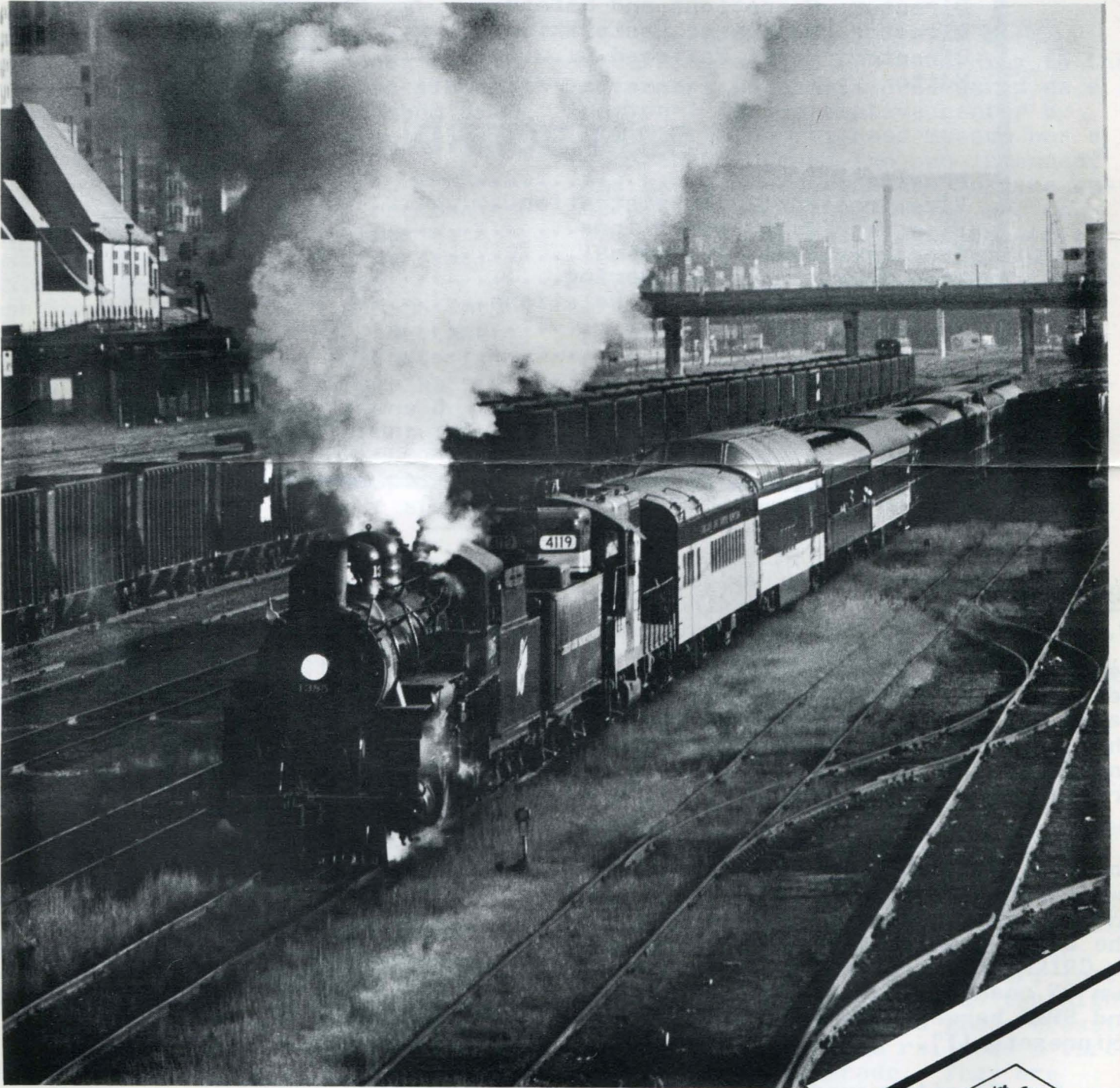


LAKE SUPERIOR TRANSPORTATION CLUB



Laker

FALL
1983



Lake Superior and Mississippi Railroad



PRESIDENT'S PAGE

FROM THE PRESIDENT

It was a beautiful fall weekend, smiling faces and waving arms at every grade crossing, oldsters remembering something from their past, youngsters in awe of something from the past they had not seen before, and #1385 rolling merrily along with her nine car train in tow. People waving from their back porch, yards, fields, capacity crowds on board ... its been many years since a steam locomotive was last seen or heard in the Twin Ports in actual operation.

