

**LAKE SUPERIOR TRANSPORTATION CLUB
LAKE SUPERIOR MUSEUM OF TRANSPORTATION**

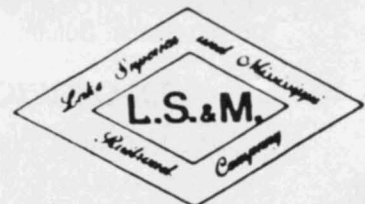


Laker

WINTER, 1990



Lake Superior and Mississippi Railroad



THE LAKER

Winter, 1990



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

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Vice President, Public Relations	Tim Schandel
Director, Equipment Restoration	Bill Mickelsen
Director, Model Railroad	Dave Carlson
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Treasurer	Charles Jensen
Editor	Jergen Fuhr

The Lake Superior & 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.

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Leo McDonnell, Duluth; Aaron Isaacs, Minneapolis

Technology and electronics has made life much more simplified in some respects, complicated in others. And coupled with satellites, surveillance and detection systems and communications, certain aspects of our modern life have been made safer and simplified, often at someone's expense. Take the ARIES system as an example, whereby a railroad using a satellite communications system, enables a dispatcher to tell within a few feet the location of a train. The system also enables the dispatcher to stop the train if the need arises. A computer in the locomotive also keeps watch over the various functions on board the train and relays the information to the train crew in the cab via a terminal display.

The little black box on the end of the train that has replaced cabooses in some areas may have simplified things for a railroad company but it comes at the expense of the personnel who once rode the caboose, doing the paper work and keeping an eye open for hot boxes and other unsafe conditions with the train or along side the right-of-way.

Computers and electronics play a part in almost every aspect of life and the editing of a newsletter or a newspaper is no exception. It is possible for a reporter or an editor to be miles from the office and by using a modem is able to put his/her written copy into a computer at the office which can then be typeset, made up into a page and be camera-ready. Desk-top publishing systems enable a person to produce camera-ready pages for a newsletter at home or office, eliminating the need for a typesetter.

When **David Schauer** took on the job of producing the "Laker Extra," he used a desk-top publishing system which produced the camera-ready pages, leaving a blank space for any photographs to be inserted.

The "Laker Extra" covers the local railroad scene, while the "Laker" covers events at the rail museum, the transportation club and on the Lake Superior & Mississippi Railroad excursion train.

There has been a difference in the way the "Laker Extra" is produced from that of the "Laker." The latter has been more labor-intensive in that an almost antique Royal manual typewriter has been used to produce the copy which is then sent to a print shop to be typeset on photographic paper. The copy is returned to the editor who then makes it up into camera-ready pages, sends them along with the photographs to the print shop which then makes the printing plates and runs the copies off on a press — more labor intensive to be sure than a desk-top publishing system and also more expensive. But the "Laker" editorial staff is not real great for all kinds of electronic gadgets or machines that replace personnel. We like to keep things simple and the only consent to the electronic age made is a recent acquisition of an electronic typewriter to replace the old Royal manual.

The production of the "Laker Extra" may be done differently. David has taken a new position with an advertising firm in Colorado Springs, Colorado and **Tim Schandel** has volunteered to take over the duties, but does not have access to a desk-top publishing system.

Our congratulations to David on his new position. The Lake Superior Transportation Club and the Lake Superior & Mississippi Railroad lose a valuable member and worker. David has grown up in the museum, joining as a very young junior member.

LAKE SUPERIOR TRANSPORTATION CLUB
SUMMARY OF RECEIPTS, DISBURSEMENTS, AND
CASH FOR THE PERIOD JANUARY 15, 1989
THROUGH JANUARY 14, 1990

DESCRIPTION	AMOUNT	TOTALS
Cash on hand January 15, 1989		136.63
Receipts		
Dues	2,925.00	
Sale of Laker	946.88	
Flea Market	664.50	
Model Railroad Show & Banquet	388.05	
Sale of Model Railroad Equipment	216.50	
Misc.	10.35	
Interest on Savings Acct	56.46	
Subtotal	5,207.74	5,207.74
Total		5,344.37

Disbursements		
Laker	2,173.30	
Postage	224.33	
Meetings: Notices	112.76	
Refreshments	230.40	
Model RR/Modular RR	650.12	
Data Processing	44.00	
Flea Market	255.91	
Model Railroad Show & Banquet	450.98	
Flowers	16.90	
Checking Account Service Charge	39.25	
Supplies, Misc	62.60	
Membership: List	88.95	
Cards & Forms	73.35	
Dues & Notices	39.40	
TOTAL	4,462.25	4,462.25

Cash on hand January 14, 1990		
Savings	596.81	
Checking	285.31	
TOTAL	882.12	882.12

Comparisons:
1988 Receipts — \$3,154.19 Disbursements \$3,700.99
1988 Flea Mkt. — Profit 365.75 1989 — Profit 408.59
1988 Model RR Show & Banquet — Loss 68.75
1989 — Loss 62.93

Submitted Jan. 26, 1990
Chuck Jensen, Treasurer

Union Pacific Railroad



COVER PHOTO . . .

Recorded for posterity is this photograph of a Great Northern F-7 A-B-A unit No. 312 clattering over the diamonds at Carlton with a loaded iron ore train. As Tim Zager said at the annual meeting of the LSTC, rail fans should also photograph stationary things like towers and stations before they are gone. This late afternoon photo was taken on the 29th of May, 1961 by N.F. Priebe of Rosemount, Minnesota and shows the Carlton tower at the NP and GN crossing.

HIGHLIGHTS OF THE OCTOBER, NOVEMBER LSTC MEETINGS

Following the usual secretary's and treasurer's report, **Dave Carlson** gave a report on the flea market sponsored by the club on October 21 at First United Methodist Church saying that the event was of moderate success. There was a considerable snow fall just before the 1988 flea market making driving somewhat less than ideal. For the 1989 event, the weather was too nice which may have prompted some participants to take part in other outdoor activities. The event did net the club \$664.50 for its efforts.

