

LAKE SUPERIOR TRANSPORTATION CLUB

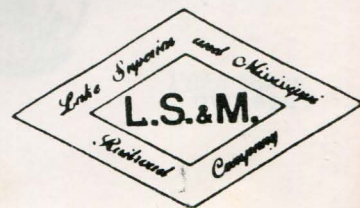


Laker

WINTER
1986



Lake Superior and Mississippi Railroad



THE LAKER

March, 1986

The Laker is the official publication of the Lake Superior Transportation Club, an organization of volunteers for the Lake Superior Museum of Transportation, located at 506 West Michigan Street, Duluth, Minnesota, 55802, and is published by and for its members four times a year. Inquiries and articles for publication may be sent to its editor, Jergen Fuhr, 4301 Jay Street, Duluth, Minnesota 55804-1457. The LSTC was formed for the purpose of preserving, restoring and operating various types of railroad equipment and related items, models to prototypes, and to be of service to the public in the education and use of rail transportation.

LSTC OFFICERS

President Pat Dorin
Vice President, Administration Tim Zager
Vice President, Public Relations Dave Schauer
Director, Operations Bill Bradley
Director, Equipment Restoration .. Bill Mickelsen
Director, Model Railroad Dale Carlson
Membership Secretary Tim Schandel
Recording Secretary Alan Anway
Treasurer Chuck Jensen
Editor Jergen Fuhr

The Lake Superior and Mississippi Railroad is operated by members of the Lake Superior Transportation Club and is incorporated under the laws of the State of Minnesota as a non-profit corporation for the purpose of operating and maintaining an excursion train and related activities.

President Mark Olson
Vice President, Administration .. Leo McDonnell
Vice President, Operations Ed Pufall
Vice President, Mechanical Robert Mortinsen
Vice President, Public Relations Dave Carlson
Secretary Wayne Olsen
Treasurer Bill Mickelsen

COVER PHOTO

Dedicated to the future when excursion trains may operate between Duluth and Two Harbors is this photo of DM&IR No. 402 Pacific about to depart the Union Depot for Two Harbors with a two car train 29 years ago, March 1957.

—W.C. Olsen photo.

Mickelson Recovering at Home

After a long day at the museum helping with some needed repairs on the "Blue Goose," the GE diesel locomotive, Bill Mickelson suffered a heart attack and was rushed to the hospital on February 1. He was in the coronary care section with limited visitation for several days. He is now at home and recovering nicely and getting a lot of TLC from Peg.



FROM THE PRESIDENT

Well another year is underway, somewhat of an understatement by the time February rolls around, but nevertheless, 1986 is here. Our club has a few projects ahead of us, including the involvement in a few exciting things that seem to be on the horizon. For example, the possible rail line from Duluth to Two Harbors, and the more immediate possibilities of operating from the Duluth Zoo on the LS&M. There are numerous other projects and new things happening too, which include the new General Electric locomotive that we will be using on the LS&M.

It can be said that for the first time in years, things are looking better for the Twin Ports. As the new paper mill is constructed, perhaps still other ventures and projects will be moving into the area with the resulting improvements in the economy. This in turn, should improve our situation with the local railroads, which in turn enhances our hobby.

I would also like to suggest a new role for the Lake Superior Transportation Club, and that is, a "speaker's bureau." One of the functions of a museum is education, and by assembling a speakers bureau, we could spread the word of not only the work of the club and the museum, but also simply educate people about railroading — which no civilized nation can live without. We are, in a sense, a public relations and educational arm for the entire railroad industry.

With best wishes for a Happy and Prosperous New Year,

Patrick C. Dorin

Return of #1385 Possible

On a beautiful weekend in September, 1983, sandwiched between otherwise rainy weekends during the month, the Twin Ports heard the whistle of a steam locomotive the first time in at least two decades as hundreds rode an excursion train from the Duluth Arena to CNW's Itasca yard in Superior. It was our best excursion weekend, operating the train three times a day on Saturday and Sunday.

It is hoped to have the CNW 10-wheeler return to the Twin Ports in May. The Locomotive from North Freedom, Wisconsin, will be in the twin Cities on May 17 and it may be possible to bring it to Duluth the following weekend, starting from the museum and crossing to Superior over the Grassy Point Bridge.

The 1983 steam excursions operated over the Rice's Point Bridge which has since been abandoned and the Wisconsin draw recently demolished.

