

THE SEMAPHORE



Newsletter
of the
Minnesota
Transportation
Museum

February 2016

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Fantastic Valentines dinner on the Empire Builder!

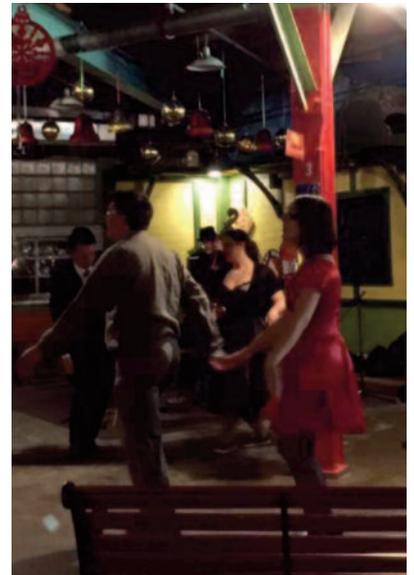
You could have been there enjoying a prime filet or salmon, dancing to the Parisota hot club afterwards, even chocolate and honey tasting. All that and more. We had a wonderful time with our guests, laughing our way through dinner and tapping our feet to some solid, classic jazz.

Thanks to our many patrons who came out tonight to be with us.

Trying new venue plans, our dining car staff put on a Valentine's dinner at the roundhouse Saturday Feb. 13. Andrew Tighe reported that Clara Sharp claimed the Facebook sharing contest prize and enjoyed herself and a guest at the dinner. Many were dressed up for the evening in 40's attire. We had good advertising in local media which can only help our reputation in future years. Some came as far as Milwaukee, Iowa and outstate Minnesota.

What's next? How about Poor Boy sandwiches for April 15. Jazz at Jackson event or Kentucky Derby dinner.

Our reputation is growing! Tripadvisor and Facebook have us rated at 4.5 stars. Highest in our area.!



Dancing to Parisota Hot Club group.

Tonight was amazing!!! Thank you again!! We will be back!



Seating was set up for couples and two - 6 person tables.

New Wood Shop!



Here is a status report from Larry Paulson, our own "foreman" of the Twin Ports project. Wood trim panels for the wall spaces between the window frames are being fabricated by Bill Hawley our master carpenter. they come complete with working call button. Bill also will be building a new service bar to install in the former buffet space. Another wood materials project is fabricating new masonite interior window frames. With all the old interior trim removed, Larry and crew are needle scaling all soft and rusted metalwork. As areas are cleaned up and repaired where needed, metal rust preventative POR 15 is applied to seal up the car from the inside. All wiring is being stripped out and replaced. We have about 7500 feet of new wire to pull. "That's going to take some time to accomplish", says Larry. The next project now underway is the taking up of the floor. Since the old floor underlayment is a layer of gypcrete. Gypsum concrete is a building material used as a floor underlayment used in wood-frame and concrete construction for fire ratings, sound reduction, radiant heating, and floor leveling. It is a mixture of gypsum plaster, Portland cement, and sand. So it's a mess to remove. Jobcore is giving an assist to that project. Once the gypcrete is out, they can assess the corrosion to the steel frame and sheeting and repair where needed. New flooring will be 3/4" marine grade plywood with new carpet and linolium floor coverings.

The exterior skin is about done. There are a couple of holes left to help with new wiring access. Then 1084 will be moved outdoors for sandblasting. New paint should be ready to apply late Summer - early Fall.

