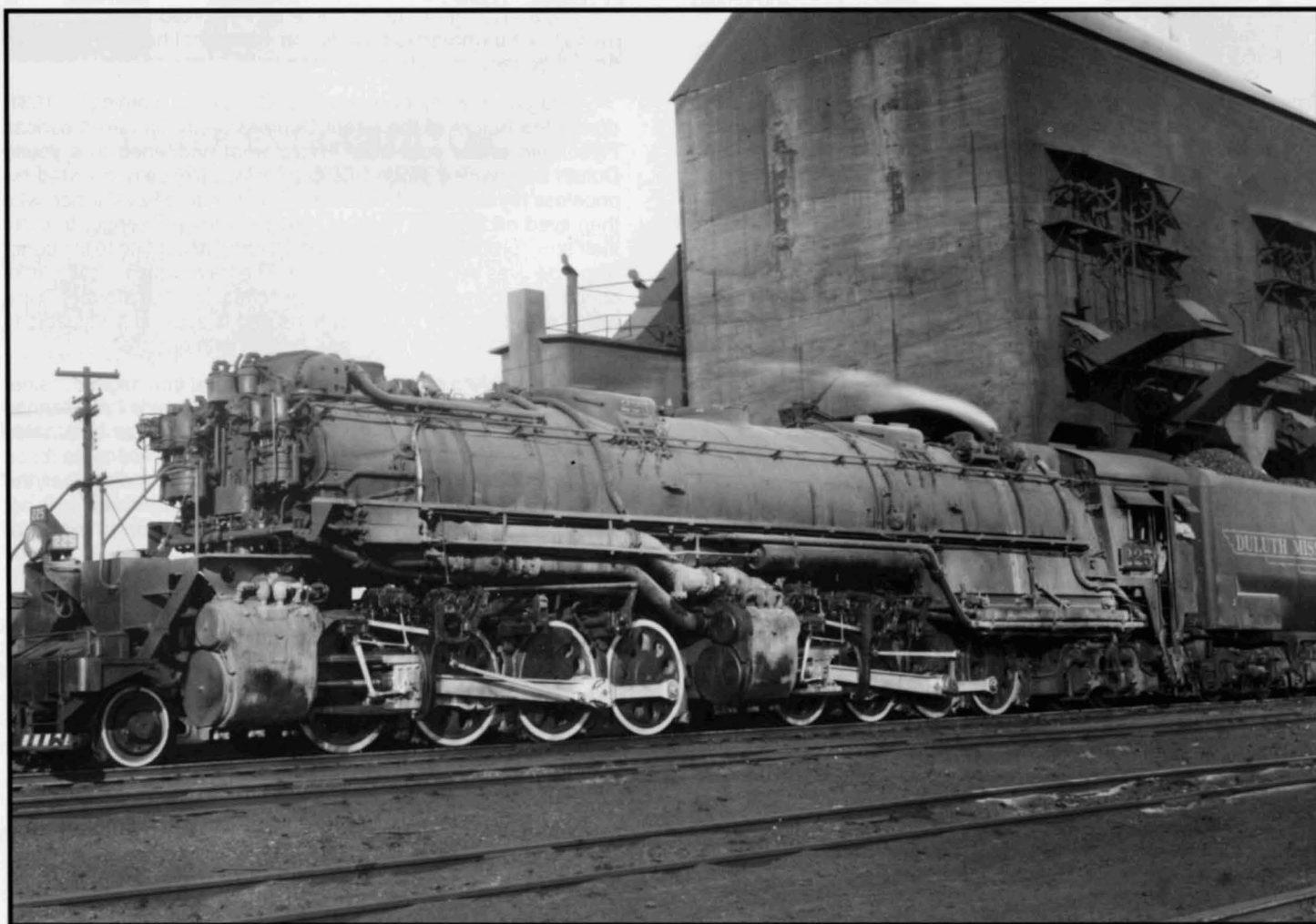


Laker

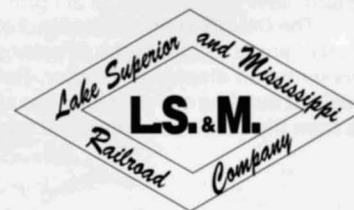


WINTER 1995

VOL. 20, No. 1



LAKE SUPERIOR AND MISSISSIPPI RAILROAD



THE LAKER

WINTER, 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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COVER PHOTO

The DM&IR Yellowstone No. 225 is quietly idling as it takes on a fresh supply of fuel at the Proctor yard in July of 1958. The 225 is presently on display in Proctor. Ralph Andres recently finished 31 years of building a 17-foot long live steam model of the 225. The photo is from the LSMT collection and taken by Stan Kistler.

FROM THE DIRECTOR

First, I want to thank the members of the Museum and the Lake Superior Transportation Club who answered the end-of-year letter. We received a 5.1% response to the letter, and you were generous with your contributions. Please keep the museum in mind throughout the year. We cannot complete the goals we have set for 1995 without your continuing support by renewing your membership, volunteering your time on projects, or responding to requests for contributions. And your contributions do not always need to be in the form of a check (although we like to receive those too), but it can be a historically valuable object.

Acquiring artifacts is one of the fun things you get to do as a museum employee. The LSMT staff is continually seeking historically important objects and not long ago we received a real gem, a 1930-era toy train from a man from Denver who visited the Museum last October. He wrote to us in January that "the museum is an altogether fascinating place and you professionals are doing a splendid job in its administration at a time when, I am sure, funding is getting harder to come by." He liked the Museum so much that he wanted to give us something that has meant a lot to him since he was a child.

Imagine the joy of waking up Christmas morning in 1931, during the height of the Great Depression, to find an American Flyer train under your tree. That's what happened to a young Duluth boy named Robert D. Garner who recently donated his priceless toy train to the Museum. Grayson and Fay Garner, who then lived on Snelling Avenue, bought a toy passenger train for their son, "probably from a store in Duluth," according to the donor who now lives in Denver, Colorado. The train, which is still in mint condition, is complete with track, switches, and transformer. It is a welcome addition to our collections and is especially valuable to the Museum because of its association with our area.

If you have a railroad-related object that you might consider donating to the LSMT, please call Museum Curator Tom Gannon at 727-0687. It might not be something that fits our acquisition policy, but then it might be just the thing that we have been searching for. You won't know unless you call. And remember, the LSMT is a regional history museum, so a Duluth connection is not always necessary for an object to be important for an exhibit or education program.

Richard Welch, Executive Director
Lake Superior Museum of Transportation

Artist in Residency Program Depot Outreach

The Depot offers an exciting program to schools and organizations through its Community Services Department. Depot Outreach began in 1979 and today reaches more than 40,000 people annually. But this program is not just for artists. It is also for anyone with a skill and interest in speaking to groups and making history come to life. The Museum is interested in participating in the Depot Outreach program by sponsoring someone who can present railroad history to the area's residents. For further information and an application form, call Marianne Bouska at 727-8025.

Museum Want List

Desk top copier
Cassette tape recorder
Plain paper fax machine
4-drawer metal filing cabinets
Personal computers for the Library and LSTC

THE MODELER'S PAGE

Model Railroad Director, Dan Mackey



LAKER EXTRA EDITOR GETS HELPER UNIT

What a unique way to spend a New Year's Eve — getting married and having dinner with many friends and relatives.

David C. Schauer, editor of the "Laker Extra", was coupled on to **Laura Lee Wicklund**, making a double-header to pull through life together. Like trains, people often need a helper unit to get them over the hills that life puts in front of them.

The 6 p.m. Nuptial Mass was performed in St. Margaret Mary Catholic Church in Morgan Park on December 31. **Jay Wolf** was best man; Laura's sister, **Amy**, was maid of honor.

A reception was held at the Lakeview Castle with a sit-down dinner and dancing.

David works in Edina for an agency that does the advertising for the Hardees chain of restaurants. Laura is employed in St. Louis Park and sells securities and investments for a financial institution. The couple reside in Minnetonka.

Another club member also took the big step in December. **Norm Livgard** was joined with his new bride on December 4th with **Stu Beck**, retired court administrator, doing the honors at the Museum. A small group of relatives and friends witnessed the ceremony.

Congratulations and much happiness to both of the new couples.

"Live long and prosper" to quote Mr. Spock of Star Trek.

ALASKAN COLONISTS PASS THROUGH SUPERIOR

In the Spring of 1935, 256 colonists from Upper Michigan and Wisconsin were bound for Matanuska, Alaska, to begin a new life. An 11-car Soo Line train carrying a number of families from Upper Michigan arrived at Superior's Soo Line Station. The group was then joined by more families from Superior and near-by parts of Wisconsin, boarded a Great Northern 14-car train and departed from Superior's Union Station for Seattle, Washington. From there, the colonists would go by steamship to Alaska.

Mary, Frances and June Lake, daughters of Mr. and Mrs. John Lake, Superior, and William Smith and children John and Doris of Bennett, were among the Alaska-bound colonists. — **Superior Telegram**

Welcome once again to the Modeler's Page. There has been a few more changes to the club layout since our last issue. We bought another walk-around throttle. This one has a memory feature that allows the operator to unplug the control portion and move around the layout with the train. With the addition of this throttle we will be installing connections on the outside of the model building so an operator can have control of the train while talking to visitors.

We also bought three new locomotives at a flea market in the Twin Cities in January. They are Atlas GP-7 locos. One will be painted Chicago & Northwestern colors, one Great Northern and Canadian National. We also gained an Atlas RS-1 painted Duluth South Shore & Atlantic. With these purchases we are getting closer to having a fair representation of the different trains that were in the Twin Ports in the late 1950s, which is what our layout is loosely based on.

Scenery work is still continuing on the mine scene with the above ground portion starting to take shape nicely thanks to the efforts of the Wednesday night work group. We have also come up with a plan for connecting the passenger terminal and work will begin soon on the bracing.

