

**LAKE SUPERIOR TRANSPORTATION CLUB**



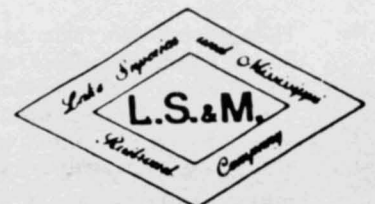
*Laker*



Spring, 1988



Lake Superior and Mississippi Railroad



# THE LAKER

Spring, 1988



## Editorial Comment

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 ..... David Schauer  
Vice President, Administration ..... Tim Zager  
Vice President, Public Relations ..... Tim Schandel  
Director, Operations ..... Bill Bradley  
Director, Equipment Restoration ..... Bill Mickelsen  
Director, Model Railroad ..... David Carlson  
Membership Secretary ..... John Vincent  
Recording Secretary ..... Allen Anway  
Treasurer ..... Charles 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 C. McDonnell  
Vice President, Operations ..... David Carlson  
Vice President, Track ..... Dick Hanson  
Vice President, Mechanical ..... Kurt Haubrich  
Vice President, Publicity ..... Jergen Fuhr  
Secretary ..... Wayne Olsen  
Treasurer ..... Bill Mickelsen  
Directors-at-Large ..... Bob Sailstad,  
Bill Bradley, David Schauer

## COVER PHOTO

D&NE consolidation No. 28 is headed for Cloquet from Saginaw with pulp wood and other freight. Built by the Pittsburgh Locomotive works in 1906 for the DM&N as No. 332, it was sold to the D&NE in 1955 and donated to the museum in 1974. No. 28 was the last steamer used by the D&NE in 1964.

## CLUB MEMBERS

### EXHIBIT PHOTOGRAPHS

In the rail museum's new photo gallery is a collection of contemporary photographs taken within the last decade of railroad scenes around the Twin Ports. Area railroad motive power is the favorite subject of the photos, plus a few scenes of recent fan trips such as the steam fan trip with CNW No. 1385 and the most recent one in Green Bay. Also several photos of the Amtrak passenger train that used to come to Duluth, remember?

These photos were taken by club members Tim Schandel, Kent Rengo, Bob Bloomquist, Dave Schauer, Dave Bruns, Dave Fuhr, Dave Carlson, Dale Carlson, Wally Ruce, Kurt Haubrich, Greg Vreeland, Mark Kirschenman, Tom Dorin and Jergen Fuhr. After the exhibit car 255 is completed, the photos will be the first exhibit in the renovated former NP baggage car.

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This past winter there has been four projects being undertaken at the rail museum, the restoration of former DM&N car 85 for service on the LS&M, the conversion of NP baggage car into an exhibit car, and the restoration of the Soo Line F-7A 2500, all on track seven. On track two is the conversion of the E&LS diner-lounge to electric heat.

The diner-lounge is off-limits to the public, the walkway barricaded because of many car batteries and other equipment stashed on the track-side platform.

And there is a chain across the walk-way next to the F-7 to keep the public from the work area around the locomotive. But the baggage car is next to the loading platform and car 85 is adjacent to Depot Square store buildings where the public can walk by.

There have been occasions when some curious visitor or visitors have peeked in the door of car 85 to see what was happening, as has happened with other restoration projects in the past.

This writer and others who have worked on such restoration projects have often taken the time to explain that the car is being restored for service on the LS&M and/or rail excursion trips.

And it is to those interested and curious visitors that this writer has also explained about the baggage car project and the restoration of the F-7 with the comment that our museum is not just a static display of old pieces of railroad equipment, but that it is also involved in restoration and that many of the cars are operable.

It is also explained to the visitor that winter means restoration, but come spring, the track is cleared for the operation of the trolley and the visitor, who may have come to the Depot only in the winter, is invited to come again during the summer to ride the trolley or the LS&M excursion train.

There have been plans made in past years to put up a separate building for restoration work, which would be an advantage in some instances. But the question is: should the visitor to the museum be exposed to some of the activities which are taking place? Every visitor may not be interested in restoration, but there are a few and it perhaps adds to their visit to have explained to them some of the restoration activities that take place at the museum and they can see for themselves that we have a group of volunteers and staff that carry on an active program of repair and restoration.

