

Welcome Aboard!

LAKE SUPERIOR AND MISSISSIPPI RAILROAD

EXCURSION TRAIN

Sponsored by THE LAKE SUPERIOR TRANSPORTATION MUSEUM

August 30, 31, Sept. 1, 1980

Departing New Duluth at
9-11 a.m. - 1, 3, 5 p.m.



NORTHERN PACIFIC NO. 690 (4-4-0) ON FOND DU LAC PASSENGER TRAIN

A BRIEF HISTORY OF THE LS&M . . .

The rails you are riding on are part of what once was the mainline of the Lake Superior and Mississippi Railroad between Duluth and St. Paul, extending from Downtown Duluth along the waterfront, following the St. Louis River through Fond du Lac to Thomson, to Carlton and St. Paul.

The LS&M was incorporated in 1863 and called for a rail link between Duluth and St. Paul, with bonuses determining where the terminals should be. St. Paul voted \$250,000 to the railroad if it were chosen and citizens of St. Louis County voted \$150,000 in bonds for the same privilege at the northern end. The last spike was driven on Aug. 1, 1870, near Thomson and the first train left St. Paul for a 16-plus-hour trip to Duluth.

At the close of 1870, daily trains were operating over 50 miles of the Northern Pacific to the west, which was to become the first transcontinental railroad linking the Pacific coast with Lake Superior. The NP was created by an Act of Congress on July 2, 1864. Construction on the line began in 1870 at Carlton.

Two years later the NP leased the LS&M and by 1873 the line extended from Duluth to Bismarck — 530 miles. But because of financial difficulties in 1874, the NP discontinued its lease which in turn caused hardship for the LS&M. This road was reorganized three years later as the St. Paul and Duluth.

The LS&M line between Carlton and Duluth presented severe operating and maintenance problems which prompted relocation in 1886 of the St. Paul and Duluth Short Line between West Duluth Junction and Thomson, cutting the grade to half and shortening the distance by 2½ miles. Duluth's first railroad was absorbed into the NP system at the turn of the century; more recently becoming a part of the Burlington Northern.

The LS&M was a key element in the sibling rivalry between Superior and Duluth. The land was flat in Superior and ten rail lines were chartered to Superior which brought businesses and land speculators to the area and the population grew larger than Duluth's. But the plans did not materialize and Duluth acquired a rail line ten years ahead of Superior — the Lake Superior and Mississippi.

FORMER STATIONS AND POINTS OF INTEREST

Mile 0 RIVERSIDE

A company town at the northern end of the existing track, was developed by Alexander McDougall, inventor and builder of the whaleback, in 1917. By late 1918 it had a population of 1,000. The health, comfort and amusement of the workers were cared for by a hospital, dormitories for single men, theater, store, community house and a central heating plant. The Barnes-McDougall shipyard employed up to 4,500 men during World War I and II and turned out many ships. A marina for pleasure craft now occupies the site.

CLOUGH ISLAND. The large island adjacent to Riverside is in Wisconsin and was the site of the elegant Whiteside Farm. It is often referred to as Whiteside's Island or Big Island.

Mile 0.4 SPIRIT LAKE

Adjacent to Morgan Park, it was the site of the western branch of the Duluth Boat Club. The small island in the middle has a legend that the daughter of an Ojibwa chief and the son of a Sioux chief became lovers, were chased by the braves to the island, were never found and they believed the couple were spirited away to the Hunting Ground and now roam the island hand-in-hand, hence the name Spirit Island.

Mile 1.6 MORGAN PARK

A company town laid out in 1914-1916 by Minnesota Steel Co., a subsidiary of U.S. Steel Co. A self-contained community of concrete, the houses were of concrete block and stucco, giving them a "bomb-shelter quality." The sidewalks and streets were paved and all wires were underground. The community had its own hospital, utilities, two boarding hotels, a community center, no saloons or slums, and a school. Many shops and stores were in one building — perhaps the first "shopping mall." The population in 1918 was 750.

Mile 2.6 BOAT CLUB

The Duluth Boat Club had its main building just south of the Aerial Bridge and branches at Oatka on Minnesota Point and Spirit Lake. The sporting and recreational center consisted of two clay tennis courts, cafe service, dormitories for men and women, tents for families and good bathing. "Often winds and rain of the city were left behind at Spirit Lake." Founded in 1907, the club had cottages, a boat house, dining room, dance floor and its own private railroad station for those who did not care to travel up the river. The club was nationally known for its prowess in sculling competition and Julius H. Barnes, a very benevolent community leader and industrialist was one of its presidents.

GARY. "The Hub of the Steel Plant," in 1916 had a \$30,000 hotel, a theater and a newspaper. Universal Portland Cement was also located in Gary. The steel plant and the cement plant closed down in the last five years and the cement plant has since been demolished.

SMITHVILLE. The Finnish National Church established the People's Institute and Technological Seminary near Spirit Lake in 1904, buying a three-story villa-type building for \$1,750 with 20 rooms and 10 lots. The Kansan Opisto closed in Feb. 1906, reopened in May, 1906 as Työvaen Opisto, or Workers' College, with 40 students. A new building was erected in 1910, the old one burned in 1912 and replaced with another. In 1914 there were 157 students. The new building burned in 1917 and "The extinguishing of the fire was inconvenienced when a passing train cut the water hose coming from the lake." The school had thousands of correspondent courses in several subjects and 200 plays to be loaned out to organizations.

Mile 4.3 NEW DULUTH

Incorporated by the New Duluth Land Co. in 1891, this area was annexed to the city in 1894. It had "the largest body of level ground adjacent on the Minnesota side adjacent to Duluth." With five miles of waterfront, a good railroad and one-half mile from the steel plant, New Duluth was to become the residential part of the "Steel City."

TODAY . . . Work continues on the 4.5 miles of track between Riverside and New Duluth by members of the Lake Superior Transportation Museum. Gratitude is extended to Priola-Johnson for their use of equipment and ballast material, to the Duluth, Missabe & Iron Range Railway for the use of ballast cars and engineering expertise in replacing a bridge, to the Burlington Northern for their help in moving the train to Riverside, to the Duluth Winnipeg & Pacific Railroad for ties and to the Duluth and Northeastern Railroad for their help in track work.

EQUIPMENT. The museum-owned equipment used this weekend consists of a World War II vintage GE 45-ton locomotive; the Dan Patch, on loan from the Minnesota Transportation Museum and the oldest internal combustion locomotive, built in 1913; CN coach 5375; DM&IR coach 33; SP&S baggage car 66; NP caboose 1311 and DM&IR caboose ticket office C-12 which was built in Duluth in 1913 by the Duluth Iron Car Co., and W-24 combination baggage-compartment loaned by the DM&IR.

Come and visit us . . .

LAKE SUPERIOR TRANSPORTATION MUSEUM
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