

LAKE SUPERIOR TRANSPORTATION CLUB



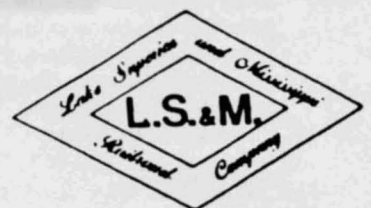
Laker



Summer, 1988



Lake Superior and Mississippi Railroad



THE LAKER

Summer, 1988

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 Transportation Club 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 Hansen
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

From The Members . . .

The Terry Mattson family sends a big thank you to all club members for their prayers and support for their new-born who came into the world a little sooner than expected. Thanks to modern medicine, the little guy is doing great and gaining weight nicely.

Dan Karelko of Floodwood would like to get a picture of the Northern Pacific Z-2 articulated, a 2-8-8-2 which was used on the Cayuna Range to Superior ore trains. The locomotives were numbered 40000 to 4004.

COVER PHOTO

Some of the club members who staffed the D&NE special on June 25-26 pose in front of the D&NE SW-9 1000 No. 35. Clockwise: from Gordon Hanson under the headlight is Allen Anway, Dave Schauer, Terry Mattson, Wayne Olsen, Tim Zager, Sherri Mattson, Tom Gannon, Jeanne Gannon, Leo McDonnell, Randy Schandel, Tim Schandel, Kent Rengo, Kurt Haubrich.
Photo by Ernie Braun

Editorial Comment



"That was a smoother ride than Amtrak. I mean it!"

So said a lady as she stepped down from the vestibule steps of car 85 on the LS&M excursion train in West Duluth. The LS&M doesn't go as fast as Amtrak, nor does it have the extra services that make for an enjoyable train ride, but I thanked her for the compliment. And there are others who have never ridden on a train before, and some who have ridden many times, but all seem to enjoy the relaxing hour and a half trip along the river.

This is the ninth year of operation for the LS&M, Duluth's one and only excursion train operating on a regular schedule. Starting in 1980 with only two trips during the summer, and no equipment of its own, the railroad now owns a locomotive, at least three coaches, a gondola car, and several pieces of road maintenance equipment. And thanks to some very dedicated members, the railroad has grown to become an important tourist attraction.

And since starting from West Duluth through the courtesy of the BN, the train has become more visible and could well figure in future development of the West Duluth area.

The Tappa Keg Inn has added a refreshment stand next to the ticket booth and has built an addition to their restaurant. Some passengers buy their tickets early and visit the Zoo across the street until train time, or they may have lunch at the Tappa Keg.

The president of this railroad does not sit behind a big desk, but often is found operating the tractor or a piece of track maintenance equipment. **Mark Olson**, along with **Dick Hansen** and his sons **Keith** and **Jeff**, and **Leo McDonnell**, have spent many hours repairing, overhauling and fixing equipment, and using the same to keep the track in good repair, replacing ties, tamping ballast, repairing grade crossings.

There are others also that have helped out on the tract gang. A hearty thank you to all members who have in the past made the LS&M a successful and safe operation for our public, and with the cooperation and support of both members and customers, the LS&M will continue to prosper and be a viable part of our city's tourist business.

On a recent trip to Thunder Bay, your editor stayed at the Prince Arthur Hotel, across the street from the former CP station and rail corridor used by VIA, CP and CN freights. Stopping at the VIA station on Syndicate Street, just in case there might be some action, the transcontinental Canadien was soon due to arrive, an hour late due to sun kinks out west and resulting slow orders.

Very noticeable was the new look on the front end. Gone are the big Alco PAs, replaced with GM PH40s. Behind is a Alco B unit to supply steam, and behind the B unit the familiar Budd-built stainless steel fluted side cars, some with domes. In talking with the assistant engineer, the railroad has the generating capabilities in the new GM motive power and plans to electrify the equipment as soon as finances allow. Which would be nice for VIA, but still to this individual, there is a bit of nostalgia in seeing wisps of steam arising from between cars, and from the round-end observation-dome.

FROM THE PRESIDENT

First off, I'd like to introduce myself. I'm Dave Schauer, newly elected president of the Transportation Club. I joined the club some ten years ago and have been involved in everything from model railroad projects to track work on the LS&M. During those ten years I have seen the club grow and decline, help on numerous projects, and support many museum activities. I foresee the immediate future to be one of stability for the club, with the financial and volunteer base remaining as it is today. The club officers, including myself, will see to it that we meet membership goals and keep our budgets within line. I'm looking forward to serving you as the Transportation Club President.