Dave also reported on the Miller Hill Mall model railroad show held on November 4 and 5 which brought six exhibitors plus the club's own modular HO layout. Though the reponse was smaller than usual from past years, the show did bring a lot of people to the Mall.

Wayne Olsen reported on the donation by the Soo Line of a Pullman open sleeper No. 1378.

A progress update on the installation of the recessed work area for the Lake Superior & Mississippi Railroad's shop was given by **Mark Olson**, president of the LS&M. The headwall has been put in and the rail supports will soon be installed. It is hoped to get the rails on top of the supports and move the maintenance-of-way equipment into the shop before the winter snow comes.

Mark also reported that the county has donated a welder and some shelving from a county garage that was closed. Repair of the traction motor for the LS&M's locomotive will be between \$3600 and \$3700. More cement will be poured for the pit and a request for willing hands to help was put to club members.

Zeke Fields reported that D&NM locomotive No. 14 is just about done having new tubes installed in the boiler and will be hydroed in the spring as soon as weather permits.

President **David Schauer** offered his resignation from the club. He has accepted a position with an advertising company in Colorado Springs, Colorado and will be leaving Duluth soon. The club went on record in adopting a resolution thanking Dave for his many years of service to both the club and LS&M. His term will be up for election in January, 1990.

Wayne Olsen mentioned that the TRAIN convention will be held in Duluth in 1991.

Following the business meeting, **Norm Livgard** introduced **Tom Casper** from Chicago who presented the slide show. Norm and Tom had grown up together in Anoka with Lionel and American Flyer trains.

LSTC ANNUAL MEETING ELECTION HELD JANUARY 26

It was reported by **Wayne Olsen** that **Wayne Hatton** from the BN will be at the Museum's board of directors meeting and will be asked if the Hustle Muscle could be put into operation by the BN in Superior or Northtown. Wayne also mentioned that the Museum is looking for funds with which to build a maintenance shop.

Work continues on the model railroad on Wednesday nights with the fixing and replacement of bridges and scenery, finishing the ore dock approach and the town being added to the southwest corner of the model building, it was reported by **Dale Carlson**.

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Dale also mentioned that the club's HO modular layout has been set up in the former Amtrak Depot.

Work continues on the former Blue Mountain and Reading RDC that was purchased by the Regional Rail Authority last summer. **Zeke Fields** is spending most of his time on the project, it was reported by **Tom Gannon**. Tom said he had been busy putting in the new offices for the museum director and secretary and has been catching up on many little odd jobs about the Museum.

A report on the construction of the LS&M's recessed repair facility at the shop and a plea from **Bill Mickelsen** for more help on car 29 wound up the business meeting preceding the election of officers.

Half of the officers are elected on alternating years and for 1990, the office of president; vice president, public relations; director, model railroad; membership secretary and editor were up for election.

Nominated and elected to office were **Steve Ruce**, president; **Tim Schandel**, vice president, public affairs; **Dave Carlson**, director, model railroad; membership secretary **Dale Carlson** and editor **Jergen Fuhr**.

Vice President **Tim Zager** gave a video presentation on interlocking tower CK at Winona, Minnesota. In his remarks prior to the video, he mentioned that most rail fans like to take pictures or videos of things that move, but there are many stationary things that should be preserved on film before they are gone, such as interlocking towers and small country depots. He gave a short description of what happens in an interlocking tower and it was brought out by members that there are no more towers in the Twin Ports.

Tim mentioned that often itinerant tower operators would come into a tower looking for work and not being familiar with the tower procedures and controls could possibly get things fouled up.

Winona was a busy railroad center at one time with raw timber coming down the Mississippi River to saw mills in Winona, being cut up into lumber to be sent west for the settlers on Minnesota prairies and to the east in Wisconsin.

Tim's video showed the manual switch controls in the tower which are nearly 100 years old, in stark contrast to the modern computer, teletype, fax machine and radio in the tower. He followed with a video on the Black Hills Central and the Museum-sponsored D&NE trip in June of 1988.

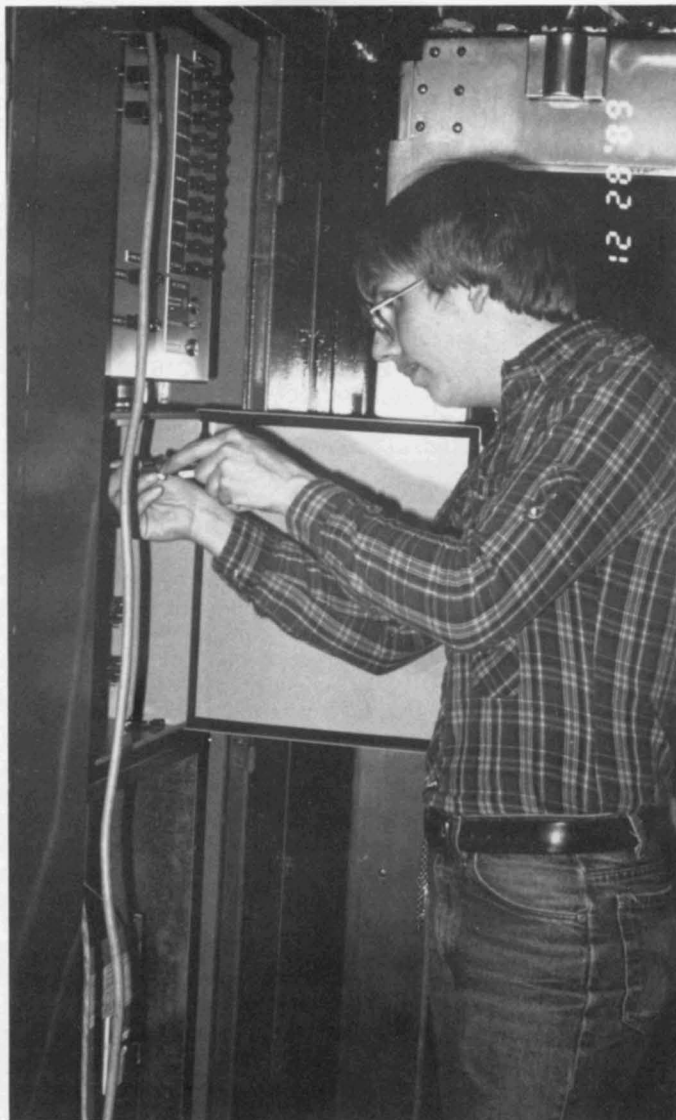
PICTURE, INFORMATION WANTED

Dan Karelko would like to get a picture of a Great Northern gas electric and trailer that operated between Duluth and Grand Forks. He is also wanting to get a picture of a Northern Pacific Z-2 articulated.

