

Laker

VOL. 21, No 3

Lake Superior Transportation Club

Summer 1996



Washout Limits NSSR Operations

Heavy rains cause three washouts along Lakefront

Record rainfall combined with already saturated ground caused major operating problems for the North Shore Scenic Railroad. On July 6, rainfall officially totaling 2.3 inches caused four major washouts that limited railroad operations for about a week. At milepost twelve near the McQuade Road crossing, flood waters swept away 300 to 400 feet of roadbed and left tracks and ties dangling in the air. The washouts occurred between 4:00 P.M. when the steam engine #14 returned from Two Harbors with its train, and 6:00 P.M. when the North Shore Scenic Railroad was informed of the washouts by 911 operators.

As a result of the flooding all Two Harbors trains were canceled.

The Pizza/Diner Train ran only as far as milepost 10 and used locomotives at both ends to avoid having to back across Highway 61. Operation of the Lester River Train was basically unaffected.

Repairs to the railroad by North Shore Track Services and Levine Contractors took one week to complete. Normal operations resumed with the Pizza/Dinner Train to Palmers, on July 13. Service to Two Harbors resumed on July 16. -**Tim Schandel**

ABOVE: Dan Engstrom, Director of Rail Operations for the NSSR, inspects one of the washouts that occurred near the McQuade road crossing on July 6. *Photo by Tim Schandel*

The Laker

Summer 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.

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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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Editorial Comment

Well summer is over when it seems like it just became warm. By the time you read this the leaves will be turning and falling. Lawn mowing will be replaced by the raking of leaves. Soon the LS&M and NSSR will be storing their equipment as the tourists once again vacate the northland for warmer climates. All too soon those little white flakes will be flying and covering the ground causing bears and humans alike to begin their winter hibernation.

This winter when cabin fever strikes, take refuge at the Depot. Volunteer to help keep the Transportation Museum looking and operating at the level, everyone has come to expect. There will be several projects happening during snowy months including the continuing restoration of the NW-5, and Great Northern caboose X-452 (see page 4 for details). Planning and preparation for the Great Northern Historical Annual Meeting will continue throughout the winter and spring. For those model railroaders among us, work will continue on the DW&P bridge scene, as well as the possible reworking of some of the other scenes. This is only a partial and tentative list of activities that volunteers are needed for.

To get information on club and museum activities is read the Laker and attend the monthly meetings which are held on the last Friday of the month. Monthly meetings will resume in September.

The world of railroading has been one of turmoil lately. With merger madness running around like a dog with a foaming mouth, it gets difficult to keep all the rumors separated from the truth.

The changes in ownership that have been transacted within the past two years, rival if not surpass the changes of the mid-1980s. With the departure of the Milwaukee Road, the Katy and the Frisco, one might conclude that the mid-90s are a repeat. In some ways the two time periods appear to be similar but under the surface they are not.

Many of the railroads that disappeared prior to the 90s, did so because of financial hardship. A prime example is the Milwaukee Road which died of bankruptcy. I'm sure I would have been disappointed in the departure of the Milwaukee Road. I would probably have felt much the same way as I did when the C&NW/UP merger was finalized almost two years ago.

For those who mourn the loss of the Southern Pacific, Chicago & Northwestern (I do), the Santa Fe (or Burlington Northern depending on who you talk to) or even the Chicago Central, take heart in the fact that these mergers are generally a positive sign. They are a sign of improvement and strengthening in the railroad industry. Many types of rail traffic are at record levels and continue to rise. A prime example of the growth many roads are experiencing is the reopening of BNSF's ex-Northern Pacific Stampede Pass. There were not too many rail lines being reopened during the 80s, not to mention the expansion of single track lines to double, and double track to triple. Although the west is down to two Class 1 railroads, they are strong, healthy railroads that will keep things interesting into the next century.



Museum News

Minnetonka returns to LSMT

On August 2, a familiar Burlington Northern semi-tractor and trailer with a rather large object wrapped in a blue tarp arrived at BN's Rice's Point yard. After being reclaimed for a planned display at BNSF's Fort Worth, Texas headquarters this spring the little 0-4-0, *Minnetonka*, was back in Duluth. After being unloaded by BN personnel, the Museum switched the Minnetonka back into the train shed on Track 7 adjacent to the William Crooks. A thorough cleaning revealed that the Minnetonka had fared quite well along its round trip.

LSMT to Host GN Annual Meeting

The Great Northern Historical Society will be holding its annual meeting at the Lake Superior Museum of Transportation from July 20-23, 1996. The meeting will include several events ranging from a reception in the museum, tours, and a banquet. The LSTC and the museum will be involved with much of the planning and preparation of these events. Although planning has begun, parties interested in participation with this event should contact Dave Carlson at 722 - 5097. Preparations will include the restoration of the NW-5 and Great Northern caboose X-452.

ABOVE: The Minnetonka arrives back at Rice's Point yard on August 2. The 0-4-0 was pulled off a Burlington Northern trailer by BN personnel and then switched back into its home on Track #7. Photo by Tim Schandel.