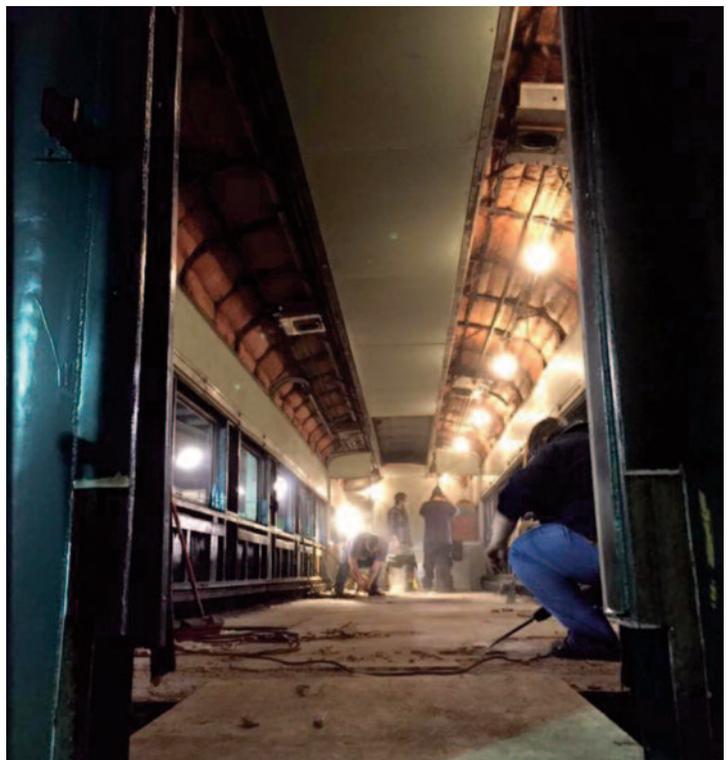
For the mechanicals, we need to take off the water tank and fix or replace. The old triple valve brakes will be replaced with the newer ABD brake system. Then there is the new generator which Larry is still contemplating where he is going to hand to the underside. 🚂

TWIN PORTS GN 1084



New interior wall panels to bridge the space between windows. The new call button is near the bottom of the panel.

Below: Restoration work underway on the historic Great Northern 1084 "Twin Ports" train car. Work being done today by students from TCU Job Corps.



NP 1102 triple combine in the shop for winter work

While here at the roundhouse in the non-operating season, 1102 is getting some wear and tear repair. Corrosion control on the exterior with patching to the sheet metal. The roof is being repaired by calking for weatherproofing. One door and six windows will be replaced. All new Wisconsin oak with the old hardware and safety glass reused if possible. Bill Hawley has completed one window so far. The old mortar and tennon joints have been replaced with biscuit and glue joints. The raw wood will have a wood preservative applied before painting. All the work will be done before the car leaves for Osceola in the Spring



Door and six windows are in the rebuilding process on NP 1102. Part of the winter maintenance period in the shops at Jackson Street Roundhouse.





Outreach Coordinator, Danielle Enblom receives Emerging Leader Award

Every year the Minneapolis Chamber of Commerce's DRIVE Council awards one person in the Twin Cities with the title of Emerging

Leader of the Year, and this year it is being awarded to our very own Outreach Coordinator, Danielle Enblom! Danielle is being recognized for her work in the non-profit world over the last ten years, as her work with the Transportation Museum, and her engagement and leadership in the greater community.

Danielle's position at the Transportation Museum is a culmination of her work and education history. She has an undergraduate degree in Urban and Sustainability Studies from the University of Minnesota, a diploma in Traditional Irish Music from University College Cork, and a master's degree in Dance History from IT Tralee, in Ireland. The passion and expertise in the areas of history, culture, anthropology, and research (from her post-graduate studies), and transportation and urban development (from her undergraduate studies), have aptly merged at the Transportation Museum. Program development, education, and community based work have always been at the root of her career path. Prior to moving into the museum world, she has worked as a professional musician and dancer in the form of education and performance, as a dance historian, and in educational and program development. She currently teaches music at the Center for Irish Music in St. Paul (where she previously worked for three years establishing a more extensive summer education program). She performs as a fiddle player and percussive dancer in various groups throughout the Twin Cities, and is in the process of developing an educational series, based on arts, cultural identity and integration, which will launch in the