I have made a few observations that I would like to share with you. First, it now appears that the museum can rest easy in the freight car department with the arrival of a tank car, courtesy of the Burlington Northern. For years, the only obvious piece of freight equipment that the museum didn't have was a tank car. With the arrival of the tanker (along with an express boxcar), the museum/LS&M has a complete representation of the major types of freight cars (I'm considering the ore car as a hopper car also). From time to time other interesting pieces of old freight equipment roll through town headed for scrap. Of these, it would be nice to see an ex-GN taconite car or DM&IR coal hopper on the property to nicely round out the collection.

Another observation involves local railroading. We will be losing a large railroad bridge in the area this summer when the Burlington Northern abandons the Nemadji River bridge south of Superior on the old Great Northern Twin Cities line. The BN has purchased a portion of the old Soo Line trackage from Superior to the Twin Cities and plans to route trains over this line to avoid the Nemadji bridge which has been settling into the clay banks for some time. Although the BN will lose a bridge, it will gain at least two more on the Soo route, with one being as spectacular as the former GN Nemadji bridge. Work has begun on connecting the BN track to the Soo and by the time you read this the reroute may very well be in service. The GN bridge had been a favorite photo location for local photographers, it will be missed.

It was nice to see that Transportation Club members have been allowed to submit photographs for the DM&IR photo contest and calendar selection. Many of our active members are also fairly good railroad photographers and I know the club will have a good showing. Good luck!

Dave Schauer

MEMBER WALTER KEITH PASSES AWAY

A long-time member of the Lake Superior Transportation Club, Walter helped with building the model railroad housed in the small depot model building in the museum.

He worked at the U.S. Steel plant in Duluth, was a chauffer and private-car porter for the Missabe for 30 years and later a parking lot attendant at the Flame Restaurant and Hotel Duluth. He passed away at Lakeshore Lutheran Home on July 15 at the age of 91. He is survived by a brother in South Carolina, several nieces and nephews.

Highlights of the April and May Meetings

At the April meeting of the LSTC, Membership Secretary **John Vincent** reported that there were 86 members paid to date, which includes six new members.

David Carlson reported that a model railroad show is being planned for November and people from the Twin Cities are being asked to bring some exhibits. There is also talk of putting on a flea market sometime in the fall.

Tim Schandel reported that the photo exhibit has been dismantled and will be moved to baggage car 255 when it is completed enough to be used. The track lighting is in, duct work complete and carpeting on the floor and walls will soon be put in. Other phases of the exhibit car will be completed later such as climate control, exterior painting and under-body work. Tim also requested additional photographs from members for the exhibit.

It was also reported that the BN SD-45 is in Superior and will be going to Grand Forks for a new paint job in the former GN color scheme. And the SW-9 No. 925, from U.S. Steel's Minntac mine, is expected to be running soon. The diesel was sandblasted and repainted Missabe maroon last summer and members have been cleaning the sand out. The museum needs a bigger locomotive to move the heavy stuff around that would be too much for the little Mack.

Lloyd Berger reported on the Soo Line 1003 and **Ralph Andres** said his DM&IR Yellowstone 225 has been hydroed at 250 pounds. He has been building the inch-and-a-half scale loco for many years.

Bob Ball of Minneapolis presented a slide show of rail scenes around the Twin Cities of the CNW, Soo Line and Dakota Rail.

At the May 27 meeting, Membership Secretary **John Vincent** reported that there were 153 members in all categories paid up.

President **David Schauer** announced that the next meeting will be in September 30 and it will be "Bring A Friend Night." Notices will be sent out to all unpaid members urging them to renew their memberships.

David Carlson reported that **Ray Bushnell**, **DeWayne Tomasek** and **Ken Girard** have been working on the model railroad and just about have the one corner done and will begin work in the ore dock area.

Tim Schandel reported that Tom Gannon has the Soo Line F-7 primed and the locomotive is now outside under the parking ramp. He also mentioned the addition of two more pieces of rolling stock to the museum's collection — a tank car and an express passenger express car.

Tim also mentioned that baggage car 255 will soon have carpeting on the floor and walls and made another pitch for members to submit pictures of local railroad scenes for the photo exhibit in car 255.

Wayne Olsen said the Soo Line has requested the loan of several of the museum's cars for a special event in Minneapolis on June 17.

Mark Olson reported on the LS&M, stating that he was anxious for the 1988 operating season to begin on July 2. He also reported on the acquisition of some additional track equipment for the LS&M.

The club plans to put on a model railroad show in the fall at Miller Hill Mall. However, the availability of tables for displays may be somewhat diminished. The club decided to purchase some used

(Continued on Next Page)

(Continued From Previous Page)

tables from Zion Lutheran Church.

The program for the evening were some videos of Milwaukee Road electric, box cabs and "Little Joe," and also of Norfolk and Southern's J-class 611.

