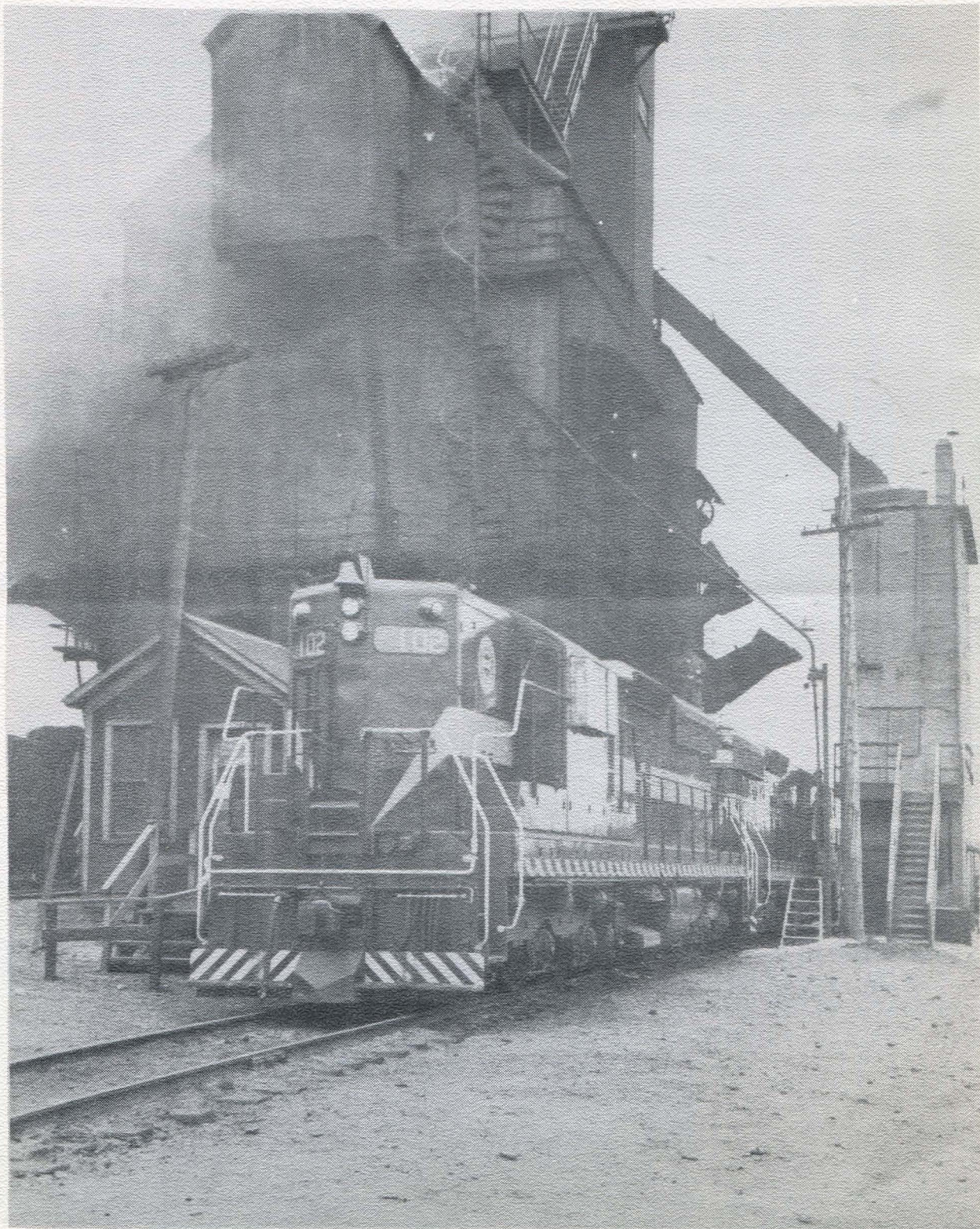


LAKE SUPERIOR
TRANSPORTATION CLUB

NEWSLETTER



Brand new EMD diesels invade the smokey domain of the steam locomotives they will replace at coal dock of the DM&IR Ry. at Proctor, Minn. in May 1956. Photo: W. G. Ruce

