



# Laker



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Lake Superior Transportation Club

Spring 1996



## Museum Acquires Unique GN Diesel

### LSMT SW9 935 Sold to Cargill

The Lake Superior Museum of Transportation has acquired an ex-Great Northern EMD NW5 light roadswitcher from the Council Bluffs Railroad in Iowa. Expected to arrive in early July, the former GN unit is one of only 13 NW5 models ever built by EMD. GN ordered 10 NW5s in 1946-47, numbering them 186-195. All ten of the unique units became property of BN with the 1970 merger. BN disposed of the model in the mid-1980s, with a few being sold to industrial concerns and shortlines, such as the Council Bluffs Railroad. This particular NW5 was number 192 on the GN and number 992 on the BN. During its BN years the unit put its light axle loads to good use working on branch lines out of the Fargo, Breckenridge, and Grand Forks areas.

To provide funds for the NW5 purchase, the museum's ex-Minntac EMD SW9 number 935 was sold to Cargill in Wichita, Kansas. In late April the 935 was spotted at BNSF's Superior engine facility being readied for shipment. The DM&IR installed roller bearings to the switcher for the movement to Kansas. As for the NW5, the museum hopes that the locomotive will be in service on the Lakefront Line this later this summer. See page 5 for more details.

**ABOVE:** The museum's newest operating locomotive is shown working for its previous owner, the Council Bluffs Railroad, during 1995. The unit is painted in an orange and white paint scheme. *Photo by Dan Mackey.*

# The Laker

Spring 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
Vice President, Administration .....	Tim Zager
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Director, Equipment Restoration .....	Bill Mickelsen
Director, Model Railroad .....	Dan Mackey
Membership Secretary .....	Dale Carlson
Recording Secretary .....	Allen Anway
Treasurer .....	Chuck Jensen
Editor .....	Scott Carney

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

## LS&M Officers

President .....	Ken Johnson
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Steve Ruce, LSTC; Michael Miller, MTM; Ken Johnson, LS&M;  
Richard Welch, LSMT Executive Director

# Editorial Comment

I would like to introduce myself as the new editor of our Laker. My name is Scott Carney and I have been a member of the LSTC since 1993. I guess my interest in railroading started when I was about a year old. My mom tells me that I screamed my lungs out when we had to wait at a grade crossing for a passing BN freight train. Although I don't really remember, I am quite sure, I was telling her to prop me up so I could watch.

My interest in railroading, started as many have done, with their dad. Some of my fondest memories of my childhood were formed with my dad as we made our yearly pilgrimage to Duluth via the Amtrak. I recall very clearly visiting Proctor, my first cab ride (with a hostler in a Missabe SD 38-2), and wandering through the maze of Carr's Hobby.

About four years ago I rediscovered my fascination with railroading while living near the Southern Pacific's mainline through the Willamette Valley of central Oregon. This is also where I discovered something that we call "raifanning". After moving to Duluth to attend UMD I met Dan Mackey while photographing #14 along the Lakefront line. Soon after I became a club member.

Since this is my first endeavor as an editor, I ask for your patience as I learn the ropes. I plan to keep the format similar to what we have become accustomed to but I am always open to suggestions.

Finally, I would like to thank Dave Schauer for all his help and advice. I would also like to thank Jergen Fuhr for his well wishes and the fine job he has done with the Laker over the past ten years. I hope to continue the fine tradition he and Dave have created. - **Scott Carney**

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The upcoming year for LSMT and NSSR can be summed up in one word: change. Although our rail operations are obviously on a much smaller scale than the Class 1 railroads, many of the museum's operational changes resemble what is occurring in the world of mainline railroading.

First and foremost, are the changes in the operation of the NSSR. Although this will not rival the changes of the recent BNSF and CNW/UP mergers, it does mean some changes in the day-to-day operations of the lake front line. This change will also require some motive power changes. The "Hustle Muscle" will serve as the main power for the new NSSR at least until the newly acquired NW5 can be put on line. Motive power changes brings me to my second point.

As the Class 1 railroads, purge their systems of older, less reliable power, the museums motive power is undergoing a transformation. While, the recent sale of the 935 and the acquisition of the ex-Great Northern NW5 doesn't compare with orders for SD-70 or the newest high-tech AC units it is a significant change in the museum's roster.

The coming year promises to be an interesting one for the museum and Class 1 railroads alike. Stay tuned to the Laker and Laker Extra for the most recent changes and updates.

# Club News

## From the President

It is time for another issue of the Laker and Laker Extra. The past three months have been busy for the club in many different ways. First, I would like to thank the volunteers who helped in making our flea market at the museum a success. Although the Great Hall can only accommodate a limited number of tables, it appears that the club will make about \$200 from the event. After talking to many of the vendors who enjoyed having the Flea Market at the museum, plans are to have this become an annual event during the third week in April.

A second project was the publishing of the Twin Ports Railfan Guide. This handy, 16 page guide was put together by several club members and includes information and pictures of railroad operations in the Duluth/Superior area. At this time I would like to thank those who worked on this publication.