Now on to new products in model railroading. The first item is the Kato NW-2 switcher. This is a finely detailed model of an early EMD diesel switch engine. They were a fairly common switcher in the early days of dieselization, but as time went on bigger and more powerful engines replaced them.

Local switching railroad Lake Superior Terminal & Transfer had four of these still in use into the mid 1980s. They were sold to the MTM and are still in use. The only place you can still see one in the Twin Ports is at Hallett Dock in West Duluth. They still use theirs almost daily in the summertime for switching on the dock.

The Kato model is a little spendy at \$85 (sale price at Carr's Hobby), but is well worth it. The NW-2 is a powerful and smooth running switcher.

Also new from Atlas is their model of a Pullman Standard covered cement hopper. These are a finely detailed HO model, very similar to the Model Die Casting two-bay hopper but are much better detailed. These cars list for \$12.95 each which may seem like a lot for a car but it comes assembled and has metal wheels. The only thing some may have to do is add Kadee couplers and it is ready to roll.

Well, let's go visit **Jim Morin's** home layout now. Jim is a charter member of the club and has been involved with many of the scenery and model building projects. He has also written several articles for modeling magazines and has won several awards for his modeling abilities.

Jim started his home layout back in February 1970 and has since turned an empty room into a model railroad empire. Although his layout is not yet complete (is anyone's) it is still quite impressive.

Jim has scratchbuilt many of his structures around the layout and combined with his scenery it makes for a very realistic looking setup.

Jim's main modeling interest is the Northern Pacific in the transition era. The NP, combined with his Minnesota & International, make up the majority of his collection with the balance being made up of equipment from other railroads he enjoys. The pictures show the layout as it was in late 1994 when I visited Jim's layout with some of the other club members.

Many thanks to Jim for sharing his layout with us. Well, that's it for this issue. See you in the Spring issue of the "Laker" and don't forget to use your club discount over at Carr's Hobby. — **D.M.**





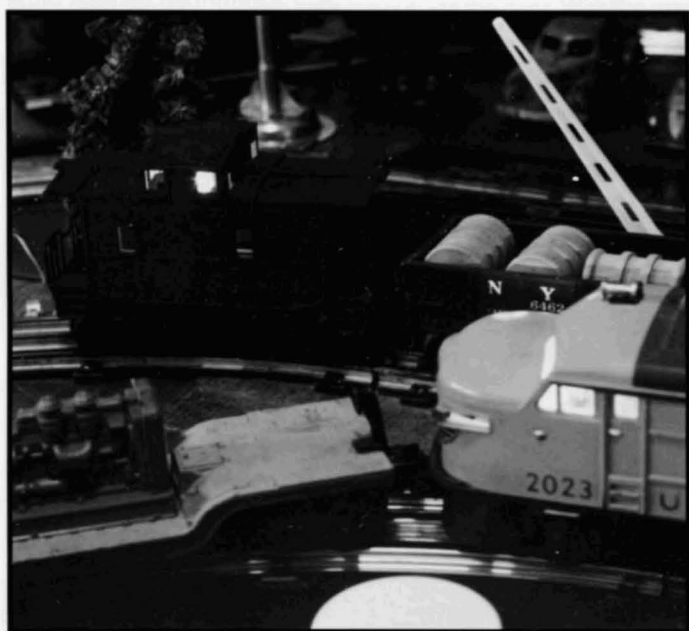
Fred Glibbery, left, and Jim Morin share operating duties on Jim's home layout. — Photos by Dan Mackey



The Minnesota & International railroad's City of Staples pulls into the Cromwell station while a two-coach local from the NP waits on the opposite side of the depot on Morin's layout.



An AHM kit-bashed NP W-3 Mikado rounds the curve past the turntable and locomotive storage yard on Morin's layout — Photo by Dan Mackey



My first attempt at "kit-bashing", a cheap but vintage Lionel caboose with '50s die-cast trucks, chopped down into a bobber. I've ordered ladders and a die-cast smoke jack for it. I scratch-built the interior lighting fixture and got a roller pickup truck from Carr's archives. — Lionel Lynas Lines photo.



My favorite freight depot is Benoit's Cooper-Jarrett accessory on the Museum's Lionel display with plenty of detail. — Lionel Lynas Lines photo.

CLEAN UP BEING DONE AT HALLETT DOCK, LS&M STORAGE/SHOP AREA; THOUSANDS OF TIE PLATES, BOLTS AND ANGLE BARS NEATLY STACKED



OUTSTANDING IN HIS FIELD? Zeke stands between neat piles of angle bars and tie plates supported by ties — part of the general improvement and cleanup of the LS&M shop area.

"It's a work of art!" exclaimed the foreman at Hallett Dock when viewing the three neat piles of tie plates, angle bars and bolts.

Some artisans are able to weld odd pieces of scrap iron together and call it art. Others may throw some paint on a canvas, or sculpt something with clay and plaster of Paris. Art is in the eye of the beholder.

When the LS&M acquired the track hardware from the DWP West Duluth yard a few years back, it was hauled to the shop area by **Dave Sakette** and dumped on the ground. A few individuals had begun the task of putting the tie plates in a neat pile, but hardly put a dent in the iron scattered on the ground. The vast majority of the hardware had still laid in disarray — up until now.

Last summer **Jan Andler** had begun stacking tie plates and bolts and did a nice job of it, putting them on a pallet to keep them off the ground.

It was soon realized that the weight of the hardware may break the pallet and the stack will be down in the ground again. **Zeke Fields** then continued the task, putting the stacks on discarded ties.

THREE NEAT PILES OF TRACK HARDWARE

The tie plates are separated into six-hole and four-hole piles. Three neat piles are separated by a three-foot space, wide enough to get a lawn mower between the piles.

Why a lawn mower? Because there has been a general clean up campaign at Hallett Dock — trash removal, brush and grass cutting and landscaping. And that includes the LS&M and the property around the shop and storage track.

Why the clean up? Because people using the Bong Bridge may look up-river toward Hallett Dock and other industries in the area and get a bad impression if they see a scene somewhat less than pleasing to the eye of the beholder.

CLEAN UP BEGINS

So Hallett Dock and the LS&M have begun cleaning up the area and Zeke has done a heckuva job in cutting brush, grass, and stacking the thousands of tie plates and other hardware.

Each stack is made up of four- and six-hole tie plates, angle bars and bolts. One stack measures ten by five feet, the other two are 15 by five feet, all three being about four feet in height.

Over the years, some of the bolts and spikes have sunk into the ground and come spring, a rake will be used to dig them out. Also in the spring, when the section crew begins re-laying track, the hardware will be much more accessible — eliminating the time consuming task of looking through the pile on the ground for the right kind of tie plate or angle bar and bolts.

Another improvement at the shop has been the construction of an office. With the exception of the sheet rock and insulation, the lumber, door and 200 feet of new electric wire is re-cycled material that has been discarded by others and found in dumpsters. Fifty feet of flexible conduit was also purchased.

The office measures seven by 15 feet with a seven-foot ceiling, is built in one corner of the shop near the entrance. Several electric outlets have been installed, one controlled by a thermostat into which an electric heater is plugged. "I don't believe in extension cords," said Zeke.

LOCKER ROOM TO BE ADDED

A six by 20-foot locker room will be built on top of the office, reached by a stairway. It also will be heated — making it more comfortable to change clothes during the winter.

Space and an electric outlet were incorporated into the wall for an air conditioning unit at a later date.

Last summer the fluorescent light fixtures were cleaned and painted and the tubes washed. Being some thirty feet up, a method of reaching them had to be devised. A wood platform was built and lifted by one of the overhead hoists. The Brown Hoist rail crane was brought in, the wood platform then fastened to the end of the boom which could then be swung around to the various light fixtures.

The light fixtures had been pitted from the sand used during sandblast operations in the shop when rail cars were repaired by Hallett Dock. The tubes were covered with plastic.

SHOP ONCE USED FOR CAR REPAIRS

The building presently being used by the LS&M had been a car repair shop. The structure is one half of a building that had burned while at a different location on the property. The steel structure that was saved was later dismantled and moved to its present location to serve as the car repair shop for about 18 years.

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Zeke Fields examines the traction motor brushes on Hallett Dock's NW-2.

HALLETT DOCK

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Two tracks were in the building, though only one is being used at the present. Two overhead doors on the front allow equipment — vehicles and rolling stock — to be moved into the building. One overhead door at the back allows the in-service track to extend out in the back for more storage area. A pit was built just inside the front door under the in-service track.

A buyer could not be found for the last box car to be repaired at the shop, so it was donated to the LS&M and is presently being used for storage of equipment. The steel roller-bearing box car also has cushion draft gear and is still in primer paint. Rust spots are beginning to sprout and the car should be sandblasted, re-primed and painted.

Plans for next summer include bringing the truckless box car from Riverside and setting it alongside the shop for storage of track tools. At Riverside, the car was used for storage of track equipment and speeder cars. Regardless of what kind of lock or chain was put on the door, certain individuals always managed to break in.

The ore cars, two at Riverside and one at New Duluth, were also brought to the shop, eliminating a safety hazard of area youngsters playing on the equipment. Area residents were concerned for their safety playing on and around the equipment.

After moving the box car, the plan is to cut an opening in the side and install a hinged door. The new entry way will make it easier to gain access to the interior of the car to fetch hand tools without having to open the heavy sliding door. The floor of the car will be at the same level as a pickup truck, enabling easy movement of equipment from truck to car and visa versa.

Hallett Dock has two locomotives — a Fairbanks-Morse No. 11, and an EMD NW-2 No. 12. With the construction of the pit in the LS&M shop several years ago, Hallett Dock has been able to have their locomotives inspected and maintained on the property without having to go to outside facilities.