LAKE SUPERIOR TRANSPORTATION CLUB

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Editor

FLEA MARKET

A model railroad flea market will be held Sunday, November 25 in the Great Hall of The Depot from 1-5 P.M. Bring your railroad models, books, magazines, timetables, lanterns, maps, hardware, or anything "railroad" to swap or sell. A registration fee of \$1.00 will be charged. Bring your own tables as none will be provided. No dealers please.

GREAT NORTHERN CABOOSE

The Transportation Museum has acquired a former Great Northern 25 foot caboose donated by Burlington Northern. Typical of many built from 1914 through 1930, it is a fine addition to the museum collection of cabooses from local railroads.

Club member Bob Blomquist has taken charge of the restoration with the enthusiastic assistance of several junior members. The car's exterior surfaces will be stripped and refinished in the characteristic Great Northern caboose red with the famous goat herald.

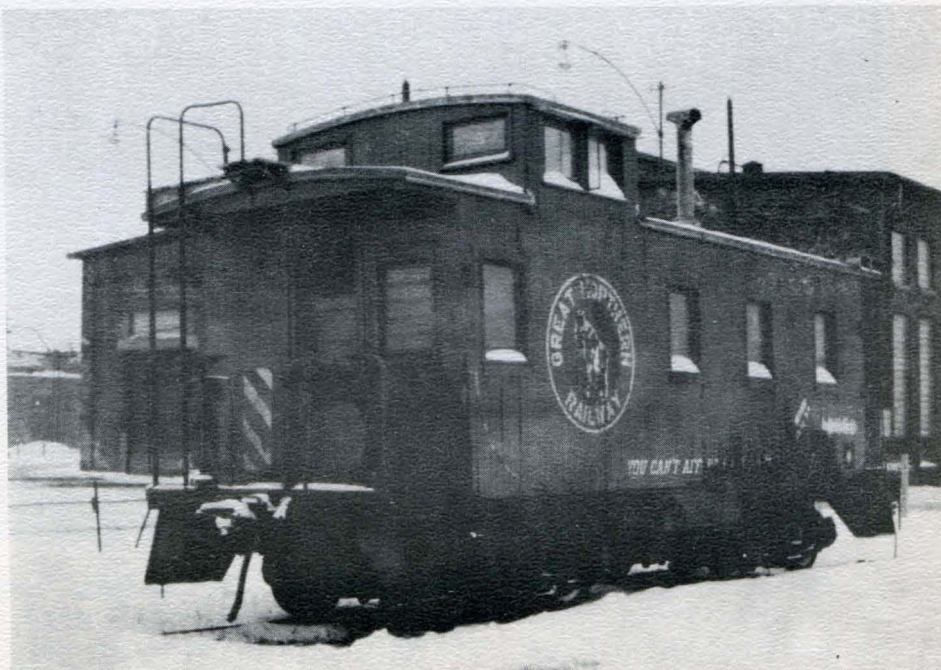


Photo: D. R. Carlson

FIRST LOCOMOTIVE REBUILD

The first diesel locomotive remanufactured on the Duluth, Missabe and Iron Range Ry. made its public debut at a special ceremony on August 15 at the Proctor diesel house.

Renumbered 301, the former 174 was purchased by the Missabe in 1959. The obvious changes include the low profile cab and the air filtration system.

The entire locomotive was completely stripped down and all components inspected and many were replaced and/or upgraded to the latest design.

Future such remanufacture depends on a number of economic circumstances.