CNW's R-1 10-wheeler, on loan from the Mid-Continent Railway Museum performed admirably on its six trips between Duluth and Superior on September 24 and 25 for the annual fund-raiser for the Lake Superior Transportation Museum. Rather than one day-long trip as was done in past years, it was decided to try a series of short trips in a metropolitan area for better exposure and giving more people the opportunity to ride behind a steam locomotive.

Thanks to Ed Burkhardt, vice president of CNW, to Gary Newman, division super, and his crew, to the Mid-Continent people and the 40 club members who served as car attendants, safety people, food service, gift sales and mechanical people. The CNW steam special went off smoothly, though steam locomotives do get thirsty, causing some delay.

A quick review of the financial sheet shows tickets sales of \$14,399, food and gift sales of \$2,384, total expenses of \$7,927 for a net profit of \$8,856, carrying over 2,500 people. The total capacity was 3,000, 500 for each trip.

Again, a sincere thank you to the many involved who put in many long hours in planning and operation.

....Jergen Fuhr....

BOARD OF DIRECTORS MEET

The Board of Directors of the Lake Superior Transportation Museum met on September 27 in the BN building in St. Paul. Russ Fridley of the Minnesota Historical Society had some good news about possible future funding from the state.

Russ has been meeting with Governor Perpich and according to the governor, Duluth is considered as a regional interpretative center by statute. The railroad museum has a good track record (no pun intended) and has been established for the past decade. Four other cities are considered as regional interpretative centers, Waseca, Winona, Stillwater and Moorhead. Winona and Stillwater are inactive and Moorhead is still in the planning stage.

Larry Sommer reported on attendance at the museum: the first nine months of 1983 saw a total gate count of 106,000, compared to the same period of last year of 119,000, which had the grand opening of Depot Square.

The board also adopted a proposed budget for 1984 with projected revenue of \$187,000, down from \$215,924 for 1983, and projected expenses of \$186,815, down from \$215,341 for 1983.

Frank Bifulk, vice president of MTM, stated that this would be his last board meeting. He is not running for office in MTM next year. Frank reported that they are having problems with the DOT. Having just acquired the BN rail line out of Stillwater for their excursion train, the Minnesota Department of Transportation wants to take out the bridge over Highway 95 north of Stillwater, lower the track eight feet, raise the highway five feet to make a grade crossing, which would give the railroad a three to four percent grade. They are trying to get the DOT to replace the

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BOARD OF DIRECTORS MEET

(continued)

bridge.

The board also adopted a membership and dues structure to develop as a base of member support and to increase income for the museum. A proposed membership schedule is: retired railroad veterans, \$7.50 per year; individual, \$10.00; family, \$15.00; associate, \$25.00; contributing, \$50.00; sustaining, \$100.00; and a life membership, \$1000.

Income from contributing, sustaining and life memberships shall be deposited in a Depot Foundation Account which will provide interest income, while other contributions will be used for current operations.

A report on the recent CNW steam excursion train was given and appreciation for the volunteers who staffed the train was expressed by the board. Part of the profit from the excursion train will be used for the Mattlin car which arrived October 22 and is now in the museum. The first year's payment has been made and there is enough in the special account to pay the next year's payment, according to treasurer Bob Sederburg. The museum is to pay \$5,000 per year for five years plus interest for the former NP observation-lounge #390.

TRAIN '83 HOSTED BY MTM

The Minnesota Transportation Museum of the Twin Cities must be doing something right. Of the many lousy weekends that cut into their ridership figures during the operating season, the last weekend of October was beautiful for the 12th annual Tourist Railway Association convention held at the Midway Sheridan. The annual streetcar picnic was also held Oct. 30 and in the half dozen years since its inception, they have not yet had a

bad weekend weather-wise.

TRAIN now has 119 members, up seven since the 1982 convention, which consists of both operating and static museums, railroad publishers, suppliers, trolley museums and groups dedicated to the preservation of a certain car or locomotive. The 1983 convention had 204 registered participants from 54 organizations across the country.

