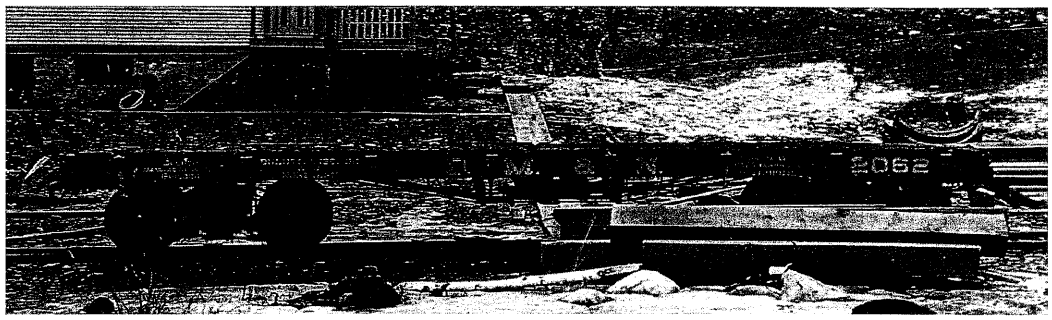
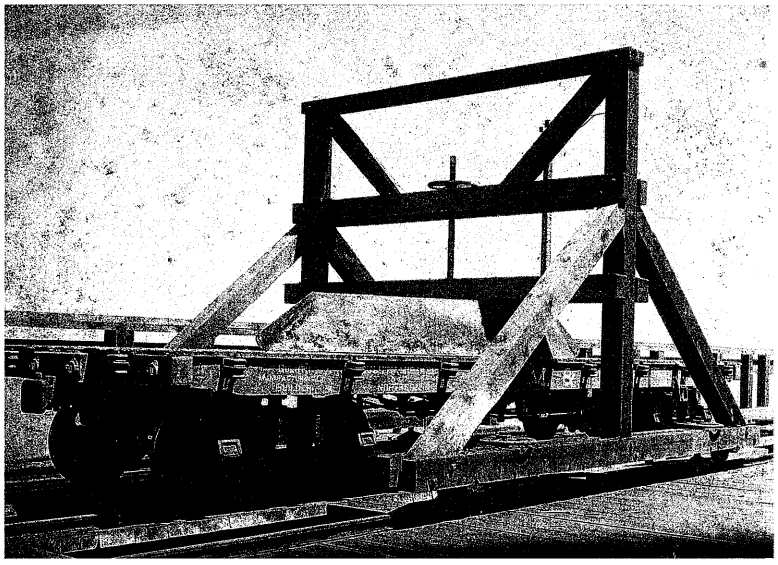


DM&N 2062, one of 120 Class V 36-foot flat cars built by Duluth Manufacturing Co. in 1893, is shown at an unknown location in April 1896. (University of Minnesota Duluth, Kathryn A. Martin Library Archives and Special Collections, S2386 Box 25a Folder 6 detail)

foot flat cars, 2050–2169, was purchased from Duluth Manufacturing Co. in 1893 at the same price as the 1892 order and identical construction details. However, these cars were unique in having side-mounted drop brake shafts and brake wheels manufactured by Universal Railway Equipment. Both groups retained their numbers after the merger and all were retired by 1960.

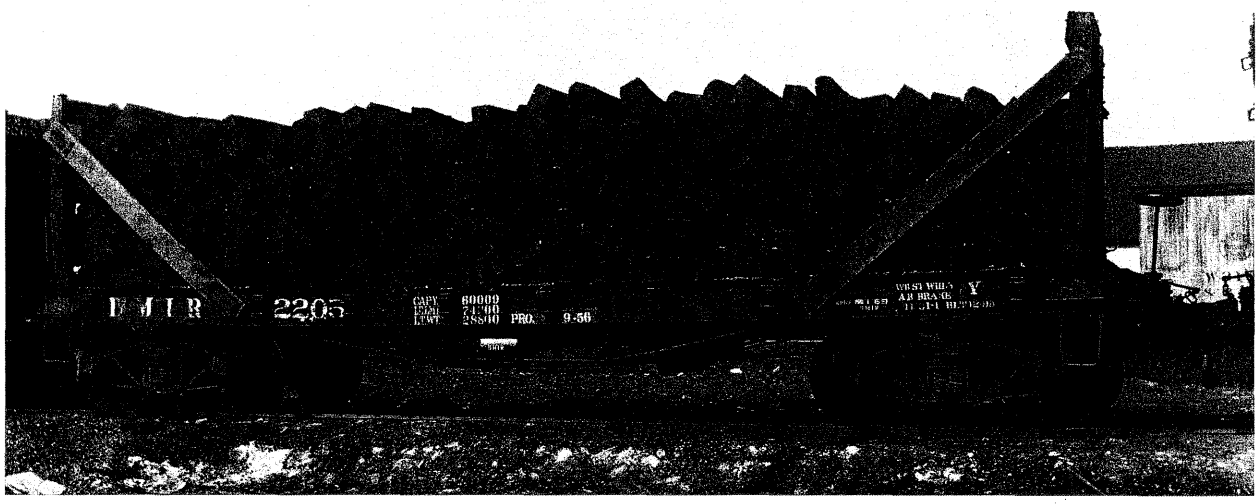
Again, with financial troubles plaguing the DM&N, the choice was made to purchase flat cars secondhand. The first group of 50 Class Y 30-ton 36-foot cars 2170–2219, originally built by Barney and Smith Car Co. in 1896, were purchased secondhand from the Munising Railroad (part of the Lake Superior & Ishpeming railroad in later years) in 1898 for $325 per car. These had originally been in the Munising 1–165 series. An additional group of nine Class Y 30-ton 35-foot flat cars 2220–2228 were purchased secondhand from the North West Railway in 1900 for $432.12 per car. DM&N diagrams show these cars built by Barney and Smith Car Co. in 1899. Both series were equipped with 4-foot 10-inch arch-bar trucks with 4½ x 8-inch journals and Westinghouse air brakes. DM&N equipment lists and reports list both groups of cars at being built by Barney and Smith, but builder's records do not support these statements. These cars would retain their numbers after the merger and all were retired by 1960.

The Class W 2001—2049 34-foot flat cars built in 1892 were chosen to be rebuilt to 36-feet flat cars, retaining their old numbers, starting in 1900. The cars had new 3-inch decks, draft gear and malleable stake pockets with U-bolt attachments added and placed in Class

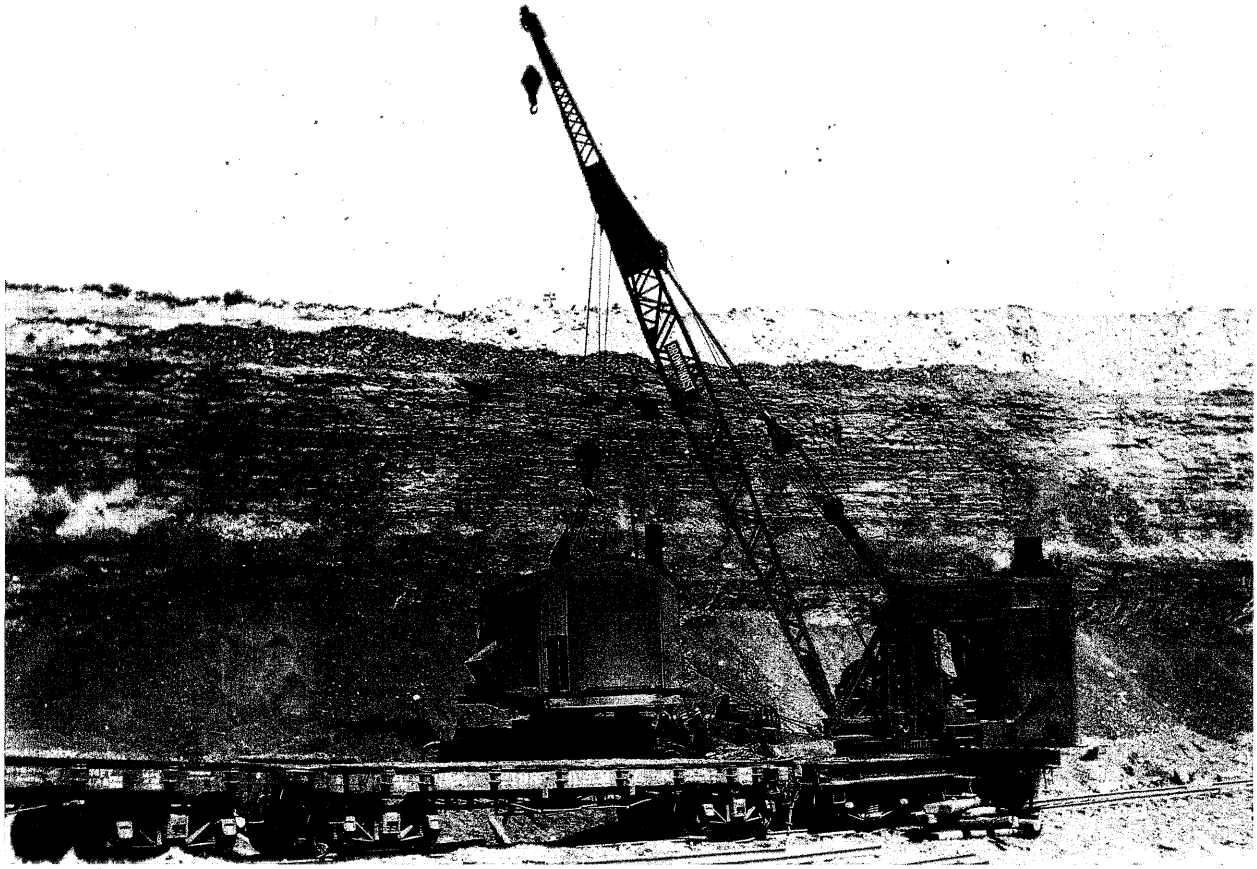


Construction of the first wood ore dock at Duluth created this moveable wood A-frame to be built for unloading dirt to backfill around the pilings used to support the dock. Dock 1 was constructed with three tracks with the inside rail of outer tracks gauged to create the rails of the middle track. The A-frame was constructed to ride on outside rails and mount a Lidgerwood type plow below the adjustment wheel. Plow height was adjusted to deck height of flat cars and a string of flat cars loaded with dirt would be shoved through the device and dump the fill material into the water below. As needed the A-frame was moved along dock to the location fill material was needed. Flat car is DM&N 2114, one of 120 Class V 36 foot flatcars 2050–2169 built in 1893. Note the end stake pockets, link and pin couplers and air hose, indicating car was equipped with air brakes. (University of Minnesota Duluth, Kathryn A. Martin Library Archives and Special Collections, S2386 Box39 Folder 18)

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Early pulpwood racks were constructed of left-over limbs from trees. The next evolution in design was railroad-assembled pulpwood racks from dimensional lumber. Class Y DM&IR 2205 is at Proctor on July 17, 1957 loaded with new railroad ties. Later pulpwood racks would be constructed from plate steel and C-channels. (Bob's Photo collection)



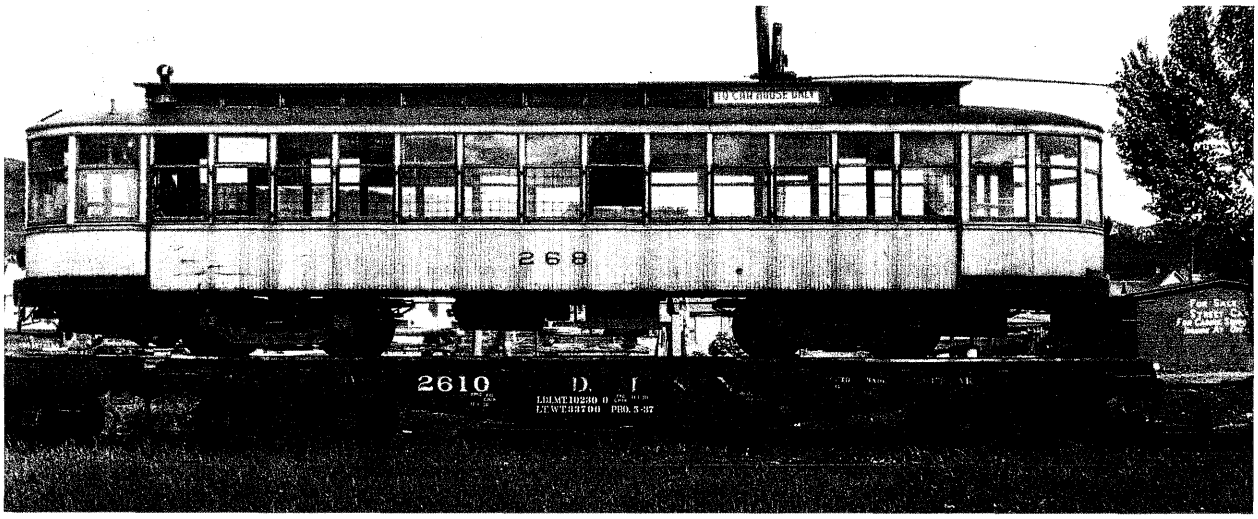
DM&N 2198 is one of 50 Class V 36-foot flat cars 2170–2219 acquired secondhand from Munising Railway in 1898. DM&N records show these built by Barney and Smith Car Co., but builders records conflict with this information. It's shown with Oliver Iron Mining crane at Hibbing, Minnesota, in 1922. (University of Minnesota Duluth, Kathryn A. Martin Library Archives and Special Collections, S3021 Box13 Folder 11)

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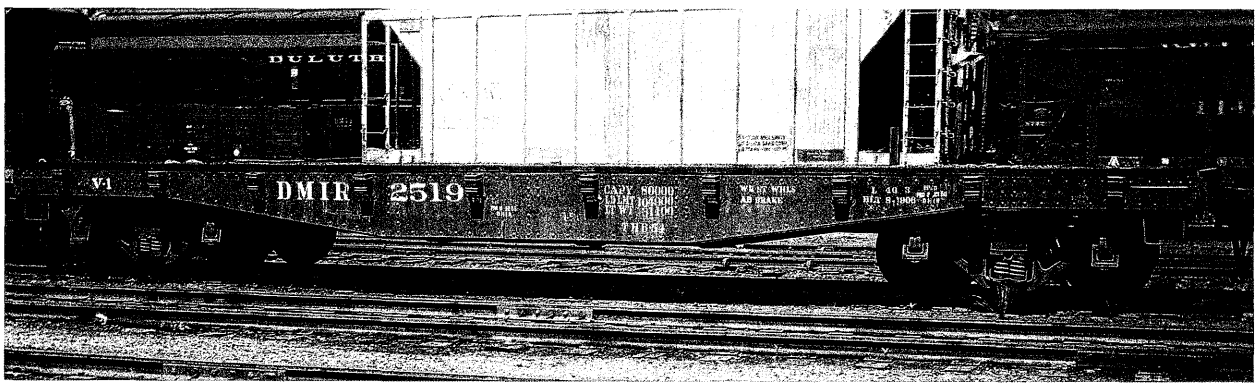
V once rebuilt. All cars were rebuilt between 1900 and 1901.

Under the U.S. Steel umbrella after 1901, DM&N Proctor shops built the next 50 Class V 30-ton 36-foot flat cars 2230–2279 in 1903 at a cost of $340.70 per car. These were approved under two different appropriations; 2230–2259 were ordered in March 1903 and 2260–2279 in October 1903. They had 8 stake pockets per side with a deck 8-foot 9-inches wide and truss-rod reinforced underframe. They were equipped with 5-foot 6-inch wheelbase arch-bar trucks and Westinghouse air brakes. Continuing to build equipment, DM&N Proctor shops built identical 100 Class V 30-ton 36-foot flat cars 2280–2379 in 1905 at a cost of $329.34 per car. The entire series 2229–2379 were built using parts from dismantled wooden ore cars in the 200–1200 series. The cars would retain their numbers after the merger and all were retired by 1960.

The next group of 200 Class V1 40-ton 40-foot flat cars 2500–2699 were ordered in October 1905 from Pressed Steel Car and delivered in 1906. They had riveted fishbelly side sill and center sill, 10 stake pockets on each side and a 8-foot 10-inches wide wood deck. They were equipped with Griffin wheels, arch-bar trucks, Simplex bolsters, Westinghouse brakes, Pressed Steel Car brakebeams, Chica-

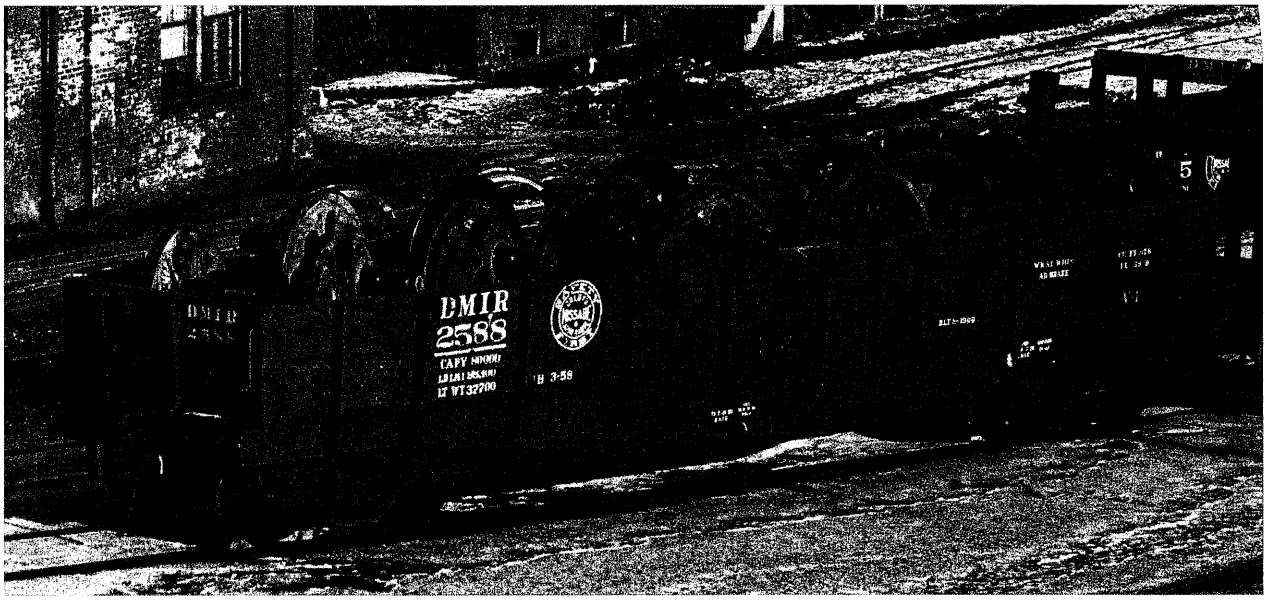


Duluth Superior Transit Co. trolley 268 is loaded on Class V1 flat car DM&N 2610 at Duluth in June 1939. Trolley is headed to Proctor shops for conversion to a jitney for hauling employees from downtown Proctor to the roundhouse and carshops. DST 268 would become DM&IR W56. (W.C. Olsen)



Class V1 flatcar DMIR 2519, part of 200 cars built by Pressed Steel Car Co. in 1906 is at Endion. Twenty six of the cars were rebuilt to gondolas in 1919 and sides were removed in 1932. It is unclear why, but 26 different cars were converted in 1932. For unexplained reasons, the 1932 cars were one number below the cars converted in 1919. (Mainline Photos, J.M. Gruber collection)

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Saddled with a large roster of flat cars during the early half of the century, both D&IR and DM&N converted large numbers of flat cars to gondolas by adding sides and ends. Class V1 2588 is at Two Harbors in 1959 loaded with steam locomotive drivers. The three T-section ribs were added after World War II to strengthen the car sides. (Basgen photo, D.P. Holbrook collection)

go couplers, Railway Steel Spring Co. springs, McCord journal boxes, Westinghouse drawbar attachments and Susemihi side bearings. A number of the cars were equipped with permanent logging chains during the 1930s. Most of the cars were converted from arch-bar trucks to cast steel side frames between 1938 and 1940. Cars would have a long life on DM&N, being converted to gondolas, rack flats and eventually into MofW service flat cars. The last revenue flat cars in this series were retired in 1972.

Ninety one 2000–2379 series flat cars were sold to Duluth & Northeastern in October and November of 1929 for service on D&NE hauling pulpwood.

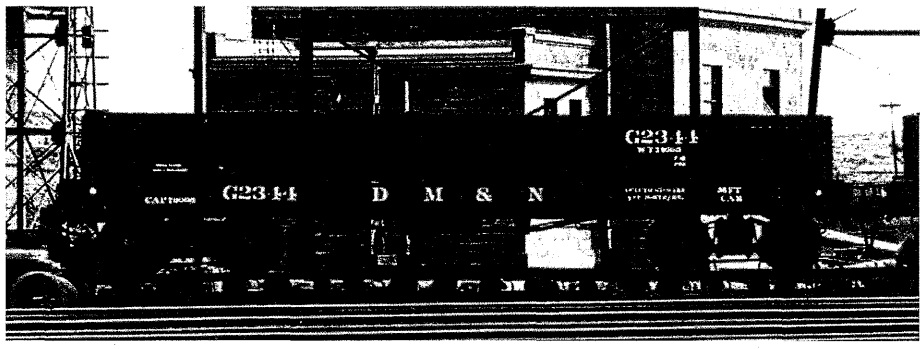
FLAT CAR CONVERSIONS TO GONDOLAS AND RACK FLATS

Notes in DM&N 1903 annual report indicate expenses for adding gondola sides to flat cars and this appears to be the first conversion of flat cars to gondolas. One hundred seven of the 2043–2363 flat cars were rebuilt to gondolas at the DM&N Proctor Shops in 1919 by applying gondola sides and ends to the flat cars. Many of these cars were placed into coal service. These cars were shown in the DM&N 1931 diagram book as carrying a letter suffix of "G" next to the road number. Earliest records show "G" prefix added to flat cars rebuilt with gondola sides in 1919. The prefix "G" was dropped during the 1930s as cars were rebuilt back to flat cars. Cars were again rebuilt in 1932 with most having their sides removed and new cars one number lower rebuilt with sides. A total of 89 cars were completed this way. An example was flat car 2007 had gondola sides and ends removed and the replacement car 2006 took its place. See roster notes for additional information. These gondola conversions were off the roster by 1934.

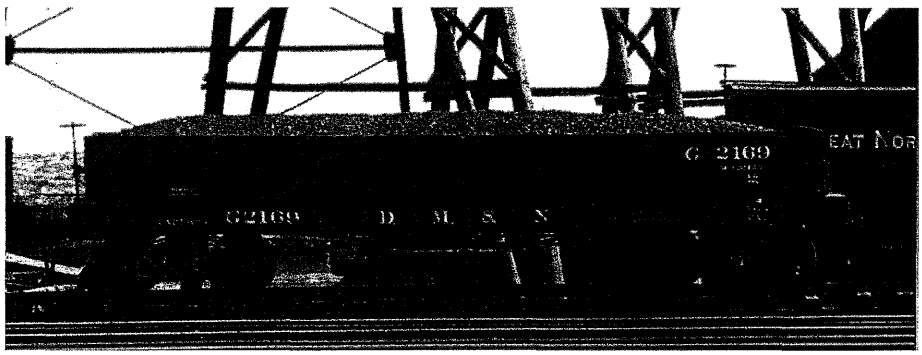
Five flat cars, 2015, 2331, 2051, 2290, 2209, were equipped with 16-inch sides and ends and signboards reading "This car to be used for coal loading for boarding cars only" in April 1923. Boarding cars were MofW bunk cars.

Beginning in 1919, the DM&N began adding gondola sideboards and ends to 26 Class V1 flat cars 2500–2699. For unknown reasons, between 1931 and 1932 the gondola

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DM&N flatcar 2344 was equipped with gondola sides in 1932. G suffix was used on DM&N flatcar to gondola conversions from 1919 to 1933 after which the suffix was dropped. (MNHS OIM Collection)



DM&N flatcar 2169 was equipped with gondola sides in 1932. G-suffix was used on DM&N flatcar to gondola conversions from 1919 to 1933 after which the suffix was dropped. (MNHS OIM Collection)

sideboards and ends were removed from cars and placed on cars one number lower. Examples are gondola 2501 was replaced by 2500, See notes in the rosters for further details. The last of these conversions were retired in 1970.

Wood pulpwood racks began to be applied to flat cars as early as 1910. The first permanent steel and wood pulpwood end rack conversion of flat cars were begun around 1925. These initial end rack conversions did not have end ladders. To comply with safety appliance regulations, AFE 2389 was approved on December 16, 1930, for construction of end ladders on 55 rack flats. Work was begun on January 13, 1931, on these cars: (series 2002–2169), 2007, 2012, 2018, 2020, 2022, 2061, 2062, 2073, 2083, 2088, 2096, 2102, 2108, 2109, 2126, 2131, 2138, 2143, 2148, 2154, 2158, 2164; (series 2170–2228), 2172, 2173, 2174, 2180, 2185, 2193, 2200, 2205, 2207, 2215, 2218; (series 2230–2379), 2230, 2241, 2268, 2280, 2288, 2292, 2299, 2300, 2304, 2306, 2308, 2310, 2314, 2315, 2321, 2322, 2326, 2329, 2336, 2346, 2349, 2364. Project was completed on August 28, 1931, at a total cost of $807.54. All of these rebuilds were off the roster by 1949.

Correspondence during October 1933 indicated that wood pulpwood end racks were still in use on 33 DM&N and 17 D&IR flat cars. It was recommended that as these cars were retired that they be replaced by rebuilding 6180–6304 series gondolas by removing the gondola sides and ends and replacing them with permanent steel pulpwood racks.