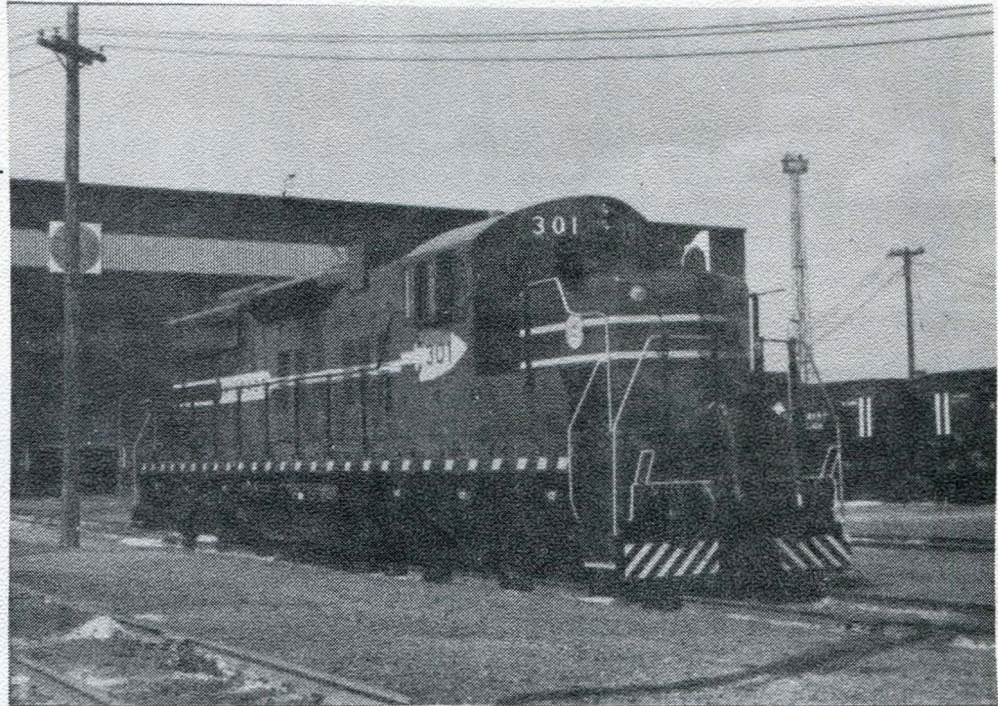


Photo:
D. R. Carlson

EQUIPMENT RESTORATION

Over the summer progress has been made on a number of fronts. The trolley car mechanism was cleaned and painted and the body placed back on it. The white section of the car body is being painted and then it should be ready for electrical testing and operation.

The Grand Trunk Western Coach has arrived at the museum and work has begun on its restoration. The old floor tiles have been taken up and will be replaced. The electrical system has been checked out and seems to be okay. Also, the ice air conditioning system seems to check out as completely functional. The car is basically in good condition, the biggest problem being the windows. Some are cracked and most of the seals are broken and are badly fogged. What will be done with them is as yet undecided.

Tom Gannon

PARKING RAMP

Construction of the parking ramp that will cover the tracks west of the museum is well along. Some of the equipment stored outdoors had to be moved elsewhere during the construction period. DM&IR, DWP, and BN have been most helpful with this problem.

WESTERN WATERFRONT TRAIL

The summer months have seen progress on the Western Waterfront Trail project both in planning and in actual work on the site. Engineering has been completed on the replacement bridge structure for the burned out trestle at Riverside. Also, the contract for construction has been awarded and work has begun with completion expected before the end of the year.

Frank King has been coordinating much of the work between the city planning commission, the transportation museum and club, and various other agencies and companies contributing to the project.

Transportation Club volunteers have been active throughout the summer working on brush and weed control, repair of washouts, dumping of fill material, tie installation, etc. In May a brushing crew completed work that had begun last fall. In July members of the Mayor's Citizens Advisory Committee were given a tour of the line by track motor car.



Bob Blomquist,
Norm Livgard,
Dave Schauer,
John Vincent,
Dave Fuhr, and
Lloyd Berger
work at site of
washout near
Morgan Park.

