

LAKE SUPERIOR TRANSPORTATION CLUB



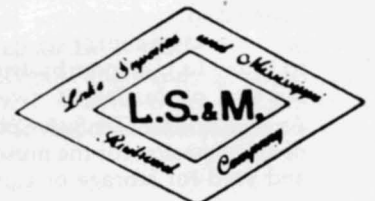
Laker



FALL, 1987



Lake Superior and Mississippi Railroad



# THE LAKER FALL, 1987

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 ..... Kurt Haubrich  
Recording Secretary ..... Allen 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.

## LS&M OFFICERS

President ..... Mark Olson  
Vice President, Administration ... Leo McDonnell  
Vice President, Operations ..... David Carlson  
Vice President, Mechanical ..... Dick Hanson  
Vice President, Engineering ..... Kurt Haubrich  
Vice President, Publicity ..... Jergen Fuhr  
Secretary ..... Wayne Olsen  
Treasurer ..... Bill Mickelsen  
Directors-at-Large ..... Stuart Beck  
Bob Sailstad, Bill Bradley  
Dave Schauer

## COVER PHOTO

The E&LS's newly-painted GP-38 heads the museum's excursion special south bound from Crivitz to Green Bay. The train is pictured during a photo run-by at Coleman on August 30 with a Baldwin RS-12 and 13 cars in tow. Immediately behind the Baldwin is the museum's Ranier Club observation-lounge, NP 390.

## DWP TURNTABLE DONATED TO MUSEUM

A 75-foot turntable from the DWP yard in Virginia was recently donated to the museum. It had to be moved by June 15 last or it would be cut for scrap. The 105-ton turntable would be too heavy to transport by truck. It was brought to Duluth by rail and off-loaded by two truck cranes near the Garfield Avenue bridge. Tentative plans are to use the turntable as part of an expansion for the museum for a much needed work area and yard for storage of equipment.

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## Editorial Comment

The success of a business could perhaps be judged from the amount of cash in the till after expenses are paid, or the check book balanced. A common carrier or an excursion railroad is no different, but perhaps the true meaning of success as applies to a tourist railroad may go beyond the cash register or the check book, though they are important tools with which to do business, and that is: are the passengers on the train learning something, or are they "just going for a ride."

Granted some do like to "just like to go for a ride", to relax for awhile. They kick off their shoes, put their feet up on the seat or the adjoining seat and close their eyes, perhaps reminiscing about days gone by and travel by rail.

Then there are others like the reporter who asked if the LS&M No. 48 is a diesel or a steam locomotive, and the gentleman who asked this writer if the LS&M diesel had been converted from a steam locomotive.

These two individuals may well have lived far from a railroad and had never been exposed to any, so they perhaps could be excused.

But the gentleman may have heard that steam locomotives had almost become extinct as railroads switched over to diesels and thus surmised that the steamers were converted to diesels. No more than a cat can be changed into a dog.

And then there are those passengers who are interested in the train, curious about the history of the car they are riding in, the history of the rail line and what they see along the route.

And thus the question: How successful is a tourist line in educating the people who bring in the cash and have questions.

For the price of ticket, if they just want to relax, fine; but if they are seeking some knowledge for the price of a ticket, and they get it, it is a bonus to those passengers and they leave with a good feeling, having learned something. Though such knowledge may not prolong their life or help them in their employment or save a faltering marriage, but it may enrich their life a little, and certainly makes the rail excursion trip more interesting and creates good will and public relations between passenger and train staff. Thusly, the success of a tourist rail operation could perhaps be measured in terms of what the passenger learns, and do they leave with a good feeling.

For those who operate passenger tourist trains, it may be fun, but the purpose goes further than just fun. To quote Walter P. Gray III of the California State Railroad Museum in an editorial in *Locomotive and Railway Preservation*:

"But fun notwithstanding, some Puritans among us would suggest that the highest values of railroad preservation reside not in the doing, but rather in the sharing. We must be railroad preservationists not principally for our own enjoyment, but for the public, for the future. Through . . . the live interpreter, we must communicate with visitors in their own language and share with them the history, meaning and wonder of the railroad industry. Our collections are just tools for this purpose."