MAINTENANCE PERFORMED ON HALLETT LOCOS

Before the advent of cold weather, Hallett's NW-2 was put into the shop for preventive maintenance by **Zeke Fields** — checking the motor brushes, replacing if necessary, and filling the traction bearings. Because of the size of the locomotive, only one truck could be put over the pit at one time. The front truck was serviced first with the locomotive cab hanging outside the door. With the rear truck being over the pit for servicing, the entire locomotive could be pulled inside the building and the door closed. LS&M's No. 46 supplied the power.

Activities at Hallett Dock, primarily the transshipment of coal and limestone from ship to rail, shut down for the winter with the termination of the shipping season. The power units are kept in a heated shop to prevent freeze-up. The Fairbanks-Morse unit will be serviced in the spring. The F-M unit is one of three remaining and the only one that is in operating condition, the other two being museum pieces.

LATE NEWS . . .

The Lake Superior Museum of Transportation is a co-sponsor, with the Duluth Children's Museum, of *Minnesota is Our Home: The Experiences of Ojibwe and Immigrant Families in the Northland* on Saturday, April 29, 2-4 p.m. at the Depot. The program will feature local educators **Helen Carlson**, **Daniel Anderson**, and **Linda L. Grover**, co-authors of *A Childhood in Minnesota* and *Growing Up in My Family*. Professors **Rudolph Vecoli**, University of Minnesota, St. Paul, and **Thomas Peacock**, University of Minnesota, Duluth, will offer comments. For more information, please call the Duluth Children's Museum, 722-8563.

PERSONAL NOTES . . .

Having taken a course in real estate, **Zeke Fields** is now an agent for Edina Realty. He can be reached at 626-Yellowstone (2884) or at the shop, 624-5465. If no answer, leave a message.

Dale Larrivy has a speeder for sale. He can be reached at 728-2413 or write to him at 4942 Woodland Avenue, Duluth 55803.



Part of Hallett Dock's NW-2 has to extend out of the door of the LS&M shop while the truck at the opposite end is over the pit for maintenance.

LIONEL LYNAS LINES

Text and photos by Dave Lynas

While driving over in Superior last week, I noticed a billboard proclaiming "Toy Tracks Are Back at the Depot." I smiled and drove on. Nice to see advertising out and about for our very own Lionel layout set up again in the North Shore Scenic railway waiting room.

This year we all owe a giant debt of gratitude to **Duane Benoit** for his tireless effort to permanently wire the layout. But that's not all. Duane has added many new features to the layout and loaned much of his own motive power and rolling stock, buildings, accessories and has been troubleshooting some of our tired old pieces. Duane is a very creative modeler, and it shows in the marvelous array of customized Lionel, Marx and American flyer O-gauge equipment that he has assembled for our enjoyment. I was lucky enough to get to know Duane over some operating sessions on the new improved layout.

What a thrill to turn up the power handle on Duane's ZW 275-watt Lionel transformer and send a long consist of Lionel O-gauge rolling stock out on the main line. Duane added lots of power to the layout by lending his ZW and his KW 190-watt "Trainmaster" for the mainline operation. Under the layout on each side you will find our old Z 250-watt transformer and another Duane Benoit ZW for accessory power.

Also a tiny Type 1012 35-watt transformer powers the "action track" and the NW-2 Lionel switcher which pulls a string of action-packed rolling stock. This spur off the outer mainline has several operating accessories. There's a 335955 Lionell Double Dump Car, and AT&SF 356250 Barrel Car, a 3472 Automatic Milk Car and a Culvert Loader that loads into a NYC 6342 Culvert Gondola.

Mike Burlaga, a 12-year-old Lionel Enthusiast, joined Duane and me for a day of operation on Toy Tracks, December 11. Mike has his own 4'x8' HO layout at home, but he sure enjoyed the day of O-gauge behind the controls of this marvelous layout. I don't think our toy trains have ever run quite as fast and continuously as they did that day. Mike took every piece of available rolling stock out for a spin and powered up every one of Duane's blocked sidings and proved it all works.

Let me describe more of Duane's creation. He took some unusual rolling stock and fashioned some interesting "one-of-a-

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LIONEL LYNAS LINES

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Duane Benoit, hand on "The Football in a Box," Lionel ZW transformer at Toy Tracks '94.

kind" pieces. Like the Marx tin-litho 44572 C&O high-side gondola and added a load of scrap metal and fitted it with Lionel trucks and knuckle couplers. In the same interesting consist was a highly-detailed Great Northern 4863 Lionel work caboose. Balsa wood railings had been added and the toolbox area is filled with wheel sets, an electromagnet and other small details. Many of Duane's customized rolling stock have figures added — like the fellow laboring on the work caboose. A 3360 Lionel Burro Crane and a Soo Line flat car loaded with two sets of trucks and a tie load complete this Benoit work train.

An American Flyer "Louis the Loader" barrel loading accessory was also added to the action-packed layout by Duane. I have a "Louis the Loader" accessory, but had never seen one operate, so it was a special thrill for me. The Christmas motif was enhanced by a Plasticville village, plus several wood structures of a toy nature. Duane added a blinking "Merry Christmas" sign to a white vintage Plasticville Hospital. Also a tiny lighted Christmas tree stands by a little church in a corner of the layout. Everywhere you look Duane has added working details with ingenious wiring to bring the display alive with action and lights.

Even the armed forces were represented on the layout with a Marx Co. AT7-34 tin-litho barracks, plastic choppers, U.S. Marines die-cast howitzers and a Solido die-cast Sherman tank. The military installation stands near the "action track" and is bordered by the Lionel factory, detailed with figures, one of which is opening a 55-gallon drum on the loading dock.

One of Duane's nicest pieces is a freight shed with signs added, "Cooper-Jarrett, Inc." It is filled with added detail. A little man with a wheel cart is hauling a drum, a wood stove, safe, coffee table (with a pot and cup), radiator, and many other goodies on the loading dock waiting for shipment on the inner loop mainline.

Duane also added lead weights to many of his pieces of rolling stock, "to enhance the realistic operation." His British Columbia Railway lumber train is a beauty. Headed by a Lionel 711, an Alco RS-3 diesel locomotive and followed by a tanker, four lumber cars and a green 5603 caboose all with British Columbia heralds. Duane's lumber loads are all fashioned and added by the master and weights have been added to most of the cars.

I brought some of my toy trains along for the operating session. I was excited to see my new Lionel Union Pacific 2023 Alco locomotive and my Lionel 6220 NW-2 Santa Fe switcher doing a fine job on the mainline, pulling my little work train around the loop. That's one of the best parts about the "Toy Track" layout.

For some of us, our home layouts are very small or non-existent. Here's a chance to get out your favorite equipment and give it a good run on the big loops.

Several times this season, I even saw HO modelers at the controls of that high rail Lionel (don't worry. I won't tell who.) I guess you're allowed to play with "toys" at Christmas.

The one thing that's missing this year is a loop without any switches. My vintage Marx and pre-war Flyer pieces just won't put up with fancy "new-fangled" switches. The drivers have big driving gears cast right into the wheels which short out on the guard rails of post-war Lionel switches. I have found it best to run these older beauties on uninterrupted loops. Last year we had an elevated loop without switches, which will perhaps be added again in the future.

With Duane's fantastic wiring job and all the new groundwork laid, the layout will become only better and more fun as the years go by. Boy, this is really something to look forward to each year.

I hope you enjoyed a time or two behind the levers of the ZW and KW down at Toy Tracks '94. Many operators spent enjoyable times making children's holidays brighter. I know Duane must feel a sense of personal satisfaction at a job well done, something to warm his soul for the winter months ahead.

I hope you all had a toy train under your Christmas tree this year. I put together a Christmas train set for my daughter Ivy, who is now 23 years old. I had set it up around the tree and TV at my mother's to work on it and have some fun playing with it myself before I sent it off to New Ulm, where Ivy and husband Mark live. I used an old Marx 999 steamer with a Marx tender which has a plastic forked coupler which joins to a Marx searchlight flat car. I added a Lionel truck on the tail of the flat car so I could mate up with other Lionel rolling stock. I silicone glued an antique bottle brush Christmas tree onto the bed of the flatcar and added lots of beads and seeds and sparkle to the little tree. I used silicone so the tree can be removed if servicing the truck is ever necessary. It looks mighty cute with the searchlight shining on the little tree.

I also added my own scratch-built light fixture to a cheap Lionel square window caboose and changed out one of the trucks with an old roller pickup truck from the scrap table in the basement of Carr's Hobby. I sure love to tinker with toy trains. I know I get as much pleasure messing around with this train set as my daughter will have running it. I think my son-in-law Mark will be the real winner. He'll be on his belly in a cloud of ozone Christmas Day.

For myself, I pooled all of my resources together and walked out of Carr's Hobby with a wonderful new old set. It's an American Flyer 3116 pre-war electric O-gauge beauty. It has two "Pullman" coaches and an observation car all done in green and cream enamel. The train is a sight to see on my home layout with all its lights blazing as it clickety-clacks around my tracks.

The set is huge. The locomotive towers over most post-war Lionel O-27 locomotives. The massive weighty brute sure can pull and it needs to, with the heavyweight lighted passenger cars. It's simply majestic. Let me know about that special toy train that you got for Christmas this year or maybe that set you got way back when. Do any of you still have that first set? Happy railroading!



American Flyer, "Louis the Loader" accessory, adds action to Toy Tracks. Louis is on loan from Duane Benoit.

LSTC DONATES TO RAIL MUSEUM; ANNUAL MEETING WELL ATTENDED WITH STANDING ROOM ONLY

It was standing room only in the Ruth Maney Room of the Depot January 27 for the annual meeting and election of officers of the Lake Superior Transportation Club.

Treasurer **Charles Jensen** reported a savings account of \$3052.52, checking account of \$1010.18 and the model railroad checking account at \$940.59, all as of the end of the month of January. Receipts since January 14 were \$413.03, comprised of dues and the Museum's share in the cost of the "Laker."