As the masthead says, this publication is by and for the members of the Lake Superior Transportation Club. Members are invited and reminded that they can submit articles and/or pictures for the "Laker." The photo staff recently purchased a Minolta Maxxum 7000 and is still in the learning process to bring you the best pictures possible.

Unless otherwise noted with a credit line, all articles are written and photos taken by the editorial and photo staff.

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

## A QUICK NOTE TO THE EDITOR:

I made one mistake in my comments concerning the Wisconsin Central. Sixteen years should read twenty six years. Boy, how does time fly!

You might also be interested to know that the train on the cover is not train 19. In this case, it happens to be train 20, the east-bound Gopher departing Minneapolis station and is passing Bridge Switch. The train is en route to Duluth. Great Northern and Northern Pacific trains ran westbound en route to the Twin Cities. Train 19 was the Gopher to the Cities, 20 ran to the Twin Ports.

Because of the change in direction between Minneapolis and St. Paul, The Badger (train 24) departed St. Paul as train 55, and assumed 24's schedule out of Minneapolis. The Gopher departed as 57 and assumed 20's schedule. Westbound trains (geographically southbound) operated as train 23 to Minneapolis, and as 56 into St. Paul.

Train 19 assumed 58's schedule from Minneapolis to St. Paul. All of the different numbers truly made train operations interesting and sometimes complex. Now it seems, on many routes, everything runs extra, even the passenger trains with either time orders, or a bulletin to follow the Amtrak or Commuter Rail public time table. Still another facet of train operations.

Happy Railroading,  
Your former President,  
Patrick C. Dorin

**Editor's Note:** The picture referred to is the front of the last issue, Winter, 1988. The picture was purchased some years ago from a flea market and the editor went by the information on the back. It is one of many pictures in the archives of the "Laker."

## HIGHLIGHTS OF THE BOARD MEETING OF THE LSMT

The Board of Directors of the Lake Superior Museum of Transportation met on March 22 with president Wayne Olsen presiding.

Some highlights of the meeting:

- The perpetual problem of finances for the railroad museum were discussed and there is always hope of getting an increased share of the gate receipts. The board decided to prepare an alternate budget if the increases are not forthcoming, which would mean some drastic cuts in expenses.
- A \$5,000 fund has been raised for the maintenance of the McGiffert loader.
- The annual meeting of the museum membership will be held on May 6.
- Richard Neumann is replacing Gene Shepard on the board. Dick is general manager of the DWP for the area.
- Wayne suggested that the 15th anniversary of bringing in the first piece of equipment will be in September which might be of some worthwhile celebration. The first piece in the museum was the NP wedge-type snow plow.
- There are also possibilities of acquiring additional pieces of equipment, some of which will be arriving at the museum this spring . . . a tank car and a steel passenger box car, according to Wayne Hatton of the BN, who recently replaced Ron Liggett.

## Highlights of March Meeting

Newly elected president **David Schauer** presided over the February and March meetings of the Lake Superior Transportation Club held in the Ruth Maney Room of the Depot.

At the March meeting:

**Tim Schandel** reported that the RPO that was repainted last year in Pullman green will soon be finished. The roof has been repainted, the doors have been replaced and the car has been re-lettered. It was in the NP two-tone green color scheme previously.

Tim also reported that the china car is coming along nicely, interior work is almost finished.

**Tom Gannon** reported that the exhibit of photographs taken by club members will soon be taken down. The contemporary photos of railroad activities in the Twin Ports area will be the first exhibit to be placed in Northern Pacific baggage car that is being prepared as an exhibit car.

**Dave Carlson** mentioned that he, **Ken Girard** and **Ray Bushnell** are redoing some of the scenery of the HO model railroad. Some scenery was getting rather tacky looking after many years and one corner was completely changed. Also, the ore dock area will be finished.

**Wayne Olsen** told about a fan trip that is planned for the 25th and 26th of June on the Duluth and Northeastern. The insurance has been agreed on and three trips are planned for each day from Cloquet to Saginaw to be in conjunction with Cloquet lumberjack days celebration.

Wayne also reported that plans are moving ahead for the Regional Authority to purchase the former DM&IR line between Duluth and Two Harbors. However, there will be no operation on the line until 1990. It was reported in the newspaper that the first train would operate over the line in June of 1989. The highway department wants to lower a vehicle overpass at 27th avenue east and London Road to eliminate a blind spot. Lowering the overpass will also mean lowering the tracks beneath it for some distance on either side which will delay any beginning of a tourist excursion train up the shore. The work will be done in conjunction with the extension of the freeway through Duluth.

