

LAKE SUPERIOR TRANSPORTATION CLUB



Laker

FALL
1984



FAREWELL TO THE "D" IN DW&P

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ABOUT THE COVER

The end has finally come to Bridge Yard as we know it. For years this yard has given club members as well as the tourists at our museum an easy view of what modern railroading is like. When plans were announced for the extension of I-35 through downtown Duluth, we all knew the end was near. No longer can our club meetings in the Zelda be interrupted by the rumbling of a Northwestern transfer cut or a BN switcher dragging an empty grain train to the very end of Bridge Yard. No longer will crews from the railroads stop their locomotives outside the museum and come in to grab an ice cream cone on those hot summer days.

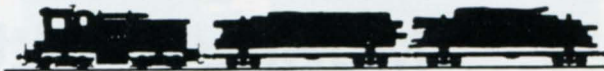
All of us have our memories of this special piece of railroading in our own back yard, let's not forget them.

The photo shows two CN SD-40's pulling a cut into Bridge Yard only two days before the DW&P pulled out for good.

On November 1, this yard for all practical purposes closed and by November 20th, the BN and C&NW section crews had begun to tear up the track in the photo.



FROM THE PRESIDENT



Death has again taken a member and a wife of a member. Floyd Tigues, 73, passed away in a Duluth hospital October 10. He had been a millwright for U.S. Steel's Duluth works, retiring in 1972, and had been a trolley operator for the museum.

Myrtle Berger, 69, passed away at home on September 30 after a lingering illness. Her husband Lloyd, former Soo Line engineer and steam devotee, helped many times as engineer for the LS&M and mechanic. Our sympathies to both families in the loss of a loved one.

At the October meeting, a prospective member was introduced. He is Larry Kimberland of 1315 John Ave., Superior. I introduced myself to him, not being sure if he was a member I had not met or a prospective member. Having explained a bit about the club and the museum, I took him down track seven and showed him a few pieces of our equipment and told him a bit of their history. Time did not allow for a lengthy dissertation between the meeting and program.

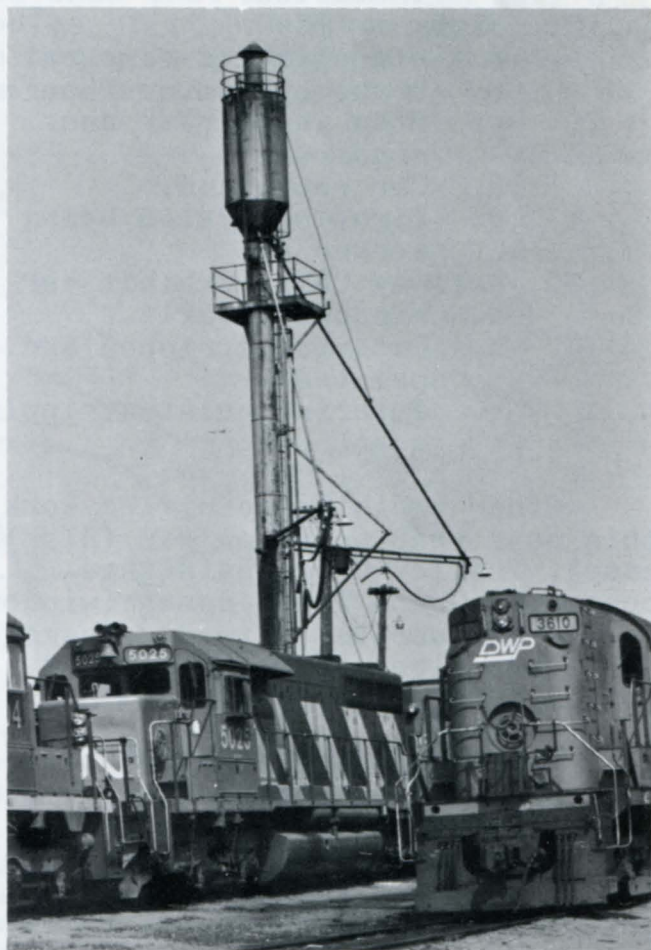
I came to realize that we are lax in extending a hand of welcome to new or prospective members when they come to a meeting. All members should be on the lookout for a new face, introduce themselves and offer to show them around. The new face may be a member who has not attended meetings lately. They too should be made to feel welcome.

