

NEWSLETTER

AUTUMN 1977

LAKE SUPERIOR TRANSPORTATION CLUB

Lake Superior Museum of Transportation and Industry

506 WEST MICHIGAN STREET • DULUTH, MINNESOTA 55802



Photo by Blamey's Studio

THE REGULARS ARE LEAVING!

Left to right: Greg Eklund, Mayme Ophiem, Leslie Moore, Marianne Birk and Bernadine Rolle.

It's off to college for some of our tour guides and for one, Bernadine Rolle an elementary school teaching assignment in St. Cloud.

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NEXT MEETING/WORK DAY

A special effort will be made Saturday, September 10 to clean up the area west of the Transportation Museum, both inside and outside of the new fence. With recent acquisitions and some yet to arrive, the outside track area will become a valuable exhibit area. Development of this area will be one of the topics at the business meeting scheduled for 1:30 P.M. that day.

Other topics include restoration projects for the coming year, plans for the model railroad show, and other programs and activities. The work session will begin at 9:00 A.M. Each area member is asked to contribute some time to this project and attend the meeting.

"COUNTESS OF DUFFERRIN" WEEK - WINNIPEG, MANITOBA

The week of October 2 in Winnipeg is "Countess of Dufferrin" Week, celebrating the 100th anniversary of the first locomotive in Winnipeg and signaling the beginning of railway growth in Western Canada. The week will be climaxed with a fan trip and banquet. The fan trip will be by paddle-wheel boat from Winnipeg to Selkirk and return by steam train Saturday, October 8. Sunday afternoon marks the ground breaking for the new transportation museum at 1:30 P.M. A banquet will follow at 6:30 P.M. at which many dignitaries from government and the railroads will be present.

The event is being sponsored by the Midwest Rail Association, a newly formed group of rail enthusiasts who are accumulating rolling stock for their new museum and have completely refurbished a former Northern Pacific and Manitoba Railway station at Miami, Manitoba, 70 miles southwest of Winnipeg.

The Transportation Club is interested in having a group represent our museum at the celebration and has proposed a charter bus trip. The cost is \$50.00 per person for transportation and two nights at the Winnipeg Inn Hotel in downtown Winnipeg based on double occupancy and a minimum of 30 persons. The Winnipeg Inn features a pool, lounge, and restaurant. The fan trip including lunch is \$20.00; banquet \$12.00.

The banquet will be held at the Fort Garry Hotel. Room rates are \$23.00 for single or double, children under 16 free when with a parent. Weekend and group rates are available on request.

Those interested in this trip should contact Jergen Fuhr, 4301 Jay St., Duluth, Minn. 55804. Telephone (218) 525-5202

SCHEDULE

Wednesday evenings - Model railroad work night 6:30 PM - 9:30 PM

Saturdays - Equipment restoration work 10:00 AM - 5:00 PM

Members who wish to contribute their time at other than the above times are invited to help during business hours on weekdays - 10:00 AM - 5:00PM and Sundays 1:00 PM - 5:00 PM.

The Fall Rally of the Thousand Lakes Region, National Model Railroad Association will be held November 18, 19, 20th. in Minneapolis at the Curtis Hotel, 10th. St. & 4th. Ave. The rally is scheduled to co-incide with the Model Railroad Industry Association show at the Minneapolis Auditorium, three blocks away. This will be an excellent opportunity to see the latest developments and products in Model Railroading.

The Rally program will also include clinics, films and slides, a kit building contest and a banquet. The registration fee will be \$14-\$15.

The Twin City Model Railroad club will sponsor it's last public showing September 15-16(7:30 to 10:00 P.M.) and on 17-18(1:30 to 5 P.M.) at the St. Paul Union Depot. Their last railroad flea market will be held Sunday Sept. 25th. from 10:00 A.M. to 3:30 P.M. The admission will be \$1.00 per adult or \$1.50 for a family. Tables, for sellers are available for \$5.00 at the door, or \$4.00 pre-registration (before Sept. 20th.)

The "O" gauge model railroad at the St. Paul Depot has been an attraction for over 35 years, while their fine "HO" scale railroad has been in operation for nearly ten years. The club has been forced to re-locate due to recent sale of the property.

GREAT NORTHERN DINING CAR CHINAWARE.

Bob Ahrens, of Hudson, Wisconsin, was instrumental in the donation of a substantial collection of former Great Northern dining-car china. The donor was the St. Paul Y.M.C.A. which operates Camp Wedgiwagen at Ely where these dishes had been used for the last several years. Fifty pieces of china were included in this very fine gift, arranged by Bob who is a board member of that organization. He has also indicated that more of the same may be heading our way.

S.P. & S. BAGGAGE CAR, # 66.

