

LINK & PIN

NEWS

5

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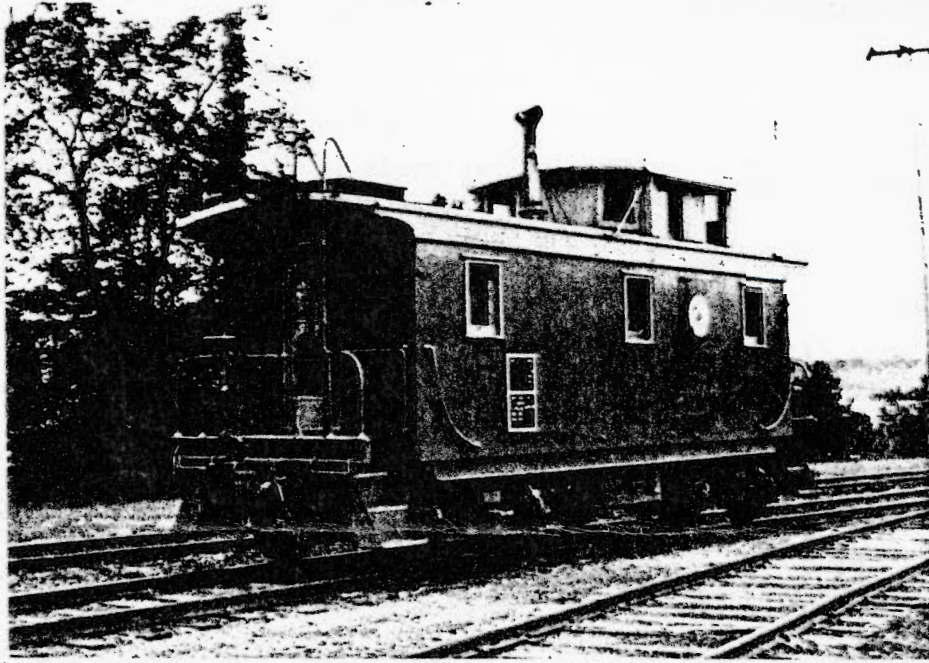
NG&LD Pres:

Claude Morelli
2236 Dietz Pl NW
Albuquerque, NM 87107

Asso. Ed. L&P:

