

LAKE SUPERIOR TRANSPORTATION CLUB



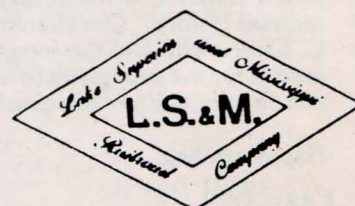
Laker



WINTER, 1987



Lake Superior and Mississippi Railroad



THE LAKER

January 1987

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

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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.

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COVER PHOTO

The Lake Superior and Mississippi's 50-ton GE, formerly Flambeau Paper Co. No. 48, is running around the West Duluth siding during last summer's excursions. In the cab is Hank Bauer. The new brake stand installed by the DM&IR is visible through the open cab door. The engine is currently in the museum, its cab interior newly painted. It is hoped to get the exterior painted before next summer's operating season.

THIS ISSUE

contains reprints of articles from the News-Tribune and Herald of past years about some of the history of the Depot, the old high line, the last trains, and some photos. The former Duluth Union Depot and the Bridge Yard have a rich heritage in railroad history. Our thanks to the club's historian, Wayne C. Olsen, who had the foresight to preserve the pictures and articles for the youngsters to learn something about the Depot, and for the oldsters to refresh their memory.

Happy reading.



Editorial Comment

As we turn into a new year, one may stop to reflect on the past year and ponder what is to come in the new year. Maybe not everyone, but some, and it may be a good thing to stop for a moment and look backward to 1986, at what has been accomplished, what successes we have had, failures, and what promises are there for 1987?

This past year saw the opening of Ironworld USA in Chisholm and the part that our museum has taken in furnishing and refurbishing certain pieces of rolling stock for Ironworld. And let's hope that the influx of tourists and visitors continues to remain high and not just a flash in the pan because it's something new, like a new toy that soon gets old.

Our own Lake Superior Transportation Museum continues to be a drawing card for the Depot complex, with its operating trolley, a variety of equipment to be seen, scale model railroad and artifacts. But there is always room for improvement with new displays, more video presentations, more descriptive signs.

The Lake Superior & Mississippi Railroad also had a good year, getting off to a poor start in August, but having some nice weekends in September to make up for losing the month of July. The excursion railroad also saw the use of its newly acquired diesel from the Flambeau Paper company and through the courtesy of the BN was able to begin its operations from the Western Waterfront Trail in West Duluth, giving it much more visibility to passers-by and Zoo visitors.

This past year also saw the acquisition of new equipment at the museum. Former Airforce engine 8566 went to Ironworld and we received a SW-9 from the Minntac mine, courtesy of U.S. Steel.

The BN's "Hustle Muscle," a SD-45 prototype, given to the Great Northern Historical Society, is on display here, and there will be more things coming in 1987 to add to our growing list of equipment. Question: Where to put things.

This past year also saw the official abandonment of the DM&IR tracks to Two Harbors and the formal organization of a regional rail authority to look into the feasibility of a tourist train on the North Shore line. Some people are thinking about a tourist train to go to Two Harbors, up to Ely, west along the Range to Virginia, Hibbing, Grand Rapids, and back to Duluth. That seems like a grandiose dream, but looking back to 1969 when railroads across the country quit the passenger business, it seems unlikely that two regional railroads would again allow passenger excursion trains over their tracks. Consider also that in 1986, the museum was not able to sponsor any mainline excursion trips for the public because of the high cost of insurance and liability needed to haul passengers.

But a tourist train from Duluth to Two Harbors on the abandoned North Shore line seems very feasible, and perhaps a dinner train in the evening. The museum has a diner and two lounge cars that could make up a very nice first-class train for dinner guests.

All of this, of course, depends on whether the tracks can be replaced to connect the former Missabe line to downtown Duluth and the Depot. Let us try to promote such an adventure and hope for further movement toward that goal in 1987.

(Continued on Next Page)

What will 1987 hold in store for the LS&M? Hopefully the excursion railroad will be able to continue its relationship with the BN and be allowed to use the West Duluth trackage. If the two months of operation last summer were any indication, business for "Duluth's only excursion train" should increase with its better location and visibility.

And the museum? Though it continues to be a popular tourist attraction, there are always things to be fixed, improvements to be made, to improve the facilities. Hopefully to that the North Shore line can be put back into operation and become a major tourist attraction.

To all of our readers, may 1987 be kind to you, may the wind always be at your back, your path always straight and smooth, and your skies always blue.