REMEMBER . . . ?

HAVE YOU LOOKED AT THE GUIDE RECENTLY?

That minor mecca adjacent to the iron ranges, Duluth & Northeastern, will carry passengers in the caboose on its daily-except-Sunday steam-powered round trip between Cloquet and Saginaw, Minnesota. In exchange for 84 cents, the fan can leave Cloquet at approximately 9 a.m. and enjoy 2½ to 4-hours of stack and whistle talk. — Jim Scribbins in September, 1963 Trains.



Tim Schandel installs circuit breakers as part of the electrification of E&LS 2200, the Edith Cavelle, a full-length sleeper being converted to HEP at the museum.

MUSEUM'S TRACK SEVEN AGAIN A BUSY PLACE DURING WINTER MONTHS

During the summer months the Museum's track is cleared of any equipment from one end to the other to allow the operation of the trolley. But during the winter months, the area takes on a whole different look as equipment is moved in to be repaired, modernized, fixed, restored, or whatever the case may be. And the winter of 1989-90 finds the track filled with three different work projects — the repairs being made on the Rail Authority's RDC, the restoration of LS&M's car 29, and the head-end power conversion of a sleeping car belonging to the Escanaba & Lake Superior Railroad.

E&LS sleeping car No. 1100, the Mount Edith Cavell, was one of six sleeping cars built by Pullman Standard in 1954 for the Canadian National. The 1100, which has five compartments and three drawing rooms, and her five sisters served the CN and later the VIA until the early 1980s when they were declared surplus equipment. Three of these cars were purchased by the E&LS (Nos. 1100, 1101 and 1105) for use on business trains.

Continued from preceding page

Work to be performed on the 1100 will include a new electric heating system to replace the former steam heat system, new air conditioning compressor/motor combination, the addition of new electrical components, installation of a 27-pin communications line and a partial rewiring.

Upon completion of this work, the sleeper will meet all current Amtrak standards for private cars. Work is being planned and carried out by the E&LS passenger foreman Randy Schandel with some assistance by Museum personnel.

The Edith Cavell will be the third E&LS passenger car to undergo an HEP conversion at the Museum, the others being sleeper 1101 and diner-lounge 1348.

—Tim Schandel

SOO LINE DONATES SLEEPING CAR TO MUSEUM

During the later part of 1989 the Soo Line Railroad made a significant donation to the Museum's collection of rolling stock in the form of a heavyweight sleeping car.

Car No. 1253 was one of six sleepers built for the Soo Line in 1921 by the American Car & Foundry. As built it contained twelve sections and one drawing room and was named after a town on the Soo Line in North Dakota, "Bowbells." In 1938 the 1253 and a sister, the 1251, were rebuilt to eight-section/restaurant/lounge cars and assigned to the "Laker" between Chicago and Duluth and the Minneapolis to Sault Ste. Marie runs.

As passenger service tapered off in the 1960s the 1253 was renumbered to X1378 and placed in wreck train service where it remained until its donation to the Museum.

The car is still in pretty fair shape with almost all of its major components still intact, but many smaller items like door hardware and light fixtures are missing.

In summary, while the 1253 will not be on public display anytime soon, due to the generosity of the Soo Line a major void in the Museum's collection has been filled.

Visitors to the museum have often asked if there was a sleeper on display that they could see. The Soo Line sleeper, with its four upper and lower berths on either side and Baker Heater, is in need of a good cleaning and would be a wonderful project for Soo Line fans or historians to get involved in the rejuvenation of the car.

—Tim Schandel

NEW OFFICES CREATED FOR MUSEUM DIRECTOR, SECRETARY

The new director of the Railroad Museum, **Leo McDonnell**, and his secretary, **Claudia Busch**, have moved into their new offices on the track level to be closer to their work. Temporary office space has been created in the Zelda Theater until permanent office space can be found. Former director **Larry Sommer** had his office on the second floor of the Depot, being that he was the director of the Historical Society and devoted only a part of his time as director of the Railroad Museum. **Tim Schandel** has also moved his office into the Zelda from the former Amtrak office. The former ticket office and waiting room may be used for storing supplies and office facilities for the dinner train.

MODEL RAILROAD SHOW HOSTED BY LSTC

The Lake Superior Transportation Club hosted its annual model railroad show at Miller Hill Mall on the weekend of November 4, 1989. Seven exhibitors took part in the show, not as many as in previous shows, partly because of conflict with another model show in the Twin Cities, and partly because the club has not been able to put on a show at Miller Hill Mall the past two years, interrupting the regular habit of having a model show at the Mall. In the past, the model show has drawn a variety of model railroad exhibitors, from standard gauge and Lionels to Z-scale, large modular layouts to small dioramas, and trains to trolleys. The seven exhibitors at the show were:

- The HO Hobby Depot of Richfield with a 12'x52' modular layout.
- Leon and Patti Weitganant who brought an HO 12'x40' from Blain.
- Gene Whyte from White Bear Lake and his Lionel layout.
- Ben Imbertson and the Missabe Historical Society with their large HO layout.
- Gary Griener, Bob Cibuzar, Harvey Jennings and friends who had set up a Lionel layout with some equipment contributed by Carr's Hobby.
- The LSTC's own HO modular layout.
- The National Railway Association of Railway Business Women who had a safety display which urges people to be very cautious at railway crossings.

Exhibitors had set up their displays after the Mall had closed for business on Friday night and dismantling on Sunday as the Mall was closing.