The video tape of the N&S 611 gave a vivid picture of the efficiency of the J's, how they were serviced, views of them steaming across the middle eastern states at full speed and how the 611 was saved out of the 14 J-class locomotives the N&W originally had and restored back to service.

An article in the November, 1954 issue of Trains describes the N&M's continuing refusal to power itself with locomotives which do not burn coal. "Faith in Steam . . . the story of Norfolk & Western locomotives" by David P. Morgan, gives the complete roster of N&W steam locomotives and reasons why the coal-hauling railroad kept their steamers as long as possible.

The J's, numbered 600 to 613, were built in 1950. With a boiler pressure of 300 pounds, 70-inch drivers with a long stroke, the 4-8-4s were capable of being pushed past the three-figure mark on the speedometer.

A J under test hit 110 with a 15-car, 1025-ton train on her drawbar, and registering a 5000-horsepower-plus in the dynamometer car was old-hat to N&W's crews.

In 1952, the N&W had a demo four-unit F-7 for a show-down with class A 2-6-6-4s, and Y6 2-8-8-2s. It compared favorably in fuel costs and was a little better on the tonnage than the Y6. But the railroad kept silent on the results and the demonstration failed to produce an order for the new breed of locomotive, and as Mr. Morgan writes, "the walls had not come tumbling down once the invader set foot inside the arsenal."

Late 1954 saw the N&W completing the "Jawn Henry," a steam turbine locomotive. The 106½-foot oblong box on four six-wheel trucks had a 600-pound water-tube boiler. Steam at 900 degrees spun a turbine with 4500 shaft horsepower which produced direct current for its 12 axle-mounted traction motors for a top speed of 60 miles per hour.

The N&W was also interested in work being done to develop a coal-fired gas turbine, another indication that the railroad was not going to give up on coal-fired locomotives for some time.

It had on its drawing board, "the big engine that was never built." If built, the 2-8-8-2 would have been the world's "most powerful locomotive with a calculated tractive effort of 142,000, plus 10,000 pounds from a booster, compared with the Missabe's 140,000 from its 2-8-8-4s.

JAPANESE "MAGLEV" TRAIN SETS NEW SPEED RECORD

The government-owned Railway Technical Research Institute in Miyazaki, Southern Japan, has set a new speed record with their magnetic levitation railroad of 517 kilometers per hour (321 miles). The record was set on a 7-kilometer (4 miles) test track last February. The single car has wheels on which it rides until it gets to about 20 miles per hour, after which a magnetic field is induced in magnets alongside the track, and a like field in magnets on the underside of the car. The fields oppose each other and lift the car off the tracks for a friction-free ride. The government is almost ready to build a commercial version of the "maglev."

LSMT Sponsors Successful fan Trip on D&NE

Once a year the Lake Superior Museum of Transportation tries to sponsor at least one fan trip as a means of raising funds for the museum, working with various railroad representatives who sit on its board of directors. These annual trips have been well received by the public and most often are sell-outs.

This year's fan trip was operated on the Duluth & Northeastern Railroad between Cloquet and Saginaw, arrangements made through board member Phil Budd and Northwest Paper Co., owners of the D&NE.

The train operated three times on June 25 and two times on Sunday on the 22-mile round trip with D&NE locomotive No. 35, a GM SW-1000 that was built for the D&NE in 1967.

The Escanaba & Lake Superior lent its Dolly Madison observation and E&LS coach 100. Other cars used were coach 85 from the LS&M, Grand Trunk 5327, DM&IR 33 and SP&S baggage 66 from the museum.

The baggage car had coffee, soft drinks, rolls and the usual souvenirs for sale to the passengers.

Wayne Olsen and Bill Mickelsen were the conductors and in charge of all car hosts and safety people. Other club members were: Gordon Hanson, Chuck Jensen, Kurt Haubrich, Carl Ekholm, Gary Greiner, Bob Blomquist, Elaine Ellian, Sherri Mattson, Dr. Bagley, DeWayne Tomasek, Peter Bagley, Bob Cibuzar, Norm Livgard, Pat Dorin, Dave Schauer, Jeff Hanson, Stuart Beck, Leo McDonnell, Gayle Schandel, Tom Dorin, Wally Ruce, Dan Karelko, Steve Ruce, Randy Schandel, Terry Mattson, Dave Wood, Kent Rengo, Dick Hansen, Al Anway, Kermit Neilson, Peter Fifield, Keith Hansen, Tim Schandel, Tom Zager, Tom Gannon, Jeanne Gannon.

Work Continues on Soo Line FP-7 2500A

A group of volunteers continue to work on the Soo Line F-7 2500A on Wednesday nights. Because of the summer schedule of operation of the museum trolley and the LS&M excursion train, weekend work at the museum has slowed during the summer months.