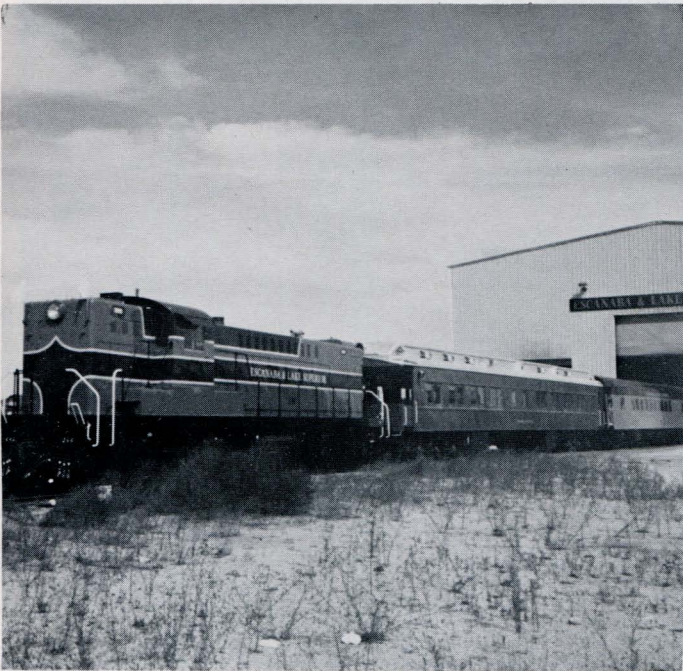
The last issue of the "Laker" had an article by the editor on the Algoma Central train to Hearst. Your editor ran across an article on the AC in the September 1984 issue of "Trains." To quote a paragraph from that article.

"The future of the Hearst trains is uncertain. As long as the Canadian Transport Commission keeps ordering them to continue, (ACR has sought to drop them), and if the government continues to consider them social necessities to their wilderness area and thus fund 80 percent of their losses (as was done to any requested train of a Canadian carrier prior to VIA), they are likely to remain. The fact that they reach many areas of the providence otherwise inaccessible has been cited as justification for their existence." Wouldn't it be nice if our own federal government felt that way about Amtrak?

THE ESCANABA EXPERIENCE

By Kent Rengo

The Bon Express was the name of the train I got to work on. Consisting of almost all museum equipment, we traveled about ten miles up to Chandler Falls which was nowhere to be seen.



E&LS Baldwin No. 300 pulls the observation car Dolly Madison and CNW parlor car No. 6700 out of car shop prior to St. Boniface excursion trips.

We ran four trips on both Saturday and Sunday, each lasting about an hour and a half.

The train consisted of a Baldwin RS-12 No. 300 painted in Great Northern green and orange, and a newly acquired car from the Algoma Central which was restored in only one week. DM&IR coach 33 was next. (Both of these cars seemed to be the most popular on the whole train because they are both open window cars.)

The SP&S baggage car 66 was next. (This was also a popular car but it got crowded sometimes.) The remaining cars consisted of the two BN coaches A-13 and A-14, generator car 25, the CNW parlor car 6700 and observation car Dolly Madison.

The speed we traveled at was nothing spectacular, top speed being about 20 to 25 miles per hour.

Unlike the weather we have here in Duluth, it was almost always sunny with the exception of Saturday night when we were hit by a pretty good thunder storm, but the sun was back out on Sunday morning.

If you enjoy riding excursion trains and you hear of the E&LS running one, I would suggest taking it. It's worth the trip.

(Editor's Note: LSTC junior member Kent Rengo rode the St. Boniface Express last fall on the E&LS along with other members of the club.)

WILL THE TOWN OF BARNUM KEEP D&NE ENGINE NO. 27?

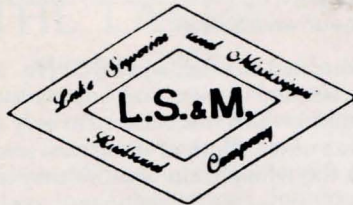
This past summer, the residents of Barnum were faced with the question of what to do with former D&NE engine number 27.

The 79-year old engine as been setting at the Carlton County Fair grounds since 1965 when it was sold to the Carlton County Fair Board for one dollar. Since then, the outer boiler shell has been rusting away, exposing the asbestos lining. To remove the asbestos would cost thousands of dollars, perhaps as much as \$7,000. Or a quick patch job to seal the asbestos could be done for \$100 or less. But to do that would not prevent further deterioration of the boiler shell.

Local officials have little sentiment about letting the engine go to the Duluth museum, but that option may be chosen if the citizens of Barnum don't want to spend any money to preserve the locomotive.

One resident agreed to begin a fund drive to raise enough money to remove the asbestos and to build a shelter for the engine.





LS&M NEWS

LS&M Officers Hold Meeting, Faced With Big Repair Bill

Officers of the Lake Superior & Mississippi Railroad held a meeting on November 29 in the Ranier Club car to discuss a number of things.

The treasurer's report showed a balance of \$7,673.79 on hand, which included a \$300 donation from a rail fan. \$1,340 has been allocated to pay some outstanding bills, which would leave a balance of \$6,333.79 at the end of 1986.

Topics for discussion included offering \$1,000 for DM&IR coach 85 to the Missabe Railroad. There has been some talk of Iron World USA acquiring the car, which is a sister car to the museum's car 33, and using it for a diner car, sans wheels. In light of the possible acquisition of the North Shore Line and at least the present excursion train operating in West Duluth, it is felt by some to acquire as many coaches as possible for future needs. Car 85 has a full set of luggage racks which car 33 does not have, but it will need seats.