Finally, I would like to mention this year's gallery car exhibit. Over the past couple of years the museum has put together an exhibit featuring examples of club member modeling efforts, which typically ran from November to January. This year a photo exhibit of the Northland's iron mining railroads will replace the modeling exhibit. With winter coming to an end, it is time for all you shutterbugs to get out and get some photos. As with past photo exhibits, bring your negatives and slides to Tim Schandel at the museum. These will then be brought to a photo lab as a group, thus reducing costs to the photographer. The museum will then mount the photos for the exhibit. It is important to include your name, the location, date, and other applicable information with your photos. Remember, if you need some help with photo locations or radio frequencies purchase a Twin Ports Railfan Guide from the museum gift shop. - **Steve Ruce**

## Monthly Meeting Recap

Well it is time to recap the past three club meetings. The February 23 meeting was called to order at 7:35 pm with the president presiding. Recording Secretary Allen Anway read the minutes of the annual meeting and Treasurer Chuck Jensen reported on the club's finances. Dale Carlson then reported on the current membership of the club. Model Railroad Director Dan Mackey reported that work was continuing on the island section of the layout and that the club would be sponsoring a flea market on April 20 in the Great Hall. Tim Schandel reported on the museum's activities since the annual meeting. Finally, Andy Webb gave a report on the LS&M's activities. The meeting adjourned for refreshments and slide presentation by Steve Glischinski. His presentation featured two fallen flag railroads; the Chicago and Northwestern and the Santa Fe.

The March meeting was held on March 29th. The minutes from the April meeting were read by Membership Secretary Dale Carlson, who also gave a report on the membership status. Treasurer Chuck Jensen reported on the club's finances. Dan Mackey reported that work on the mine scene was complete and progress was being made on the trestle and city scene. Dan also reported that the flea market was coming up on April 20th and that half of the tables were sold. He also asked for volunteers to help in the set up and tear down of the tables. Tom Gannon reported that the museum had received a Bush Foundation grant and that engine #14 would see some work when the snow melts. Andy Webb reported on the LS&M's activities which included an engineer training class, the printing of the brochure for the summer season, and the election of board members.

The order of business at the March meeting was the adoption of new membership rates for 1997. Due to the higher costs of paper and postage, the officers requested an increase in the membership rates to: Voting (\$15); Associate (\$12); and Junior (\$10). Bob Cibuzar made a motion to accept the change in rates which was seconded by Bill Mickelson. This motion was accepted unanimously. The meeting was then  
(continued on page 7)



**Left: An aerial view shows the table arrangement and the steady crowds in attendance for the first club flea market held in the Great Hall in a number of years. A total of 42 tables were sold and comfortably fill the fine room. Photo by Scott Carney**

## Thank You

Thanks to the following individuals for supplying information for the Laker and Laker Extra: Robert C. Anderson, Doug Buell, Dale Carlson, Jergen Fuhr, Tom Gannon, Steve Glischinski, Steve Ruce, Fred Glibbery, Dan Mackey, Kent Rengo, Tim Schandel, Dave Schauer, and Richard Welch.



## Director's Corner

by Richard Welch

Non-profit organizations around the country are experiencing cut-backs in funding from traditional sources. The organizations most likely to survive into the next century are those that are now actively seeking new sources of revenue. The most successful of the organizations will be those that supplement and increase their income without depending solely on outside agencies. The LSMT is accomplishing this with its operation of the North Shore Scenic Railroad. The museum was awarded the contract to operate the NSSR in March, and the first train left the Duluth station for Lester River on Thursday, May 2nd with a group from Blaine Elementary School in Superior. The museum's annual dinner was held on the first Formal Dinner Train of the season on June 7 and everyone is raving about the great service and food. We look forward to a very successful year with the NSSR, and we invite museum members to take advantage of their discounted ticket prices.

The LSMT has not given up on traditional sources of revenue, however, and we have received the following grants so far this year:

- Burlington Northern Santa Fe Foundation, \$3,000 for library/archives project.
- Bush Foundation, \$20,000 for education.
- Depot Foundation, \$10,000 for ISTE A match.
- Intermodal Surface Transportation Efficiency Act (ISTEA), \$87,000 to rehabilitate the outdoor exhibit and storage area.
- Milwaukee Road Historical Society, \$100 for any Milwaukee Road related project.
- Northern Pacific Railway Historical Association, \$1,000 for any NP related project.

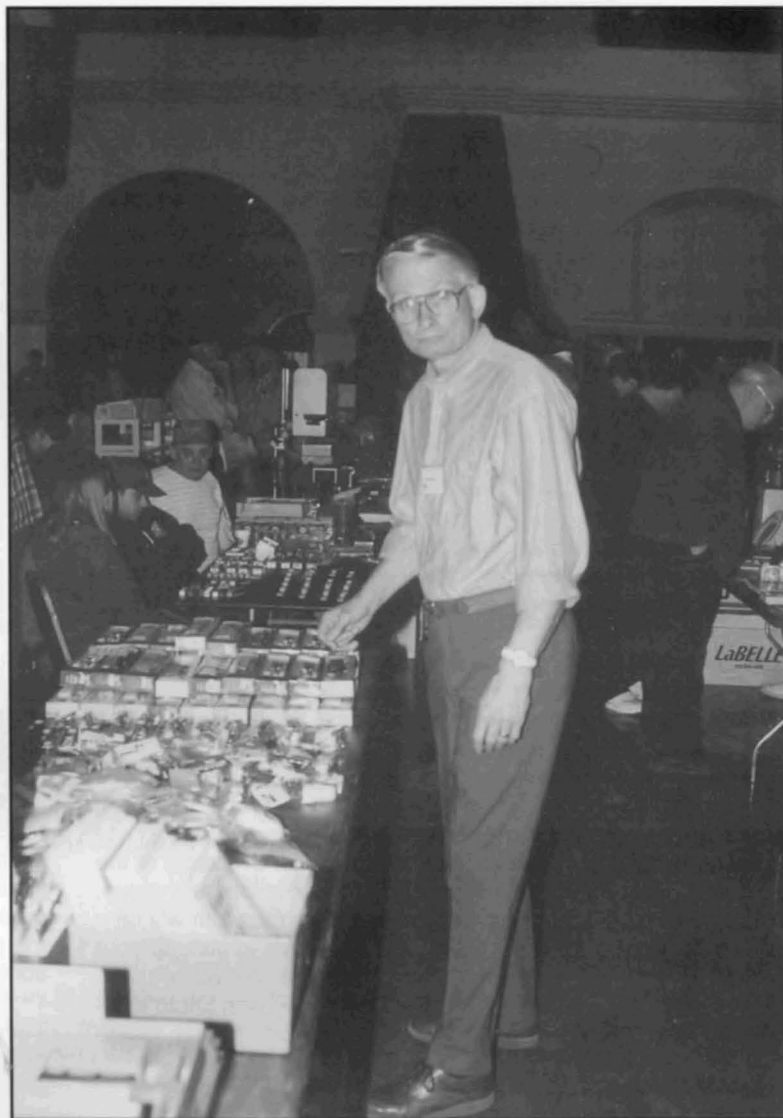
Museum memberships remain steady at about 330 and we are working to improve our membership program to increase this number.