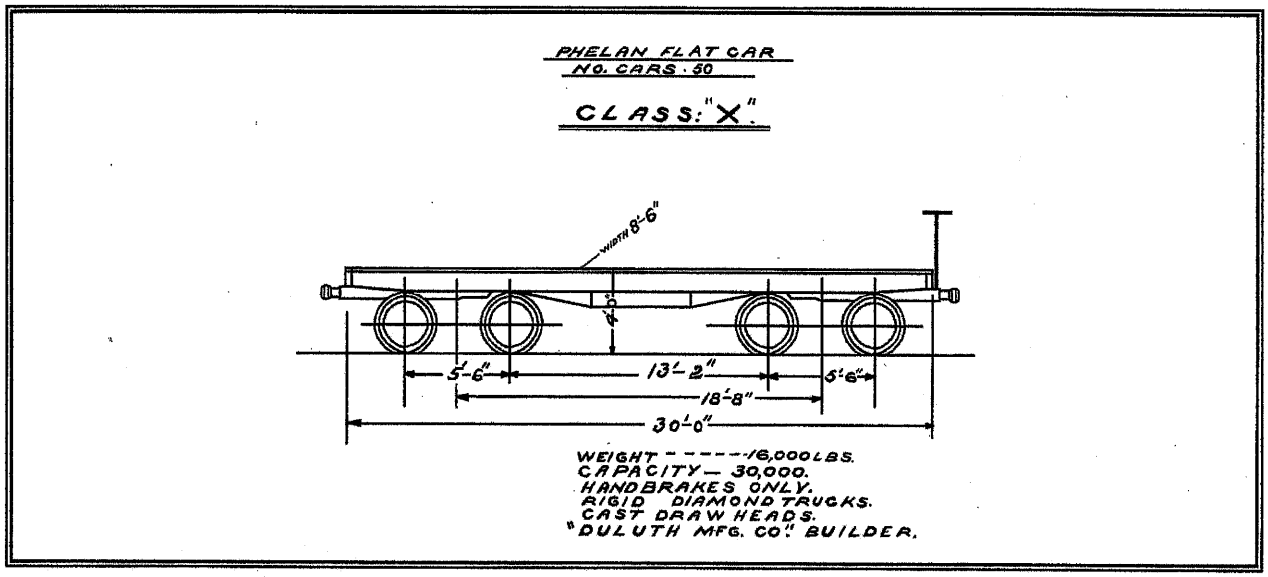
Arch-bar trucks were replaced by Andrews U-section trucks between 1937 and 1939.

Beginning during the winter 1955 shopping season, DM&IR began to rebuild former DM&N 2500-series flat cars into pulpwood cars. Fifty three were completed by 1956 and an additional 23 more rebuilt during the winter of 1958-59. Faced with increasing pulpwood shipments, 39 flat cars remained in the 2500 series at the end of 1959 and the 37 best cars were rebuilt with permanent steel pulpwood end racks. The last of these was retired by 1966.

DM&N PHELAN FLATS

Forty five of the Phelan type 15-ton 30-foot flat cars were built in 1892. Diagrams from 1894 show cars were built by Duluth Manufacturing Co., however later diagrams show these cars as being built by United States

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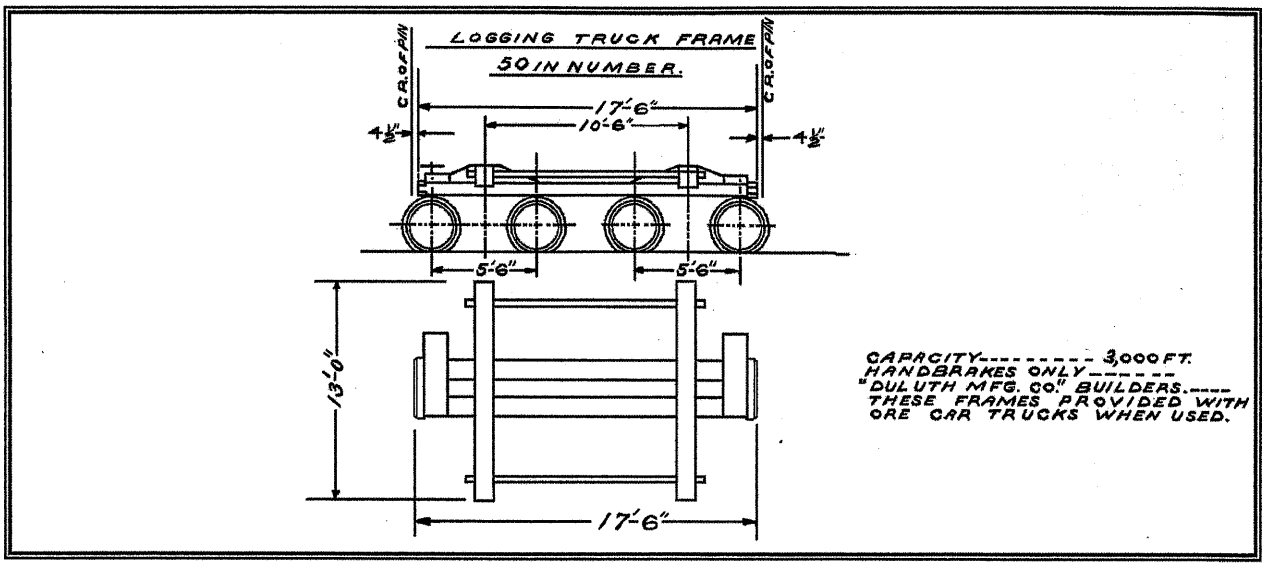


DM&N Class X Phelan flat car diagram. (D.P. Holbrook collection)

Rolling Stock Co. No number series is shown for these cars, but they were placed in Class X. Cars were used for construction of the railroad, had 3-foot 6-inches wheelbase arch-bar trucks and were delivered with link-and-pin couplers. They had 8-feet, 6-inch wide decks, a light weight of 8 tons and were equipped only with hand brakes. Diagrams from 1893 indicate 12 cars were equipped for use as boarding cars for construction crews. By 1901, only 21 cars were still on the roster with the notation that they were used for boarding cars and spreaders. By this point some had been rebuilt to cinder cars and other maintenance of way equipment. By 1905 all of the remaining cars were in MofW service.

DM&N LOG FLATS

The DM&N ordered 50 skeleton log flats from Duluth Manufacturing Co. in 1892. They carried no numbers and used trucks removed from stored wood ore cars during the winter months. These cars were unusual for the time being 17-foot 6-inches long and having 13-foot wide bunks. Russell-design log cars were 20-feet long and had bunks 10-foot wide. All 50 cars were sold during 1899.



DM&N log flat diagram (no car numbers). (D.P. Holbrook collection)

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DM&N CABOOSES

DM&N initially ordered six Class G 4-wheel cabooses 1–6 from Duluth Manufacturing Co. in 1892. Almost immediately orders were placed with Duluth Manufacturing in 1893 for three Class H 8-wheel cabooses 8–10 and two additional Class G 4-wheel cabooses 7 and 11. Continuing with the same builder in 1894 four additional Class G 4-wheel cabooses 12–15 were ordered. Caboose 13 was rebuilt Class I caboose (2nd)13 in spring 1895. Car had car body extended to 36-feet 1-inch equipped with two 4-wheel trucks and a side-door added in the middle of the new car body. This car was rebuilt to business car 98 during 1898. DM&N built new 4-wheel caboose (3rd)13 in 1898 and placed it in Class G. All were equipped with

Duluth, Missabe & Northern Cabooses

No	Builder	Cl	Built	Retired	O.L	Type	To DMIR	Note
1 (1st)	Duluth Mfg Co	G	1892	Retired prior to Oct. 1910	19'2"	4W		
1 (2nd)	Duluth Mfg Co	G1	Feb. 1911	12/14/1933	31'	8W		
2 (1st)	Duluth Mfg Co	G	1892	Feb. 1911	19' 2"	4W		
2 (2nd)	Duluth Mfg Co	G1	Feb. 1911	12/14/1933	31'	8W		
3 (1st)	Duluth Mfg Co	G	1892	Feb. 1911	19'2"	4W		
3 (2nd)	Duluth Mfg Co	G1	Feb. 1911	12/14/1933	31'	8W		
4 (1st)	Duluth Mfg Co	G	1892	April. 1911	19'2"	4W		
4 (2nd)	Duluth Mfg Co	G1	Feb. 1911	12/14/1933	31'	8W		
5 (1st)	Duluth Mfg Co	G	1892	Retired prior to Oct. 1910	19' 2"	4W		
5 (2nd)	Duluth Mfg Co	G1	Feb. 1911	to DM&IR	31'	8W	C-5	
6 (1st)	Duluth Mfg Co	G	1892	Retired prior to Oct. 1910	19'2"	4W		
6 (2nd)	Duluth Mfg Co	G1	Feb. 1911	Destroyed Dec. 1930	31'	8W		
7 (1st)	Duluth Mfg Co	G	1893	Destroyed 1896	19' 2"	4W		
7 (2nd)	DM&N Proctor Shops		Mar. 1900	March, 1911	31'	4W		
7 (3rd)	DM&N Proctor Shops	H	Feb. 1911	Destroyed Sept. 1929	36'	8W		
8 (1st)	Duluth Mfg Co	H	1893	Destroyed by fire 1/19/1904 Rebuilt to (2nd) 8	36'	8W		
8 (2nd)	DM&N Proctor Shops		4/5/1904	to DM&IR	36'	8W	C-8	1
9	Duluth Mfg Co	H	1893	to DM&IR	36'	8W	C-9	2
10	Duluth Mfg Co	H	1893	to DM&IR	36'	8W	C-10	3
11 (1st)	Duluth Mfg Co	G	1893	Oct. 1910	19'2"	4W		
11 (2nd)	Duluth Mfg Co	G1	Feb. 1911	Destroyed June 1919	31'	8W		
11 (3rd)	Proctor Shops	G1	1923	Jan. 1930		8W		
12 (1st)	Duluth Mfg Co	G	1894	April. 1911	19'2"	4W		
12 (2nd)	Duluth Mfg Co	G1	Feb. 1911	to DM&IR	31'	8W	C-12	
13 (1st)	Duluth Mfg Co	G	1894	Rblt to 8W caboose (2nd)13 with sidedoor 1895	19'2"	4W		
13 (2nd)	DM&N Proctor Shops	I	1895	Rebuilt to business car 98	41'11"	8W		
13 (3rd)	DM&N Proctor Shops	G	1898	Wrecked April. 1911	19'2"	4W		
13 (4th)	DM&N Proctor Shops	G1	June. 1911	Sold to D&NE. Feb. 1929	31"	8W		
14 (1st)	Duluth Mfg Co	G	1894	Oct. 1910	19'2"	4W		
14 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Destroyed June. 1919	31'	8W		
14 (3rd)	DM&N Proctor Shops	G1	1923	Jan. 1930		8W		
15 (1st)	Duluth Mfg Co	G	1894	April. 1911	19'2"	4W		
15 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Feb. 1929	31'	8W	C-15	4
16 (1st)	ACF Lot #513	G	1899	Oct. 1910	19'2"	4W		
16 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Destroyed July. 1930	31'	8W		
17 (1st)	ACF Lot #513	G	1899	Feb. 1911	19'2"	4W		
17 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Wrecked Elwood 2/14/1923	31'	8W		
17 (3rd)	DM&N Proctor Shops		1923	Retired before 1939	31'	8W		5
18 (1st)	ACFLot #513	G	1899	Oct. 1910	19'2"	4W		
18 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911		31'	8W	C-18	
19 (1st)	ACF Lot #513	G	1899	Oct. 1910	19'2"	4W		
19 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Sold to General Logging Co. Nov. 1930	31'	8W		
19 (3rd)	DM&N Proctor Shops		Unknown	Retired before 1939	31'	8W		5

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No	Builder	Cl	Built	Retired	O.L	Type	To DMIR	Note
20 (1st)	ACF Lot #895	G	1900	Feb. 1911	19'2"	4W		
20 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Sold to MN&S 12/22/1929	31'	8W		
21 (1st)	ACF Lot #895	G	1900	April. 1911	19'2"	4W		
21 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Destroyed Oct. 1918	31'	8W		
21 (3rd)	DM&N Proctor Shops		1923	Jan. 1930	31'	8W		
22 (1st)	ACF Lot #895	G	1900	Feb. 1911	19'2"	4W		
22 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Feb. 1929	31'	8W	C-22	6
23 (1st)	ACFLot #895	G	1900	Dec. 1910	19'2"	4W		
23 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	Sold to General Logging Co. Nov. 1930	31'	8W		
24 (1st)	ACF Lot #895	G	1900	Dec. 1910	19'2"	4W		
24 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	12/14/1933	31'	8W		
25 (1st)	ACF Lot #895	G	1900	Oct. 1910	19'2"	4W		
25 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	to DM&IR	31'	8W	C-25	
26 (1st)	ACF Lot #895	G	1900	July. 1911	19'2"	4W		
26 (2nd)	Rebuilt DM&N Proctor	G1	Feb. 1911	to DM&IR	31'	8W	C-26	
27 (1st)	ACF Lot #895	G	1900	Wrecked 1906	19'2"	4W		
27 (2nd)	D&IR Two Harbors	G	1907	Mar. 1911	19'2"	4W		
27 (3rd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed by fire at Wilpen 12/29/1922	31'	8W		
27 (4th)	DM&N Proctor Shops	G1	1923	Sold to D&NE Feb. 1929	31'	8W		
28 (1st)	ACF Lot #895	G	1900	Jul-11	19'2"	4W		
28 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	12/14/1933	31'	8W		
29 (1st)	ACF Lot #895	G	1900	Off roster by 1905	19'2"	4W		
29 (2nd)	D&IR Two Harbors	G	1905	Mar. 1911	19'2"	4W		
29 (3rd)	DM&N Proctor Shops	G1	Feb. 1911	12/14/1933	31'	8W		
30 (1st)	D&IR Two Harbors	G	1905	Mar. 1911	19'2"	4W		
30 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-30	
31 (1st)	D&IR Two Harbors	G	1905	Feb. 1911	19'2"	4W		
31 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to CGW March 1929	31'	8W		
32 (1st)	D&IR Two Harbors	G	1905	Feb. 1911	19'2"	4W		
32 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to CGW March 1929	31'	8W		
33 (1st)	D&IR Two Harbors	G	1905	Destroyed July, 1909	19'2"	4W		
33 (2nd)	DM&N Proctor Shops	G1	May. 1910	12/14/1933	31'	8W		
34 (1st)	D&IR Two Harbors	G	1905	Mar. 1911	19'2"	4W		
34 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed 2/24/1925	31'	8W		
35 (1st)	D&IR Two Harbors	G	1905	Dec. 1910	19'2"	4W		
35 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed July. 1919	31'	8W		
35 (3rd)	DM&N Proctor Shops	G1	1923	Jan. 1930	31'	8W		
36 (1st)	D&IR Two Harbors	G	1905	Dec. 1910	19'2"	4W		
36 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to CGW March 1929	31'	8W		
37 (1st)	D&IR Two Harbors	G	1905	Mar. 1911	19'2"	4W		
37 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to D&NE Feb. 1929	31'	8W		
38 (1st)	D&IR Two Harbors	G	1905	Wrecked 1907	19'2"	4W		
38 (2nd)	DM&N Proctor Shops	G1	1907	to DM&IR	31'	8W	C-38	
39 (1st)	D&IR Two Harbors	G	1905	Dec. 1910	19'2"	4W		
39 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-39	
40 (1st)	D&IR Two Harbors	G	1905	Dec. 1910	19'2"	4W		
40 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-40	
41 (1st)	D&IR Two Harbors	G	1905	Oct. 1910	19'2"	4W		
41 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to MN&S Jan. 1929	31'	8W		
42 (1st)	D&IR Two Harbors	G	1905	Feb. 1911	19'2"	4W		
42 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed by fire on EJ&E March 1913	31'	8W		
42 (3rd)	DM&N Proctor Shops	G1	Oct. 1913	12/14/1933	31'	8W		
43 (1st)	D&IR Two Harbors	G	1905	Wrecked Alborn 11/7/1906	19'2"	4W		
43 (2nd)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
43 (3rd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-43	
44 (1st)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
44 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-44	

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No	Builder	Cl	Built	Retired	O.L	Type	To DMIR	Note
45 (1st)	D&IR Two Harbors	G	1907	Mar. 1911	19'2"	4W		
45 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to MN&S Jan. 1929	31'	8W		
46 (1st)	D&IR Two Harbors	G	1907	Oct. 1910	19'2"	4W		
46 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	12/14/1933	31'	8W		
47 (1st)	D&IR Two Harbors	G	1907	Destroyed Oct. 1909	19'2"	4W		
47 (2nd)	DM&N Proctor Shops	G1	May, 1910	Destroyed Coleraine 7/31/1935	31'	8W		
48 (1st)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
48 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to CGW March 1929	31'	8W		
49 (1st)	D&IR Two Harbors	G	1907	Dec. 1910	19'2"	4W		
49 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to CGW March 1929	31'	8W		
50 (1st)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
50 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-50	
51 (1st)	D&IR Two Harbors	G	1907	Dec. 1910	19'2"	4W		
51 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed Sept. 1918	31'	8W		
51 (3rd)	DM&N Proctor Shops	G1	1923	to DM&IR	31'	8W	C-51	
52 (1st)	D&IR Two Harbors	G	1907	Mar. 1911	19'2"	4W		
52 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-52	
53 (1st)	D&IR Two Harbors	G	1907	Dec. 1910	19'2"	4W		
53 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to General Logging Co. Nov. 1930	31'	8W		
54 (1st)	D&IR Two Harbors	G	1907	Dec. 1910	19'2"	4W		
54 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Sold to CGW March 1929	31'	8W		
55 (1st)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
55 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed Oct. 1916	31'	8W		
55 (3rd)	DM&N Proctor Shops	G1	Aug. 1918	to DM&IR	31'	8W	C-55	7
56 (1st)	D&IR Two Harbors	G	1907	Mar. 1911	19'2"	4W		
56 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-56	
57 (1st)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
57 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	Destroyed Oct. 1916	31'	8W		
57 (3rd)	DM&N Proctor Shops	G1	Aug. 1918	to DM&IR	31'	8W	C-57	7
58 (1st)	D&IR Two Harbors	G	1907	Feb. 1911	19'2"	4W		
58 (2nd)	DM&N Proctor Shops	G1	Feb. 1911	to DM&IR	31'	8W	C-58	
59	DM&N Proctor Shops	H1	1911	Destroyed GN wreck Bovey 6/25/1927	36'5"	8W		8
60	DM&N Proctor Shops	H1	1912	to DM&IR	36'5"	8W	C-60	8
61	DM&N Proctor Shops	H1	May. 1913	to DM&IR	36'5"	8W	C-61	8
70	DM&N Proctor Shops	G2	8/29/1924	to DM&IR	33'2"	8W	C-70	9
71	DM&N Proctor Shops	G2	Sept. 1924	to DM&IR	33'2"	8W	C-71	9
72	DM&N Proctor Shops	G2	Sept. 1924	to DM&IR	33'2"	8W	C-72	10
73	DM&N Proctor Shops	G2	Sept. 1924	to DM&IR	33'2"	8W	C-73	10
74	DM&N Proctor Shops	G2	Sept. 1924	to DM&IR	33'2"	8W	C-74	10
75	DM&N Proctor Shops	G2	Oct. 1924	to DM&IR	33'2"	8W	C-75	10
76	DM&N Proctor Shops	G2	Oct. 1924	to DM&IR	33'2"	8W	C-76	10
77	DM&N Proctor Shops	G2	5/31/1926	to DM&IR	33'2"	8W	C-77	11
TEMPORARY SIDE DOOR CABOOSES								
3010	DM&N Proctor Shops		6/9/1923	to work service 1925	40'7"	8W		12
3017	DM&N Proctor Shops		6/21/1923	to work service 1925	40'7"	8W		12
3022	DM&N Proctor Shops		6/21/1923	to work service 1925	40'7"	8W		12
3048	DM&N Proctor Shops		6/9/1923	to work service 1925	40'7"	8W		12

Notes:

1. Painted Standard Coach color in 1900. Side door equipped.

2. Painted Standard Coach color in 1900 - Side door equipped, cupola in center of car.

3. Painted Standard Coach color in 1900 - Side door equipped, cupola removed 6/10. Cupola added ???

4. Sold to D&NE in Feb. 1929 per AFE 1958 4/24/1929 and numbered D&NE 5. Repurchased by DM&IR in May, 1942

5. SU applied 4/10/36

6. Sold to D&NE in Feb. 1929 per AFE 1958 4/24/1929 and numbered D&NE 3. Repurchased by DM&IR in May, 1942

7. Built with SU

8. Center cupola - Side Door equipped

9. SU - Equipped for Steam Heat and Train signal lines - Built under AFE 819 approved 9/6/23

10. SU - Built under AFE 819 approved 9/6/23

11. SU - AFE 1141 approved 4/6/25 to build #77 to replace destroyed caboose #34

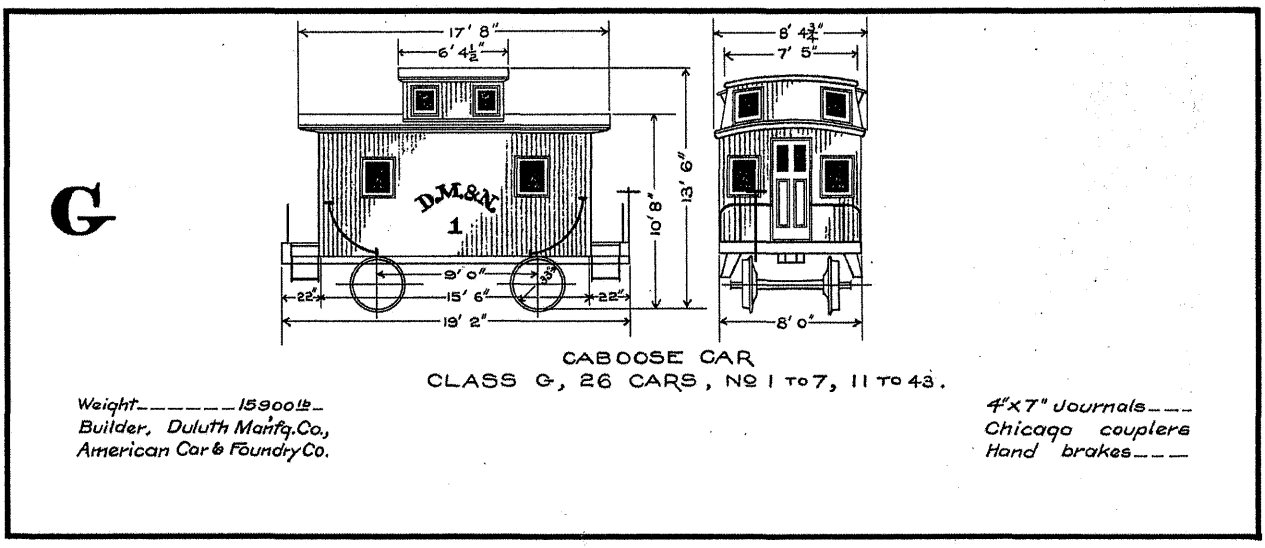
12. Boxcars with same numbers with side doors applied for temporary caboose service all placed in work service in 1925

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Proctor caboose track in 1910. Caboose 7 is first in line, fourth caboose is 38, sixth caboose is 47. The seventh caboose is one of three 8-wheel cabooses 8–10 built in 1893 by Duluth Manufacturing Co. Note the narrow cupola. (MNHS)

Westinghouse air brakes. Four-wheel cabooses had 9-foot wheelbase and 8-wheel cabooses had 5-foot 6-inch arch-bar trucks. Four-wheel cabooses had center cupolas with two windows and a car body 14-foot 6-inches long by 8-foot wide with two windows per side. Class H cabooses were 36 feet long having a car body that was 30-foot 1½-inches long by 9-foot wide with an offset cupola having a single window. The cupola was unique in that it was 7-foot 3½-inches long but was only 7-foot 7-inches wide on a car body that was 9-foot wide. They also had a side door on the long end side of the car for packages to be loaded and unloaded.



2023 – DM&N Class G 1–7 and 11–43 diagram. (D.P. Holbrook collection)

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Caboose C-8 is shown at Biwabik, Minnesota, on July 28, 1969. Before LCL shipments required box cars or refrigerator cars, DM&N had acquired from Duluth Mfg. Co in 1893 three 36-foot cabooses equipped with side doors for handling LCL. Car C-8 had steel underframe applied in April, 1945 and carbody was placed on ground at T-Bird North mine in January 1966. On April 14, 1969, it was placed back in revenue service and finally retired on August 12, 1974. (Owen Leander)

Class H cabooses appear to have been purchased for mixed train service.

Growing traffic in 1899 caused DM&N to order four cabooses from American Car & Foundry under Lot number 513 numbered 16–19. Cars were of the same basic design as the previous 4-wheel cabooses. An additional ten identical cabooses were ordered from ACF in 1900 under Lot number 895 and were numbered 20–29.

In June 1900, Class H cabooses 9 and 10 were remodeled as combination cars and painted "Standard Coach Color" (probably dark green); 9 retained its cupola which was moved to the carbody center, but 10 had the cupola removed when remodeled.

Surging traffic levels required DM&N to have 14 additional 4-wheel cabooses numbered 30–43 built by D&IR Two Harbors in 1905 for $644.72 per car. Caboose 43 was destroyed in a wreck at Alborn on November 7, 1906, and was replaced by (2nd)43 built at Two Harbors in 1907. The last 4-wheel cabooses were 15 built by D&IR Two Harbors in 1907 and numbered 44–58.