Not being able to use the side-door caboose for a ticket office, the LS&M needed some kind of a ticket booth besides Wayne Olsen's picnic table and umbrella, so \$450 was spent to buy a concession trailer which was used this past summer at the new starting point.

Other items discussed:

Plans to paint the Flambeau engine and install new sealed-beam

A recent addition to the museum's roster is this BN crane, donated by the BN. Diesel powered, it is said to be in working condition.

headlights and beacon. Yellow was suggested, in keeping with the yellow with red stripes of the diesel switcher used by the Duluth Union Terminal. The locomotive also needs a new fuel gauge.

Also the tractor should have a beacon on it. The gondola needs painting and some rough spots along the railing needs to be ground down.

Hallet Dock Co. donated a rail Brown Hoist to the LS&M. But it needs cable and a clam bucket and Dick Hanson said he would like to attempt to start the engine and get it (the engine) into operation. If the hoist can be made operational for next spring, it is hoped to use it to move dirt from the land side to the bay side of the tracks to bolster up the banks being washed away by high water and wind. Dick also mentioned that the tamper needs a new battery, the regulator needs repair on the broom clutch. The Jackson tamper also needs a new battery, but it can be jumped started for the present.

The big repair bill came from the Missabe for work done on the Flambeau Paper Co. engine which was recently acquired by the LS&M. The diesel switcher needed train brakes and a brake stand to be used in passenger service. Also a side rod and wheel had to be pressed off and a new bearing made for one truck. The bill came to \$10,649. It was voted to make a token good-faith payment and if possible, to defer the rest until next operating season and pay the balance from the proceeds of the 1987 excursion train operations.

There was also some discussion as to how to get the rail from the former DWP yard. MinnDOT had said the LS&M could have what they want. The question is: How to take up the rail and get it moved to near the LS&M rail. The DWP yard has been abandoned because of the relocation of the Yard to Wisconsin necessitated by the extension of Interstate 35.



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



From Sunday Tribune, May 25, 1969

No Bands or Banners for Budd Car 'All Aboard' Signals End To Railroad Era in Duluth

The end of a 93-year-old era took place Saturday in Duluth and Superior and down along the rails to Staples.

No bands played and no banners waved in the chilly evening breeze at Track Number One by the Union Depot, and the few passengers, engineer and conductor looked just a little sad.

Northern Pacific Railway Company has discontinued the Budd Car run from Duluth to Staples and Saturday's 7:30 p.m. departure was the last in a 93-year history.

The passengers, mostly historical railroad buffs, numbered 20 and all seemed to realize the historical significance of the run.

One passenger, Wayne Olsen, Duluth, is a board member of the St. Louis County Historical Society. He brought his two young sons with him, "just for the ride," he said.

Another passenger, Eliot Haycock, Duluth, said he was taking the last run just because he is "a railroad fan."

The engineer was W. A. Silverness, 64, Duluth. He said he has been in the railroading business since 1927 and that after the last run he would transfer to a local in St. Paul.

He said the Budd Car, with its twin diesel engines that push the single car along the tracks at 55 miles an hour, was built by the Budd Co. in Philadelphia, and has been in service for the past 12 years.

The car makes the 150-mile run to Staples in about 3 hours and 20 minutes, with stops at Superior, Carlton, Cromwell, McGregor, Aitkin, Deerwood and Brainerd.

The conductor for the last run was Robert Rawn, Duluth, who has been conducting on the Budd Car for the past five years.

He said he would transfer to a conducting job on a freight train when the car ties up at Staples, to either be transferred to another line or sold.

With the discontinuance of the Budd Car and the recent Great Northern Railway Co.'s termination of rail passenger service to Duluth, there is no longer any passenger service here.

However, the Interstate Commerce Commission is expected to take action shortly on GN's passenger service discontinuance.

If GN is not ordered to return its passenger trains to Duluth, then Rawn's last "All aboard" Saturday will be the end of an era in Duluth.



Conductor Bob Rawn, Eliot Haycock, Ken, Wayne and Allan Olsen, with engineer W. A. Silverness, prepare to leave the

Union Station on the last trip of the NP Budd Car to Staples, May 24, 1969.

1986 Model Railroad Show

"One of the Best"

The 1986 Model Railroad Show held at Miller Hill Mall on November first and second was considered to be one of the better displays that the Lake Superior Transportation Club and Carr's Hobby have sponsored. Sixteen exhibitors were on hand to display a variety of HO-scale modular layouts, O-scale, standard, N and Z-scale, museum artifacts and railroad china.

Marilyn Persch, former DM&IR executive secretary, member of the National Association of Railway Business Women, had a display of dining car china. In a booth next to her, **Gayle Schandel** had a display of railroad items from the Lake Superior Transportation Museum.

Carr's Hobby sponsored a commercial display of a variety of items, including model planes, boats and railroads, including both HO-scale and Lionel O-scale. **Duane Benoit**, along with **Andy Anderson** and **Gary Greiner** of the LSTC, manned a beautiful display of standard gauge Lionel equipment.