If you have not picked up one of the museum's new brochures they are available in the museum, the NSSR waiting room, and at more than 600 locations throughout Minnesota and Wisconsin. We would like to thank Westmoreland, Larson & Webster for the artwork and design, Stewart-Taylor Printing for their contribution of a portion of the printing costs.

### Minnetonka returns to Duluth

There is more good news this month: the Minnetonka is coming home! The steam engine was built in 1870 and served as the Northern Pacific Railroad's first locomotive. It was loaned to the museum in 1972 by the Burlington Northern Railroad. According to the terms of the loan agreement, the railroad could re-claim it at any time. BNSF requested

(continued on Page 8)



Fred Glibbery looks over some of the merchandise available at the club's flea market on April 20th. Photo by Scott Carney

### New LSMT and NSSR Phone Numbers

There have been changes in the the phone numbers for the museum and the North Shore Scenic. Please note these new numbers:

#### NSSR

722-1273 (remains the same)  
(800) 423-1273 (remains the same)

Ticket Office  
Shannon  
Dan  
Barbara  
Dispatcher

733-7530  
733-7531  
733-7532  
733-7533  
733-7534

#### LSMT

LSMT  
Dick  
Tim  
Karie  
Model Building  
Fax Machine

733-7590 (rings at Claudia's desk)  
733-7593  
733-7593  
733-7594  
733-7595  
733-7596



Above: LS & M Officers Andy Webb (left), Dick Hanson (center) and Jeff Hanson (right) are relaying a section of rail at the Steelton grade crossing. *Photo by Dave Schauer.*

## Museum Shuffles Locomotive Roster

The past few months have produced unprecedented changes in the active locomotives in and around the Depot. With the awarding of the contract to operate the NSSR to the LSMT, a familiar site on the Lakefront line, the NSSR GP7 #652, has sat idle on the Depot tracks awaiting a new owner. The GP7's constant companions, 4 RDC9's and 1 RDC1, have been sold. Originally built for the Boston & Maine in 1956-57 the RDCs will now be used in dinner train service for the Montana Central. Following their service on the B&M the cars were sold to the Massachusetts Bay Transportation Authority before being purchased by a railroad equipment broker. In 1991 the NSSR purchased the cars, and put them into daily service where they have served for the past five years.

Another one of the museum's long-term residents, SW9 #935, has been sold to Cargill in Wichita, Kansas to finance the purchase of the NW5. The 935 was sent to the DM&IR's Proctor shops to receive roller bearing trucks for the long trip to Kansas via the UP. During late April or Early May the 935 left Superior for points south.

With the purchase of the ex-GN NW5 the museum has acquired a very rare and unique piece of railroad history. With a production run of only 13 units, rare is an understatement considering it is only one of a couple of units still in existence. The NW5 is a mechanically sound unit but will require inspections of the major systems including the electrical and brake systems before being placed into service. The cab's wood floor needs replacement along with other cosmetic items. Plans are to repaint the unit into its original Great Northern scheme, but this will most likely wait until winter or next spring.

## LS&M Holds Annual Meeting

The Lake Superior & Mississippi Railroad held its annual Meeting and election on March 2nd. Newly elected board members are Jeff Hanson, Gary Kollath and Bob Gray. Kollath is the new vice-president of public relations.

Board positions were reassigned at the monthly meeting held on March 16th. The President is Ken Johnson; Bob Cibazar, President's Advisor; Fred Glibbery, Secretary; Bill Mickelson, Treasurer; Andy Webb, Administrative Vice-President; Zeke Fields, Vice-President, Mechanical; and Dick Hanson, Vice President, Engineering. Other board members are Mark Olson, DeWayne Tomasek, Jim Cox and Elaine Ellian.

Elaine furnished refreshments during and following the annual meeting and arranged for a cake and ice cream social for Jergen Fuhr who is leaving the board after serving for 15 years. Jergen has served on the LS & M since its inception and has acted as the secretary for the past 5 years. Bill Mickelson and Mark Olson remain as the only original members.

The excursion railroad will begin its sixteenth year of operation on June 15 and will operate through Sunday, September 1st with two daily trips at 11:00 and 2:00. - **Jergen Fuhr**

# Museum News

## D&NM Begins Restoration of Second Coach

May 4th is the date set for the return of DM&IR Coach #32 to revenue service. The 1918 built Pullman heavy-weight was purchased by the Duluth and Northern Minnesota on March 2nd. Work began immediately to ready the car for the upcoming tourist season.

Greg Vreeland has been putting in long hours every day to meet the deadline with help from his father Al, brother-in-law Dan Slick, Lee Oviatt, and friends John, Jergen and Bill.