Attending from Duluth were, Mr. and Mrs. Bill Mickelsen, Mr. and Mrs. Leo McDonnell, Wayne Olsen, Norm Livgard, Elaine Ellian, Tom Gannon, Mr. and Mrs. Jergen Fuhr and daughter Kathy.

Friday afternoon and Saturday morning were taken up by seminars on safety, locomotive repair, insurance, wood car restoration, track and right-of-way work, overhead wire repair and organization of work crews. Mickelsen and Fuhr attended the Saturday morning session conducted at Lake Harriet on track and wire repair and had an opportunity to operate street cars #1300 and #265.

Ed Burkhardt, vice president of the CNW, spoke at a banquet Friday evening. In his remarks, he stated "Politics is the key word why railroads have been in financial difficulties the past 20 to 30 years, why they have lost business, politics in the name of the ICC. Trucking has taken a lot of business off the rails."

"We have to be sensitive of the public. We have not been and this may go back to a former NYC president who stated: 'The Public be damned.'"

Mr. Burkhardt said nothing will capture the public interest like a steam engine. "1982 was the worst year for the CNW" and the steam excursion "Prosperity Special" with #1385 was aptly named in remembrance of another "Prosperity Special" in 1932. And as #1385 rambled about Wisconsin, little or no advance publicity was

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TRAIN '83

(continued)

given, but yet scores of people suddenly showed up at stations and grade crossings. School buses suddenly arrived as schools let the children out to see a bit of Americana.

Burkhardt stated that CNW had more R-1 engines than any other class and #1385 was typical of CNW power. The repairing and operation of the 10-wheeler has boosted employee morale, heightened public interest and respect, and has been a good public relations tool. A busy schedule for the steamer is planned for 1984: tours in May, July and September, with appearances in Kansas City and Council Bluffs and possibly in Nebraska in 1985.

Chris Burger of CNW who had spent a lot of time with #1385 showed slides of its re-construction and its operations around Wisconsin.

Saturday afternoon was highlighted with an excursion behind #328 to Hudson, Wis. using one Rock Island commuter, three former GN cars, two in sky-blue and one in Omaha orange and Pullman green, and the private car, Hiram. Loading at the Amtrak station, the train used the CNW tracks to Hudson where it was wyeed and made a photo run-by.

The general business meeting and election of officers was held on Sunday morning. Huber Leath of Strassbury, Dwight Smith of Conway Scenic, Geoff Blaesing of Mid-Continent and Joe Minich, editor of TRAIN, were elected to the board. The Indiana Railway Museum at French Lick will host the spring meeting, the annual convention will be in Essex, Connecticut in 1984 and possibly in North Freedom in 1985. It is hoped to have the 1986 convention in Denver -- the Great Western is looking to run steam again.

MINNTAC TRAINS ROLL

The depressed Iron Range has found some business in supplying taconite to United States Steel's Provo, Utah plant. The good news for our area means bad news for the F-unit operated rail line that used to serve the Provo plant. That line was closed when U.S.S. decided to ship in the pellets from the Iron Range.

The taconite is loaded at Minntac and shipped over the DM&IR to the C&NW connection at Itaska where the Northwestern handles the train to an interchange with the Union Pacific in Nebraska. The UP then handles the train to the mill location. This all-rail taconite train can easily be the longest distance tac train shipped. The BN ships many tac trains to the St. Louis area but this distance is no where as long as the DM&IR-CNW-UP train. Let's hope the train continues in the future.