And on a tourist railroad, they not only see our collections,

Continued on next page.

but ride in them and experience a life style and a means of travel from the days of yesteryear.

As Mr. Gray states, it is not necessary they know the date when the Gold Spike was driven or the weight of "Big Boy", but rather "Each visitor to our museum and operating railroads must take away some new and meaningful knowledge. . . . Let's change people's lives when they come to our museum or ride our trains."

And if a tourist railroad can do that, and also a museum, then it is successful in developing the good will of our visitors and passengers which in turn can mean success in the cash register or the bank book as some become repeat customers or spread the word to others.

## LSMT SPONSORS 2-DAY RAIL EXCURSION TRIP ON E&LS

Another first!

The Lake Superior Museum of Transportation sponsored a rail excursion trip somewhat removed from the local scene, the first time that such an operation has been accomplished. The first rail fan trip sponsored by the museum in 1973 was operated out of Cloquet on the D&NE. The other eight main-line excursion trips sponsored by the museum have all originated from the museum.

On the weekend of August 29 and 30, the LSMT, with the help of the Escanaba and Lake Superior Railroad, operated three excursion trips from Howard, a suburb of Green Bay, Wisconsin, to Crivitz, 50 miles north.

Heading the 13-car train was the E&LS RS-12 Baldwin in its shiny Omaha orange and Pullman green color scheme, followed by an ex-Conrail GP-38, recently repainted in the same E&LS color scheme and equally as shiny. The Baldwin No. 300 and the GP-38 No. 400 were wyeed at Crivitz, putting the EMD on the point for the return trip to Howard, to give EMD fans equal time.

Photo run-bys were executed at Stiles on the first trip, but changed to Coleman for the next two trips to give rail fans and passengers a better location for photographs.

Motels in Green Bay were taken up by Packer fans in town for a Packer exhibition game, making it necessary for members of the train staff to stay in Oconto, a few miles north of Green Bay.

On Sunday morning, the train staff were guests of Rail America in Green Bay, being treated to a continental breakfast and a train ride around the museum grounds. The short train ride is interrupted by a hobo who has an altercation with the conductor who threatens to throw him off for non-payment of a fare. The hobo then prevails upon the passengers and tells of the life of a hobo.

The train is again stopped further along by a bandit who comes aboard shooting off his gun and demanding the gold that is somewhere aboard the train. The masked man is scared off when the conductor tells him that one of the passengers is the sheriff.

A few of the LSMT members were invited aboard the Harold E. Fuller, an ex-Monon business-observation car with an open rear platform. The car has been undergoing restoration for many years and is nearing completion.



Bill Mickelsen, Kurt Haubrich and Mark Kirschenmann wait on a young customer in the Dolly Madison, ex-Reserve Mining Co. observation.

Making up the 13-car train were cars from the E&LS — the observation car Dolly Madison and an ex-CB&Q commuter 6168, and an ex-VIA diner-lounge.

The DM&IR loaned two cars, the W-24 sleeper-baggage and the Minnesota II, an ex-NP coach. The LS&M loaned its ex-BN coach A-13. The rest of the consist were from the Duluth railroad museum — the CNW parlor car 6700, NP baggage car equipped with a diesel-generator for power, SP&S baggage car 66, the BN diner Lake of the Isles, DM&IR coach 33, BN coach A-14 and the observation car NP No. 390. Grand Trunk coach 5327 was also taken to Escanaba, but was not needed, so was left in Escanaba.

Advance ticket sales were handled through the museum, but the week prior to the excursion trip, Nick Wurzel spent a week at Rail America to handle ticket sales, then selling from his car at train side to last-minute customers, and finally selling a few tickets on the train to a handful of customers who arrived as the train was about to depart.

The E&LS trip was also the second time that the Carroll Mattlin family had an opportunity to ride on the NP observation car 390 on mainline excursion trip. Mr. Mattlin was the former owner of the car. Also on board were members of Rail America, Warren Mott, Jerry Musich, and E. B. Cury, to name a few. Clint Ferner, general manager of the DM&IR, and his wife Renee, and other rail execs were also on board, and advertisements in Trains magazine brought rail fans from the west coast, the east coast and points in between. Twenty-four members from the Lake Superior Transportation Club made up the all-volunteer train staff of safety people, mechanical, go-fors, food service and car hosts.

