

# Laker

VOL. 21, No 4

Lake Superior Transportation Club

Fall 1996



## The D&NE #14 Thunders in the Tamaracks

LSMT Equipment Saves The Day For Steam Excursion

**T**amarack Thunder, a two day steam excursion held in conjunction with the Soo Line Historical Society Convention in Rhinelander, Wisconsin, was supposed to feature the first run of the recently restored Soo Line Mikado #1003. Due to delays in the final stages of restoration the 1003 was not able to participate. The excursion organizers considered the Milwaukee Road #261 as replacement power, but it is too heavy for the light rail on the excursion's route along the Wisconsin Central's Bradley Subdivision. The LSMT #14 was considered along with other operational steamers in the area. In the end the Wisconsin Railroad Preservation Trust chose the #14 to lead three excursions

that would take place during the weekend of October 5. Due to several last minute decisions the museum staff was given only a week to repair bearing trouble in the #14, and to prepare the backup power #2500, and all related support equipment for the weekend excursion. After many hours of work by several people, all the pieces came together allowing the #14 to serve as the primary power on the well patronized excursion.

**ABOVE:** The #2500 and the #14 team up to pull the 13 car Soo Line Historical Society train on Wisconsin Central tracks east of Ladysmith, Wisconsin. **Photo: Tim Schandel**

# The Laker

Fall 1996

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 W. Michigan Street, Duluth, Minnesota 55802 and is published by and for its members four times per year. Inquiries and articles for publication may be sent to the editor, Scott Carney. 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
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The Lake Superior & Mississippi Railroad is incorporated under the laws of the State of Minnesota as a non-profit corporation for the purpose of operating and maintaining an excursion train and related activities.

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Richard Welch, LSMT Executive Director

# Editorial Comment

As I write this it is only two days from Christmas and less than two weeks from 1997. Yet another year has flown past my eyes. As I reflect on the past year I would like to thank all those who have helped me take over the Laker. Those I would like to thank are Jurgen Fuhr, Dave Schauer, Tim Schandel, Tom Gannon, Richard Welch, Claudia Busch, Karie Vincent, Steve Ruce and all those who contributed the stories, ideas, photos and facts that fill these pages every quarter. These people have made my job as editor much easier. Thank You All!

This year has been an exciting year around the museum. The beginning of operations of the NSSR by the museum, the acquisition of the NW-5, several event oriented excursions, and the return of the Minnetonka are some of the exciting events that have occurred over the past twelve months.

Next year promises to be an interesting and exciting one with several big events such as the Great Northern Historical Society annual meeting. The NW-5 will hopefully be returned to service this summer under a fresh coat of Great Northern orange and green. Has anybody thought about the possibilities of a double-headed steam excursion on the NSSR with the #1003 and the #14. I do not want to start any rumors, but the thought of this has to stir the blood of any railroad enthusiast.

Hope you had a safe and happy holiday!

## Restoration of Soo Line #1003 Complete

After more than 13 years of restoration attempts the Soo Line Mikado #1003 has been returned to operational condition. On November 8 the locomotive was towed, under steam, to Duluth to operate test trips on the North Shore Scenic Railroad. The 1003, owned by the Wisconsin Railway Preservation Trust (WRPT), was restored by Gary Bensman of Diversified Rail Services, Inc. with the assistance of a dedicated volunteer crew.

Built by the Schenectady Works of the American Locomotive Company, the #1003 shares the same 1913 builders date and it's 2-8-2 wheel arrangement as the museum's D&NM #14, but it is larger, faster and more powerful. After the locomotive's retirement in the 1950s it was donated to the City of Superior and put on display near the water treatment facility. After unsuccessful restoration attempts in the 1980s, the locomotive sat derelict first at the Soo Line roundhouse in Superior, and later beside a warehouse in West Duluth.

The WRPT acquired the 1003 from the City of Superior several years ago, moved it to the Fleming Foods warehouse and began restoration. The receipt of a large grant from the Jeffris Foundation allowed the hiring of Gary Bensman and greatly expedited restoration. Although minor teething problems surfaced during the test trips, about 150 miles of operation were successfully completed. On November 13, the engine returned to the food warehouse in Superior for winter storage and fine tuning. At this time the WRPT has no firm plans for the 1003, but the museum has indicated its interest in the possibility of occasionally operating the locomotive on the NSSR during the 1997 season. See the picture on page 7.



ABOVE: Jon F. Lamphier, the son of Thomas J. Lamphier, presents Richard Welch with the Lamphier Estate donation, which included a generous contribution of \$5,000.00 *Photo by Tim Schandel*

## Museum News

### D&NE #14 Shines in the Tamaracks

It was an imposing task, to organize the logistics and movement of the museum's former Duluth and Northeastern steam engine #14 with the Soo Line #2500 and related support equipment to Rhinelander, Wisconsin in time for the "Tamarack Thunder" steam excursion on October 5th and 6th. The first hurdles were to receive an extension of the extension on the #14's FRA boiler inspection. The second hurdle was more labor oriented.

On September 29th, during what was thought to be the #14's last run of the season, a routine inspection conducted at Two Harbors detected an unusually warm bearing on the engineer's side of the pilot truck. Further inspection revealed that the bearing babbitt had melted. The #2500 took the train back to Duluth while a crew backed the #14 to Duluth at a significantly restricted speed. Once back in Duluth, volunteers led by Museum Curator Tom Gannon, dug a pit beneath the tracks on Track #7 in order to access the defective bearing. The babbitt was successfully replaced and the #14 was ready for a full weekend of work.

Usually the process of planning and organizing, as well as the preparation of equipment for excursions, takes weeks if not months of work. The museum staff and all the volunteers who helped to make this excursion possible should be commended. For more excursion details see page 4.

### Thomas Lamphier Estate Donates to LSMT

On November 4th the museum received a significant donation from the estate of Thomas J. Lamphier. Mr Lamphier, who passed away in September, served on the LSMT Board of Directors from the museum's inception in 1973 until 1990, and remained an emeritus member until his death at the age of 72.