The F-7 was primed before being put outside under the parking ramp. It had been completely sandblasted and new side panels were installed and could not be outside the museum until a primer coat was put on to protect the bare metal.

It was hoped to obtain a generator from a GP-9 which would be compatible with the F-7 except a GP-9s generator has no connection for the air compressor which is driven from the generator shaft in the FP-7.

The work is being supervised by Zeke Fields. Marty Fair transferred to Keenan as a trainmaster on the Missabe.

The 2500 serial numbers are 11012-11014 and was originally intended for the Canadian Pacific as a demonstrator with construction number 6061. It was eventually built for the Wisconsin Central, serial number 11012, EMD order number 6136.

An Explanation of The Depot Foundation

Train hobbyists will be pleased to learn the Depot Foundation is interested in things pertaining to railroading when it comes to enhancing permanent exhibits in the Depot. Last year it funded a Lake Superior Museum of Transportation grant for \$5,000 for the baggage car exhibit.

The purpose of the Foundation is to develop a permanent endowment for the capital and operating needs of the Depot and the organizations it shelters. The monies it uses for giving grants comes from interest income from gifts to the endowment.

Past grants by the Foundation have been primarily for improvements and repairs to the Depot. Among other things, the Foundation helped fund repairs to the leaky trainshed roof and helped complete some Depot Square exhibits. Depot Square helps create a friendly ambiance for museum visitors.

The Depot Foundation would like to inform Transportation Club members that they, too, can help perpetuate these funding activities of the Foundation with their own contributions. The Foundation encourages unrestricted gifts (the baggage car exhibit grant was from earnings on unrestricted funds); however, gifts may be restricted to the Museum.

Gifts to the Foundation may be used as memorials or honoring special people on special occasions. The Foundation acknowledges all gifts and notifies honorees or families of memorial gifts. Remembering the Depot Foundation and the Museum of Transportation in a will is another easy way to help plan for the future of these organizations.

All gifts are tax-deductible and cumulative over the years for membership categories in the Foundation. They are truly gifts in perpetuity because the principal remains intact and the income is used each year. Depot Foundation: 218-727-1330.

NARBW Members Set Up Concession in Baggage Car

Three members of the National Association of Railway Business Women set up a concession table in the baggage car of the LS&M excursion train on July 16, selling coffee, a variety of baked goods, fruit and were giving away coloring books, balloons and bumper stickers to promote "Operation Lifesaver."

Molly Fair, Pat Cohen and Marie Jordahl had a good assortment of cookies, bars, brownies and did a brisk business. Some passengers preferred a cup of coffee and something to go with it rather than a can of pop, while the children were given the coloring books and balloons as an on-going effort on part of the NARBW to make people aware of grade-crossing accidents and the dangers of playing around railroad trains. Marty Fair had a portable generator in the back of his pick-up truck to supply electricity for heating the coffee between runs.

The district convention of the NARBW will be held in Duluth on the weekend of September 16-18 and the china car that the ladies have been restoring will be have its official grand opening.

The same weekend is planned for railroad safety days sponsored by area railroads in Mike's Yard with a shuttle train operated by the LS&M from West Duluth.

D. B. Shank Featured Speaker at Third Annual LSMT Meeting

A social hour in the railroad museum, a spaghetti and meatball dinner in the Great Hall and a slide presentation in the Duluth Playhouse marked the third annual meeting of the Lake Superior Transportation Museum membership.

The social hour began at 5:30, giving members a chance to mingle and socialize with their favorite beverage and music supplied by the Mike Meier duo playing from atop the tender of the William Crooks.

Dinner in the Great Hall followed, catered by the Chinese Garden. Elaine Ellian and John Thompson checked tickets as members entered the building and reported that 150 reservations had been made which is near the capacity of the Great Hall. The Mike Meier duo supplied dinner music.

Following the dinner, the membership assembled in the Playhouse for a short business meeting presided over by board president Wayne C. Olsen. Wayne served as interim president until the annual election, replacing Clint Ferner who resigned due to possible conflict of interest with the acquisition of the North Shore line formerly owned by the DM&IR. Clint is general manager of the DM&IR.

Other officers elected were Leo McDonnell, vice president, William Van Evera, secretary, and Robert Sederberg, treasurer, all from Duluth. Other board members are Phil Budd, Cloquet; Ed Burkhardt, Chicago; Earl Currie, Minneapolis; Lenard Draper, Duluth; Wayne Hatton, St. Paul; Thomas Lamphier, Stillwater; John Larkin, Wells, Michigan; Richard Neuman, Superior; Byron Olsen, St. Paul, and Donald Shank, Duluth.

Ex-officio members are David Schauer, president of the Lake Superior Transportation Club, Duluth; Aaron Isaacs of the Minnesota Transportation Museum, Minneapolis, and Lawrence Summer, Lake Superior Museum of Transportation Director, Duluth.

