

**Board of Directors**

**Officers**

Ann Zastera  
President

Dory Pearson  
Secretary/Treasurer

Morris Moen  
Vice President

**Members**

Jim Anderson  
Willard Clark  
Dale Congdon  
Mitch Costley  
Harold Ek  
David Falk  
Sam Gangi  
Carlene Perfetto  
Kenneth Sandvik  
Ron Svee  
Bunny Thomson

**Past President**

Doranne Pearson

**Liaisons**

Mary Rosati  
*City of Two Harbors*

Paul Bergman  
*Lake County Commissioner*

**Endowment**

Gary Aleff  
Ray Widen  
Ann Zastera

**Staff**

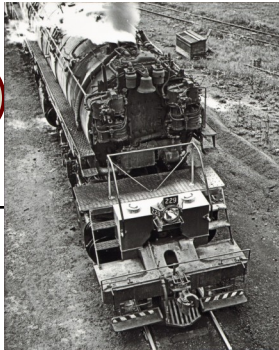
Mel Sando  
*Executive Director*

Kim Gangi  
*Museum/Gift Shop Ops Mgr*

Michelle Fritz  
*Admin Assistant*

Ryan Williams  
*Maintenance*

**Benefactor**  
**(\$1,000 or More)**  
**Lake County**  
**Family of D. James Jumer**  
**3M Corporation**



228-237) that were built in 1943. The 229 was completed and test run on January 5, 1943 and afterward scheduled to depart the Baldwin plant on January 9<sup>th</sup>. This was mid-winter and the ore season was closed in Minnesota. Rather than going to Duluth or Two Harbors, # 229 was sent to Denver, Colorado to be leased to the Denver Rio Grande & Western Railroad until the opening of the next ore shipping season. During that winter 229 pulled long freight trains over the Rocky Mountains and Continental Divide. Other Yellowstone sisters assisted on the Great Northern and Northern Pacific as well as the Denver & Rio Grande Western each year.

When the 229 returned from Colorado in 1943, it was sent directly to Two Harbors to begin working on the Iron Range Division.

Only 72 Yellowstone locomotives were ever built in the U.S. They were operated by the Baltimore & Ohio, Northern Pacific, Southern Pacific, and Duluth Missabe & Iron Range.



**Thank You to Our Supporters**

**Individual/Senior/Student (\$15)**

Blain, Donald	Blaisdell, Hazel
Blanck, Sara	Buehler, Ken
Burke, Dennis	Carlson, Donna
Church, Joanne	Couture, Candice
Eberhardt, Edward	Eide, Marie
Glenn, Kathy	Ferguson, Ruth
Gunsolus, Joan	Grudnosky, Audrey
Himes, Ruth	Hagen, Mary
Hoel, Greg	Hoffman, Deel
Hoseth, Mabel	Hoganson, Harry
Johnson, Lenore	Kempffer, Nina
Kirsch, Lorraine	Koss, Florence
Kragseth, Herbert	Larson, Margaret
Martell, Judith	Nelson, Ann
Norlen, Karin	Pegelow, Maxine
Saari, George	Saari, Jay
Sande, Peter	Sperling, Robert
Swanson, Arlene	Truscott, Beverly
Wahlberg, Ruth	Zemlin, Grace
Zastera, Jody	ISD 381

**FRIEND (\$55)**

American Legion Post 109	
Clark, Gloria & Willard	
Detlefsen, JoLynn & Michael	
Engman, Elmer	
Erickson, DDS (Karen & Timothy)	
Hayden, Cindy & Paul	
Iverson, Dan & Marie	Williams, Amy
Johnson, Aileen	
Johnson, Betty	NinaWorks!
Smith, Ann Cullen	The Lake Bank
Soiseth, Cherrol & Robert	
Spurbeck, Carol	Agate Electric
Maki & Overom	Voyageur Motel
Zastera, Ann	Falk, David & Kathy
Svee, Ron	
Johnson Piano Service	Sure-Fab
Pearson, Jon & Dorrane	
Harbor Insurance	TH Auto Value