By the end of March, the walls had been stripped, revealing the warm mahogany woodwork beneath. The woodwork was then given a coat of mahogany stain. The clerestory and ceiling have been painted a lime green, similar to cars 28 and 29. The steel-plate wall covering beneath the windows was painted a dark green color. The wood window sills were removed and will be replaced with new sills. The old ones were covered with sheet metal. A new underlayment will be installed to cover the entire floor and carpeting will be installed as one of the finishing touches. The car body is in relatively good shape and only a little work was needed on the roof. The steel beneath the window sills is solid. The major body work is on the ends around the stair wells. The wood stair treads were removed and new steel treads installed.

When the former coach was retired from revenue service, it was transformed into a crew car. When restored, it will become a table car with the tables attached to the wall.

By mid-May the car's exterior had been painted with a dark green color accented by gold lettering. Work continues on the interior to complete the restoration. - **Jurgen Fuhr**

## Great Hall Hosts Model Flea Market

On April 20th the model railroad club hosted a flea market in the Great Hall of the Depot. Approximately 142 persons paid to wander through over 40 tables of model railroading equipment, and miscellaneous railroad memorabilia. Several more people chose to attend the flea market and then tour the museum. A number of the familiar flea market vendors mixed in with club members to fill the Great Hall to capacity. During the lunch hour, Depot volunteers took orders for Mr. Nicks famous char-cheese baskets. The general consensus from vendors and volunteers was that the event was a success. Thanks to all who helped to make this event a success.

## Silk Train Exhibit Graces the Gallery Car

During World War I silk was a high fashion, high cost, high priority commodity. The silk was imported from Japan



**Above: A view of the BUDD cars after their arrival in Duluth. The car in the foreground is one of the four RDC9s acquired in 1991 and was NSSR car #2. The BUDD car owned by the Lake County Rail Authority remains in service on the NSSR. The car still bears markings from its previous owners, the B & M and MBTA. See page 5 for details. Photo by Tim Schandel**

and was considered a perishable material. The quickest, most efficient way to transport the silk from the West Coast ports to markets on the East Coast was rail. The Great Northern made the most of this precious cargo by using it to effectively promote the railroad's high speed trains, modern steam locomotives and safety record.

Silk reached the height of popularity during the Flapper Era when many fashion writers spoke of the trend to use very costly silk to produce garments that covered less and less. At its peak in the 1920s silk was worth \$18.00 a pound. It was common for a shipment of silk on board a train to be worth \$3,000,000-\$5,000,000.

The development of modern, synthetic fabrics and ultimately the onset of World War II put an end to the era of the silk train's exciting race across the country. "Silk and Steam: When Fashion Rode the Rails" will be on display in Gallery Car #255 from May 24th through September 9th.

## Twin Ports Railfan Guide Now Available

Several club members, headed up by Laker Extra Editor Dave Schauer, have published the Twin Ports Railfan Guide (TPRG). The TPRG is a high-quality, colorful, sixteen page guide to railroad action in the Duluth/Superior area. This comprehensive guide covers all the Class I railroads serving the Duluth/Superior area, industrial rail operations, as well as the iron ore railroads. In addition, the TPRG contains a brief railroad history, railroad frequencies, train numbers, a map showing the area's rail lines and locations and other valuable information for experienced and beginning railfans alike. The retail price of the magazine is \$6 plus tax. The railfan guide is currently being offered to club members by the museum's gift shop for \$5.38 (tax included).





## 1996 NORTH SHORE SCENIC RAILROAD SCHEDULE

All Tickets will be sold at the NSSR ticket office, with the exception of tickets for the Blues Festival excursions. Ticket prices for all excursions are; Adults: \$20; Children: \$10. More special excursions will be announced at a later date. For more information call the NSSR Ticket Office at 722-1273 or 1-800-423-1273.

Excursion	Date	Departure	Return
<b>MARATHON TRAIN</b> In conjunction with "Grandma's Marathon"	Saturday, June 22	DECC 5:15 am	9:30 am
<b>STEAM EXCURSIONS</b> In conjunction with the "Edna G. Centennial" in Two Harbors	Friday, July 15 Saturday, July 16	10:30 am (two hour layover in Two Harbors)	4:30 pm
<b>STEAM EXCURSIONS</b> In conjunction with "Heritage Days" in Two Harbors	Friday, July 13 Saturday, July 14	10:30 am (two hour layover in Two Harbors)	4:30 pm
<b>BLUES TRAIN</b> In conjunction with the "Bayfront Blues Festival"	Friday, Aug. 9 Saturday, Aug 10	10:30 pm	12:30 am
<b>STEAM EXCURSIONS</b> In conjunction with "Steam Train Days" in Two Harbors	Friday, Aug 16 Saturday, Aug 17	10:30 am (two hour layover in Two Harbors)	4:30 pm
<b>STEAM EXCURSIONS</b> Fall Colors Tour to Two Harbors	Saturday, Sept 28 Sunday, Sept 29	10:30 am (two hour layover in Two Harbors)	4:30 pm

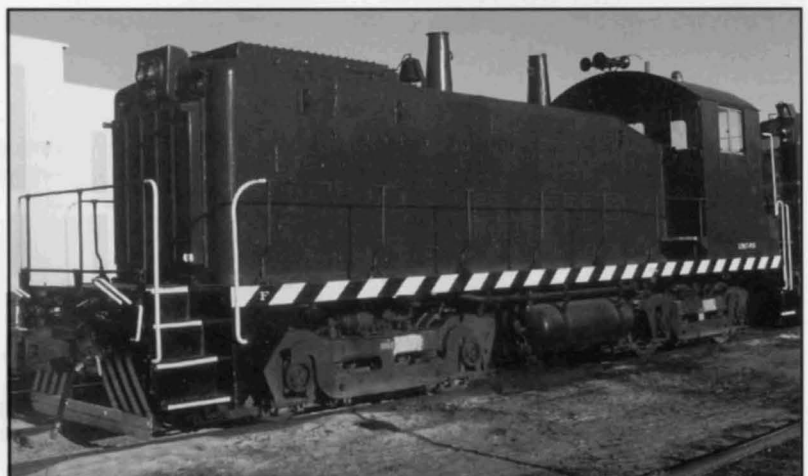
(continued from page 3)

adjourned for refreshments. The program was a slide presentation by Robert C. Anderson featuring the steam operations on the DM&IR during the late 1950s and early 1960s. Many different slides of the Missabe's Yellowstones (2-8-8-4) like the museum's #227 were included. It was great to see photos of these steam engines in action.