Oscar Lund and **Bob Cibuzar** also had an extensive layout of Lionel equipment. **Ben Imbertson**, **Steve** and **Sandy Steinkraus** and **Milt Spanton** brought their Missabe Historical Society modular HO-scale with long DM&IR ore trains operating around the layout and albums of pictures of Missabe equipment.

The Spirit Valley Model Railroad Club also had an extensive HO-scale layout with some pretty long trains, as did the Hobby Depot of Richfield with a 12x50' modular layout.

Bob Kliwer brought his Z-scale display and the Green Bay and Western HO-scale display was brought by **Fred Hoesser** and **Dave Bauer** along with a slide show depicting scenes of GB&W trains.



Marilyn Persch explains some of the railroad china that the NARBW has on display at the Model Railroad Show. At right, the Carr's Hobby display of Lionel trains.

Rick Olfs had an excellent display with his 14 x 40 foot N-scale scale modular layout which included a circus train and a circus with working amusement rides.

Dick and Rick Stoner and **Dave Norman** from MTM, frequent participants in the Miller Mall show, had their usual fine O-gauge trolley system with some new additions and **Al Chesky** displayed his N-scale layout.

Bob Peacy had a collection of HO equipment and our own transportation club had its modular HO-scale layout with some pretty good tonnage being higgalled around the large layout.

A social hour and dinner for 76, catered by **Jan Menor**, wound up the Saturday activities, with door prizes being offered by Carr's Hobby. Members of the Lake Superior Transportation Club helped to set up displays at Miller Hill Mall after their monthly meeting on October 31 and to dismantle displays on Sunday after the Mall closed. Thanks goes to **Dave Carlson** and **Jack Carr** for helping to organize "one of the best model railroad shows yet."



LSTC Holds Last Meeting For 1986

The last meeting of the Lake Superior Transportation Club for 1986 was held on November 28 in the Zelda Theatre of the Depot with vice president **Tim Zager** presiding.

Wayne Olsen reported that we could have the DWP 70-foot turntable at Virginia for the cost of getting it out. It has to be moved by June 15 or it will be cut up for scrap.

It was suggested that the turntable may be used for the Two Harbors line, but the question of how to get it to Duluth and where to store it remains a problem. Should the Two Harbors line become a reality, it may be possible to replace the former Endion roundhouse turntable with the DWP 70-footer.

It was also reported that the BN tracks to Iron River, Wisconsin, have been taken up. These tracks were used for the Arrowhead Civic Special which gave excursion train rides and a picnic to hundreds of handicapped children. Last summer

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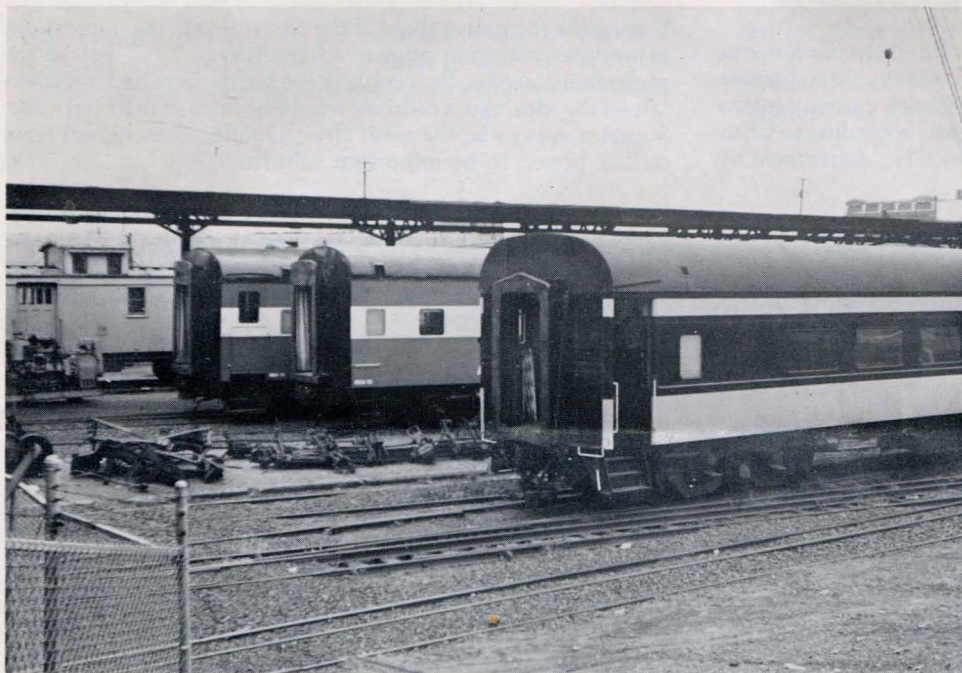
Staff photos.

the LS&M hosted the Arrowhead Civic Special and has been asked to do it again next summer.

Dave Schauer showed some slides of museum activities and Jergen Fuhr screened some movies of club members in action from years past.