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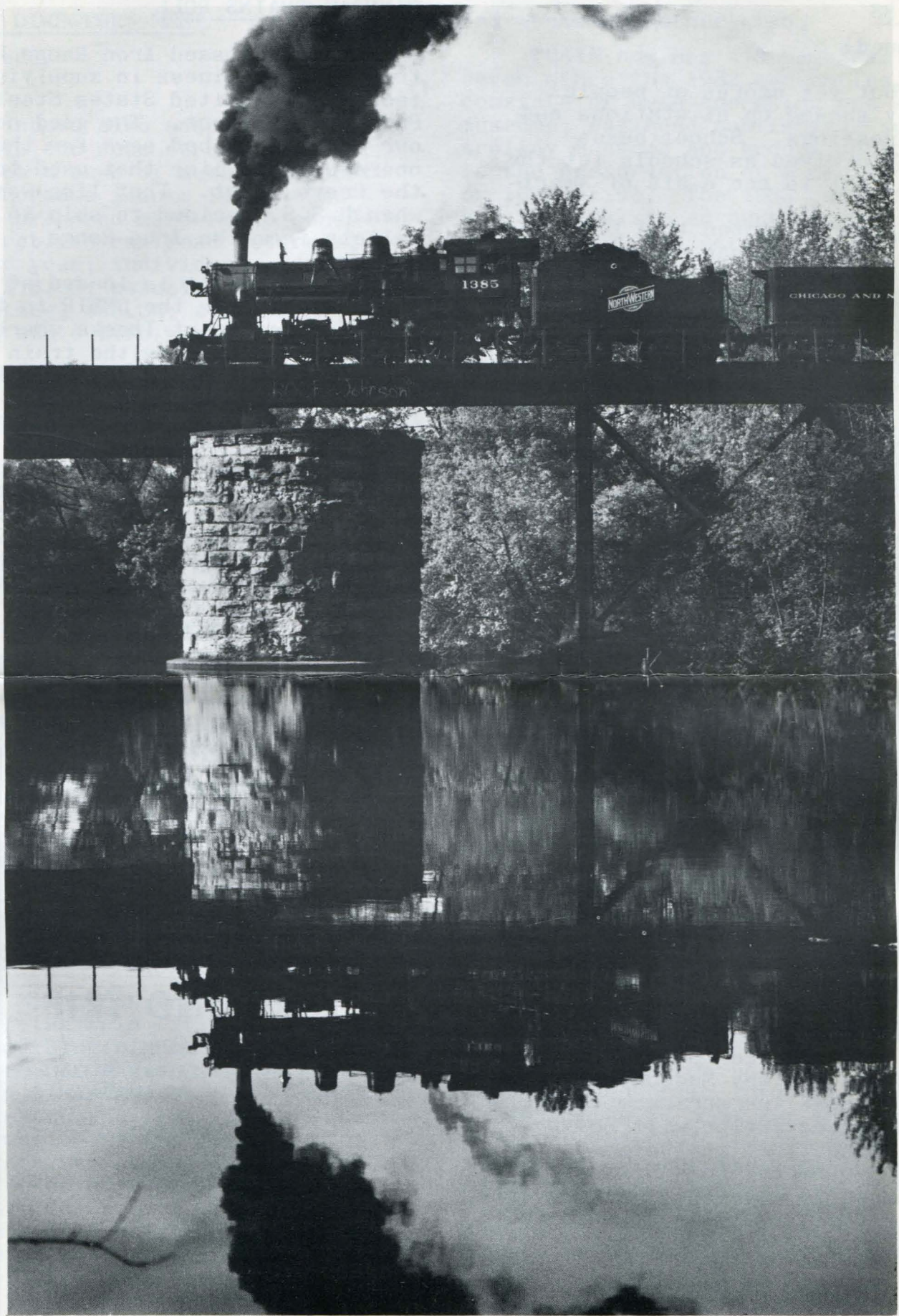
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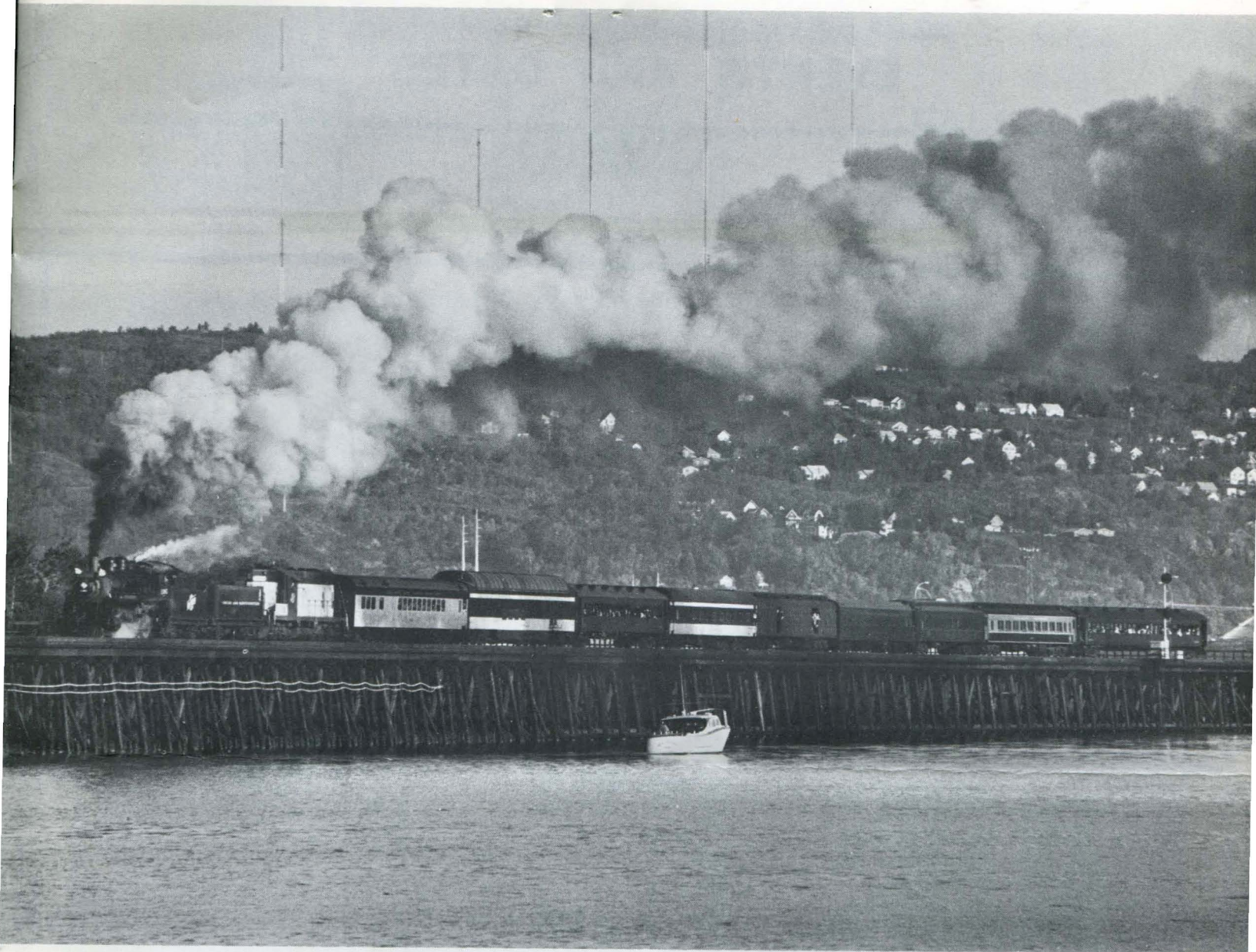
TICKET OFFICES