Dan Mackey reported a profit of \$491.91 from the flea market last fall and members are looking to start a modular railroad layout in the Fitger's complex. The room will have a small door with which to better control the public. One difficulty with the setup at the Mariner Mall was the wide open entry way — certain individuals would push trains off of the tracks without being noticed.

Members interested in joining the modular group to get the Fitger's display going are invited to call the Museum or Mackey.

Four new locomotives have been purchased, "so we have a good motive power fleet going, replacing some of our tired units," stated Mackey. There is also a plan to purchase more cars representing area railroads.

Outside remotes with memory will also be installed so members can operate and talk with visitors.

\$750 DONATED TO MUSEUM

Museum director **Dick Welch** thanked the club for the \$750 donation from the LSTC reserves. The money will be used to buy glass for new exhibit cases soon to be built. They will house small railroad artifacts — telegraph keys, switch keys, locks, lanterns, etc. The glass for the cases is estimated to be \$800.

The director also reported that \$1500 was raised from a year-end letter sent out to club and Museum members. He also expressed his thanks and gratitude to the members for their help with the model railroad and the Lionel display.

Tom Gannon reported that the Soo Line F-7 will soon be finished cosmetically. The engine and electric gear have been tested and it is hoped to have the power unit running sometime next summer. Baggage car No. 66 and Gallery car No. 255 are being worked on.

Locomotive No. 14 will be brought in soon to have the caps on the flexible stay bolts removed and the bolts tested for weak spots. Gannon also stated the Museum is planning some photo kiosks. "The average visitor knows less and less about railroads, the most efficient method of transportation, and the almost non-existent surface friction of a steel wheel on a steel rail."

A photo exhibit of local railroad scenes is planned for the Gallery car the last week of March and through April. The deadline for processing photos was Feb. 27. The Museum had done a similar exhibit three years ago with the photos being framed and in glass. This time they will be mounted on foamcore.

The exhibit is to be of regional railroads and is to show the photographic talents of members.

The LS&M report was given by **Bill Mickelsen**, informing the members that the railroad will be working with the Zoo director to initiate some ideas to attract tourists. Also the LS&M is negotiating with the BN to buy or rent the round-around track behind the Tappa-Keg restaurant. "Not only do we need a railroad, we also need an 'attraction'," said Bill. "Our equipment is good, the tracks are good, but we need an attraction."

AND AGAIN — NO TERM LIMITS HERE

The club treasurer, administrative vice president, membership secretary and director of restoration all elected to run for office again and were chosen by a unanimous ballot. **Jensen, Zager, Dale Calson** and **Mickelsen**, respectively, were unopposed in a very short election.

The program was a series of slides taken by well-known rail photographer and member **Steve Glischinski** who had lived in Atlanta, Georgia in '87 to '89 and photographed a number of interesting shortline railroads:

- The Louisiana & Northwest with their F-3 units.
- The Mid-South railroad that lasted about three years.
- The Meridian & Bigbee and the Gloster Southern Railroad.
- And the most famous short line in the South that uses Alcos — the Arkansas & Missouri. Brasso polish is kept in the cab to polish the bell and the engines are washed every day.

• The Florida-East Coast with its concrete ties, runs through a golf course, road bed as neat as a pin and will not tolerate rail fans or photographers.

Steve had also shown photographs of Roadrailleurs used by the CSX in 1988. The Norfolk Southern is still using Roadrailleurs which are semi-truck trailers equipped with flanged wheels and couplers, can be made into a train without the use of flatcars. "It is a very symmetrical train," stated Steve.

Also shown was the last of the steam program on the NS as the 1218 and the 611 are relegated to museums. Underneath the engineer's window of the 611 were the words, briefly: "I am the thoroughbred of steam — born to be free . . . Forgive them Lord for they know not what they do."

Steve photographed the 611 on its last day of operation — December 7, 1994. The end of an era.

FINANCIAL STATEMENT FOR 1994

Lake Superior Transportation Club summary of receipts, disbursements and cash balances for the period January 15, 1994 to January 14, 1995.

	Amount	Totals
Cash on hand January 15, 1994		\$3,994.54
Receipts		
Dues	\$3,898.00	
Laker sale to LSMT	889.54	
Interest on savings	99.78	
Interest on model RR checking	24.02	
Sale of model railroad equipment	587.50	
Donations to model railroad	565.70	
Flea market	1,184.89	
Rail and Sail trip	1,620.00	
Miscellaneous	20.50	
Receipts subtotal	\$8,889.93	\$8,889.93
Total		\$12,884.47
Disbursements		
Laker and Laker Extra	\$3,856.00	
Meetings: Programs	0.00	
Notices	40.60	
Refreshments	205.56	
Membership: Data processing	66.00	
Postage	429.78	
Model/Modular railroad	885.75	
Lionel layout	0.00	
Flea market	692.98	
LSMT fliers - DM&IR excursion	36.40	
Donations: LSMT	158.67	
Flowers	29.45	
Rail and Sail trip	1,586.40	
Miscellaneous, supplies, etc.	23.64	
Total	\$8,011.23	\$8,011.23
Cash on hand January 14, 1995:		
Savings	\$3,052.52	
LSTC checking	605.15	
Model RR. checking	121.57	
Totals Amount	\$4,873.24	\$4,873.24
Comparisons: 1991 receipts	\$5,950.33	disbursements \$5,310.79
1992 "	6,261.06	" 5,375.15
1993 "	6,633.87	" 5,504.76
1994 Flea market profit	\$491.91	

Charles Jensen, treasurer

IRON RANGE GROUP SETS UP HO MODULAR LAYOUT FOR HOLIDAYS

The Laurentian Divide is a ridge that runs roughly Northeast-Southwest through Northeastern Minnesota. It divides the waters that flow toward Lake Superior to the South and Hudson Bay to the North.

The area is also rich in iron mines and railroads are used to get the ore or taconite from the mines to the mills. One interesting railroad of the area is the Laurentian Northern which uses a color scheme similar to the Bessemer & Lake Erie — orange. The Laurentian Northern has its hopper cars and power units in the deep orange livery — the power units are orange with the cab roof and top of the front-end hood in white.

You won't find the railroad listed in the Official Guide nor see it pass by at a grade crossing.

It is a HO-scale model railroad run by a group of enthusiasts. During the Christmas season, the group sets up a modular display in a vacant store building — this last season it was at 329 Chestnut Street in Virginia. The store had been a shoe store and a flower shop and in the early 1900s, a grocery store.

The 14 by 35-foot layout is made up of three- and six-foot modules. At one end of the layout is a circus scene on loan to the club by **Jim West**. A brass plaque reads: "In memory of Jim West, co-founder — November 1992. Dedicated March 1994."

At another part of the layout is a mine scene complete with an ore boat, the C. L. Austin, and a OOO-gauge mine train. A sawmill and lumber yard, a power station and town and industries are located around other parts of the layout. The length of the mainline is 1.6 miles of countryside, running through farms, forests, the circus big top, a construction site and the Farmers Union Creamery.

The layout has the standard three-track mainline found on modular layouts with a five-track yard on one side, all made with code-100 rail and hand-thrown switches.

The LN also plays host to other run-through trains from the Great Northern, Union Pacific, Soo Line, Santa Fe and Duluth, Missabe & Iron Range.

On the last day of operation, December 24, **Erick Schuffletowsky, Russ Uber** and **Jerry Oberbillig** were in charge. They had three trains running, a 72-car ore train, a 31-car freight and a 43-car train of coal hoppers.

Bruce Kettunen commented: "We have little kids that come in and stay for hours. They pick a train and follow it around and around."

A sawmill was built by **Carl Hultgren** who disassembled an alarm clock to get a gear wheel which serves as the saw blade. And a gold necklace became a conveyor belt, somewhat to the displeasure of **Mrs. Hultgren**.

The Laurentian Northern Rail Club meets once a month at the homes of the members.

STAFF PHOTOS



"Merry Christmas" flashes red on "Plasticville Hospital" on museum's Lionel display.

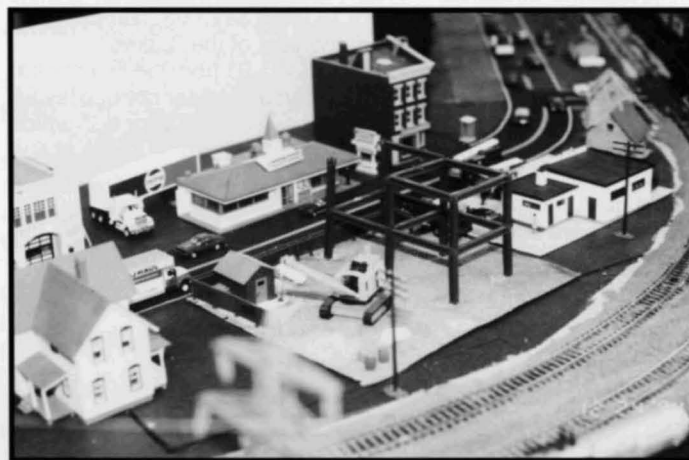
Page ten

There are eight active members in the group. Others come at various times to help set up for a show, the next one which will be March 11 at Irongate Mall in Hibbing and will also include someone from Nashwauk with a G-scale display.

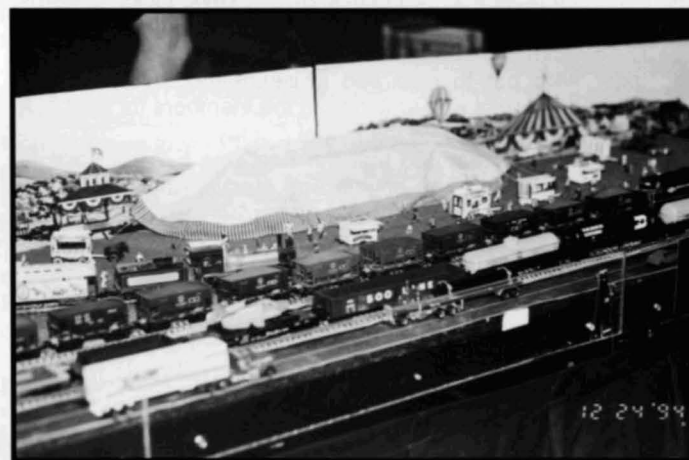
More hobby shows are planned for the year including one which draws model rails from the Twin Cities.