It was also reported that the Soo Line F-7 will soon be ready for painting. The side panels have been replaced and **Zeke Fields** and **Marty Fair** have been doing some mechanical work.

New members have been welcomed to the club. **Chris** and **Sandi Rea** and **Bob Peacy** were recently welcomed as new members to the club. Chris is a truck driver for Munson Trucking and Bob is a seaman on the Great Lakes. Also **DeWayne Tomasek** is a new member and is an air traffic controller. **Clark Luxon**, former accountant with the CN-DWP was a visitor at the March meeting.

Following the March meeting, **Ernie Schwenke** of Bloomington screened some excellent super-8 motion pictures with sound. The first reel was of the Royal Hudson 2860 using the Soo Line tracks in Wisconsin for a fan trip in 1978. The second reel was of Rio Grande freight trains and the Zepher between Salt Lake City and Denver. A third reel was of the UP 8444 taken in Nebraska in December 1987 in its new two-tone grey color scheme.







A bust of James J. Hill is in front of the former Central High School in Superior.

## A Profile of L.W. Hill, Railroad Magnate, Auto Buff

After the end of World War II, and in a few instances prior to WWII, railroads began abandoning passenger trains and depots as the auto magnates, the oil companies and the rubber manufacturers began their big sales campaign to get the traveling public into their own private conveyance that would take them from door to door rather than station to station. That private vehicle could also go at any time and go any place, not tied to any schedule or route, and never mind that it was less efficient and costly to maintain. It was the independence that mattered. And as roads, highways and four-lanes were improved, widened, built, people could go faster in their private conveyances and felt even more independent.

Some interurban electrics had their peak in the middle teens, during World War I and began the losing battle there after. Some experienced their peak in the twenties, but again the private vehicles lured the passengers away from rail service on both inter-city and interurban alike.

During World War II, there was a brief upsurge in the nation's rail service, interurban, light-rail transit and long-haul passenger trains alike. Rubber and gas rationing, the shortage of automobiles due to war production, caused the citizenry to look to alternate means of travel. But the decline began soon after the shooting stopped and automobiles, gas and rubber again became more plentiful.

There still are some die-hard light-rail transit systems operating and Amtrak was formed to continue inter-city rail service after the private railroad industry gave up passenger service.

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In the early part of the century, there was one individual who recognized the potential of the automobile for personal travel and encouraged and generously supported the efforts to promote the automobile, though his business was railroad.

Louis W. Hill, son of the "Empire Builder," James J. Hill, was a motoring buff, and often would take his private automobile aboard a Great Northern train to enable him to explore the vast expanse of the west after it was opened up by the new transcontinental railroad, the Great Northern.

The son of a Canadian farmer, J. J. Hill made his way to St. Paul as a teenager, worked as a clerk on the St. Paul levee and began a 20-year career in the freight business. In 1878, with the help of four other investors, J. J. Hill turned the foundering St. Paul and Pacific Railroad into a sound railroad business and renamed it the Great Northern.

By 1893, the new railroad had reached to Puget Sound, making the west between Minnesota and the Northwest more accessible to tourists, farmers and settlers.

But while J. J. was an "Empire Builder," Louis W. was a promoter and promote he did.

J. J. Hill passed away in 1916. At 44, Louis Hill was president and chairman of the board of the Great Northern. He became controller-in-chief of the GN, the NP, the CB&Q, plus a steamship line and a St. Paul bank. His father had seen to the completion of the railroad to the West Coast, and now Louis was going to put it to work.

Only the wealthy could travel to the Swiss Alps, but now the average person could travel to the "American Alps." Seeing the coming competition from the NP which was a land-grant railroad passing just north of Yellowstone National Park and booking tourists from the East, the GN promoted agriculture and commercial settlements and with Glacier National Park, offered an alternative to Yellowstone.

Louis worked behind the scenes to lobby for Congress to establish a national park in northwestern Montana, bordering on the Great Northern track, and in 1910 the park was created.

Louis was an outdoors man, got along with all types of people, a good mixer, and traveled extensively the territory abutting his railroad. He loved camping and hunting and made friends with the Blackfeet Indians of Montana whose reservation adjoined the park, and used the Blackfeet in his promotions. The new Indian-head nickel was said to be a portrait of Two Guns White Calf, a Blackfeet and friend of Louis.