**FAMILIES (\$25)**

Anderson, Ellen & James  
Anderson, Jon & Deborah  
Andrews, Erma  
Bailey, Marji & Mike  
Bailey, Linda & Norman  
Battaglia, David & Jeanne  
Busa, Liz & Stokinger, Bill  
Clark, Brenda & Ricky  
Cullen, Bill & Kate  
Eberhardt, Edward  
Ely-Winton Hist Soc  
Erickson, Beverly & Kenneth  
Gangi, Kim & Sam  
Ganser, Barbara & Gary  
Gustafson, Eugene & Gwenne  
Hartley, Helen & Phil  
Helgeson, Richard  
Hoeft, Gary & Karen  
Holbeck, Philip & Judy  
Johnson, Dorothy & Emmert  
Johnson, William & Mary  
Jumer, Jim & Margie  
Kernan, Aleen & Edward  
Kolberg, Elsie & Butch  
Larson, Milton & Sharon  
Lillegaard, Margaret  
Louks, Vicky  
Lund, Elizabeth & Sander  
Lundgren, John & Mary  
Maki, Cindy & Edward  
Male, Irene & Robert  
Mancini, Nancy & Hoops, Mike  
McGregor, Carmen & Tom  
Moe, Carl & Dorothy  
Moen, Morrie & Elaine  
Munson, Robert & Shirley  
Nelson, Judy & Stanley  
Olson, Don & Elsie  
Russell, Barbara & Joe  
Saeger Judith & Tom  
Schuler, Susanne & Wayne  
Sigel, Richard & Susan  
Thureen, Louise & Ron  
Wagon Wheel Campground  
Widen, Ray  
Zinter, Betty & Gary

NON-PROFIT  
ORG.  
U.S. Postage  
**PAID**  
Permit #43  
Two Harbors, MN

Lake County Historical Society  
P.O. Box 128  
Two Harbors, MN 55616-0128  
218-834-4898  
lakehist@lakenet.com

### Membership Categories

- |  |   |
|--|---|
| <input type="checkbox"/> New Membership  | <input type="checkbox"/> Renew Membership   |
| <input type="checkbox"/> \$20 Individual | <input type="checkbox"/> \$100 Sponsor      |
| <input type="checkbox"/> \$30 Family     | <input type="checkbox"/> \$250 Patron       |
| <input type="checkbox"/> \$55 Friend     | <input type="checkbox"/> \$1,000 Benefactor |

The Society has a Life Member Bylaw which states that "A Life Membership shall be given to any person who donates \$600.00 or more to the Society's Endowment Fund". If you would be interested in becoming a Life Member, please contact us. **\*\* Remember, the Lake County Historical Society is a non-profit organization and memberships and extra donations are tax deductible \*\***

### Membership Information:

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City/State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone: (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_  
E-mail: \_\_\_\_\_

*If a gift, given by:*

Name \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_ - \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

# FLASHIES

## LAKE COUNTY HISTORICAL SOCIETY'S PROGRESS REPORT

### DM&IR M-4 YELLOWSTONE

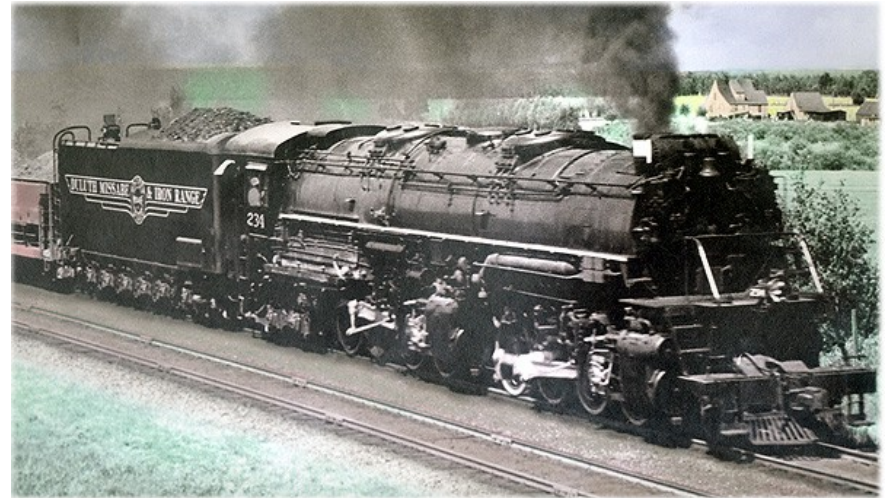
MALLET # 229

by Todd Lindahl

April 2011

DM&IR Yellowstone Mallet # 229, which is displayed opposite the venerable Duluth & Iron Range Railroad 3 Spot, was one of eighteen locomotives of this type. They came in two separate contracts of eight locomotives in 1941 and an additional ten locomotives in 1943. All were built by the Baldwin Locomotive Works at their Eddystone plant in Pennsylvania.

