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the newly constructed docks. The first order was for 300 cars at a cost of \$615 each. The cars had a capacity of 20 tons but were often overloaded. The lifespan of this equipment was relatively short as the vermillion ore was extremely heavy and hard. The rolling stock required constant maintenance and provided a lot of work for the car men. The car men would eventually convert these cars into 24 foot cars that lined up with the pockets on the docks. All cars purchased after this were 24 feet in length.

For the next several years cars were purchased from Wells and French (100 in 1887), Haskel and Barker (100 in 1888 and 270 in 1889) and the La-fayette Car works (41 in 1890). Due to the opening of so many mines and the influence of the Porter Group after they acquired Towers holdings in 1888

the railroad expanded at enormous rate. The years between 1892 and 1899 saw the railroad purchase over 2035 wooden ore cars at an average price of \$429 each. These cars were supplied by several manufacturers including Pullman Palace Car Co., Duluth Manufacturing Co., Terra Haute Car Co., and the Illinois Car and Equipment Co.. The hard Vermilion ore continued to exact its toll on wooden equipment and by 1899 the railroad had begun to design and order steel ore cars.

From 1900 on only steel ore cars were purchased and the last wooden ore cars saw service on the D&IRR in 1909. Many were sold to the Duluth & Northern Minnesota (Alger Smith). By 1919 the D&IRR had purchased 5705 new steel ore cars.

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FLASHIES

LAKE COUNTY HISTORICAL SOCIETY'S PROGRESS REPORT

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

Membership Categories

- | | |
|--|---|
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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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Name _____
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From the Director

September 2012

Project Spotlight

Ore car 251

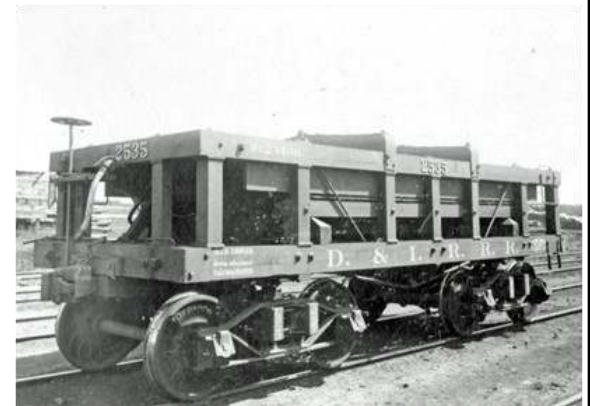
With the completion of our Mallet Restoration project I took a step back and ask myself "what next?", as there is certainly no shortage of repair or restoration projects on our Historic Waterfront Campus.

I decided that as long as the Three Spot and Mallet had been repaired and painted we should complete the train displays by fixing up the ore car and caboose along with the wagon and ore blocks.

Todd and I did a basic assessment of the ore car and caboose and were pleasantly surprised at what good condition they

were in despite their age. The ore car was in need of some serious repair while the caboose is very solid. We decided that we would try and finish the repairs on the ore car this season and hope to get them painted next year.

The first wooden ore cars purchased from the Northwestern Manufacturing Co. in 1884 were 28 feet long and did not line up with the pockets on



It is a small stroke of luck that the Lake County Historical Society has the ore car on display. The car was transformed into a gravel and ballast spreader and eventually just set on a sideline in the yards before being reclaimed by the historical society.

To date Todd and I have removed the hardware from the ore car and we are waiting on a timber to replace the one that is too far gone to patch. We also have to replace three boards on the top of the car, and fix the unloading hatches.

While working on the car I found it amazing that more people were not hurt while these cars were in service. The image of racing down the Drummond line at 45 miles per hour and having to be a brakeman *jumping* from car to car to apply the brakes is simply unbelievable.

Research provided by Mr. Lindahl, of course.

Applause!

The business of historic presentation and preservation in our neighborhood certainly is not limited to the staff and members of the Lake County Historical Society. I would like to congratulate the Class of 1962, aka the *Nifty Crew of '62*, for their efforts saving, restoring, and the rededication of the gates to the Veterans Memorial Forest. This is one of the finest community projects I have been a witness to and is an impressive addition to one of the community's greatest assets, the Sonju Trail.

Annual Business Meeting and Membership & Volunteer Recognition Dinner

We are separating our meetings this year. At the request of the Board of Directors our **Annual Business Meeting** will take place during the regularly scheduled BOD meeting on October 9th at 5 PM in the Depot Museum. At this meeting we will review board member terms, ask for new board member nominations, and conduct our election of officers. I will present a Year to Date Financials at this meeting as well. **All members are invited and encouraged to attend.**

Our **Annual Membership and Volunteer Recognition Dinner** will once again be at the Emmanuel Lutheran Church but will take the place of the

regularly scheduled Board of Directors Meeting on Tuesday November 13, 2012

Please RSVP your attendance by Tuesday November 6, 2012

Edna G. Commission News

I am just getting ready to start a survey of the tug prior to having the commission rent a welder and try and seal up all the holes that allow water under the wooden floor boards creating all the rust damage.

We are also trying to get some help with purchasing and installing new mooring lines so we can stop the boat from self destructing against the dock. We have found a place to purchase the lines but we await City of TH Council approval.

Larry Ronning and Jeff Scully have been slowly replacing the oak timbers repairing the rotting gunwales. They plan to return in September to finish up.

Things we need; a new cover for the water cannon, some volunteers to help clean up the rust from the inside of the hull (scrape and vacuum), people to help paint after all these repairs are completed, possibly a new air compressor for the whistles, etc .

Acquisitions

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

Lenore Johnson Prof. Kent Kaiser Debra K. Bolen S.A.S Jerry Linden
Susie Rosette Family of Florence Alexander Bagleys Darie D Jensen

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