Eyeing a great opportunity for publicity, Louis decided to hold a 75th birthday party for his father at Glacier Park. A party to end all parties. A special train, 600 invitations to friends, every engineer, conductor, brakeman and station agent who had at least 25 years, a choice of an auto, horse or walking stick to help the digestion after a lunch in the new Glacier Park Hotel, was something that railroad men had talked about for years after.

Louis was also a good-roads advocate, and soon as the park became a reality, he had put his railroad crews to work building roads. He also built the Swiss-style chalets and hotels from his own designs. But before the good roads were built, Louis would often back his automobile off of the train and drive on the worst of roads and trails, through rivers, and it was said, he would climb a tree if it leaned a little.

Louis was a member of the Minnesota State Highway Commission, and to promote good roads, offered a prize-winning cup for

(Continued on Next Page)

the best road on a route from the Twin Cities to Helena, Montana, for a reliability test run for automobiles. Between the years of 1905 and 1912, a New England business man and auto enthusiast, Charles J Glidden, in cooperation with the American Automobile Association, sponsored an annual long-distance reliability tour to prove the usefulness and practicality of the automobile. A tour from Detroit to New Orleans was cancelled in 1912, giving Louis Hill an idea for one last gala tour and a chance to promote Glacier Park and the opening of Glacier Park Lodge in June, 1913. The tour was to start in the Twin Cities and follow the Great Northern route to Glacier Park.

The GN ran a hotel train, consisting of six sleepers, two diners, an observation car, garage car, and a car which was outfitted with all the necessary equipment for putting out a newspaper, the "Glacier Park Blazer." It was a four-page daily which contained the highlights of the special event.

The tour was greeted in many towns along the way with bands, parades, and promotions by local automobile dealers who joined the tour for a short distance. In Montana, a band of Black Feet Indians greeted the tour, headed by "Grey Horse Rider," otherwise known as Louis W. Hill, in full Indian costume.

The winner of the Glacier Park tour was Dr. J. D. Park of Duluth and president of the Duluth Auto Club, driving a 1909 Locomobile. It was the motoring public who benefitted from the tour and the demonstration of such vacation auto travels and the improvement of highway systems.

Louis Hill was not only an automobile enthusiast and railroad tycoon, he was also a modest man, very generous, and humanitarian. He had set up financial foundations, had contributed greatly to charities and during the depression of 1930, and stored up great quantities of food to be given to the needy. He had also revived the St. Paul winter carnival in 1916 after its demise in the late 1800s.

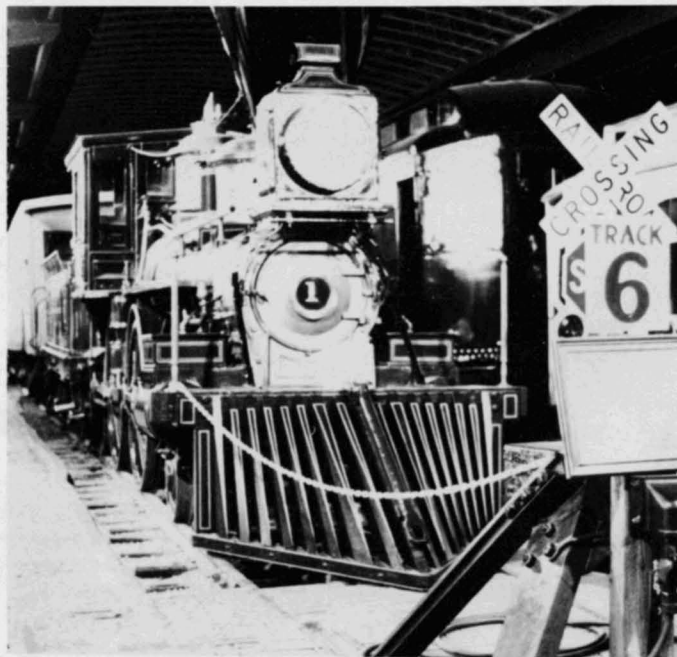
In 1917 he had organized a Winnipeg to St. Paul dog sled race as part of the winter celebration, getting a lot of publicity from newspapers and magazines across the country. Louis was also a great painter and collected artwork. He was also a musician, learned to play the violin and supported the local symphony. His home contained one of the finest pipe organs in the country.