It appears from photos that the Duluth Manufacturing-built cabooses had sloped sides on the cupola from the car body sides to the top of the cupola. Later 4-wheel cabooses were vertically sheathed from car body side to top of cupola. All 4-wheel cabooses were rebuilt to 8-wheel cabooses between winter 1910 and spring 1912 at a cost of $45,218.07. All were placed in Class G1 and called "ore cabooses." Markers were mounted centered on top of the cupolas of all cabooses prior to 1910.

Three new 8-wheel 36-foot 5-inch Class H1 cabooses 59–61 with centered cupolas and side doors were built at Proctor Shops, one each in 1911, 1912 and 1913. These were approved on Appropriation 302 April 18, 1911 at a cost of $3,716.10.

During the spring of 1923, a caboose shortage developed that required a quick solution for the 1923 ore shipping season. Three Class O, 3010, 3017 and 3022, and one Class M 3048 box cars were in Proctor shops being converted to tool cars. General Car Foreman W.A. Clark instructed shop forces that all four were to be fitted out as side-door cabooses

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Caboose DM&IR C-5 is east of Mitchell, Minnesota, on May 11, 1960, on a mine run job. Originally built as 4-wheel caboose DM&N 5 in 1892, it was rebuilt to a 8-wheel caboose with a 29-foot 2-inch car body in February 1911. Note the steel underframe which was applied in 1939. Donated to Lake Superior Museum of Transportation at Duluth on November 8, 1977. (Bruce Meyer)



Scotchlite monogram and lettering with maroon window frames was the standard caboose paint job from 1960 on. DM&IR C-15 is at Biwabik, Minnesota, on July 28, 1969. It had a unique history, being sold to Duluth & Northeastern Railroad in 1929 and then was repurchased from D&NE on July 20, 1942, account of the caboose shortage during World War II and relettered C-15. It was sold to Hyman Michaels scrap yard on May 22, 1975. (Owen Leander, John C. La Rue, Jr. collection)



DM&IR C-30 was built by D&IR Two Harbors shops in 1905 as 4-wheel caboose and rebuilt to 29-foot 2-inch 8-wheel caboose in February 1911. It was one of 20 cabooses rebuilt with steel underframes between 1939 and 1940. Shown at Virginia, Minnesota July 27, 1969, it is still painted in the darker yellow paint with black lettering, underframe, step wells, platforms and roof, indicating it is assigned to the Iron Range Division. (Owen Leander)

DM&IR C-26 was built by American Car & Foundry in 1900 for DM&N as a 4-wheel caboose and rebuilt at Two Harbors to 29-foot 2-inch 8-wheel caboose in 1907. Rebuilt with steel underframe in 1940 it was destroyed by fire while on lease to Soo Line April 15, 1969. Proctor, April 1963, with black-white striped side grab irons evident. (Dave Repetsky)



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DM&N purchased its first six 4-wheel cabooses 1–5 from Duluth Manufacturing Co. in 1892. Rebuilt to 8-wheel cabooses in February 1911, only caboose 5 would survive to the DM&IR merger. Steel underframe was applied in 1940 and Witte engine and radio were installed by 1955. DM&IR C-5 shown with maroon lettering, roof and windows is seen at Biwabik July 2, 1974. It was donated to Lake Superior Railroad Museum on November 8, 1977, for use in fund raising. (R.F. Kucaba)

without end platforms for temporary service during the 1923 ore season. Cars 3048 and 3010 were completed on June 9, 1923. Cars 3017 and 3022 were completed on June 21, 1923. The cars saw service during 1923 and 1924 and once replacement cabooses were built in 1924 they were placed in work service.

Aging of the caboose fleet by 1923, the need for more cabooses with steel underframes, and replacements for the temporary boxcar cabooses saw DM&N approved AFE 819 on September 6, 1923, for the construction of seven new Class G2 cabooses. Number 70–76, all were 33-foot 2-inches with offset cupolas and steel underframes. Cabooses 70 and 71 were equipped with steam and signal lines when built, to allow them to be used in passenger service. Caboose 70 was completed on August 29, 1924, with 71–74 completed in September 1924 and 75, 76 in October 1924.

One last Class G2 caboose was constructed at Proctor before the merger. Cab 77, identical to 70–76, was built in 1926 of AFE 1141 approved on April 6, 1925, to replace 34 destroyed in November 1925.

During February 1929, DM&N cabooses 13, 15, 22 and 27 were sold to Duluth and Northeastern Railroad. Two of these, 15 and 22 would be repurchased by DM&IR in May 1942 for the surging traffic levels during World War II.

AFE 2267 was approved on March 19, 1928, to equip 23 cabooses, 56–77, and 79, with steel center sills. On June 20, 1934, the combined DM&N and D&IR had 78 cabooses in service, 44 with wooden underframes, 33 with steel center sills and one with a steel underframe. All were of 8-wheel wood-sheathed construction.

DM&N PASSENGER CARS

Access to the iron ranges of Northern Minnesota during the 1890s was via crude trails, and the opening of the railroad created a need for passenger service between Duluth and the mining communities.

DM&N initially ordered five coaches 50–54 from Ohio Falls Car Co. in 1892. Cars 50 and 51 were placed in Class B, were 58-

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foot 9-inches long, and had wooden carbodies with open end platforms and 17 windows per side. Cars had a seating capacity of 54 people, a small smoking area, men's and ladies' saloons, one bathroom and a potbelly stove for heat. Class C cars 52, 53 were considered First Class and car 54, Second Class; all three were 56-foot 4-inches long, had wooden car bodies with open end platforms and 16 windows per side. Cars 50–52 were delivered in December 1892 and cars 53, 54 in October 1893 at a cost of $5,750 per car. All had a seating capacity of 58, one saloon and a potbelly stove for heat. By 1901, 54, 55 had been equipped with steam heat. All were retired between 1925 and 1933.

Ordered from Ohio Falls Car Co. in 1893 were combination cars numbered 100, 101 and baggage and mail car 102. Cars 100, 101 were placed in Class D and 102 in Class E. Combination cars were 58-foot 9-inches long, had wooden carbodies with open end platforms, a baggage door and nine windows per side. The cars had a seating capacity of 32, one saloon and a potbelly stove located in the baggage area for heat. Baggage section was 24-foot 8-inches long with passenger section being 27 feet 8 inches long. Baggage and mail car 102 was 58-foot 9-inches long, had wooden carbody with open end platforms. Baggage section was 38-foot 1- inch long and mail section was 14-foot 4-inches long. Mail section included a sorting table with one window on the sorting table side and two windows on the opposite side. Side doors were located on both sides for baggage and mail to be loaded and unloaded. All were retired in 1934.

All of the 1893-built cars were equipped with Westinghouse air brakes, Miller couplers and two standard 8-foot wheelbase 2-axle passenger car trucks.

Official car 99 was constructed by Ohio Falls Car Manufacturing Co. in 1893 and placed in Class A. Car was 58-feet 4-inches long, had a wooden carbody with open end platforms and identical observation lounges on both ends of the car. Ends had two windows adjacent to the doors with two large windows on each side of the carbody in the observation ends. Eight additional windows were spaced between the observation ends. Adjacent to the observation ends at each end were seating areas for eight people. Between these were a bathroom, potbelly stove for heat, a pantry kitchen with range and a linen closet. By 1901 one observation end had been replaced with an additional bathroom, sofa and additional seating with extension tables to serve food; this was converted back to the original observation end by 1905. One open platform end was replaced by a vestibule between 1905 and 1906. A single extension table was added to the observation end. The number 99 was dropped



DM&N private car 99 was originally built by Ohio Falls Car Co. in 1895 and renamed *Missabe* in 1905. Retired on January 17, 1931, it was sold to Foley Brothers Construction Co. and used as office at the Hoover Dam construction site. It was resold to George T. Maloy in St. Paul, in 1937 and used as a vacation home. The family donated the car to Lake Superior Museum of Transportation in 1997 and it has since been restored and preserved at the Duluth museum. Photo September 21, 2013. (D. Schauer)

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Duluth, Missabe & Northern Passenger Cars

Kind	Truck	Name/No	Cl	O.L	Builder	Built	Retired
Coach (open ends)	4-axle	50	B	58' 9"	Ohio Falls Car Co	1892	Retired 10/31/28
Coach (open ends)	4-axle	51	B	58' 9"	Ohio Falls Car Co	1892	Retired 12/14/1933
Coach (open ends) (1st class)	4-axle	52	C	56'4"	Ohio Falls Car Co	1892	Sold May 1925
Coach (open ends) (1st class)	4-axle	53	C	56'4"	Ohio Falls Car Co	1893	Retired 12/14/1933
Coach (open ends) (2nd class)	4-axle	54	C	56'4"	Ohio Falls Car Co	1893	Retired 12/14/1933
Coach (open ends) (1st class)	4-axle	55	C	56'4"	Ohio Falls Car Co. Purchased secondhand from The Moles Co	1901	Rebuilt to Shop Car M55 July, 1924. Motors removed from trucks May 1940 and classified as shop train coach
Coach (open ends)	6-axle	56	B1	61'10"	Secondhand from HL&CW.	1902	Unknown builder - Sold to HL&CW Oct. 1909
Coach (open ends)	6-axle	57	C1	61'10"	Secondhand from HL&CW.	1902	Unknown builder - Sold to D&NE Feb. 1909
Coach (open ends)	6-axle	58	B1	62'8"	HL&CW	1903	Sold to Duluth Iron & Metal Sept 1912
Coach (open ends)	6-axle	59	B1	63'5"	HL&CW	1903	Sold to HL&CW Oct. 1909
Coach (open ends)	6-axle	60	B1	66'10"	HL&CW	1903	Sold to HL&CW Oct. 1909
Coach (open ends)	6-axle	61	B1	66'4"	F.M.Hicks	1906	Retired 12/14/1933
Coach (open ends)	6-axle	62	B1	66'4"	F.M.Hicks	1906	Rebuilt to YMCA car 1915. Sold for scrap to Duluth Iron & Metal 10/23/23
Coach (vestibule ends)	4-axle	63	B2	68'4"	Barney & Smith	1907	Wrecked - Retired 3/9/32
Coach (vestibule ends)	4-axle	64	B2	68'4"	Barney & Smith	1907	Sold Mar. 1929 to Minneapolis, Red Lake and Manitoba Rwy. -
Coach (vestibule ends) 1st class	4-axle	65	B3	68'3"	ACF	1908	Retired 12/14/1933
Coach (vestibule ends) 1st class	4-axle	66	B3	68'3"	ACF	1908	Retired 12/14/1933
Coach (vestibule ends) 2nd class	4-axle	67	C2	68'3"	ACF	1908	Transferred to work equipment 06/5/34 Numbered X67 then to W67
Coach (vestibule ends) 2nd class	4-axle	68	C2	68'3"	ACF	1908	Rebuilt to 114 in April 1927
Coach (vestibule ends) 2nd class	4-axle	69	C2	68'3"	ACF	1908	Retired 12/14/1933
Coach (vestibule ends) 2nd class	4-axle	70	C2	68'3"	ACF	1908	Dismantled Two Harbors 06/05/33
Coach (vestibule ends) all steel	6-axle	80	B4	70'8"	ACF	1911	to work service W80 in 4/26/65 Scrapped 1981
Coach (vestibule ends) all steel	6-axle	81	B4	70'8"	ACF	1911	Retired 7/9/62. Donated to Tower, MN in 1962
Coach (vestibule ends) all steel	6-axle	82	B4	70'8"	ACF	1911	Retired 12/14/1933
Coach (vestibule ends) all steel	6-axle	83	B4	70'8"	ACF	1911	Retired 12/14/1933
Coach (vestibule ends) all steel	6-axle	84	B4	70'8"	ACF	1911	Sold to Thunder Bay Recreation, Marquette, MI in 1962 then to Ill. Railway Museum in?
Coach (vestibule ends) all steel	6-axle	85	B4	70'8"	ACF	1911	To work service W85 in 1959 - then sold to LS&M
Cafe/Observation	6-axle	95	A2	78'6"	Barney & Smith	1907	Sold 2/29 Retired 4/24/29
Parlor/Chair/Observation	6-axle	96	A1	67'6"	HL&CW	1906	Retired 05/08/29 - Still on property Jan. 1930 - Sold to Duluth Iron & Metal 4/29
Parlor/Chair/Obs./Cafe	6-axle	97	A1	66'11"	HL&CW	1904	Retired 1929 - still on property in Jan. 1930 - Sold to Duluth Iron & Metal 4/29
Official Car	4-axle	98	A	42'4"	DM&N Proctor Shops	1898	Rebuilt from caboose (1st)13 in Aug. 1898 - Renamed Olivette in March 1907
Official Car (open ends)	4-axle	99	A	58'4"	Ohio Falls Car Co	1895	Renamed Missabe 1905
Combination Car (open ends)	4-axle	100	D	58'9"	Ohio Falls Car Co	1893	Stored at Mitchel, MN in May 1931 Retired 12/14/1933
Combination Car (open ends)	4-axle	101	D	58'9"	Ohio Falls Car Co	1893	Retired 12/14/1933
Baggage/RPO/Express (open ends)	4-axle	102	E	58'9"	Ohio Falls Car Co	1893	Retired 04/18/34 Sold for scrap to Duluth Iron & Metal
Combination Car (open ends)	4-axle	103	D1	56'4"	2nd hand from HL&CW - Unknown builder	1902	Retired 12/31/23 Sold for scrap to Duluth Iron & Metal 10/23/23
Baggage/RPO/Express (no ends)	6-axle	104	E1	63'5"	Secondhand from F.M. Hicks	1903	Sold to HL&CW Oct. 1910

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Kind	Truck	Name/No	Cl	O.L	Builder	Built	Retired
Baggage/RPO (no ends)	6-axle	105	E1	62'4"	HiL&CW	1905	Sold to Duluth Iron & Metal Dec. 1912
Baggage/RPO (no ends)	6-axle	106	E1	62'4"	F.M. Hicks	1906	Sold to South Dakota Central Rwy May 1916
Combination Car (open ends)	6-axle	107	D1	66'4"	HL&CW	1906	Retired 12/31/23 Sold for scrap to Duluth Iron & Metal 10/23/23
Combination Car (vestibule one end)	4-axle	108 (1st)	D2	66'	ACF	1908	Rebuilt to Motor Car M108 at Proctor in 6/26
Combination Car (vestibule one end)	4-axle	108 (2nd)	D2	66'	Rebuilt Proctor		Converted from Motor Car M-108 to Combination Car (2nd) 108 in 04/04/33. To work equip W108 1958
Combination Car (vestibule one end)	4-axle	109	D2	66'	ACF	1908	To work equip W109 1958
Baggage (no ends) wood	4-axle	110	F1	63'4"	ACF	1908	To work equip. sleeping car W110 7/20/37 06/17/37
Baggage (no ends) wood	4-axle	111	F1	63'4"	ACF	1908	To work equp. Bunk car W111 2/06/40
Baggage/RPO (no ends) all-steel	6-axle	112 (1st)	E2	70'8"	ACF	1911	Conv. To (2nd) 112 05/03/35
Baggage (no ends) all-steel	6-axle	112 (2nd)	F2	70'8"	Rebuilt Proctor	R1935	to W112 5/17/65 Then sold to WGN Spooner, WI in 1997
Baggage/RPO (no ends) all-steel	6-axle	113 (1st)	E2	70'8"	ACF	1911	To (2nd)113 in 1935
Baggage(no ends) all-steel	6-axle	113 (2nd)	F2	70'8"	Rebuilt Proctor	R1935	Rebuilt to (3rd)113 11/6/46
Baggage/RPO (no ends) all-steel	6-axle	113 (3rd)		70'8"	Rebuilt Proctor	R1946	Converted to W113 10/18/60 then renumbered W806
Combination Car (vestibule ends)	4-axle	114	D3	68'3"	Rebuilt DM&N Proctor from 68 in 4/27		To work service bunk/Diner W114 06/7/48. Rebuilt back to coach in ??. Donated to LSMT in 1982.
Private Car (Open Platforms)	4-axle	***Missabe***	A	58'4"	Ohio Falls Car Co	1893	Renumbered from 99 in 1905 - Retired 01/17/31 Sold to Foley Brothers Construction - Resold to George T Malloy St. Paul in 1937. Donated to LSMT in 1997 and restored
Private Car (both ends open)	4-axle	***Olivette***	A	42'4"	DM&N Proctor Shops	1898	Renumbered from 98 in March 1907. Retired 1919
Official Car (vestibule/Open platform)	6-axle	***Frontenac***	A	69'9"	Pullman	circa 1898	Purchased from Minn. Iron Co. 1920 and stenciled DM&N 4/20 - To Bunk car W803 8/8/41
Official Car (vestibule/Open platform)	6-axle	***Soudan***	A	61'	Ohio Falls Car Co	1905	Sold to D&IR March, 1917 -To MofW Engineer's car 184 by 1931
Official Car (vestibule/open platform) all steel	6-axle	***Northland***	A	71'2"	Pullman	1917	Air conditioned in 1950 - Sold LSMT on 08/03/03
Coach	4-axle	***Minnesota II***		85'	Pullman	1946	Purchased from BN 06/06/75 former NP 517. Donated to LSMT 7/31/98

Abbreviations:

CL. *Class*
O.L. *Outside Length over strikers*
HL&CW *Hicks Locomotive & Car Works*
D&NE *Duluth & Northeastern*
LSMT *Lake Superior Museum of Transportation*
WGN *Wisconsin Great Northern, Spooner, WI*
BN *Burlington Northern*
NP *Northern Pacific*

in 1905 and car named *Missabe*. The car was sold in 1931 to Foley Brothers Construction and used as an office at the Boulder Dam construction site. In 1937 George T. Maloy, an executive with Foley Brothers, bought the car and moved it to a location along the St. Croix River in Hudson, Wisconsin for use as a summer home. The car was donated by the family to Lake Superior Museum of Transportation in 1997. It has been restored and is in the museum collection.

An additional first-class coach numbered 55 was purchased secondhand in 1901 from The Males Co., a dealer from Ohio, for $2750. The car originally was built by Ohio Falls Car Co. and was identical to cars 52–54. It would

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later be rebuilt to motor car M55 in July 1924. Motors were removed from trucks in May 1940, renumbered to 55, and used as a shop train coach at Proctor.

Class A official car 98 was rebuilt from 8-wheel Class I caboose 13 by DM&N Proctor Shops and released in August 1898. It had a wooden carbody with open end platforms on both ends with a total length of 42-foot 4-inches. One end had an observation platform with two windows to the rear and one large and two small windows per side. Two berths were located in the observation area. The remainder of car had five windows per side, a kitchen, two closets, a bathroom and a porter's area on the opposite end as the observation section with a potbelly stove for heat. The car had 6-foot 4-inch wheelbase passenger car trucks and was equipped with Westinghouse air brakes. Ornamental railings and a sofa bed were installed in early 1904. Number 98 was dropped in March 1907 and it was named *Olivette*. The car was retired in 1919.

Expanding passenger business caused DM&N to purchase two additional coaches, Class B1 56, Class C1 57 and one Class D1 combination car 103 in 1902. All were delivered in November 1902. All were secondhand cars purchased from Hicks Locomotive & Car Works (HL&CW) with wooden carbodies and open platforms on both ends at a cost of $9,164.80. Coaches were 61-foot 10-inches long and the combination car 56-foot 4-inches long. Coach 56 had nine paired windows per side, a seating capacity of 61 with two bathrooms located at opposite ends of the car, a small five-person section at one end, steam heat, signal lines and 12-foot 6-inch wheel base 3-axle passenger trucks.

Car 57 was identical to 56 but did not have a smoking section and had seating for 64. Combination car 103 had an 18-foot 2-inch baggage section and 30-foot 11-inch coach section with seating capacity for 36 people, a single bathroom and 6-foot 6-inches wheelbase 2-axle trucks. Car 56 was sold back to HL&CW in October 1909, 57 was sold to Duluth & Northeastern in February 1908 and 103 was retired December 31, 1923.

DM&N returned to HL&CW in 1903 and purchased three secondhand Class B1 coaches 58–60 and Class D1 baggage/mail car 104 for $126,000. All had wooden carbodies and open platforms on both ends on coaches and no platforms or vestibules on car 104. The three coaches were all ordered at the same time, but all three were different. Car 58 had a seating capacity of 61, with nine paired windows per side. Car 59 had a seating capacity of 65 with eight paired windows and one three section window. Car 60 had a seating capacity 69, with seven paired windows and two three section windows. All three floor plans showed bathrooms at both ends of car and a five-person section at one end. All had Westinghouse air brakes and steam lines. Cars 59, 60 were sold back to HL&CW in October 1909 and car 58 was off the roster in September 1912. Baggage and mail car 104 had a 56-foot 4-inch long wooden carbody, end platforms on both ends and equipped with two 6-foot 6-inch wheelbase 3-axle trucks. The baggage section was 18-foot 2-inches long with a side door on each side. The mail section was 16-foot long with two windows on either side of side door, a sorting table and a toilet. The car was sold back to HL&CW in March 1910.

It is unknown why DM&N sold cars 56, 59, 60, 104 back to HL&CW. All future cars came equipped with steam and signal lines.

Prosperity of the iron ranges brought increased demands for luxury. DM&N ordered a single, more luxurious 60-foot long Class A1 observation/cafe car 97 from F.M. Hicks, the predecessor of Hicks Locomotive & Car Works, which was delivered in August 1904 for $6,066. The car had a wooden carbody, open platforms, two 10-foot wheelbase 3-axle trucks, and a seating capacity of 28. Six of these seats were in a section on one end and the remainder, with aisle facing seats in the rear parlor area which had two rearward facing

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windows. The car had a men's bathroom on one end and a large women's bathroom in the center of the car. It was rebuilt with a small kitchen in 1906 located next the women's bathroom. One side had nine paired windows and the opposite side having an additional single window. All windows had arched frames. Car was retired in 1929 and off roster by early 1930.

Two baggage Class E1 mail cars were ordered from F. M. Hicks, 105 in 1905, and 106 in 1906. The cars were identical, having 60-foot long wooden carbodies, two 10-foot 6-inch wheelbase 3-axle trucks and no end platforms. Baggage section was 39-foot 4-inches long with a single window and side door on each side. Mail section was 20-foot long with two windows on either side of the side door. Car 105 was off roster in 1912 and 106 in 1916.

Official car *Soudan* was received from Ohio Falls Car Co. in 1905. It was 61-foot long, had a wooden carbody, truss rod underframe with open platform on rear and an enclosed vestibule. A 22-foot 9-inch observation section seating 12 people occupied the rear of car. Two bathrooms, a kitchen and a drawing room occupied the remainder of the car. It was equipped with steam and signal lines. It was sold to Duluth & Iron Range in March 1920, placed in MofW service as an engineer's car and renumbered 184 by September 1931.

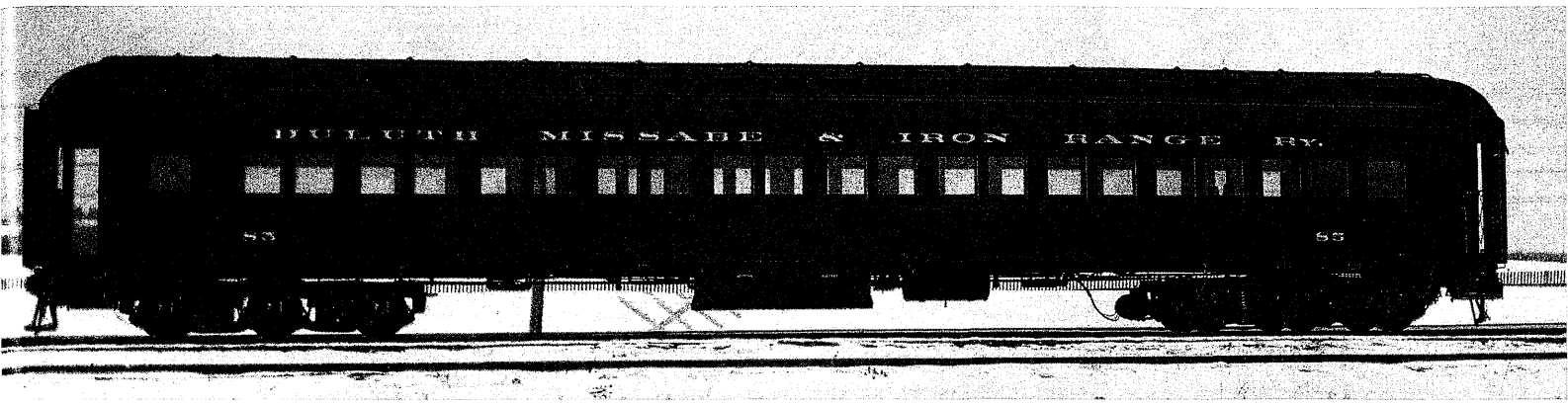
Apparently satisfied with Hicks, DM&N purchased two additional Class B1 coaches 61-62 an additional Class A1 observation/ cafe car 96 and Class D1 combination car 107 in 1906 all with wooden carbodies and open platforms. Coaches were 60-foot, had 10-foot wheelbase 6-wheel trucks, a seating capacity of 70 with two bathrooms at opposite ends of the car. Cars had nine paired and one single window per side with arched frames. Car 96 was 60-foot long, had two 10-foot wheelbase 3-axle trucks, and a seating capacity of 60 people. One end had a section for six people, with a small four-person dining room with table located adjacent to a very small kitchen. The rear observation area had full-height windows facing the observation platform with aisle facing seats. Car 107 was 60-foot long, had a seating capacity of 44, a baggage section 22-foot 9-inches long with a single side door and a coach section 36-foot 7-inches long having five paired windows and one single window all with arched frames. Car 62 was rebuilt to a YMCA car before 1917 by removing all seating to create a dance floor in the car; it was retired in 1923. Car 61 was retired in 1933, 96 in 1929 and 107 in 1923.