Photography Display planned for Fall

This fall the Northern Pacific baggage car (Gallery 225) will once again be the site of a display of LSTC members photography talents. A display entitled "Rails of Iron: Iron Ore Railroads of the Upper Midwest" will run from November 23rd through January 26th. As the title implies the subject matter will be limited to photos of railroading related to iron mining in Minnesota, Wisconsin and the Upper Peninsula of Michigan. Vintage or modern, color or black and white photos are welcome. Prints must be 8 X 10 or larger and should be unmounted. Those wanting enlargements made or prints made from slides need only submit the negatives or slides. The museum will be taking all slides and negatives to a photo lab to have them done as a batch to ensure consistency and to lower cost to the participants. Participants will be required to pay for enlargement or transfer costs. Photos are due by October 25, 1996 and can be dropped off at the LSMT office. Caption information including location and any other pertinent descriptions should accompany all photos.

Thank You

Thanks to the following individuals for supplying information for the Laker and Laker Extra: Tim Schandel, Jurgen Fuhr, Steve Glischinski, Kent Rengo, Robert C. Anderson, John Leopard, Mike Cleary, Dan Mackey, Doug Buell, Richard Welch.

NW-5 Restoration Begins

Shortly after the delivery of the Great Northern NW-5 #192 from the Council Bluffs Railroad to Duluth, work began on the mechanical and cosmetic restoration. The area to receive attention is the cab which has been gutted to access the brake system and electrical components. Work has been directed to the replacement of the control stand, conversion of the 6BL brake system to a more standard 26L system, and replacement and rewiring of the major electrical. Lee Oviatt and Ron Erickson have been supervising and directing the efforts of several volunteers including Chuck Jensen, Darrel Nelson, Bob Oswald, Greg Vreeland, and Scott Carney. Plans for the winter are to remove the long hood to allow access to the major mechanical components. Volunteers and the museum staff have started on the removal of both the long and short hood by removing the access doors and other equipment from the hoods, as well as the majority of the bolts which hold the hoods to the frame. Several modifications which were made to the locomotive through its lifetime will be removed to return the NW-5 to a more original appearance. These modifications include the removal and reconstruction of the sand boxes and conversion from twin, sealed beam headlights back to the original single beam headlights. Plans are to have the restoration completed in time for the Great Northern Historical Society annual meeting in July, 1997. The winter work plans also include the museum's Great Northern caboose, X-452, on which cosmetic work will resume. Plans are to also have the caboose ready for the GN annual meeting.

Museum Accepting Donations for NW-5 Restoration

The LSMT is accepting donations to help offset the costs for the restoration of the NW-5 #192. Such an undertaking requires a lot of elbow grease and an equal amount of money. Donations of time and money are needed to cover the physical and cosmetic rehabilitation of this unique and rare locomotive. Those interested in lending their talents and energy should contact the LSMT office. Those wishing to donate money for this project should send checks to:

Lake Superior Museum of Transportation
C/O NW-5 Restoration Fund
506 West Michigan St.
Duluth, MN 55802

A plaque will honor those who donate \$100.00 or more.

Former LSMT Director Dies

Thomas J. Lamphier who served on the LSMT Board of Directors for many years passed away in September. Mr. Lamphier started working in the engineering department for the Great Northern Railroad in 1949. Prior to his retirement in 1979, he served as the President of Burlington Northern's Transportation Division. Mr. Lamphier served on the LSMT Board of Directors from its inception in 1973 until 1990 and remained an emeritus member until his death. Mr. Lamphier was 72.

Page 4



ABOVE: Lee Oviatt works on rewiring in the cab of the former Great Northern NW-5 #192. Efforts have focused on the renovation of the electrical and brake systems, installation of a new control stand, and preparation of the hoods for removal. Photo by Tim Schandel

Club News

Elections to be Held in January

Four Lake Superior Transportation Club positions are up for election. The positions are Vice President of Administration, Director of Equipment Restoration, Treasurer, and Membership Secretary. The positions are currently held by Tim Zager, Bill Mickelsen, Chuck Jensen, and Dale Carlson, respectively. Voting will take place during the LSTC's Annual Meeting which will be held in January. If you have someone that you would like to nominate for these positions, contact either Steve Ruce or DeWayne Tomasek.

As a reminder, monthly meetings will resume in September continuing until spring. Meetings are held in the museum's Ruth Maney Room at 7:00 P.M. on the last Friday of each month. A program follows the club's business and a break for refreshments.

Laker EXTRA!

Lake Superior Transportation Club



UNION PACIFIC BEGINS SERVICE TO MERC

On Sunday, July 7, Union Pacific operated its first unit coal train into the Midwest Energy Resources Company (MERC) dock in Superior. This came just a few days after a new 2900-foot connection had been completed from the UP/CP "corridor" trackage which runs parallel to Winter Street. This new track, which includes three at-grade rail crossings, allows UP trains to gain direct access into the huge coal transshipment facility. Up until this time BN has had exclusive rail access to the dock.

In 1995 the ICC granted Chicago & North Western's request to build a connecting track into the dock to compete directly with BN. With UP's purchase of the C&NW last year, it was UP that completed the construction of the new connection. Both BN and UP compete directly for coal mined in Wyoming's Powder River Basin. BN delivers an average of over three loaded coal trains per day

to MERC, which in turn loads the coal into lake vessels for delivery to various power plants, mainly in Michigan. It is not known how much coal UP is delivering to MERC, but during the first few months of operation they were handling approximately two trains per week.