A recent arrival at the Museum is S.P. & S. baggage car #66 which has been stored at St. Paul Union Depot in recent years. The museum purchased it in good condition, but it will need painting and some electrical work. The car originally built in 1923 as a Pullman tourist-sleeper. After serving in that capacity it was rebuilt as a baggage car in 1948 at the company's, Vancouver, Washington shops. The car is 82'4" long and had roller bearing trucks installed in 1969.

THREE D.W.&P. OUTFIT CARS SOLD.

Last fall, Phil Larson, former general manager of the D.W. & P. donated six retired outfit cars and had them delivered to the Museum. After a decision to sell 3 cars an ad was placed in TRAIN magazine. It was answered by the newly formed Adirondack Ry. Co. of upstate New York. They agreed to purchase 3 cars for \$600 each, FOB Duluth. A rider (employee) was flown to Duluth to escort them to their destination. The remaining three cars all have good bodies and gear. One is presently being used as a model railroad center for the "younger set".

CHICAGO & NORTHWESTERN PARLOR - LOUNGE NO. 6700

Recently the Minnesota Air National Guard assisted us in the electrical tests of the 440-volt system of this car. It has all electric heating and air-conditioning and is basically operational in every way except that these functions cannot be operated with the usual steam-heated passenger equipment that we have had available to us. The A.N.G. spent two days at the museum having supplied a portable electrical generating plant for testing all electrical functions of the car. This test was a very valuable service donated by the Guard, and we are grateful to Col. Wayne Gatlin and his men who assisted.

Heating the car is not necessary due to the limited seasonal use contemplated by the museum. We are studying several options in our attempt to give us the capability of using the lights and air-conditioning. We know the car required 10 amps at 440-volts while running, however there would be a peak load higher than that when the main compressor starts up. One thought is to use a 208-volt generator with a 440-volt step-up transformer. The size of the generator should be 5 KW or better and the dimensions about 27" high, 40" long and 30" deep. The unit would be set in a frame under the car body.

It may be possible that there are re-built units on the market. Any assistance that any member could give would be appreciated.

DULUTH MISSABE & IRON RANGE COACH NO. 33

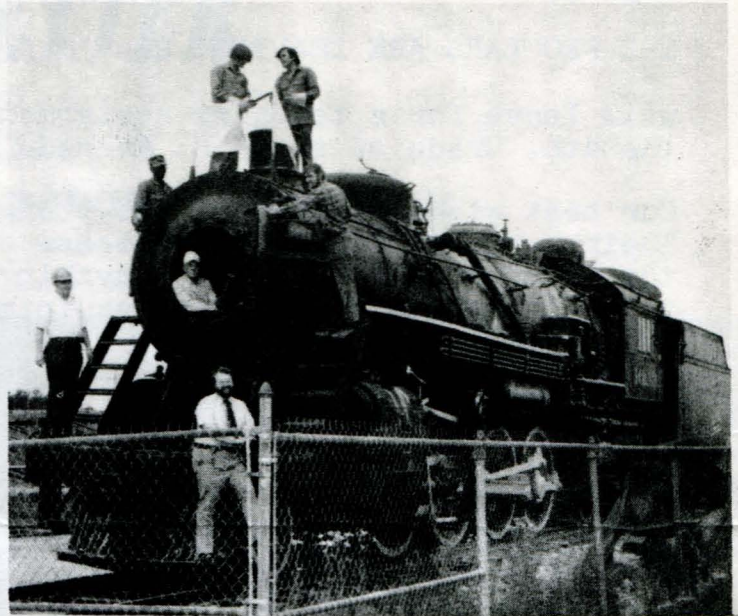
Since having received this car from the Missabe last fall, a complete rebuilding of the step-wells was done as well as new steel deck plates installed on the vestibule floors. This was all accomplished through the generosity of Transportation Museum Board member Marvin Meierhoff, President of Modern Constructors and Marine Iron Co.

This summer, club members have been sanding and priming the car-body as well as removing all windows and stripping old paint in order to ready them for new paint and/or varnish. In addition, the Loyear Cleaning Co. has donated the cleaning of all seat cushions and backs. New lettering and numbers have been received also.

We are still searching for luggage racks, ceiling light fixtures, ticket clips, and door hardware for this car and if any members know of any that are available, the museum would pay a reasonable price to obtain them if necessary.

NORTHERN PACIFIC STEAM LOCOMOTIVE NO. 2435

Arrangements have been made with the City of Duluth and the Arrowhead Zoological Society for the acquisition by the Transportation Museum of this Prairie type locomotive which has been on exhibit at the Duluth Zoo for over twenty years. A coordinated effort will be made October 1st and 2nd to move the locomotive to the Burlington Northern tracks across Grand Ave. near the zoo. A certain amount of preparation work must be completed before the move. Members wishing to help with any phase of this project are asked to call Wayne Olsen at (218) 724-1841.



Photos by Blamey's Studio

On the running board: Dennis Erickson, David King, Jim Pleau, Lloyd Berger. In background: Jim Wilks, Ray Kakko, Dan Wiggins.

