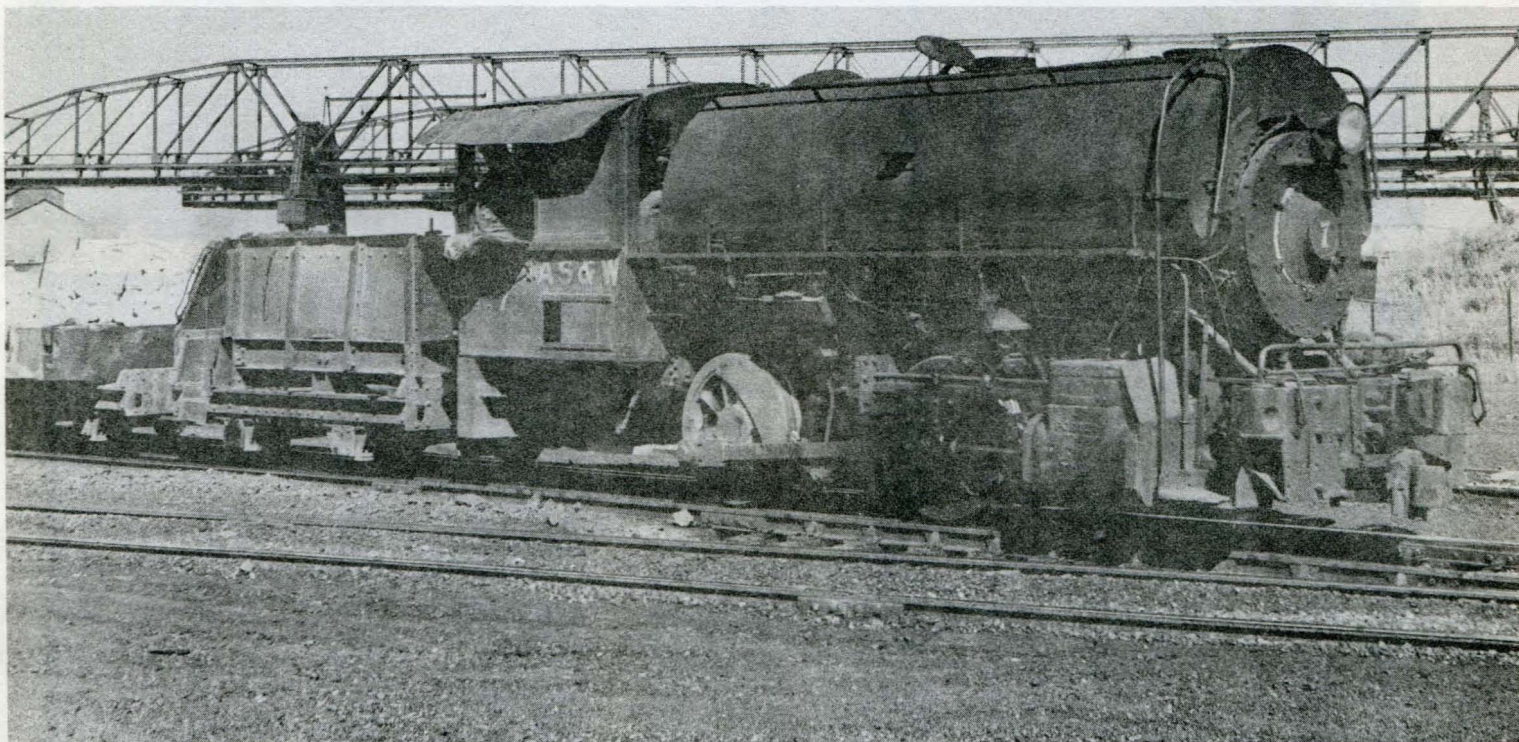


**LAKE SUPERIOR  
TRANSPORTATION CLUB**

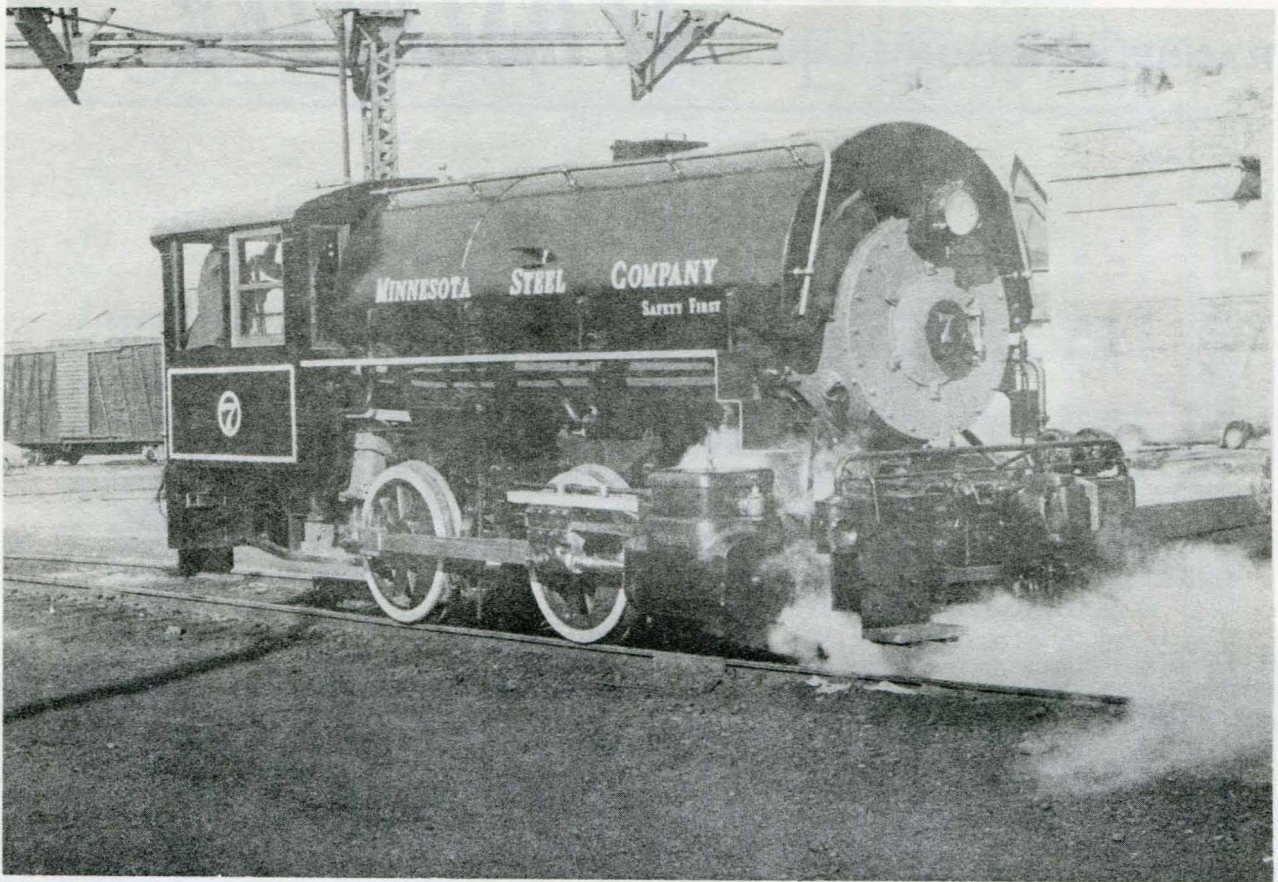
**NEWSLETTER**



AS&W #7 about to shove a train of charging buggies containing ore and limestone up the "Highline", to the open-hearth in the early 1950's. This little saddle-tank 0-4-0 was built by Porter in 1915 for the Minnesota Steel Co. Small but mighty, she tips the scales at almost 40 tons.