A member of the LNRR makes their own decals using a laser printer and a MacIntosh computer.

For more information, contact Bruce Kettunen, LNRR Yardmaster, in Mountain Iron at (218) 258-3744.



A new building is being constructed in a small town next to the LNRR right-of-way.



A DM&IR ore train passes the circus big top. The circus display is loaned by Jim West.



A loaded Missabe ore train has trackage rights on the LNRR as it passes the power station.

HINTS ON PLANNING A MODEL RAILROAD

Planning a model railroad layout? Before you plunge into model railroading, there's a big question to answer: Which gauge should you choose?

Here is some good advice from "Popular Science" magazine of February, 1964, written by Henry B. Comstock.

So you're planning to build a model railroad this year. Then you should stop, look and listen before you invest a sizeable amount of money in what could be the wrong equipment.

First, you should know that beautifully crafted table-top trains come in six different scales, or gauges. The question is: Should you settle for jewelry-fine creations or massive steam hogs, or something in between?

When O gauge was introduced 40 years ago, those of us who then were running our Ives and Lionel trains on the old standard-gauge (2-1/8") tinplate track thought O gauge was the ultimate in miniaturization. But today O gauge is a giant among pygmies. That's its great virtue — equipment big enough for a man with 20-20 vision to admire without squinting and heavy enough to make the rails go clickety-clack. A few perfectionists have even built O-gauge live steamers. Listening to the staccato exhaust as it hustles up a grade is ample enough repayment for hundreds of hours of patient work.

On the debit side, O gauge is out if you plan to store your railroad under the sofa. Track curves of 3' radius are minimum, and you must double that for anything like a realistic layout. Many city apartment dwellers have found an answer to the problem: they've formed model-railroad clubs.

S gauge. Next down the list is S gauge. It offers a happy compromise between the desirable bulk of O-gauge trains, and the space-saving virtue of smaller models. Its scale — 1/64 full size — is popular with those who build their locomotives and cars from scratch. (There's no need for a slide rule or a millimeter conversion table.) S-gaugers don't mind the fact that few commercial jobs are put out in this scale. They'll tell you it's good to know you'll never find a duplicate of anything you've built in S racing around in someone else's cellar.

Double-O. The same holds true for Double-O. Its disciples, though few, turn out some of the most beautifully crafted models in any gauge. They claim that the half-millimeter variance between OO and the next smaller gauge — HO — makes the difference between impressive little models and trains that look like scurrying bugs.

HO. Whether that's true, HO is the choice of 95 percent of all who go into model railroading. You'd be hard put to find an American Prototype locomotive or car that doesn't have its pixie counterpart on HO rails. They range from acceptable diesel units selling for well under \$10 to a magnificent copy of what was once the world's biggest mallet — the Erie railroad's 24-drivered "Matt Shay." This Japanese import carries a \$200 tag. One look and you see why: the amount of detailed assembly work would turn a U.S. manufacturer's hair gray. For this reason most of the really detailed locomotives are imports. But HO cars, both in kit and ready-to-run form, are nearly all domestic products. They roll smoothly, riding on nicely sprung trucks. To improve realism, wheel-flange depth has recently been reduced. What makes this possible is today's accurate prefab trackwork. You can buy everything — rails, ties and rubber ballasting, all spiked together in sizeable strips. You simply cement them down, bending them to contour as you go along.

TT and Triple-O. Finally, there are the two flea-circus gauges: TT and Triple-O. Their greatest appeal is to the model railroader cramped for space and the unhappy fellow forced to move frequently.

One GI carries his TT set in a box no bigger than a suitcase. The lid becomes a bit of Colorado when he flips it over. And an HO-gauger who recently bought a Triple-O set ingeniously uses it to create an illusion of distance. He runs HO in the foreground, the tiny stuff behind it.

Having chosen your gauge, you're ready to design a realistic right of way, build a suitable base, string control and signal wire, and pretty-up the pike.

But here are some **dos** and **don'ts**:

- While big locomotives are fine in the right setting they're not at their best cavorting around a small layout. If your space is limited, consider the possibilities of old-time equipment or a narrow-gauge road, a dockside switchyard, or an interurban line.

- Remember that too large a layout spells trouble. If you ever get it finished, maintenance becomes an unending chore.

- Avoid the temptation to string too much rail in a given area. Sure, a four-track mainline is impressive. But a ribbon of single-track meandering across a Lilliputian countryside looks much longer.

- All your high-iron shouldn't be visible. If it is, long trains will obviously chase their tails. Really fine layouts incorporate a hidden loop, either tucked under the scenery or tunneled furtively into the laundry room. After a station or siding stop, you can shunt your crack express or redball freight onto this oval and keep it out of sight as long as you wish. The experts go further. They frown upon mainlines that are no more than continuous loops, however artfully disguised. They insist that a model pike should go from here to there — like the real thing.

This is easily done in club layouts built by many hands in an area as large as Grand Central Station. But the lone-wolf modeler has neither the energy nor space for two complete terminals. There's a way out. You can have a "point-to-point" operation with a single, blind-end passenger depot, engine-servicing plant, and switchyard. Simply tie them onto your mainline loop and dispatch trains in and out.

A terminal station, with its high platforms packed with tiny figures is a surefire eye-catcher. So is a roundhouse served by a turntable that swings dutifully in line with any stall at the touch of a button.

While you are at it, don't forget sound and lighting effects. There are wonderful disc and tape recordings of terminal noises. Lighting can be just as exciting. A modeler in Phoenix, Arizona uses a time clock to actuate rheostats that change day into night and visa versa every twenty minutes.

All of this may seem like riding an iron hobby horse too hard. But you probably won't think so, once your mainline trains are rolling over rails spiked to the right track gauge.

GAUGE	SCALE	TRACK GAUGE
O	1/4"	1-1/4"
S	3/16"	7/8"
OO	4mm	19mm
HO	3.5mm	16.5mm
TT	1/10"	.461
OOO	2mm	9mm

Also from the "Popular Science" of February, 1964:

EXCURSION TRAIN RIDES THE WAVES

The Isle of Sylt, West German playground off shore in the North Sea, is connected by railroad with the mainland. Tracks run on the crest of a dam built in the shallow water to take them. Excursionists skim the water at high tide, get a real thrill in winter when wild waves burst over the locomotive in a cloud of steam.

WHERE TO RIDE BEHIND STEAM — TRAINS, JUNE 1961

DULUTH: Some DM&IR 2-8-8-4's in the 220-236 class and 2-10-2's in the 506-516 series are serviceable and could handle excursions. One is tentatively scheduled for the Independence Day week end.

July 2: Minnesota Railfans Association will sponsor steam and diesel trip on three lines: Northern Pacific, Duluth, Missabe & Iron Range and Duluth & Northeastern. Diesel power will be used between Minneapolis and Duluth; steam between Duluth, Saginaw, Coleraine, Bovey and Cloquet. Excursion leaves Minneapolis 7 a.m., (DST), returns about 11 p.m. For information and tickets, write Marvin A. Mahre, 2095 Prosperity Ave., St. Paul 9, Minnesota.



DREAM JOBS

Like history, especially railroad history?

Enjoy meeting people?

Ready for a new adventure?

Want to build new skills or improve old skills?

VOLUNTEER!

Lake Superior Museum of Transportation
invites you to share a unique experience.

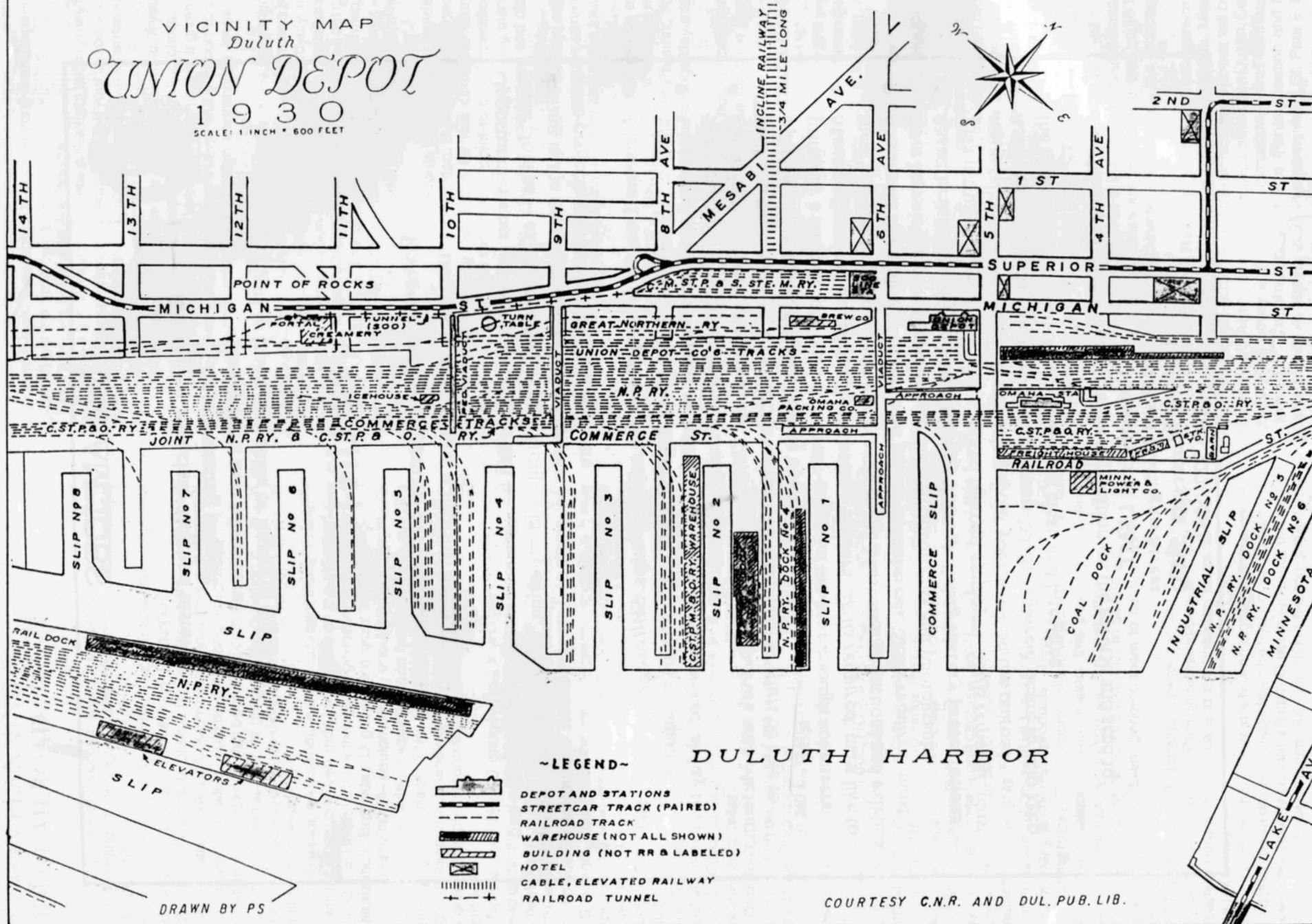
Opportunities exist for people of all ages and backgrounds to volunteer their time and talent. Join us -- as an individual or as a group -- in exploring, preserving, restoring, and sharing in the operation of the Lake Superior Museum of Transportation. Examples of some projects now in need of volunteers are:

- **Museum Docents (tour guides) for school groups.** *Skills required:* ability and interest in teaching children about history. Speaking to groups of children.
- **Clean and maintain historic railroad equipment.** *Skills required:* ability to work carefully with antiques and historic artifacts.
- **Clerk in the Museum's gift shop.** *Skills required:* ability to work with Museum staff and store manager to select, price and sell merchandise. Must be able to operate, or be willing to learn how to operate, an electronic cash register. This is primarily a summer job, but will be year-around if we have enough volunteers.
- **Meet and answer questions for Museum visitors.** *Skills required:* must like to meet and talk to people and be interested in the Museum's collections and exhibits.
- **Assistants to catalog artifacts and archives materials.** *Skills required:* must have knowledge of antiques and/or historic documents and photographs.
- **Assist in interpreting railroad history through living-history presentations.** This is truly a "Dream Job" for a retired railroad employee. *Skills required:* must enjoy talking to people and reminiscing about your work on the railroad.
- **Assist with building and grounds cleanup.** *Skills required:* desire to help keep the Museum and its surroundings looking clean and litter-free.

If you are interested, please complete the application on the reverse and send to:

**Volunteers at LSMT
506 West Michigan Street
Duluth, Minnesota 55802
(218) 727-0687**

VICINITY MAP
Duluth
UNION DEPOT
1930
SCALE: 1 INCH = 600 FEET



~LEGEND~

- DEPOT AND STATIONS
- STREETCAR TRACK (PAIRED)
- RAILROAD TRACK
- WAREHOUSE (NOT ALL SHOWN)
- BUILDING (NOT RR & LABELED)
- HOTEL
- CABLE, ELEVATED RAILWAY
- RAILROAD TUNNEL

DULUTH HARBOR

COURTESY C.N.R. AND DUL. PUB. LIB.



Editorial Comment

The group calls themselves the Lake Superior **Transportation** Club. The place where they meet is called the Lake Superior Museum of **Transportation** — the word transportation suggesting a variety of methods of moving people and merchandise.

The club and the Museum deal with only **one** form of transportation — railroads — from prototype to models of various gauges and sizes.

Many club members are involved in some sort of model railroading and some are masters of their hobby and are very ingenious and adept at building various models as demonstrated in the Model Engineering Exhibitions.

The model railroad industry has changed much like the railroad industry itself — better products, advanced technology, ease of building models, more detailed and attractive equipment. And as the railroad industry comes out with new equipment, some model manufacturer will copy it and soon model rail buffs will have it rolling on their home pike.

While assembling a plastic HO model of boxcar, I noticed how detailed it was and ease of assembly — the brake piping underneath, the ladders, hand grabs and stirrups on the sides and ends. And the body all in one piece. Even the doors may be mounted and workable. One just has to glue the brake cylinder, AB valve and reservoir underneath and the handbrake wheel on one end. Then mount the couplers and trucks and — walla — it is ready to roll.

As I was putting the model together I was thinking of the old Varney, Silverstreak, Roundhouse and Mantua models of yesteryear that required much more assembly. Some made of die-cast metal — the flashing had to be removed, the body assembled and the model painted. Some of the Varney models were wood — floor, sides, ends and roof all separate pieces. Some had printed cardboard sides. The ladders, stirrup steps and handgrabs had to be bent and glued in place. The roof ribs were individual pieces of brass to be mounted, followed by the catwalk. If the builder was to put some piping detail on the underside, it had to be scratch built.

Some of the old Athearn models had stamped metal sides. The ladders, handgrabs, stirrup steps all had to be mounted.

I still have my first HO model box car — a Southern Railroad 40-footer made by Varney — cardboard sides, wood top and bottom, brass wheels and Baker couplers — remember those? It dates back about 50 years.

And there are a couple of Silverstreak NP truss-rod box cars that have to be built — printed wood sides, wood ends, floor and roof that has to be painted and all of the hardware mounted. Cost — \$2.95. A thin piece of wire is included from which to cut, bend and form the hand grabs.

Remember Ulrich models? How about International Model Products? I have a brass tanker that needs trucks, couplers, paint and decals before it is ready to roll.

And a Roundhouse outside-braced caboose all in die-cast metal still in kit form. And some of the old equipment that has been acquired over the years needs repairs — Kadee couplers and sprung trucks.

One of these days I am going to finish those kits and get the bad-order cars into the car shop — when I retire.

Our congratulations and best wishes go to **Mike Oswald** of the Museum staff who is leaving for employment with the BN — another of five who have started a career in railroading because of their involvement with the Museum. The others are and the railroad they are working for: **Dave Bruns, Kent Rengo, Karl Symons, WC, and Tom Dorin, BN.**

Karl had been employed by a railroad previously. Through his involvement with the Museum and NSSR had gotten back into the profession.

The 1930 map on the preceeding page shows the extensive railroad trackage that once existed in Duluth's Bridge Yard and the numerous slips and docks that lined the bayfront.

LENARD DRAPER MEMORIAL CONTRIBUTIONS

Elizabeth C. Adams
Elizabeth Bohannon
Charles Bowen
Richard R. Burns
C. Lindsley Edson
Howard F. Gillette
Robert and Nancy Guernsey
John M. and Winnifred J. Harris
Mr. and Mrs. Alfred Hartley
Ann H. Hartley
Arthur and Ginny King
Thomas J. Lamphier
Marshall School
Leo McDonnell
William A. McGonagle
William K. and Peg Mickelsen
Philip D. and Sharon M. Rolle
Marjorie D. Rolfe
St. Louis County Historical Society
Robert M. Sederberg
Mildred S. Shank
James B. and Katherine M. Spreitzer
William P. Van Evera
Mrs. George W. Welles

WHAT OTHERS ARE SAYING . . .

The Kettle Valley Railway is coming back to Summerland with a Mayo Lumber Company Shay No. 3 pulling three passenger cars and a caboose over a 16-kilometre stretch of track west of Summerland. Operations are planned to start in May. The KVR was a part of the CP system and CP had begun taking up the tracks until the KVR Society convinced the CP to spare a section of track.

Summerland is on Highway 97 about 70 kilometres north of the U.S.-Canadian border and on the west side of the south end of Lake Okanagan in South-Central British Columbia. — **Rural Roots, Princeton, B.C.**

From MTM, Marine Division — Cabin windows are installed on the steamboat "Minnehaha" and hull planking is about two-thirds done and the lavatory has been framed in. The Minnehaha is a "streetcar boat" that once served commuters on Lake Minnetonka and is being restored.

The three-cylinder compound steam engine has a condenser to recycle the exhaust which goes through an oil reclaimer. The steering system is hydraulic.

A car barn and streetcar line is also planned for Excelsior to connect with the steamboat as well as a new dock and an eight-foot channel and turning basin to be dredged. Plans call for a launch on August 5, 1995. It was expected that the ISTE grant would be approved by January 1, 1995.

Consider this . . .

Have you considered including the Museum in your will? Giving in this convenient way leaves a legacy that will help the Museum for many years to come. You can decide to give a specific amount, a percentage of your estate, or all or a portion of what remains after your family has been remembered. And you don't have to be a millionaire to leave something in your will . . . any amount will help. The attorney who helped you write your will can advise you as to how you can include the Museum, which can often be done simply with the addition of a codicil (amendment) to your existing will.

HENNEPIN OVERLAND MODEL RAILROAD OPERATIONAL, CONSTRUCTION CONTINUES

If you are ever in the vicinity of University Avenue and Lexington in St. Paul, stop in at the Scale Model Supply, located in the basement of a NAPA auto parts store.

After an extended shut down while the huge HO layout has had some major rewiring and electrical work done, the Hennepin Overland Model railroad Club is back in operation since the middle of June.

The club's mainline is basically a two-track loop which allows continuous running and can be operated as a two-track loop-to-loop main.

An interesting feature of the layout is the "helix", a hidden spiral of track on which trains make several 360 degree turns to go from one level to the other, a difference of about three feet in elevation. A train spends about one half of the time in the invisible or "off-stage" portions of the layout.