Items donated to the museum consist of personal papers, books, periodicals, maps, annual reports, photos, slides and track profiles. Over 800 individual items were donated. Mr. Lamphier's son, Jon F. Lamphier, personally delivered the 23 boxes containing the donation items and presented the museum with a \$5,000.00 cash contribution from his father's estate. These items are now being incorporated into the museum's collection by Ron Kaziukewicz, the Museum librarian.

### Thank You

Thanks to the following individuals for supplying information for the Laker and Laker Extra: Tim Schandel, Jergen Fuhr, Kent Rengo, Dan Mackey, Robert C. Anderson, Richard Welch, Karie Vincent, Dave Schauer.



## "Tamarck Thunder" Weekend Successful, LSMT #14 Proves Its Worth

By Jergen Fuhr

In '93 it was "Iron Will." In '94 it was the Hinckley Fire Centennial. In '96 it was "Tamarack Thunder." In between it was the Depot's Centennial, numerous trips to West Duluth and Two Harbors. The #14 continues to pile up the mileage.

The weekend of October 5 and 6 saw the D&NM Mikado perform flawlessly pulling a 13-car train plus a water tank car and the Soo Line F-7 #2500 and racking up about 700 miles.

On October 3, the #14 towed its train consisting of the water car, a hopper loaded with coal, the F unit and the LS&M solarium #29 to Rhinelander, Wisconsin, where the excursion train was assembled in the Wisconsin Central yard.

The Soo Line Historical Society Convention was held at the Holiday Inn in Rhinelander. On Saturday morning a special excursion train in conjunction with the convention went west to Prentice, and in the afternoon, east to Argonne. On Sunday there was a day-long trip to Ladysmith.

The two-day special excursion was to have been the inaugural run of the Soo Line Mikado #1003 following the completion of its two year restoration.

The 1003 was so-o-o close to being restored to operating condition over a decade ago, but ended being shifted around from locations in Superior, finally winding up on a stub spur in West Duluth, minus its boiler tubes and smoke box front.

The Wisconsin Railway Preservation Trust bought the locomotive from the City of Superior and began its restoration in a grocery warehouse in Superior.

By the first of October, piping for the air and lubrication systems to fit the rebuilt boiler and cab had not been completed and the engine still had to undergo test runs.

When it was apparent that the 1003 would not be ready in time the friends of 261, the WPRT and the City of Rhinelander considered their backups. The Milwaukee Road Northern #261 would have been too heavy for the rails. The Osceola and St. Croix Valley Northern Pacific #328 was also considered, as was the LSMT's #14, which received the final nod.

The lineup had the #14 on the point, followed by its water tank, the 2500, LS&M solarium #29, coaches from the L&N, C&O and Lackawanna, the baggage-concession car "Shoreview," diner "Silver Pheasant," a UP dome car, lounge car "Illinois," a CN lounge car, the "Trempealeau River," and the private car "Caritas" and a sleeper-lounge-observation car. The heavy-weight observation is a former MKT car that was used during Truman's whistle-stop campaign.

Tom Gannon, Tim Schandel, Bill Mickelson, Jeff Hanson, Lee Tuskey, Warren Symons and Duane Benoit and others from the LSMT were part of the train staff along with plenty of car hosts and conductors.

The #14 did most of the work with the #2500 needed for

(continued on page 6)



ABOVE: Warren Symons (left) and Gary Bensman check the operation of the stoker in the tender of Soo Line #1003 at Palmer, Minnesota during one of its break in runs along the Lakefront Line.  
*Photo by Tim Schandel*

## Club News

### FROM THE PRESIDENT

With winter upon us, many club members are once again working on different museum and club projects. Among these projects are the Great Northern NW-5 and caboose. Club members will also be volunteering their time operating the Lionel exhibit during this holiday season. If you enjoy working on HO scale model trains stop by the museum on any Wednesday night as a dozen or so club members are working on the club's layout. Also, if you get to the museum during this winter, don't miss the "Rails of Iron" photo exhibit in the Gallery Car. Many club members have displayed their photographic talents. I want to thank all the club members who have or will be volunteering, making the Lake Superior Museum of Transportation one of the best railroad museums in the country.

# Laker EXTRA!

Lake Superior Transportation Club



## BNSF ELIMINATES SAUNDERS OPERATOR

**A**nother piece of local railroading character ceased to exist on Monday, December 2, 1996 when BNSF dispatchers in Fort Worth, Texas began controlling railroad movements through Saunders Junction. Saunders had the distinction of being the last manned junction in the Twin Ports. This shift from local operators to distant dispatchers reflects a trend that began years ago to consolidate all railroad dispatching functions into a central location. In BNSF's case, that central dispatching location is in Fort Worth, headquarters for the railroad.

Due to its traffic patterns and constant and varied duties, Saunders remained a locally controlled junction long after other crossings and junctions in the upper Midwest had been automated. BNSF had tested the ability of remote dispatching of this location in early October and as a result of those positive tests, set December 2 as the change over date. Operators remained on-site until Thursday,

December 5 to insure a smooth transition. In the early days of railroading there were at least five other manned towers within three miles of Saunders, protecting the various crossings and junctions that populated the southern fringes of Superior. Now Saunders too must join the ranks of the gone but not forgotten.

**Photo:** An empty taconite train bound for Hibbing snags its orders for the last time as it rolls past Saunders on December 1, 1996. The following day BNSF dispatchers in Fort Worth took over operations of this busy junction.

**Dave Mikelson Photo**

### FALL 1996

The Laker Extra is published by the Lake Superior Transportation Club. Its intent is to record railroad history as it is made in the Lake Superior region. Contributions can be sent to: Tim Schandel, LSTC, 506 W. Michigan St., Duluth, MN 55802. (218) 733-7593



**ABOVE:** On Sunday, December 1 all was normal at UP's Itasca Yard in Superior. With a C&NW company truck in front of the yard office and a C&NW SD18 switching, this photo makes it seem as if the UP acquisition of the C&NW never happened. *David C. Schauer Photo*

## ITASCA YARD FACING UNCERTAIN FUTURE

The one constant in railroading is change. That is certainly the case in the Twin Ports. When Union Pacific bought the Chicago & North Western in April of 1995, operational changes in the Twin Ports at first were minimal. A few more UP locomotives and cars started showing up and signage was changed from C&NW to UP. However, this year has brought one major change and one potentially major change to the Twin Ports operating scene.