Expansion of the iron ranges caused an ever increasing flow of people from Duluth and the need to expand passenger operations. Two Class B2 coaches 63 and 64 were delivered from Barney & Smith in 1907. These had 68-foot 1-inch long wooden carbodies, truss rod underframes and rode on 8-foot wheelbase trucks. Each sat 76 people, had nine paired windows with one single window, all with arched frames. These were he first cars delivered with closed vestibules on both ends.

Ordered from B&S at the same time was Class A2 Café/Observation 95. It had a 78-foot 6-inch wooden carbody, truss rod underframe, rode on two 10-foot 6-inch wheelbase Commonwealth cast steel 3-axle trucks, a closed vestibule, and an observation platform. The car was pure luxury, having a 25-foot rear seating area, five large arched windows on each side with full height arched windows on either side of the observation platform door allowing an unobstructed view. The center of the car had a 6-person seating section and two bathrooms. The rear of the car had four dining tables that sat 12 people and a kitchen area. Car 64 was retired in 1929, 63 in 1932, and 95 in 1919.

A large order was placed with ACF in 1908 for six Class B3 coaches 65–70, two Class D2 combination cars, 108, 109, and two Class F1 baggage cars, 110, 111, at a cost of $71,194.66. The coaches were purchased to replace cars 56–60. Class B3 coaches 65, 66 were considered first-class cars and Class C2 67–70 second-class cars. All were identical 68-foot 3-inches long wooden carbody truss-rod underframe cars

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Six all-steel coaches, DM&N 80–85, were purchased from ACF in 1911. Car 85 is pictured at an unknown location in the mid-1940s before being renumbered to W59 in 1959 and placed in work service. Car was sold to Lake Superior & Mississippi tourist railroad at West Duluth where it is preserved (W.C. Olsen)

riding on two 8-foot wheelbase 2-axle trucks. They had seating capacity of 74, enclosed vestibule ends and were almost identical to B&S cars built in 1907. Coach 67 was converted to Proctor Shops jitney car on AFE 2915 June 5, 1934, and restencilled X67. Car 68 was rebuilt to combination car 114 in April 1927, to work service W114 in June 1948 and finally donated to Lake Superior Museum of Transportation in 1982. Remaining cars were retired between 1927 and 1933.

Class D2 combination cars 108 and 109 were 66-foot long wooden carbody truss-rod cars riding on two 8-foot wheelbase Commonwealth cast steel 2-axle trucks. They had a 28-foot long seating area for 34 with vestibule end. At the opposite end of car was a 32-foot baggage section with single side door on each side and no vestibule. Car 108 would be converted to gasoline powered motor car M108 at Proctor in 1926, then back to an unpowered combination car in 1933. Both cars would be placed in MofW service in 1958.

Class F1 baggage cars 110 and 111 were 63-foot 4-inch long wooden carbody truss-rod cars riding on two 8-foot wheelbase Commonwealth cast steel 2-axle trucks. Cars had one large and one small baggage door per side and no vestibules. Both cars were retired by 1940.

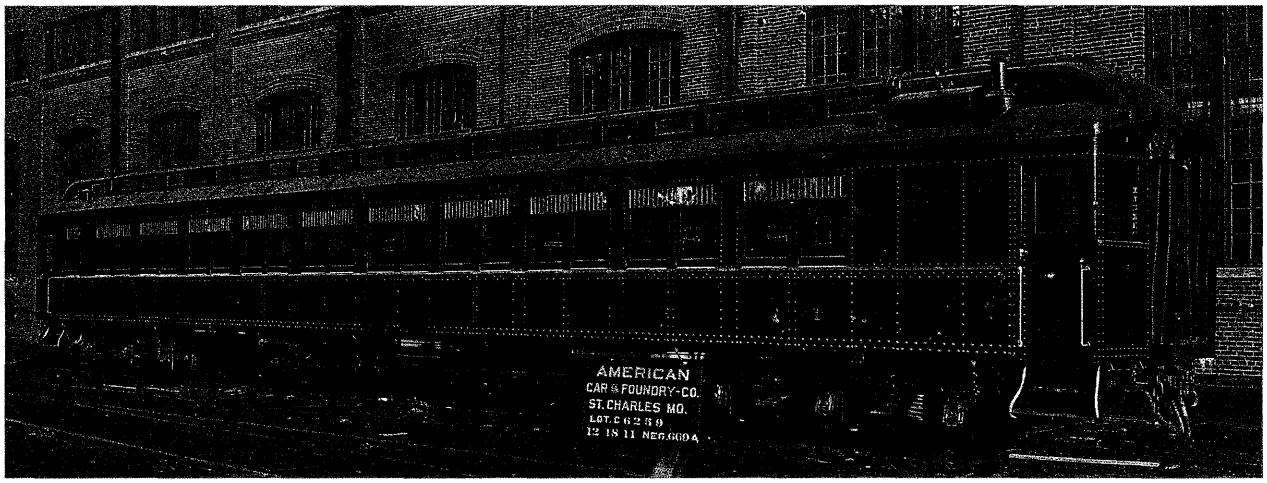
The year 1911 found DM&N with an aging passenger car roster of 17 coaches, three observation cars, six combination cars, three baggage/RPO cars and two baggage cars. Five coaches and two combination cars dated from 1893. A strike by RPO clerks in early 1911 got the attention of Congress and on March 4, 1911, they mandated that all future RPO cars must be of all-steel construction. It further required that all wooden RPO cars be retired by July 1, 1916.

To fulfill the RPO mandate and further upgrade the passenger car roster, DM&N ordered six coaches and two baggage/RPO cars from AC& F in 1911. These were the first all-steel constructed passenger cars for DM&N.

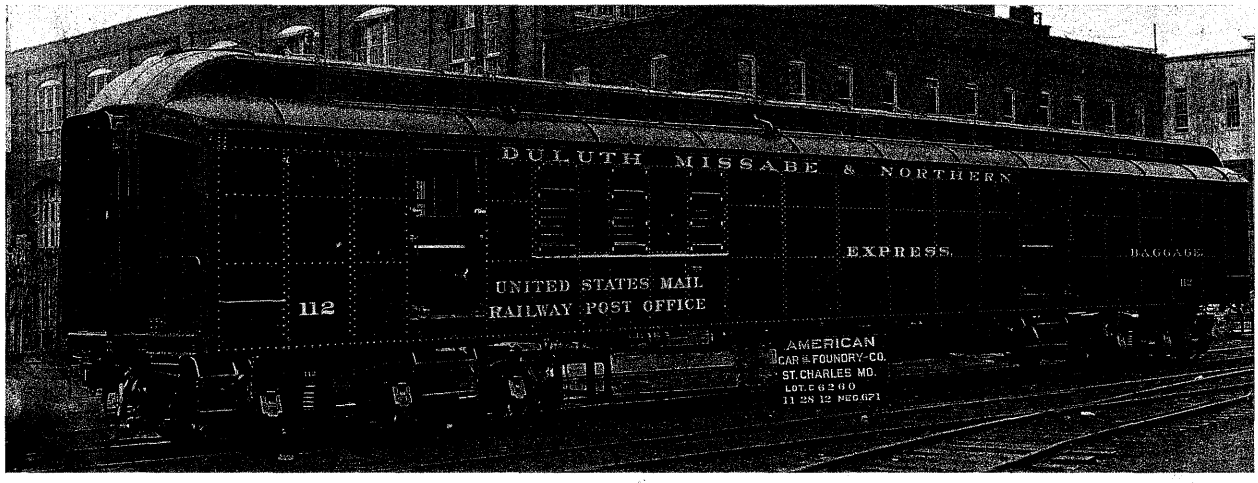
Class B4 coaches 80–85 were 70-foot 8-inches long all-steel cars riding on two 10-foot 6-inch wheelbase Commonwealth cast steel 3-axle trucks. Cars 80–83 were delivered in December 1911, 84 in January 1912 and 85 in February 1912. Cars had enclosed vestibules on each end; two bathrooms located one on each end of the car and a seating capacity of 84. Ten paired windows per side were flanked by one single window on each end. Cars 82 and 83 had electrical equipment removed per AFE 2746 March 13, 1933, and installed in D&IR coaches 33 and 34. Cars were all off roster or in MofW service by 1962.

Class E2 baggage/RPO cars 112, 113 were 70-foot 8-inches long all-steel cars riding on two 10-foot 6-inch wheelbase Commonwealth cast steel 3-axle trucks with both being delivered during January 1912. Cars had no vestibules, a 45-foot 3-inch baggage section

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Coach DM&N 81 was one of six, built by ACF in 1911. It was donated to Tower, Minnesota, and is preserved there. (American Car & Foundry collection, John W. Barriger III National Railroad Library at UMSL)



DM&N 112 Baggage-Express-RPO, one of two, 112, 113, built by ACF in 1911. Number 112 would be rebuilt into a plain baggage car at Proctor Shops in 1935. (American Car & Foundry collection, John W. Barriger III National Railroad Library at UMSL)

and a 25-foot 5-inch RPO section, each with a single door per side and RPO section having three windows per side. Electrical equipment was removed from both cars per AFE 2750 May 25, 1933, and installed in D&IR mail cars 8 and 9. Declining mail business and consolidation of operations with D&IR allowed both cars to be rebuilt to baggage cars at Proctor in 1935 by removing the RPO section. Windows were blanked and RPO side door was retained and car changed from Class E2 to Class F2. Car 113 would be rebuilt again in 1947 back to a baggage/RPO on AFE 5906 dated November 6, 1946. A 15-foot RPO section with one window and door per side was added. Both cars were placed in MofW service by 1962.

Updating the aging three wooden official cars, two dating from 1890s, caused DM&N to order all-steel 71-foot 2-inch long business car *Northland* from Pullman in 1916 with car being delivered in January 1917 at a cost of $37,067.34. The car was pure luxury for its time, having a 23-foot 9-inch observation section that seated 22. A dining area 15-foot 6-inches seated 11 people at the table, two bathrooms, a kitchen, a full 9-foot bedroom section and two smaller compartments completed the car. It rode on two 11-foot wheelbase 3-axle trucks and had a light weight of 180,000 pounds. The car body was painted Pullman green and roof was painted with one coat of Illinois Steel Co. #2720 Canadian Oxide followed by two coats

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Private car *Northland* was purchased from Pullman Car Co. in 1917 becoming the fourth and only steel private car on the DM&N after the *Missabe* built in 1893, *Olivette* built in 1898 and *Frontenac* purchased from Minnesota Iron Co. in 1920. *Northland* was purchased by Lake Superior Museum of Transportation in 2003 and is preserved at the museum in Duluth. Endion, Minnesota, early 1960s. (Ted Schnepf collection)

of Illinois Steel Co. #320 Black Graphite. The car was purchased by the Lake Superior Museum of Transportation on August 3, 2003, and is still in serviceable condition at the museum.

An additional business car *Frontenac* was purchased from Minnesota Iron Co. in March, 1917 for $15,000. DM&N records are sketchy but show the car originally built by Pullman in about 1898. Constructed with an all-wooden carbody, it was 69-foot 7-inches long and rode on two 9-foot 6-inch wheelbase 3-axle trucks. It had a vestibule end with open platform observation end, a 23-foot 11-inch observation section, two bathrooms and two sleeping sections. The car was converted to bunk car W803 per AFE 4664 dated July 29, 1941.

During 1927, Proctor shops rebuilt coach 68 to combination car 114. This was caused by the need for an additional combination car account combination car 101 being retired. The car had a 26-foot baggage section added and retained a seating capacity of 40 people. It was placed in work service in 1948 and numbered W804. Parlor car service was discontinued in 1927.

At the time of merger DM&N rostered 12 passenger cars, including the business cars.

EQUIPMENT LEASED BY DM&N

During October, 1893, DM&N leased Duluth & Winnipeg caboose 03 and coach 100 for one month. Both cars were used on special passenger train from Cloquet, Minnesota via Stony Brook Jct. to Mt. Iron, Minnesota, and return on October 18 and 19, 1893.

Shortages of wood ore cars and increasing ore shipments caused DM&N to lease from Wisconsin Central 400 wooden ore cars during 1897, 200 during 1899 and 200 during 1902 ore shipping seasons for about three months. Fifty flat cars were leased during 1900 from St. Paul and Duluth RR. Fifty logging bunks were leased from T.S.R.L. Co during 1900. During 1902 passenger cars GN 56 and CNW 118 were leased for expanding passenger service.

The DM&N 1903 annual report indicate a severe shortage of equipment with cabooses leased from Dakota & Iowa, refrigerator cars from Armour Refrigerator Lines and flat cars leased from both Chicago Great Western and Minneapolis & St.Louis. ■

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Proctor Yard September 1974. A virtual sea of ore cars. Unusual is caboose C-135 normally assigned to T-Bird service at Virginia, and a string of leased former B&LE ore cars re-stencilled DMIR tied on to MofW service passenger cars. (D.P. Holbrook Collection)

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CHAPTER FOUR
DULUTH, MISSABE & IRON RANGE
ROLLING STOCK

The Duluth, Missabe & Northern and the Spirit Lake Transfer Railroad were merged in July 1, 1937, to become the Duluth, Missabe & Iron Range and on March 21, 1938, the Duluth & Iron Range and Duluth, Missabe & Iron Range were consolidated into the Duluth, Missabe & Iron Range Railway. These consolidations included the rosters of equipment to which the combined railway continued to maintain and make additions and dispositions.

DM&IR OPEN HOPPERS

The 50-ton DM&N 4500–4699 open hoppers were wearing out in the early 1950s and the DM&IR went shopping for replacement hopper cars to cover movement of coal, limestone and aggregates. An order was placed with Pressed Steel Car for 250 Class Q5 70-ton 40-foot 7-inch hopper cars 2700–2949 on AFE 7079 for $1,950,000 approved on September 27, 1951, and built in 1952. These were identical cars to the former DM&N Class Q2 4700–4749 cars built by Ryan Car Co in 1937. The war years had been hard on the Class Q2 hoppers and AFE 7826 was approved May 27, 1955, for replacement of sides, ends and hopper sheets on these cars.

Unable to secure car builder's shop time, the DM&IR was short of open hoppers by 1953. AFE 7510 for $119,560 was approved on October 15, 1953, for the purchase of 40 second-hand Class Q6 70-ton 40-foot 5-inch rib side open hoppers 4800–4839 from Ortner Car Co. These were originally built by Standard Steel Car Co. in 1924 for NYC in the 900000 series. This purchase allowed the retirement of all Class Q1 hoppers in the 4500–4699 series. A November 9, 1954, inspection of these cars showed 32 cars were serviceable for two additional years and the other eight cars were considered unserviceable. Once the Class Q7 cars arrived on the roster these cars were retired in 1959.

Shop time was finally secured in 1957 and an additional 100 Class Q7 70-ton 40-foot 7-inch hopper cars 2950–3049 from Pullman Standard Car was placed in 1957. Cars were identical to the Class Q5 cars purchased from Ryan Car Co. in 1937. Cars were delivered with journal box lids painted yellow in accordance with then current AAR requirements to indicate that the journal boxes were equipped with lubricating pads. This was important for carmen that were used to using cotton waste for journal box packing. DM&IR was an early advocate of journal box lubricating pads and tested more than a dozen different manufac-

-continued on page 180

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DM&IR Freight Car Roster

DM&IR Numbers	Cl	Former Numbers	Old Cl	Description	Total	O.L	C.F	Lbs	Builder	Blt	Trucks	Note
100–849	U4	DMN 100–849	U4	Steel Ore Car	750	22'1"	689	100,000	Pressed Steel Car Co	1906	Arch Bar & A. T-Section	
1000–1249	Q5	DMIR 2700–2949	Q5	Quad hopper	250	40'7"	2,609	154,000	Pressed Steel Car Co	1952	ASF A3 RC	1
2001–2169	V	DMN 2001–2169	V	Flat Car	170	36'11"		60,000	DMC	1892/93	Arch Bar	
2170–2229	Y	DMN 2170–2219	Y	Flat Car	50	36'11"		60,000	Barney and Smith Car Co	1898	Arch Bar	
2220–2228	Y	DMN 2220–2228	Y	Flat Car	9	36'11"		60,000	Barney and Smith Car Co	1899	Arch Bar	
2229–2279	V	DMN 2229–2279	V	Flat Car	51	36'11"		60,000	DM&N Proctor Shops	1903	Arch Bar	
2280–2379	V	DMN 2280–2379	V	Flat Car	100	36'11"		60,000	DM&N Proctor Shops	1905	Arch Bar	
2500–2699	V1	DMN 2500–2699	V1	Flat Car	200	41'		80,000	Pressed Steel Car Co	1906	Arch Bar	
2500–2699	V1	DMN 2500–2699	V1	Gondola	26	41'	978	80,000	Pressed Steel Car Co	1906	Arch Bar	2, 31
2700–2949	Q5			Quad hopper	250	40'7"	2,150	140,000	Pressed Steel Car Co	1952	ASF A3 RC	
2950–3049	Q7			Quad hopper	100	40'7"	2,150	140,000	PS	1957	ASF A3 RC	3
3100–3149	P	DMN 3100–3149	P	Box Car	50	41'4"	2,921	80,000	WSCF	1906	Arch Bar	
3150–3249	P1	DMN 3150–3249	P1	Box Car	100	41'9"	2,804	80,000	Standard Steel Car	1907	Arch Bar	
3150–3154	P1	DMN 3150–3154	P1	Automobile Car	5	41'9"	2,804	80,000	Standard Steel Car	1907	Arch Bar	4
3300–3399	P2	DMN 3300–3399	P2	Box Car	100	42'1"	3,153	80,000	ACF	1923	A. U-Section	
3379	P2		P2	Box Car	1	42'1"	3,153	80,000	ACF	1923	A. U-Section	5
3500–3699	V6	EJE		Gondola	200	50'6"	1,360	110,000	Mt. Vernon Car Mfg. Co	1937	Barber S1L	6
3700–3824	V7	EJE 34200–34899		Gondola	125	51'	1,360	110,000	ACF & Ralston Steel Car Co	1947/48	Barber S1L & S2A	7
3900–3980	V8	PLE 9000–10499		Gondola	81	55'1"	1,912	154,000	NYC Despatch Shops	1946/53	Barber S2A	8
4002–4003	P	DMN 4002–4003	P	Stock Car	2	41'4"	2,921	80,000	WSCF	1906	Arch Bar	9.
4026–4084	Q	DMN 4026–4084	Q	Gondola	59	42'5"	1,075	100,000	Rogers Ballast Car Co	1907	Arch Bar	10
4100–4199	V2			Gondola	100	41'5"	1,959	100,000	ACF Lot #2199	1941	Barber S2	11
4201–4220	H	DIR 201–220	H	Drop Bottom Gon	20	41'1"	1,546	100,000	Pressed Steel Car Co	1908	Arch Bar	
4221–4235	H	DIR 221–235	H	Drop Bottom Gon	15	41'1"	1,546	100,000	Pressed Steel Car Co	1907	Arch Bar	
4251–4260	H	DIR 251–260	H	Drop Bottom Gon	10	41'8"	1,546	100,000	Pressed Steel Car Co	1908	Arch Bar	
4261–4310	H1	DIR 261–310	H	Drop Bottom Gon	50	41'8"	1,546	100,000	WSC&F	1918	Andrews U-Section	
4200–4239(2nd)	V9	WM 55336–55848		Gondola	40	54'6"	1,745	154,000	Bethlehem Steel	1951/54	ASF A3 & Barber S2A	12
4300–4339(2nd)	V9	WM 55336–55648		Gondola	10	54'6"	1,745	154,000	Bethlehem Steel	1951/54	ASF A3 & Barber S2A	13
4350–4359	V3	EJE 90000–90099		Mill Gondola	50	67'	1,761	150,000	Mt. Vernon Car Mfg. Co	1937	Barber	14
		EJE 4350–4374		Gondola	25	53'11"	1,995	200,000	GSCC	A1974	Barber S2A	15
4375–4424	V4	URR 8000–8965		Gondola	50	44'9"	1,529	154,000	GSCC	1953		16
		EJE 4410–4497		Gondola	25	53'11"	1,995	200,000	GSCC	A1974	Barber S2A	17
4500–4699	Q1	DMN 4500–4699	Q1	Twin hopper	200	32'3"	1,565	100,000	Pullman Car Co. Lot #5269	1916	A. T-Section	18
4500–4649(2nd)	V5	EJE 33750–34189		Gondola	150	51'1"	1,360	110,000	Ralston Steel Car Co	1943/4	Barber S1L	19
4700–4749	Q2	DMN 4700–4749	Q2	Quad hopper	50	40'7"	2,150	140,000	The Ryan Car Co	1937	ASF SP	
4700–4749	Q2			Quad hopper	50	40'7"	2,627	154,000	The Ryan Car Co	1937	ASF SP	20
4800–4839	Q6	NYC 900000 series		Triple hopper	40	40'5"	2,700	140,000	Standard Steel Car	1924		21
4950–4959	Q3			Covered Hopper	10	35'2"	1,958	140,000	ACF Lot #2120	1941	National B1	22
4960–4969	Q4			Covered Hopper	10	35'3"	1,958	140,000	ACF Lot #3674	1952	ASF A3 RC	23
4970–4989	Q8			Covered Hopper	20	35'3"	2,003	140,000	PS Lot #8331C	1956	ASF A3 RC	24
5000–5048e	F	DIR 5000–5048e	F	Box Car	24	37'7"	2,194	60,000	DMC	1895	Arch Bar	
5033–5061o	K	DIR 5033–5061o	I	Flat Car	15	37'7"		48,000	DIR Two Harbors	1887	Arch Bar	
5050–5120e	F	DIR 5050–5120e	F	Box Car	11	37'7"	2,194	60,000	Wells & French Co	1886	Arch Bar	
5063–5145o	K	DIR 5063–5145o	I	Flat Car	45	37'7"		60,000	D&IR Two Harbors	1887	Arch Bar	31
5122–5132e	F	DIR 5122–5132e	F	Box Car	6	37'7"	2,342	60,000	D&IR Two Harbors	1883	Arch Bar	
5134–5136e	M	DIR 5134–5136e	M	Stock Car	2	37'4"	2,284	60,000	D&IR Two Harbors	1884	Arch Bar	25
5140–5142e	F	DIR 5140–5142e	F	Box Car	2	37'7"	2,342	60,000	D&IR Two Harbors	1904	Arch Bar	
5146	F	DIR 5146	F	Box Car	1	35'5"	2,194	60,000	D&IR Two Harbors	1904	Arch Bar	
5147–5541o	K	DIR 5147–5541o	I	Flat Car	200	37'7"		60,000	Lafayette	1888	Arch Bar	31
5148	F	DIR 5148	F	Box Car	1	37'7"	2,342	60,000	D&IR Two Harbors	1904	Arch Bar	
5152	F	DIR 5152	F	Box Car	1	35'5"	2,194	60,000	D&IR Two Harbors	1904	Arch Bar	
5160	F	DIR 5160	F	Box Car	1	37'7"	2,342	60,000	D&IR Two Harbors	1904	Arch Bar	
5174–5216e	F	DIR 5174–5216e	F	Box Car	25	38'3"	2,389	60,000	WSCF	1903	Arch Bar	
5176	M	DIR 5176	M	Stock Car	1	37'4"	2,448	50,000	D&IR Two Harbors	1903	Arch Bar	
5200–5202e	S	DIR 5200–5202e	S	Automobile Car	2	38'3"	2,414	60,000	WSCF	1903	Arch Bar	26