Another anniversary of note has passed us by. Did anyone remember what happened on Sept. 14, 1974? Ben Imbertson had an interesting story in the Missabe Historical Society's IRON ORE EXTRA. It seems he had taken some vacation time on a dreary, wet Saturday to drive to Proctor to take some pictures of the last Yellowstone to turn a wheel, although it was without smoke and steam. It was that day when DM&IR

#227 was pulled out of the roundhouse, coupled into a 20-car train along with our Alco 900 and a couple of diesels for a trip down the hill to the museum. The ore cars were necessary to provide braking on the hill. Ben had taken several pictures at Proctor and the museum.

Also, a centennial was passed unnoticed in 1983. It was in 1883 that Henry Bridgeman began selling milk door to door from a goat cart. He had a competitor by the name of N. F. Russell. In 1892 they formed a partnership and became the largest dairy in the midwest known as Bridgeman-Russell Creameries and had a plant about 10th Ave. W. and Superior St. which has long been gone.

....Jergen Fuhr....



MUSEUM-CLUB-LS&M NOTES

1984 - 85 PROJECTS

As 1984 comes to a close, let's take a look back at this year's major projects and also what is hoped to be completed during 1985. This past year saw both improvements in the Museum proper as well as on some of the Museum's rolling equipment.

A. Museum Improvement

1. New lighting for Minnetonka exhibit.
2. Model building repainted.
3. Parking ramp area cleaned.
4. Total weed control of tracks.
5. Model railroad display cases.

B. Equipment Restoration

1. Dining car, "Lake of the Isles"
 - a. Chairs reupholstered.
 - b. New carpet.
 - c. Electric heating system installed.
2. Club car #390
 - a. Old plumbing removed.
 - b. Brake system overhauled.
 - c. Step well, rear door repaired.
 - d. Car repainted.
 - e. Lighting system being worked on.
3. Railway China Exhibit car
 - a. Windows rebuilt.
 - b. Exterior stripped and painted.
 - c. Interior paint stripping continues.

Other exhibits receiving work this past year were Car #19 (display case), Trolley Cars (painting, controls) Grand Trunk coach (window work), GN caboose (primed), Baggage car (sand blasted interior), and Mallet #227 (seat repair).

Looking forward to 1985 we see that a number of projects are slated to be started or completed during the year. Under Museum improvements are; installing a wig-wag signal, canopy roof repair, install vidiotape system for films, Milwaukee electric

pantograph, and steam engine parts display plus many other smaller projects.

Some of the proposed projects for Museum equipment include; painting of the diner, sheet metal repair work on #227, air conditioning and electrical work on club car #390, repair nose of NP wedge plow #19, replace beams and repair tender on NP #2435 (Zoo engine), paint GN caboose and interior of baggage car #66, and finally, install dual controls on trolley #530. It looks like 1985 is going to be a busy year so lets get out and help as much as we can.

MONEY MATTERS

The final profit made on our Two Harbors Centennial Excursion came in at \$14,462. It has been proposed to spend this money on the Rainier fund, MTM claim (broken draw-bar on their Rock Island coach), car Missabe acquisition (more on this elsewhere in this issue), and on general LSTM operations. This was by far our best excursion and the profit will go a long way in helping improve our museum.

The Museum has also received a \$50,000 matching grant from the state of Minnesota. The Museum has met the match requirement and plan to use the money on the car Missabe, Rainier Club #390, China exhibit, steam engine acquisition/restoration project and design for museum expansion.

It seems the Museum's (not LSTC) membership drive has been a success. As of November 1, the Museum has 467 members. The breakdown is as follows: Retired railroad veterans 238, annual individual members 96, annual family members 102, contributing members 14, sustaining members 13, and life members 4. This membership drive has netted the Museum just over \$10,000.