Photo: The first Union Pacific train to deliver coal to MERC's Superior dock is shown arriving at Itasca Yard on July 7 after having dumped its cargo at the dock. The train (CSWAT) will continue on to the Powder River Basin in Wyoming for another load.

Dan Mackey

SUMMER 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

GOVERNMENT APPROVES UP'S ACQUISITION OF SP

On July 3 the federal Surface Transportation Board gave its approval to Union Pacific's acquisition of rival Southern Pacific. With a combined 31,000 miles, the \$5.4 billion transaction will create the nation's largest rail system.

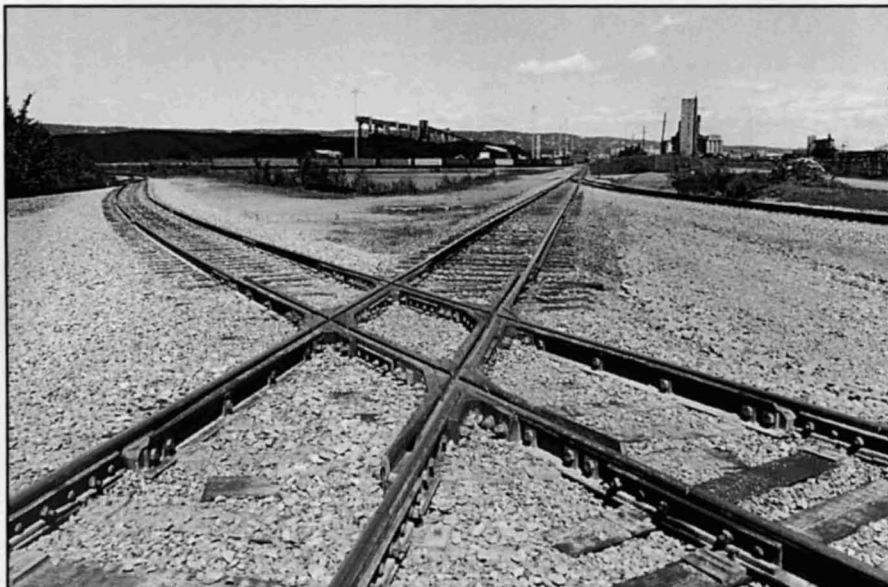
The STB did impose some conditions on the merger but not nearly at the level expected by the industry. The largest condition was to open up access for BNSF to serve more 2-1 shippers, those currently served by both UP and SP and whose rail options would decrease from 2 competing systems to a single line. UP had already proposed over 4,000 miles of BNSF trackage rights to help overcome anti-competitive arguments.

The STB will oversee the merger for five years to make sure BNSF is providing adequate service to those UP shippers that are covered by BNSF trackage rights. The effect of the merger on the Twin Ports should be minimal but one interesting item to watch is the impact on all-rail taconite trains currently running to Utah by way of WC and SP. UP could offer a more direct routing.

TOP: A view, looking north, of the new trackage allowing Union Pacific to serve the MERC coal dock in Superior. The curving track in the foreground allows empty UP trains to cross BNSF and head eastbound along the corridor parallel to Winter Street. The track curving into the photo from the top right allows loaded UP trains to loop around the coal piles and head into the dumper. Empty BNSF trains use the curving track on the far left side of the photo to depart dock property and cross Winter Street while BNSF loads use the straight track in the immediate foreground to gain access to the dock.

CENTER: UP has used their newest type of locomotives on coal trains into MERC. In this case a new EMD SD90MAC handles an empty train off the dock on July 20, 1996. Note the interesting radiator bulge near the rear of the unit, a similar design to that of EMD's earlier SD45 model.

RIGHT: UP was using this interesting locomotive set on August 11 to switch Itasca Yard. The two gray and orange units are former Guilford (nee D&H, ex-B&M) GP39-2s, an EMD model that is a rare find in the Twin Ports. Union Pacific has purchased 20 of these units for service in the Midwest.



Duluth, Missabe & Iron Range News

HERITAGE-PAINT SD9 129 DEPARTS SYSTEM

July 11, 1996 was a sad day for those hoping that DM&IR SD9 number 129 would eventually be preserved by the Lake Superior Museum of Transportation in Duluth. On that day the Missabe shipped the 129 and sister 130 off to affiliate railroad Birmingham Southern in Alabama. The LSMofT had requested that the 129 be donated to the museum as it represented the locomotive model that dieselized the DM&IR in the mid-1950s and had been repainted by the Missabe into its original as-delivered paint scheme.

The 129 and 130 were also unique on the DM&IR as they were the only diesels equipped with steam generators to provide heat for passenger cars. This feature allowed the two units to be used exclusively with the Missabe's private business car *Northland* and auxiliary car W-24. When the *Northland* and W-24 were converted to self-contained heat/power, the need for steam generators in the 129 and 130 ceased to exist and the boilers were removed. Because they were used with business specials, the 129 and 130 were special to fans of the Missabe. It didn't hurt that the two

units teamed up to handle Amtrak's *Arrowhead* in the mid-1970s, thus increasing their exposure outside of normal DM&IR territory.