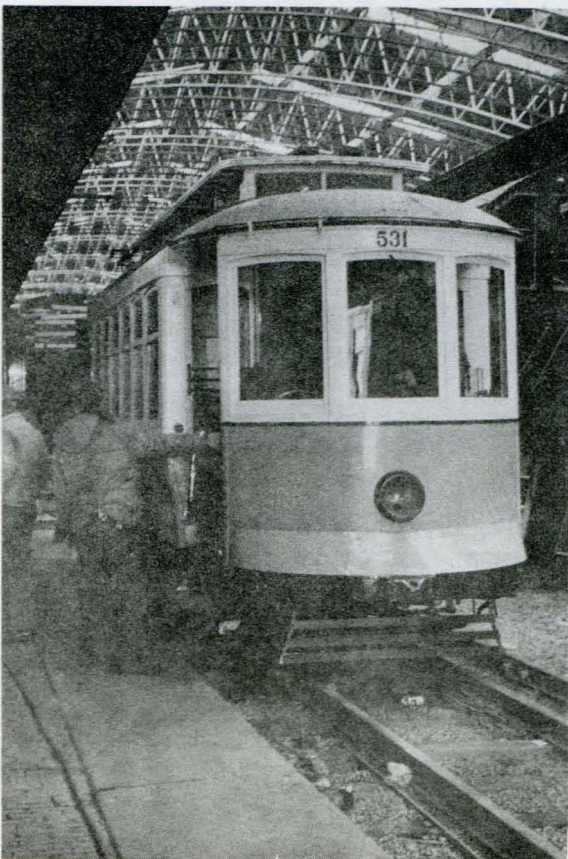
Photo by - Frank A. King





In this photo of #7 taken last summer before she came to the depot, DM&IR had her under steam on their property. No. 7 is now on display. See article inside on page 3 for more information.

Photo - John Blamey



This is one photo of the first operation of the trolley at the depot. More on inside back cover.

Photo - Dan Mackey



## 1981 OFFICERS

President	Norman Livgard
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Vice President, Public Relations	Mark Olson
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Membership Secretary	Tim Schandel
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Director, Operations and Safety	Bill Mickelsen
Director, Equipment Restoration	Tom Gannon
Director, Model Railroad	Martin Carr
Director, Exhibits and Display	Wayne Olsen
Editor	Robert Mortinsen

### COVER STORY

The ex-U.S. Steel 0-4-0 #7 is now part of our museum. This locomotive was donated to us in 1973 by the Duluth Works of U.S. Steel and is now in its predecessors colors of "Minnesota Steel Company".

The restoration was done by the D.M. & I.R. in Proctor through a grant-in-aid by the Minnesota Historical Society and other help from interested individuals and companies.

Not only did they rebuild the locomotive, they gave it an entire new life from firebox grates to the shiny new paint. During rebuilding, the locomotive was completely dismantled; the boiler sandblasted, primed, hydrostatically tested to 210 pounds pressure, new lagging installed and a new jacket added. The cab was rebuilt and the rest of the locomotive sandblasted and painted.

New grates were cast, using the old grates for pattern and donated by the Duluth plant of Minneapolis Electric Steel Castings Company. The Hallet Company, Duluth, contributed to the cab restoration.

One change made from original is the brass handrails. They were fabricated from material salvaged during dismantling of an old ore carrier by Hyman-Michaels Company and donated by that firm.

If anything, No. 7 looks better than new when it and two sister locomotives were delivered by the H.K. Porter Company of Pittsburgh in 1915 at a cost of \$5000 each.

A great aid in restoration came in that the Duluth Works had maintained a complete file on this locomotive, including drawings and blueprints.

She is only 10 feet high and 24 feet long, and weighs 74,000 pounds, but she develops 15,000 pounds of starting tractive force at 180 pounds steam pressure.

On October 21, 1980, she was under steam in Proctor for the employees and news media. We hope we can use this little tea kettle in the future at Riverside so people will be able to tell their children "This is a steam locomotive".

Thanks to the "Missabe Ranger" for this information.