The club hosted a social hour at the railroad museum following store hours on Saturday with a dinner in the Great Hall of the Depot following. Carr's Hobby had again provided the beverages and the hors d'oeuvres. Sammy's East had provided the dinner after which door prizes were given out. **David Carlson** was the guiding light for the model show and makes the arrangements for the annual event.

CONTRIBUTING MEMBERS

Pursuant to action taken at the 1989 annual meeting of the Lake Superior Transportation Club establishing a new category of membership, the following have become contributing members for the year 1990.

Carl Ekholm	Tom Casper
Don Shank	Gordon Mott
Gerald Dobey	Douglas Buell
Bob Sailstad	David Schauer
Steven Lorenz	David Mikelson
Duane Benoit	Jergen Fuhr
Tom Lamphier	John Magill
Jim Kruezberger	DeWayne Tomasek
Merril Hendrickson	David Bruns

**THERE IS ALWAYS PLENTY OF WORK FOR EVERYONE,
WE NEVER RUN OUT AT YOUR LOCAL MUSEUM OR
TOURIST RAILROAD**

VARIETY OF SUBJECTS DISCUSSED AT MUSEUM BOARD MEETING, TALKS WITH RAIL AUTHORITY

The board of directors of the Lake Superior Museum of Transportation met on November 27, and it was reported by Director **Leo McDonnell** that the cash position at the end of the year should be good.

The office space matter was reviewed and it was proposed that the Zelda Theater be used as temporary office space for the Museum director and secretary. There is a possibility that a second story may be built over the former Amtrak waiting room and ticket office that could be used as office space for the museum staff.

The Pullman sleeping car donated by the Soo Line Railroad is now at the Museum and **Gordy Jonasson** agreed to look up the historical background of this car. It needs a lot of work but is worthwhile restoring as a sleeping car to give Museum visitors a look at what Pullman sleepers were like.

President Olsen discussed the matter of getting a video program on William Crooks and the Minnetonka copied from a 1930's movie to be used in the Museum. It was estimated that the cost of purchasing the video equipment could be up to \$1500. Some of the funds may come from the Isakson Memorial Fund and some from the DWP. It was moved to authorize the expenditure for the video program.

The executive committee of the Museum met three times in December and again on January 10 for the purpose of discussing arrangements for the proposed tourist and dinner train operations using the former DM&IR North Shore Line between Duluth and Two Harbors.

Don Shank reported that the Boone Scenic Railroad in Iowa has purchased a Chinese Mikado locomotive for \$350,000 and is planning an inaugural run with 500 seats at \$100 apiece. He is planning to go and suggested that the same plan may be used for the inaugural run of D&NM No. 14 when its restoration is complete.

A bill of \$17,500 was due on December 31 to Fraser shipyard for work being done on No. 14 which was paid. Another \$17,000 will be due in June plus \$10,000 for work presently being done. The locomotive had extensive boiler and fire box work done and will be hydroed in the spring as soon as weather permits.

The executive committee met with the Rail Authority on December 19. Its executive director, **John Angaro**, stated that the Museum's people have had experience in operating excursion trains and expressed a desire that the museum derive some revenue from operating excursion trains between Duluth and Two Harbors.

Considerable discussion has been going on between the various parties involved as to where the dinner train and/or excursion train should start from — the Depot or the DECC. The DECC has better parking facilities and visibility. The Depot site has limited parking that could possibly be expanded and improved. **Joe Minnich** of the Tourist Railway Association, Denver, is a consultant to the Rail Authority.

If the Museum were to operate an excursion train(s) during the summer of 1990, it was noted that the Great Northern No. 400, Hustle Muscle, owned by the Great Northern Historical Society, is currently the best equipment available and with some work done and new batteries, could be put into operation. The society has assured the Museum that No. 400 could be used and that part of the profits derived from its use be put into a maintenance account.

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INTEREST IN CHINA CAR EXHIBIT GROWING, DONATIONS COMING IN

Since its grand opening and dedication last May, the china car exhibit has been drawing more and more interest from visitors to the museum on weekends when there is a docent present in the car. It is also the Museum's newest walk-through exhibit in which visitors can see three table settings behind a glass partition set up with various china and silver place settings from various railroads. Other display cases on either side of the car have menus, silverware and accessories, china pieces which include serving dishes, place settings and specialty items and a waiter's uniform.

The Museum has been receiving memorial donations for the china car:

- The Omaha Chapter of the National Railway Association of Railway Business Women sent a donation in memory of a deceased member, **Marie Case**.
- Three other contributions were received by the Museum in memory of former members **Clara Wilke**, **Alice Marie Killion** and **Marie O'Connor**.
- A contribution was received from **Marillyn C. Persch** in memory of **Arthur C. "Neil" Hanson** and **Margaret "Peggy" Korenchen**.

The china car is an excellent addition to the Museum display and is a credit to the women of the NARBW who have put in so many painstaking hours of restoration of the former DM&N coach No. 68 built in 1908 and to the many contributors who have donated display items. Readers are advised to visit the car on their next visit to the museum. It is truly something the museum can be proud of.

TRAINS CONVENTION TO BE HELD IN DULUTH IN 1991

Zeke Fields and **Bill DeRoche** attended the 1989 Tourist Railway convention in Colorado, spending a week there riding various tourist trains and attending business sessions. It was first planned to have the TRAINS convention in Duluth in 1992, but a tentative host in Florida backed out and Zeke was asked if Duluth would be willing to take the convention in 1991.

He immediately got on the phone to **Leo McDonnell**, asked about hotel rates, brought the information back to the business meeting and it was agreed to let Duluth have the convention in 1991.

Further negotiations with the Rail Authority continue and agreements have to be finalized as to who is going to operate the Budd car and excursion trains. Also final agreements have yet to be confirmed as to the operation of the dinner train and its related activities, such as parking, storage area, supply and office quarters.

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.

DINNER TRAIN BUSINESS A GROWING SUCCESS

"I see Trains Unlimited operating 10 to 12 Star Clippers over the next three years, all producing the same elegant dining experience. The name of the game is to keep the load factor up. And the way reservations have been running, we've started off with a bang."