The first major change was the July completion of a connecting track into the large MERC coal dock in Superior that allowed UP to begin shipping western low sulphur coal through the Twin Ports. The next potentially major change involves reports of UP shifting local operations away from their former C&NW Itasca Yard located in far eastern Superior to Canadian National's former DW&P Pokegama Yard in South Superior. This shift is rumored to include all train arrivals and departures as well as

locomotive servicing. UP receives a majority of its traffic from CN and the shift would allow more efficient interchange between the two railroads.

It is unknown exactly when, or if, this shift away from Itasca Yard will occur. UP still has a fair amount of grain traffic through the Twin Ports and Itasca Yard would make

a natural holding yard for local traffic. Another possible use for Itasca could be the leasing of some tracks and the yard office to Wisconsin Central although WC has stated they have no desire for a yard in the Twin Ports. Should UP shift operations to Pokegama, it will be interesting to see how this sometimes congested yard will be able to handle the increase in traffic.





# Duluth, Missabe & Iron Range News

## MORE UNITS REMOVED FROM THE SYSTEM

With the expected arrival of five more SD40-3s in January (numbers 410-414), the following Missabe units are scheduled to depart the system for sister road Elgin, Joliet & Eastern.

DM&IR #	to	EJ&E #
SD9 164		614
SD18 175		615
SD18 185		616
SDM 315		815
SDM 320		820
SDM 302		802
SDM 311		811

All of the units with the exception of the 302 and 311 left the DM&IR on December 12 en route to the EJ&E. The 302 and 311 will be sent out in the 2nd quarter. Interestingly, the 302 will actually be repainted into EJ&E's orange paint scheme by the DM&IR in Proctor prior to being sent south. The other units will be renumbered and have EJ&E logos applied before being shipped out.

The following diesels are scheduled to be retired in 1998: 142, 153, 159, 161, 164, 166, 168, 170, 171 (all SD9s) and 189, 193 (SD18s).

This past fall and winter, DM&IR has assigned at least five older units to BNSF to pay-back horsepower hours owed for the numerous taconite trains operated with BNSF locomotives while on DM&IR rails. One such pay-back unit, SD9 number 153, is shown working BNSF's Superior yard this past October 5. This particular unit suffered a blown crankcase and is a strong candidate for early retirement. *Doug Buell Photo*



## MIDDLETOWN SHIFT

The railroad handling all-rail pellets destined for the Middletown, OH area east of Chicago has shifted from Conrail to CSX. For the past few years Conrail locomotives have made occasional appearances on the DM&IR when handling Middletown all-rail movements from the Fairlane plant. With this shift, expect to see CSX units on the Iron Range. Wisconsin Central handles the trains between Superior and Chicago where they are turned over to CSX.

## ODDS & ENDS

Missabe SD38DC number 221 is currently at Proctor being power-packed. This former EJ&E unit has been wearing orange since its arrival on the property a few years ago and will emerge from Proctor wearing a new coat of maroon. This would leave the 223 (ex-EJ&E) and 861 (ex-B&LE) as the only orange painted units still operating.

To help reduce the amount of horsepower hours owed to other railroads, DM&IR has stationed 2 sets of locomotives (mainly SD38s) at Steelton to handle all-rail taconite trains while on Missabe property. An exception are BNSF units that continue to run-through on the Missabe while handling Minntac to Granite City all-rail taconite trains.



**Left:** Missabe's new SD40-3 locomotives are being used primarily on taconite trains on the Iron Range Division out of Two Harbors. Two such units are shown powering a northbound empty train at Highland this past July. In late November six of the 400-series units were assigned to the Iron Range Division.

*David C. Schauer Photo*

## A SAUNDERS PHOTO

**T**he original Saunders Tower was built by the Great Northern Railroad to control the busy junction between its mainline out of Superior and the Allouez Branch. The junction took on added importance in 1915 when the Interstate Branch through the area and constructed a connection to the mainline. In 1970, BN took over operation of the tower and in 1985 replaced the old operators shanty. Saunders will forever remain an important part of our railroad heritage.

**Top Left:** All is quiet in this photo taken on the morning of December 1, 1996. The small "cabin-like" building certainly doesn't contain the same charm as the original tower, but it does have a view of the junction north from the small yard located just south of the tower.

**Left:** Union Pacific locomotives have been seen running through the area since the early 1980s when C&NW negotiated trackage rights through the area. This view finds a loaded all-rail locomotive entering BN trackage at Saunders in February of 1996. *David C. Schauer*

**Bottom Left:** A view looking north from the tower in September 1958. The locomotive accelerating past Saunders can be seen on the far left while the main line in the right of the photo. The DM&IR Interstate Branch and Soo at approximately where the second pair of switch levers from the tower can be seen running north. *Wayne C. Olsen Collection*

**Top Right:** On the last day of the tower's operation, the operator prepares to close the junction into the hoops. This view was taken on December 1, 1996. Soon Twin Falls BNSF train 832 will blast through the junction and snag the tower. *Dave Mikelsen*

**Right:** Another classic Great Northern operation at Saunders. This view looking southwest from Tower Hill shows a loaded ore train making its way through the junction and heading south. The tower can be seen in the far upper left hand corner. *Wayne C. Olsen Collection*



GREAT NORTHERN



## PHOTO GALLERY

ern Railway (Eastern Railway of Minnesota) to Superior and the heavy tonnage ore line into when the Duluth, Missabe & Northern built their n to the GN at Saunders. With the merger in ed the traditional tower structure with a small t of our Duluth-Superior railroading heritage.

the last day of operator control at Saunders, building that replaced the traditional tower s the original structure. This view is looking of the operator's shanty. **David C. Schauer**

n seen regularly around Saunders since the ge rights over BN from the Twin Cities to the aconite train bound for Geneva, Utah about to y of 1984. The traditional style tower can be r

he tower as the Minneapolis-bound *Gopher* 58. The Soo Line route to the Twin Cities and e the GN ore line to Allouez diverges from the R Interstate Branch runs directly under the GN d passenger car is shown in this shot. The nning alongside the closest track.

e last day of actual ol, the Saunders es to place train oops on December Twin Cities-bound ill blast through the g these orders.

