

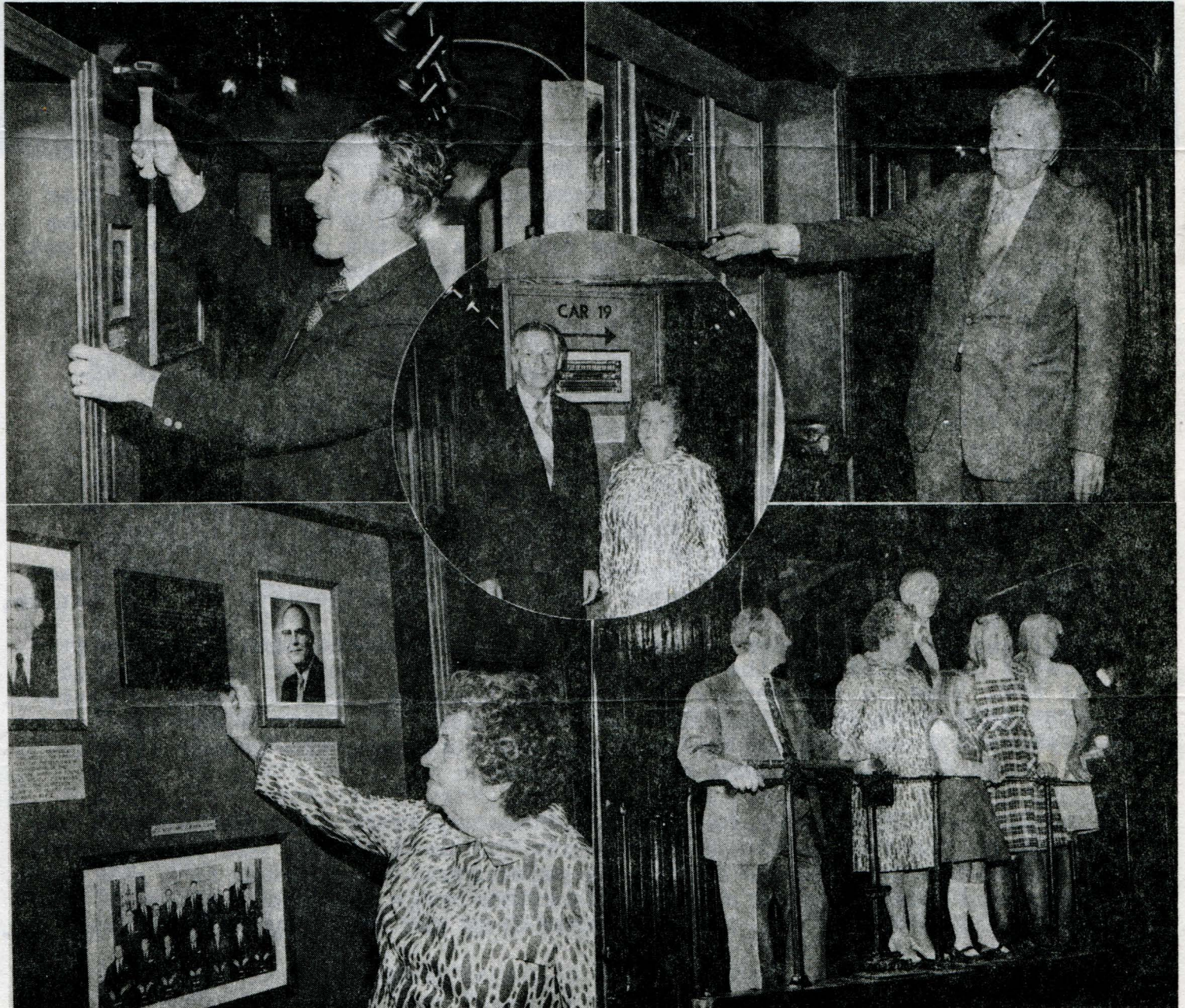
NEWSLETTER

AUTUMN 1976

LAKE SUPERIOR TRANSPORTATION CLUB

Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802



Photos by John L. Blamey

Top Left: Tom Gannon happily drives the "Golden Spike". Top Right: Frank King adjusts the last picture frame. Center: Mr. Don Shank and Mrs. Fred Voss greet the guests. Lower Left: Mrs. Voss examines the Memorial Plaque. Lower Right: Mr. Shank introduces the Voss family to the guests.