## FROM THE PRESIDENT

Hopefully, by the time this Newsletter is read, the Corporate papers will have been filed, and the organizational meeting of the Lake Superior and Mississippi Railroad will have been held. We have talked about separating the West Duluth operation from the Museum for a long time and now it has finally happened. Now we have to concentrate on raising money for a Depot and equipment storage building. We are developing a stock certificate similar to the Proctor Shortline Railroad stock used to move and refurbish the Mallet in Proctor.

I have contacted the 724th Engineering Battalion of the Wisconsin National Guard and they, with their heavy equipment, will help us rebuild the passing siding at Riverside. This will give us a run-around at both ends of the track, eliminating the need for two engines in the train operation. The Guard will be available to help us in April and possibly early May and we will need lots of volunteer help to be ready for them. We will construct track panels along the existing grade and the National Guard will place them in position with their truck crane. Hopefully, we will have 400 feet of panels ready when the Guard arrives. M. & S. Railroad Contractors have been hired for more tamping and aligning work. Hopefully, we can raise and align all of the Mud Lake area.

Restoration of the Grand Trunk coach is now complete (new windows, seat installation and chemical toilets). Our diner will be moved from Proctor, where it is in storage, to West Duluth, where the D.W. & P. will be installing an engine-generator for us. We are supplying the parts and they are doing the assembly for no charge.

As you can see, many projects are going or will be starting soon. WE NEED YOUR HELP! Please contact the Museum or one of the Officers as to where and when we will be working.

Norman Livgard, President

## TIES DONATED

Riverside will get a new siding this spring so we can "run around" there and not have to push the train back to New Duluth.

A big aid to this project was the donation of two carloads of used, but good, ties by the D.W. & P. Railroad and transported in two D.M. & I.R. gondolas, free of charge by both railroads. A big thanks to everyone involved with those ties.

## C.N. COACH 5327

Coach 5327, which has been residing inside the museum during the winter, is nearing completion.

A few weeks ago the final replacement window was installed. With this project completed, work can now begin on installing the seats that have been finished since last fall along with a few seats that were picked up in Brainard, Saturday, February 21st.

By late spring, the car should be virtually finished - barring anything unforeseen.



## LAKE SUPERIOR AND MISSISSIPPI RAILWAY SCHEDULE

The following is a list of dates we expect to run during the 1981 summer season:

June 13-14	(Sept. 19-20 are listed on the back under
July 11-12	Calendar of events, as we go to press these
August 8-9	dates have become uncertain, the other 4
September 26-27	weekends are concrete.)

July 25-26th will be the Centennial in Carlton, MN, in which we will participate. They are calling it 'Carlton Railroad Days'.

The September 26-27th run will be in conjunction with the Arrowhead Antique Car Club in which they will display their beautifully restored antique cars.

### NEW BOOK SOON

Frank King has completed another book. The new book is entitled "Minnesota Logging Railroads" and should be in the museum store and other outlets when it is released by late summer.

I've seen some of the photos and they look great. This is a local interest book with Frank's fine quality throughout. Golden West Books is the publisher.

The price will be announced, but whatever it is it should be well worth it. This book should fill a gap that has existed since the last logging railroad was pulled up.

### M.T.M. NEWS

On February 24th, Burlington Northern agreed to sell Como shops to the City of St. Paul for development as part of their energy park. This means M.T.M. must move out by mid-1982. It is hoped they will acquire a new home in Lilydale Park in St. Paul, but nothing is firm yet.

Some happier news....The boiler is now lagged on 328 after much work and frustration. We hope to see her steam this year.

### WARNING!

As reported in two Carsten Publications, (Railfan and R.M.C.) vinyl slide pages are very deadly to your 35mm slides and in 9-24 months will destroy said slides. So if you are using this slide storage system, change to something safer and if you missed these articles write to Kodak or the Franklin Distributors Corp., P.O. Box 320, Denville, N.J. 07834. They have a safe storage page system developed for the U.S. National Archives and Record Service. Don't lose those one of a kind slides. Be safe, not sorry.

### MODELERS NOTICE

For those people modeling early D.M. & I.R. (S.D. 9-18-7) and G.N. deisels (S.D. 7-9), there is an excellent article, including painting diagrams and other valuable information, in the March-April '81 issue of Mainline Modeler.