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DM&IR Numbers	Cl	Former Numbers	Old Cl	Description	Total	O.L	C.F	Lbs	Builder	Blt	Trucks	Note
5224–5260e	F1	DIR 5224–5260e	F1	Box Car	20	38'3"	2,508	60,000	WSCF	1908	Arch Bar	
5264–5340e	F	DIR 5264–5340e	F	Box Car	37	37'5"	2,318	60,000	D&IR Two Harbors	1908	Arch Bar	
5342–5390	F2	DIR 5342–5390	F2	Box Car	25	37'6"	2,448	88,000	Standard Steel Car Co	1918	A. U-Section	
5543–5641o	K	DIR 5543–5561o	I	Flat Car	50	37'7"		60,000	Illinois Car Co	1899	Arch Bar	31
5643–5741o	K	DIR 5643–5699o	I	Flat Car	50	37'7"		60,000	WSCF	1903	Arch Bar	31
5743–5825o	K	DIR 5743–5825o	I	Flat Car	42	37'7"		60,000	D&IR Two Harbors	1905	Arch Bar	31
5827–5841o	K	DIR 5827–5841o	I	Flat Car	8	37'7"		60,000	D&IR Two Harbors	1906	Arch Bar	
5000–5008(2nd)	Q9			Covered Hopper	9	43'	3,560	200,000	ACF	1968	ASF RC	
5009–5012(2nd)	Q10			Covered Hopper	4	43'	3,560	200,000	ACF	1968	ASF RC	
5013–5017(2nd)	Q11			Covered Hopper	5	43'	3,560	200,000	ACF	1969	ASF RC	
5018(2nd)	Q12			Covered Hopper	1	43'	3,560	200,000	ACF	1970	ASF RC	
5019–5026(2nd)	Q13			Covered Hopper	8	43'	3,560	200,000	ACF	1970	ASF RC	
5027–5039(2nd)	Q14	HTCX 9851–9863		Covered Hopper	13	43'	3,560	200,000	ACF	1972	ASF RC	27
5900–5919	P3	ACL 14100–14199		Box Car	20	51'8"	4,680	110,000	ACF	1941	National B1	28
6000–6049	K1	DIR 6000–6049	I	Flat Car	50	37'7"		60,000	D&IR Two Harbors	1900	Arch Bar	31
6050–6099	K1	DIR 6050–6099	I	Flat Car	50	37'7"		60,000	D&IR Two Harbors	1910	Arch Bar	
6100–6179	G1	DIR 6100–6179	G	Gondola	80	37'11"	953	60,000	WSCF	1907	Arch Bar	29
6135/6144	G1	DIR 6135/6144	G	Gondola	2	37'11"	1,050	60,000	WSCF	1907	Arch Bar	30
6180–6279	K2	DIR 6180–6279	I	Flat Car	100	37'11"		60,000	ACF Lot #7934	1916	Arch Bar	31
6180–6279	G2	DIR 6180–6279	G2	Gondola	100	37'11"	956	60,000	ACF Lot #7934	1916	Arch Bar	31, 32
6280–6304	K2	DIR 6280–6304	I	Flat Car	25	37'11"		60,000	ACF Lot #8406	1917	A. U-Section	31
6305, 6306	K3	DIR 6305, 6306		Flat Car	2	37'6"		80,000	Standard Steel Car Co	1918	A. U-Section	33
6310	K4	DMIR 5248		Flat Car	1	38'3"		60,000	WSCF	1907	Arch Bar	34
6315	K5	EJE 6803		Flat Car	1	54'2"		152,000	Ralston Steel Car Co	1943	Barber	35
6316	K5	EJE 6818		Flat Car	1	54'2"		154,000	Ralston Steel Car Co	1943	Barber	36
6316 (2nd)	K5	EJE 6800 series		Flat Car	1	54'2"		154,000	Ralston Steel Car Co	1943	Barber	37
6325–6339	K6	EJE 6300-6500 series		Flat Car	15	54'2"		110,000	Ralston Steel Car Co	1943	Barber	38
6325/6339	K7	EJE 6300-6500 series		Flat car	5	54'2"		110,000	Ralston Steel Car Co	1943	Barber	39
6340–6354	K7	EJE 6300-6500 series		Flat Car	15	54'2"		110,000	Ralston Steel Car Co	1943	Barber	40
7022–7033	J1	DMN 5022–5033	J1	Refrigerator Car	12	37'11"	1,904	50,000	ACF	1906	Arch Bar	41
7034–7058	J2	DMN 5034–5058	J2	Refrigerator Car	25	37'11"	1,904	50,000	Standard Steel Car Co	1908	Arch Bar	42
7059–7083	J3	DMN 5059–5083	J3	Refrigerator Car	25	37'11"	1,904	50,000	Peteler Car Co	1910	Arch Bar	43
7122–7130	R	DIR 8022–8030	R	Refrigerator Car	11	38'2"	1,904	80,000	Peteler Car Co	1912	Arch Bar	44
7131	R	DIR 8031	R	Refrigerator Car	1	38'2"	1,583	80,000	Peteler Car Co	1912	Arch Bar	45
7132–7137	R1	DIR 8032–8037	R1	Refrigerator Car	6	38'2"	1,583	80,000	D&IR Two Harbors	1918	A. T-Section	46
7138, 7139	R1	DIR 8038, 8039	R1	Refrigerator Car	2	38'2"	1,583	80,000	D&IR Two Harbors	1918	A. T-Section	47
7140	R1	DIR 8040	R1	Refrigerator Car	1	38'2"	1,583	80,000	D&IR Two Harbors	1918	A. T-Section	
8005–8354	U1	DMN 8001–8354	U1	Steel Ore Car	350	22'1"	680	100,000	Pressed Steel Car Co	1901	Arch Bar	
8405–9704	U3	DMN 8405–9704	U3	Steel Ore Car	1300	22'1"	689	100,000	Standard Steel Car Co	1905	Arch Bar	
9705–9954	U3	DMN 9705–9954	U3	Steel Ore Car	250	22'1"	689	100,000	Standard Steel Car Co	1906	Arch Bar	
9955–10554	U3	DMN 9955–10554	U3	Steel Ore Car	600	22'1"	689	100,000	Standard Steel Car Co	1907	Arch Bar	
10555–11704	U4	DMN 10555–11704	U4	Steel Ore Car	1150	22'1"	689	100,000	Pressed Steel Car Co	1907	Arch Bar & A.L-Section	
11004/11247 (2nd)	Q5	DMIR 2700/2949	Q5	Quad hopper	101	40'7"	2,609	154,000	Pressed Steel Car Co	1952	ASF A3 RC	48
12000–12149	Q15	NYC & BA see text	Q15	Triple hopper	150	41'8"	2,662	154,000	Various - See Text	1956-1961	ASF A3 RC	49
14000–14149	U6	DMN 14000–14149	U6	Steel Ore Car	150	22'1"	669	100,000	WSCF	1910	Arch Bar	
14500–15499	U9	DMN 14500–15499	U9	Steel Ore Car	1000	22'1"	669	100,000	WSCF	1913	A. T-Section	
15026/15098		BLE 15000–15099		Gondola	10	54'2"	1,976	185,000	GSCC Order #962	1968	Buckeye	50
16000–16749	U7	DMN 16000–16749	U7	Steel Ore Car	750	22'	667	100,000	Standard Steel Car Co	1910	Arch Bar	
19000–19999	U10	DMN 19000–19999	U10	Steel Ore Car	1000	22'1"	704	100,000	WSCF	1914	A. T-Section	
20000		DMN 20000		Steel Ore Car	1	22'	654	100,000	Ralston Steel Car Co	1916	A. T-Section	51
20001–21000	U11	DMN 20001–21000	U11	Steel Ore Car	1000	22'	704	100,000	WSCF	1916	A. T-Section	
20001–20700		BLE 20000–20700		Steel Ore Car	61	20'7"	1,085	154,000	GSCC	1952	ASF RC	52
21001–21025	U12	DMN 21001–21025	U12	Steel Ore Car	25	21'5"	935	140,000	ACF Lot #9907	1925	A. U-section	53
21026	U12	DMN 21026	U12	Steel Ore Car	1	21'5"	935	140,000	ACF Lot #9532	1929	A. U-section	54

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DM&IR Numbers	Cl	Former Numbers	Old Cl	Description	Total	O.L	C.F	Lbs	Builder	Blt	Trucks	Note
21101–21125	U13	DMN 21101–21125	U13	Steel Ore Car	25	21'6"	1,046	140,000	PS Lot #5384	1925	Pflager	55
21126	U13	DMN 21126	U13	Steel Ore Car	1	21'6"	965	140,000	GATC	1931	Pflager	56
22001–22125	U14	DMN 22001–22125	U14	Steel Ore Car	125	21'5"	935	140,000	GATC	1928	Dahlmen 2-Level	57
23001–23125	U15	DMN 23001–23125	U15	Steel Ore Car	125	21'5"	943	140,000	Standard Steel Car Co	1927	Dahlmen 2-Level	
23171–23175	U16	DMN 23171–23175	U16	Steel Ore Car	5	21'6"	1,080	140,000	Standard Steel Car Co	1925	Pflager	58
23176, 23177	U16	DMN 23176, 23177	U16	Steel Ore Car	2	21'6"	1,055	140,000	Standard Steel Car Co	1925	Verona	59
23975–23999	U17		U17	Steel Ore Car	25	21'6"	1,000	140,000	PS Lot #5583	1938	ASF	60
24000–24799	U17	DMN 24000–24799	U17	Steel Ore Car	800	21'6"	1,000	140,000	PS Lot #5554	1937	ASF	
24800–24999	U17	DMN 24800–24999	U17	Steel Ore Car	200	21'6"	1,000	140,000	PS Lot #5554	1938	National B1	61
25000–25499	U18	DMN 25000–25499	U18	Steel Ore Car	500	21'6"	1,000	140,000	GACC	1937	ASF	
25500–25999	U19			Steel Ore Car	500	21'6"	1,000	140,000	PS Lot #5723	1942	Buckeye	62
26000–26499	U20			Steel Ore Car	500	21'6"	1,000	140,000	GACC	1942	ASF/National B1	63
26500–26999	U21			Steel Ore Car	500	21'6"	1,000	140,000	ACF Lot #2513	1942	ASF SP	64
27000–27499	U22			Steel Ore Car	500	21'6"	1,000	140,000	Pressed Steel Car Co	1943	ASF SP	
27500–27999	U23			Steel Ore Car	500	21'6"	1,000	140,000	PS Lot #5903	1948	ASF A3 RC	65
28000–28499	U24			Steel Ore Car	500	21'6"	1,000	140,000	ACF Lot #3285	1948	ASF A3 RC	66
28500–28999	U25			Steel Ore Car	500	21'6"	1,000	140,000	Pressed Steel Car Co	1948	ASF A3 RC	
29000–29499	U26			Steel Ore Car	500	21'6"	1,000	140,000	GACC	1948	ASF A3 RC	
29500–30499	U27			Steel Ore Car	1000	21'6"	1,000	140,000	PS Lot #5921	1949	ASF A3 RC	67
30500–30999	U28			Steel Ore Car	500	21'6"	1,000	140,000	GACC	1949	ASF A3 RC	
30025/30189 (2nd)		BLE 30025/30189		Gondola	10	53'11"	1,985	198,000	ACF Lot #11-09601	1980		68
31000–32498	U29			Steel Ore Car	1499	21'6"	1,000	140,000	PS. Lot No #8041	1952	ASF A3 RC	69
32499	U29			Steel Ore Car	1	21'6"	1,000	140,000	PS Lot No #8041	1952	ASF A3 RC	70
32500–32999	U30			Steel Ore Car	500	21'6"	1,000	140,000	PS Lot No #8125	1953	ASF A3 RC	71
33000–33499	U31			Steel Ore Car	500	21'6"	1,000	140,000	ACF Lot 01-4974	1957	ASF A3 RC	72
33900–34399	D3	DIR 3900–4399	D3	Steel Ore Car	500	22'1"	689	100,000	Standard Steel Car Co	1905	Arch Bar	
34400–34899	D4	DIR 4400–4899	D4	Steel Ore Car	500	22'1"	689	100,000	Pressed Steel Car Co	1906	Arch Bar	
39000–39699	D4	DIR 9000–9699	D4	Steel Ore Car	700	22'1"	689	100,000	Pressed Steel Car Co	1907	Arch Bar	
40500–41249	E7	DIR 10500–11249	E7	Steel Ore Car	750	22'	667	100,000	Standard Steel Car Co	1910	Arch Bar	
41250–41399	E6	DIR 11250–11399	E6	Steel Ore Car	150	22'1"	669	100,000	Pressed Steel Car Co	1910	Arch Bar	
41500–42299	E8	DIR 11500–12299	E8	Steel Ore Car	800	22'	695	100,000	Standard Steel Car Co	1913	Arch Bar	
42300–42499	E9	DIR 12300–12499	E9	Steel Ore Car	200	21'11"	685	100,000	ACF	1913	Arch Bar	
42500–42749	E10	DIR 12500–12749	E10	Steel Ore Car	250	21'11"	685	100,000	ACF	1916	A. T-Section	
42750–43249	E11	DIR 12750–13249	E11	Steel Ore Car	500	21'11"	695	100,000	Standard Steel Car Co	1916	A. T-Section	
40000–40167	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	168	21'6"	1,314	154,000	See individual classes	R1976	VAR	73
40168–40271	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	104	21'6"	1,314	154,000	See individual classes	R1976	VAR	74
40272–40279	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	8	21'6"	1,314	154,000	See individual classes	R1978	VAR	74
40280–40460	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	181	21'6	1,314	154,000	See individual classes	R1982	VAR	74
40461–40510(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	50	21'6"	1,314	154,000	See individual classes	R1988	VAR	74
40511–40522(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	12	21'6"	1,314	154,000	See individual classes	R1989	VAR	74
40523–40533(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	11	21'6"	1,314	154,000	See individual classes	R1994	VAR	74
40534–40562(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	29	21'6"	1,314	154,000	See individual classes	R1994	VAR	74
40563–40587(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	25	21'6"	1,314	154,000	See individual classes	R1994	VAR	74
40588–40612(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	25	21'6"	1,314	154,000	See individual classes	R1995	VAR	74
40613–40712(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	100	21'6"	1,314	154,000	See individual classes	R1997	VAR	74
40713–40714(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	2	21'6"	1,314	154,000	See individual classes	R1997	VAR	74
40715–40718(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	4	21'6"	1,314	154,000	See individual classes	R1998	VAR	74

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DM&IR Numbers	Cl	Former Numbers	Old Cl	Description	Total	O.L	C.F	Lbs	Builder	Blt	Trucks	Note
40719–40727(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	9	21'6"	1,314	154,000	See individual classes	R1998	VAR	74
40728–40797(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	70	21'6"	1,314	154,000	See individual classes	R1999	VAR	74
40798–40807(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	10	21'6"	1,314	154,000	See individual classes	R2002	VAR	74
40808–40831(2nd)	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	24	21'6"	1,314	154,000	See individual classes	R2004	VAR	74
44100–44124		PLE 44100–44124		Gondola	25	57'4"	1,912	200,000	GSCC O.O. 868	1965		75
45001–45050	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	48	21'6"	1,314	154,000	See individual classes	R1986/87	VAR	76
45051–45052	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	2	21'6"	1,314	154,000	See individual classes	R1989	VAR	76
45053	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	1	21'6"	1,314	154,000	See individual classes	R1994	VAR	76
49001–49008	VAR	DMIR 29500/33499	VAR	Crude Tac Idler car	8	21'6"	1,314	154,000	See individual classes	R1989	VAR	77
(2nd)49001/49008	VAR	DMIR 29500/33499	VAR	Crude Tac Idler car	5	21'6"	1,314	154,000	See individual classes	R1998	VAR	78
(2nd)49004/49006	VAR	DMIR 29500/33499	VAR	Crude Tac Idler car	2	21'6"	1,314	154,000	See individual classes	R1999	VAR	79
50031/59991	VAR	DMIR 29500/33499	VAR	HiSide Tac Car	388	21'6"	1,314	154,000	See individual classes	R1964	VAR	80
51001/53498	VAR	DMIR 31001/33498	VAR	Mini-HiSide	356	21'6"	1,157	154,000	See individual classes	R1971–72	VAR	81
51001/53498	VAR	DMIR 29500/33499	VAR	Mini-quad sets	1560	21'6"	1,157	154,000	See individual classes	R1971–75	VAR	82
60000–61142	VAR	DMIR 29500–33500	VAR	Steel Ore Car	465	21'6"	1,000	154,000	Various – See Text	VAR	VAR	83
		EJE 73101–73200		Coke Hopper	100	60'10"	4,415	146,000	GSCC	1973	Barber S2A	84
	Q15	EJE 74000–74349		Triple Hopper	350	41'8"	2,662	154,000	Various – See Text	1956–1961	ASF A3 RC	85
77054/78500		BLE 92076–95944		Triple Hopper	10	44'2"	2,775	154,000	ACF	1936		86
83053/83629		EJE 83053–83629		Gondola	25	57'1	1,912	154,000				87
92076/95944		BLE 92000–96999		Triple Hopper	34	44'2"	2,775	200,000	PS & Pressed Steel Car	VAR		88
529615/533499	VAR	DMIR 29500/33499	VAR	HiSide Crude Tac	69	21'6"	1,314	154,000	See individual classes	R1964	VAR	89
529615/533499	VAR	DMIR 29500/33499	VAR	HiSide Tac Car	224	21'6"	1,314	140,000	See individual classes	VAR	VAR	90
529615/533499	VAR	DMIR 29500/33499	VAR	HiSide Tac Car	5	21'6"	1,444	140,000	See individual classes	VAR	VAR	91
87347/88013		EJE 87347/88013		Gondola	15	56'7"	1,995	194,000	ACF	1980		92
		EJE 88000–88199		Gondola	200	52'6"	1,995	200,000	GSCC	A1974	Barber S2A	93
24100	U17	DMIR 24100	U17	Ballast car	1	21'6"	1,000	154,000	PS Lot #5554	1937	ASF A3 RC	94
24350	U17	DMIR 24350	U17	Ballast car	1	21'6"	1,000	154,000	PS Lot #5554	1937	ASF A3 RC	95
32675	U30	DMIR 32675	U30	Ballast car	1	21'6"	1,157	154,000	PS Lot No #8125	1952	ASF A3 RC	96
32880	U30	DMIR 32880	U30	Ballast car	1	21'6"	1,157	154,000	PS Lot No #8125	1952	ASF A3 RC	97
24158	U17	DMIR 24158	U17	Covered hopper	1	21'6"	1,386	154,000	PS Lot #5554	1937	ASF A3 RC	98
24187	U17	DMIR 24187	U17	Covered hopper	1	21'6"	1,386	154,000	PS Lot #5554	1937	ASF A3 RC	99
24456	U17	DMIR 24456	U17	Covered hopper	1	21'6"	1,386	154,000	PS Lot #5554	1937	ASF A3 RC	100
24899	U17	DMIR 24899	U17	Covered hopper	1	21'6"	1,386	154,000	PS Lot #5554	1938	ASF A3 RC	101
28214	U24	DMIR 28214	U24	Covered hopper	1	21'6"	1,386	154,000	ACF. Lot #3285	1948	ASF A3 RC	102
1400–1501	VAR		VAR	Ballast car	102	21'6"	1,157	154,000	Various	VAR	ASF A3 RC	103

Abbreviations

/ *Not continuous numbers*
A *Acquired*
A *Andrews*
ACF *American Car & Foundry*
DMC *Duluth Manufacturing Co*
E *Even numbers only*
GACC *General American Car Co*
GATC *General American Tank Car Co*
GSCC *Greenville Steel Car Co*
O *Odd numbers only*
PS *Pullman Standard*
R *Rebuilt*
RC *Ride Control*
SP *Spring Plankless*
WSCF *Western Steel Car & Foundry*

DM&IR FREIGHT CAR ROSTER NOTES

Note 1. Rebuilt by DMIR Proctor shops with Pullman Standard parts betwwen 1971-73 from offset side to rib side

Note 2. DM&N flat cars converted to gondolas in 1919. All on roster from 1919 until 1932 when converted back to flat cars. 2501, 2505, 2515, 2516, 2529, 2535, 2546, 2558, 2564, 2565, 2576, 2580, 2581, 2587, 2589, 2592, 2596, 2624, 2625, 2629, 2635, 2650, 2567, 2571, 2685, 2691. DM&N flat cars converted to gondolas in 1932: 2500, 2504, 2514, 2515, 2528, 2534, 2545, 2557, 2563, 2564, 2575, 2579, 2580, 2586, 2588, 2591, 2595, 2623, 2624, 2628, 2634, 2649, 2656, 2670, 2684, 2690

Note 3. All sold to EJE in Feb. 1975

Note 4. Rebuilt with 12' Door opening in 1910 for Automobile service

Note 5. Rebuilt by DMIR Proctor Shops with Steel sheathing in March 1941

Note 6. Received from EJE in 1969

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Note 7. Received from EJE in 1972

Note 8. Former PLE 9000-10499 purchased by EJE from PLE. Per AFE 11037 09-28-73 Received from LS&I via EJ&E in 1973. (EJE Joliet shops reconditioned cars before delivery to LS&I for exchange to DM&IR for ore cars) - Per AFE 11037 06-28-76 40 cars sold to EJE and Renumbered EJE 84354-84393

Note 9. Rebuilt from box cars 3148, 3149 in 1906 3149 back to box car ?? To stock 4003 5-35, to box car 3149 12-13-37.

Note 10. Rebuilt to solid bottom and permanent sides in 1922, then in 1935 some rebuilt to drop-side cars

Note 11. Ordered 12-19-1940 ACF Chicago plant. Cor-Ten steel

Note 12. Bought second hand from WM in 1980 - 7 cars rebuilt to rack gons 1981, 33 cars reblt to rack gons 1982

Note 13. Bought second hand from WM in 1980 - 7 cars rebuilt to rack gons 1981, 33 cars reblt to rack gons 1982 -Ten cars to 4300 series pulpwood end extensions removed 3-20-92

Note 14. Received from EJE 1965 - Former EJE 90002, 90066, 90080, 90093, 90095, 90025,90034, 90075, 90040, 90006 renumbered in that order

Note 15. Owned by DM&IR - Leased to EJE - Equipped with troughs for handling steel coils(Leased to EJE 1974)

Note 16. Received from URR 1966

Note 17. Owned by DM&IR - Leased to EJE - Equipped with troughs for handling steel coils(Leased to EJE 1974)

Note 18. Ordered 11-15. Built 5-6 1916

Note 19. Received from EJE 1966(End racks applied by EJE then delivered and repainted at Proctor)

Note 20. Rebuilt by EJE Joliet shops in 1975 from DMIR 4700-4749(rebuilt from offset side to rib side cars)

Note 21. Received second hand from Ortner Car Co 1954

Note 22. Ordered 9-18-40 ACF Madison, IL Plant

Note 23.Ordered 12-20-50 Built at ACF Berwick, PA plant

Note 24. Ordered 12-55 Built at PS Butler, PA plant 12-56

Note 25. Rebuilt to stock cars 1899 - See D&IR roster for details

Note 26. Rebuilt with 10' door openings (5200 in 1910, 5202 in 1912) 5200 Sold to D&NE 8/10/1972

Note 27. Acquired secondhand from Hallett Minerals April 26, 1972

Note 28. Purchased second hand from Chicago Freight Car Co in 1966 (Reconditioned by CFC before deliver/converted from double door)

Note 29. Converted from flatcars to wood sided gondolas at Two Harbors (25 cars in 1914 and 51 cars in 1929)

Note 30. Converted from flatcars to steel sided gondolas at Two Harbors (6144 in 1922 and 6135 in 1930)

Note 31. Cars converted to rack flats: Cars in series 6001-6047 temporarily equipped with end racks for the handling of pulpwood and differ in inside dimensions from other cars in the same series. Inside length 33' 4". Extreme height 10' 8"

Car No.	Date Equip.	Retired	Car No.	Date Equip.	Retired
6001	1936	1965	6034	1936	1964
6002	1936	1964	6038	1936	1965
6021	1936	1964	6039	1936	1959
6026	1936	1959	6042	1936	1962

Cars in series 5089 to 5835 temporarily equipped with end racks for the handling of pulpwood and differ in inside dimensions from other cars in the same series. Inside length 33' 4". Extreme height 10' 8"

Car No.	Date Equip.	Retired	Car No.	Date Equip.	Retired
5137	1936	1959	5633	1936	1962
5183	1936	1959	5647	1936	1959
5317	1936	1962	5717	1936	1964
5459	1936	1959	5725	1936	1964
5463	1936	1960	5737	1936	1945
5537	1936	1964	5789	1936	1962
5835	1936	1964			

Cars in series 6001-6304 temporarily equipped with end racks for the handling of pulpwood and differ in inside dimensions from other cars in the same series. Inside Length 34' 5". Extreme height 10' 5"

Car No.	Date Equip	Retired	Car No.	Date Equip	Retired
6188	1966	1970	6249	1935	1966
6212	1935	1937	6250	1935	1970
6214	1935	1937	6252	1936	1970
6216	1935	1965	6254	1935	1970
6217	1935	1970	6255	1966	1970
6219	1935	1971	6256	1935	1968
6220	1935	1970	6258	1935	1970
6222	1935	1970	6260	1935	1970
6223	1935	1970	6261	1935	1970
6224	1935	1970	6263	1935	1964
6225	1935	1971	6264	1935	1964
6226	1935	1968	6265	1966	1970
6228	1935	1964	6266	1935	1971
6229	1935	1970	6267	1935	1970
6230	1935	1968	6268	1935	1965
6231	1935	1970	6269	1934	1970
6232	1935	1972	6270	1934	1971
6233	1935	1970	6271	1934	1970
6234	1935	1970	6272	1934	1965
6236	1936	1970	6273	1934	1968
6237	1935	1970	6274	1934	1970
6239	1935	1971	6275	1934	1968
6241	1935	1968	6276	1934	1970
6242	1935	1964	6277	1934	1971
6245	1935	1970	6278	1934	1964
6246	1935	1970	6283	1966	1970
6247	1935	1966	6284	1966	1970
6248	1935	1970	6297	1966	1970

Cars in series 6001 to 6304 temporarily equipped with end racks for handling pulpwood and differ in inside dimensions from other cars in the same series. Inside Length 33' 4". Extreme height 10' 5".