Tim Schandel reported that the club has 145 voting members, eight junior members and 37 associate members for the total of 190 for 1986 and that dues for 1987 will be due and payable any time. New member **Bob Sailsted**, neighbor to **Bill Mickelson**, was introduced at the meeting and has been helping out on Saturdays with painting the interior of the Flambeau engine.

LSTC officers Chuck Jensen, left, Tim Zager and Alan Anway conduct the November meeting.



Home for the winter are passenger cars BN A-14, A-13 and the Grand Trunk coach in the museum's yard waiting to be put inside the fence.

Ben Ostroviak and Tim Schandel repair a gate mounting on SP&S baggage car 66.



Staff photos.

Old Railroad Landmark to Disappear

BY NORMAN LEVINE
Staff Writer

More steel to hurl at the Japs and Nazis — and the passing of a landmark which represented a decisive factor in the development of the Twin Ports in the late 1880's—is involved in the imminent razing of the Great Northern railway highline trestle in Duluth.

The trestle begins just west of the Union depot, parallels West Michigan street to about Twelfth avenue west, and then turns south and parallels Garfield avenue until it connects with the Interstate bridge. It is the route of the Great Northern's Gopher Limited.

In an application filed June 15 with the Interstate Commerce Commission, Washington, authority also was sought to operate under trackage rights over the Northern Pacific railway tracks for the purpose of reaching the Union depot, according to Chris McDonough, general manager here of the GN. Agreement by both railroads was signed June 9.

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ACTION FOR ABANDONMENT of the trestle was taken on decision to avoid a heavy maintenance expenditure on the 59-year-old structure and tracks, improvement of operating conditions, and to provide for recovery of 2,900 tons of scrap metal for war use.

The action involves the removal of 7,540 feet of steel trestle, 9,582 feet of tracks, and the construction of 1,305 feet of track connection to continue serving present Great Northern facilities.

The job is to be started as soon as ICC approval is granted, and will be completed in 90 days. Such approval is expected probably within a week or two, officials said here.

Constructed in 1888, the structure was of sufficient strength for equipment then used, according to Mr. McDonough. But due to light construction and curvature, the facilities are not now adequate to handle the Great Northern's present heavier power and equipment. It also prevents maintenance of a speed now necessary and allows for only a limited connection to depot tracks which are not long enough to accommodate present long passenger trains. He explained that rather than go to great expense improving the facilities, it was proposed to operate over NP ground level tracks, which would permit a connection to all tracks in the Union depot for proper accommodations of passengers on the longer trains.

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THE TRESTLE WAS BUILT during the pioneer railroading era when the first rails were being laid to the vast, rich wilderness empire of the Northwest. The Twin Ports, vying for growth and recognition by eastern railroad men, had just culminated a hectic period of legal and political vendetta in state and federal legislatures for the favor of "an eastern communications terminus to the golden land stretching westward to the Orient."

Superiorites of that day contended their community was to be the "Superior City of the Great Inland Waters"; meanwhile terming their sister village across the bay as "that place on the hillside where grass will long continue to grow in the streets."

The railway project to link the Mississippi with Lake Superior

was being initiated. St. Paul had already been established as the southern terminus. Which, then, of the Head of the Lakes settlements, would be the northern terminus?

Historians of that period have recorded the following highlights of the proceedings:

"Superior was working assiduously in the legislature to get the terminus fixed there, claiming that it had more room for railway terminals, and this appears to have appealed to some of the legislators.

"At the same time, Superior was trying to get a bill through congress adding that community to Minnesota, in order to assure the location of the terminals within its limits. The charge was clandestinely made to the eastern men—who were about to furnish the means of building the railroad—that Duluth was nothing but a bare precipitous rock, and that the land from the waters of the lake and bay rose so abruptly that it was totally unfit for any practical use whatever."

During the formative stage of the controversy, the impressions of another historian appear noteworthy: " * * * Before the preliminary survey, the people of the north shore had not entertained the idea that a railroad would be built in their territory. Superior was to be the great city—Duluth, Oneota and Fond du Lac hoped to be important suburbs."

Yet it is subsequently noted that through the skillful maneuvering of political processes by certain shrewd and loyal Duluthians, the eventual triumph of Duluth in the matter of railway facilities—and thereby responsible for its growth— progressively began to materialize.

* * * * *

CERTAIN ASPECTS OF social procedure also were noted to have entered into the heated controversy. In August, 1868, Duluth was visited by several railroad men and others from Philadelphia, including the then president of the Pennsylvania road, who had become interested in that first prospective railroad.

They came accompanied by several of their wives and one or two single ladies. There also were several St. Paul friends of Duluth.

"They came for a personal inspection of our surroundings," it is recorded, "with a view of making Duluth the terminus of the road. Arrangements had been made for the party to leave the main traveled road between St. Paul and Superior at or near Twin Lakes and proceed direct to Fond du Lac.

"Then they were to proceed by small boats down the St. Louis, through the bays of Duluth and Superior to Duluth, giving them the opportunity to make a personal observation of the proposed route from Fond du Lac."