Rescued from the oblivion of the scrap yard, Car 19 didn't look as though it could be useful for anything. Painted inside and out, when it came down from the Proctor yard, a dull gray color and containing various pieces of scrap material, it looked like something everyone would rather forget.

But, thanks to imagination and the generosity of the family of the late Fred J. Voss, who underwrote much of the restoration program, it has become a valuable addition to the Transportation Museum.

Senior industrial engineer Frank King was in charge of the project. He also designed the historical displays within the car, which follow the history of the "Missabe" from it's early beginning.

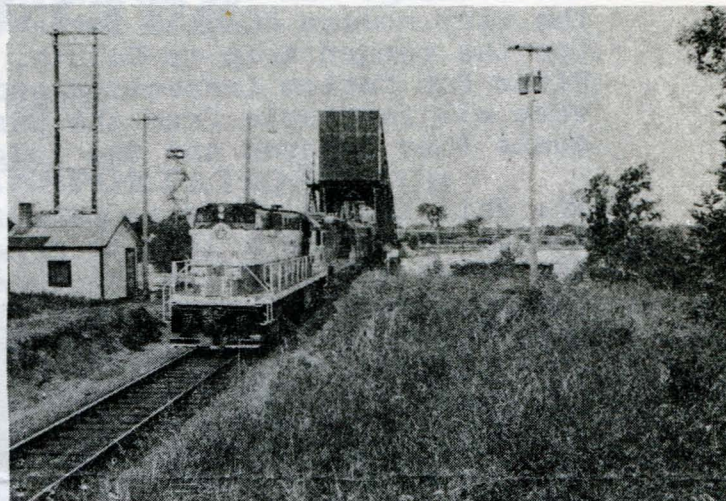
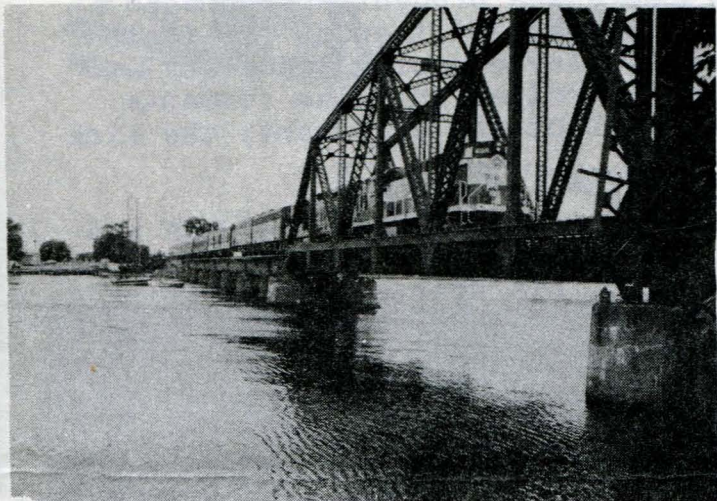
The first operation in the restoration involved removing the old paint and varnish. A monumental task! Most of the work was done by Tom Gannon, with a little help from some club members. During the winter of 1974-75 your editor spent many hours stripping the exterior of the coach. Every groove in the sides and ends of the car were cleaned out three times! And there are a lot of grooves! Meanwhile, Tom Gannon was stripping the interior. The windows were all removed and sent out to be stripped. And, slowly the beautiful woodwork and inlays, which were so popular when this type of car was built, began to appear. At this time one could visualize the possibilities of this gem the Museum had acquired. Then, display cases were made and finished, while Frank King assembled all the material, photographs and artifacts for the display. Carpeting with the right "antique" look was applied to the floor. Under the ceiling, small spotlights are used to highlight the displays. On the ceiling on each end are two beautifully wrought brass electric chandeliers which were once used in an early Missabe business car, the "Minnesota". Printed material explains each photograph and artifact. The display covers the time period from the start of the railroad to the present, and also, the projection for the future.

All then was ready, and on Friday, August 27th. the family and invited guests assembled for the dedication ceremony. The car was dedicated by Mrs. Voss to the memory of her late husband, Fred J. Voss, Missabe president from 1954 to 1961, and her father C.E. Carlson who served as president from 1930 to 1944. After the ceremony, the guests were invited to the Kitchi Gammi club for lunch.