ware took precedence over all nonmilitary use of steel. These Mallets however were so important when it came to moving the iron ore that they were assigned the A-1-A preference rating for the materials needed for construction. In other words the Yellowstones were a higher priority than military steel for tanks and ships. It is little wonder that they are



World War II was raging and America's iron ore resource was absolutely vital to the war effort for building ships, tanks, and other military equipment. As one might expect, steel for military hard-

often referred to as "the locomotives that defeated Hitler."

Yellowstone # 229 was the second locomotive in the second group of Mallets



The DM&IR M-4 Yellowstones were 128 feet-long and weighed in at over 400 tons with no coal or water. Filling the tender took 26 tons of coal and 25,000 gallons of water. Altogether the working weight was almost a million pounds. Steam pressure was 240 pounds per square inch creating a tractive effort of 140,000 pounds. Often compared to the Union Pacific's Big Boy locomotive, the DM&IR Mallet's had smaller drive wheels giving them incredible power at slower speeds. The top speed of a Yellowstone Mallet was about 45 mph. They were capable of pulling trains that would require four diesel locomotives today.

The last Yellowstone to make a regular ore run was # 222 on July 5, 1960 on the Missabe Division. It was sent to Two Harbors and put on display for a very short time before being swapped for # 221. This engine deteriorated in the weather and was replaced in 1967 by #229, which had been stored in the Proctor roundhouse up until then. Today the Mallet needs a considerable amount of restoration to preserve it for future generations.

In 2005 the Lake County Historical Society was awarded a Transportation Enhancement Grant through the MN Department of Transportation. The Lake County Highway Engineers Office administers these funds and will direct the project design and restoration effort to restore the Yellowstone Mallet locomotive.

The restoration effort is a massive project requiring the removal of lead based paints and asbestos fiber insulation. Once the abatement process is complete the locomotive is refinished with zinc based coating returning its appearance to the way she looked upon arrival in 1943. The cost of the project is \$249,000 with the Lake County Historical Society contributing a quarter match of \$50,000. Additional costs and in-kind donations will be contributed to the project by the Lake County Highway Department. Completion date is set for fall of 2011.



The 3 Spot and Yellowstone Mallet #229 represent the first and the last in the evolution of the steam locomotives in Two Harbors and on the Minnesota Iron Range.

The 3 Spot and Yellowstone Mallet #229 represent the first and the last in the evolution of the steam locomotives in Two Harbors and on the Minnesota Iron Range.

I have a favor to ask of our members and your friends. Many of us in Two Harbors enjoy the short drive down to Agate Bay as part of our daily routine. I ask that you please refrain from



doing this, as traffic and parking in particular are going to be extremely difficult for us at the Light Station this year. It is very important to that we make every effort to reserve the limited parking space at the Light House for our guests at the Bed & Breakfast and the Museum. It would be appreciated if you could share this concern with anyone who may not get this newsletter.

We will open all Sites Museums and Gift Shops Fridays and Saturdays 11AM to 5PM starting May 6, 2011. Then 7 days a week Starting May 29, 2011 through Mid October 2011.



**SPONSORS (\$100 TO \$249)**

Congdon, Dale & Joan	Hanson, John & Luann
Costley Law Firm	Co-Op Light & Power
Holbeck, Judy & Phil	Two Harbors Chamber
Murray, Joan & Robert	
Two Harbors Credit Union	
Gruver, Calvin & Medler, Meredith	
Good, David & Rosemary	Sandvik, Kenneth

**PATRON (\$250 TO \$999)**

Northshore Mining  
Super One Foods—Two Harbors

**Acquisitions**

The following people have donated to the permanent collection. We would like to thank them for their generosity.

TH City Band Group	John Rutford
Lake County Recording Ofc/MN Power	