So stated **Jack Haley**, operator of three successful dinner trains. And if his reputation for running a successful meals-on-steel-wheels enterprise follows him to the Northland, the success of the North Shore Star Clipper should be pretty well assured.

Haley operated the Chicago, Central and Pacific for a short time, demonstrating that a shortline railroad could survive the rail giants. And his venturing into the dinner train market has proven that people like to eat and move at the same time.

His first venture into the field was the Cedar Valley Railroad and the Iowa Star Clipper, a highly successful dinner train in Waterloo. That was followed recently by the Rhode Island Star Clipper operating between Newport and Portsmouth, and the Michigan Star Clipper between Paw Paw and Hartford. The North Shore Star Clipper should make the fourth plus new routes in Pinehurst, North Carolina and Sedona, Arizona, are being planned.

The dinner trains operate at least six days a week during the summer months, reducing the schedule to weekends during the winter. Rolling stock is purchased from other railroads and converted into dining and kitchen equipment at the Cedar Valley Railroad shops in Charles City, Iowa. Power cars are also built to provide heat, air conditioning and lights for the restaurants on wheels.

The Iowa operation taught Haley, a retired Air Force lieutenant, the fine points and detailed efforts to serve gourmet meals to 36,000 passengers each year. This reporter had the privilege of dining on the Iowa Star Clipper in the summer of 1986, a privilege because the reservations were made only two days in advance by telephone and taking a chance that seats were available, considering that reservations were requested at least two weeks in advance. At that time the train operated between Glendale and Lyle, Minnesota, on the Cedar Valley Line. The

choice of entree was the prime rib, the rainbow trout stuffed with crab meat, or the Ham Wellington with orange-raisin sauce. At other times and on other trains, it could be swordfish or chicken breast. But whatever the entree, it is prepared to perfection in the full-length kitchen.

The Iowa train had just started its operation months before, but its reputation quickly grew and patrons were attracted from many parts of the country and foreign countries as well.

The trains operate at a leisurely speed. The North Shore Star Clipper will have approximately a 50-mile round trip to make in three and one-half hours, making it possible for a faster schedule than some of the other dinner trains. Prices range from \$39.95 to \$49.95, depending on which of the Star Clippers a person rides.

Having ridden and dined on both the Iowa Star Clipper and the Hiawatha dinner train operated by Dakota Rail from Spring Park, Minnesota, in the opinion of this reporter, the excellent meal and train ride is worth the price, though the distance covered was not far. The Iowa train traveled through flat country with corn fields and a few cows and farming communities; the Hiawatha, through a rolling landscape and farms and small communities west of the Twin Cities. The North Shore Star Clipper should see a variety of scenery: a glimpse of Lake Superior as it heads up the shore along the Leif Ericson Park and Duluth's East End. Then through a wooded area, through the residential neighborhoods of Lakeside and Lester Park, through more wooded areas, following the old North Shore Road. Another glimpse of Lake Superior in the Knife River area and into the community of Two Harbors and the DM&IR yard.

The general manager of the Michigan Star Clipper stated that in the first six weeks of operation, over 4,000 meals were served and some of the manufacturing corporations in the area were booking private parties for their employees during the holiday season and being electrically heated, winter operation is made much more efficient.

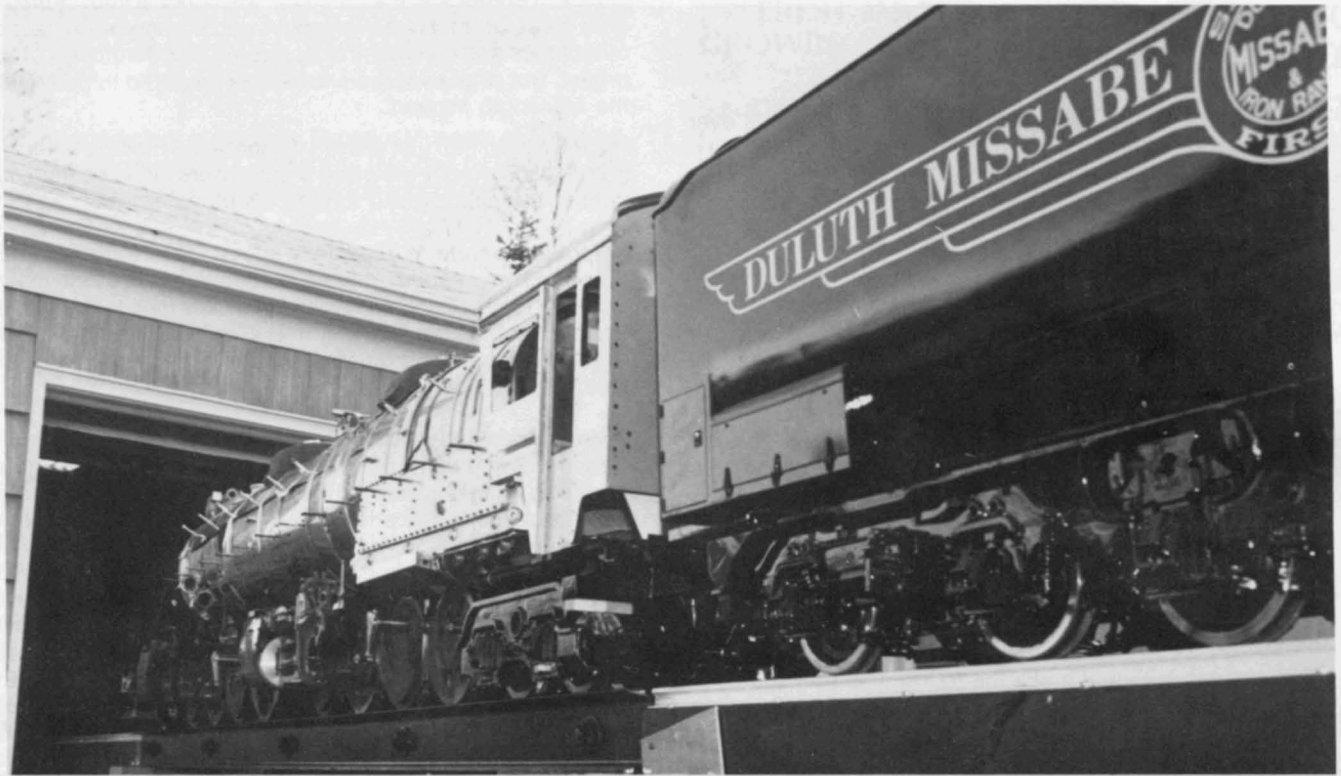
Professional actors stage a murder mystery melodrama on the Rhode Island train and is also offered on the Michigan train.