Amtrak Mall?

The nation's passenger railroad service building a shopping mall and hotel? It was announced some months ago that Amtrak has engaged a Houston developer to build the complex on a 60-acre plot north of Philadelphia's 30th street station, which would also be rehabilitated.

FROM THE EDITOR

You may have noticed that the election of officers was like musical chairs, or better, musical offices. With the exception of a new face, the other personnel just changed places or remained in their office: vice president, administration became president, president became editor, editor became vice president, public relations. So for your ex-president-became-editor, this will be a new experience. Though having been in the printing trade for many years, it has been a long time since I have been editor, compositor, make-up man, and am a little apprehensive about this new phase, but am hoping to maintain the same quality of publication that has come to be under the guidance of our former editor, Dave Schauer. But nothing ventured, nothing gained, and that makes life interesting, to try new things, take a new tack on the sea of life, new experiences.

In the last issue of the "Laker" I expounded the plan to gather some people together to examine the feasibility of getting a steam locomotive into operation, contemplating the possibility of an excursion train on the North Shore and the great potential that exists for the museum and the LS&M.

However, in conversation with some of the principals involved in the acquisition of the North Shore Line, it was decided to wait and see what their efforts will bring. Along with the acquisition could also come funding for the restoration of a locomotive and needed repair and maintenance facilities. If this whole effort falls flat, then perhaps another tack will have to be taken, try different avenues. Again, we have the potential, the need for a tourist attraction, a good base of operation and equipment in the museum. Members of the LSTC have had experience in operating rail fan trips, having planned and staffed ten excursion trips in the 13 years that the group has been in existence, and having operated the LS&M the past six summers, with a goodly amount of success both financially and in numbers.

There are a growing number of proponents for an excursion line and a new tourist attraction for our area, and it should behoove all members to do some PR work and support the effort of those trying their best to bring this possibility to pass, to talk positively of the idea and attempt to convince others of the potential in such an undertaking.

At a recent board meeting of the Lake Superior Museum of Transportation, I was chastised for a slip of the tongue when I voiced a bit of pessimism about the proposed excursion line by one greatly involved in the planning.

A new operation will not take place overnight, or perhaps not this year. But we can still operate on the Riverside Line, sponsor another rail fan trip through the courtesy of an area railroad this summer and in so doing gain even more experience and credibility in the excursion train business. And also be of service to our public, to the tourists who come to our area and in the education aspects to promote an alternative way of travel which often takes a back seat in comparison with other methods that go faster and higher or that give door-to-door service and convenience. As some Amtrak ads state: "When you travel, why not go at sea-level." Perhaps we will be able to say: "Dinner in the diner at lake level."

If any of our readers have an interesting article or photographs, your editorial department will only be too happy to consider them for publication.

Museum Long Range Planning

The Long Range Planning Committee of the Lake Superior Museum of Transportation met on February 4 in the Board Room of the Depot with Don Shank presiding.

The main topic of discussion was the proposed acquisition of the North Shore Line for excursion purposes. It was stated that the Arrowhead Regional Development Commission is greatly interested in what impact on the region's economy a rail service would have between Duluth and Two Harbors. Lake County backs the proposal 100%, but it remains at this time what will be the feelings of the St. Louis County Commissioners. Public hearings are yet to be had in both counties and it will be up to the ARDC to present the plan to the county commissioners.

A Regional Rail Authority consisting of members from Lake and St. Louis County would be chosen and would be empowered to receive funds, condemn property and raise mill rates.

Also included in the plans are a contract that would be negotiated with the rail museum for the operation of an excursion train, funding included for the construction of a repair and maintenance building, restoration of two steam locomotives and a diesel locomotive, 1,700 new ties and resurfacing of the line with up-front money.

A revenue cost analysis based on visitor counts of other tourist attractions in the area indicate that the tourist line could attract 10,000 people per year and that revenues could exceed expenses by \$100,000 annually.

Also, tracks connecting the DM&IR line with downtown Duluth would have to be replaced. They were taken up near Leif Erickson Park to facilitate the installation of a storm sewer in conjunction with the new freeway construction. They were put back temporarily for the DM&IR's 100th anniversary excursion trip. Also the tracks at Lake Avenue were taken up to facilitate the building of the Lake Avenue bridge and interchange with the freeway.