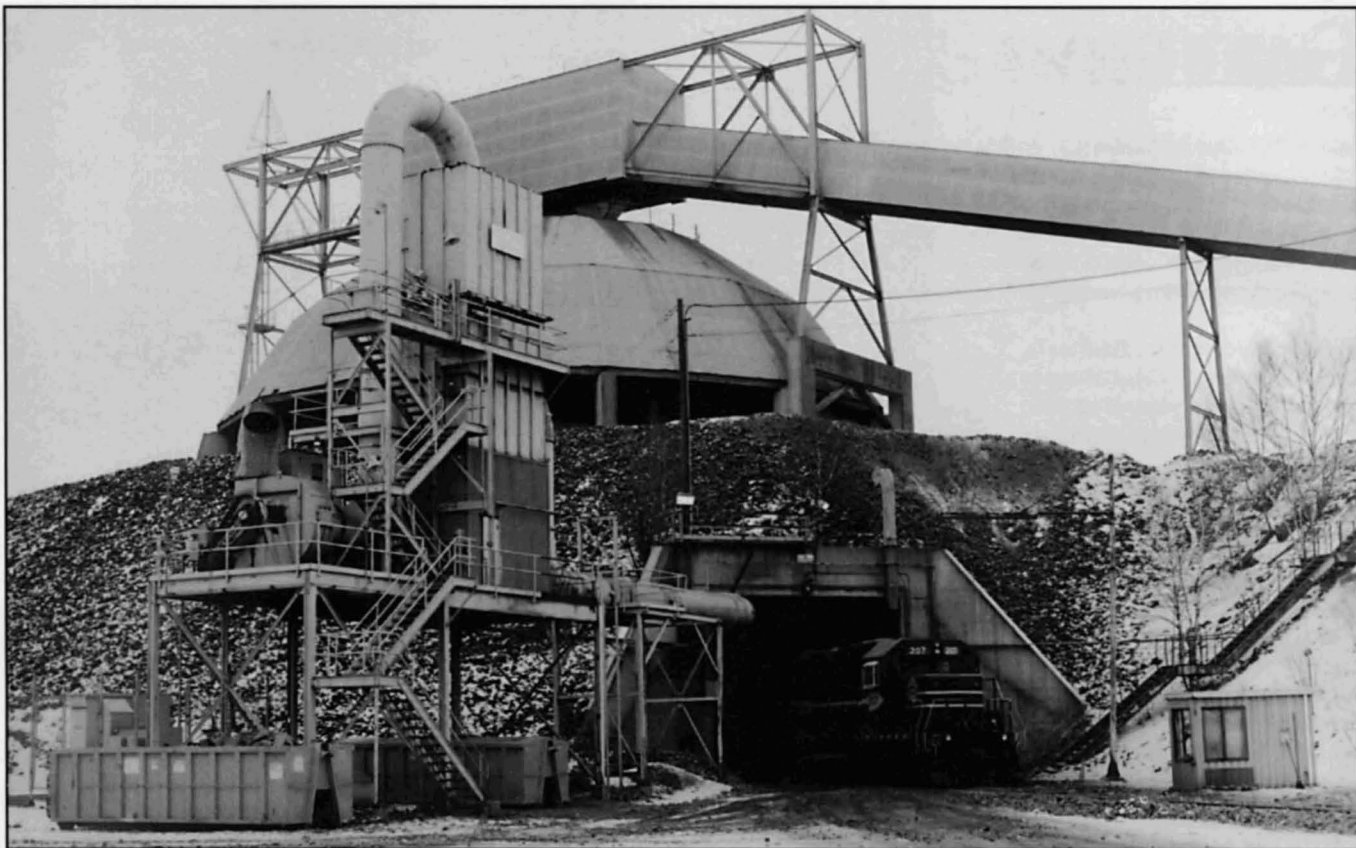
assic photo of Great rations through s view is looking ower Avenue as a makes its way past heads towards er can be seen in rt hand corner.

**an Collection**



**NORTHERN**

# Range Report



**ABOVE:** Missabe SD38AC number 207 pokes its head out from under the crude taconite load-out at the Thunderbird Mine near Eveleth. Missabe operates crude taconite trains from this location to EVTAC Mining's Fairlane pellet plant in Forbes. October 30, 1996.

## A NEW MANAGEMENT COMPANY FOR EVELETH MINES

On December 2, 1996, Oglebay Norton Company announced an agreement to end its managing interest in Eveleth Mines. The new company name for the mine and pellet operations located at Forbes and Eveleth will be EVTAC Mining. EVTAC will be owned 100% by a new management corporation, Eveleth Mines, L.L.C., owned 45% by Rouge Steel, 40% by AK Steel, and 15% by Stelco (Canada). The transaction was scheduled to be completed by mid-December.

A new company logo has been developed using the EVTAC name along with a thunderbird emblem. The new company will be managed in a much different fashion from the traditional partnership arrangement typical in iron mining. EVTAC will be allowed to sell iron ore both to its owners and outside sources.

EVTAC will continue to be a very important customer for the DM&IR.

## CN TRACK CAR TOURS RANGE

In mid-October Canadian National's TEST (Track Evaluation Systems) track geometry car and crew car were spotted running on Missabe trackage. The train, powered by CN SD40 5081, came up DM&IR's mainline from Proctor and proceeded to check track on the Range and on the Iron Range Division mainline to Two Harbors. A photo of this geometry car was printed in the Fall 1989 *Extra* while the equipment was checking DW&P trackage.