Sean Gallagher
516 Chamiso Ln. NW
Albuquerque, NM 87107

NGLLMD-WR-TAMR

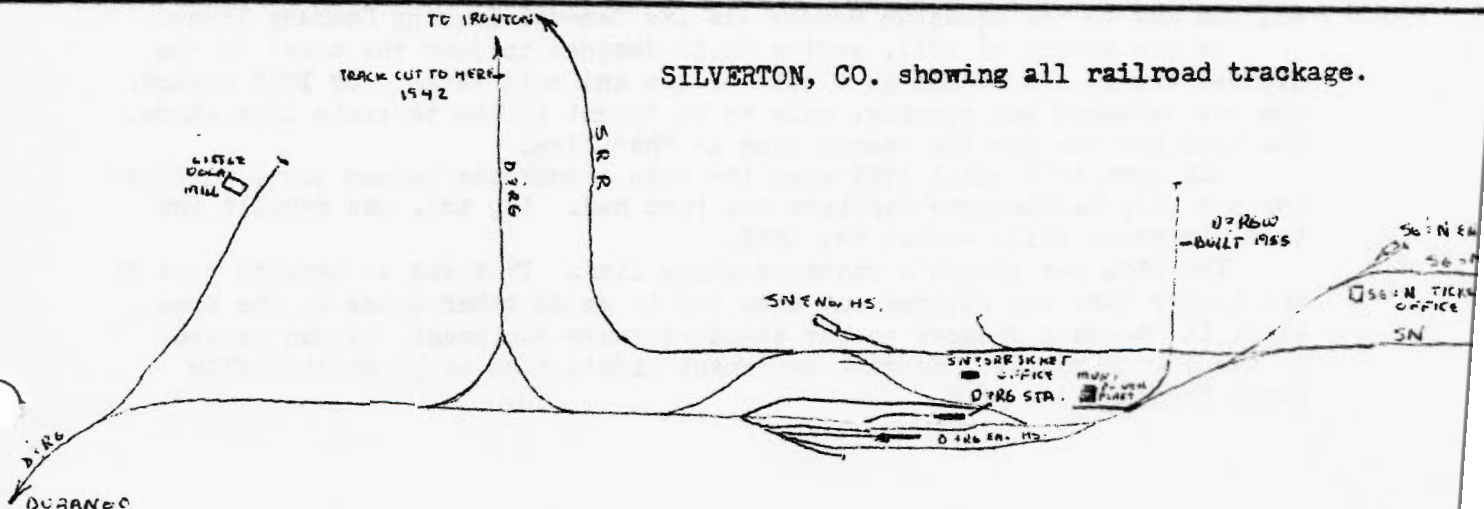


Green and yellow Duluth and Northeastern RR caboose no. 07. July 20, 1981. Photo by Steve Masih.

Rising costs have gotten to us again. I very much wanted to get this issue out before the rise in the postal rates on November 1st. Rising printing and postal costs have up the idea of a dues increase again. I do not really want this to happen but I have no alternative if I am going to keep this organization out of the red. This rise will probably amount to \$3.75-\$4.00 per year.

Response to the survey put out in issue no. 4 was pretty good. It is clear to me that more modeling information is wanted in the L&P. Most of the articles that I am planning for the future do deal with modeling alone or both model and prototype. This issue is totally prototype. It is a pretty long article and I didn't have any model articles ready, so instead of putting out a bad model article along with spending extra money printing it, I chose to leave it out.

This issue came out much later than November 1st. It sounds impossible, but I am going to try to get the Nov-Dec issue out before Christmas. If so, it will be the only issue of 1981 out on time.



LOGGING IN MINNESOTA

by Steve Masih

"Logging railroads in Minnesota, you say? I thought it was the land of 10,000 lakes and a pile of iron!" Well, that is the most common view of my state, but it must also be recognized that on top of all that iron-ore and surrounding all these lakes is another very large industry, trees. Back around the turn of the century and continuing through today, this industry helped Minnesota grow to become one of the top 5 leading wood producing states in the country. Now, mainly pulpwood is cut and carried to local mills for processing, usually into paper although there is a fair amount of plywood being shipped out.

There were a total of 412 railroads that had been officially incorporated in Minnesota by 1960, and, of that number, over one-fourth were concerned with wood. Most were never built although other larger companies bought the rights and extended their territory in this fashion. One of the largest was the Duluth and Northeastern, owned by Weyerhaeuser. In fact, most of the logging railroads that were actually built in Minnesota were Weyerhaeuser concerns.

It all started in 1898 by the Cloquet Lumber Company (owned by none other than Weyerhaeuser) when the incorporation papers were signed. Back then, the D&NE ran a total of 27.6 miles and had 19 miles of spurs. The road ran between a connection with the Duluth and Iron Range Railway (now the DM&IR) at Hornby to Rush Lake. The Headquarters and shops were located at Rush Lake. From there, logs were floated down-stream to Crosby where the main mill was located.

In 1904 the line was extended to Cloquet due to the problems presented by the wandering Cloquet and St. Louis Rivers. By 1908, the road consisted of 57 miles of trackage and even had a daily passenger schedule that ran the length of the line and back. The equipment consisted of one coach and one combine.

1910 marked the year of twenty miles of new mainline being laid. Eight years later came the disastrous fire. It was the worst in the state's history and the entire town of Cloquet was leveled. Four hundred and fifty-three people perished in Cloquet alone. This fire literally killed the D&NE but, just like the town of Cloquet, it rebuilt and had normal business going a year later.

To backtrack, around the turn of the century when the logging boom was at its height, there was a total of 2500 miles of track in Minnesota that was for the sole use of logging railroads. These roads had over 3000 cars and 200 locomotives. The "kind" of these was the D&NE. At one time, it ran all the way to the Canadian border via its General Logging Company lines.

In the spring of 1917, engine No. 16 decided to jump the track on the Cloquet bridge and landed in a pile of ice and cold water. By 1918 though, she was restored and running, only to be caught in the terrible fire-storm. She lost her cab for the second time in that fire.