Other items that were brought up:

The 45-ton locomotive that the LS&M received from the Flambeau Paper Company of Wisconsin will be going to the Proctor shops of the DM&IR to have a side rode pressed off and a new wheel bearing put in place.

The SD-45 Great Northern railroad locomotive that is being donated to the museum by the BN through the courtesy of the Great Northern Historical Society is in Superior with batteries and should be in running condition.

A date has been set for the first meeting of museum members, April 14, with a dinner in the Great Hall of the Depot, preceded by a reception and social hour in the museum. Everyone would adjourn to the auditorium after dinner for a review of the past, a look at the future, discussion of long-range plans, the proposed excursion train and other matters.

Mr. Shank learned from his visit to the 1985 TRAIN convention in California that there are plans to develop a National

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Club Holds Annual Meeting, Election

The Lake Superior Transportation Club held its 13th annual meeting and election of officers on January 31 in the Ruth Maney Room of the Depot.

Some highlights of the meeting:

Outgoing President **Jergen Fuhr** reported on the museum's board meeting held December 4th.

Tom Gannon reported on progress being made on the conversion of three box cars to passenger use for Iron World and that work was beginning in the restoration of the Melbourne trolley that will also be going to Iron World.

Mark Olson reported on the wash-outs the LS&M has had last fall due to heavy rains, high water levels and wind-driven waves. The purchase by the railroad of a diesel Fordson tractor with front-end loader and back-hoe should help greatly in maintaining of the road bed.

Dale Carlson reported that the model railroad is back in good running condition after some work was done on the computer along with cleaning of tracks and lubricating of locomotives. He also reported that the Lionel layout was set up during the Christmas holidays. The HO module layout was set up in Mariner Mall in Superior last April and again for the annual Hobby Show in Duluth's Miller Mall in November.

Norm Livgard reported that the newly-acquired locomotive by the LS&M will soon be going to the DM&IR Proctor shop for some needed work.

Plans for the Thousand Lakes Region of the Model Railroad Association meeting on May 16, 17 and 18 are progressing, ac-

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Hand Car Race for member museums. Regional hand car races would be held and those winners would compete in a national event. Our museum has held such events as part of its Depot Days celebration, but to do it on larger scale would require better and safer hand cars than what the museum has available now. Though nothing may be done in the immediate future, it is worth thinking about for in the future.

And another fledgling excursion train, the Blue Water Line near Brainerd, has asked the museum for help to get them started, requesting the use of equipment and personnel. Our museum volunteers, the LSTC, have planned and operated ten special excursion trips since 1973 and the LS&M has operated their excursion line for six years with regularly scheduled trains. The Blue Water Line has its own motive power, insurance and trackage and are looking at one of three possible dates, depending on what schedules are set for the use of our equipment at home.

Iron World, formerly known as the Iron Range Interpretative Center in Chisholm, has asked the museum for help in getting its small tourist train and trolley into operation. The plan is to hire operating personnel through the museum.

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cording to **Dave Carlson**. Registration fees will be \$32 for TLR members, \$35 for non-members.

For the past three years the LSTC has sponsored the Transportation Week banquet and taken care of the financial obligation connected with the annual affair. It was moved and passed to let one of the other three groups to take over these duties. The other groups are Delta Nu Alpha Fraternity, the Railway Business Women and the Duluth-Superior Traffic Club.

David Carlson gave the nominating committee report. Incumbents **Dave Carlson**, Director, Model railroad; and **Alan Anway**, Recording Secretary, were re-elected. **Pat Dorin** was elected President, **Tim Zager**, Vice President, Administration; **David Schauer**, Vice President, Public Relations; and **Jergen Fuhr**, editor.

Mark Olson moved that the club donate \$100 to a fund to help pay for a space shuttle and in memory of the Challenger tragedy. The motion passed and \$73 was collected at the meeting with the balance to be taken from the treasury.

After adjournment and refreshments, the club heard **Donald B. Shank**, formerly with the DM&IR, speak on his observations of TRAIN '85 convention and of the Texas State railroad.

"After 40 years of railroading, I learned a great deal at the TRAIN '85 convention. These are not amateurs, but professionals." So spoke Mr. Shank, explaining that he was very much impressed with the calibre of efficiency and professionalism of the Tourist Railway Association.

