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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 9th. 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.



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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 ****

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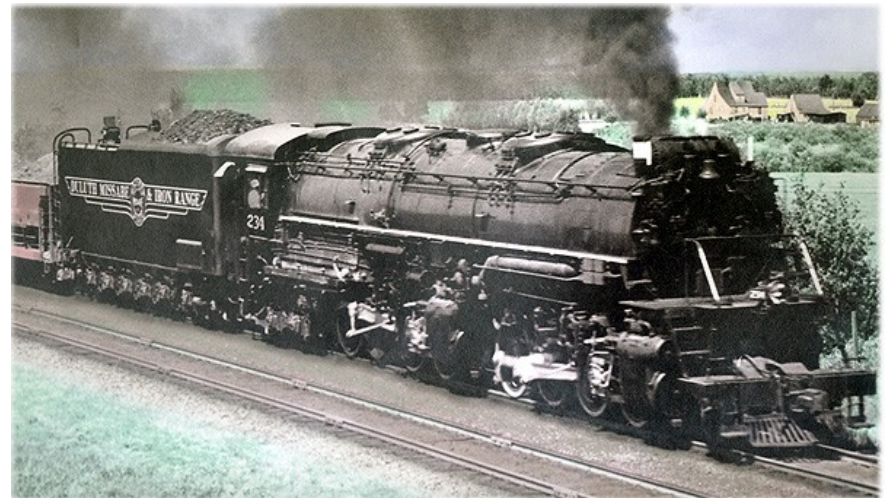
LAKE COUNTY HISTORICAL SOCIETY'S PROGRESS REPORT

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.

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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.



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