The April meeting was called to order on the 26th with Steve Ruce presiding. Minutes of the March meeting were read, followed by the Treasurer's report stating that we had \$4,673.57 in savings, \$638.80 in checking, and \$1,737.53 in the model railroading account. The current membership was then read. Dan Mackey reported that the flea market, held on April 20th, was a success and that work on the model railroad was progressing. Both Tom Gannon and Tim Schandel reported on museum activities. One item of interest was that the museum's SW9, #935 was sold to Cargill in Kansas. This was done so the museum could purchase a former Great Northern NW5. Tim also reported that the NSSR would begin operations on May 4th. The museum would also be holding a book-of-rules refresher course for those who took the class last year. Finally, it was mentioned that photos would be needed for the exhibit on iron ore railroading in Minnesota. Bill Mickelson then reported that the LS&M would be having a board meeting on April 27th. The meeting was adjourned for a slide presentation by Scott Carney which featured photos he recently took on a trip to Colorado. Finally, I would like to remind everyone that there will

be no club meetings during June, July and August. I hope everybody has a safe, happy summer. Also, if you go railfanning, consider putting together a slide presentation for a meeting next year.

Below: The museum's, ex-Minntac SW9 #935, at BNSF's Superior engine facility is awaiting the trip to its new home in Wichita, Kansas. Note the roller bearing trucks which were installed by the DM&IR for delivery purposes. Photo by Scott Carney



## Restoration of SOO 2713

A group is currently cosmetically restoring the Soo Line steamer # 2713 on static display in Stevens Point, WI. They are seeking anybody with pictures of the Pacific type locomotive. If you have pictures, please contact:

John Kebrowski  
1740 Madison Street  
Stevens Point, WI 54481  
(715) 344-0619

(continued from page 4)

its return earlier this year so it could be included in a planned exhibit at the BNSF headquarters in Fort Worth, Texas. A recent letter from BNSF announced, however, "that it is no longer practical to include the *Minnetonka* in that plan." The locomotive was formally offered back to the museum at the Board meeting on June 7 and was unanimously accepted. The museum is working with BNSF to return the *Minnetonka* to Duluth as soon as possible.

## 1996 Calendar of Events

- May 24-Sept. 9:** *Silk Trains, the Rush to New York.* Gallery Car 255.
- July 5-6:** Steam excursion in conjunction with "Edna G Centennial" in Two Harbors
- July 13-14:** Steam excursion in conjunction with "Steam Train Days" in Two Harbors
- August 9-10:** Blues Train Excursion
- August 16-17:** "Steam Train Days" Steam excursion to Two Harbors
- September 28-29:** Fall Colors Steam Excursion to Two Harbors
- October 11:** Deadline for submission of photos for the "Iron Ore Railroads of the Northland" exhibition in the Gallery Car

For a complete listing of NSSR excursions see page 7

## 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  
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  
Olfs, 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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# Laker E X T R A !

## CN THE SUPERIOR CONNECTION



**O**n February 22, 1996 Canadian National announced a new joint rate intermodal service pact in conjunction with Wisconsin Central and CSX. This new service, labeled *The Superior Connection*, allows for dedicated intermodal trains between Chicago and western Canada. These trains originate from Illinois Central's intermodal facility at Harvey, Illinois. Traffic destined for Canada is handled in existing WC intermodal trains between Chicago and Neenah. From Neenah, WC has instituted dedicated train number 179 (its counterpart is 178) to handle the traffic to Superior.

Since the start of service on April 1, the first few months of operation have seen train 178 combined with train 4 between Superior and Steven's Point. Train 4 handles a large portion of CN boxcar and bulk traffic interchanged at Superior. It is expected that as intermodal business grows, these trains will be run separately.

The new service, which utilizes the first true dedicated intermodal trains to run via the Twin Ports, is 24 hours faster than previous routings. Shipments move via designated intermodal trains and provide fifth morning availability between Chicago and Vancouver, with direct access to the port of Vancouver. Intermediate terminals include Winnipeg, Saskatoon, Edmonton, and Calgary.

There has been talk of CN shifting some Superior-Chicago traffic to the Wisconsin Central. CN currently operates solid general

freight trains over BNSF from Superior to Chicago. The WC route to Chicago is the shortest and with recent line improvements, there is relatively good track in place for the hot intermodal trains to use, thus saving precious time on their journey from Chicago to Canada. If these intermodal trains prove successful, CN might choose to

shift a portion or all of its general merchandise traffic over to WC from BNSF. The one big concern with increased traffic on WC's line south of Superior is capacity constraints. The line is already very busy in the winter with numerous all-rail taconite



traffic. Any additional trains would certainly strain an already congested mainline, especially during the winter months.