The majority of his talk centered around the possible establishment of a tourist railway on the North Shore and the possibility of operating a dinner train on weekends in the spring and fall and going to a daily operation during the summer tourist season. A high percentage of museum visitors are from the Twin Cities area and perhaps a Sunday brunch train could be operated for those people. Don mentioned the "Star Clipper" dinner train in Iowa and said that train has been successful, even in the winter.

To allay some of the fears as to what is to become of the LS&M, Don said, "Do nothing yet, keep it. We are not sure of the North Shore Line. A rail authority has to be established, the ARDC wants to study what impact the tourist line will have on Minnesota and we have to sell a lot of people — we can't expect the state of Minnesota to do it all."

Don also expressed belief that the rail line could make a profit but that capital for rebuilding the line, constructing repair facilities, and acquiring equipment and restoration of existing equipment would first have to be obtained before operations could begin.

Leo McDonnell admonished the group to "not get involved with anyone opposed to the North Shore Line. We do not want to be labeled as rabel-rousers. Support is good."

To finish the evening, Shank showed slides of the Texas State Railroad which he visited last fall.



**SUPPORT YOUR LOCAL TOURIST RAILROAD —
DONATE YOUR TIME AS A VOLUNTEER**

Museum Board Holds Meeting

The Lake Superior Museum of Transportation Board of Directors met on December 3, 1985 in the board room of the Depot, Clint Ferner presiding. Some of the highlights of that meeting:

Leo McDonnell, secretary of the board and member of the nominating committee, passed on the recommendation that all presently sitting board members be elected to three-year terms and also asked that John Larkin of the Escanaba and Lake Superior Railroad be elected to the board. Mr. Larkin has greatly benefited the museum in updating and improvement of much of the passenger equipment and supplying cars for fan trips.

Mr. Ferner recommended that the board look into having a fulltime board administrator and also to reactivate the long-range planning committee under the direction of Don Shank. The committee had been organized some time ago and charged with such things as what to do with excess equipment; future expansion of the museum with repair and restoration facilities; improvement of displays and exhibits.

Mr. McDonnell also spoke on plans to lease a section of BN track between the museum and Garfield Avenue, saying that the high insurance rates that would be required could be the downfall of any such lease plans. "Insurance companies are scared to death of railroad operations," stated Lenard Draper, the museum's insurance expert. Coupled with that are plans to lease a section of track between Riverside and 78th Avenue West to allow the LS&M to operate their excursion trains from near the Zoo. The city of Duluth would like that arrangement but does not want to get involved with the BN. It was agreed to wait until the next board meeting to get more information.

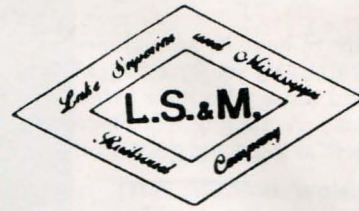
The board also heard some talk of getting the museum joined with the Depot Foundation to be eligible for added revenue, and the annual members meeting is planned for late April. Plans are progressing for the acquisition of a prototype BN SD45, the first model of that type built for the BN in about 1963.

A letter of resignation from Don Scott of the BN was received, stating that Ron Ligget would be the BN representative. Also a grant application was sent to the Minnesota Historical Society for funds to begin work on additional display area and a maintenance facility for restoration and servicing of the museum's rolling stock and trolleys.

The museum will also be receiving 18% of the gate fee in 1986, which should be about \$40,000. It has been receiving \$3,300 a month, up from \$2,500, beginning last September.

And it is hoped to bring the #1385 back to Duluth again for a fan trip in the spring. The locomotive will be in the Twin Cities May 17.

— Jergen Fuhr



LS&M NEWS

LS&M Loco Gets Needed Work

For the price of trucking it from Park Falls, Wisconsin, to Duluth, the Lake Superior & Mississippi Railroad has acquired its first locomotive, thanks to the generosity of the Flambeau Paper Company of Park Falls.

It is a 45-ton GE, with full-view center cab (low hood), two traction motors with side rods. It has been re-engined with Cummins diesels, and ballasted with a heavier deck which adds five tons to its weight.

The body is in West Duluth, the trucks at the museum, but will soon be sent to the DM&IR shop in Proctor. The locomotive is similar to the diesel switcher that was operated by the Duluth Union Terminal and Transfer for switching the passenger yard and making up trains. It is in running condition except for a wheel bearing that must be replaced. To do that, the side rod has to be pressed off. The DM&IR will do the work and later install the body on the trucks.