The meeting was reported as having been an interesting one. It was harmonious in every respect, and it was enjoyed by all, especially the women. The scenery and surroundings were observed as novel to those of the party accustomed to city ways. The Duluth citizens were determined to make a favorable impression upon the visitors as to Duluth's location and hospitality.

"Our women were of a refined, intelligent class," the report continued, "unusually well versed in the culinary arts. On their part they did much to make the occasion all that could be desired. The lathstring hung from every door, while within the tables were loaded with the best that could be had.

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"After a thorough inspection of our surroundings, the party appeared well satisfied and indicated they were ready to adopt Duluth as the northern terminus of the road. It was a gala day for Duluth and augured well for its future."

* * * * *

FROM THAT TIME ON an air of prosperity pervaded the city, it is reported, and the population began to increase.

In January, 1869, Duluth was a "place of 14 families, all gathered together in a little hamlet at the base of Minnesota Point." Only July 4 of that year, there were "3,500 people on the place, and still they were coming."

Another reporter of the day said, "**** And it was not until the Lake Superior and Mississippi railroad came that the town began to take on signs of life. Then it came with a rush. This rush of people comprised all classes. Most of them were from the eastern states.

"Some came to work on the railroad, some to engage in business, others in lumbering, or came to work in the woods. Lumbering was beginning then to be a very important business;

the railroads alone being great consumers of timber for construction purposes."

Fancifully worded prophecies were made in the press of the period. In the May 1, 1869, issue of the pioneer Duluth newspaper, the Weekly Minnesotian, a Dr. Foster, editor, spoke in part as follows:

"* * * And soon the sun of our progress, keeping pace with the steam railroad car, will shed its effulgence upon these pine and birch-clad and rock-bound shores. Yes, meeting here but a few years hence, beautiful nature will be here in all her prominent features. But they will be varied from what they now are by new forms of beauty and force. And the embellishments in this book of nature will be long strings of railroad cars, arriving and departing—arriving with 15,000,000 bushels of grain annually; and in the same picture we will see numerous fleets of propellers conveying that grain to the eastern markets. It will be embellished by immense elevators, rivaling those of Chicago, Toledo and Buffalo, in height and capacity, which will receive that vast mass of grain from their cars for storage and for those propellers."

It was Dr. Foster, incidentally, who coined the immortal, "Duluth, the Zenith City of the unsalted Seas."



The original Duluth Depot before 1890 at 5th Avenue West, on the same site as the present Depot. Notice how far up the bay extends with some tracks being built on trestles. That is

the reason the yard is referred to as the bridge yard. Much has been filled in for buildings below the yard over the years.

The Duluth Union Depot and Transfer Company

Corporate History

The construction of the Northern Pacific started at Thomson's Junction on the Lake Superior & Mississippi. This location was some distance from Lake Superior, the intended eastern terminus of the NP. In order to ensure that there would always be a rail connection to Duluth the NP purchased one-half interest in the LS&M road from Thomson's Junction to Duluth. This purchase also gave the LS&M and the NP a common interest in terminal facilities in Duluth.

Early in 1889 the NP and the St. Paul & Duluth, successor to the LS&M, agreed to construct a jointly owned depot in Duluth. They organized a new company, the Duluth Union Depot Company, for this purpose. Articles of incorporation of the DUD were filed on March 12, 1889. The NP and the StP&D each owned one-half of the 3,000 shares of depot company stock.

Plans for an impressive new depot were drawn up and construction was carried out.

The new depot building was completed in 1892. Included in the depot company's property was one-quarter mile of depot trackage. Also in 1892 the name of the company was amended to be the Duluth Union Depot & Transfer Company.

When the NP and LS&M first began joint operations in Duluth there had been an agreement that the NP would supply a switch engine to serve both railroads and the cost would be shared between both railroads. The NP sent its first engine Number 2, a Pittsburgh-built 4-4-0, to be the Duluth depot switch engine. This engine was housed in the LS&M roundhouse on Rice's Point. When the roundhouse burned in 1876 NP Number 2 was badly damaged. A sister engine, Number 12, was sent as a replacement. When the new depot opened in 1892 NP Number 12 was still handling switching chores in Duluth. On November 8, 1893 ownership of Number 12 was sold to the DUD&T for \$1,800. The engine was renumbered, becoming DUD&T Number 1.

In addition to serving the NP and the StP&D the depot also handled passenger trains of most of the other railroads serving Duluth. In 1898 this included the Duluth & Iron Range, the Duluth, Superior & Western, the Duluth South Shore & Atlantic, the Duluth, Missabe & Northern and the Eastern Railway of Minnesota.

The Soo Line operated its own depot in Duluth after completion of its line in 1910. In 1898 the DUD&T handled an average of 26 trains per day. The depot also provided service facilities for passenger cars. A frame building was used for cleaning and repairing cars. There was a frame ice house and a small frame building for storing oil, coal and wood.