**Photo:** A combination of train 178 and 4 shown heading south near Rockmont, Wisconsin on May 4, 1996. The truck trailers on the head-end signify train 178's traffic while the boxcars on the rear make up train number 4. Train 178's counterpart, 179, operates as a separate intermodal train from Steven's Point to Superior. **Kent Rengo**

### SPRING 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

# Burlington Northern Santa Fe News

## BNSF REINSTATES FALLS LOCAL

After having run its last train to International Falls over the DW&P in 1993, BNSF resumed operation over this route on May 1. Since abandoning its own ex-NP (Minnesota & International) line between Bemidji and the Falls in 1985, BN has used trackage rights over CN (DW&P) to serve the large Boise Cascade plant that straddles the Minnesota-Ontario border. BN lost the lucrative boxcar traffic from the plant to the DW&P in the early 1990s and subsequently ceased operating a local to the Falls (DW&P trains continued to handle Boise container traffic for BN between International Falls and Superior).

Earlier this year BNSF was able to regain the Boise boxcar traffic and has thus reinstated the daily local to the Falls. This local, numbered 893/894, typically operates with nocturnal hours, departing Superior early in the morning and leaving the Falls in late afternoon. Power for the local typically consists of two geeps. The train handles both boxcar and container traffic from the Boise mill.

## NEW PAINT SCHEME? LOGO?

In late May BNSF unveiled a new logo and paint scheme on SD60M number 9297. The unit was released from VMV, the contractor who painted the locomotive, during the week of May 20 and proceeded to run on train number 1 from Chicago to Seattle passing through Minneapolis late on Sunday, May 26. The unit returned through Minnesota on train number 4 early on June 1.

What makes this locomotive special, in addition to the logo which is a variation of the Santa Fe cross design, is its experimental orange and green paint scheme. While not exactly mirroring the Great Northern scheme that also used orange and green, the SD60M can certainly trace the origin of its paint back to the GN. Another unique approach with this scheme is that BNSF is allowing employees to cast their vote via phone on if they like the scheme or not. The 9297 is painted slightly different on each side of the engine, thus employees have to look at both sides to see which variation they prefer.

BNSF plans on using this paint scheme on the 154 new General Electric Dash 9-44CW



**ABOVE:** SD60M 9279 leads two sisters on a loaded NT400 (Keewatin-Granite City, ILL) all-rail taconite train at Nickerson, Minnesota on April 28, 1996. A similar SD60M 9297 has been repainted by BNSF into an experimental orange and green paint scheme. *David Schauer*



**ABOVE:** A derailment on BNSF's mainline between St. Cloud and Staples resulted in a number of priority trains being routed from Minneapolis to Staples via Boylston (Superior). A red, yellow, and silver Santa Fe unit provides a touch of class to one such detour, train 007, shown heading west just past Boylston on February 29. *Kent Rengo*

units that have been ordered for service on the northern lines. The new GEs will be based out of the former GN Havre, Montana diesel shop which had been closed by BN only a few years ago. It is not known if any orange and green painted units will find their way into the Twin Ports. Usually units assigned to Glendive or Northtown provide power found in our area. Cascade Green should be the scheme seen here for a while.

## MOTIVE POWER NOTES

BNSF has sent some interesting locomotives into Superior this Spring. The Conner's Point Job spotted on April 27 had GP15-1 1326 and GP50 3129 for power. These two models rarely find their way into the Twin Ports. Also noted were sightings of ATSF red, yellow, and silver Warbonnet GE units.

# Duluth, Missabe & Iron Range News



**ABOVE:** Missabe's pride and joy, the business car Northland, is shown along with auxiliary car W-24 and SDMs 319 & 317 at South Range (south of Superior) on May 10, 1996. The business special was headed for the EJ&E in Chicago by way of Wisconsin Central. *Doug Buell*



**ABOVE:** New SD40-3 403 leads the Steelton Switch at Peyton (S. Itasca) on February 28, 1996. Notice the size difference between the 403 and the 1950s vintage SD9 142. *David Schauer*

## MOTIVE POWER SHUFFLE

With the arrival of new SD40-3 locomotives, DM&IR is removing older units from its system. In April four SD9s (134, 139, 150, and 152) left the Missabe bound for sister road Birmingham Southern. The second batch of SD40-3s (405-409) were scheduled to start arriving the first week of June. The last of the five on order for 1996 is scheduled to leave Paducah in late July.

With this second batch of SD40-3s arriving on the property, here is a breakdown of the units scheduled to be removed from the system over the next two years.

**SD9s:** 129, 130, 142, 153, 159, 161, 166, 168, 164, 170, 171. **SD18s:** 185, 189, 193.

SD9s 129 and 130 were scheduled to leave the system for Birmingham Southern by late June. The museum had hoped for the 129 to be donated.

## DM&IR HANDLES EASTERN COAL THROUGH DULUTH

In a unique move, DM&IR handled over 18,000 tons of eastern high BTU coal through its new Bulk Material Receiving Facility "BMRF" at Duluth. BMRF is the new name associated with the hopper/conveyor system installed last year on the west side of Dock 6. This system up until now has handled only limestone (fluxstone) destined for Minntac. The coal was unloaded by the Great Lakes Fleet M/V *Cason J Callaway* on May 1 and placed by conveyor onto the ground immediately east of Dock 6. This area was formerly known as the Lakehead Storage Facility. From there, the coal was shipped to Minnesota Power's Laskin Station near Aurora using low-side ore cars. This generating station has also received coal by unit train from the Powder River Basin via BNSF and DM&IR.

## NORTHLAND TOURS THE EJ&E

On May 10th the Missabe's private car Northland and car W-24 departed Superior via the Wisconsin Central for interchange with sister road Elgin, Joliet & Eastern in Chicago. The business train consisted of Missabe power plus the two business cars. It is quite uncommon, AIME trips excluded, for the Northland to be off Missabe property, especially so far away and for an entire week. The business train was used for an inspection tour of the EJ&E on May 14. There have been strong indications that Union Pacific would like to purchase the EJ&E to help in routing its trains through the Chicago rail maze.