Car 19's early history is somewhat obscure, Frank King believes it was built by the famed Ohio car builders, Barney & Smith. It was acquired by the D&IR in 1907 and seated 74 passengers. Converted to a gas motor car in 1925 it was used in the cross-Range service. Whatever it's beginning and service, it will serve long and usefully in it's new role.

A LOOK AHEAD

The Third Annual Model Railroad Show will be held on Sunday, Nov. 21st. track level, from noon to 5 P.M. The usual admission charges will prevail. This year's program will feature displays, slide shows, films, How-To clinics, prototype, and the large model railroad in operation. If you plan on participation with a display or clinic, please contact John Smith, chairman, 728-4875. by Dave Bruns.



Crossing the Rainy River.

Photos by Bob Mortinsen.

The early morning sun of August 7th. caught the various colors of the cars and bathed them in a soft, warm light. And the train was ready. Perhaps, the longest passenger train ever to leave Duluth! It is possible, in the past, some troop or circus trains contained as many cars but considering the longer length of modern railway cars, compared with earlier passenger equipment, in length, it was very likely, the longest passenger train ever to leave Duluth.

The night before, Friday August 6th., was reminiscent of the days when the Union Depot was a busy, bustling terminal. Switch engines worked long into the night making up the train, as cars still arrived with Amtrak and other inbound trains, and put the cars into their proper position. Supplies and provisions were arriving at the platform to be stored aboard. 152 cases of soft drinks, seven large coffee urns, 51 dozen of fresh bakery goods were loaded in the morning before train time.

The consist was nineteen cars. Two CNRR power cars, CN coach 5375, DMIR coach Minnesota II, BN coach 1096, BN baggage car 206, BN coach 1115, UP coach 5480, CN coach 5569, DMIR combine W-24. First class cars, BN "Deschutes River", BN "St. Croix River", the Pullman Lounge "Dover Plains". Six railroad business cars, the DMIR "Northland", the C&NW car "402", the BN "Red River", the CN car "15103", the CN car "92" and the GTW inspection car "15013". Four diesel locomotives provided the power. The DW&P Bicentennial locomotive on the point, one DMIR diesel and two BN diesels.

And then the passengers began to arrive. And how they came! All 471 of them. Visitors from Texas, both the East and West coast and even two from Sweden! The weather was hot, but the passengers settled back for an enjoyable ride to their destination. Arriving right on time, buses met the train and carried everyone to their motel. Later in the evening, a delicious dinner was served in the Fort Frances high school to the guests. A few remarks from Phil Larson, Superintendent of the

DW&PRR. and other assembled dignataries filled out the program for the evening. In the morning, again, the buses brought everyone to the very modern KC hall for a tasty breakfast and then to the train for the return trip to Duluth. A short delay crossing the Rainy River for Custom inspection and the train rolled on. The comments were all favorable from the passengers, about the equipment, the fine meals they enjoyed and the lodgings.

Mr. Phil Larson wants to take this opportunity to thank everyone who worked so hard and long to make the trip the success it was. Not only the crews and staff on the cars, but also, his agents in Fort Frances who handled all the preliminary plans so well. He says, "It was the magnificent team effort that made it all possible".

NEWS ITEMS

Currently, work continues on the Model Railroad with wiring and scenery being started. The track work is just about complete. Work nights are Tuesday and Wednesday evenings, 6:30 to 9:00. All model railroaders are urged to come down and help.

Philip C. Larson, formerly superintendent of transportation of the Duluth, Winnipeg and Pacific Railway Co. in Duluth has been promoted to Manager of the railroad. He succeeds Harry C. Lear who has retired after 27 years of service. Phil is active in the Lake Superior Museum of Transportation and Industry and as a member of numerous transportation industry organizations. He and his wife Martha, have three children and reside at 205 N. 24th. Ave. East. Larson's appointment was announced by John H. Burdakin, President of the Grand Trunk Western Corp., Detroit, parent company of the Minnesota line. We would all like to extend our congratulations to Phil on his appointment! Also, to wish Harry Lear a long and happy retirement.

NEXT REGULAR CLUB MEETING, FRIDAY, SEPT. 24th. IN THE MULTI-MEDIA ROOM AT THE DEPOT. BUSINESS MEETING, FILMS AND SLIDES, FRIENDSHIP BICENNNTENIAL TRAIN AND OTHERS OF INTEREST. REFRESHMENTS. MEETING STARTS AT 7:30 P.M.

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