ODDS & ENDS

Because of the lack of space at the museum, the DM&IR cars bought by the LS&M last year have had to sit near the DM&IR ore docks. The Missabe wanted the old passenger cars moved off their property but no one knew where to put them. After a short period of time, Wayne Olsen arranged for the use of a spur track at the seldom used Port Terminal tank farm. We also have our Milwaukee Road coach and a few boxcars on the Burlington Northern tracks at Rice's Point. These cars had been in Bridge Yard until October when they were moved to Rice's Point.

There is a good chance that the museum will get a Jordan spreader from the Minnesota, Dakota, & Western railroad. The MD&W, located in International Falls, had used the spreader to clear snow in its yards and on its short mainline. They have now found the unit to be surplus and thus offered it to us. The Jordan is a smaller type spreader than the more common BN ones.

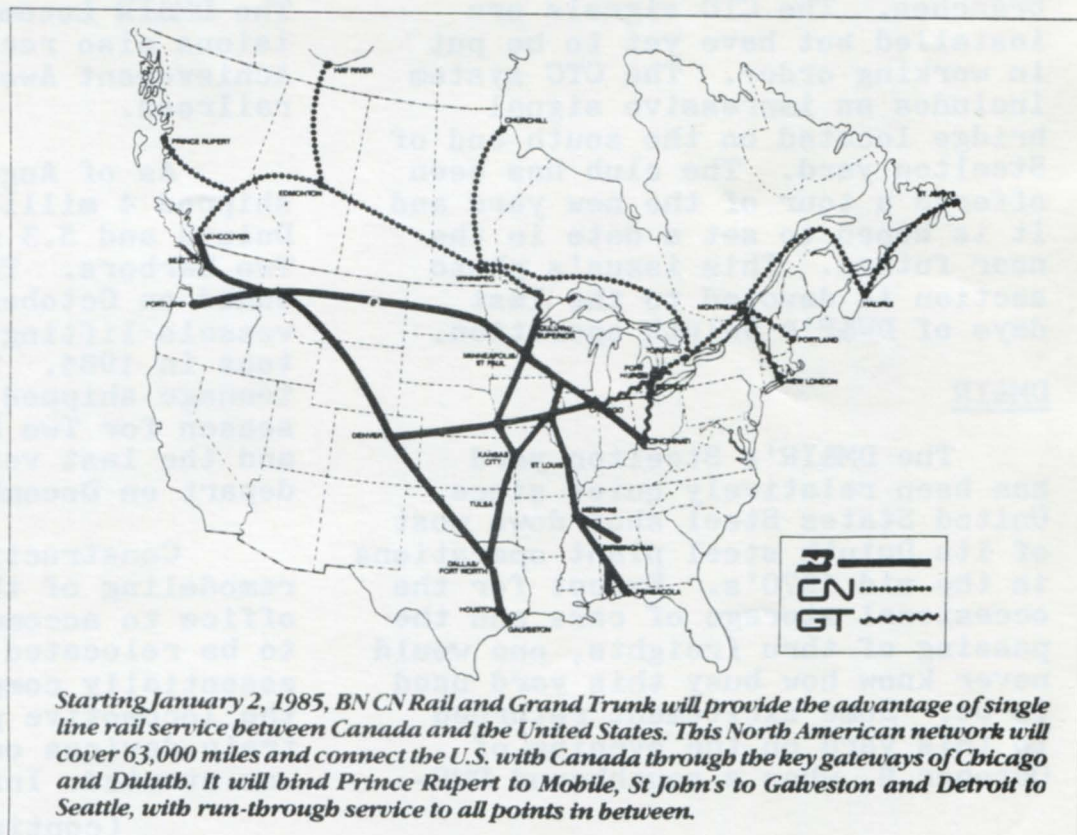
The museum is making a strong effort to get the carbody from the old DM&N business car Missabe. The car is being used as a cabin near Hudson, Wisconsin and is in fairly good shape. We will get the trucks for the car from an old DM&IR baggage car located in Two Harbors. The business car had been used by the Merritts and dates back to the late 1800's.

Speaking of passenger cars, the museum has been offered the BN coaches A-13, 14 for the very low price of \$5,000 per car.