Elaine Ellian and Claudia Busch worked the diner, Kurt Haubrich and Dale Carlson worked the Dolly Madison. Tom Gannon, Ben Ostroviak, Norm Livgard and Randy Schandel looked after the mechanical things. Wayne Olsen and Bill Mickelsen were chief conductors. Gayle Schandel managed the

concession counter in the baggage car and **Tim Schandel** was the general overseer for the whole operation.

**Nick Wurzel, Kent Rengo, Greg Vreeland, Steve Olsen, Jergen Fuhr, Dave Bruns, Dick Hanson, Gordon Hanson, Allen Anway, Jeff and Keith Hanson and Mark Kirschenmann** made up the rest of the staff as car hosts and go-fors.

The E&LS had also hired a professional cleaning crew who had hosed down the train prior to the trips and rode the train to pick up pop cans and trash between each trip. The Village of Howard Rescue Squad was also on board for any medical emergency that may occur.

Other organizations that offered their assistance in the planning and making the trips possible were the Burlington Northern, the Duluth, Missabe & Iron Range Railway, the Chicago and North Western Railroad and Rail America.

\* \* \* \* \*

The founder of the Green Bay museum, **Harold E. Fuller**, passed away on Sept. 1 at the age of 81 due to a stroke. He had founded the museum in 1958 with a Green Bay businessman, **Ted Lenfesty**. The Fuller family moved from Brillion to Oshkosh when he was four. A 0-4-0T steam locomotive that used to pull the train around the museum grounds is named the Brillion Pioneer and the ex-Monon observation is named the **Harold E. Fuller**.

## LSMT BOARD MEETS IN DULUTH AND ONTONAGON

*The following is an excerpt of the board minutes of July 7.*

The regular meeting of the Board of Directors of the Lake Superior Museum of Transportation convened at 9:45 a.m. at Duluth International Airport. In attendance were: **C.O. Ferner, Wayne Olsen, Leo M. McDonnell, Robert Sederberg, Don Shank, Lenard Draper, Byron Olsen, Philip Budd, William VanEvera**. Also present were **Larry Sommer, Director; Thomas Gannon, Curator; and William Mickelsen** as a guest of the Board.

Treasurer **Sederberg** presented the financial report. He pointed out that we are still awaiting payment for the balance due from Ironworld, but that final invoices had been sent to them and payment is expected soon.

Treasurer **Sederberg** further reported that in our budget we had contemplated an income item of 10% of contracts to be performed in this year for Ironworld, but it appears that there will be no contracts with Ironworld and the budget should be adjusted to remove that income item.

Treasurer **Sederberg** explained that the item in the financial report "expense-payroll" year to date reflects that **Gannon and Schandel** were paid less than they actually received because their compensation was shown under special projects. It was agreed that the financial statement should reflect their actual pay received, and that transfers from the special project fund should be made into the operating account to reimburse for wages paid them while working on special projects.

Treasurer **Sederberg** further discussed the receipts from the store in the Transportation Museum.

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Discussion was had regarding the presentation to be made by the Board of Directors to the Heritage and Arts Center Board on Wednesday, July 8, seeking an increase share of the gate receipts.

Director **Shank** reported on the status of our accounts with Ironworld. He reported that he had met with **Mr. DeLuca**, the Director of IRRRB, and that **DeLuca** did not know that we had not been paid and was very upset about this and arranged to have request for invoices directed to the Museum. These invoices have now been sent to Ironworld, and it is believed that about three weeks are involved in processing them and obtaining payment. It is expected that payment will be received in about a week of \$30,000 plus for last year's work by our employees, the account for Malton Electric, and the account for the DM&IR Railway.

Director **Shank** reported that no work will be performed on the second trolley until there is an agreement and advanced funds.

Director **Shank** reminded the members of the Board that all income from sales and leases of equipment goes into the endowment fund as these are capital items.