SOO LINE LOCOMOTIVE #1003, AND THE SUPERIOR SHORT-LINE RAILROAD.

A determined group of steam buffs have worked energetically to restore the 2-8-2 Soo Line locomotive #1003. Built by the American Locomotive Works in Schenectady, New York, in March 1913. This L-1 Mikado has 28x30 cylinders, 67 inch drivers and a tractive force of 59,500 lbs. Used mainly in freight service it also saw some heavy passenger work on all divisions of the Soo Line and Wisconsin Central railroads. The Soo Line was the first to use this type of Mikado. Engine and tender weigh 513,000 pounds, the tender holds 17½ tons of coal and 12,000 gallons of water. The 1003 was hand-fired until 1941 when it was converted to stoker operation. After being completely out-shopped, it made one run to Thief River Falls on train #78, December 23, 1954, and then retired to Minneapolis and was finally donated to the City of Superior. It accumulated an estimated 1,742,000 miles and was never involved in a serious accident. Future plans for financing include Booster buttons for a dollar and non-profit memberstock will also be sold. For further information write P.O. Box 247, Superior, Wisconsin. By John Blamey, information furnished by Lloyd Berger and Dennis Erickson.

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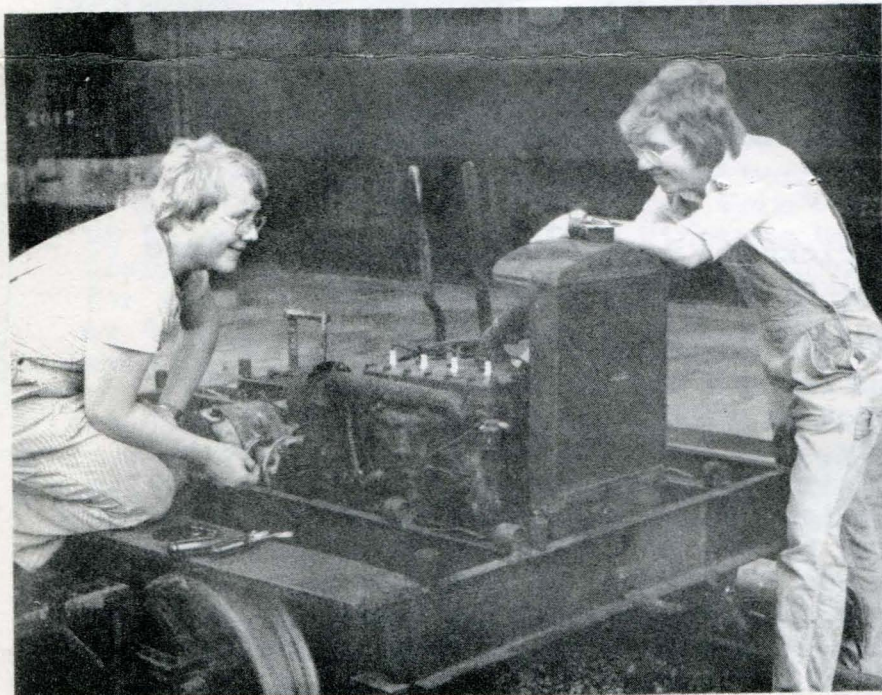
Mayme Ophiem will be a Senior at U.M.D. majoring in Business Administration. Leslie Moore an East High graduate and also a summa cum laude graduate of St. Olaf's will leave for a four year post graduate course at Yale University majoring in college English. Greg Eklund a graduate in 1977 of East High will be a freshman at Gustavus Adolphus College majoring in Business Administration, Marianne Birk, also an East High graduate will enter her Junior year in the St. Olaf College of Nursing. Bernadine Rolle a graduate of Central High and a summa cum laude graduate of Ste. Scholastica

THE REGULARS ARE LEAVING. Cont'd from Page Three.

will leave for a teaching assignment at St. Joseph, Minnesota in the 4th. Grade of the J.F. Kennedy Elementary school.

Our best wishes go with these young people in their future endeavors. Their contribution to the success of the transportation section of the Depot Museum covered everything from giving tours, selling souvenir items and keeping the equipment and displays clean and presentable.

By, John L. Blamey



Tim and Randy Schandel of Cloquet have spent a busy summer at the Depot repairing equipment. They have put both the Fairmount and C.N.W. motor cars back in running condition. And also the baggage truck. Randy also repaired the electrical system of the S.P. & S. baggage car #66. Tim will continue his course in Business Administration at U.M.D. Randy is off to Wadena Area VoTech to study telephone technology.

Photo by Blamey's Studio

FROM:
Lake Superior Transportation Club
The Depot.
Duluth, Minn., 55802

Mark Olson
707 -4th St
Proctor MN 55810



FIRST CLASS MAIL