## 1996 PORT TACONITE TONNAGES (THROUGH OCTOBER)

<u>Port (Railroad)</u>	<u>Change Versus 1995</u>
- Escanaba (UP)	Up 6%
- Marquette (LS&I)	Up 15%
- Superior (BNSF)	Down 14%
- Duluth (DMIR)	Down 31%
- Two Harbors (DMIR)	Up 31%
- Silver Bay (NSM)	Up 20%
- Taconite Harbor (LTV)	Down 7%

## NEW CARS FOR NORTHSORE

It is reported that Northshore Mining Company has ordered approximately 42 new crude taconite cars as replacements for cars damaged in a derailment that occurred near Silver Bay last year.

## LS&I OPERATES PASSENGER EXTRA

Like their counterparts in Minnesota, the Upper Michigan section of SME (mining engineers) utilized a train for their annual fall field trip. The train was operated by the LS&I and ran on October 5 from the Tilden pellet plant to the LS&I's ore dock at Presque Isle on the western edge of Marquette. Approximately 130 people attended the field trip. Three private cars from Wisconsin were leased for the trip.

# Burlington Northern Santa Fe

## HIGH-TECH BRAKING SYSTEM TESTED ON THE IRON RANGE

BNSF has equipped 180 new taconite cars with a high-tech braking system known as EABS. EABS, short for electro-pneumatic braking system, allows electric signals to be transmitted through a special cable that runs the length of the train. This cable connects with special hardware located on each car. This hardware allows for an electric pulse to immediately activate the air brake system on each car, thus allowing for a rapid application of the brakes. Previously, air brakes were set from the front to the rear of a train and in the process taking a longer time to apply.

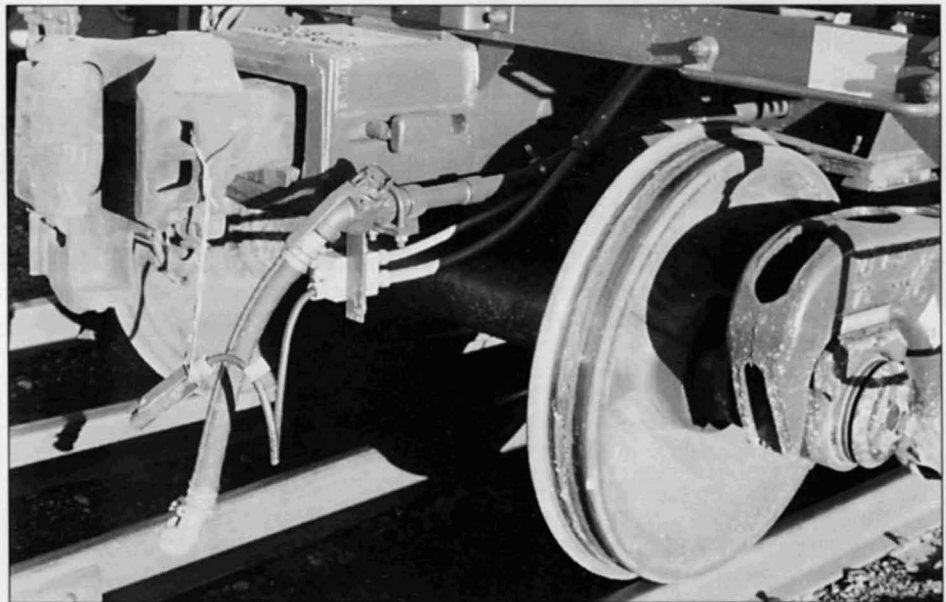
The BNSF taconite test train typically operates as a 166-car consist from the Iron Range to Allouez and also in all-rail moves to Granite City, Illinois. The equipment used for this train involves 90 cars delivered earlier this year and retrofitted with the EABS hardware as well as 90 cars delivered this past September with the new braking system already installed. The newer batch of cars was delivered with the new BNSF logo (see photo). The cars were manufactured by Johnstown America Corporation and are painted in the standard mineral red with yellow ends. The usual motive power consists of EMD SD60Ms, of which 100 have been retrofitted with the new braking hardware for pool service on coal and taconite trains. These locomotives are assigned out of Glendive, Montana.

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**TOP:** One of BNSF's new EABS-equipped taconite cars delivered this past September. Note the new logo. *Jim Morin Photo*

**CENTER:** A close-up of the the standard air brake hose along with the new EABS electric cable. This cable carries the electric signal that controls the air brake system on each car. *Jim Morin Photo*

**RIGHT:** Unless one looks closely at the cars, this test train looks just like any other BNSF taconite train. Here we see the test train working west near milepost 15.9, southwest of Superior on October 5, 1996. *Doug Buell Photo*







**ABOVE:** On September 21, 1996 the Wisconsin Central hosted the 1996 AIME Fall Field Trip for mining engineers. This year the trip was from Superior to Ladysmith where the group of engineers was able to tour Flambeau Mining Co.'s unique copper/gold mine located just south of Ladysmith. The mine is in its last year of operation. The six-car passenger extra was powered by former Soo Line GP30 number 711 and a former Western Pacific GP40. The photo shows passengers boarding the train at South Itasca (Superior). **Steve Ruce Photo**