Director **Shank** reported on Ironworld's cancellation of the lease of Steam Locomotive No. 7. Ironworld has terminated the lease effective May 19, 1988, and indicates that it will return the locomotive to us in the fall of 1987. Because of the extreme expense in moving the locomotive from Chisholm to Duluth, it was suggested that perhaps we might be willing to lease the locomotive to Ironworld as a static display for \$5,000 per year. A motion by **Wayne Olsen**, seconded by **Draper** was made to authorize **Shank** to renegotiate a lease with Ironworld for Steam Locomotive No. 7 for a minimum of \$5,000 per year as a static display, with only occasional use under live steam.

At this time the chair declared the meeting to be in recess at 10:20 a.m.

The meeting reconvened aboard the **Dolly Madison** at Ontonagon, Michigan at 1:45 central time, and in addition to those persons present, **Directors Byron Olsen, Burkhardt and Larkin** were present.

A question was raised regarding the status of **Zeke Fields**. Director **Shank** reported that **Fields** now is contracting directly with Ironworld to perform its maintenance work, and he is not an employee of the Museum. If funds are available, the Museum may re-employ **Fields** at the end of his Ironworld contract, which ends October 1.

President **Ferner** reported on the fact sheet that has been prepared to be given to the Board of Directors of the Heritage and Arts Center at the meeting to be held with them on July 8.

**Wayne Olsen** as Chairman of the committee for the excursion reported to the Board. He reported that the excursion is set for August 29 and 30. Two trips will be run on Saturday and one trip on Sunday from Green Bay to Crivitz, Wisconsin. The price of tickets has been set and a flyer is being prepared to mail out to rail fans throughout the area. **Tim Schandel** will go to Green Bay to check out loading facilities, parking, etc.

Director **Shank** reported on the possibilities of chartering a Convaire aircraft to fly from Duluth to Green Bay. Director **Sommer** reported on plans for a package deal for two nights in a Green Bay hotel, bus travel Duluth to Green Bay, and train tickets, at approximately \$200 per person.

President **Ferner** reported that the AIME trip is scheduled for

Saturday, September 12. It will be necessary that the Museum's passenger equipment be returned from Green Bay on time. It was agreed that the equipment needs only be gone for one weekend.

The chair brought to the members the vacancy on the Board created by the resignation of Gene Shepard. Wayne Olsen suggested the Board consider Don Isakson as a director to replace Shepard. The President indicated that perhaps the Board ought to wait to see if a replacement for Shepard is sent to Duluth. The matter was allowed to lay over until the next meeting of the Board.

President Ferner will ask Shepard to continue to send a representative of the DWP to the Board meetings.

On motion duly made and seconded, the meeting adjourned at 2:10 p.m.

Respectfully submitted,

Leo M. McDonnell  
Secretary

## RESTORATION OF SOO LINE FP 2500A CONTINUES

Saturdays and Wednesday night finds a group of enthusiastic club members working on the Soo Line 2500A cab unit recently donated to the museum. Under the direction of **Marty Fair**, from the Missabe's locomotive shop in Proctor, the group has begun removal of eight side panels that have rusted out and also doing cleaning and grinding of rust spots in the cab in preparation for a paint job. The side panels were a laminate of sheetmetal and plywood and arrangements are being made with **Tom Gannon** to obtain new material to replace the panels. Marty said he has the necessary instruments to restore the cab controls and dash, except for the load meter.

**Kent Rengo, Tom Dorin, John Singer, Jon Presuhn, Dave Bruns, Greg Vreeland** have been working on the unit and invite any one else interested in its restoration to join them on Wednesday night or Saturday. Says Marty of his young charges, "What they lack in experience, they make up for in enthusiasm."

The FP 2500A had its steam generator removed when it was used in snow-plow service. It will need a main electric generator and mechanical work to be made operational, which is the hope of those undertaking the restoration of the unit.

## LSTC TO SPONSOR TLR MINI-CONVENTION NOV. 7

**David Carlson** and **Jim Morin** have been busy planning a mini-convention for the Lake Superior Division of the Thousand Lakes Region, National Model Railroad Association to be held at the Depot on November 7, sponsored by the Lake Superior Transportation Club. The abbreviated meeting will consist of clinics, displays, photo and model contests with judging to be on a basis of popularity. The club's modular HO layout will be set up in the former Amtrak Depot and there will be door prize drawings. The hours will be from 9:30 to 4:00.