The layout can be operated by one person or with 30. When all wiring is completed, up to ten trains will be able to be operated simultaneously, in addition to local switching, industrial branches and commuters. When full-blown operations become a reality, there could be as many as 15 or more locomotives or trains moving simultaneously.

A six-track passenger depot that will hold 15-car passenger trains, a steel mill complex, a grain terminal, a car and locomotive shop, a logging branch line and a 1500-car staging yard are or will be featured in the layout.

With a 10.5 scale mile main line, a train traveling 60 scale miles per hour could take slightly over ten minutes to traverse the entire main line. In actual practice it takes 15 to 18 minutes. A steam powered freight drag could take 30 to 40 minutes for a complete trip.

During a recent visit, the passenger yard was being built, the location of the tracks marked on the flat surface with contractors chalk string and all switches hand-made, even complex double-slip cross-overs.

An example of the minute details in the scenery — a hobo camp was created in one corner of the layout. A miniature lamp flickered under a few pieces of wood — the hobos camp fire.

Adjacent to the HO layout is an equally impressive N-gauge layout still in the process of being completed. A preliminary observation suggests that it too will be as detailed and functional as the HO layout.

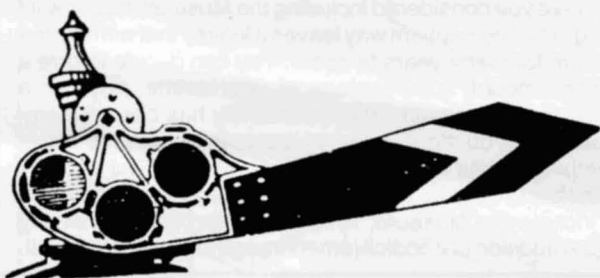
BRUCE E. LEWIS, chief mechanical officer for the DM&IR and member of the LSTC, passed away at his home in Duluth February 15 at the age of 74. He retired from the railroad in 1982 after sixteen years of service. His wife, Grace, passed away last November.



HE DRESSES THE PART ... Bill Mickelsen put on his engineer's bib overalls, cap and red bandana when he operated the Lionel trains during the Christmas holidays. Bill was one of many that volunteered their time weekends and weekdays to operate the display for the visitors coming to the Museum.

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Lake Superior Transportation Club

Laker Extra!

Shareholders Give Green Light to Merger

Shareholders of Santa Fe Pacific and Burlington Northern approved BN's \$4 billion acquisition of Santa Fe on February 7, clearing the way for the combined system to overtake Union Pacific as the nation's largest revenue railroad. The shareholder approval, which came in special meetings held by the two companies, followed a four-month takeover battle between BN and UP for control of Santa Fe.

On January 31, shortly before the shareholder voting, Union Pacific withdrew its hostile \$3.6 billion all-cash bid for Santa Fe, citing Santa Fe's reluctance to negotiate with Union Pacific and its refusal to relinquish an anti-takeover poison pill. BN stated that 78% of its shareholders voted in favor of the merger, while 70% of Santa Fe's voted yes.

Putting together BN and Santa Fe still faces federal regulatory scrutiny by the Interstate Commerce Commission, which recently proposed to drastically shorten the review process for rail mergers. The two railroads hope to have the ICC's blessing in six months. The merger would create the nation's largest rail network, stretching from Canada to Mexico, with 33,000 miles of track in the Midwest, West, and Southeast. It would marry BN's specialty in hauling grain, coal, autos and timber with Santa Fe's pioneering use of intermodal transportation, the fastest growing segment of the rail industry. The combination



COMMON SIGHT?: Wisconsin Central, not BN, is providing a touch of Santa Fe flavor in the Twin Ports with their leased ATSF SD-45's. Two such units lead a transfer past Saunders on September 17, 1994. With the pending merger between BN and Santa Fe, more ATSF locomotives might make their way to the Head-of-the-Lakes.
DOUGLAS BUELL

still faces hurdles. Union Pacific, Southern Pacific and other railroads are expected to wage a vigorous campaign at the ICC to extract trackage rights and other concessions. Experts expect the Union Pacific to acquire another larger railroad to ensure its competitive advantage, possibly one of the top three eastern lines. Most shippers are coming down in favor of the merger, but a few are still weighing the ramifications. Look for more interesting developments in the next six months.

Winter 1995

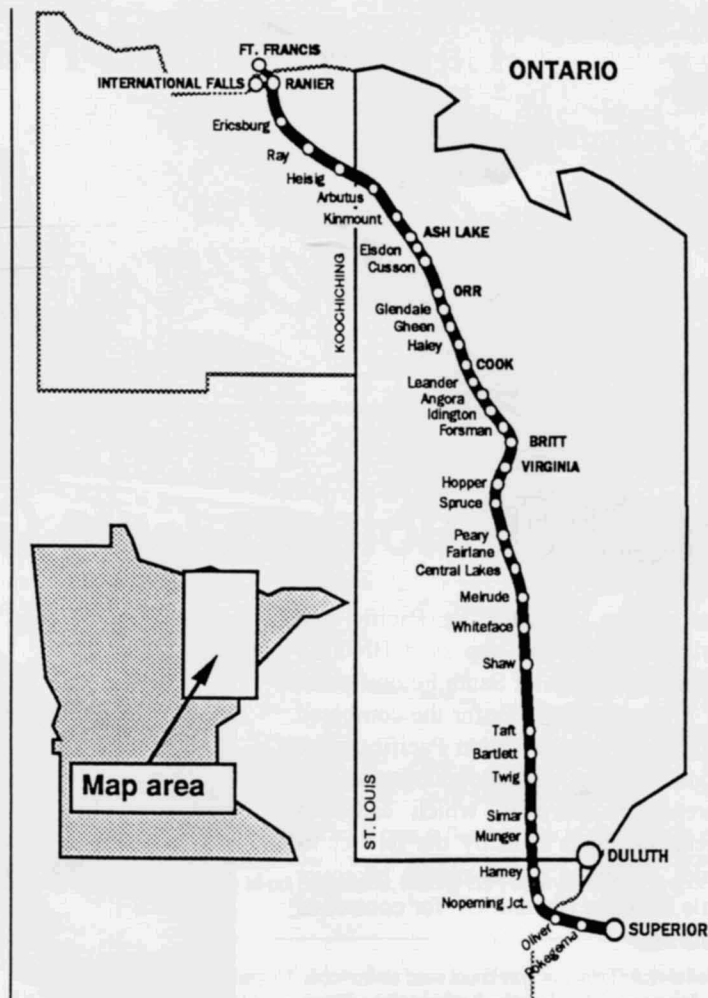
The Laker Extra is published by the Lake Superior Transportation Club. Its intent is to record railroad history as it is made in the Lake Superior region. News items and photographs are always welcome and can be sent to Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN 55802.

DULUTH, WINNIPEG & PACIFIC

CRASH IN COOK: Things shook a bit on a quiet Saturday morning when a 64-car northbound DW&P freight hit the ground while passing through Cook. The derailment, which occurred on January 14, put 19 cars on the ground and forced the evacuation of 100 residents due to a possible ammonia leak from two of the derailed cars. Unlike the infamous BN benzene leak in Superior, the two tank cars proved to be empty and residents were allowed to return to their homes. No one was injured. The busy Peg line between Superior and Ranier was closed for 36-hours while clean-up crews worked to clear and repair the trackage. This is only the second major derailment for the DW&P in the last five years. In December 1990, 32 cars of a northbound freight derailed outside Ray.

INTEGRATED OPERATIONS: Peg parent Canadian National has petitioned the ICC to allow it to operate the properties of the Grand Trunk Western and Duluth, Winnipeg & Pacific. Both have previously operated separately. The primary reason given was that the transaction would allow CN to provide seamless, single-line service which shippers seek. It is not known what effect, if any, this will have on operations in the Twin Ports.

HELLO WINNIPEG: With the Battle Creek, Michigan shop complex being phased out, most of the DW&P locomotives in need of repair are being sent to the Transcona shops in Winnipeg. As Peg units are overhauled, they will be fitted with the necessary equipment needed to lead trains in Canada.



BUSINESS AS USUAL:

Freshly repainted GTW 5917 leads a DW&P SD-40 on a transfer run at South Itasca. The two units had just picked up interchange traffic from the C&NW and are returning to Pokegama on a sunny January 20, 1995.

DAN MACKEY

CHICAGO & NORTH WESTERN

HELLO AGAIN: There is talk of the C&NW exercising its trackage rights over the Wisconsin Central for trains headed to and from Chicago. When the North Western sold its line south of Superior to the WC in July of 1992, it retained the right to operate trains over the line to reach home rails in central Wisconsin. One of the reasons the North Western did not use these trackage rights immediately, was the fact that the connection between the WC and their rails in central Wisconsin was poor. Instead, C&NW sent Chicago bound trains over the Burlington Northern (via trackage rights) to the Twin Cities and then routed them over the Adams line to Chicago. In 1994 the two roads agreed to improve the connecting track at Junction City, WI to speed C&NW trains over the WC route. As of this writing, your author has not seen any North Western trains using the line (any reader input?).

YELLOW BRICK ROAD: On December 13, 1994 the ICC made it official by allowing Union Pacific to convert its 29.5% share of C&NW stock to voting status, thus effectively giving UP control of the North Western. If Union Pacific chose, it could merge the C&NW into its system without any further federal approval. For now, no full merger is planned but it is expected that all North Western operations will come under close UP control. UP did state that they plan to reestablish intermodal service to the Twin Cities.