Louis W. Hill had built his own home next door to his father's home on Summit Avenue in St. Paul. The J. J. Hill mansion was recently restored at a cost of \$2.5 million. The home was once used as a teacher's college. It is now a National Historic Landmark. Completed in 1891, the home has 32 rooms, 13 bathrooms, 22 fireplaces and a 100-foot reception hall. Tours are given and the house has been made accessible for the disabled.

The William Crooks, a 4-4-0 locomotive, along with its coaches, became the private train of J. J. Hill about the turn of the century. This locomotive is on display at the Lake Superior Museum of Transportation and belongs to the Minnesota Historical Society.

The locomotive was used in revenue service on the St. Paul and Pacific Railroad, forerunner of the Great Northern, until a round-house fire had nearly demolished it toward the end of the century. It was brought to Minnesota by river boat in 1861. The engine shop employees had restored the locomotive to operating condition and presented it to Mr. Hill for his private use.

The locomotive had made a visit to Duluth under steam during World War II for a bond drive and at one time had steamed down Tower Avenue in Superior on street car tracks. The locomotive was last steamed for the Chicago railroad fair in 1949. The first Great Northern locomotive in Minnesota soon came to a resting place near where it first began service, for many years within the



The William Crooks, J. J. Hill's personal locomotive and train, owned by the Minnesota Historical Society, is on track six of the rail museum.

confines of the St. Paul Union Depot lobby. On the discontinuance of passenger trains in 1971, the SPUD was abandoned, the William Crooks was disassembled and trucked to the Proctor shop of the DM&IR, reassembled, put back on the rails and moved to the Lake Superior Museum of Transportation, where it was reunited with its two coaches, which it did not have while in St. Paul.

William Crooks was a chief engineer of the Great Northern Railroad.

## CLUB MEMBERS VOLUNTEER TIME FOR MUSEUM'S FREE DAY

Free day at the St. Louis County Heritage and Arts Center is an annual event that is held each President's Day when the children do not have to be in school. It is a part of a downtown merchants promotion to attract shoppers and give them the advantage of getting into the Depot complex without admission and exposing them to the variety of programs and exhibits for both children and adults.

Some of the stores may have special window displays for "Depot Days", special advertising and promotion are all aimed at luring the shopping public to the attractions that the Depot and downtown district has to offer.

And again, members of the Lake Superior Transportation Club have volunteered their time to help out in the railroad museum, which, as one member said, "was filled with wall-to-wall people."

The club's HO modular layout in the former Amtrak Depot was in operation. David Carlson, Wally Ruce, Steve Ruce, Chuck Jensen and Bob Peacy operated the layout. Ben Ostroviak, Bill Mickelsen, Kent Rengo and Wayne Olsen helped with crowd control and policing the premises.

A special thank you goes to Elaine Ellian. Elaine helped out in the Depot store and also assisted with a minor medical emergency. A small boy had a nasty cut on his forehead and Elaine had transported him and his family to the hospital emergency room for treatment. Elaine is a Depot volunteer and tallies up the volunteer hours for the various agencies in the Depot complex.



## TWIN CITIES MODEL RAILROAD OPERATING IN BANDANA SQUARE

The Twin City Model Railroad Club is proud to present a scale model panorama of railroading in the United States during its hey day in the 1930's, 40's, and 50's.

The club is a Minnesota, non-profit organization composed of about 50 members who volunteer their time, money and many skills to bring you the state of the art, O scale model train layout.

Founded in 1935, the club's first permanent home was in the St. Paul Union Depot where it remained until 1978. An ongoing search ensued for a new club facility that would provide adequate space for a large layout with high public visibility. The many scale model locomotives and rolling stock painstakingly built by the members, deserved a setting that would compliment their efforts, and at the same time enable these fine models to be viewed by the public. The thousands of hours of time involved in planning and constructing a new layout with its inherent and complex benchwork, electrical wiring, scenery, and structures made it essential that a suitable location be found.

The club's quest for a new headquarters became a reality when the AHW Corp., a division of the Wilder Foundation, invited the club to make its new home in Bandana Square, a restoration of the 100 year old, Northern Pacific Railroad's Como passenger car shops. The new layout is a major focal point in the restoration along with the new Children's Museum.