## WHITE PINE OPERATIONS

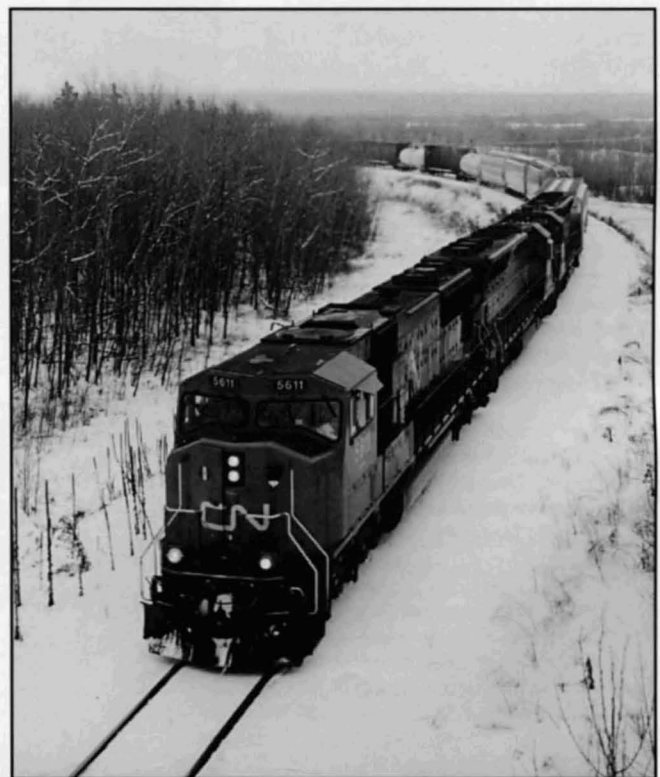
In a move that could eventually see the demise of WC's 77-mile branch to White Pine, Michigan, the EPA has requested a full 12-18 month environmental impact study be done on solution mining at the site. This request comes after the EPA was put under pressure from Native Americans and environmental groups who wanted the agency to fully investigate the impact of solution mining on the environment. In response to the EPA's request the Copper Range Co., operators of the mine and smelter at White Pine, have suspended their pilot scale test of solution mining at the site. Copper Range has stated that they intend to work fully with the EPA during the study period.

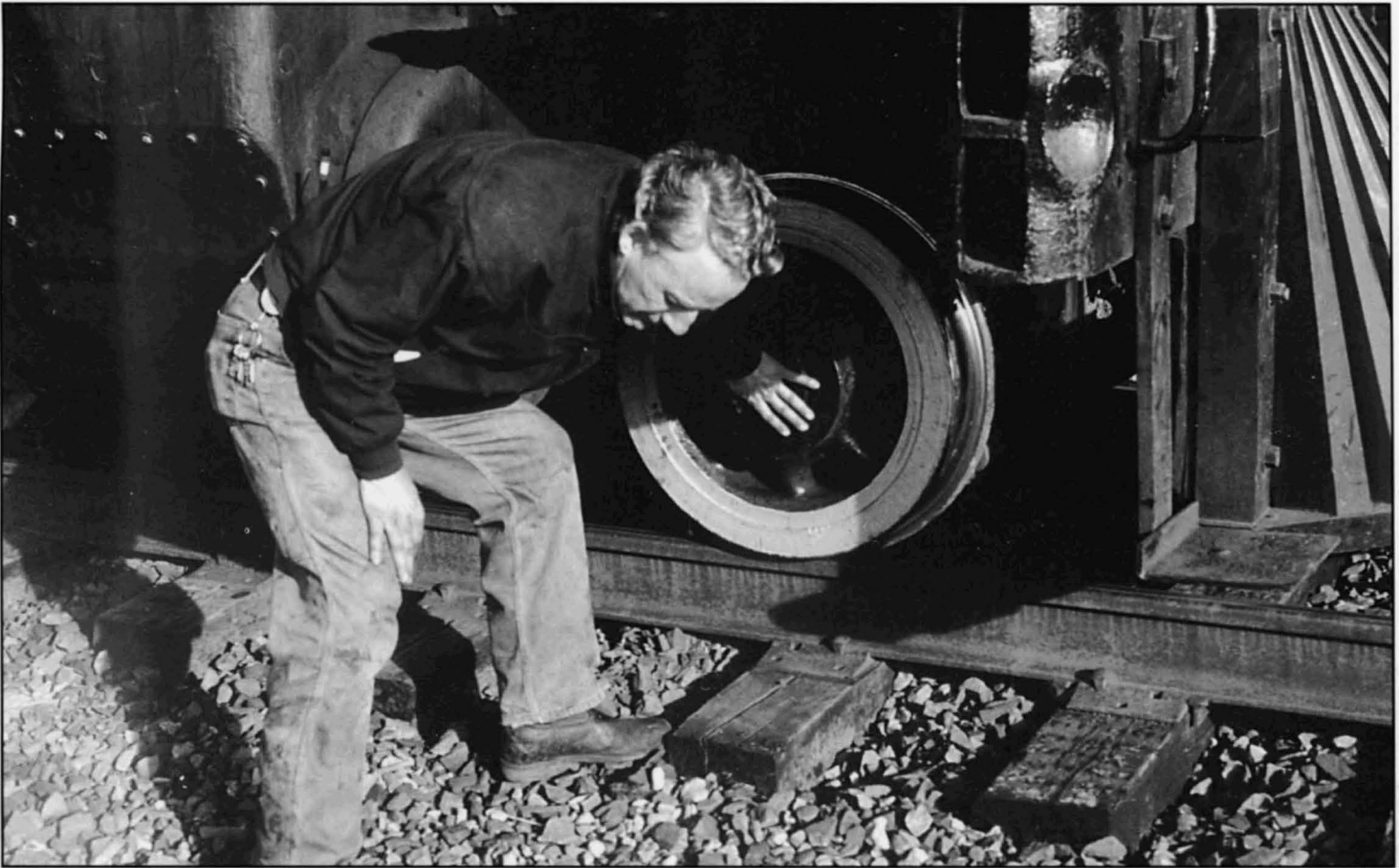
## WC TO ACQUIRE UNION PACIFIC LINES

In a press release dated October 24, 1996, WC announced that it was the successful bidder on 220 miles of Union Pacific trackage in Wisconsin and the Upper Peninsula of Michigan. The main prize of this package is the ore line from Escanaba to Ishpeming, Michigan. This line handles a large quantity of taconite from Michigan's two operating pellet plants, the Tilden and Empire Mines. WC will now operate pellet trains from these two plants to the former C&NW ore dock in Escanaba.

In a separate matter, WC asked the Surface Transportation Board for approval to acquire UP's Hayward branch and isolated trackage in the Wausau area. Both of these transactions are expected to take place by the end of 1996.