On June 15, 1900 the NP became the owner, through purchase, of the StP&D. The NP thereby became the sole owner of the DUD&T but continued to operate it as a separate company.

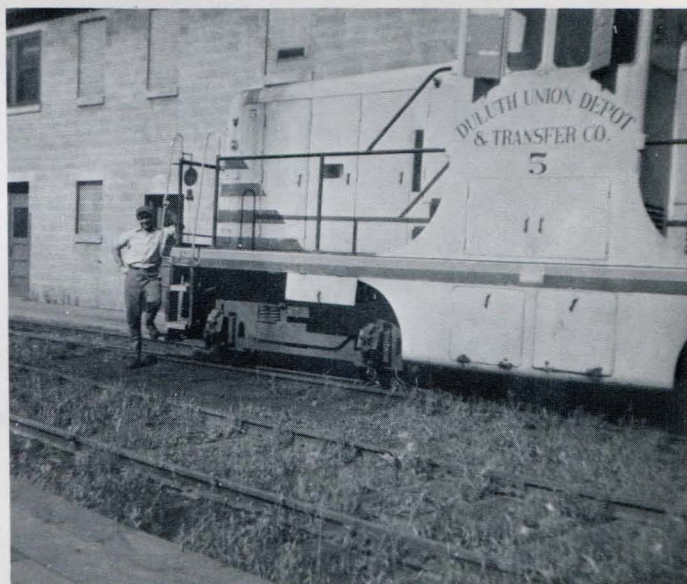
Except for periods when it was sent to Brainerd for repairs, the Pittsburgh 4-4-0 was in service on the DUD&T until 1907. Badly worn by then, the engine would have required expenditure of an estimated \$950 to refurbish it. The engine has also become too light for the newer trains which were heavier and longer. A Class I 0-6-0 switch engine was assigned by the NP on a temporary basis while DUD&T was out of service in 1907. The DUD&T asked the NP to sell the 0-6-0, which was NP

Number 994, to the depot company as a replacement for the aged Standard. After several months of negotiation the sale of Number 994 to the DUD&T was consummated. It continued to operate as NP Number 994 for some time but eventually was renumbered DUD&T Number 2.

The Class I switch engine was not very satisfactory. Repair costs were heavy and, as trains increased in size and weight, DUD&T Number 2 was found to be inadequate. Early in 1914 the Superintendent of the DUD&T urgently recommended the purchase of a larger engine to handle the depot's switching. For a while NP engine Number 45, a Class F-5 Consolidation that the NP had obtained with the purchase of the Seattle & International, was used in place of DUD&T Number 2. The management of the depot did not consider this engine to be as desirable as one of the NP's Class L-6 or L-7 0-6-0 switchers. The NP finally agreed to sell their Number 904, Class L-6, to the DUD&T. This engine then became DUD&T Number 3, the sale occurring on July 10, 1914. Number 2 was retired and put up for sale. The Class L-6 engine was used by the DUD&T until 1927. For a brief time in 1917 while it was out of service, NP Number 1027, a Class L-7 0-6-0, was leased to the DUD&T.

Once again the depot needed a more powerful engine than before. In January, 1927 NP T-1, Number 2459, was sold to the DUD&T. It became Number 4. This engine handled the switching at the Duluth depot until December, 1943. At this time it was returned to the NP and replaced by NP diesel locomotive Number 99. This diesel was a General Electric "44-tonner." It was renumbered DUD&T Number 5. It was returned to the NP in 1969 at about the time the NP and the DUD&T were merged into the newly formed Burlington Northern.

The depot company, as a fully owned subsidiary of the NP, was consolidated into the BN on March 3, 1969.



Duluth Union Depot locomotive No. 5 at the 10th Avenue West office. The yellow diesel with red stripes with center cab served from 1943 to 1969 when the Depot closed.

Locomotives of the Duluth Union Depot & Transfer Company

Number 1 (Ex-Northern Pacific Number 12)

Locomotive Number 1 of the DUD&T was a 4-4-0 built by Pittsburgh Locomotive Works for the NP in July, 1871. It was NP First Number 12, a sister engine to NP First Number 1. Like the other Pittsburgh engines, Number 12 was used primarily as a switch engine. These locomotives had 15 by 22 inch cylinders and 56 inch drivers.

In 1876 Number 12 was sent to Duluth to replace NP Number 2 as the Duluth switch engine, Number 2 having been burned in a fire at the LS&M roundhouse. Number 12 served as the Duluth depot switch engine for both the NP and the LS&M and its successor, the StP&D. The cost of the engine's operations at Duluth were shared by the two railroads. When the DUD was created the switch engine was sold to it and the engine was renumbered Number 1 of the depot company.

Number 1 operated at the Duluth depot until May, 1907. It was replaced by another engine from the NP, a Class I 0-6-0, Number 994. The Pittsburgh Standard was returned to the NP and sent to the Gloster, Minnesota shops of the NP, north of St. Paul. It was partially dismantled in July, 1915.