The LS&M locomotive will then be ready to use on the excursion line in New Duluth and will also be available for use by the museum. The museum's 44-ton GE that has been used by the LS&M may go to Chisholm's Iron World. They are looking for a small switcher to use on their new tourist line for switching, rather than firing up the 0-4-0T Porter. The tank engine is currently in Proctor being fitted with train brakes and other necessary work to make it suitable for passenger work.

The LS&M locomotive will also have a brake stand installed for train brakes on passenger service. Being used as a switcher at the paper mill, it has not needed train brakes.

At a recent meeting of the officers of the LS&M, it was voted to pursue a lease agreement with the BN for use of their tracks between 63rd Avenue West and Riverside. The city has asked the excursion railroad to start their trips from near the Tap-a-keg Inn, across from the Zoo. This would give the railroad a much greater visibility and a longer run to New Duluth.

However, it will also mean additional insurance expense, possibly half again or even doubled. But the added exposure could also mean a greatly increased number of riders which will mean greater revenues.

A great deal of work will be needed to get the road bed and tracks in shape for the summer season. Washouts were filled in last fall before the freeze-up and some tamping was performed. As soon as the frost leaves, members are urged to spend a few Saturdays helping with the road work. Contact Mark Olson at 624-4482 for more information.

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LS&M News continued

The LS&M plans to have its annual meeting on March 29, at the museum, tentatively set for 2:00 p.m. with an open house for members and those who have helped on the train set for 3:00 to 5:00 p.m. A mailing will be coming out later. The officers will meet at 12 noon prior to the annual meeting.

The museum's former Air Force 8566 is also having some work done on one of its engines. **Norm Livgard, Ben Ostroviak and Bill Mickelson** have taken off the heads to replace some leaking gaskets.

Besides the engine work, the museum has been converting three DM&IR box cars for passenger service at Iron World. **Tom Gannon** has been leading that project. The roofs have been lowered to make the cars more compatible in appearance with the 0-4-0 Porter. The side door openings have been boarded up, the sides of the cars opened up from the roof down to about four feet from the floor, and the ends have been cut out and replaced with iron grillwork resembling that of the rear-end of an observation car. Seats will be installed the length of the car in the middle.

Tom has been converting a former steel mill charging buggy into a coal tender for the 0-4-0 Porter. He is truly a master craftsman and it is advisable to see the work that has gone into the conversion of the box cars and the work being done on the tender. It is a piece of art.

Your Help Is Needed

The Zephers' stainless steel is flashy, the GN's Omaha orange and Pullman green or sky-blue is nice, or a blur of CNW yellow, a streak of Pennsylvania maroon or Hiawatha orange is nice. But for those of us old enough to remember, a consist of all Pullman green, all heavy weights may bring a bit of nostalgia, a few heart palpitations.

There is a possibility that we could have such a consist, perhaps even an all-Missabe consist. We already have car 33, the SP&S baggage which is Pullman green. And the LS&M has two solariums and a coach from the Missabe, plus there may be other cars available. We have used the Minnesota II and the W-24 on fan trips; that could make a seven-car consist, all in Pullman green, six being Missabe cars. Wouldn't that look nice?

The catch is, the two solariums and coach owned by the LS&M need a lot of work to be restored. They have been used as work cars so the complete interior has to be redone, plus the outside cleaned and painted.

And both the museum and the LS&M are getting additional queries about the use of our equipment for excursion trains, and the availability of cars from the various railroads that we have used in previous fan trips may disappear completely.

HELP WANTED

Interested persons needed for restoration work. No special training needed. On-the-job-training provided. Scale is low, but great fringe benefits. Call 727-0687 or apply at your local railroad museum.

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So it would be expedient for us to acquire and restore what passenger equipment we can. And the message goes out to our readers, HELP! If you can swing a paint brush, pull nails, fix windows, use a hammer or a wrench, whatever, your help is needed to put these cars back into operation. No aptitude test or qualifications, no investigation, just a desire to help is all that is needed.

These cars are not stored on the museum property at this time. But if enough people show an interest, they can be made available and accessible and work parties can be arranged. Please contact any of the LSTC officers for information.