Every effort is being made to purchase these cars for they are a must if we plan to run any large excursions. The two cars are lightweight/streamlined and come from the BN's private fleet of company service cars.

In the club: Our past November model railroad show at the Miller Hill Mall was another success. Over twenty exhibits were in place to give the public a view of the excitement and enjoyment of model railroading. On Saturday night, the traditional get-together and feast brought in 70 plus club members and exhibitors who all seemed to have a great time. Thanks goes out to all who participated and especially Jack Carr and Dave Carlson for putting together yet another successful show.

It looks like the LS&M this past year did make a profit. Although not a huge profit by any means, this does show that the LS&M can make a good go of it and with improvement, can become a strong part of Duluth's tourist trade.





DW&P

The big news in this area has to be the shift of the Peg from West Duluth to Pokegama. Early on the morning of November 1, the last DW&P train pulled out of West Duluth ending 72 years of service. The Peg is now doing all its work out of the new Pokegama yard located just southwest of Superior. The new yard is just off the DM&IR Interstate branch and contains a section of track where steel ties are being tested. The ties cost \$70 which is about twice the cost of a wood tie. The yard also contains a maintenance building which has two stalls for car repair and one stall for locomotive work. This shop replaces Virginia as the Peg's maintenance facility. Also located at the yard is a building that houses the general offices of the DW&P as well as the operating offices of the yard master and dispatcher. The traffic on this DM&IR section of track is now very busy with an average of 20 trains a day using all or a portion of the Interstate and Spirit Lake branches. The CTC signals are installed but have yet to be put in working order. The CTC system includes an impressive signal bridge located on the south end of Steelton yard. The club has been offered a tour of the new yard and it is hoped to set a date in the near future. This issue's photo section is devoted to the last days of DW&P's Duluth operation.

DM&IR

The DM&IR's Steelton yard has been relatively quiet since United States Steel shut down most of its Duluth steel plant operations in the mid 1970's. Except for the occasional storage of cars and the passing of thru freights, one would never know how busy this yard used to be. Some excitement returned to this yard on the evening of October 8, when a southbound DWP-

Milw. #420 pulled into the yard with one of its cars engulfed in flames. The engineer noticed the fire, which was located a few cars back from the locomotives on a loaded lumber bulk-head flat car, and quickly notified the DM&IR dispatcher who in turn called the fire department. By the time the fire department arrived, the car was so badly in flames that additional help was called for to keep the fire from spreading. After about a two hour delay, the train was ready to continue on to Pokegama and the scheduled crew change. Excitement had returned to Steelton if only for a short time.

On September 23 of this year the Northern Minnesota Safety Conference honored Northeastern Minnesota employers for outstanding occupational safety records. One of the employers receiving an award for outstanding achievement was the DM&IR for its electrical, signal, communications, and transportation divisions. The DW&P also received an outstanding achievement award. Remember that the DW&P also received a Herriman award. The DM&IR Locomotive and Track divisions also received a Meritorious Achievement Award along with the MD&W railroad.

As of August the DM&IR had shipped 4 million tons of ore through Duluth and 5.3 million tons through Two Harbors. The natural ore season ended on October 25 with forty-eight vessels lifting a total of 1,248,224 tons in 1984. This was just under the tonnage shipped in 1983. The shipping season for Two Harbors ended November 12 and the last vessel to use Duluth will depart on December 13.

Construction of the addition and remodeling of the present Keenan yard office to accommodate the CTC functions to be relocated from Iron Junction are essentially complete. Installation of the locomotive portion of the end-of-train devices on selected locomotives was started. Installation of a main

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DM&IR

(continued)

line turnout to allow access to the new Louisiana Pacific Plant just north of Two Harbors Yard has been completed in anticipation of winter operation.

Things will be slow this winter for the Missabe with most of the taconite plants closing for an indefinite period. Mintac closed but the Geneva pellets will still be shipped from stockpiles. This leaves the Missabe customer Eveleth Tac as the only producer not announcing a shutdown.