When the 129 went into the Proctor shops for a "power-packing" upgrade and repaint in 1989, a grass-roots movement among certain shop employees resulted in the locomotive being repainted into its original as-delivered maroon and yellow scheme. A special herald had to be produced for

the hood of the unit as current 36" heralds were too small for the original specifications. The 129 became an instant hit for both employees and fans.

NEW UNITS CONTINUE TO ARRIVE

The 1996 order for five remanufactured SD40-3s has been filled. Units numbered 405-409 were on the property by mid-August. Due to an anticipated tight power situation this winter, Missabe plans to retain five older SD models until 2nd quarter 1997. The five had been scheduled to depart the system when the 1996 batch of SD40-3s arrived. DM&IR plans to purchase five additional SD40-3s in both 1997 and 1998.

BUSINESS EXTRA

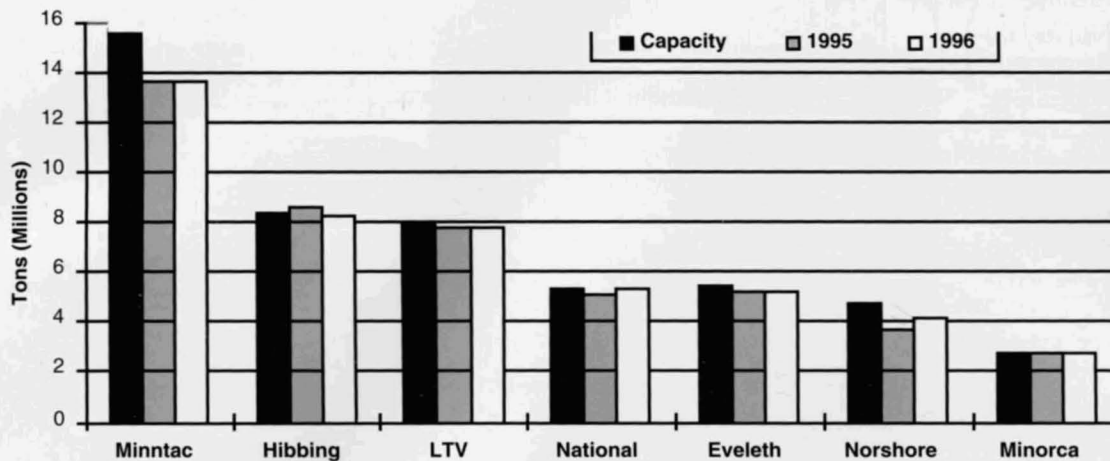
DM&IR operated a business train for Transtar executives on July 16 between Allen Junction and Two Harbors. Equipment included SDMs 319/321 and cars W-24 and *Northland*. The train used NSSR track between Two Harbors and Duluth to return the equipment to Proctor. Photo at left taken by **Doug Buell** as the extra rolled through Wyman enroute to pick up its passengers at Allen Junction.



SD9 129 rests at Proctor shortly before its was removed from the roster. Kent Rengo



Mesabi Range Pellet Production



1996 PRODUCTION LEVELS

As the above graph illustrates, estimated 1996 production levels at the seven Minnesota taconite plants continues the strong trend set in 1995. Production is predicted to be slightly higher than 1995, with 47.3 million tons being produced versus 1995's 46.83 million tons.

Hibbing Taconite and Eveleth Mines are the only two operations expecting reduced tonnage versus 1995 levels. The large increase at Northshore Mining is the result of an idle production line being placed back in service at Silver Bay. The line had been idle since 1982.

EVELETH MINES SOLD

With the sale of its 18.5% interest in Eveleth Mines, the Oglebay Norton Company effectively ended its 143-year involvement in iron ore mining. The Oglebay portion of Eveleth was sold to an entity owned by the other current owners. This announcement also ended Oglebay's management of the operation effective December 31, 1996. Ogelbay Norton will use the proceeds from the sale to concentrate on its other businesses, including its fleet of bulk carriers serving the Great Lakes.

MINNTAC AT 300-MILLION TONS

The 300-millionth ton of taconite pellets pro-

duced at US Steel's Minntac facility at Mountain Iron was loaded into DM&IR cars on June 2 for delivery to the Duluth ore docks.

NORTHSHORE OPERATES SPECIAL

On Saturday, September 7 Northshore Mining operated a six-car passenger extra for its employees. The train ran between Silver Bay and Babbitt and consisted of a SD18 and a SD28, LS&M coaches 85 and 29, and four cars from Great Lakes Western. The 300 employees were treated to a picnic in Babbitt.

RIGHT: Former North Shore Scenic GP7 (ex-MKT) 652 was leased to LTV this summer to help the railroad handle its trains while a few of its own units were down for maintenance. The GP7 suffered main generator problems in August and was sent back to its new owner, ILS, for repairs. Knox, June 28, 1996.

Doug Buell



Burlington Northern Santa Fe

NEW LOCOMOTIVES

BNSF's order for 164 new General Electric C44-9W locomotives is currently being filled in the 952-1115 number series. As of mid-September approximately 30 of the units had been delivered. What is interesting is that a number of the big GEs are showing up in the Twin Ports. The beautiful orange and green locomotives have been seen on train 831 from Northtown, a taconite train for Keewatin, and numerous grain trains. The GEs are assigned to Havre, Montana for maintenance and will be used on the northern lines. Look for these high-tech diesels in the Twin Ports. They are easy to spot!