DULUTH, MINN.
424 W. Superior St.
(Spalding Hotel)
Phone: Melrose 5800

SUPERIOR, WIS.
Cor. Winter St. and
Ogden Ave.
Phone: Broad 541







1385 STEAM !

OPPOSITE PAGE:

Steam locomotive #1385 shows off its lines in a clear Nemadji river reflection. The sights and sounds of #1385 were seen and heard throughout Duluth and Superior during the weekend operation. The Nemadji river bridge is around a quarter of a mile long and gave the riders a nice view of the fall colors within the river basin.

TOP:

Our 1385 excursion could very possibly be the last one ever to cross the St. Louis bay over BN's Minnesota and Wisconsin drawbridges. The train is shown crossing the bay between the two draws. BN plans to close the draws later this winter after the shipping season closes.

Staff Photos by Dave Schauer

EVENTS AND DATES

December 30 - General meeting, Depot 7:30 pm.

January 10 - Tenth Anniversary Celebration, Depot.

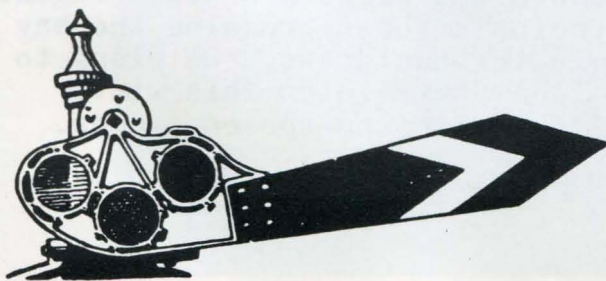
January 27 - Annual meeting, Depot 7:00 pm.

February 24 - General meeting, Depot 7:30.

HAVE A HAPPY HOLIDAY SEASON!

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