## MISSABE LOCOMOTIVE ROSTER

**SD9 (7):** 159, 161, 164, 166, 168, 170-171  
**SD9R (4):** 129-130\*, 142, 153 (upgraded)  
**SD18 (4):** 175, 185, 189, 193  
**SD38AC (9):** 200-208  
**SD38DC (7):** 214, 216, 221-223, 225, 861  
**SD38-2 (6):** 209-213, 215  
**SDM (19):** 301-308, 310-312, 315-322 (rebuilt from older SD9s/18s)  
**SD40-3 (5):** 400-404 (ex-SP SD45T-2)

**Notes:** 61 units total. SD40-3s 405-409 will be delivered June-July, 1996. Seven additional units to be retired in 1996.  
 \*SD9s 129-130 departing end of June.





David Schauer

### Soo 2119: NO LONGER SUPERIOR

**T**o the unsuspecting, this Soo Line SW9 (below) looks like any other elderly EMD switcher awaiting its final journey after years of demanding service. The boarded-up windows and missing headlight indicate that the 2119's useful service life as a switcher for CP Rail is over. Perhaps it will be sent to Canada for conversion into a slug, or possibly sold to an industrial or shortline operation. Whatever its fate may be, the 2119 has certainly seen better days.

Among those better days was a stint in the early 1980s assigned along with sister 2118 as terminal switchers in the Twin Ports. The two switchers' moment of fame came when Soo Line, to honor the Twin Ports, painted the name Duluth on 2118 and the name Superior on 2119. The names were applied in a blue to match the wave design that graced the flanks of both units.

The main photo (above) shows the 2118 and 2119 handling a transfer into Duluth near the Port Terminal at dusk on a warm summer's evening. The trackage the two units are on was removed in the mid-1980s. This unique paint scheme lasted only a few short years when the need for larger units in the Twin Ports forced the switchers to be reassigned. The 2118 (*Duluth*) has already been converted into a slug by CP Rail. As for the 2119, its current condition certainly looks inferior, but to those of us who remember, she will always be *Superior!*



Photo taken at Shoreham Shops, Minneapolis, on April 13, 1996 by Dan Mackey

# Railroad News Photos



**Above and Right:** One of the more interesting pieces of railroad maintenance equipment has to be the rail grinding train. Operated by Pandrol Jackson, this unique train grinds the tops of rails to remove any imperfections that are caused by everyday use. This helps lengthen the service life of the rail. This particular train is grinding DM&IR rails at Steelton on March 22, 1996. The train is pulled by a modified EMD locomotive (top photo) with a control car on the opposite end to facilitate bi-directional operation (photo at right).  
**Mike Oswald**



**Above:** One of the first freight cars lettered for BNSF is shown in Superior this past April. A number of these cars are finding their way into the Twin Ports on coal trains from Wyoming and Montana. The cars are aluminum with black and white lettering.  
**Kent Rengo**

**Below:** Independent Locomotive Service is a locomotive dealer located in East Bethel along BNSF's mainline linking Superior and Minneapolis. These two ILS units leased to CP Rail were found working in the Twin Ports on April 21. The 1379 is a former BN GP5 and the 1374 is one of three DM&IR SD9s purchased by ILS a few years ago. The ex-Missabe SD9 has had its nose lowered by ILS. Both units are painted in an attractive maroon and yellow scheme, not unlike the old Soo scheme applied to the museum's FP7A 2500A.  
**Steve Ruce**

**Below:** What is thought to be the last un-rebuilt Spokane, Portland & Seattle (SP&S) unit remaining on the BNSF roster was in Superior this past spring. This GP9 is assigned to Northtown (Minneapolis) for maintenance and was originally used by the SP&S in passenger service. Note the air tanks on the roof, thus allowing water to be carried next to the fuel tank. The water was used for a steam generator which supplied heat to passenger cars. The generator (long since removed) was located in the short hood of the locomotive. **David Schauer**



# Range Report

## PRODUCTION LEVELS GOOD

All seven Mesabi iron range taconite plants are operating this spring at or near full capacity. This is good news for both BNSF and DM&IR. The plants need to work extra hard this summer to make up for lost production that occurred this past winter when severe weather hampered mining operations.

## CLIFFS CLOSES REPUBLIC MINE

Cleveland-Cliffs announced in early April that it is permanently closing the Republic mine located on the Marquette iron range in upper Michigan. The mine, in mothball status since 1981, had been studied in 1993 for production of a direct reduced iron product. Unfortunately the backing for such a project never materialized leading Cliffs to make the decision to close the mine. The plant had been served by the LS&I and Milwaukee Road (E&LS). Cliffs continues to operate the two remaining pellet plants on the Marquette iron range, the Tilden and Empire mines.

## AUBURN ORE SEASON TO START

The last operating natural ore mine on the Mesabi, the Auburn south of Virginia, will start its 1996 shipping season soon. There is talk of shipping the ore to Two Harbors and using lake vessels to transport the material to Gary, Indiana. Last year most of the ore was shipped by rail to the Chicago area using a DM&IR-WC-EJ&E routing. The reason for using rail last year was that the moisture content of the ore made it difficult to handle with



**ABOVE:** Three of Missabe's new 3,000 horsepower SD40-3s team up to handle a Fairlane pellet train at Forbes on a bitter cold day this past February. What makes this shot unique is that the new SD40-3s are usually teamed-up with older DM&IR units. **Robert C. Anderson**

the conveyor systems used at the dock and on vessels. For 1996, Auburn is installing a new ore washer that will remove fine particles that tend to retain moisture, hence resulting in "dry" ore that can be more easily transported by ship.