The Beargrease, Grandma's Marathon, conventions, special attractions and events have all helped to boost tourism in the Twin Ports area. It is hoped that the North Shore Star Clipper will be one more added tourist incentive to the tourism industry which is becoming, if not already, the area's largest industry.



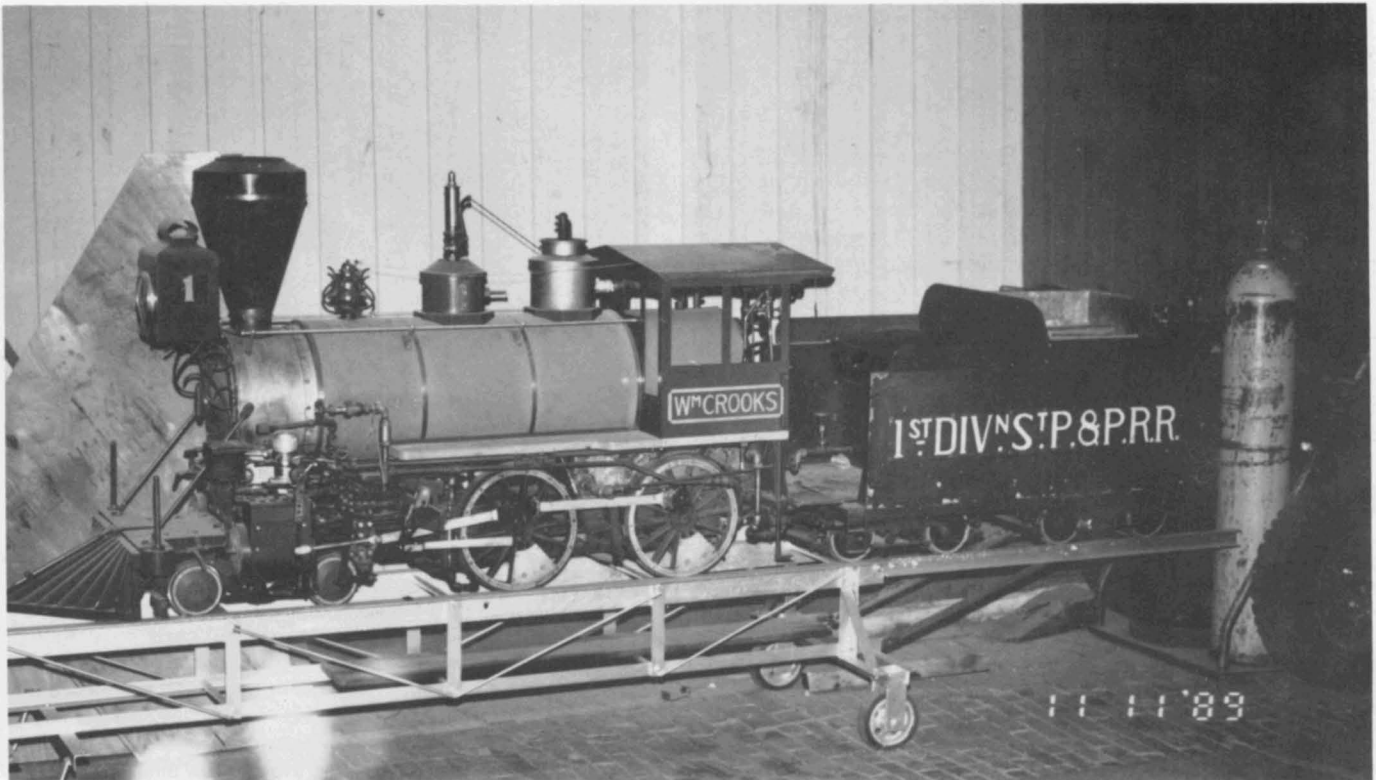
A DM&IR Yellowstone, No. 226, pulls a train of loaded ore cars on the Missabe Historical Society's modular layout at the model

railroad show on November 4 at the Miller Hill Mall.



Two views of a live steam model of a DM&IR Yellowstone articulated that Ralph Andres is building. The locomotive is shown on a set of rails which allows Ralph to move it in and

out of the garage. Ralph has taken various pieces of locomotive to LSTC meetings and has reported on its progress from time to time.



Zeke Fields' live steamer, a 4-4-0 American is currently at the Museum awaiting some boiler work.

LIVE STEAMERS ARE A SPECIAL KIND OF MODELERS

Many model railroad fans are content to pick up a model at the local hobby store, rtr, kit or scratch-built. Or it may be a building or a piece of accessory for the layout located in the basement or in an empty room. Some model railroad fans have extensive layouts and spend a lot of money and time on their layouts and rolling stock. And some modelers are absolutely artists when it comes to painting rolling stock and creating realistic scenery for their miniature railroad empires.

But there is a brand of model railroad enthusiasts seldom heard about in this area and they are not as numerous as the Lionel, HO and O-gaugers and others. The nearest layout is in Hudson, Wisconsin and not in someone's basement or empty room. It covers several acres complete with grades, tunnels, bridges and engine houses and steaming bays.

And the models are not something to tuck under your arm and work on at the desk in a corner of the basement or den. They need a trailer to be towed behind the car, a big trailer for some models, or at least some type of a wagon or cart to carry the smaller models. And if a trailer is not needed, at least the model may be transported to a gathering in the back end of a station wagon or pick-up truck. And these models are not put on the track, the power turned on and someone at the control board then operates the equipment.