Number 2 (Ex-Northern Pacific Number 994, Class I)

The NP's Class I switch engines were built by Baldwin from 1882 through 1887. They were 0-6-0 locomotives with 16 by 24 inch cylinders and small, 49 inch drivers. Number 392 was built in June, 1887. It was renumbered 994 in 1897. After 20 years of service on the NP it was sold to the DUD&T, becoming their Number 2 on May 7, 1907. It had been in use for some period before this date under lease to the Duluth depot. It is interesting to note that the NP would allow no depreciation to be considered in the purchase price of this engine by the DUD&T. The price was set at \$7,000 even though a new engine of the same general type could be bought from Baldwin at a price of \$8,630. Also, even though the NP promised to turn the engine over in first-class condition and repainted as "D.U.D. & T. Co. No. 2" it was delivered with numerous defects and not renumbered. The NP did allow a deduction from the purchase price of the rental already paid on the engine at \$7.00 per day.

This 0-6-0 apparently continued as Number 994 into at least 1908. In January it was in a collision which demolished its cab. While it was being repaired NP Number 1000, Class I-2, and Number 958, Class K-1, were supplied by the NP as substitutes. By January, 1911 former NP Number 994 had been relabeled as DUD&T Number 2. It was also apparent that it was becoming inadequate for the increasingly heavy trains coming into Duluth. It was finally replaced by a much larger 0-6-0 in 1914.

Number 3 (Ex-Northern Pacific Class L-6, Number 904)

By January, 1914 the need by the DUD&T for a more powerful engine had become extreme. Engine Number 2 had been the source of heavy costs for repairs and of complaints about

the continuous black smoke it issued while struggling to move passenger trains in the depot area. The NP provided Class L-6 Number 904 as a replacement for DUD&T Number 2 on a temporary, leased basis. By May, 1914 the NP had agreed to sell Number 904 to the DUD&T. This engine was an 0-6-0 weighing 126,000 pounds. It was built in October, 1901 for the NP and had 19 by 26 inch cylinders and 51 inch drivers. Its tractive effort was 28,200 pounds, about twice that of the engine it replaced.

The actual sale of NP Number 904 did not take place until July, 1914. The sale price to the DUD&T was \$5,027. Number 904 was then renumbered DUD&T Number 3.

This 0-6-0 operated at the Duluth depot until 1927 when it was exchanged for an NP Class T-1 2-6-2. DUD&T No. 3 was returned to the NP and dismantled in 1927 or 1929, records disagree. The tender from this locomotive was sold to the Stanley Mining Company in 1928 with L-6 Number 909.

Number 4 (Northern Pacific Class T-1, Number 2459)

Engine Number 4 of the DUD&T was a 2-6-2 built in February, 1907 for the NP by the American Locomotive Company's Brooks Works. It was built as NP Number 2387 in Class T. It was one of the Class T engines converted to Class T-1 for use as a switching and transfer locomotive. It was renumbered to 2459.

Number 2459 was sold to the DUD&T for \$11,000 in January, 1927. It was renumbered DUD&T Number 4 and worked the depot yard until December, 1943. Its replacement was an early NP diesel switch engine. The DUD&T engine Number 4 was returned to the NP's roster and given its previous number 2459 again. It was finally sold for scrap in February, 1957.

Number 5 (Ex-Northern Pacific 1st DE-99)

This diesel locomotive was built by General Electric for the NP. It was one of the GE "44 ton" switch engines. Delivery to the NP took place in March, 1943 and it was assigned Number 99. This locomotive was 33 feet and 5 inches long. The cab was in the middle of the engine. Power was provided by two 410-horsepower Buda engines.

Number DE-99 was sold to the DUD&T in December, 1943 and remained in use at Duluth until 1969, the year the NP was consolidated into the BN. The engine is reported to have been used briefly on the Midland Continental Railroad. It was assigned BN Number 5 but does not seem to have been actually renumbered. Another NP engine, Number DE-602, was renumbered BN Number 5 instead. The ex-DUD&T Number 5 was sold in January, 1971 to G. R. Silcott who resold it to the American Aggregate Company.



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.

Annual Meetings Set

The annual meeting of the Lake Superior & Mississippi Railroad will be held at 7:00 on January 30 in the Zelda Theatre, the Depot, followed by the annual meeting of the Lake Superior Transportation Club. Club members are also members of the LS&M and are welcome at the annual meeting. Please plan to attend both. Five positions for club offices are up for election: vice president, administration; director, operations; director, equipment restoration, membership secretary and treasurer. The nominating committee is Dave Carlson, Bob Blomquist and Gayle Schandel.

COMING EVENTS

- January 30 — Annual Meeting,
Zelda Theatre, Depot
February 27 — General Membership Meeting,
Zelda Theatre, Depot
March 27 — General Membership Meeting,
Zelda Theatre, Depot



In a lighter moment, Gayle Schandel plays a gypsy fortune teller at a Halloween party for children at the museum. She has just read the palm of the police sergeant and his fortune must be good, judging from the smile on Gayle's face. A box car was moved into the museum and fixed up into a haunted house for the kids.

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