**Below:** A CN SD70I leads two leased WC SD45s on a northbound extra in Gary on November 30. WC has leased a number of SD45s to power-short CN. **David C. Schauer Photo**





**ABOVE:** Museum Curator, Tom Gannon, suspects trouble during a routine inspection of D&NM #14 at Two Harbors. Further inspection revealed that the babbit on the engineers side of the pilot truck had disintegrated during the final run of the season. The #14 limped home from Two Harbors, while the #2500 returned with the train. Photo: Tim Schandel

(continued from page 4)

This past fall the club held its monthly meetings during September, October and November. The following is a brief recap of the events at each meeting.

#### **September**

The meeting was called to order at 7:35 on September 27, 1996 by President Steve Ruce. Recording secretary Allen Anway read the minutes from the May meeting followed by Treasurer Chuck Jensen's report stating that the club currently had over \$4,100 in savings and over \$1,100 in checking. Dale Carlson then reported that the membership currently stood at 231 members, 25 of which were new members. Dan Mackey reported that work was continuing on the installation of switch machines in the depot scene. Tim Schandel mentioned the need for photographs for the upcoming "Rails of Iron" photo exhibit. Tim also mentioned that the Soo Line #2500 and the D&NM #14 would be going to Rhinelander, Wisconsin to pull excursion trains during the Soo Line Historical Society's annual convention. Jurgen Fuhr reported on behalf of the LS&M that there is a bad axle on coach #85 and that new bearings are needed on the #45. Club member Bruce Kettenum reported that there will be a model railroad show in Virginia, Minnesota on October 12th and 13th. Entertainment was provided by member Chuck Corwin. Chuck had a good slide presentation showing railroading on the Iron Range and he also included slides from the Mining Engineering excursion which visited the copper mine in Ladysmith, Wisconsin.

#### **October**

At 7:40 on October 25, 1996 president Ruce called the monthly meeting to order. Allen Anway read the minutes of the September meeting followed by the treasurer's report which stated that the club had in excess of \$4,100 in savings and \$1,200 in checking. Dale Carlson gave a membership report stating that there were no changes since the September meeting. Dan Mackey reported that club members were beginning some additional scenery work and that many different winter projects had been planned for the model railroad. Tom Gannon reported that the museum's winter projects include the NW-5, GN caboose and that the iron ore photography exhibit will be opened to the public around Thanksgiving. Ken Johnson reported that the LS&M had a good operating season during 1996 and that work on the passenger cars is planned for the winter months. DeWayne Tomasek, chairman of the nominating committee, reported that anyone interested in the following officer positions; VP-Administration; Treasurer; Membership Secretary; or Director of Restoration should, please contact Dewayne prior to the annual meeting. Dan Mackey provided a very interesting slide presentation on the DM&IR and the Morgan Park Steel Plant.

#### **November**

On November 29, 1996 at 7:35 President Ruce called the monthly meeting of the LSTC to order. The minutes of the October meeting were read by Allan Anway. The treasurer was not in attendance so

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# The Director's Corner

By Richard Welch

Everyone has heard the children's story of the little engine that could. There is another version of the story by Shel Silverstein, titled *The Little Blue Engine*, that seems appropriate to non-profit organizations, including the LSMT, as they search for new sources of revenue and support to take them into the next century.

The little blue engine looked up the hill.  
His light was weak, his whistle was shrill.  
He was tired and small, and the hill was tall,  
And his face blushed red as he softly said,  
"I think I can, I think I can, I think I can."

So he started up with a chug and a strain,  
And he puffed with a might and a main.  
And slowly he climbed a foot at a time,  
And his engine coughed as he whispered soft,  
"I think I can, I think I can, I think I can."

With a squeak and a creak and a toot and a sigh,  
With an extra hope and a extra try,  
He would not stop -- now he neared the top --  
And strong and proud he cried out loud,  
"I THINK I CAN, I THINK I CAN, I THINK I CAN!"

He was almost there, when -- CRASH! SMASH! BASH!  
He slid down and mashed into engine hash  
On the rocks below... which goes to show  
If the track is tough and the hill is rough,  
THINKING you can just ain't enough!

With this sad story in mind, the museum staff and volunteers are not just thinking the museum will grow and improve. Everyone is working harder to make sure it happens. Our successes in 1996 were many: Eight major grants were awarded to the museum this year and several other grant applications are pending. The museum began publishing its own quarterly news letter, *The Conductor*, and it has been very well-received. The museum's 1996 brochure and poster received rave reviews. Education and outreach programs were expanded, and Curator of Education, Karie Vincent is developing even more programs, including traveling exhibits for schools, which will be introduced in 1997. Curator Tom Gannon and Senior Museum Assistant Tim Schandel put together an excursion with the D&NM #14 and Soo Line #2500 in Rhineland, Wisconsin, with less than a week's notice. It carried more than 1,400 riders and gained many new friends for the museum. The letters of praise are still arriving. Restoration work was done on the McGiffert Log Loader, Northern Pacific steam engine #2435, the refrigerator car, Gallery Car 255, and other artifacts. Ron Kaziukewicz was hired as Assistant Registrar/Librarian and immediately began the task of computerizing the museum's collection records. A grant from the Duluth/Superior Area Community Foundation aided Ron in the project of reorganizing and improving the museum's archival

collections. The above are only a few of the museum's 1996 activities. Next year promises to be even busier with many projects, including a second year of the museum's operation of the North Shore Scenic Railroad, and we look forward to the help of our volunteers and members. Whether it's working on restoration projects, serving as gallery guides, working on steam excursions, or helping keep the gallery and artifacts clean, all our volunteers are important to us, so keep up the good work. I urge all our members and supporters to respond generously to the end-of-year letter you recently received. Your financial support is important too, and it will help us avoid the fate of the "Little Blue Engine."

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a little push going up grades but running in notch one most of the time. Rain fell Sunday afternoon and with wet leaves on the rails made the going a little slippery at times, requiring a lot of sanding.