No siree, these models are live steam models, with fire in their inards, belching smoke and steam and the operator rides on the locomotive which may be pulling several cars loaded with people, children and adults alike.

When the Lake Superior Museum of Transportation was established and the club came into being, it was originally intended to encompass all types of railroad fans interest: restoration and operation of prototype equipment, a model railroad . . . and live

steamers. The plan was to lay a track along the passenger platform, beginning inside the museum and running out through the back to the end of the yard, a simple point-to-point straight piece of track.

Several sections of portable track were built in the early years of the museum for inch-and-a-half scale live steamers. The sections were mounted on long and narrow wooden boxes of wood which held the tracks about a foot off of the floor. The only one to ever use the track was **Lloyd Berger** with his live steam model of a Soo Line Atlantic (4-4-2 wheel arrangement).

Some of our readers may remember the live steam amusement park trains that once operated on a closed loop at the Park Point amusement area and at the Zoo. There are a number of live steam groups that have extensive layouts in the west and southwest where the weather is a little more conducive to outdoor railroading.

Here in Duluth, one live steam model railroader is going all-out to build what could be called the ultimate in live steam models, an inch-and-a-half scale of a Missabe Yellowstone articulated.

Ralph Andres began building model airplanes when in high school, took an interest in model railroading and expanded his model building to other things such as a model of the steamship USS United States, and a model of the Eiffel Tower.

A Smith-Hughes course in machine shop got Ralph interested in making model steam engines and during the construction of his Yellowstone he did find time to build a working steam model of a Case steam tractor which he has displayed at the annual Lakehead Harvest Reunion, a display of a wide variety of steam engines, tractors and threshing machines held at Esko each year in August.

Ralph's almost consuming passion for the past 27 years has been to complete the Yellowstone which will be numbered 225. He figures it may take another three years to complete it. The

Continued on next page

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EXCURSION TRAIN SCHEDULE SET, SUMMER OPERATING SEASON COULD BE A BUSY ONE FOR LS&M/LSTC

The board of directors for the LS&M have set an operating schedule of ten weekends beginning June 30 through September 2, every Saturday and Sunday. The prices have been kept the same as last year: adults are \$5.00, seniors are \$4.00 and children \$2.00. Departure times will also be the same: 11, 1:30 and 4.

In addition to the regular excursion train schedule, several groups have expressed an interest in including some sort of a train ride in their convention activities. The Kiwanis, Rotarians, Shriners, Minnesota League of Municipalities and a lawyers group have contacted the LS&M or the Rail Museum for information on a possible excursion train ride either on the West Duluth Line or along the North Shore.

Tentative plans also call for the operation of a "Gramma's Marathon Special," that would leave Two Harbors and follow the runners for a short few miles where the North Shore Line parallels Highway 61 between Two Harbors and Knife River. That venture could very well become a success with the news media, marathon workers and supporters and the general public, due to the popularity of the annual event.

It is also hoped by some individuals that the LS&M/LSTC and the Museum can run a series of special weekend trips during the operating season between Duluth and Two Harbors. The Regional Rail Authority continues to have negotiations to determine who will operate daily excursion train and to finalize arrangements for the operation of a dinner train and possibly some freight service.

tender is finished and the boiler is done and has been hydroed. The jacketing has also been installed on the boiler with some accessories to be applied to the outside.

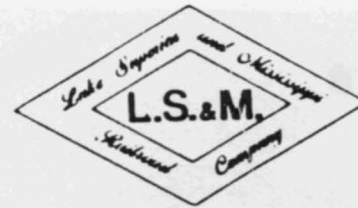
The smoke box and super heater are yet to be finished — yes, like the prototype, the model will have a super heater. Both engines are also near completion, needing the valve gear and side rods to be installed on the drivers. Controls in the cab, some painting on the stainless steel jacketing and a few finishing touches in the coming years and the locomotive will be ready to go.

The propane-fired locomotive will be operated by the operator sitting on the tender which has fake coal. He removes the roof to be able to get at the controls in the cab.

The big model, locomotive and tender, weigh in at 2800 pounds light, 3600 when filled with fuel and water. The boiler will hold 16 gallons of water with 40 gallons in the tender. The indicated horsepower is 24 and steam pressure will top out at 150 pounds, with the pop valves set at 145, 148 and 155. Total length of locomotive and tender is 17 feet. The boiler has 58 flues and 10 super heater tubes. A four-poppet-valve throttle will be installed, along with an air compressor, air brakes, a feedwater heater and injector.

Some of the castings have been made by Ralph and machined in his home workshop. Other more intricate parts were purchased from various suppliers and foundries.

The rail museum has three live steam locomotives of various gauges, on display, one of which, a Missabe Yellowstone, has been donated by the Henry Lake family.



LS&M NEWS

TWO MAJOR PROJECTS BEING UNDERTAKEN BY LS&M MEMBERS

When the operating season ends for members of the LS&M and the excursion train and the equipment is stored for the winter, the work season begins to improve, update, restore, repair equipment and facilities and the work season of 1989-90 finds two major projects being carried out.

One is the continued restoration of coach 29, a former DM&IR solarium that was started in the Fall of 1988.

The coach had been used in wreck train service by the DM&IR and is undergoing the most intensive restoration to date of any passenger equipment. The ceiling has been sand-blasted and will soon be primed and painted. The wall paneling has been removed and the wall cavities cleaned out of rust and water that has seeped in through holes in the window sills. The walls have had new insulation installed and the wall paneling replaced.

The last Saturday of January saw a good work crew strip the masonite sheets from the floor and with a rented machine, the underlying linoleum was stripped, revealing a sound floor which will be covered with a plywood underlayment and new linoleum sheeting or tile will be installed. There was some concern as to what condition the wood floor was in and whether any of it would need to be replaced.