MISSABE ROAD

SHADES OF THE PAST: It seems that residents of Virginia are concerned about the dust that is being generated by a newly opened natural ore mine just south of town. The Auburn mine opened in the summer of 1994 and has provided the DM&IR with its first regularly producing natural ore mine in a number of years. The last natural mine to operate was the McKinley Extension Donara pit near Aurora which suspended operations in September of 1991, thus ending 107 years of continuous natural ore mining in northern Minnesota. The ore from this pit was handled by LTV to their dock at Taconite Harbor. The new Auburn pit is mining under a sublease arrangement with USX, which owns the property, and Eveleth Mines,

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RAIL MEETS SAIL: A sample of the North Western's newest motive power paid a visit to Duluth when Dash 9-44CW number 8720 lead a Superior bound transfer past the Missabe docks in West Duluth on November 25, 1994. The C&NW continues to serve Duluth with occasional transfers. This train was made up primarily of loaded grain cars. Note that the DM&IR continues to employ the conventional gravity method of delivering taconite to ships, while BN relies exclusively on conveyors. DAVID SCHAUER

HIGH HOODS: The DM&IR has been using a four unit set of high hood locomotives to haul limestone trains from Rices Point to Proctor. The chances of finding four older models that have escaped having their short hoods lowered is a challenge, let alone the chances of finding four operating together! Most Missabe SD-9/18's have been through the rebuilding process or have been shipped off to other concerns. Units 171, 175, 142 and 130 work upgrade at Spirit Mountain curve, November 15, 1994. KENT RENGO





UNLUCKY: LTV Steel RS-11 number 7200, built in 1956, shown on January 4, 1993 at Hoyt Lakes. This unit was destroyed in November of 1994. DOUGLAS BUELL

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which had leased the mine from U.S. Steel. The mine produced approximately 220,000 tons of natural ore in 1994, some of which had to be moved all-rail from Two Harbors to Chicago because it was too wet and sticky for dock loading (see photo in Summer/Fall 1994 Extra). Plans are to remove about 3.5 million tons of iron ore from the pit over the next five years. When the mine's natural ore supply is depleted, Eveleth Mines will likely fill the pit with waste rock.

ALL-RAIL MOVES: The large number of all-rail taconite movements continues to keep DM&IR busy. For the month of February, 110 all-rail movements were planned. Trains are destined for Geneva, Utah (WC/SP), Escanaba, MI (WC/C&NW), Mon Valley (WC/CR), Birmingham, AL (WC/CSX), and Gary, IN (WC).

LUCKY: Ex-BN (NP) RS-11 number 7215 shows off its new LTV Steel lettering on September 19, 1994. This unit was re-lettered for the dedication of LTV's "Super Pocket" crude taconite loading facility. All of the other original Erie Mining locomotives still carry Erie markings with no plans to re-letter them. The GP-20's are the only other locomotives lettered for LTV. DOUGLAS BUELL



Heritage Series



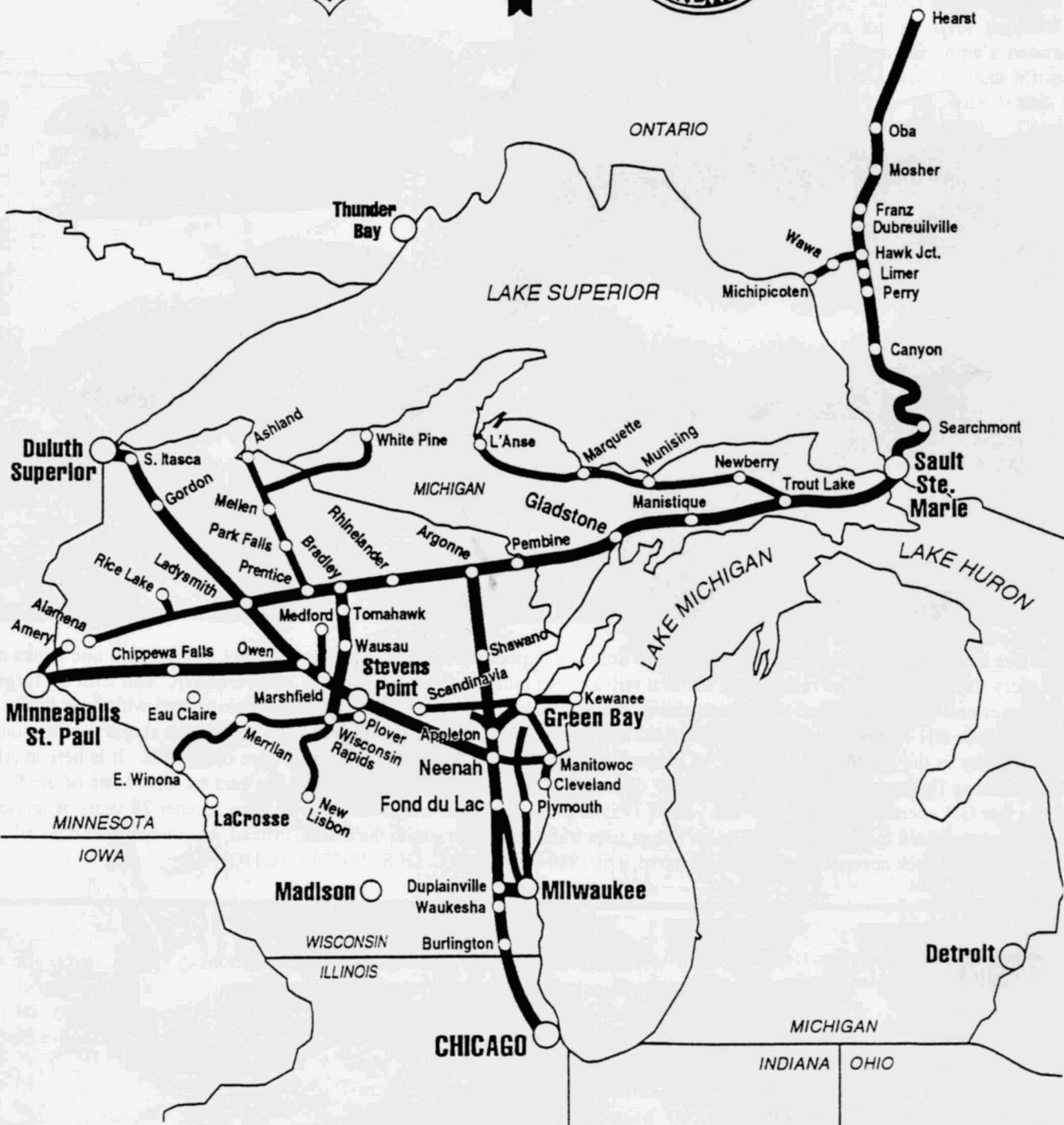
Iron Ore has shaped the history of the entire Lake Superior region, especially at the Head of the Lakes. When one thinks of the glory days of natural ore railroading, the first railroad that most likely comes to mind is the DM&IR. But least we forget the power and glory associated with the tradition of the Great Northern and all of the history associated with their fine ore hauling past. GN ranked second only to the Missabe in tonnage handled, and they boasted the largest single ore handling dock facility in the world. That facility, of course, was located in Allouez, the hub of GN ore operations. It is here at Allouez that we find one of Rocky's horses, SD-7 number 553, positioning a cut of loaded ore cars on top of one of the four docks that GN operated in Superior. The year is 1955 and the three-year-old locomotive will see another 28 years of service before being retired by BN in 1983. BN no longer uses trains to deliver ore to the docks, instead, a conveyor belt does all of the work. The dock approach was removed in April of 1989. WAYNE C. OLSEN COLLECTION

WISCONSIN CENTRAL

ALGOMA PURCHASE: On December 22, the National Transportation Agency of Canada approved WC's purchase of the 322-mile Algoma Central Railway for \$8.3 million. The final papers were signed on January 31 making the purchase official. Starting February 1, the Algoma Central Railway joined

the Wisconsin Central and Fox Valley and Western Railroads as the principle rail subsidiaries of Wisconsin Central Transportation Corp. The three companies together will operate more than 2800 miles of line in Wisconsin, Michigan, Minnesota, Illinois and Ontario. Freight service on the Algoma will increase from two days per week to five days a week, Monday through Friday.

The famous ACR passenger trains will continue. In a related transaction, WCTC's rail car subsidiary purchased ACR's 23 locomotives and 879 freight cars for \$11.3 million.





ROUGH AND TUMBLE: Midwest Energy Resources Corporation, operators of the huge coal dock in Superior, recently installed a new rotary dumper for coal cars. The photo shows the new dumper being positioned for installation in Superior on January 1, 1995. The idea behind the dumper is to turn a loaded coal car completely over to empty it. The cars have special couplers that allow for the rotating nature of the dumper. **DAN MACKEY**

ROUGH AND TUMBLE - PART II: This is not the way to unload taconite. The DM&IR had to contend with this large mess near Munger on January 13 when a loaded all-rail taconite train hit the ties. The cars involved were museum-age C&NW ore jennies that had been converted with side extensions for taconite service. These cars have had their problems in the past on the Minorca-Escanaba all-rail movements. These trains are routed Minorca to Steelton via the DM&IR, from Steelton to Hermansville, Michigan via WC, then into Escanaba on the C&NW. There are four trains in the pool between Escanaba and Minorca. The trains are split into 45-car sets for movement between Steelton and Minorca. The derailment involved one of these 45-car sets. **TERRY SOLOMON**



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STEELTON TACONITE: January 20, 1995 finds one of the more unique all-rail movements waiting for a fresh Wisconsin Central crew at Steelton, prior to continuing its journey south. What makes this train unique is that it consists of a solid DM&IR motive power and car set. Most all-rail trains do not use Missabe locomotives or cars. This train is most likely heading for a USX facility in Birmingham or the Mon Valley. Steelton is the primary crew change location for taconite all-rail movements, making this yard a good place to spot trains. **DAN MACKEY**

STEELTON FREIGHT: With parent Canadian National sending more traffic over the DW&P, some of the most modern CN locomotives have found their way into Duluth to help with the added tonnage. Two new CN full car-body General Electric units roll northbound tonnage into Steelton on January 12, 1994. **TIM SCHANDEL**