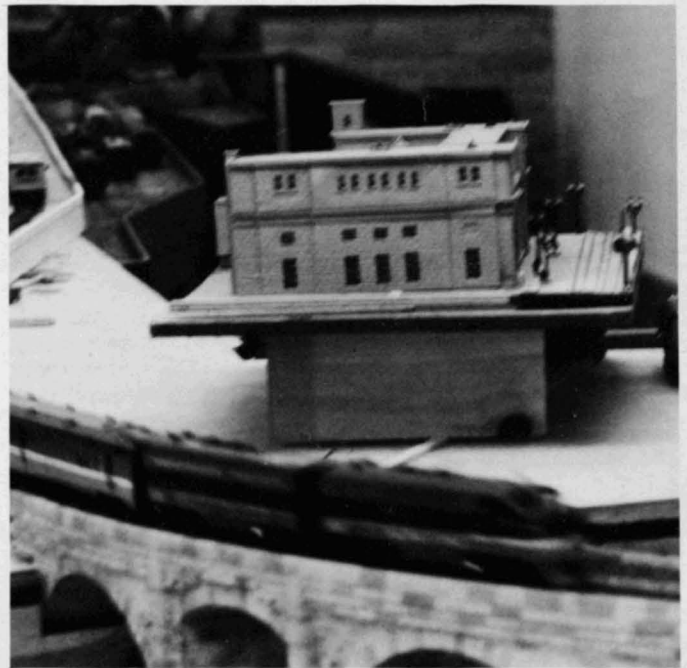
Although the generosity of the AHW Corporation has made the club's new home possible, the considerable and continuing expenses involved in building and maintaining the layout are the club's responsibility. Your donations and continued support will enable us to build one of the finest model railroad layouts in the country.

The romance of the American railroads, steeped in the lore of Pullman Standard and the Great Limiteds, weaves a common bond between young and old. We invite you to enjoy and join with us in the miniature recreation of this vital period in our country's history.

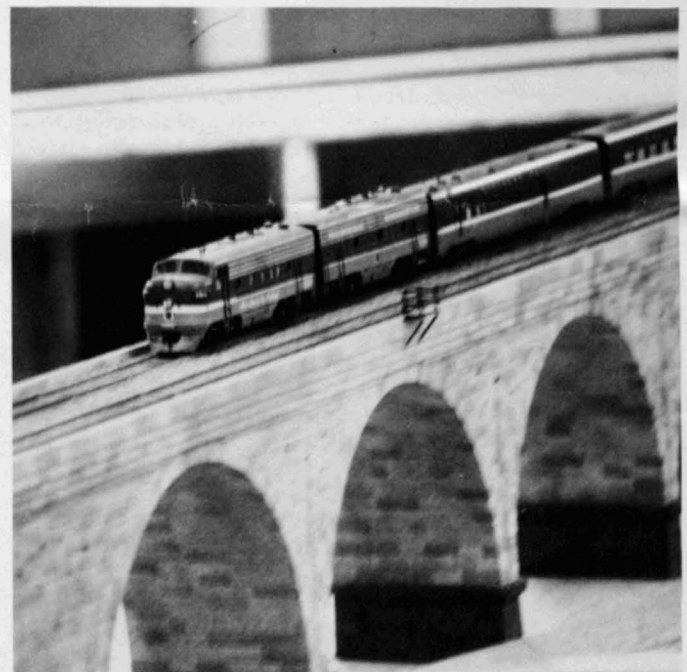
Two double track main lines, one for passenger trains and one for freight, form the nucleus of the layout. A branch line operation will also be featured, along with an interesting secondary coal hauling spur, a passenger station/coach yard facility, a large freight yard, an operating turntable/roundhouse, locomotive facility, an operating model of the Como shops (now Bandana Square), numerous industrial sidings, and a trolley line. There will be various vignettes of Twin Cities scenes, including a spectacular reproduction of the St. Anthony Falls Milling District, complete with the famous Stone Arch Bridge and three scale model, steel girder bridges that connected Minneapolis and St. Paul across the Mississippi. The trolley system will operate between two business districts, and will be connected via a reproduction of the Third Ave. bridge in Minneapolis. A scene featuring high bluffs and river frontage reminiscent of the Hiawatha Valley will appear along the main line on the North side of the layout.