The Lake Superior Division is one of several local divisions that make up the five-state TLR. The 1988 annual TLR convention will be held in Winnipeg, Manitoba in July.



**John Singer, Greg Vreeland and Tom Dorin** begin restoration work on the nose of the 2500A.

## LSTC HOLDS FIRST MEETING OF THE YEAR

The Lake Superior Transportation Club met on September 25, starting the fall season with **Pat Dorin**, president, officiating.

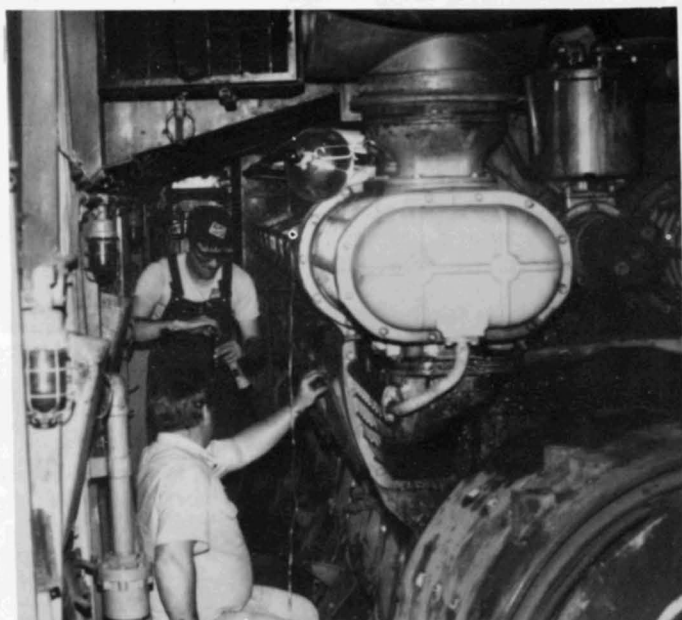
Treasurer **Chuck Jensen** reported \$1,125.81 in the savings account and \$10.50 in the checking account. Receipts amounted to \$1,574.10 and bills \$581.04 since the first of May.

## REPORTS

- **Wayne Olsen** reported on the upcoming Minnesota Safety Council Railroad Safety Day on September 26 and that the museum board had met on July 7 at Ontonagon, Michigan, courtesy of the E&LS with a tour of the White Pine Copper Mine.
- **Bill Mickelsen** reported that the LS&M had a very good year.
- **Tom Gannon** stated that thanks to the club's donation of \$500 to a lighting system for the Donner Pass photo exhibit last spring, the Depot Foundation has contributed \$5,000 toward a railroad exhibit in one of the museum's former NP baggage cars. The club's donation acted as a catalyst to get things going and hopefully more monies will be forthcoming to complete the project.
- **David Carlson** spoke of a mini-convention of the NMRA-TLR on Nov. 7 and a possible model railroad show to be held in the spring or November of 1988.
- **Tim Schandel** reported on the Green Bay trip on the E&LS and thanked those who helped on the museum's annual fund-raiser.
- **Mark Olson** also had words of praise for those who had worked to make 1987 the best year yet for the LS&M. Mark also mentioned that he had brought a truck load of seats from Laona, Wisconsin, to be used in the LS&M's car #85. The



Tom Dorin, Kent Rengo and Marty Fair crawl under the 2500A to check out the condition of the traction motors and connecting electrical cables.



Dave Bruns and Marty Fair check over the condition of the prime mover in the Soo Line 2500A.



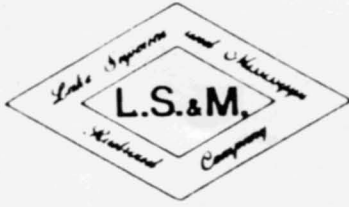
Al Hoyem assists passengers off of car 33 at the West Duluth terminal of the LS&M following an excursion trip.

seats are from the Algoma Central's articulated ex-SP cars that are being converted into a dinner train by the Lake States Steam Transportation Co.'s Nicollet Badger & Northern Railroad.