Car No.	Date Equip.	Retired	Car No.	Date Equip.	Retired
6207	1964/5	1970	6288	1964/5	1970
6215	1964/5	1966	6289	1964/5	1970
6218	1964/5	1970	6290	1964/5	1970
6221	1964/5	1970	6291	1964/5	1970
6227	1964/5	1970	6292	1964/5	1970
6240	1964/5	1970	6295	1964/5	1970
6251	1964/5	1970	6300	1964/5	1970
6281	1964/5	1971	6282	1964/5	1970
6286	1964/5	1970	6287	1964/5	1970

Cars in series 2500 to 2699 temporarily equipped with end racks for handling pulpwood and differ in inside dimensions from other cars in the same series. Inside Length 38' 9". Extreme height 10' 8"

Car No.	Date Equip.	Retired	Car No.	Date Equip.	Retired
2503	1956	1962	2600	1956	1970
2507	1956	1968	2602	1956	1962
2508	1956	1969	2603	1956	1968
2509	1956	1968	2604	1960	1968
2517	1960	1970	2606	1960	1964
2521	1956	1965	2608	1956	1971
2525	1956	1968	2613	1956	1966

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2530	1956	1962	2614	1956	1965
2532	1956	1968	2615	1956	1969
2535	1956	1962	2616	1960	1969
2537	1956	1970	2619	1956	1965
2541	1956	1970	2620	1960	1962
2543	1960	1964	2621	1956	1968
2548	1956	1968	2626	1960	1970
2549	1960	1965	2631	1956	1968
2550	1956	1968	2632	1956	1964
2559	1956	1968	2635	1956	1970
2560	1960	1965	2637	1960	1964
2562	1960	1966	2638	1956	1968
2565	1956	1968	2640	1960	1968
2567	1960	1964	2642	1956	1964
2568	1956	1970	2643	1956	1965
2569	1956	1968	2645	1960	1969
2570	1960	1964	2646	1956	1971
2576	1956	1962	2651	1956	1968
2577	1956	1965	2653	1960	1968
2582	1956	1966	2660	1956	1968
2583	1956	1965	2662	1960	1966
2584	1956	1970	2663	1956	1959
2585	1956	1968	2665	1956	1964
2594	1960	1966	2666	1956	1966
2597	1956	1966	2667	1956	1960
2598	1960	1962	2668	1956	1965
2673	1960	1968	2674	1960	1965
2676	1960	1966	2680	1956	1968
2681	1960	1965	2682	1956	1964
2685	1956	1970	2689	1956	1964
2691	1956	1965	2692	1956	
1965					

Note 32. 77 converted to gondolas when delivered

Note 33. Rebuilt from boxcars 5348 and 5384 per AFE IR3506 April 11, 1935

Note 34. Rebuilt from boxcar 5248 in 1955 after fire destroyed boxcar body

Note 35. Received from EJE 1966, Rebuilt with double floor deck and 12' wide floor in 1967 by DMIR

Note 36. Received EJE 1966, car did not have 10'6" floor and was re-stenciled at Proctor and returned to EJE

Note 37. Received from EJE June 2, 1966 with 10'6" floor. Rebuilt with double deck floor and 12' wide floor in 1967 by DMIR

Note 38. Received from EJE July and August 1969

Note 39. Five cars, 6328, 6330, 6333, 6334, 6335 rebuilt Two Harbors with racks March 1971

Note 40. Received from EJE Sept. thru Oct. 1969. Received from EJE with racks already installed

Note 41. Rebuilt 1938

Note 42. Rebuilt 1936, 1938, 1941, 1942

Note 43. Rebuilt 1937, 1938, 1941

Note 44. Rebuilt Two Harbors 1939

Note 45. Rebuilt 1951

Note 46. Rebuilt 1951 (except 7136)

Note 47. Rebuilt Two Harbors 1949

Note 48. Rebuilt by DMIR Proctor shops with Pullman Standard kits in 1971-73 from offset side to rib side as 1000-1249. 101 cars sold to Illinois Hopper Car Co and then renumbered and leased back to DM&IR(Re#ed to 11004-11247 by adding "1" to original numbers) Car numbers: 11004, 11007-11008, 11011-11012, 11014, 11017, 11020, 11023, 11024, 11025, 11027-11029, 11031-11034, 11037, 11039, 11045-11046, 11049, 11050-11053, 11056-11058, 11062, 11064-11066, 11068, 11070-11071, 11074, 11076, 11078, 11080, 11083, 11093-11095, 11102, 11103-11109, 11111, 11116, 11120-11124, 11127, 11132, 11134, 11138-11140, 11142, 11145, 11147, 11151, 11153, 11158-11160, 11162-11163, 11166, 11170, 11171, 11173-11174, 11176, 11179, 11181, 111083, 11187, 11190, 11194, 11195, 11198, 11200, 11203, 11206, 11210, 11217, 11221, 11222, 11224, 11228, 11229, 11233, 11235, 11239, 11241, 11242, 11247,

Note 49. Former B&A/NYC cars rebuilt at PC Samuel Rea Shops with Bethlehem Steel kits in June thru August 1975 before being acquired by DM&IR

Note 50. Purchased from B&LE 5-2003. Car numbers: 15026, 15027, 15033, 15036, 15049, 15060, 15068, 15078, 15098, 15099. Rejected and returned 9-2003

Note 51. Former Ralston Steel demo car

Note 52. Leased from BLE in 1974 - Returned to BLE 1976

Note 53. Built with fabricated underframes

Note 54. Former demo car ACFX 9001. Originally DM&N 22000, then DM&N 21026

Note 55. 21101 built 11-24. 21102 and 21108 Special Pflager type trucks - Built with GSC cast underframes GSC drawing 12987

Note 56. Former GATX 1000 demonstator car acquired in 1931. Originally DM&N 21999, then DM&N 21126

Note 57. Built with GSC cast underframes GSC drawing 17646

Note 58. Purchased second hand 1931. Former Standard Steel Car demo cars STDX 171-175

Note 59. Former Standard Steel Car demonstrator cars STDX 176-177-Purchased 1931

Note 60. Built at PS Michigan City plant. 23975-23999 ordered by DM&N - Delivered as DM&IR

Note 61. Cor-Ten steel

Note 62. Built at PS Michigan City plant. Built 9-10/1942

Note 63. 26000-26249 ASF trucks - 26250-26499 National B1 trucks

Note 64. Ordered 4-6-1942 ACF Huntington Plant Lot 2513

Note 65. Built at PS Butler, PA plant. Built 2-5/48

Note 66. Ordered 6-3-1947 ACF Berwick Plant

Note 67. Built 10-48 to 2-49

Note 68. Acquired from BLE 2003. Numbers 30025, 30085, 30091, 30123, 30127, 30139, 30154, 30158, 30163, 30189

Note 69. Built at PS Michigan City plant. All built between 1-4/52(All riveted)

Note 70. Built at PS Michigan City plant. One car, built 5-52(Only car in order built as welded car)

Note 71. Built at PS Michigan City plant

Note 72. ACF Lot #01-4974 Ordered 10-23-56. Built at St. Louis

Note 73. Ore cars equipped with 19-1/2 inch extensions for crude taconite loading between 1964-1967 - T-Bird cars renumbered 1976 from 50031-59991 series - All have shaker pockets

Note 74. Ore cars equipped with 19-1/2 inch extensions for crude taconite loading - T-Bird cars - All have shaker pockets

Note 75. Acquired from P&LE AFE 11009 1/9/76. Sold to EJE August 1978 to EJE 4006-4109 random numbers. Wood floors

Note 76. Ore cars equipped with 19-1/2 inch extensions for crude taconite loading - T-Bird cars with straight air - All have shaker pockets

Note 77. T-Bird idler cars - Rebuilt WITHOUT HiSides - Cars had permanent ETD brakets installed for hanging ETD

Note 78. Cars 49001, 49003, 49005, 49007, 49008 rebuilt to replace original cars - Rebuilt WITH HiSides

Note 79. Cars 49004, 49006 rebuilt to replace original cars - Rebuilt WITH HiSides

Note 80. Ore cars equipped with 19-1/2 inch extensions for Taconite loading with NO shaker pockets - Converted Proctor 1964

Note 81. Hi-Side taconite cars converted to 9-3/4 inch Mini Hi-Side extensions for taconite loading. Beginning in summer 1972 cars began to be permanently coupled into 4 cars mini-quad sets

Note 82. Ore cars rebuilt with 9-3/4 inch Mini Hi-Side extensions for Taconite loading from former Hi-Side taconite cars - Converted Proctor 1971 through 1975 and placed in four-car drawbar coupled sets

Note 83. Ore cars rebuilt with special angle iron reinforcements on doors to keep doors tight for loading taconite pellets

Note 84. Never carried DM&IR reporting marks. Purchased by DM&IR but leased to EJE - All sold to EJ&E on 12/31/81 - Cor-Ten steel

Note 85. Former B&A/NYC hoppers Rebuilt in 1975 by Samuel Rea shops with Bethlehem Steel kits prior to purchase. Owned by DM&IR leased to EJ&E

Note 86. Former BLE 92076-95944 series that were rebuilt during 1960's by Greenville Steel Car

Note 87. Former EJE 83053, 83120, 83216, 83219, 83248, 83274, 83301, 83338, 83343, 83371, 83428, 83433, 83455, 83461, 83483, 83522, 83530, 83539, 83540, 83576, 83580, 83588, 83608, 83619, 83629. Leased from EJE 10/4/72. Returned to EJE

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10/18/73

Note 88. Former BLE 92000-96999 series that were rebuilt during 1960's by Greenville Steel Car

Note 89. Rebuilt for T-Bird crude ore service: 14 Class U27 29615, 29648, 529780, 529991, 30031, 30058, 30143, 30195, 30230, 30245, 30346, 30356, 30481, 30491, 2 Class U28 30675, 30690, 19 Class U30 32531, 32547, 32552, 32591, 32611, 32699, 32740, 32771, 32778, 32798, 32791, 32811, 32814, 32824, 32833, 32840, 32841, 32874, 32896, 32951, 34 Class U31, 33000, 33021, 33037, 33043, 33044, 33048, 33092, 33097, 33113, 33120, 33157, 33174, 33186, 33193, 33205, 33216, 33220, 33236, 33247, 33254, 33345, 33354, 33357, 33373, 33375, 33380, 33400, 33407, 33423, 33425, 33432, 33441, 33487, 33497 with 5 added ahead of old number. All equipped with shaker pockets. All renumbered into 40000 series in 1976

Note 90. Rebuilt Hi-Side Tac cars renumbered by adding "5" to original number of car. Carried on roster from 1964 to 1967 - then re#ed to 50031-59991 series. None of these cars equipped with shaker pockets

Note 91. Rebuilt at Proctor in 1961 with 33 inch extensions for concentrate loading at Pilotac. Numbers, 533002, 533073, 533098, 533106, 533143 - Rebuilt back to 19 1/2 extensions 8/9/66

Note 92. Leased EJE gons: 87347, 87422, 87426, 87533, 87643,8764 7,87663,87742,87797,87809,87922,87933,87945,87990,88013. Returned to EJE 06-2003

Note 93. Owned by DM&IR leased to EJE. EJE 88175-88199 renumbered to EJE 4350-4374 after delivery account being equipped with coil troughs. Cars sold to EJE 10/2/81 on AFE 11508 and AFE 11507 12/31/81

Note 94. Converted to Ballast cars in 1972 at Proctor Shops With modified MK Ballast doors - Renumbered to 1400 series in Nov. 1977 (9-3/4 inch extensions added 1978)

Note 95. Converted to Ballast cars in 1972 at Proctor Shops With modified MK Ballast doors - Renumbered to 1400 series in Nov. 1977 (9-3/4 inch extensions added 1978)

Note 96. Converted to Ballast cars in 1972 at Proctor Shops With 14" side extensions and modified MK ballast doors - Renumbered to 1400 series Nov. 1977

Note 97. Converted to Ballast cars in 1972 at Proctor Shops With 14" side extensions and modified MK ballast doors - Renumbered to 1400 series Nov. 1977

Note 98. Converted to covered hopper(sand car)with 24-1/4 inch extensions in 1965

Note 99. Converted to covered hopper(sand car)with 24-1/4 inch extensions in Sept. 29, 1967

Note 100. Converted to covered hopper(sand car)with 24-1/4 inch extensions in Oct. 31, 1967

Note 101. Converted to covered hopper(sand car)with 24-1/4 inch extensions in May 24, 1965

Note 102. Converted to covered hopper(sand car)with 24-1/4 inch extensions in Sept. 1974

Note 103. 4 cars converted in 1972(see above 4 cars) Remaining cars converted with 9-3/4 inch extensions, modified MK ballast doors and roller bearings, 66 in 1978 and 34 in 1985

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turers pads. None of these were rebuilt and all were sold to EJ&E on April 21, 1975.

During 1970 DM&IR began to handle coal for Minnesota Power & Light that was transloaded from BN unit trains at their Clay Boswell power plant at Cohassett, Minnesota and shipped to the MP&L Colby, Minnesota power plant located on the DM&IR. BN, because of the joint line haul of this traffic was not happy about supplying all the cars for this movement and was requesting DM&IR provide cars on a 50/50 basis. The shortage of equipment to handle coal reached critical levels in 1969 and the majority of coal from Duluth Docks to MP&L at Colby was handled in ore cars. Ore cars were tried in October 1970 for the movement of coal from MP&L at Cohassett to Colby but this was not acceptable.

The situation during late 1970 at MP&L Colby became so bad that the plant only had a two-day supply of coal which was considered an emergency. BN placed ballast cars in this service and DM&IR leased 16 coal hoppers. Four hundred open hoppers were owned in on August 31, 1969, with 84 held out of service. Total out of service hoppers climbed to 191 by June 15, 1970. Seventy one percent of DM&IR hopper cars were out of service in March 1971 for repairs. The hopper car shortage had become critical. Because of this shortage, DM&IR had lost the coal business to Virginia Water and Light to DW&P and Hibbing Public Utilities to BN. A March 11, 1971 study by Financial Department showed coal being handled to MP&L at Colby, Northwest Paper at Cloquet via D&NE at Saginaw, Minnesota, Two Harbors, city power plant, dolomite for AS&W and limestone for UAC both at Steelton, Minnesota. DM&IR was also handling about 80,000 tons of crude clay to Burnett, Minnesota, in per diem cars.

From October 1970 until March 1971 DM&IR short-term leased 45 C&NW and 24 Hallett Minerals open hoppers and used per diem cars to cover the shortage of equipment. Car shortages nationwide caused ICC to arrange with DM&IR to send 96 Q-class hoppers to RI for sugar beet service during early 1970s. These cars could be used for the larger sugar beets but were not capable of hauling coal or limestone. During 1967 testing of B&LE hoppers in winter weather showed that the 30-degree slope sheets, compared to the 50-degree slope sheets on DM&IR cars, made it difficult for cars to be unloaded and custom-

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DM&IR, in 1953, was short of open hoppers for handling coal shipments and was unable to secure car builder shop time until 1957 for Class Q7 hoppers 2950–3049. The short-term solution was to purchase 40 secondhand NYC 900000 series hoppers cars built by Standard Steel Car Co. in 1924 from Ortner Car Co. These Class Q6 70-ton hoppers arrived on DM&IR in 1953 numbered 4800–4839. All were retired by 1959. Proctor, 1959. (Russ Porter, D.P. Holbrook collection)



After the merger DM&IR would acquire another 350 end-platform quad hopper cars, 250 Class Q5 4700–2949 from Pressed Steel Car in 1952 and 100 Class Q7 2950–3049 from Pullman Standard in 1957. Beat up from constant heavy loading of limestone and coal, most would be rebuilt with rib-side kits from Pullman Standard during the 1970s. Proctor, July 17, 1957. (Bob's Photo collection)



DM&IR 2991 on EJ&E at Waukegan, Illinois, March 4, 1975. Not useable on DM&IR for coal service account side and slope sheet condition, a national hopper car shortage caused ICC to arrange to send 96 Class Q hopper cars to Rock Island in early 1970s for fall sugar-beet loading. Note the stencil on the side of car "SUGAR BEET LOADING ONLY CRIP RY." (D.P. Holbrook)

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Many Class Q2, Q5 and Q7 hopper cars were out of service by 1970. The first two of 50 rebuilt Class Q5, cars 2805 and 2808, were completed in March, 1971. Eight cars received their old numbers before a decision was made to place cars in the 1000 series, making it easier to identify rebuilt cars. 2805 would become 1105 and 2808 the 1108. (University of Minnesota Duluth, Kathryn A. Martin Library Archives and Special Collections)



Rebuilt Class Q5 1043 former 2743 is at Biwabik, MN in the early 1970s loaded with coal for Minnesota Power & Light Colby power plant. (Ed Stoll)

ers advised DM&IR that they would not accept the B&LE cars. Testing with B&LE cars was again tried in late 1969 with the same results. Funds for rebuilding 50 of the DM&IR Class Q2 and Q5 battleship hoppers were approved in 1970 but it was determined that at least 200 cars needed to be rebuilt to fulfill customer requirements.

A decision was made to buy Pullman Standard parts and rebuild the Class Q5 cars 2700–2949. The first 50 rebuilds were approved on AFE 10519 on May 8, 1970. Parts were ordered from Pullman Standard's Bessemer, Alabama, plant in September 1970 and shipped by rail to Proctor. Rebuilding was started in late February 1971 at Proctor and Two Harbors with the project completed on Aug 13, 1971. Cars were stripped of their offset-side car bodies and the frame, trucks and door frames were retained. Attached to these were new rib-side car sides and the cars were rerated to 77-ton capacity. Cubic capacity was increased from 2,150 to 2,609 during the rebuilding. On March 19, 1971, a letter from Supt. Motive Power and Cars B.E. Lewis, to R.L. Vanneste stated that; "The first car outshopped, 2808, was to be painted maroon and gold for publicity purposes but the balance of the cars would be painted ore car brown with white stencils. Six barrels of ore-car brown are in stock at Proctor Car Shop Stores and this material should be used first." On April 6, 1971, a follow-up letter stated only first car would be painted "maroon and gold" and other cars were to be left unpainted

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(an aluminum primer color), stenciled with reporting marks and numbers and placed in service because of the severe hopper car shortage. As time permitted during the summer of 1971 they would be painted maroon and gold. The first car completed was 2805 on March 4, 1971; however car 2808 was chosen to be repainted in maroon and gold and was released from Proctor Shops on March 19, 1971. A decision was made after the first eight cars had been re-stenciled to renumber all the rebuilt cars in the 1000–1249 series. These eight were renumbered, 2805 to 1105, 2808 to 1108, 2835 to 1135, 2841 to 1141, 2854 to 1154, 2919 to 1219, 2943 to 1243 and 2949 to 1249 between March 4 and April 11, 1971.

A second group of 200 Class Q5 70-ton 40-foot 7-inch hopper cars 2700–2949 was approved for rebuilding on AFE 10572 in 1971. The DM&IR started the rebuilding program at Proctor and Two Harbors in 1972 lasting thru 1973. Cars were stripped of their offset-side car bodies and the frame, trucks and door frames were retained. These were placed in the 1000–1249 series retaining Class Q5. Attached to these were new rib-side car sides and the cars were rerated to 77-ton capacity. Capacity of the cars was increased from 2,150 cu.ft. to 2,609 cu.ft. during the rebuilding. Painting of these cars in maroon paint with yellow lettering was accomplished outdoors at Proctor carshops.

On January 12, 1973, the DM&IR Board of Directors approved AFE 10737 for the sale of 101 Class Q5 2700–2949 70-ton open-top hopper cars. These cars were sold to Illinois Hopper Car Co., rebuilt by DM&IR to 1000–1249 series and immediately leased by DM&IR for a 15-year period at $71,000 per year. AAR Circular OT-37 provided an incentive through increased per diem rates for the rebuild by an owner of a secondhand car versus the original owner. If DM&IR retained ownership the average annual per diem over a 15-year period was $400, but sale and lease back would increase this to $655. From June through October 1973 cars were shopped at Proctor and renumbered by adding the numeral "1" in



End-platform Class Q5 open hoppers built in 1952 by Pressed Steel Car Co. were rebuilt with Pullman-Standard rib side kits in 1971. Cars were renumbered from 2700–2949 series to 1000–1249 series when rebuilt. 101 of these would be sold to Illinois Hopper Car Co.in 1973 and leased back to DM&IR and be renumbered 11004–11247. Mt. Iron, August 8, 1985. (Doug Buell)

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front of the DM&IR road number. This made cars owned by Illinois Hopper Car Co. to be easily identified. Cars were random numbers within the 250-car series, with the remaining Class Q5 hoppers retaining their four-digit road numbers. All rebuilding and renumbering of the Class Q5 hoppers was completed on October 19, 1973. The 15-year lease expired in August 1988. DM&IR, because of decreased need for open hoppers, terminated the lease agreement on October 30, 1987 and returned 50 cars to Illinois Hopper Car Co., and kept 51 cars under lease.

Of the returned cars, 25 were resold to Railmark for service at Tilcon Tomasso Quarries in North Branford, Connecticut, with reporting marks changed to TLTX and renumbered into the 87000 series. In the remaining cars, 65 were sold in 1986 to Soneco Service Inc. of Groton, CT, for aggregate service in New England and re-stencilled SONX 1001–1065 at Proctor car shops. The remaining Class Q5 hoppers owned, not leased, by DM&IR were sold to EJ&E: 100 in 1977 to EJ&E 44000–44099, and 43 in 1979/80, EJ&E 42200–42293.

During January 1973 DM&IR leased 44 B&LE 77-ton 2,775 cu. ft capacity offset-side hopper cars built by ACF, Pullman Standard and Pressed Steel Car during the 1930s. Cars had random numbers between 77054–78500 (10 cars) and 92076–95944 (34 cars). A shortage of hopper cars had developed because most Class Q7 hoppers were out of service for repairs to side and end slope sheets. Cars kept their B&LE numbers but reporting marks were changed to DM&IR. No car class was assigned. The reporting mark changes were made to make sure cars, once off-line, got returned to DM&IR and not the B&LE. Once older Class Q2, Q5 and Q7 hopper cars were rebuilt they were placed in this service. The B&LE cars were returned in late 1975.

Increased loading of coke at the U.S. Steel Duluth Works for Chicago area U.S. Steel facilities in early 1970 caused a shortage of hopper cars. AFE 10954 was approved April 29, 1975, to cover the purchase of 500 77-ton hopper cars. Classed Q15 by DMIR, the first 150 cars, DM&IR 12000–12149, were received during June through August 1975. The remaining 350 cars, EJ&E 74000–74349, were received during August through October 1975. Both groups were placed in coke service. These had originally been NYC 900000–922068 and B&A 910000 series built by ACF, Greenville, PS, GATC and NYC DSI shops between 1956 and 1960. Cars were rebuilt at the Penn Central Samuel Rea shops with Bethlehem Steel



EJ&E 73094, one of 201 coke cars purchased by EJ&E and DM&IR in 1973. The first 101, EJ&E 73000–73100 were owned by EJ&E, 73101–73200 were owned by DM&IR. DM&IR sold 73101–73200 to EJ&E on December 31, 1981. (Bob's Photo collection)

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kits between June and October 1975. Once coke shipments were discontinued from U.S. Steel Duluth Works, the 146 Class Q15 hopper cars, DM&IR 12000–12149 (four cars had been destroyed on C&NW), were leased to EJ&E between January 6, 1976, and December 30, 1977, and renumbered to EJE 74350–74495. Re-stenciling of these cars took place at Proctor. All were sold to EJE on December 31, 1981 on AFE 11507.

DM&IR purchased 100 coke cars in January 1973 from Greenville Steel Car Co. numbered EJE 73101–73200 and they were immediately leased to EJE for an 18-year period. All were delivered by May 1973. Initially these were ordered to protect coke movements from AS&W Steelton. Before delivery, the coke plant at AS&W was being phased out by U.S. Steel and the decision to lease these cars to EJE was made. These cars did see service with EJE reporting marks, moving coke from Steelton to other U.S. Steel mills. Cars were sold to EJE on AFE 11507 on December 31, 1981, under Clayton Act Contract EJ&E 4-1981.

Between August 6 and December 11 of 1979, 43 of the 1000–1249 series cars were sold to EJE on AFE 11295 and renumbered randomly 42200–42293. Twenty cars were sold to Garrett Railroad Car on January 21, 1983, who repaired cars and resold them to Roberval and Saguenay Railway Co. (RS). Remaining cars were "stored for disposal" per Car Dept. Bulletin 86-3 on Februry 3, 1986. Fourteen of these cars were sold to Railmark on October 6,1986, and restenciled RS. Of the remaining cars, 21 were sold to Citirail, Inc. Pittsburgh, and restenciled "RT" per AFE 11506 on December 28, 1988. The original rebuilding of these cars did not comply with AAR Rule 88 (rebuilt equipment) and cars would no longer be interchange-able after 1993. Many of the cars were sold off to secondhand owners during the late 1980s.

Two hundred 100-ton open quad-hoppers were acquired under AFE 11852 in 1982 from the B&LE. These were former B&LE 65000–65205, built by Pullman Standard at their Bessemer, Alabama, plant under Lot No. 9904 in 1975 and given B&LE Class HT48. Cars were received during October 1982, leased directly to B&LE, and kept B&LE reporting marks and numbers.

DM&IR GONDOLAS

The newly formed DM&IR received 164 gondolas from D&IR and 81 from DM&N.

The first gondolas acquired by the newly formed company were 100 Class V2 50-ton 41-foot 6-inch gondolas 4100–4199 approved on AFE 4399 July 27, 1940, from American Car and Foundry under Lot No. 2199 in September 1941. Carbody was built up from Cor-Ten steel supported by nine rolled T-section ribs and 5-rib dreadnaught ends with the top rib being a half dreadnaught. Cars were purchased for the all-rail movement of iron ore.

Ten Class V3 70-ton, 65-foot gondolas 4350–4359 were purchased from EJE in 1965 per DM&IR AFE 10070 for $20,730, approved December 9. Cars were originally EJE 90000–90099 built in 1937 by Mt. Vernon Car Co. They were purchased to protect shipping of reinforcing rods manufactured at American Steel & Wire (AS&W) at Steelton. At the time of acquisition 100 percent of the cars used for these shipments were foreign-line cars which were always in short supply. Projected off-line movements in 1965 were 75,000 tons with on-line shipments to Range destinations expected to reach 13,000 tons. Before acquisition EJE removed the drop ends from these cars. AFE 10146 was approved on June 3, 1966, for the purchase and installation of fixed ends to these cars. This project was completed on November 23, 1966. During their service lives, the cars did travel off-line as indicated by AFE 10401 March 24, 1968, for the retirement of one Class V3 gondolas destroyed in derailment on C&NW at McIntire, Iowa on January 22, 1969.