All went well until 1952 when the main roundhouse burned down, destroying the only maintenance facility the road had. It, too, was rebuilt and this structure still served the D&NE.

The D&NE was always a standard-gauge line. This was so because much of the lumber that was shipped out also had to go on other lines in the area. Also, it was much cheaper to buy standard-gauge equipment, as can be seen in the engine roster. Special equipment didn't have to be specifically built for just the D&NE.

The D&NE still survives today. Even though it is a little under 11 miles long, it still is prosperous. The enginehouse (rebuilt in 1950's) is located on an island and even the piers of the old mainline bridge that was washed-out in the flood of 1950 can be found.

If you happen to be in the area during the week, I would suggest you stop by. The personnel are all friendly, and this last summer when I took my first trip up there, my friend and I were allowed to walk throughout the facilities. If you happen to come on Tues. or Fri., you just may be able to spend the day with the crew on one of the twice-daily trains to Saginaw.

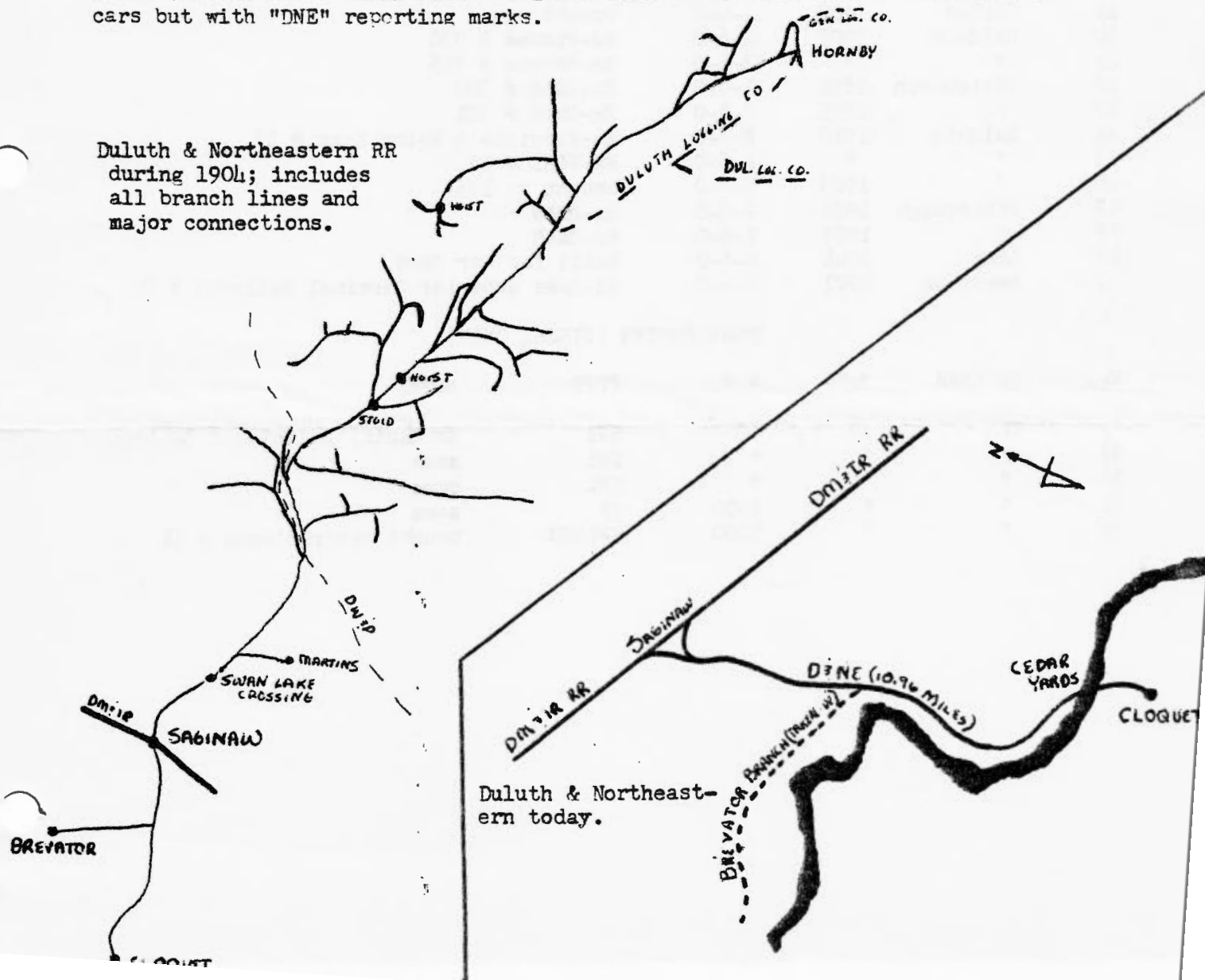
This old shortline has a charm of its own. If you happen to go along on one of the trains, you just may be able to see the remnants of past days.