## AK STEEL ALL-RAIL MOVEMENTS

The AK Steel Company has been purchasing pellets produced by Eveleth Taconite Company's Fairlane pellet plant at Forbes. The current level of business has three trains of 80 cars each in the cycle. There is talk of increasing all-rail movements to a level greater than three trains per week, year-round. Currently a train takes 10 days to complete a cycle. Power for this all-rail movement when on the range usually con-

sists of DM&IR or WC units however Conrail locomotives have been seen on occasion. Trains are routed Missabe-WC-Conrail for delivery to Middletown.

## CN HANDLES TACONITE

Canadian National participated in an all-rail taconite movement in conjunction with BNSF that had pellets produced by National Steel in Keewatin being shipped to Detroit by way of BNSF to Chicago and CN (GTW) to the Detroit area. There were approximately 15 100-car trains operated from late February through March. BNSF cars and motive power were used for this unique all-rail movement, numbered NT404/405.



**LEFT:** Northshore Mining operated a special passenger extra for Silver Bay school children on April 29, 1996. Northshore leased Duluth & Northern Minnesota private car Arrowhead (ex-DM&IR 28) from club member Greg Vreeland. The passenger extra with SD18 1232 leading was photographed as it passed Norshor Junction, the railroad's connection with the DM&IR's Wales Branch and the outside world.

**Doug Buell**





**LEFT:** In late March CN ran a number of detour trains through the United States by way of Superior. One such train, number 218, is shown rolling eastbound on Wisconsin Central track past Hayward Junction enroute to Chicago and points east. The track in the foreground is the connection to UP's isolated branch line to Hayward. UP trains use WC track to gain access to their Hayward branch.

**Kent Rengo**

## FLOODING CAUSES REROUTES

Flooding in the Red River Valley area north of Grand Forks (Emerson/Noyes) forced both CP Rail and BNSF to reroute trains via the Twin Ports using CN's line to Ranier and points west. The detours started the last weekend of April and lasted at least through May 7. Due to the increase in traffic, both CN's Ranier Yard on the north end and Pokegama Yard on the south were plugged with trains needing rested crews to continue their journey. The addition of BNSF and CP trains made for some highly unusual sights along the CN (DW&P) mainline as captured in the photo on the right.

In late March CN also suffered problems and had to reroute its own trains. Weather related problems north of Thunder Bay forced CN to detour trains south of the boarder and through Chicago via Wisconsin Central. See photo above.

## MOTIVE POWER NOTES

CN has reassigned approximately 100 SD40s from Edmonton and Montreal to Winnipeg. This influx of the old EMD model will certainly trickle down to trains running through the Twin Ports....In addition to the reassignment of SD40s to

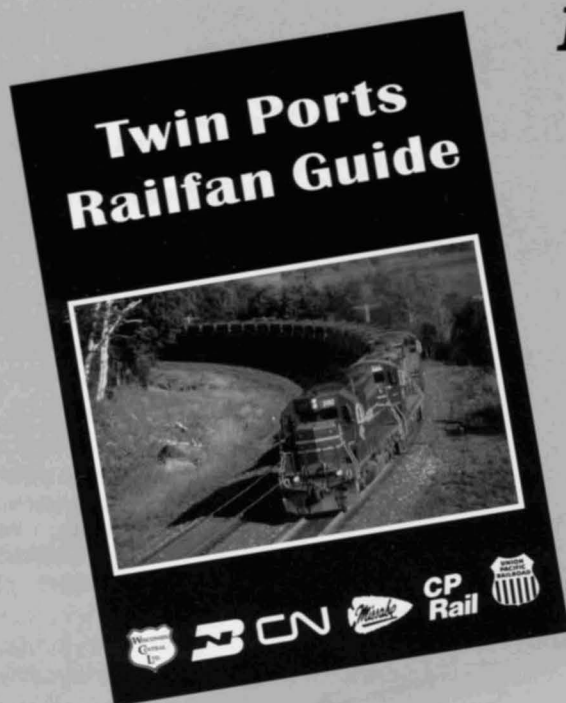
Winnipeg, 100 GP40-2L(W)s have also been assigned to Winnipeg from other parts of the system. Expect to see more of this model in the Twin Ports as well. Both the SD40s and GP40s are on borrowed time as new locomotives arrive on the system....Speaking of new units, CN's order of EMD SD75Is should be arriving on the system as you read this. CN has ordered 105 of this model. These new units will be used to replace a number of older SD40s, especially in light of CN's decision to halt its SD40 rebuild program, thus leaving over 200 SD40s subject to rapid retire-

ment....A sampling of locomotives on the CN (DW&P) on May 4 included the following: 3 CN SD40s, 1 GTW SD40, 3 DW&P SD40s, 3 CN SD40-2Ws, 1 CN SD50F, 1 CN GP40-2L(W).

**BELOW:** A very rare sight on the Iron Range! CP train number 565 shown running northbound just south of Virginia on April 28, 1996. This is one of many CP/BNSF detour trains operated over the CN (DW&P) due to flooding north of Grand Forks.

**Robert C. Anderson**





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## IS THIS SUPERIOR OR MONTANA?

Two blue and white Montana Rail Link SD40s rest between assignments at CP's 21st Street Engine Facility in Superior on April 6, 1996. Keeping the leased MRL units company is CPRS SD40-2 5575 and Soo Line SD40-2 6610. CP Rail has been leasing a number of locomotives from various sources this past spring, making for interesting locomotive combinations in Superior. *David Schauer Photo*