The big-unit test bed for the new orange and green paint scheme was SD60M number 9297. The photo on the top right was taken in Superior as the big EMD assisted sisters on a Detroit Edison coal train this past summer. The paint scheme consists of dark green on the top and bottom, separated by a large orange stripe through the middle with yellow accent stripes on either side of the orange band. The accent strips are red on the SD60M but were changed to yellow for the GE order. Silver coats the underframe areas.

Other interesting visitors to Superior this past summer have been BNSF SD70MACS. These EMD locomotives wear BNSF's dark green and cream paint scheme and incorporate the latest in AC technology. Up until recently these units have been rare visitors to the Twin Ports, usually staying in coal service south out of the Powder River Basin in Wyoming. The photo at the right shows two SD70MACS, one wearing BNSF lettering and the other sporting pre-merger identification, handling a coal train at MERC in Superior.

Big BNSF power hasn't had a monopoly on making news in the Twin Ports this past summer as demonstrated by rebuilt SD9 number 6217 at Rice's Point. This unit is a test bed for future SD9 rebuilds and incorporates a QES operating system for evaluation.

All Photos courtesy Scott Carney



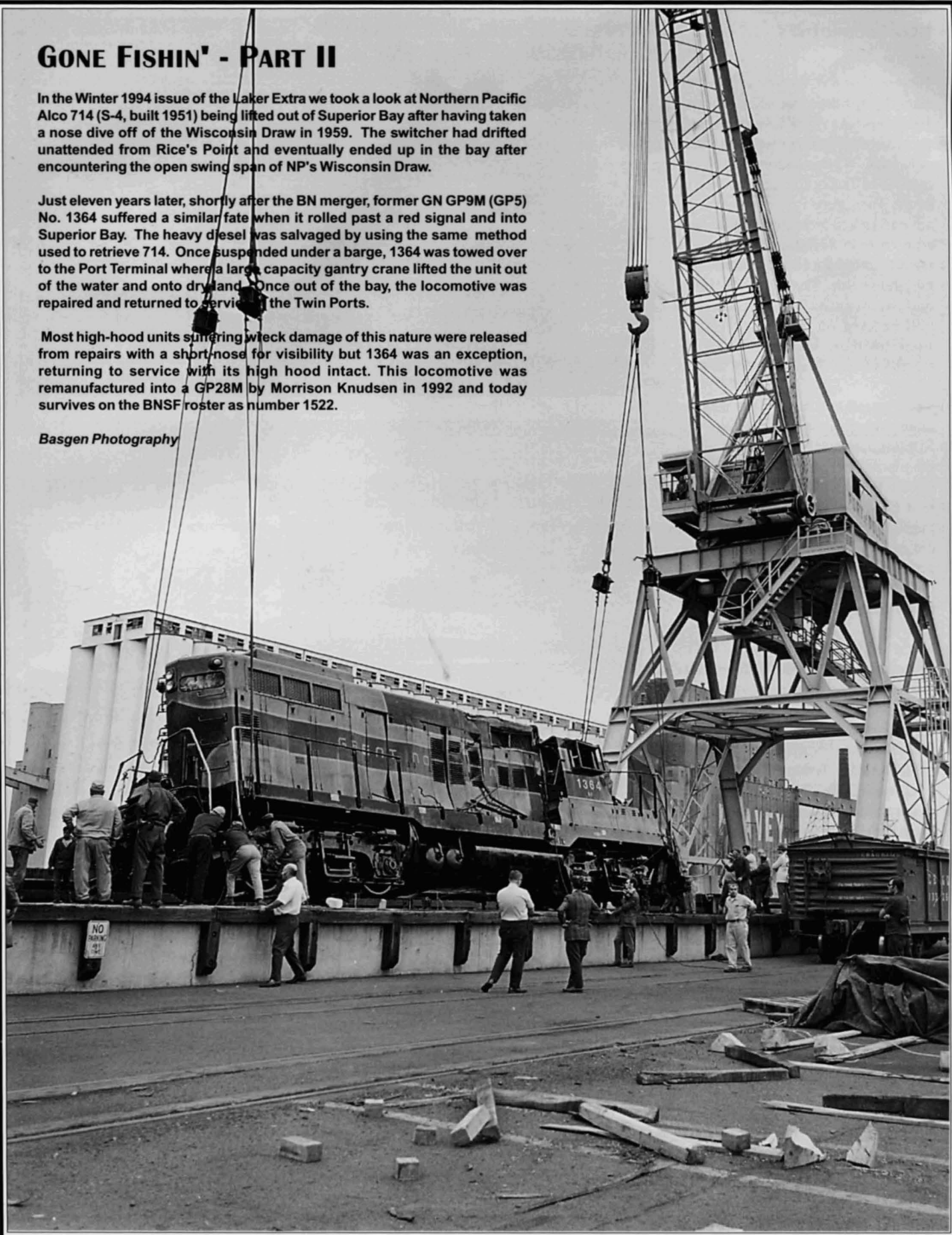
GONE FISHIN' - PART II

In the Winter 1994 issue of the *Laker Extra* we took a look at Northern Pacific Alco 714 (S-4, built 1951) being lifted out of Superior Bay after having taken a nose dive off of the Wisconsin Draw in 1959. The switcher had drifted unattended from Rice's Point and eventually ended up in the bay after encountering the open swing span of NP's Wisconsin Draw.