Following the business meeting, Donald B. Shank, former General Manager of the DM&IR, gave a slide presentation entitled "Lakefront Excursion Trains: A Dynamic New Component for the LSMT." Mr. Shank retired from the DM&IR in 1981 after 41 years of service, working his way up through the ranks to the top post.

He joined the DM&IR as a locomotive fireman, worked his way through the ranks, becoming vice president and general manager in 1964. Several slides in his presentation depicted a bit of the past history of the depot, one showing the huge canopy that covered all six tracks until 1922 when the butterfly platform canopies were erected. Other slides showed the Budd-built rail-diesel car last used in passenger service in 1961, the 1984 excursion trip to celebrate the 100th anniversary of the D&IR's first ore train into Two Harbors. The two-day excursion trip carried 2,100 passengers.

Since his retirement from the railroad, Mr. Shank has formed his own consulting firm and has been a leader in the efforts to acquire the former DM&IR North Shore Line for a tourist railroad. Plans were to have a trial run in June 1989, but due to a necessity to lower an overpass on London Road and the consequent lowering of the tracks beneath, the earliest any operation could be had would be in 1990.

Some of the possibilities that Mr. Shank mentioned:

- An excursion train from the Depot to Glensheen during the day with coaches.

(Continued on Next Page)

(Continued From Previous Page)

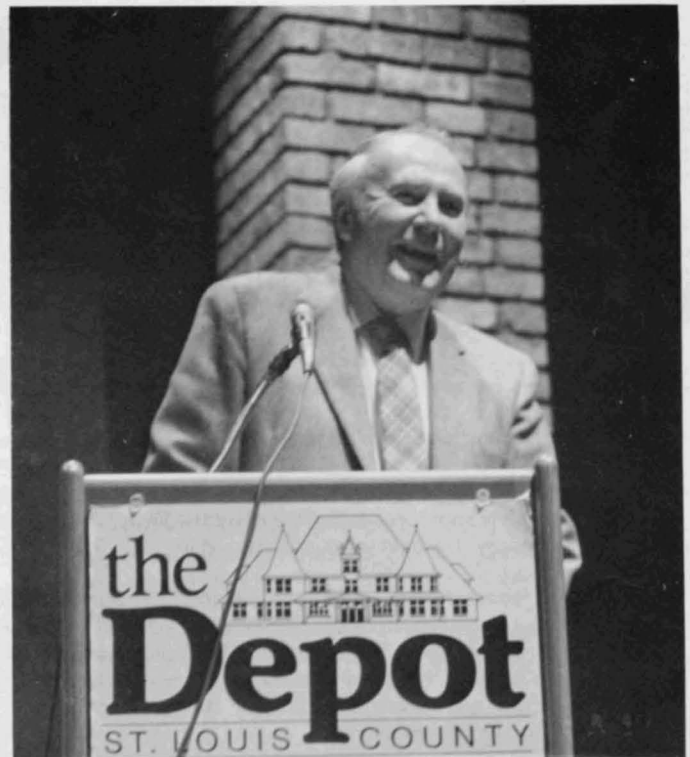
- A dinner train from Duluth to Two Harbors and return in the evening.
- A Grandma's Marathon train that would start with the runners on a track that parallels Highway 61 for seven miles between Two Harbors and Knife River, giving passengers an excellent view of the race, then speeding up to Duluth in time for the passengers to watch the finish.
- Duluth being the only major city having a tourist train leave from a downtown railway station.
- Special trains for Father's Day or Mother's Day, special celebrations and events.
- A special boat-train combination in which passengers would take a train one way, and an excursion boat the other. Mr. Shank also mentioned that some preliminary work would soon begin on the former DM&N consolidation No. 14 now inside the railroad museum.

The membership has increased substantially in 1987 and now stands at 182 retired railroad veterans, 88 individual, 82 family, 11 contributing, 18 sustaining, and 6 life members, for a total of 387.