A walk along the old mainline north of Saginaw will bring you to wonderful woods and scenery. You can just hear that old rumble of the steam engine straining to bring its load to Cloquet, the log buggies creaking under the weight of tons of logs.....

Just across the river from the main offices and roundhouse are located the cedar yards. This large yard was constructed in 1908 because of an increased demand for the cedar of the area. They still exist today and is used primarily for storage of gondolas.

Today the main item hauled is pulpwood. These logs are small and cut from small diameter trees. They are all hauled in gondolas of various roads although Boise Cascade has a small fleet assigned D&NE cars. They are the standard BC cars but with "DNE" reporting marks.

Duluth & Northeastern RR during 1904; includes all branch lines and major connections.



Duluth & Northeastern today.

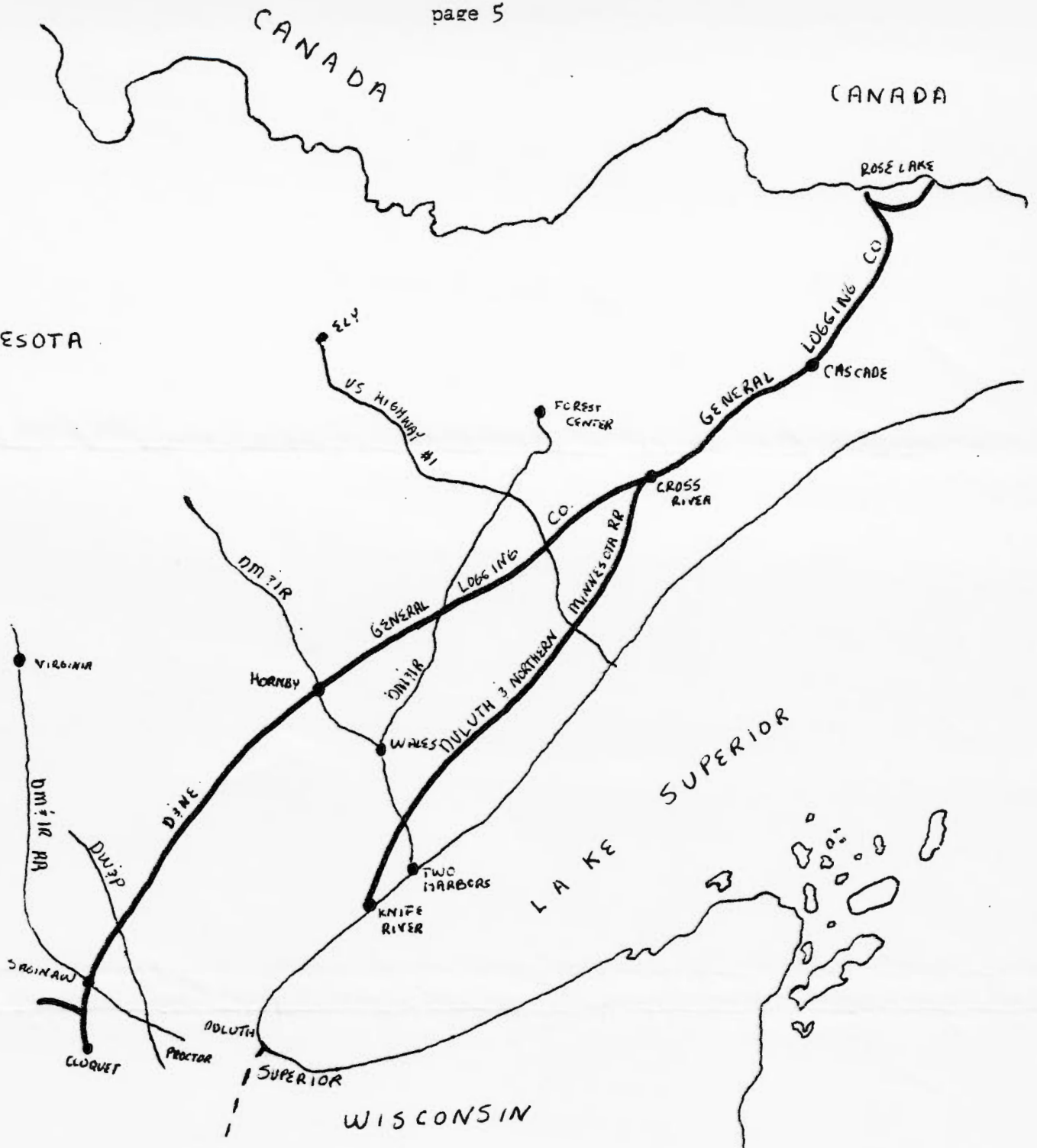
D&NE ROSTER (STEAM ONLY)