A relay in the #2500 that tripped out a few times, the wet rails and other necessary stops, delayed the arrival in Ladysmith where everyone was fed lunch at the fire hall - beans, potato salad, beef

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BELOW: The Lake Superior & Mississippi Railroad borrowed Greg Vreeland's lounge "Arrowhead" (ex-DMIR Solarium No. 28) for a thank you party on October 12 to honor the volunteers that helped during the past season. The heavyweight car was attached to the rear of the NSSR excursion train to Two Harbors. Each volunteer was presented a plaque with a railroad spike and a brass plate that reads: "Lake Superior & Mississippi Railroad Volunteer" and has the railroad's logo. Shown here, left to right, are LS&M President, Ken Johnson; Vice President-Operations, Andy Webb and Treasurer Bill Mickelsen. **Photo: Jergen Fuhr**







**Above:** Posing proudly, the Soo Line #1003 is finally under steam. The well proportioned Mikado was standing near the Depot prior to a break in run. *Photo: Tim Schandel*

(continued from page 5)

no treasurers report was given. Dale Carlson stated that the club's membership remained at 231 persons. This was broken down into the following categories; 60 contributing, 101 voting, 4 junior, 60 associates and 6 sustaining. He also stated that renewal notices will be going out after the first of the year and club members were reminded that the dues for 1997 have increased to \$15 for Voting, \$12 for Non-Voting and \$10 for Junior membership. There is no change in the annual membership fee for the other categories. Tim Schandel reported that the Lionel exhibit will begin operating and if anyone is interested in operating the Lionel please contact him. Also, the gallery car's exhibit on iron ore railroading is open. Andy Webb reported for the LS&M and stated that due to track constraints at Hallet dock the 45 and coach 85 will be two pieces of equipment stored inside this winter. A slide presentation on railroading in the Canadian Rockies and of the BNSF in Montana was shown by David Schauer. If you have ever been to the Rockies you know that the scenery is spectacular and the railroading is great, too. While in Montana Dave was able to capture some photos of the BNSF's new GE locomotive in the Great Northern inspired paint scheme.

I would like to remind all the club members and everyone that the next club meeting will be the annual meeting on January 31, 1997.

**Steve Ruce**

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sandwiches, cake and beverages - the whole operation of feeding over 500 passengers going very smoothly and efficiently. The Sunday train left Rhinelander at eight, requiring passengers to arrive before daybreak if they wanted to attend church services on the train or to upgrade their coach tickets to first class. Arrival in Rhinelander was almost eight PM..

I heard one of the conductors recommend to a passenger to ride in the coach behind the #2500. He described it as being "a really neat car with open windows, plush green seats and mahogany paneling and large windows at one end." He was referring to the LS&M solarium coach #29.

Monday morning saw the move of the complete train back to Ladysmith where the coaches and first-class cars were left while the #14 towed the LSMT equipment back to Duluth by way of Pokegama.

The successful weekend with the operation of the #14 and the #2500 should be another feather in the LSMT's cap. Anyone and everyone who has had a hand in the restoration of the steamer, the F unit and their maintenance should feel a touch of pride. The LSMT owes a debt of gratitude to the many hours of volunteer work on the power units.

No doubt, the "Mike" showed its worth and boosted the image and the reputation of the Lake Superior Museum of Transportation.

## VIPs ride the LSMT

The LSMT trackage was unusually busy on October 26th when two special trains ran between Duluth and Two Harbors. First, Congressman Jim Oberstar, and Senator Paul Wellstone rode a special train from the Depot in Duluth to Two Harbors. This train was a departure from Wellstone's famous green school bus from which his campaign tours are usually conducted. Later in the day a slightly more (or less) scary crowd boarded the "Terror Train" which also ran to Two Harbors. Spooks and goblins of all kinds rode the haunting rails on a special excursion over the Lakefront line. The "Terror Train" was chartered by Fitgers and ran from Duluth to Two Harbors.

## 1996-1997 Calendar of Events

<b>Nov 23 - Jan 26:</b>	"Rails of Iron: Iron Ore Railroads of the Upper Midwest" in Gallery Car 225.
<b>Nov 29 - Jan 12:</b>	"Toy Tracks are Back" in the NSSR Waiting Room
<b>January 31:</b>	LSMT Annual Meeting 7:00 pm
<b>February 17:</b>	"Free Day" at the Depot, no admission charged
<b>February 28:</b>	LSMT Monthly Meeting, Ruth Maney Room, 7:00 pm

### LSTC Contributing Members

Andres, Ralph  
 Antonson, Julie  
 Bally, Bill  
 Benoit, Duane  
 Boutin, John  
 Brooks, Lynton  
 Bruns, Dave  
 Buell, Douglas A  
 Carney, Scott  
 Carr, Martin  
 Cartwright, John  
 Dobnick, Otto  
 Dorin, Tom  
 Dunnweber, Robert  
 Ekholm, Carl  
 Ellian, Elaine  
 Fair, Martin  
 Farmakes, Bill  
 George, Wilfred

Hagan, Chilton  
 Haubrich, Kurt  
 Haycock, Eliot  
 Herlick, John  
 Horn, John  
 Inch, Marlin  
 Jensen, Charles  
 Judkins, James  
 Kloss, Ronald L.  
 Larson, Don  
 Leaman, Carl  
 Lorenz, Steve  
 Mackey, Daniel L.  
 Mattlin, Ruth  
 McDonnell, Leo  
 Mikelson, Dave  
 Morrissey, Paul

Mott, Gordon  
 Nielsen, Michael  
 Ohlfs, Kent  
 Olmsted, Stephen  
 Olson, Mark  
 Oswald, Robert  
 Pedersen, John  
 Plichta, William  
 Pulse, Dave  
 Rengo, Kent  
 Ruce, Wallace  
 Ruce, Steve  
 Rusch, Everett  
 Schandel, Randy  
 Schauer, David  
 Schoonover, Paul  
 Symons, Karl

Uzelac, James  
 VonBusch, Douglas  
 Webb, Andy  
 Weesner, Donald  
 Whelan, John  
 Yanke, James  
 Zager, Tim

### Sustaining Members

Arnold, Mark  
 Casper, Tom  
 Grace, Terry  
 Lenthe, Dirk  
 Nienow, Jon  
 Ton, Adrian

**THANK YOU!**

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