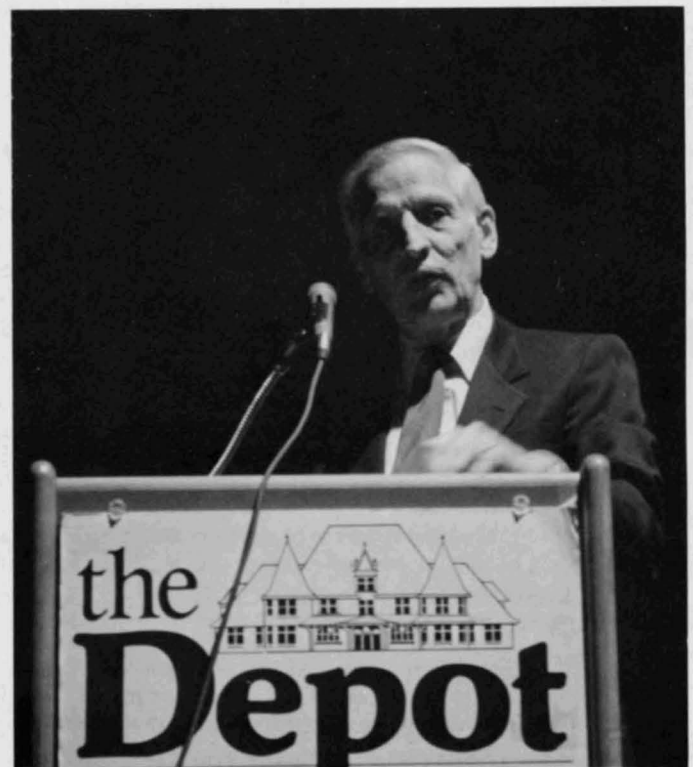


Dave Schauer and Zeke Fields having a discussion during the social hour prior to the museum's annual dinner.

page six



Wayne Olsen, president of the rail museum board of directors, leads the business meeting following the dinner.



Don Shank describes the future of the Duluth and Two Harbors excursion line at the annual meeting of the museum.



Elaine Ellian and John Thompson checked registrations of museum members attending the annual dinner and business meeting on May 6.



Mr. and Mrs. Carroll Mattlin inspect the museum's china car with Marilyn Persch describing the progress. The Mattlins have donated china to be displayed in the car.



Museum members edge up to the refreshment counter during the social hour prior to the annual dinner on May 6.



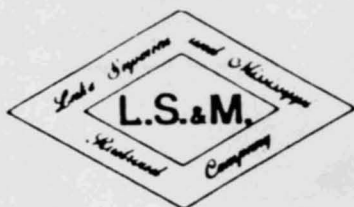
Kurt Haubrich and Bill Mickelsen try out the seats that were just installed in LS&M coach 85.



Mark Olson operates the Fordson tractor to lift rails to be moved to the Herman Avenue crossing for rail replacement.



Bill Mickelsen and Bob Sailstad paint the battery box of the LS&M coach 85 in preparation for the summer's activities.



Dick Hanson's high-rail truck, a 1980 GMC from the CNW, pulls the LS&M's newly acquired gang-spiker in preparation for some weekend track work.



LS&M NEWS

LS&M Acquires More Track Equipment; Car 85 Operational

The former DM&N coach that the LS&M bought from the Missabe two years ago is seeing its first season of operation. The all-steel heavy-weight with six-wheel trucks of World War I vintage was used as a bunk car for wrecking crews on the Missabe, equipped with lockers, an eating area and three kerosene parlor-type Coleman heaters. Six walk-over vinyl seats with two tables for an eating area, were left in the coach.

Members of the LS&M gutted the interior, had the car sand-blasted and painted Pullman green at the Missabe paint shop in Proctor and with the car inside last winter, began the restoration into a useable piece of equipment.

The windows were taken out and repainted. The car originally had storm windows, similar to DM&IR coach 33, but for use as a bunk car, many of the storms were replaced with screens. All screens and remaining storm windows were removed.

The interior of the car was in good shape with a light grey paint on walls and ceiling. The ceiling was spray-painted in white to brighten up the interior. The floor was painted a dark brown and the rest room was painted in an off-white. A chemical toilet was installed in the relief station.

The last bit of work was the installation of seats in May. The LS&M

bought enough seats to furnish the car from a gentleman in Laona, Wisconsin who was to convert a coach for dinner-train use. The car is a former SP Taledega articulated. The seats are reclining, covered in a rust-colored fabric and in very good shape. The seats had to be raised three inches from the floor to clear a steel plate jutting out from the wall, the steel plate once being used to cover the heating pipes that had long since been removed.

The coach was first used in Minneapolis along with other museum cars the weekend of June 18-19 in conjunction with the beginning of the gala Swedish music festival. The arrangements were made through the Soo Line.

On the weekend of June 25-26, car 85, along with other cars from the museum, were used for the annual museum fan trip on the Duluth & Northeastern from Cloquet to Saginaw. And during July and August the car is being used on the LS&M's excursion train in West Duluth.

The LS&M has also added some additional pieces of equipment to its track maintenance roster. A gang spiker was purchased from the Missabe and is in good condition. A nine-year-old track liner was also obtained from the Missabe, minus a few parts, which were used to repair a scarifier. The former BN scarifier was purchased from Northern Engine and used to rebuild the track liner. The engine of the track liner will be rebuilt, giving the LS&M two more pieces of track equipment which will save a lot of hand-labor on future track work.