All trains, trolleys, and structures conform to 1/4 inch to the foot scale (O scale). Models of many famous limiteds will be seen during our special shows, including the Twin Cities Hiawatha, the North Coast Limited, the Zephyrs, the Twentieth Century Limited, the Overland Limited, the Empire Builder and the original "400" to name a few. Great care is taken by the members to create very exacting reproductions of the various locomotives and passenger and freight cars that saw service throughout the U.S.

—Twin Cities Model Railroad Brochure



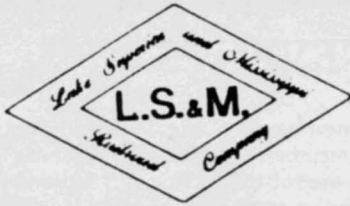
A model of the former Great Northern Union Station in Minneapolis will be a part of the Twin Cities Model Railroad Club layout in Bandana Square.



The NP's North Coast Limited crosses the Stone-Arch bridge over the Mississippi River at the Twin Cities Model Railroad Club layout which is still in the construction stage at Bandana Square.

### 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.



## LS&M NEWS

### LS&M HOLDS ANNUAL MEETING ELECTION OF OFFICERS

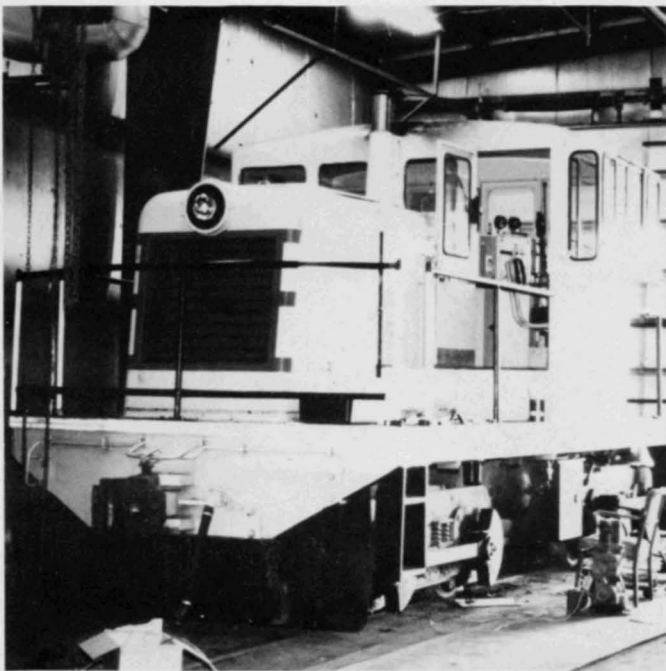
The annual meeting of the Lake Superior & Mississippi Railroad was to have been held on March 12, but was postponed because of a snowstorm. It was held immediately following the March meeting of the LSTC.

Mark had reported that locomotive No. 46 was back together again, having had the generator repaired. However, the trailing truck is in need of some spring replacement. Also four new batteries have been ordered and will soon be installed.

It is also hoped to purchase a nearly new tamper-liner, a gang spiker and ballast regulator. And Dick Hansen has purchased a one-ton high rail truck that will be available for use on the LS&M.

In the election of officers, all incumbents whose terms were to expire were re-elected. At a board meeting held on April 2, all board members were re-elected to their former positions on the board. The only changes made were in the titles for two: **Kurt Haubrich** is mechanical vice president, **Dick Hansen**, vice president, track.

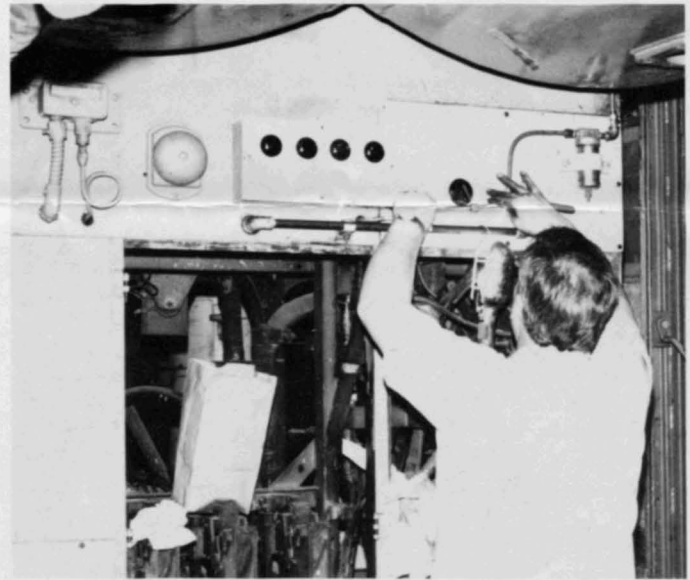
Seats will soon be placed in car 85 and plans are to put a bumper and diaphragm on at least one end of the car and to purchase an airless paint sprayer. Also, Todd Signs will be contacted soon to letter coach 85 and plans will soon be made to begin restoration of one of the solarium cars.