## MODULAR R.R. NEWS

A small meeting was held February 26th by some of the group. At that meeting it was decided that the backdrops should be cut down 6 inches to a height above the table of 18 inches. Also discussed were such things as replacing the Atlas switches with better ones, scenery, and storage of the modules.

## CABOOSES FOR SALE

We have some D.M. & I.R. Caboose for sale, trucks and all. Ideal for cabins, or of course you could run it on your own railroad. For further information contact Wayne Olsen, 140 W. Kent Rd., Duluth, MN 55812 or call the museum.

## FUTURE ADDITION TO THE MUSEUM

The Twin Ports Chapter of the National Association of Railway Business Women has been hard at work to acquire a suitable railroad car for displaying their large collection of dining car china and silver collection.

The D.M. & I.R. Veteran Employees' Association officers and board of directors have donated \$1,000 toward the project after hearing about the project from Marilyn Persch, NARBW Project Chairman, at the Association's meeting.

The management of the D.M. & I.R. has become involved noting the interest of the Veterans Association.

A D.M. & I.R. R.P.O. car built in 1914, and used as a tool supply car in more recent times, appears to be the car selected for the china display. The car will be donated to the Veteran's Association and will be dedicated to the NARBW china collection.

Much work needs to be done on this project in the future, but as it now looks, this will be a fine addition to the museum, thanks to the ambition of the NARBW.

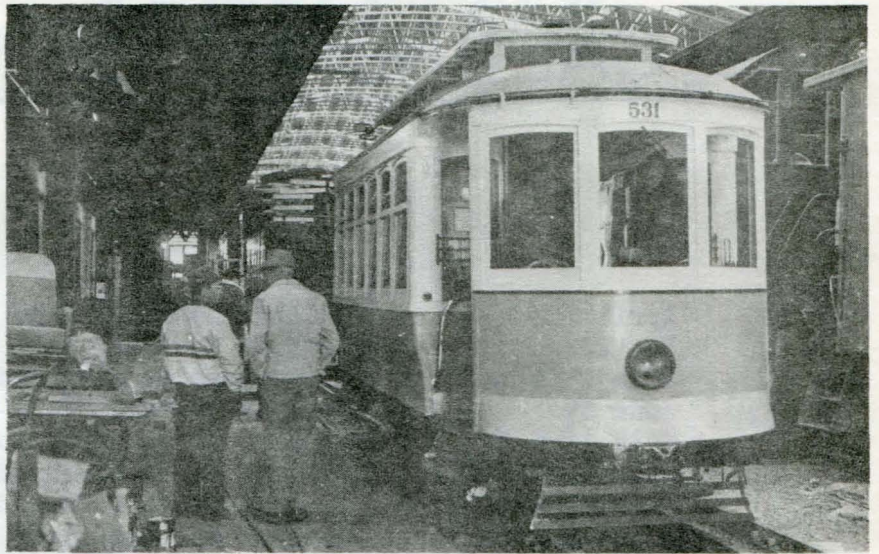
For those of you railfans who have been around the Proctor yards, the R.P.O. is the W-9 still in faded Pullman green with gold lettering. The physical appearance of the car is excellent with only a need for exterior paint to finish it. The interior will require much work to fix it up for this type of display.

## MINNESOTA A.R.P.

Anyone interested in rail passenger news and comment is urged to join "Minnesota Association of Railroad Passengers". This organization is devoted to the improvement of passenger train service in Minnesota.