BURLINGTON NORTHERN

As expected, the BN has once again pushed to have its Superior-Ashland line abandoned. The BN states that there just isn't enough traffic on the 67 mile line to keep it open. The BN has a few on-line customers that ship mostly pulp wood and receive natural gas. The locals had been operating all the way to Ashland on a tri weekly basis but recently some locals have gone only as far as Maple or other locations of customers who request service. This line was one of only three branch lines that the NP had into the state of Wisconsin. Ashland had the honor of being the furthestmost point east that was reached by the NP proper. This line played host to the DSS&A as well as NP trains and was quite busy. If the BN does pull out its Ashland line this will leave the Soo Line as the only railroad serving that city. The C&NW, as you might recall, pulled out a few years back leaving the BN and Soo. The Soo took over the C&NW business and will undoubtedly take over what little traffic the BN has in Ashland. Some plans call for the abandoned roadbed to be made into a state trail.

Taconite will be very slow this winter but not dead. Both Hibbing and Butler taconite plants closed in early November but National Steel has not announced a shut-down. Only three taconite plants, ETCO (Missabe), National (BN), and Reserve (reduced production), will continue production at this point in time.

Although taconite is weak, coal from the west seems to be a very bright spot for the BN. This year, BN expected to ship 6 million tons of western low sulfur coal from Montana to the Detroit Edison dock in Superior in 110 car unit trains. For 1985 BN expects to ship 7.7 million tons in 700 trains (almost two a day). Another bright spot for the BN in this area is the announcement that the Grand Trunk has made a deal with the BN to haul a number of trains in a run-thru agreement. This is the same deal the Milwaukee Road has now but will end in 1985 in favor of the new BN agreement. The GT-DW&P-Milwaukee agreement pumped an estimated 49,000 cars into the Milwaukee and now the BN is glad to get that traffic.

With the new GT-DW&P-BN agreement we will now be able to see BN units in parts of Northern Minnesota that never before felt the rumble of big BN SD's. What we probably won't see anymore is Milwaukee Road units north of Duluth. It is also suspected that if and when the BN closes its International Falls branch, the BN will begin service over the DW&P from Superior. It is not known if the BN will run its own trains to the Falls or just add their cars to DW&P freights. It would be nice to add another local's name to our already long time locals (Grand Rapids, Staples, Ashland).

When the BN moves grain, they do it in a big way. The other day a loaded unit grain train pulled into 28th Street yard with 161 cars! It is not uncommon for the BN to dispatch

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BURLINGTON NORTHERN

(continued)

empty grain trains near 150 cars, but loaded trains are usually a little less.

Near the end of the shipping season it looks like the BN will take the honors of shipping the most taconite through one port. The second most used port is Escanaba. The DM&IR still ships the most ore though, if you add together both Duluth and Two Harbors.

C&NW / SOO

The C&NW has started to tear up its portion of Bridge Yard while it seems the BN is in no big hurry. The C&NW might still be seen in Duluth from time to time delivering grain cars but for all practical purposes the C&NW is now a Superior railroad. The DW&P is now moving directly to the C&NW's Itasca yard with transfers from Pokegama. Some track changes have been made at Itasca and Tomco to accommodate the added traffic coming off the Interstate branch.

The C&NW was granted the right to close 13 grade crossings in the city of Superior. The Northwestern and the city fought over the closings until the Wisconsin Transportation Commissioner said the C&NW could close 13 of the 21 crossings that it had asked for. Some of the crossings include: Hughitt, Baxter, Cedar, 11,21,27,28, and 29th avenues east plus Clough (Bob Blomquist Drive) avenue.

It looks like the Northwestern may get the Milwaukee Road after all. The ICC did give its blessing to a Soo purchase but that was before the C&NW raised its bid to \$780 million. A price the Soo feels to

be way out of line. If the C&NW does get the Milwaukee, the Soo will come out a winner in the form of trackage rights from Minneapolis to Kansas City, service to C&NW/Milw shippers in Milwaukee, and operating rights in the Green Bay area.

The Soo has added a connection from its Stinson yard to its Ladysmith line for southbound trains. For years the Soo has had to do a time consuming back-up move to get on the Ladysmith line for trains leaving and entering Stinson from the south. The BN connection at MJ tower is now complete so the DW&P transfers can use the Soo to reach the BN's 28th St. yard. The Soo is busy with grain and as usual the Brooten line is busy. Section crews have been busy ballasting the track near the Superior depot as well as working on the new track at Stinson.