Just eleven years later, shortly after the BN merger, former GN GP9M (GP5) No. 1364 suffered a similar fate when it rolled past a red signal and into Superior Bay. The heavy diesel was salvaged by using the same method used to retrieve 714. Once suspended under a barge, 1364 was towed over to the Port Terminal where a large capacity gantry crane lifted the unit out of the water and onto dry land. Once out of the bay, the locomotive was repaired and returned to service at the Twin Ports.

Most high-hood units suffering wreck damage of this nature were released from repairs with a short-nose for visibility but 1364 was an exception, returning to service with its high hood intact. This locomotive was remanufactured into a GP28M by Morrison Knudsen in 1992 and today survives on the BNSF roster as number 1522.

Basgen Photography



Railroad News Photos



Left: Wisconsin Central's hot intermodal train T-179 shown at Spencer, WI on June 14, 1996. Illinois Central recently announced its participation in the new "Superior Connection" service provided by WC and CN between Chicago and western Canada via Superior. CSX had earlier signed on as a connection for the service. Interestingly, the locomotive handling the westbound T-179 on this day is former Soo Line GP35 number 728 running on familiar trackage.

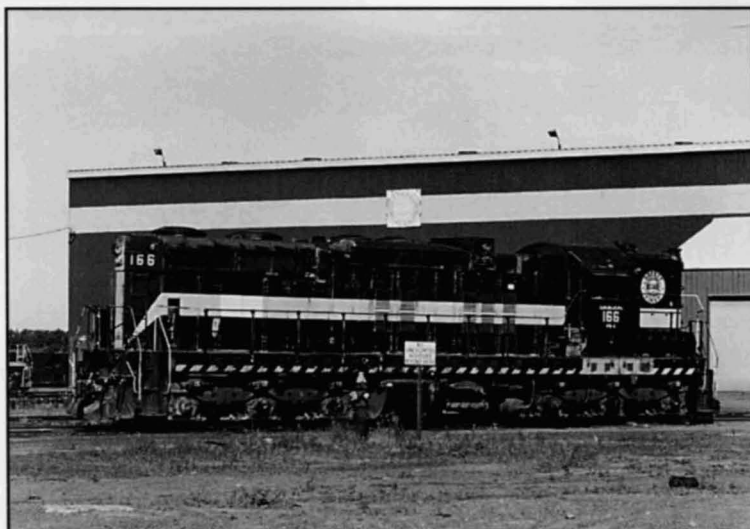
Kent Rengo

Below: In 1996 it was still possible to find a DM&IR locomotive wearing its original as-delivered paint scheme. In this case Missabe SD9 166 was found resting in front of the Proctor Diesel House. The paint has certainly faded over time and the unit is missing the large DM&IR logo on its long hood. This unit, along with its other high-hood sisters, should be off Missabe property by 1998. **David Schauer**



ABOVE: Workers this past summer have been salvaging what remains of the ex-GN ore dock approach in Allouez. This view is looking east towards the docks. The steel structure marks where the NP's Ashland line crossed under the approach. BNSF's active taconite conveyor system can be seen at the top left of the photo.

RIGHT: On July 20 the Potlatch-owned Duluth & Northeastern ran short excursions from their Dunlap Island facility to the large Potlatch mill in east Cloquet. The trips were run for the annual "Lumberjack Days" celebration in Cloquet. The museum provided DM&IR coach *Minnesota II* for the day. D&NE SW1000 No. 35 provided the power. **Two lower photos by Dave Schauer**





During the fall of 1994, DM&IR operated a handful of all-rail natural ore trains from Two Harbors to a connection with WC in Superior. These trains operated via the Lake Front Line and were interchanged with WC for movement to the Chicago area. One such train was captured by Doug Buell crossing Grassy Point Draw on a beautiful October 20, 1994. During 1996 this natural ore from the Auburn Mine is being shipped in lake vessels to the large USX Gary Works near Chicago.

WC WHITE PINE OPERATIONS

Wisconsin Central's ex-DSS&A line between Marengo Junction and White Pine, Michigan has a new lease on life with the announcement by the Copper Range Company that it is proceeding with a pilot plant to fully test solution mining near White Pine. These full-scale tests will keep the mine and the WC local that serves the plant in operation for the next 2-3 years.

A twist to the solution mining experiment is a protest by the Black River band of Ojibwe over WC's transporting of acid to the mine. The tribe fears a derailment of a sulfuric acid car on reservation property and the potential environmental damage that could result. On July 22 the Ojibwe tribe blockaded WC tracks located 15 miles southeast of Ashland to prevent any trains from proceeding to the mine. Intense negotiations between a federal mediator, the tribe, and WC officials led to the line being opened to non-acid shipments on August 13. A decision on the acid shipments was not available at press time.

WC continues to use its unique one-man remote controlled locomotive set on this run.

WC to Buy Hayward Line

Union Pacific will sell its isolated 19-mile ex-C&NW line from Hayward Junction to the Louisiana Pacific plant near Hayward to the WC. WC is also in the running for what UP terms its "Duck Creek North" line segments in northern Wisconsin and Upper Michigan. LS&I, E&LS and Rail America are the other finalists for these line segments which includes UP's former C&NW taconite operations between the Marquette iron range and Escanaba.