The LS&M was also granted approval of a radio frequency. **Stuart Beck** arranged for the railroad to be assigned a frequency of 160.380 and the railroad has purchased two mobil units for the train and a radio in the ticket booth. The locomotive has a roof-mount antenna and a member of the train staff has a hand-held unit, both with 25 watts of power.

Prior to this season's operating schedule, the LS&M track crew repaired the Herman Avenue grade crossing in New Duluth. The ties and rails were replaced with new ties and heavier rail and re-ballasted. Also several areas along the route, especially in Riverside and Morgan Park have been re-ballasted with crushed rock.

DeWayne Tomasek observes as Ben Ostroviak jacks up LS&M coach to allow a grease ring to be slipped into the truck bolster.



LAKE SUPERIOR AND MISSISSIPPI RAILROAD.

No. 11.--TIME SCHEDULE.--No. 11.

To take effect on Sunday, May 21st, 1871, at 12 o'clock, Noon.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY. THE COMPANY RESERVES THE RIGHT TO VARY THEREFROM AT PLEASURE.

TRAINS GOING NORTH.							TRAINS GOING SOUTH.									
STATIONS.	No. 11.	No. 9.	No. 7.	No. 5.	No. 3.	No. 1.	DISTANCES FROM ST. PAUL.	STATIONS.	DISTANCES FROM DULUTH.	No. 2.	No. 4.	No. 6.	No. 8.	No. 10.	No. 12.	STATIONS.
	Stillwater PASSENGER.	Stillwater PASSENGER.	WAY FREIGHT.	THROUGH FREIGHT.		EXPRESS PASSENGER.				EXPRESS PASSENGER.		THROUGH FREIGHT.	WAY FREIGHT.	Stillwater PASSENGER.	Stillwater PASSENGER.	
SAINT PAUL.....	5.00 P. M. De.	9.45 A. M. De.	5.10 A. M. De.	6.30 P. M. De.		10.35 A. M. De.	0	SAINT PAUL.....	156	4.45 P. M. Ar.		7.45 A. M. Ar.	8.50 P. M. Ar.	9.20 A. M. Ar.	3.30 P. M. Ar.	SAINT PAUL
Post—S. T.....	*5.10	*9.55	*5.20	*6.47		*10.41	2	Post—S. T.....	154	*4.35		*7.30	*8.35	*0.10	*3.20	Post—S. T.
White Bear Lake...	5.35	10.30	6.30 Mt. No. 6	7.45 Mt. No. 8		11.14	12	White Bear Lake...	144	4.08		6.30 Mt. No. 7	7.45 Mt. No. 5	8.40	2.50	White Bear Lake
Stillwater.....	6.10 P. M. Ar.	11.20 A. M. Ar.					24	Stillwater.....	156					8.00 A. M. De.	2.00 P. M. De.	Stillwater
Centreville.....			*6.55	*8.15		*11.28	17	Centreville.....	139	*3.55		*6.00	*7.20			Centreville
Forest Lake.....			*7.35	*8.55		*11.50	25	Forest Lake.....	131	*3.32		*5.20	*6.40			Forest Lake
Wyoming.....			8.00	9.20		12.04 P. M.	30	Wyoming.....	126	3.20		4.55	6.15			Wyoming
North Branch.....			9.00	10.20		12.36	42	North Branch.....	114	2.45		3.55	5.15			North Branch
Rush City.....			10.00	11.20		1.00	54	Rush City.....	102	2.12		2.55	4.15			Rush City
Pine City.....			11.00	12.15 A. M.		1.41 Mt. No. 4	65 1/2	Pine City.....	90 1/2	1.41 Mt. No. 1		2.05	3.13			Pine City
HINCKLEY.....			12.00	1.10 Mt. No. 6		2.33	77	HINCKLEY.....	79	1.02		1.10 Mt. No. 5	2.13 Mt. No. 1			HINCKLEY
Kettle River.....			12.42 P. M. Mt. No. 2 and 7	2.40		3.28	95	Kettle River.....	61	12.42 P. M. Mt. No. 8		11.47 P. M. No. 7	11.00	11.15		Kettle River
Moose Lake.....			3.35	3.50		4.08	110	Moose Lake.....	46	11.00		9.50	10.00			Moose Lake
Black Hoof.....			4.27	4.45		4.37 Pass No. 7	121	Black Hoof.....	35	*10.33		8.55	9.10			Black Hoof
N. P. R. R. Junction	3.50 P. M. De.	9.10 A. M. De.	5.32	5.40		5.08	132	N. P. R. R. Junction	24	10.00		8.00	8.20	8.30 A. M. Ar.	3.30 P. M. Ar.	N. P. R. R. Junction
Thomson.....	4.00	9.20	5.47	5.45		5.13	133	Thomson.....	23	9.56 Mt. No. 9		7.50	8.00	*8.20	*3.20	Thomson
Fond Du Lac.....	4.15	9.56 Mt. No. 2	6.47	6.40 Mt. No. 8		5.50	141	Fond Du Lac.....	15	9.26		6.47 Mt. No. 1 and 7	6.40 Mt. No. 8	7.20 Mt. No. 5	2.20	Fond du Lac
Oneota.....	*6.00	*11.56	*7.42	8.00		*6.20	152	Oneota.....	4	*8.57		*4.20	*5.35	*6.20	*1.20	Oneota
Rice's Point.....	*6.15	*12.10 P. M.	*7.57	8.15		*6.30	155	Rice's Point.....	1	*8.48		4.05	*5.20	*6.05	*1.05	Rice's Point
DULUTH.....	6.20 P. M. Ar.	12.15 P. M. Ar.	8.00 P. M. Ar.	8.20 A. M. Ar.		6.35 P. M. Ar.	156	DULUTH.....	0	8.45 A. M. De.		4.00 P. M. De.	5.15 A. M. De.	6.00 A. M. De.	1.00 P. M. De.	DULUTH