Another 50 Class V4 70-ton 42-foot gon-

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First steel gondolas purchased after D&IR and DM&N merger were 100 Class V2 41-foot cars from ACF. Initially used for movement of iron ore during World War II, they later were used for pulpwood and scrap iron service. (American Car & Foundry collection, John W. Barriger III National Railroad Library at UMSL)

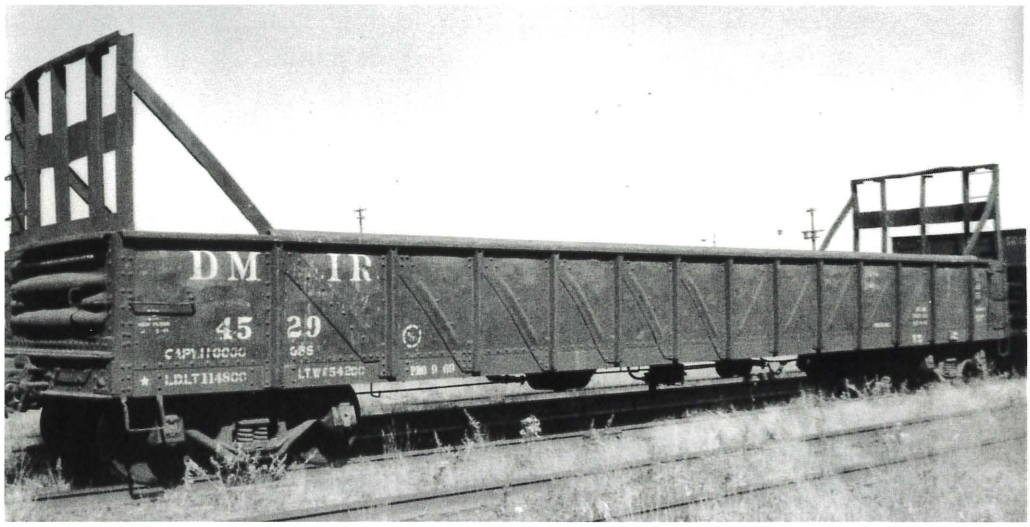


Ten 65-foot Class V3 4350–4359 gondolas were purchased secondhand from EJ&E in 1965 for movement of reinforcing rods produced at American Steel & Wire, Steelton. (Dick Kulebs, Ed Stoll collection)

dolas 4375–4424 with 1,529 cu. ft. capacity were purchased for $95,000.00 under AFE 10089 of December 30, 1965, to protect the interline forwarded movement of billets from AS&W Steelton to U.S. Steel in the Chicago area. When acquired, DM&IR supplied none of the cars for this movement for which the DM&IR received from 15 to 20 percent of the revenue depending on exact destination. The cars resulted in an annual decrease of 2,426 foreign car-days on line and an annual increase of 13,343 per diem income days. Once in service, this provided about 30 percent of the hauling capacity required for the normal volume of billets. Because the billet loads originated on DM&IR the cars could be assigned to Steelton for billet loading. These were former Union Railroad 8000–8965 series 77-ton 44-foot 9-inch gondolas built by Greenville Steel Car in 1953. AFE 10090 for $90,000 was approved on December 30, 1965, for reconditioning of these gondolas to make them suitable for billet loading. Cars were rebuilt by Garrett Railroad Car & Equipment at the Union Railroad Shops. Rebuilding of cars consisted of straightening sides and ends, new floors and new sides sills as necessary. Cars were on roster from 1965 until 1977.

Continued shortages of pulpwood gondolas caused DM&IR to purchase 150 Class V5 50-ton 49-foot 6-inch gondolas 4500–4649 from EJE. Originally built by Ralston Steel Car Co. in 1943 as EJE 33750–34189, DM&IR purchased 100 gondolas per AFE 10088 for $250,000, and 50 gondolas per AFE 10091 for $40,000.00 on December 10, 1965. All were

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Saving money during the economic downturn in the mid-1960s, DM&IR turned to purchasing secondhand equipment. Replacing overage rack flats, 150 Class V5 4500–4649 former EJ&E 33750–34189 were purchased in 1965. The first 100 were equipped by EJ&E Joliet shops with pulpwood racks, with the remaining 50 cars having racks installed at Proctor. (University of Minnesota Duluth, Kathryn A. Martin Library Archives and Special Collections)

originally built with composite wood and steel construction, having a Pratt steel truss side-rib arrangement. Cars were rebuilt by EJE Joliet shops during 1948 and 1949 with steel sides and fixed ends. One hundred of these cars were equipped by EJE Joliet shops with pulpwood racks. All 100 were received by January 6, 1965, with EJE reporting marks and re-stenciled with DMIR reporting marks at Proctor. The remaining 50 cars were delivered without pulpwood end racks. AFE 10092 for $102,650 was approved on December 30, 1965, for Proctor shops to install pulpwood racks and repaint these 50 cars in the maroon and gold scheme. During a board meeting on September 22, 1965, painting and renumbering of the first 100 rack gondolas purchased from the EJ&E was discussed. At that time it was decided that numbering and stenciling would be changed and paint would be touched up only. Repainting in DM&IR colors would be on an as-needed basis. This purchase allowed an annual decrease of 10,101 foreign car-days on line and annual increase of 17,749 per diem income days for DM&IR.

Securing pulpwood cars from connecting carriers had become increasing difficult and C&NW, SOO and MILW were reluctant to allocate cars to DM&IR because many times they were also short of cars for their own on-line customers. Cars were purchased for pulpwood service on DM&IR for shipments to Minnesota and Wisconsin mills and could haul approximately 26 cords of pulpwood. Historically, loading patterns showed that during April, May and June each year, pulpwood loading was not sufficient to fully utilize these cars and they



Retirements of large groups of 40-foot pulpwood rack flats caused DM&IR, to purchase a large number of gondolas from EJ&E starting in 1965. DM&IR purchased 200 Class V6 3500–3699 gondolas in 1969, equipping them with pulpwood end extensions at Two Harbors. DM&IR 3550 was at Schiller Park, Illinois, August 14, 1979 (R.F. Kucaba)

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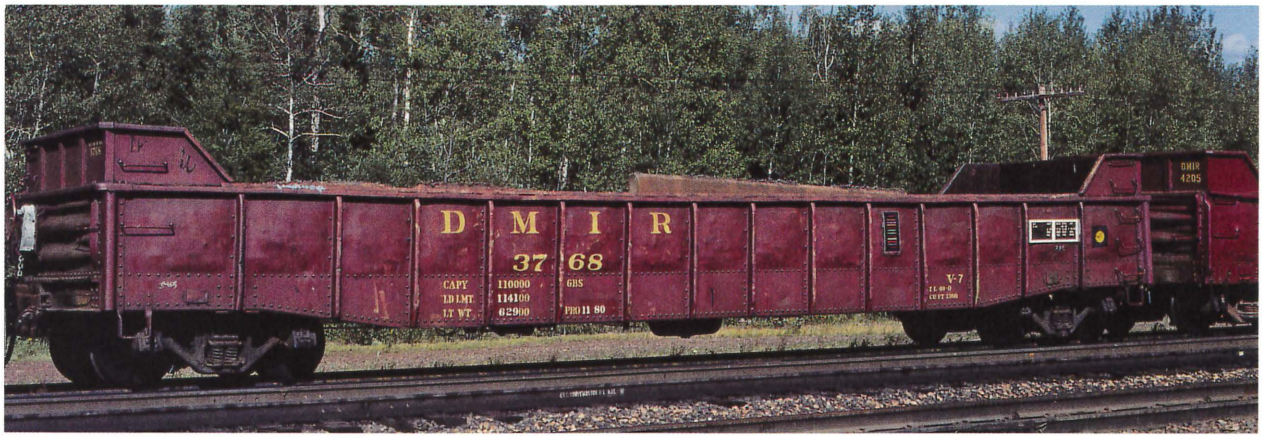
should be considered for billet loading from U.S. Steel, Duluth Works during those months to avoid using foreign gondolas in that service.

Retirement of early 40-foot rack flats caused the DM&IR again to look for additional pulpwood gondolas in 1969. Turning again to sister railroad EJ&E, AFE 10417 was approved on April 18, 1969, for $630,940. to acquire 200 Class V6 55-ton 50-foot 6-inch gondolas 3500–3699 with 1,344 cu. ft. Originally these had been built by Mt. Vernon Car Co. in July 1937, as drop-end gondolas and numbered in EJE 31000–31549 series. Proctor already had a full heavy-repair schedule when the cars arrived and a temporary production line rebuilding area was established at Two Harbors. Cars had reinforced draft sills and body bolsters applied, drop ends welded in upright position and new pulpwood end extensions applied to make the car suitable for pulpwood loading. Rebuilding of cars was started in October 1969 and lasted until December. 1970. Once completed the cars had their former EJE lettering painted out with black paint and new DM&IR reporting marks applied. All were off the roster by 1983.

During 1972 an additional 125 Class V7 55-ton 51-foot gondolas 3700-3824 were acquired secondhand. Cars were former EJE 34200-34899 built by ACF and Ralston Steel Car Co. in 1947 and 1948. EJE Joliet Shops changed the reporting marks and renumbered cars before shipment to DM&IR. After arrival on DM&IR, pulpwood end extension kits were made by Paper Calmenson in Duluth beginning in August 1972. Parts were shipped to Proctor car shops for application to cars.

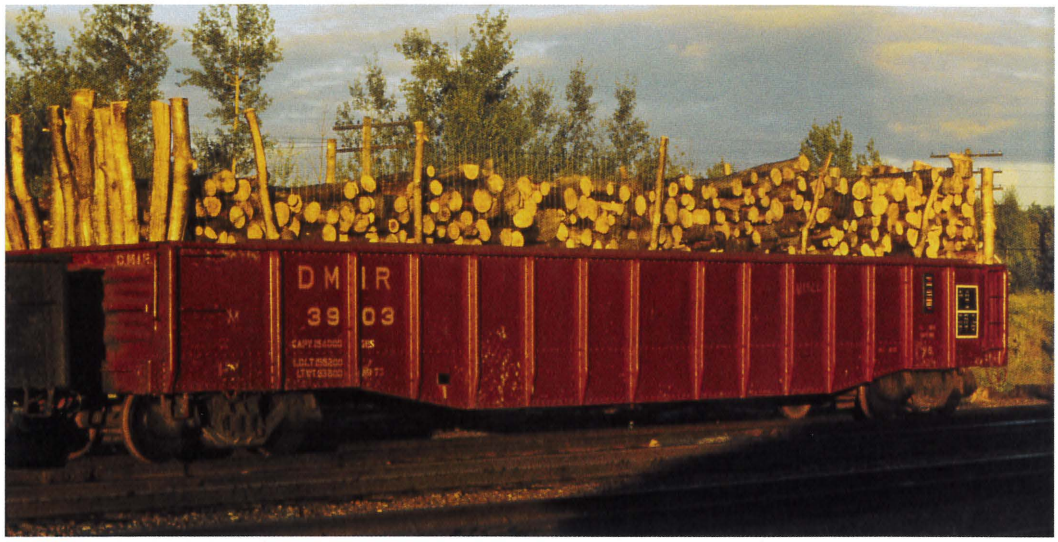
Unable to keep up with demand for gondolas for pulpwood service, DM&IR leased 25 70-ton 57-foot gondolas in EJE 83000–83662 series on October 4, 1972. These were originally P&LE cars built in late 1940s or early 1950s before being purchased by EJ&E. Cars were received between November 6, 1972, and March 6, 1973, and reporting marks changed to DM&IR. The purchase of the 81 Class V8 gondolas in 1973 caused the lease to be terminated on October 18, 1973.

Continuing to replace rack flats with gondolas, 81 Class V8 77-ton 52-foot 6-inch gondolas 3900–3980 were acquired from the LS&I in 1973. These had originally been built by New York Central Despatch Shops as P&LE 9000–10499 series during 1946–1953. Cars were purchased by EJ&E from P&LE for rebuilding and then sold to LS&I in 1973. They were reconditioned by EJ&E Joliet Shops and did not have the pulpwood racks or end extensions applied. Once cars had been reconditioned, DM&IR traded 170 Class U17 ore cars to LS&I for the 81 gondolas in November 1973. Under AFE 11037, 40 cars were



Multiple groups of secondhand gondolas were purchased during the 1960s and early 1970s. 125 Class V7 gondolas 3700–3824 were acquired from EJ&E during 1972. Former EJ&E 34200–34899 had pulpwood end extensions applied at Proctor carshops. Allen Jct. August 10, 1985. (Doug Buell)

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Eighty-one additional secondhand gondolas Class V8 3900–3980 were acquired from Lake Superior & Ishpeming RR in 1973. Originally built by NYC Despatch Shops for P&LE, cars were purchased and rebuilt by EJ&E and then sold to LS&I. LS&I traded these gondolas to DM&IR for ore cars. Ironically, 43 of these cars would be leased by DM&IR to EJ&E in 1976. Allen Jct. MN September, 1974. (Doug Buell)

leased by DM&IR to EJ&E between July and November 1976 and renumbered EJE 84354–84393 at Proctor Shops. Repainting and renumbering only involved a patch paint job with initial and number changed but cars retained DM&IR maroon paint. The remaining cars were off roster by 1993.

Finding other sources of revenue, DM&IR turned to acquiring and leasing out of equipment. An order for 200 100-ton 52-foot 6-inch gondolas with 1,995 cu. ft. capacity was placed with Greenville Steel Car and delivered in September and October 1974 on AFE 10858 at a cost of $4 million. These cars were numbered EJ&E 88000–88199. EJE 88175–88199 were renumbered after delivery as 4350–4374 account being equipped with coil troughs. Cars were sold to EJ&E on AFE 11507 on December 31, 1981.

DMIR acquired 16 gondolas through "Involuntary Conversion Funds and Exchange" during January 1976. Salvage funds of $294,844.91 from the sale of 82 ore cars, two gondolas and 39 covered hoppers, all retired and sold for salvage, plus payment of $60,700. This money allowed the DM&IR to acquire 16 reconditioned secondhand 100-ton 60-foot P&LE gondolas 44100–44124 built by Greenville Steel Car (GSC) August 1965 under O.O. 868 these were renumbered DM&IR 44100–44124 series. All 16 cars were leased to EJE under Clayton Act contract EJE1-1981 in August 1978 and renumbered in random numbers between EJE 4006–4109. Cars were sold to EJ&E on AFE 11508 on October 2, 1981.

Finding money to be made, DM&IR returned to acquisition and leasing of equipment in 1979. Cars were acquired under Clayton Act Contracts which allowed money from the sale of retired equipment to be used for purchase of secondhand and new equipment with no tax implications. The first purchase was 127 77-ton gondolas purchased from GTW under AFE 11271 and Clayton Act Contract EJ&E 5-1981 on May 15, 1979. These were former GTW 145700–146099 built by GATC November 1953 through January 1954 under Builder Order (B.O.) 8036 and GTW 146100–146299 built by GATC Mar. 1954 under B.O. 8036A. Cars were renumbered EJ&E 86000–86126 and leased to EJ&E on January 17, 1980. All were sold to EJ&E under AFE 11507 on December 31, 1981.

LS&I acquired from EJE 196 70-ton 69-foot gondolas from series 91000–91199 built by Bethlehem Steel November 1957 under OO 878-G. These cars had originally been P&LE 16000–16499 that EJ&E acquired in 1978. LS&I then traded these cars to DM&IR for ore cars under AFE 11319 of October 12, 1979. Gondolas were then leased by DM&IR

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The majority of gondolas owned by DM&IR were becoming overage by 1980, causing a gondola shortage for pulpwood service. DM&IR acquired 152 gondolas from Western Maryland in 1980, all originally built by Bethlehem Steel between 1951 and 1954. The best 40 of these were rebuilt with pulpwood extensions, repainted, placed in Class V7 and numbered 4200–4239. A sudden decline in pulpwood shipments in 1982 caused the remaining WM gons to be sold for scrap. DM&IR 4218, former WM 55535, at Chisholm, September 22, 1986. (D.P. Holbrook)



DM&IR 4201, former WM 55620, at Missabe Jct. Yard, Duluth, September 30, 1990. (S.D. Lorenz)

to EJ&E on November, 10, 1979, with same numbers under Clayton Act Contract EJ&E 7-1979. These retained EJ&E reporting marks all through the exchange process. Cars were never stenciled DM&IR and were sold to EJE per AFE 11511 on December 31, 1981.

After acquiring the Class V7 and V8 gondolas in 1972, DM&IR owned 680 gondolas. Retirements through 1979 had reduced the fleet size to 363 cars. On January 1, 1980, this fleet declined further with the retirement of 127 Class V6 gondolas account being overage. The remaining fleet was insufficient to protect pulpwood loadings and DM&IR purchased 152 second-hand 77-ton 57-foot gondolas from the Western Maryland (WM) in 1980 under AFEs 11102, 11241 and 11071. Cars were, 33 Class G-36 WM 55336–55478, 85 Class G-42 WM 55486–55701 and 34 Class G-43 WM 55707–55848 originally built by Bethlehem Steel in 1951 to 1954 as 1,745 cu. ft. gondolas. Eighty one of the cars had 3-foot 6-inch interior heights with remainder being 3-foot 3-inch. The best 40 of these cars were rebuilt as DM&IR Class V9 4200–4239 with pulpwood end extensions in 1980 and 1981.

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DM&IR 87647, Duluth, April 22, 1996, one of 15 EJE gons leased by DM&IR from EJ&E in 1993. (D.P. Holbrook)

A sudden decline in pulpwood shipments in 1982 caused the rebuild program to be suspended. The remaining 112 cars were sold for scrap to Azcon at Duluth in 1984. During March 1992, 10 of these cars had the pulpwood end extensions removed and were renumbered into the 4300 series: 4306, 4307, 4310, 4320, 4323, 4326, 4328, 4331, 4335, and 4339. Five of these cars, 4205, 4214, 4218, 4222, 4255, were converted to scale monitor cars in 1987 and equipped with rounded covers and kept at Minntac to monitor the scales. On January 1, 1992, all 40 cars were overage and prohibited in interchange after which they were used in MofW service.

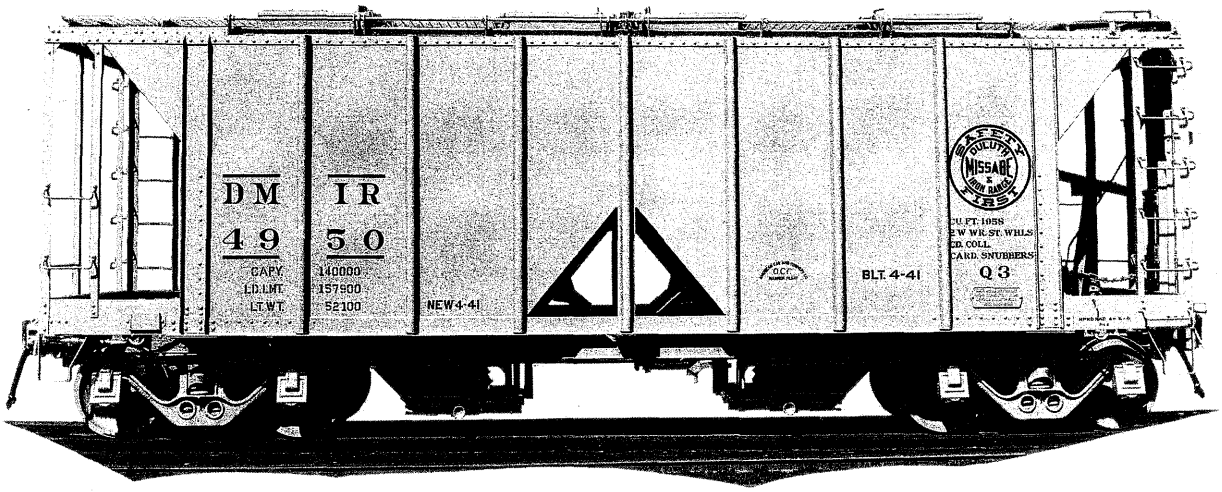
Returning to purchasing and leasing equipment in 1982, under AFE 11582, DM&IR acquired 200 B&LE Class GB34 99-ton 53-foot 11-inch gondolas B&LE 30000–30199 built by ACF 1980 under Lot 11-09601 with 1,995 cu. ft. capacity. Cars were received in October 1982 and leased back to B&LE keeping the same numbers.

The remaining secondhand gondolas were overage by 1992. Needing gondolas for scrap, pulpwood and landscaping boulder service DM&IR leased 15 100-ton 56-foot 7-inch gondolas built by ACF in 1980 as EJE 87000–88149. Individual car numbers were: 87347, 87422, 87426, 87533, 87643, 87647, 87663, 87742, 87797, 87509, 87922, 87933, 87945, 87990, and 88013 from 1993 until 14 cars returned in May 2003 and last car returned on June 11, 2003.

The return of these 15 leased cars left DM&IR with no interchange allowable gondolas for the movement of taconite concentrate and other commodities. AFE 5236 requested on May 14, 2003, for the purchase of ten gondolas from B&LE. Initially, B&LE supplied ten 92-ton 53-foot 6-inch gondolas built by Greenville Steel Car on Order No. 962 in 1968 as B&LE 15000–15099. Individual car numbers were: 15026, 15027, 15033, 15036, 15049, 15060, 15068, 15078, 15098, 15099. Cars were re-stenciled by B&LE to DM&IR reporting marks before shipment. On arrival at Proctor all ten cars were found to require excessive amounts of repair to make them acceptable and they were rejected and returned to B&LE.

On return to B&LE, by July 2003 all had been re-stenciled back to B&LE reporting marks. B&LE in June 2003 supplied ten different cars from series 30000–30199. These had been built by ACF on Lot No. 11-09601 in 1980 as 99-ton 53-foot 11-inch cars with 1,985 cu. ft. capacity. Individual car numbers were: 30025, 30085, 30091, 30123, 30127, 30139, 30154, 30158, 30163, and 30189. All had originally been purchased by DM&IR and leased back to B&LE in 1982 and then purchased by B&LE. All ten would be on the roster when CN purchased the DM&IR.

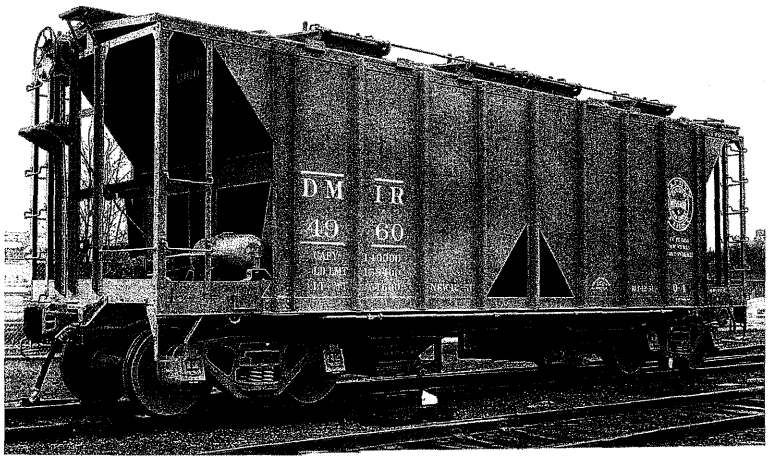
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One order of covered hoppers was acquired before World War II, Class Q3 4950–4959 from ACF in 1941. War Production Board limits on steel use during the war and steel shortages after the war caused DM&IR to have to wait until 1952 to acquire more covered hoppers. (ACF Industries, Hawkins/Wide/Long collection)

DM&IR COVERED HOPPERS

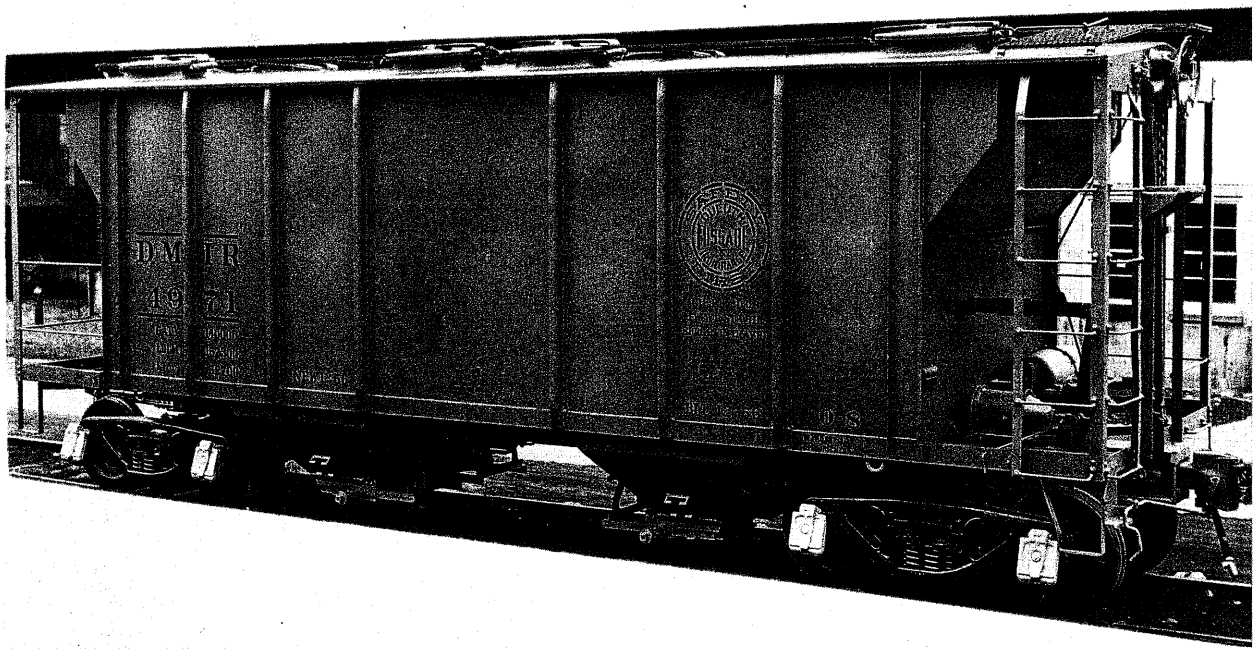
By 1940, road construction, industrial development and home building were expanding in Minnesota. To fulfill the needs of bulk shipments of cement to ready-mix plants, DM&IR approved AFE 4399 on July 27, 1940, and ordered ten Class Q3 70-ton 35-foot 2-inch covered hoppers 4950–4959 from American Car & Foundry Lot 2120 on September 18, 1940. All were built during April 1941 and received from NP at Pokegama, Wisconsin, on April 21, 1941. Cars had 1,958 cu. ft. capacity, Miner power hand brakes, rode on National B trucks and were equipped with Apex Tri-lok running board and brake steps. Painted Scully Steel Products Battleship Gray, they were stenciled with black Gothic data lettering with reporting marks in Railroad Roman and a DM&IR safety-first monogram. The cars were a success, but limitations by WPB on steel and car construction during World War II would prevent further cars from being ordered until 1950. The 4950–4959, excluding 4952 destroyed on Soo Line in May 1972, were sold to Joliet Equipment Co., McCook, Illinois on June 21, 1976.