DW&P WINS GOLD SAFETY AWARD

Canadian National's paper subsidiary DW&P won the Harriman gold safety award for railroads in "Group C" (railroads with fewer than 4 million employee hours). DW&P has always been a strong safety leader and has won the award in the past. It is especially important to note this achievement comes to a railroad that operates in tough winter conditions where safety is sometimes hampered by the weather conditions.

BROOTEN LINE SALE

The remaining segment of CP's former Soo Line route between Brooten, MN and Superior is being sold to Stearns and Morrison counties for development into a recreational trail. This last remnant extends from a point on the CP mainline at Brooten northeasterly 60-miles to Genola. The northern portion of this line between Superior and Genola was removed by the Soo Line in 1990 and today serves as a popular snowmobile trail. Grain traffic that had previously made up the majority of shipments on this line are now handled by way of trackage rights over BNSF from Bemidji and Minneapolis.





ABOVE: Volunteer Conductor Jim Cox and Car Attendant Bill DeRoche pose for the camera during one of the steam excursions held during August. *Photo by Tim Schandel*

Hasty Repairs Save LS&M's Last Run

One advantage of having a locomotive with two engines and two generators is that if one gives up the ghost, the other engine/generator unit will keep the locomotive running, though on reduced power, of course. The LS&M's locomotive No. 46 was recently forced to run under such conditions.

On the 11 a.m. trip of August 25th, smoke was coming from beneath brightly painted number 46. The No. 2 engine was shut down and the 2 p.m. trip was operated with one engine. This was possible because of the center cab locomotive's dual engine design. The No. 46, as well as other diesel locomotive models, has two diesel engines and two generators which supply power to their respective traction motors. The traction motors work through an intermediate gear to one wheel set on each truck. Side rods transmit power to the other wheel set on each truck.

If the trouble was to be found and remedied, the engine had to be put in the shop over the pit. This routine movement was complicated by the EPA which had scheduled to begin taking up the track leading to the shop on Monday morning as part of a Super Fund clean up. This would have marooned the locomotive, forcing a cancellation of the next weekend's schedule. The only other alternative was to drop the traction motor to prevent any further dam-

age and run with one engine during the final weekend.

After explaining the situation, the track removal was delayed allowing the movement of the locomotive to the LS&M shops on Hallet Dock #6. With the 46 over the pit it was found the gear box was hot, causing the oil and grease to burn, creating the smoke. Disassembly of the suspect gear box revealed that the armature bearing between the traction motor and the gear box had disintegrated. The shaft dropped down, allowing the cooling fan to rub against the casing,

Jeff and Dick Hansen, Zeke Fields and Andy Webb were able to get the outer race off Sunday night. With some frantic phone calls Monday morning a new bearing was located. Andy Webb started the ball rolling with a call to Berry Bearing Co. in Duluth giving the part number and application. This call lead to an eastern supplier, who in turn called the German manufacturer to check the application. In the end, the new roller bearing and its accompanying races arrived on Tuesday. The next question was how to get the inner race off the armature shaft.

Another phone call by Zeke to a mechanic friend in the Twin Cities made the task easy - cool the shaft with dry ice and heat the race. With a little help from a puller, it came off fairly easy. Eastern Electric, who had rewound the armature some years back, sup-

(continued on page 6)

The Director's Corner

By Richard Welch

Nineteen ninety six has not been a good year for tourism in Duluth. Visitation to the museum during the first half of 1996 was up 2% from the same period as last year, and May and June surpassed those months in 1995. The summer season, however, has been a disappointment when compared to 1995, and Depot admission for July and August were only 60% of those months in 1995.

	Patronage	
	<u>1995</u>	<u>1996</u>
Jan-Mar	7,643	9,248
Apr-June	15,772	14,659
July-Sept	50,293	13,103 (July only)
Oct-Dec	9,131	NA
Total	84,839	

Ridership on the North Shore Scenic Railroad from the beginning of the season through August 31 was down 31% from last year due to a number of factors: a late start in booking group tours, bad weather in July, a notice on the Internet that the railroad was out of business, to name just a few. Although there have been some disappointments, we are taking positive steps to remedy the situation. The Internet information has been corrected, and we are working to increase ridership and trim expenses. We added steam runs to the schedule and increased promotion of fall colors excursions.

How can you help?

- Take a train ride on the North Shore Scenic Railroad before October 15
- Patronize our gift shops when you are looking for just the right gift
- Respond generously to our end-of-year request for contributions
- Send your membership renewal as soon as you receive your renewal notice, encourage someone else to join the museum, and/or give a museum membership as a gift.
- Move your membership to the next higher level.

(continued from page 5)

plied the puller. Andy fished in the gear box for remaining debris.

Jim Cox also came out to help as there was some concern about the number of rollers - the old bearing had twelve, the new eleven - but it was the right one and fit perfectly. The No. 1 gear box was drained as a precaution and checked for any metal particles and wear - it checked out fine. On Wednesday, the locomotive was given a trial, and all seemed to be working fine. Thursday morning the 46 was moved to the Radford Company siding and by noon the shop lead was gone. The EPA is uncovering an underground river of tar from the former coke plant that runs around behind the shop and into the St. Louis River.