No.	BUILDER	DATE	TYPE	NOTES
1	Cooke	1907	2-6-0	none
2	Porter	1902	2-6-0	bought new
3	Cooke	1907	2-6-0	none
4	"	"	4-6-0	Ex-Duluth Construction Co. # 17
5	Brooks	1886	4-4-0	Ex-N.P. # 1109
6	"	"	2-6-0	From Ashland Logging Operations (WISC.)
7	"	"	2-6-0	same
8	"	"	2-6-0	same
9	"	"	2-6-0	same
10	"	"	4-4-0	same
11	Lima	??	Shay 2-truck	
12	Baldwin	1890	2-8-0	Ex-CNE&W # 28; bought from Missabe Southern
13	Lima	1887	Shay 2-truck....	From B.F. Hazelton, Bradford, PA
14	Baldwin	1913	2-8-0	bought new
15	??	??	??	??
16	Baldwin	1913	2-8-0	bought new
17	Porter	??	2-6-0	none
18	Lima	1913	Shay 2-truck	
19	Porter	1902	2-6-0	bought new
20	Baldwin	1907	2-6-0	Ex-Panama # 330
21	"	"	2-6-0	Ex-Panama # 325
22	Pittsburgh	1894	2-8-0	Ex-DM&N # 300
23	"	1895	2-8-0	Ex-DM&N # 301
24	Baldwin	1910	2-8-0	Ex-Virginia & Rainy Lake # 18
25	"	"	2-8-0	Ex-V&RL # 19
26	"	1905	0-6-0	bought in 1952
27	Pittsburgh	1906	2-8-0	Ex-DM&N
28	"	1907	2-8-0	Ex-DM&N
29	Lima	1944	0-6-0	built for War Dept.
30	American	1921	0-6-0	Ex-Lake Superior Terminal Railroad # 21

D&NE ROSTER (DIESEL ONLY)

No.	BUILDER	DATE	H.P.	TYPE	NOTES
31	EMD	??	600	SW1	Ex-Elgin, Joliet and Eastern
32	"	"	"	SW1	same
33	"	"	"	SW1	same
34	"	"	1000	??	same
35	"	"	1000	SW1000	bought new; replaced # 34

MINNESOTA



(Map copied from: CINDERS AND TIMBERS by Frederick G. Harrison)

D&NE ran from Cloquet to Hornby
 General Logging Company ran from Hornby to Rose Lake via Cross River and Cascade
 Duluth & Northern Minnesota ran from Knife River to Cross River; their tracks
 were pulled by D&NE crews in 1923.
 All three ran on each other's tracks although the D&NE was considered the largest
 and "mother" of the other two.