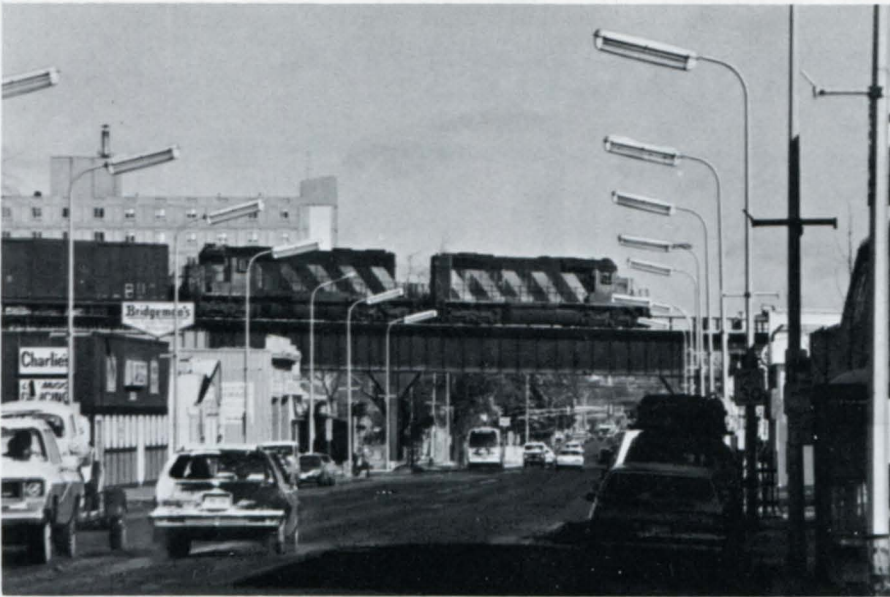
AMTRAK

As of October, Superior is no longer a station stop for the Northstar. The station was not worth keeping open considering those few passengers that did use the station could use Duluth without much trouble. Another factor in removing Superior is that Wisconsin doesn't help pay for the train's operation.

In other Amtrak news, the Northstar has gone back to a 3-day a week schedule (Friday, Saturday, Sunday).

Amtrak has traded 18 SDP-40F's to the Santa Fe in return for 43 switching and road switcher type locomotives. Amtrak doesn't need the big horsepower steam equipped SD's but it does need lower horsepower units to help in switching its trains at terminals. Also reported by Amtrak is an increase in revenue and ridership for this past summer.

Photo Section



LEFT: Two CN SD-40's haul a transfer towards Bridge Yard and a connection with the Soo. In 36 hours this famous West Duluth landmark would see no more trains.

RIGHT: In better days, two C&NW GP-15-1's drag a transfer out of Bridge Yard towards their yard at Itasca.



LEFT: A week after this photo was taken at the Pegs West Duluth yard, the DW&P officially pulled out of its Duluth transfer operations that it had done since 1912. These two GP-38-2's are now in transfer service in Superior.

Staff photos by David Schauer

EVENTS AND DATES

NO MEETING IN DECEMBER

December 28 - Annual Christmas Party, contact Tim Schandel

January 25, 1985 - Friday, 7:30 p.m. annual meeting

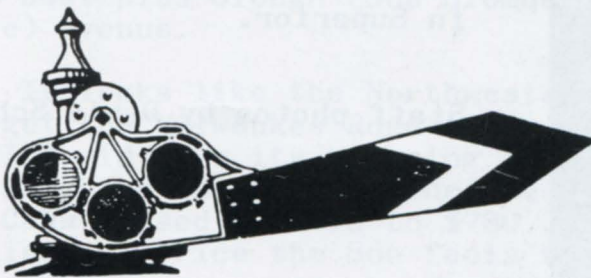
February 22 - General meeting, 7:30 p.m., Depot

Remember to pay your 1985 dues to Tim Schandel at the Museum.

HAVE A HAPPY HOLIDAY SEASON!

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