The speedy repair was a team effort by everyone involved. The 46 was ready to go for its last weekend of operation which turned out to be a bonus, with near sell-out crowds on both Saturday and Sunday. **Jurgen Fuhr**

In a related note; during the 10-weekend 1995 operating season the LS&M boarded a total of 4,682 passengers. The LS&M earned a gross income of \$23,199. Both figures exceeded LS&M expectations.

LSTC Club members well represented in Missabe calender contest.

LSTC members took four of the six prizes in the 1996-1997 DM&IR Calender Contest. Steve Glischinski, a long-time LSTC member and professional photographer, claimed the top prize in this year's DM&IR calender contest. For his efforts, Steve's photograph will be the centerpiece of the 1997 Missabe calender. Other winning club members were: Dave Schauer, Scott Carney and Dan Mackey (a.k.a. Dave McKey). The contest final tally follows:

1st Place	Steve Glischinski (LSTC)
2nd Place	David Schauer (LSTC)
3rd Place	Terry Hanson (DM&IR Employee)
4th Place	James Pettinari (Relative of DM&IR Employee)
5th Place	Scott Carney (LSTC)
6th Place	Dan Mackey (LSTC)

The contest is open to all DM&IR employees, Missabe Historical Society members, and Lake Superior Transportation Club members. Entries need to be in a horizontal format and typically need to be received by DM&IR by August 1. The next time you get a good shot of the Missabe in action, consider entering this fine contest.



TCA Again Holds Picnic at St. Croix Live Steamers

The day could not have been any more pleasant - much better than the very warm and humid day a year ago. The St. Croix Valley Live Steamers trotted out all their motive power and were kept busy giving rides on both the 1" and 1.5" scale tracks.

The occasion was the annual picnic of the Train Collectors Association (TCA) at the live steamers operating location south of Hudson, Wisconsin.

Aesop's Table, a catering service from St. Paul, again provided the food. They bring their small trailer that opens up to provide a serving counter with a canopy. Attached to the end of the trailer is a barbecue for the chicken, brats and burgers that are barbecued as needed and served to the picnickers fresh, along with beans, potato salad and watermelon.

One very noticeable addition to the live steamers layout is the roundhouse, which is under construction. As of August 11, the 46-stall roundhouse has its exterior cement-block walls up, the concrete pit is finished, and the sheet-steel roof is nearly done. The foundation for the turntable is in and grading for the approach tracks has begun. There will be four approach tracks, making 50 tracks coming off the turntable.

The roundhouse and the turntable are being constructed in the same way as any prototypical structures.

Above: The NW-5 #192 showing off some of her internals, as many of the access doors have been removed in preparation of removal of the hoods.
Photo by Scott Carney

The turntable is 17 feet in diameter, long enough and strong enough to take a 1.5 inch scale model of a DM&IR Yellowstone, or any such large live-steam model locomotive.

The steaming bay, similar to an outdoor roundhouse, has stalls with lengths varying from 6 to 25 feet. Some of the bays have a 7 inch gauge, while others will accommodate 3.5", 4.25", and 7 inch gauge locomotives. Two of the stalls are dummies into which one end of the hydraulic lift/turntable locks to balance the lift as the locomotives are run onto the lift. Two other stalls are ap-

(continued on page 8)

Halverson Models Leave LSMT

The Halverson family models, having been on temporary display since 1980 were reclaimed by the family for personal display and possible operation. The 1-inch scale models were built by Joe Lake of Brainerd, Minnesota and include several pieces of Northern Pacific revenue and non-revenue rolling stock and a W-5 class Mikado steam locomotive. The rolling stock included a snowplow, a wrecker, a wood-sided box car, a flat car, a tank car, a caboose and a DM&N wooden ore car. Mr. Lake began the models in 1913, making all the required casting by hand and adhering to the smallest prototypical detail. The LSMT thanks the Halverson family for their generous loan!

(continued from page 7)

proach tracks at the upper level that enable the locomotives to move to the passenger loading following the steam-up. The hydraulic lift/turntable enables locomotives to be off-loaded from a truck, trailer or station wagon at the lowest level, moved onto the turntable and lifted up to a steaming stall where the operator can service the locomotive, get the fire going and build up pressure without having to stoop or bend down - all work being done at a counter-top level. The lift/turntable is then raised again to the third level and run out on the approach/departure track to the passenger loading area.

The club has a free supply of water, courtesy of Mother Nature. A 700 - 800 gallon railroad water tank collects rain water that is piped to the steaming bay. Two stock tanks behind the storage building hold rain water that is collected off of the roof.

The live-steam group has about two and one-half miles of track and this years marks their 25th anniversary. They are open to the public on the last Sunday of the months of June, July and August.

Jurgen Fuhr

1996 Calendar of Events

- September 28:** LSMT September meeting 7:00 Ruth Maney Room.
- September 28-29:** Fall Colors Excursions to Two Harbors.
- October 25:** Photos due for "Rails of Iron" photo exhibit.
- October 26:** LSMT October meeting 7:00, Ruth Maney Room.
- Nov 23 - Jan 26:** "Rails of Iron: Iron Ore Railroads of the Upper Midwest" in Gallery Car 225.
- Nov 29 - Jan 12:** "Toy Tracks are Back" in the NSSR Waiting Room

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

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