The following is a Summary of Receipts, Disbursements and Cash Balances

FOR PERIOD JAN. 15, 1985 to JAN. 14, 1986

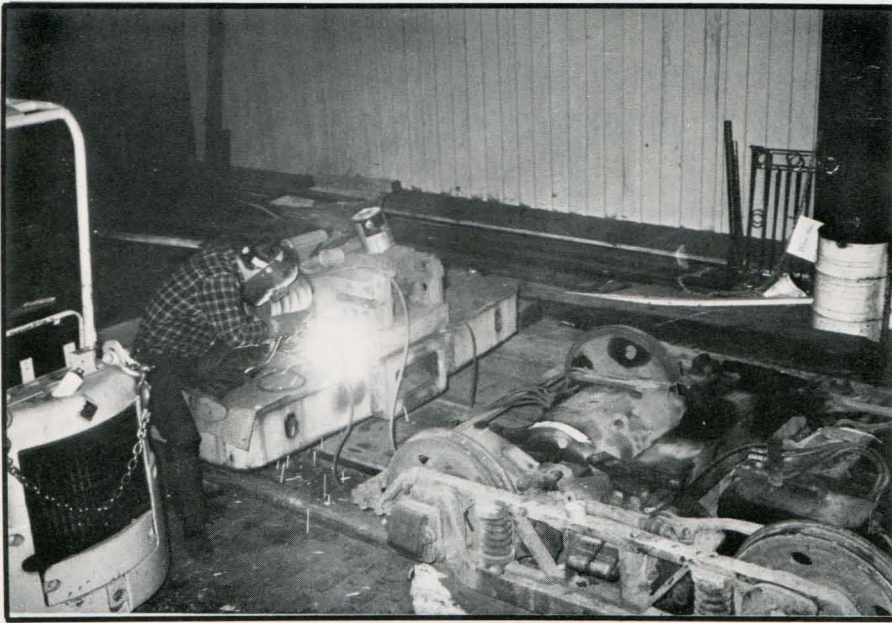
Cash on hand January 15, 1986	\$ 650.50
Receipts	
Dues	1,464.50
Transportation Week Dinner	1,119.00
Interest, Savings Account	63.40
Museum contribution for excursion work	200.00
Sale of 1,045 copies of Laker to Museum	743.40
Misc. receipts	70.08
Total	<u>\$3,660.38</u>

Disbursements	
Postage	\$ 147.08
Newsletter	1,830.00
Meeting expenses	253.28
Data Processing	84.68
National Transportation Week Banquet	1,073.00
Model Railroad	54.88
Flowers	54.96
Model Railroad Show	77.16
Misc. (check service charge, etc.)	65.00
Total	<u>\$3,640.04</u>

Cash on hand January 14, 1986	
Savings	\$665.23
Checking	5.61
Total	<u>\$670.84</u>

Respectfully submitted,
Charles Jensen, Treasurer





SPARKS FLY

Tom Gannon welds a draw-bar pocket to a former steel mill charging buggy to convert it into a tender for the 0-4-0 Porter which will be going to Iron World. The motor truck is from the Melbourne trolley, which will also be going to Chisholm.

CONVERSION JOB

An example of craftsmanship being performed at the museum is the conversion of a former DM&IR box car to passenger use for Iron World. Notice the end gates and the lowered roof. Three such conversions will be going to the Chisholm museum.



SUPPORT YOUR LOCAL MUSEUM — VOLUNTEER SOME TIME

G-R is Anti-Rail

There has been a lot of flap about the Gramm-Rudman bill to reduce the nation's deficit spending, both pro and con. It seems that even the wizards of Washington have problems deciding whether it is good or bad, beneficial or dastardly. Last December 17, a ceremony was held to honor Gramm-Rudman as an opportunity to make Amtrak a symbol of what government should not be doing — and attempts to end funding for Amtrak and other federal programs continue.

G-R is anti-rail. It might mean a short-term reduction in highway and aviation spending, but revenues would continue to mount in the trust funds earmarked for highway/aviation

spending, laying the groundwork for an eventual explosion in such spending. Airport congestion is a growing problem in many U.S. cities which results in the scarcity of fast corridor trains that could meet the needs of many people now flying. The U.S. transportation bureaucracy sees

We have created a transport accounting system oriented towards making the big modes bigger and eliminating the smaller modes without regard for the latter's potential usefulness.

But even before taking the Gram-Rudman bill into consideration, Amtrak has implemented service cuts in January which will save over \$20 million during the current fiscal year.