Mark also stated that track work is scheduled for the fall and rail and ties from the former DWP West Duluth yard have been delivered through the courtesy of Dave Sacketti. It is hoped to relay the curves around Morgan Park with a heavier rail.

- Terry Mattson mentioned the Woodbury Flee Market to be held October 17.
- It was also reported that Byron Olsen, former vice president and legal counsel for the Soo Line is now with the law firm of Felhaber, Larson, Fenlon and Vogt in St. Paul and will focus on transportation and general business law.

Following the business meeting, Greg Vreeland showed slides of the circus train from the Circus World Museum in Baraboo, Wisconsin headed by Mid-Continent's No. 1385. He and Jon Presuhn looked at maps and planned their route and photo locations well in advance of the circus train's sojourn to Milwaukee and then chased the train from Baraboo to Milwaukee. Greg's pictures showed the throngs of people that swarmed around the train at every station stop, swarming over the tracks in front of the train. He already is making plans to chase next year's circus train. He took many pictures of the beautiful restoration work that the museum has performed on its many band wagons and is planning for next year's chase of the circus train.



## LS&M FINISHES UP VERY PROFITABLE SEASON

"For the first time since we started, we finally have some money in the bank so we can do something." So stated Mark Olson, president of the LS&M Railroad Company at a September 21 board meeting. And not a truer word has been spoken, for ever since its beginning over six years ago, the LS&M was able to pay its expenses, but did not always have such a big surplus for improvements. In its beginning, the tourist railroad had to borrow money from the railroad museum for some needed track work which was let out to M&S Contractors of the Twin Cities. That loan was quickly repaid.

Later, the railroad museum had an opportunity to buy two BN coaches, A-13 and A-14, at a nominal cost, but because of a financial difficulty, could only afford to buy one, so the LS&M bought the other, the A-13.

Aside from those two big expenditures, the excursion line was able to keep in the black, but sometimes, not by much and just keeping enough of a balance in the bank for start-up costs the following spring.

Then came 1986 and a move to the Grand Avenue site as a starting point and expensive wheel bearing repairs and the installation of a train brake system in its newly-acquired GE locomotive. The initial cost was \$10,649, plus the cost of trucking the 50-ton locomotive to Duluth from Park Falls, Wisconsin. That was the largest debt incurred by the railroad to date, but with better public exposure, a better starting point, an increase in passengers and revenue, the debt was quickly paid in slightly over a year after the locomotive was delivered from the DM&IR locomotive shop.

Better public exposure, advertising and a good tourist year for the city spelled out a record number of passengers for the LS&M and likewise a record amount in the bank.

For the year, 15,220 passengers were boarded over the 13-weekend operating schedule through July, August and September. That averages out to 1,170 per weekend, or 208 for the 73 trips made between West Duluth and New Duluth. (One trip was cancelled due to a dead battery, one trip was cancelled due to a charter and three trips cancelled for Safety Day.)

Total ticket sales for the year amounted to \$50,027 and concession sales in the baggage car amounted to about \$2,000 for pop and souvenirs. As the weather turned cooler in September, coffee became a big seller in the SP&S baggage car 66.

Ticket sales were held to 220, the number of seats on the train, and many trips were sold out prior to train time. For three weekends, the capacity was increased to 300 with the addition of a former Erie-Lackawana commuter car leased from Bob McNattin of MTM. The car was borrowed to replace DM&IR car 33 which went to Green Bay for the E&LS excursion trip on August 29 and 30. The commuter coach was used for two