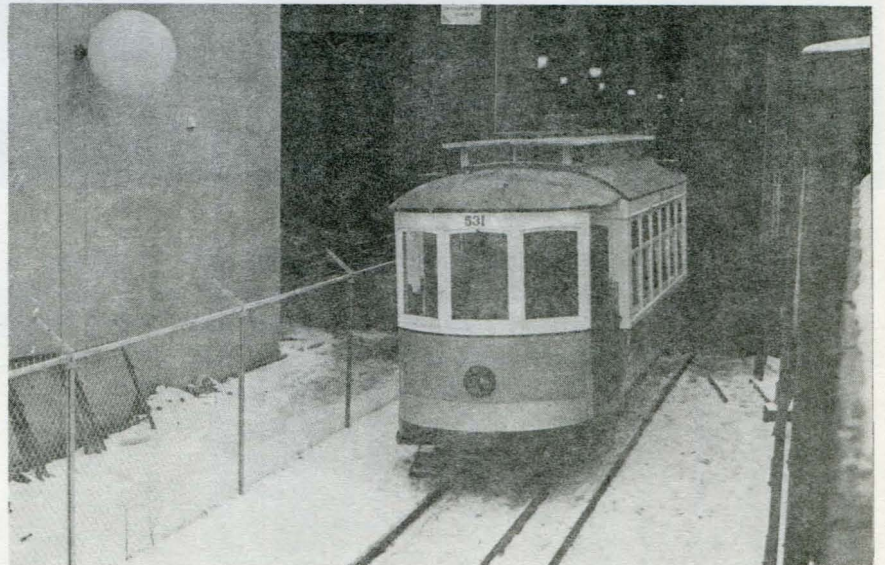
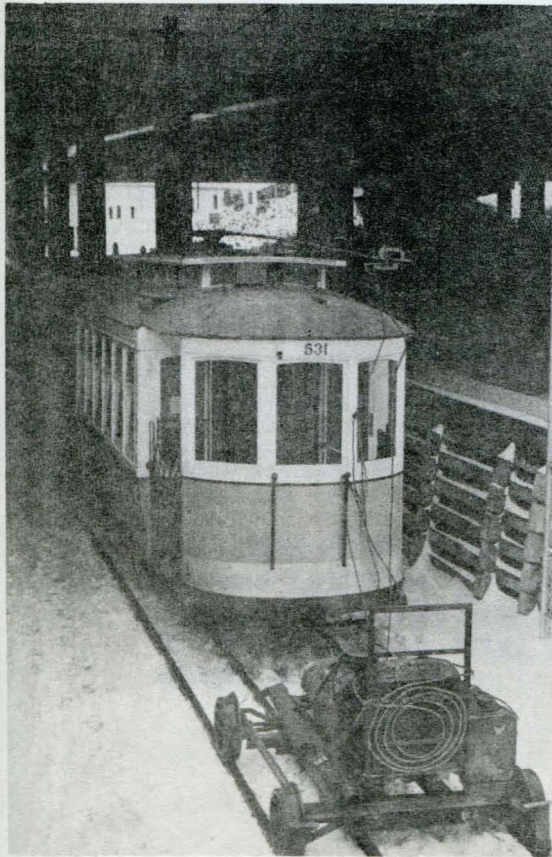
Dues are \$5.00 per year. Send to: Minn. A.R.P.  
Box 375  
Minneapolis, MN 55440





February 28th was the day some of us got our first ride on the depot trolley. George Isaacs from the M.T.M. was up to help that day and as you can see in these photos, it operated very well. The Museum hopes 50,000 plus people will ride this summer. It should become one of the biggest attractions.

Photo - Dan Mackey





# CALENDAR OF EVENTS

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April 24	General meeting, 7:30 P.M. Multi-Media Room
May 22	General meeting, 7:30 P.M. Multi-Media Room
June 13 & 14	Excursions at Riverside/New Duluth
June 19	General meeting, 7:30 P.M. Multi-Media Room
July 11 & 12	Excursions at Riverside/New Duluth
August 8 & 9	Excursions at Riverside/New Duluth
September 19 & 20	Excursions at Riverside/New Duluth
September 25	General meeting, 7:30 P.M. Multi-Media Room
September 26 & 27	Excursions at Riverside/New Duluth (with car club)
October 23	General meeting, 7:30 P.M. Multi-Media Room
November 27	General meeting, 7:30 P.M. Multi-Media Room

LAKE SUPERIOR TRANSPORTATION CLUB  
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