The LS&M's No. 46 has its hood back on after having the generator repaired. The rear truck, facing the camera, is in need of new springs which will be done this spring.



Wayne Olsen, left, and DeWayne Tomasek, kneeling, paint the floor of LS&M's car 85, while Bill Mickelsen ducks under the extension light wire.



Marty Fair is replacing some piping in the Soo Line F-7.



A town scene on the Twin Cities model railroad shows a 1950 Buick convertible parked at the curb. The photographer has a 1950 Buick and noticed that there were not one, but three 1950 Buicks on the layout.

## LSMT TO SPONSOR EXCURSION TRIP ON D&NE IN JUNE

The Lake Superior Museum of Transportation will sponsor a rail excursion trip on the Duluth & Northeastern from Cloquet to Saginaw and return on June 25 and 26. Tentative times of departure are 9 a.m., noon and 3 p.m. on Saturday, and noon and 3 p.m. on Sunday, all from the D&NE terminal on Dunlap Island, Cloquet. Fares are set at \$15 for first class, \$6 for adult coach, \$5 for senior/child coach.

The consist will be CB&Q commuter car from the E&LS, the museum's coach 33, LS&M coach 85, SP&S baggage car 66, the Minnesota II, and if ticket sales warrant, the Grant Trunk coach. It is hoped to have a first class car, but which one has not yet been decided. The motive power will be D&NE's SW-1000.

This will be the first trip since 1976 on the D&NE. The first trip on the short line was in 1973. The D&NE is a connecting line between the DM&IR at Saginaw and Cloquet and carries pulp wood and other materials for the paper mill at Cloquet.

The rail line was originally built in 1898 by the Cloquet Lumber Company, a part of the Weyerhaeuser group, from Hornby to Rush Lake and Island Lake. It was extended to Cloquet in 1904 when shops and headquarters were established there. By 1908 the line covered 57 miles and had a daily passenger train.

In 1929, the line was transferred to the Northwest Paper Co. of Cloquet and was the last common carrier in Minnesota to use Steam power. In 1964, the D&NE had five steam locomotives and two diesels. By the close of the year, the steamers were retired and scattered around the country, one going to Barnum, one to the Black Hills Central in South Dakota, and another remained in Cloquet. No. 28, a consolidation, was the last steamer to operate on the D&NE and after retirement from active service, was used as a stationary boiler to heat the engine house in Cloquet. No. 28 is now at the Duluth rail museum.

On Labor Day weekend of 1962, No. 14 and 27 double-headed an Illini Rail Fans excursion trip from Saginaw to Cloquet which was on its way back from the Iron Range to Minneapolis via the NP and on to Chicago.

## COMING EVENTS

May 6 — Annual meeting the Lake Superior Transportation Museum membership.

May 27 — Last meeting of the LSTC until September.

June 25, 26 — Rail fan trips on the D&NE.

July 2 — Beginning of the LS&M excursion train, every weekend until Sept. 4.

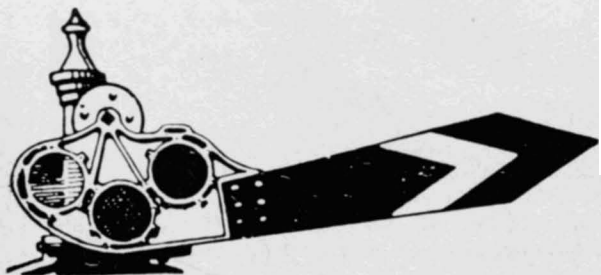
November 3-6 — Annual TRAIN convention, California Railroad Museum in Sacramento.



Bob Cibuzar is doing some fast talking in making a deal with Wally Ruce in the purchase of some HO equipment at the March meeting of the LSTC. Gary Griener looks on. Steve Ruce is at the right.

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