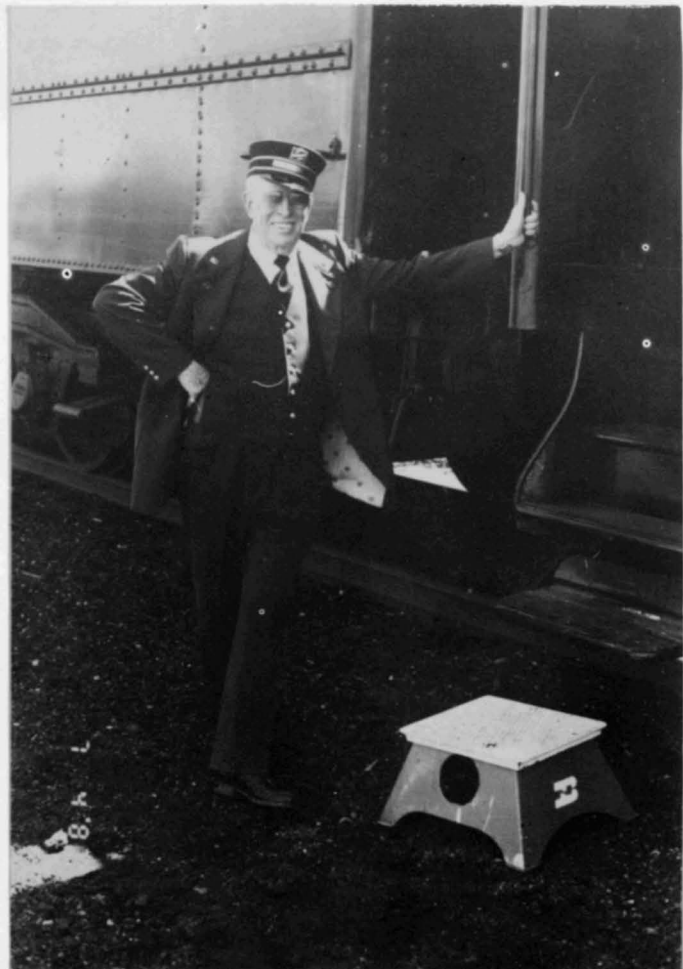
weekends prior to the Green Bay excursion and on the Labor day weekend and many of those trips were sold out with the added seating capacity.

On August 16th, the LS&M chartered the train to the Royal Bicycle Club of Bombay following the regular 4:00 run. The group had a catered buffet supper by the Wheel-It-Inn caterers working out of Marshall High School with tossed salad, potato salad, beans, meatballs, chicken wings, cake and plenty to drink. Ninety-five members of the group took advantage of the special "buffet supper train," with the buffet being served out of the baggage car while the train was at the end of the line in New Duluth.

The Arrowhead Civic Club also chartered the train for its annual excursion on July 22, carrying about 300 handicapped children. And on September 27, the last scheduled trip of the season was cancelled to allow time for another charter at 4:00 to return while there was still a little daylight left to detrain the passengers and for the crew to put the train away. The Modern Woodmen of America had about 200 aboard the train. The three charters brought in another \$1,500.

With the profits that were realized during the 1987 operating season, the railroad plans to upgrade its roadbed, pay for some needed maintenance on track and equipment and perhaps buy some additional equipment.

★★★★★



Henry Nichols poses in his Milwaukee Road conductor's uniform as he puts in a weekend on the LS&M excursion train.

## OPERATING SEASON STOPS, RESTORATION AND MAINTENANCE BEGINS

After a 13-weekend operating schedule which ended on September 27, Duluth's Local tourist railroad brought to an end a very successful season, and now begins a season of maintenance and restoration on both the roadbed and tracks and the rolling stock.

The 13-weekend schedule through July, August and September did not allow much time for any regular track work to be done, although **Dick Hanson**, with the help of his sons and anyone else who happened to be available, did occasionally run the track equipment out between trains during the week to tamp some ties or ballast dressing.

But with the operating season over, the passenger equipment is back at the museum and weekends are free for track and roadbed maintenance. At a recent LS&M board meeting, \$1,500 was authorized to be spent for ballast. Ten ballast cars from a local railroad will be used to spread the ballast.

The gondola used for the passenger train will be brought inside the museum for some much needed work which includes putting a safety rail around the outside, painting of the car inside and out and doing some needed work on the floor.

Former DM&N car 85 which was recently purchased by the LS&M and repainted at the Missabe paint shop in Proctor will be brought inside later to be fitted with seats. The car was used in wreck train service as a bunk car. The car will be put into service next year. One end is partitioned off with four seats and two tables. It is planned to use that end for concession sales rather than using the SP&S baggage car which would eliminate some unnecessary weight and still provide more seating space on the train.