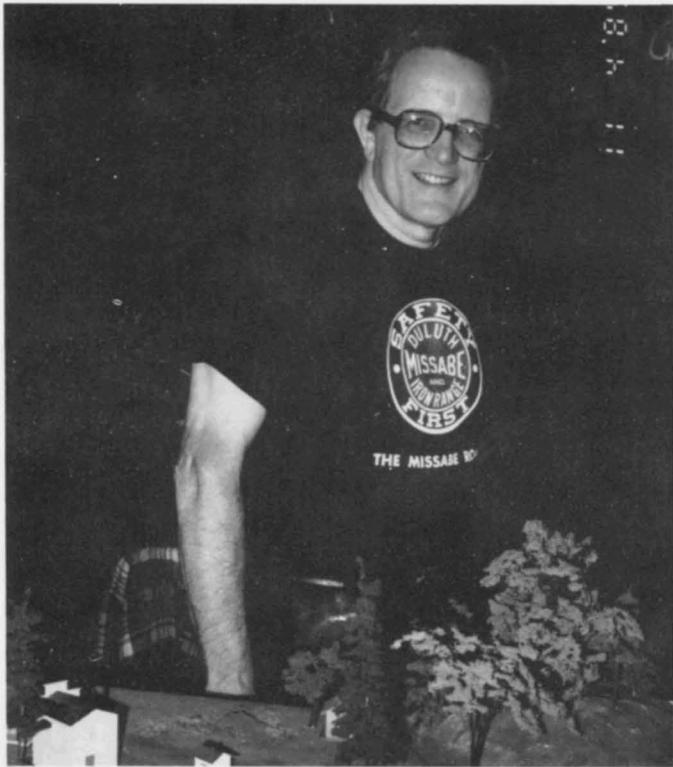
It is hoped to get the car finished in time for use this coming summer, but the one big question remaining after the interior is finished is the seats. If any readers know of any seats that may be available, preferably walk-overs, the LS&M would be grateful for any information leading to the acquisition of the seats.

The second and likewise expensive project that the railroad has been undertaking over the winter months has been the installation of a recessed work area in the repair facility in West Duluth. The RWA, or pit, has been completed to a point where the stanchions have been installed, the 138-pound rail has been laid across the top and connected at both ends so equipment could be moved into the shop, including the locomotive before winter. The side walls of the pit have yet to be poured and recessed light fixtures mounted in the side walls for illumination of the underside of any equipment being worked on. Some 25 to 30 yards of concrete have yet to be poured for the side walls.

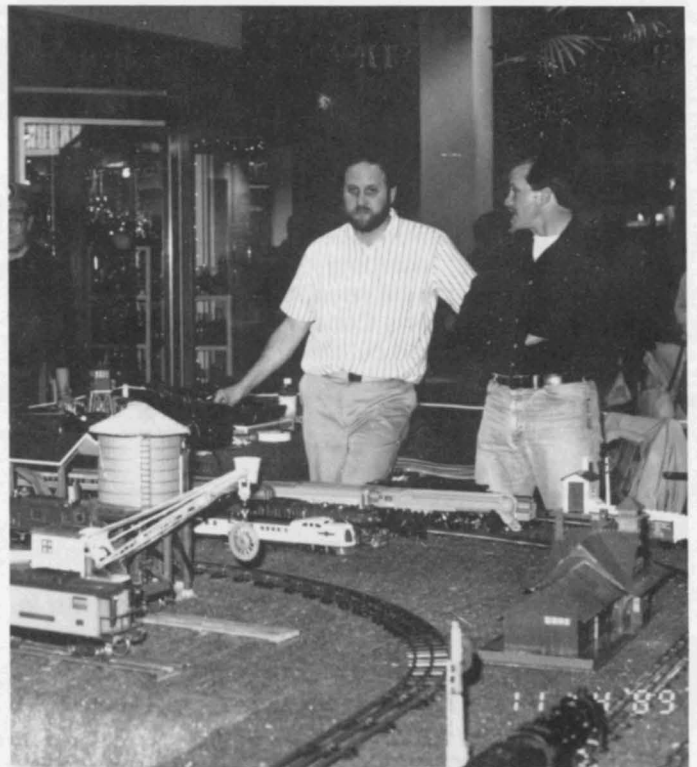
Dick Hanson spent part of his Christmas vacation at the shop and was able to get the track lining machine into operation.

The traction motor has been repaired and returned to the shop and the new pit will make installation a lot easier. It was the malfunctioning of the traction motor that prompted the installation of the pit last fall after locomotive No. 46 worked for half of the operating season with one traction motor.

LS&M President **Mark Olson** stated at a recent meeting that when the 1991 TRAIN convention comes to Duluth, the "people will see what a good repair shop looks like, and it will be something we can be proud of."



Ben Imbertson has been a consistent exhibitor at the Miller Hill model railroad show with his DM&IR modular HO layout.



Bob Cibuzar, Gary Griener and Harvey Jennings operate their Lionel and standard gauge layout at the Miller Hill model railroad show.



Zeke Fields and Mark Olson discuss the next step in the construction of the LS&M's locomotive pit in the shop.

TO SET THE RECORD STRAIGHT . . .

A letter from Don Lind, president of the Minnesota & Western Railroad Museum in Annandale, Minnesota, commenting on the pictures of the Soo Line accident shown on page eleven of the Fall issue of the "Laker" states that the accident happened in 1922 in Annandale, causing 22 deaths, including that of the truck driver. Parts of the truck can be seen in the upper photo. The lower photograph shows Canadian Pacific No. 1264, a first class car, which had cut through the side of another passenger car. Aerial photos taken of the wreck had appeared in a newspaper. Thanks to Don for the information.

COMING EVENTS

LSTC MEETINGS — The last Friday of every month in the Ruth Maney Room of the Depot through May. No meetings June, July, August.

TRAINS CONVENTION — Start making plans now for the Tourist Railway Association, Inc., convention to be held in Duluth in the Fall of 1991.

FLASH . . .

In a recent news release, Trains Unlimited has stated that they will not operate a dinner train in Duluth in 1990 due to the uncertainty of a completion date for the track work yet to be finished. It was stated that they would like to have a complete operating season, not just a partial one and are looking to begin operation in 1991. More in the next issue.



Gene Whyte explains some of the equipment on his Lionel layout at the LSTC-sponsored model railroad show at Miller Hill Mall on November 4.

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