↑ REFRESHMENTS
* TRAINS STOP ONLY ON SIGNAL.

SPECIAL RULES.—To Remain in force during the Continuance of this Schedule.

All Trains will leave daily, Sunday excepted.
 Train No. 2 will side track at Pine City for Train No. 1.
 Train No. 8 will side track at White Bear Lake for Train No. 5.
 Train No. 6 will side track at White Bear Lake for Train No. 7.
 Train No. 10 will not leave Stillwater until Train No. 11 of the day previous has arrived.

Train No. 9 will not leave St. Paul until Train No. 10 has arrived.
 Train No. 12 will not leave Stillwater until Train No. 9 has arrived.
 Train No. 11 will not leave St. Paul until Train No. 12 has arrived.
 Train No. 14 will not leave Duluth until Train No. 15 of the day previous has arrived.
 Train No. 13 will not leave N. P. Junction until train No. 14 has arrived.

Train No. 16 will not leave Duluth until Train No. 13 has arrived.
 Train No. 15 will not leave N. P. Junction until Train No. 16 has arrived.
 Freight trains will not carry passengers.

THE SPEED OF FREIGHT TRAINS MUST NOT, UNDER ANY CIRCUMSTANCES, EXCEED FIFTEEN MILES PER HOUR.

J. H. CROWLEY, Train Dispatcher.

W. W. HUNGERFORD, General Superintendent.



The Canadien, VIA Rail's transcontinental train, pulls into Thunder Bay on June 11, 1988, with an 11-car train. Gone are the familiar Alco PAs on the front, replaced with GM FP-40s and an Alco B

unit for steam heat. The two headlights on either side of the coupler are ditch lights.



VIA Rail's train no. 2, the east bound Canadien, departs Thunder Bay on June 11, 1988, an hour late because of slow orders made

necessary by sun links out west.

CALENDAR OF EVENTS

Sept. 3 — Last weekend of train rides on the LS&M.

Sept. 16-18 — District 3 conference of the NARBW at the Depot. Registration Friday, boat ride, train ride and dinner on Saturday. The ladies will also take part in Railroad Expo '88 at Mike's Yard, selling popcorn, souvenirs and promoting "Operation Lifesaver."

Sept. 17 — Railroad Expo '88, sponsored by the Minnesota Railroad Safety Council and area railroads, with shuttle train from West Duluth giving free rides to Mike's Yard, courtesy of the LS&M and the BN.

Sept. 30 — First meeting of the season for the LSTC in the Depot, with "Bring a Friend Night." Club meets last Friday of every month except in December.

The time table on page ten is a copy of the original Lake Superior & Mississippi Railroad time table of May 21, 1871, courtesy of the St. Louis County Historical Society.



LAKE SUPERIOR TRANSPORTATION CLUB
ST. LOUIS COUNTY HERITAGE & ARTS CENTER
506 W. MICHIGAN STREET
DULUTH, MINNESOTA 55802

VISIT YOUR . . .

RAILROAD MUSEUM GIFT STORE

NOVELTIES MAGAZINES
BOOKS POSTCARDS
CAPS T-SHIRTS
 SOUVENIRS

LAKE SUPERIOR MUSEUM
OF TRANSPORTATION
506 W. MICHIGAN ST.

Sympathy and condolences are extended to the Bill Bradley family on the loss of their son Steve on August 9 in an auto accident.

NON-PROFIT ORG.
U.S. POSTAGE
PAID
DULUTH, MINN.
PERMIT No. 228

VOID VOID