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## LS&M HOSTS RAILROAD SAFETY DAY, PROVIDES SHUTTLE SERVICE

Local railroads participated in a Railroad Safety Day sponsored by the Minnesota Safety Council on September 26. The Soo Line, Chicago Northwestern, DM&IR and the Burlington had displays in Mike's yard in West Duluth and the Lake Superior & Mississippi Railroad provided shuttle service from the parking lot across from the Zoo to the yard. The public not only had a chance to view various pieces of equipment, but also had free train rides to the exhibit.

A GP-38-2 from the Soo Line, a SD-40-2 from the BN and the CNW a box car from the BN and the CNW, a mini-quad from the DM&IR and a Soo Line caboose were on exhibit in Mike's yard. The Soo Line also had a flat car with a wrecked automobile aboard to show what happens when automobile meets train at a grade crossing.

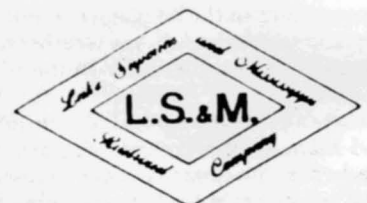
The Burlington provided some movie films on grade crossing safety which were shown in a box car and a tent was used for refreshments and a coloring contest. A prize drawing was held with two DWP clocks as the prizes. The prize was a picture of the DWP emerging from the rock tunnel above West Duluth.

The LS&M added the Grand Trunk and BN A-14 to their consist to accommodate the expected crowd which numbered between 1,800 and 2,000 on a balmy Saturday afternoon. The excursion railroad cancelled their regularly scheduled trips for that day to participate in the one day railroad safety day.

## WISCONSIN CENTRAL TO BEGIN OPERATIONS

It has been reported that the Interstate Commerce Commission has given the go-ahead for the Wisconsin Central Railroad to begin operations. Former vice president of the CNW Ed Burkhardt, heads the new Lakes States Division which was purchased from the Soo Line. Mr. Burkhardt is also a board member of the Lake Superior Transportation Museum.

D. Carlson, G. Fuller, M. Olson, L. Russell, D. Wood and S. Beck, (l. to r.) replace some ties and repair a broken rail on the LS&M track near Morgan Park. Mark is using a rail drill to attach angle bars.







Seen on the E&LS excursion trip, Green Bay to Crivitz, Aug. 29-30 . . .

Dale Carlson, Gayle Schandel man the concession counter in SP&S baggage car 66.



Gordy Hanson assists passengers down the steps of DM&IR car 33 as they detrain for a photo run-by at Coleman.



Members of the train staff wait outside the depot at Rail America in Green Bay for a train ride around the museum.



Passengers enjoying the comfort of plush lounge chairs aboard the E&LS observation Dolly Madison.

**and on the LS&M excursion train in West Duluth . . .**

Passengers are lining up to board car 33 as other passengers detrain at the West Duluth terminal across from the Zoo.



Tim Schandel, Peter Fifield and Dave Schauer man the LS&M ticket booth waiting for the next rush of passengers as train time approaches.



## CALENDAR OF EVENTS

Nov. 7 — NMRA/TLR mini-convention at the Depot, 9:30-4:00.

Nov. 21-22 — Model Railroad Show, Har Mar Mall, 2100 No. Snelling, St. Paul.

Nov. 27 — LSTC monthly business meeting. Program: Video tape of first generation diesels, the Depot, 7:30.

July, 1988 — Annual convention of TLR, Winnipeg.

The photo on the preceding page was taken in 1962 from the Point of Rocks, shows the three railroad depots Duluth once had in the downtown area: The Soo Line in the foreground, the Union Depot, now home of the St. Louis County Heritage and Arts Center and the Lake Superior Museum of Transportation, behind it to the right, and the Chicago Northwestern in the background, all within a block of each other. Superior Street is in the foreground, Mesaba Avenue going off to the left, and the Sixth Avenue West viaduct crossing the railroad yard to the right.

H. Rykken photo, W. Olsen collection

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