Development of the covered hopper saw DM&IR order 40 70 ton covered hoppers, 10 Class Q3 4950–4959 from ACF in 1941, 10 Class Q4 4960–4969 from ACF in 1952 and 20 Class Q8 4970–4989 from PS in 1956. Dark gray paint with white lettering was used only for ACF builder photos. Cars were delivered in light gray paint with black lettering.(ACF Industries, Hawkins/Wide/Long collection)

The next group of ten Class Q4 70-ton 35-foot 2-covered hoppers 4960–4969 were ordered on December 20, 1950 from ACF Berwick, PA plant under Lot 3674. The AFE 6930 for purchase was approved on January 13, 1951, and all cars were constructed during December 1951 and delivered in January 1952. Cars were identical to the Class Q3 cars

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Increasing cement car loadings caused DM&IR to order 20 Class Q8 70-ton covered hoppers 4970–4989 from Pullman-Standard in 1956. Note the yellow journal box lids per AAR requirements indicating these cars were equipped with lubricating pads and not with normal cotton waste. (Pullman-Standard photo, Jim Kinkaid collection)

except they rode on ASF A3 Ride Control trucks and had Universal power hand brakes. All were painted DuPont Acid and Fume Resisting Gray on sides and ends. The roofs, underbody, hopper bottoms, trucks and lettering were black. They used Railroad Roman data lettering and reporting marks with a DM&IR safety-first monogram. All ten cars were sold to American Allied Railway Equipment of Washington, Illinois, on June 21, 1976.

Continued expansion of road construction and ready-mix plants and the ease of loading and unloading the covered hoppers, caused the DM&IR to order 20 additional covered hoppers in December 1955. Class Q8 70-ton 35-foot 3-inch PS-2 covered hoppers 4970–4989 were built by Pullman Standard under Lot 8331C in December. 1956. Cars had 2,003 cu. ft. capacity and rode on ASF A3 Ride Control trucks. Per letter to Pullman-Standard on April 19, 1956, these cars were to have the journal box lids painted yellow in accordance with AAR requirements indicating cars were equipped with journal box lubricating pads instead of the more common cotton waste packing. Eleven of these cars, 4970–4980, were retired and sold to American Allied Railway Equipment Co. on June 21, 1976. Four of the cars were converted to company sand service, 4988 and 4989 in December 1976 on AFE 11006 and 4986 and 4987 in November 1981.

Initially all of the covered hoppers were used by Universal Atlas Cement (UAC), but by 1960, some of these cars were in pool service, being used to cover shipments of cement from Huron Cement at Superior, Wisconsin. During 1964 five cars were placed in assigned hydrated lime service between Duluth and the U.S. Steel Extaca Plant at Virginia. Soon after this assignment, Extaca indicated that they were having difficulty unloading the cars and felt four pipe nipple connections, one on each side of each bottom bay, would solve the problem. The pumping connections were applied to 4951, 4954, 4956 and 4957 during January 1965 and cars were stenciled "For Extaca Lime Service Only."

A 1968 study of monthly cement loads showed during May through September, UAC shipped 3 to 4 carloads to Range destinations, outbound interchange was 35 to 53 cars and 2 to 3 carloads were received from connecting carriers. As cement traffic declined, some of these

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cars were used in bentonite service between Burnett, Minnesota, and taconite plants. UAC closed on January 1, 1976. After 1984, four cars were carried on the roster for company sand service until these were retired late in 1994.

During the steam era, locomotive sand had been hauled in ore cars and box cars, requiring the need for drying plants to eliminate moisture. A decision was made in 1965 to equip two ore cars, 24158 and 24899, with 24¼-inch side extensions, a roof and three roof hatches per side to be assigned for locomotive sand service. Two additional cars, 24187 and 24456 were rebuilt in 1967 and one, 28214, in 1974. All retained their revenue numbers because cars were being loaded off-line. All had a "W" prefix added to the number in early 1980s, indicating MofW service. By this time sand was being trucked into most facilities and the sand cars were being used for storage.

The need for additional covered hoppers was spurred by the development of the taconite industry. One of the ingredients used in the production of taconite pellets was bentonite clay as a binding agent. Processed bentonite required covered hoppers for shipment. Initially, some DM&IR Q3, Q4 and Q5 covered hoppers, DM&IR 4950–4989 series, removed from the UAC service, were used to ship the processed bentonite.



Five ore cars were converted to covered ore cars for company sand service between 1965 and 1974 and retained their revenue numbers until a "W" for work service was added in early 1980s. DM&IR W24187 with the "W" recently added at Keenan, May 27, 1983. (D.P. Holbrook)

DM&IR Profit Improvement Project, MS-1077 was submitted by Frank King on Feb 28, 1967, concerning the need for covered hoppers for the shipment of bentonite. The traffic department purposed purchasing 15 100-ton capacity covered hoppers to handle the initial volumes from Hallett Minerals' new plant at Burnett. It was noted that the cost of purchasing this equipment was a significant portion of the overall expense in connection with bentonite movement. As such, Frank King proposed in Study 493 that excess standard ore cars be modified for bentonite service with the addition of 48- to 54-inch sideboards, enclosed top hatches and bottom discharge gates. This would provide a substantial reduction in the initial expense to provide equipment for the Burnett service.

Additionally, King proposed converting Q3, Q4 and Q5 open hopper cars, with 2-foot sideboard extensions, adding 550 cubic feet to the car, and equipping it with round hatches and two bottom discharge gates. Further correspondence on March 8, 1967, from J.P. Keeney, Jr, manager of sales, to J. Halley, chief industrial engineer, noted that: "The DM&IR Traffic Department request for evaluation of acquisition of fifteen 100-ton covered hoppers cars is extremely urgent. The basic specification for the cars results from careful analysis of the requirements of both the shipper and receivers of bentonite. The large capacity of the suggested cars will also permit competitive pricing should the motor carriers become active in their bid for this short-haul traffic. For these reasons, we request that there be no delay in the evaluation of the recommended equipment pending the results of your study on the conversion of ore cars to covered hopper equipment. I am not suggesting that you table Study No. 493 for we are still far short of our ownership requirements of covered hopper equipment for cement handling, in fact the feasibility study on the converted ore cars should include cement handling as well as bentonite."

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Producing taconite pellets required bentonite clay as a binder. To haul that clay DM&IR purchased 40 ACF 3,560 cu. ft. covered hoppers between 1968 and 1972 and assigned them to the Hallett Minerals bentonite processing plant at Burnett. Class Q13 DM&IR 5020 is at Proctor on July 3, 1987. (Bob's Photo collection)

Both studies were tabled and discussions took place in September 1967 concerning the purchase of 15 100-ton 4,600 cu. ft. capacity covered hoppers. This specification was revised on September 25, 1967, to purchase ACF 100-ton 3,560 cu. ft., 3-bay covered hoppers equipped with 5 round hatches and roller bearing trucks. By 1968, tax laws allowed DM&IR to sell destroyed or retired equipment and convert the proceeds into similar property within two years of destruction and avoid tax on the financial gain. This was a win-win for ACF and DM&IR.

Two orders were placed with ACF for 100-ton 43-foot 3,560 cu. ft. capacity covered hoppers equipped with gravity outlet gates and 30-inch diameter hatches to be delivered in 1968. The first 9 cars were ordered March 26, 1968, under AFE 10324, Class Q9 100-ton 43-foot covered hoppers 5000–5008 were delivered during April 1968. These cars were purchased by trading in 44 Class U14 and 55 Class U15 70 ton ore cars and a payment of $5,070. Cars were delivered without the new "Arrowhead" logo. Painting of the new logo took place at Proctor between June 3, 1968, and October, 1968 with 5008 being the first car completed. As Hallett Minerals shipments increased from Burnett each year, additional equipment was acquired as needed. All Q9 through Q12 class cars were delivered with minimal lettering and DM&IR initials and numbers. Once on hand, Proctor mechanical department forces applied the distinctive "Arrowhead" logo and "Specialized Service for Industry" stenciling. This lettering was a simplified logo from the winning entry in an employee contest to design a more appropriate identifying monogram.

The second order was for four Class Q10 100-ton 43-foot covered hoppers 5009–5012. These cars were purchased by trading in 25 70-ton ore cars under AFE 10328 approved on June 14, 1968. All 25 ore cars were located on B&LE at time of trade in and ACF resold 18 of these cars to Bethlehem Steel at Bethlehem, Pennsylvania. All four covered hoppers were received from Soo Line at Missabe Jct. during September 1968.

DM&IR continued the trade-in and payment philosophy and purchased three more identical orders in 1969 and 1970. Five cars Class Q11 5013–5017, identical to Class Q10 cars, were delivered in 1969. AFE 10431 was approved August 19, 1969, for exchanging 18 70-ton ore cars and a payment of $8,350 for the five Class Q11 cars.

AFE 10480 was approved on March 11, 1970, for selling 13 Class U17 ore cars to

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Hallett Minerals opened their bentonite processing plant at Burnett in 1967. A total of 40 Class Q9 through Q14, 100-ton 3,560 cu. ft, capacity covered hoppers, 5000–5039, would be acquired from ACF between 1968 and 1972. DM&IR 5028 is at Congress Park, Illinois, on December 16, 1977. This car had been wrecked on C&NW in South Dakota and repaired at C&NW Clinton, Iowa, shops, causing it to have a CLN light weight location. (R.F. Kucaba)

Becker Sand and Gravel and using proceeds for payment on one additional car Class Q12 5018 built in May 1970 and placed in service on May 14, 1970.

AFE 10487 was approved on April 7, 1970, for exchanging ore cars and payment of $124,800 for eight additional cars. Built by ACF, Class Q13 5019-5026, built during June 1970, were identical to Class Q12 car.

Working with the DM&IR, Hallett Minerals acquired 13 identical cars from ACF, lettered HCTX 9851–9863 built in January, 1972. These were acquired under AFE 10623 from Hallett on April 26, 1972 and renumbered DM&IR 5027–5039 and placed in Class Q14. Financing was the same as previous Class Q hopper purchases using the proceeds from selling 100 U17 and U18 ore cars to LS&I to finance this purchase. Some of these cars were repainted with the "Arrowhead" logo. Major difference on these cars was DM&IR Class Q9 through Q13 cars had been delivered from ACF with Keystone discharge gates. The Hallett cars were equipped with ACF gates. Taconite plants were having difficulty using the as-built ACF gates and DM&IR replaced these with Keystone Portoloc 13 x 42-inch center discharge gates in 1973.

After the Hallett Minerals (Federal Bentonite) plant at Burnett closed in September 1986, most of the Q9 through Q13 class covered hoppers sat unused on yard tracks at Steelton. Some were assigned and used at various bentonite plants on the CNW and BN between 1986 and 1988. In April 1988 cars were leased to Helm Financial and then sold to Helm on December 31, 1990. Helm in 1991 sold cars to the Detroit and Mackinac Railroad (D&M). All were simply relettered by painting out the "IR" in the "DMIR" reporting marks. Cars were used by D&M in cement service from 1988 through 1992. During 1992 cars were resold to David J. Joseph Company and re-intitialed with DJJX reporting marks and repainted. These cars remain in service with DJJX marks.

DM&IR FLAT CARS

The newly formed DM&IR found itself with 98 D&IR flat cars, 71 D&IR rack flats and 303 DM&N flat cars. These were pre-

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dominantly being used for pulpwood, steel and similar commodities. From the merger until 1955 these cars fulfilled the needs for flat cars.

In 1955, one Class P2 box car, 5248, was rebuilt into rack flat 6310. When rebuilt, this car was equipped with pulpwood end racks and placed in Class K4. This would be the only box car rebuilt to flat car and the sole car in Class K4.

Increased pulpwood loading and decreased car ownership for allocation to pulpwood service caused DM&IR to consider the purchase of second-hand rack flats. Arrangements were made to inspect 100 rack flats being offered for sale by Kimberly-Clark Co. of Neenah, Wisconsin during May 1963. These cars were former C&NW 40001–41419 series cars built by Western Steel Car & Foundry in 1922. Kimberly-Clark purchased cars in 1951 and then further overhauled them during 1961. Lettered WBLX 100–200 (123 retired), they had an outside length of 42-feet 1-inch and 8-foot high end racks and appeared to be a perfect fit in the DM&IR roster. Nine of the cars were shipped to DM&IR in June 1963 with four cars being set out, bad order, at Two Harbors and the remaining five sent up the Wales Branch for loading. Further inspection indicated that the cars had a possible service life of 10 years but would require extensive rebuilding to keep them in service. Cars were returned the following month and the possible purchase was cancelled.

Each winter, as pulpwood shipments increased, DM&IR requested connecting carriers to supply foreign ownership 40-foot and 50-foot gondolas to load pulpwood. This eliminated the need for having a large roster of equipment for handling pulpwood during the peak winter months, but also caused excessive per-diem and car hire payments. A financial evaluation was completed in November 1964 addressing the use of converted rack flats for pulpwood movement between DW&P interchange at Rainy Jct. (Virginia) and Cloquet, Minnesota via Saginaw, Minnesota interchange to D&NE to replace D&NE flat cars being used at that time. Evaluation was also made at this time using these cars for pulpwood movement between Wales Branch and Cloquet via the D&NE interchange at Saginaw. Evaluation showed many of the Class V1 and Class K2 flat cars badly deteriorated, with center plates rusted through, intermediate body supports failing, center sills and body bolsters rusted and deteriorating. Retirement of the remaining 57 year old Class V1 flatcars was recommended. Consideration was given to rebuilding Class G1 and G2 gondolas, but these cars were 56 and 47 years old respectively and underframes were in poor condition.

AFE 9867 for $6,100 was approved on December 18, 1964, to rebuild 20 of the best condition Class K2 flat cars 6207, 6215, 6218, 6221, 6227, 6240, 6251, 6257, 6281, 6282, 6286, 6287, 6288, 6289, 6290, 6291, 6292, 6295, 6300, and 6301 with wood and steel pulpwood racks. The converted cars had a capacity of 18.5 cords of pulpwood vs. gondolas having a 21-cord capacity. Rebuilding was completed on March 22, 1965. Eight of the remaining Class K2 rack flats, 6283, 6287 through 6292 and 6295, were sold to Reserve Mining Co. on November 18, 1970.

Mining company equipment became larger and more transient during the 1960s and from time to time was moved from one mine site to another. Most of this equipment did not fit on standard 10-foot flatcar decks and needed decks 10-foot 6-inches or wider for movement. Local movements of mining equipment amounted to 54 carloads per year and involved borrowing a flat car from a connecting carrier to protect this load, decreasing the profit margin on the movement and higher per-diem costs. It was expected during 1966 that 24 additional loads between T-Bird Mine and Eveleth Taconite at Fairlane, Minnesota and 30 loads between Erie Mining Co. and South Hibbing, Minnesota, totaling 108 carloads would be handled in 1966. A proposal was made to acquire two 53-foot 6-inch 70-ton flat cars with

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Mining equipment was always increasing in size and by the late 1960s DM&IR needed flat cars with 10-foot 6-inch wide decks for moving this equipment. Two former EJ&E flat cars, Class K5 6315 and 6316, were acquired in 1966. Restencilled at EJ&E Joliet Shops it retains its EJ&E green and orange paint job. DM&IR 6316 at Rainy Jct. Yard, Virginia, July 27, 1969. (Owen Leander)

a deck height not higher than 3-foot 9-inches and a nailable steel floor. It was also specified that preference would be to acquire cars with 10-foot 8-inch wide deck and a deck height of 3-foot 4-inches above rail.

This need was fulfilled with approval of AFE 10077 for $6,800 on December 17, 1965, for the purchase of two 70-ton 53-foot 6-inch long flat cars from EJE. Approved on the same date was AFE 10078 for reconditioning of both cars. Initially EJE offered 10-foot wide deck flat cars from EJE 6000–6074 series. DM&IR rejected the 10-foot wide deck cars account the need for a 10-foot 6-inch deck. Two cars originally built by Ralston Steel Car in March 1943 were renumbered at EJE Joliet shops, EJE 6803 to DMIR 6315 and EJE 6818 to DMIR 6316. Both were placed in Class K5 and shipped from Joliet on March 24, 1966. The 6316 was immediately shipped to Rainy Junction yard at Virginia for loading. On arrival at Virginia it was determined that car had a 10-foot wide deck that would not accommodate 54-B mining shovels or 65-ton mining trucks. Car was returned to Proctor for disposition. Proctor shops forces re-stenciled this car EJE 6818 and shipped it back to EJE on May 27, 1966. The second DM&IR 6316, former EJE 6800 series, arrived Proctor on June 2, 1966, with the correct width deck and was placed in service. Car had been painted EJ&E green and had EJ&E orange DMIR stenciling.

As mining equipment increased in size even the 10-foot 6-inch decks were not wide enough for newer mining equipment. During 1967 car 6315 was rebuilt with two floors each 3-inches thick, the deck extended to 12-foot wide and steel supports applied in between the stake pockets to support the new floor. The 12-foot deck was outside of AAR allowed interchange rules and this car was restricted to DM&IR on-line service only. Car 6315 was renumbered W6315 and was still on roster as of June 2004 and 6316 was sold to Azcon, Duluth on September 7, 1989.

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Retirement of older 40-foot flat cars and rack flats caused DM&IR to purchase 30 secondhand EJ&E 53-foot 6-inch flat cars numbered DM&IR 6325–6354 in April 1969 to fulfill traffic requirements. Cars 6340–6354 were rebuilt by EJ&E Joliet Shops, painted maroon, stenciled and equipped with pulpwood racks before delivery to DM&IR. An additional five cars, 6328, 6330, 6333-6334, 6335 were converted by Two Harbors shops during March 1971. DM&IR 6344, September 23, 1989. (D.P. Holbrook)

Continued retirement of the aging 40-foot rack flats and regular flats caused a shortage of cars for loading. To supply cars for this loading, DM&IR again went to sister EJ&E, and under AFE 10416 approved April 18, 1969, purchased 15 55-ton 53-foot 6-inch flat cars, former EJE 6556, 6574, 6570, 6565, 6527, 6517, 6445, 6444, 6394, 6496, 6466, 6461, 6409, 6421 and 6493 renumbered in this order to 6325–6339 and placed in Class K6. Cars were built by Ralston Steel Car Co. in April and May 1943. Five of these, 6328, 6330, 6333, 6334, 6335, were converted to rack flats at Two Harbors under AFE 10565 approved on November 3, 1970, completed on March 15, 1971, and placed in Class K7. The conversion allowed these to be used for company tie service five months of the year and pulpwood service the remaining seven months. Conversion of these cars took place during March 1971. All were painted standard DM&IR maroon color with yellow Railroad Roman stenciling.

Fifteen additional flat cars were purchased second hand under AFE 10416 approved on April 18, 1969. Former EJE 6571, 6529, 6401, 6451, 6478, 6386, 6490, 6443, 6398, 6418, 6435, 6442, 6494, 6564 and 6378 renumbered in this order to 6340–6354 and placed in Class K7. All were 55-ton 53-foot 6-inch flat cars built by Ralston Steel Car Co. in April and May 1943, and were converted to rack flats at EJE Joliet shops for pulpwood loading before delivery to DM&IR in September and October 1969. Cars were painted DMIR maroon with yellow stenciling. Joliet shops lacked the proper Railroad Roman stencils and cars received Gothic lettering. Pulpwood traffic declined by early 1990s and some of the cars had their racks removed making them more suitable for MofW service.

Effective January 1, 1984, all Class K6 and K7 flat cars were overage and prohibited in interchange. Some went to MofW service.

Over the years, many of the remaining 40-foot flat cars were converted to MofW service. The most interesting of these conversions was AFE 9095 on April 4, 1965, for the conversion of Class V1 flat car 2607 into a mobile ramp car for use in piggyback service. Car was completed on August 15, 1961, renumbered W2607, and when needed, moved to various team track locations that had the ability to end-load or unload trailer on flat car (TOFC) loads. This was in response to requests for TOFC shipments to various locations on DM&IR. At the time, neighboring Great Northern was already

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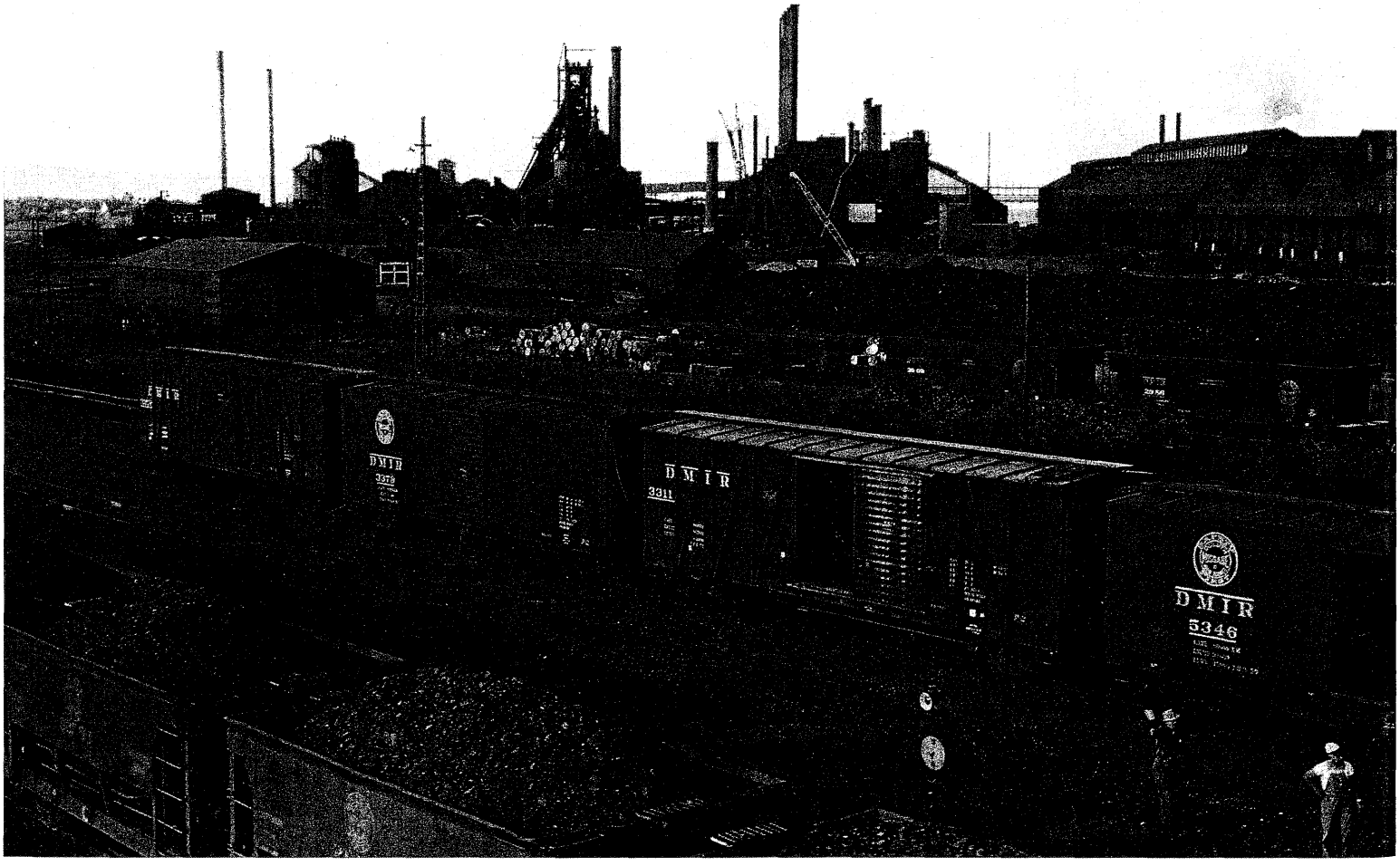
handling TOFC to Virginia, Hibbing, and other iron-range communities.

DM&IR BOX CARS

At the time of the merger, D&IR provided 101 box cars and DM&N 242 box cars to the combined roster. Most of these cars were wood cars built between 1884 and 1923. Some had already been rebuilt with steel centersills, AB brakes and more modern safety appliances.

During 1941 P2 box car 3399 was rebuilt to a steel box car at Proctor shops. Rebuilding involved replacing the single-sheathed sides with new 5-panel riveted sides. Car retained its 7/8 Murphy ends and 6-foot Youngstown door. Additional rebuilds were planned, but the outbreak of World War II and rationing of steel by the WPB curtailed any further rebuilds. Car was retired during February 1970.

On July 22, 1941, AFE M4526 was approved for the installation of steel running boards on 25 box cars to further modernize them. The P2 box cars were delivered with K-brakes in 1923. AFE M4868 was approved May 25, 1942, for the purchase and installation of AB brakes on 40 Class P2 box cars. Modernization continued with AFE 5455 February 6, 1945, for the installation of steel running boards on 10 Class P1 box cars. AFE 9904 was approved on March 11, 1965, for the application of AAR-mandated safety hangers



During March 1941, Class P2 box car 3379 was rebuilt with steel sheathing as a trial car for an eventual rebuilding program. World War II and its associated steel shortages caused the program never to proceed beyond this single car. The only known photo of this car is presented showing it at Steelton, sandwiched between two un-rebuilt Class P2 box cars outside the AS&W steel mill in early 1960. (Glen Blomeke)

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