Photo:
D. R. Carlson

Club members commenced track rehabilitation in August with the cribbing of the major washout on the line with timbers so that fill material could be dumped from an ore car. The DM&IR Ry. has loaned the museum a 50-ton ore car for track work. The railroad moved the car to Steelton for Priola & Johnson Co., a contracting firm located adjacent to the former U.S. Steel Duluth Works. P&J then moved the car via their road to the Fond Du Lac rail crossing near the Oliver Bridge and placed it on the rails using a crane. This was necessary, of course, because the line is isolated west of the burned out trestle.

Dave Sackette, with help from a number of club members, worked one full day to move the ore car from the Oliver Bridge crossing

about 2½ miles to the washout site using his front-end loader. Problems with soft ground, washouts, and awkward positioning of the loader's wheels on the railroad track made a long day with temperatures in the high 80's. To aggravate matters, vandals that evening burned about one half the cribbing at the washout. Fortunately the cribbing was rebuilt by Frank King and Oscar Johnson of Priola & Johnson and the washout was filled using P&J's loader to load and move the ore car.

Subsequent work sessions on the line involved weed spraying, installation of crossties, repair of minor washouts, dumping fill material, and cleaning crossings and flangeways.

MODEL RAILROAD COMPUTER

The computer installation on the museum model railroad was completed in mid June. As it presently stands it features (a) two loops of 4 yard tracks each, (b) independent control of 8 yard tracks and 2 main lines, (c) controlable switch machines, (d) 2 optical train sensors for each yard track, and (e) sensors for each switch machine.

The computer is on its fifth program now. The program is contained in a tiny silicon chip measuring about 2 millimeters on a side. This program remembers itself even with the power off. When a new program is desired, the memory is erased by ultraviolet light and a new program entered with a special programming board. Programs are made up on my bigger but similar computer at home.

Club members have given a lot of assistance to this project. Dave Carlson gave guidance on the goals, Jim Long helped tune up the model railroad wiring, Martin Carr has installed a lot of pickup shoes on locomotives, and Tim Schandel has supervised day to day operations and reported on visitor response. Others, including the junior members, have assisted in the installation.

After weeks of operation we have a display that is pleasing to museum visitors. The attendant can call up 2, 3, 4, or 5 train movements, specify what siding tracks are in use, and set the time delay between groups of train movements. The computer face, track occupancy, and switch setting are displayed to the visitors. All operations are timed with the time displayed. If the train is derailed or otherwise cannot complete the goal set for it, the computer goes into a non-destructive shut down mode.

Train operation has been suprisingly reliable. However it is necessary to test carefully any new train or arrangement that is set on the tracks. The computer is in a continual state of change with further goals being planned for it.

Club members are invited to to help with the model railroad project on Wednesday evenings from 7 - 9:30 P.M.

Allen Anway

CALENDAR OF EVENTS

Oct. 26 Friday, General Membership Meeting, Depot Multi-Media
Nov. 2-4 Tourist Railway Assoc. Convention North Freedom, Wis
Nov. 3,4 Woodcraft Hobby Model Railroad Show St. Paul, Mn
Nov. 17,18 Joint Club Meet and Open House Minneapolis, Mn
Nov. 23 Friday, General Membership Meeting, Depot Multi-Media
Nov. 25 Model Railroad Flea Market The Depot

NEXT MEETING

The next meeting of the Lake Superior Transportation Club will be held at 7:30 P.M. Friday, October 26, in the Multi-Media Room at The Depot. Current projects and events will be discussed at the business meeting.

Phil Larson, General Manager of the Central Vermont Railway, former Manager of Duluth, Winnipeg and Pacific, and former museum board member will present a slide program of a tour he made of railroads in Russia. This will be an especially good program in that it views Russia's railroads through the eyes of an American railroader rather than a correspondent or tourist.

We look forward to seeing Phil again and encourage everyone to attend this meeting. Refreshments will be served.

St. Louis County Heritage & Arts Center
Lake Superior Transportation Club
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Duluth, Minn. 55802