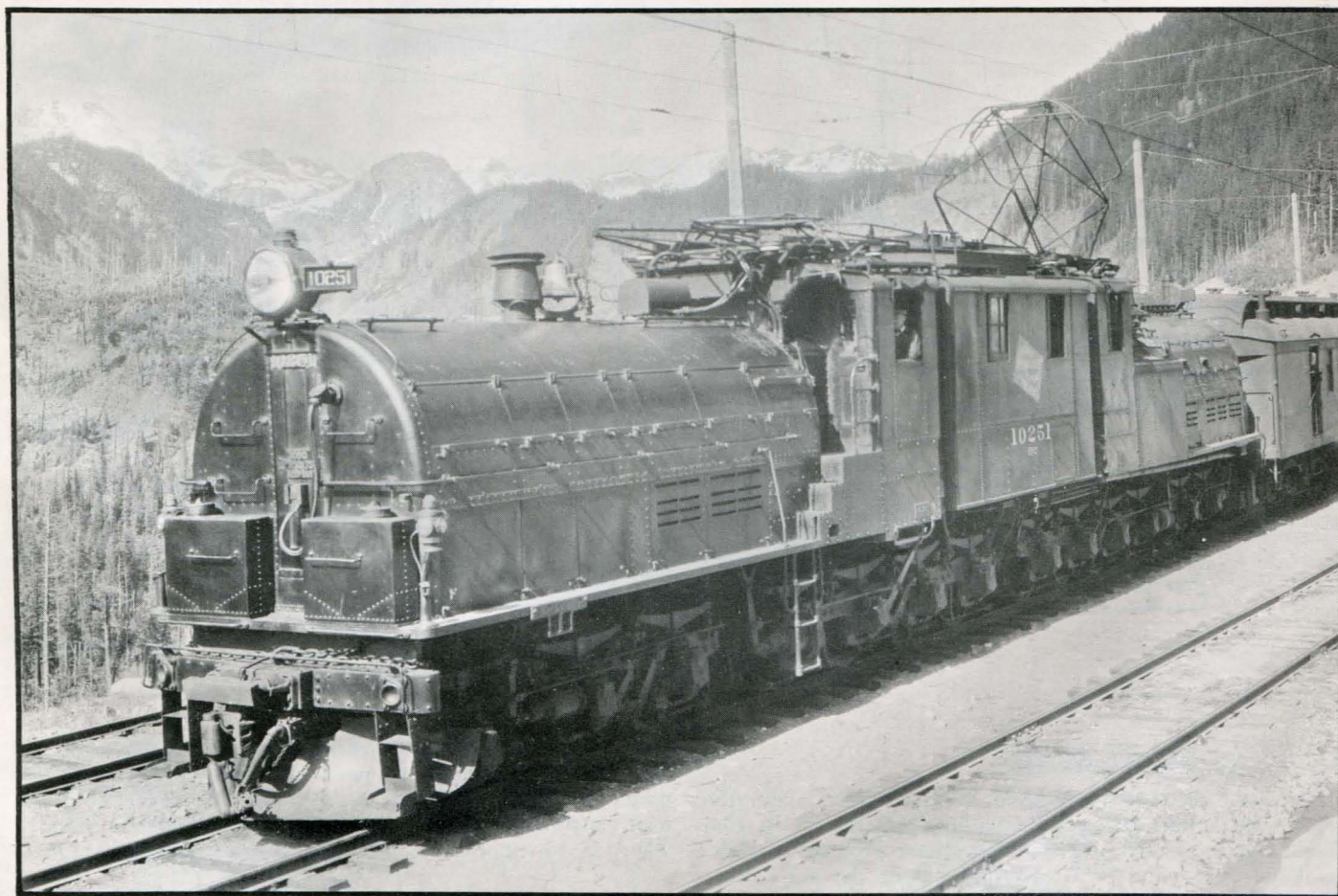
CALENDAR OF COMING EVENTS

March 21 — General membership meeting, Zelda Theater, Depot

March 29 — LS&M annual meeting, Depot

April 25 — General membership meeting, Zelda Theater, Depot

May 30 — General membership meeting, Zelda Theater, Depot



A Milwaukee Road bi-polar pulling the Olympian in the Cascades in June 1929. Bi-polar electrics had their traction motors mounted directly on the driving axles. Only five of the unusual motors were built and one remains today in a St. Louis museum.

—File photo