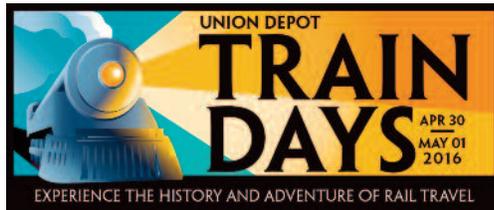
spring of 2016. Her performing has brought her throughout the United States and Europe over the last decade, which has been a wonderful experience; however, her passion has always been in education and community work. With State Arts Board Legacy awards, grants from the Irish Music and Dance Association, and two educational fellowships from the University of Minnesota and the Republic of Ireland, Danielle has brought arts and cultural studies education into Minneapolis and St. Paul Public Schools, to rural communities throughout Minnesota, as well as to Germany and Ireland over the course of the last decade. Her entrepreneurial motivation that has served her in the performing arts, has also proved valuable in her position at the Transportation Museum where she's been influential in bringing new initiatives into the museum and helping Erik to build partnerships with organizations such as Woman's Advocates, Model Cities, the St. Paul Saints, Nice Ride, Metro Transit, the Cycling Alliance, the Transportation Alliance, Twin Cities Kids Club, Family Fun Twin Cities, and MN Children's Hospitals have allowed the museum to have a greater impact in our community and provide richer programming. Danielle's engagement and leadership in the broader community ranges from the museum world, to the arts world, to general community involvement focused on critical issues. She is currently helping to establish North Star Connect, Minnesota's new emerging museum professionals group. Danielle also engages with the Minnesota Association of Museums and was selected as their Emerging Museum Professional 2015 Conference awardee. Danielle also sits on the Traditional Music Committee for the Irish Fair of MN, and volunteers and participates in community involvement as

(Continued on page 5)

(Continued from page 4)

much as possible. This has included participation with organizations such as the youth development non-profit Project Success, Sanford Middle School, Minneapolis Community Education, Eat for Equity, Transit for Livable Communities, and Lionsgate Academy for children with Autism.

If you'd like to learn more about Danielle's work as a performing artist you can visit her website – www.DanielleEnblom.com 



National Train Day

Last year's National Train Day was an incredible success, and this year, The Transportation Museum, Union Depot, Ramsey County Regional Rail, and TCMRM are gearing up for an even bigger celebration over the course of TWO days. Danielle Enblom and Erik Johnson are working with the Union Depot and TCMRM to coordinate planning. There will be a couple of visiting exhibits for the event (which will be announced in a newsletter soon), an evening dinner event, and of course 2 days of family filled fun. The Transportation Museum hopes volunteers will get on board with this big event and wants to make sure everyone is kept in the loop and up to date one where volunteers can help out. Therefore, Danielle and Erik will be holding some volunteer meetings in April to prepare for the weekend. As usual, the best place to stay up to date on developments is the events page on the website and the newsletters that get sent out a few times a month. So keep an eye out or information coming in March, and be sure to spread the word! 



New Membership Program to be Launched in March

You may have noticed an email to our membership last month thanking everyone for their membership applications, and to watch for information on a new membership system, at which point we will be sending out a great new membership packet that is designed by Member Planet, an online membership program that will be enhancing how we deal with our members. Danielle Enblom and Erik Johnson have been researching membership management programs over the last couple of months, and have finally found one that is comprehensive and fits the Transportation Museum's needs. This will be an exciting addition to our museum. We will have more streamlined membership sign ups and renewals, a more efficient member card system, intelligent member management that will help us learn about what each individual member wants to learn about to make sure families are getting information for families, people interested in after hours events get that information, and so on. The program also includes event and volunteer management options that will help us be more effective and efficient. The program we've chosen has great reviews amongst other museums and non-profits, is easy to use, and will help us reach our members in a more professional and streamlined way. There will be more to come on this in March, so keep an eye out for a newsletter! 

What follows is an article on the history of the Dresser Trap Rock. Which is kind of important to our operations on the Osceola & St. Croix Railway

John Wunder Founds Trap Rock Company



John Wunder, founder of the Dresser Trap Rock plant.

The basaltic rock that shapes the spectacular scenery of our valley is also the basis of the local traprock industry that blasts it out of the earth and crushes it into various usable sizes, to be trucked wherever it is needed for road building, railroad beds, banks and erosion stabilization, landscaping, and even as particulate on roofing shingles.

The plant, at the south edge of Dresser village, was built in 1914 by John Wunder. A German immigrant, he by then owned Gopher Sand and Gravel Company in Minneapolis, in conjunction with his concrete-building construction business. Wunder had that same year bought out a financially struggling local corporation attempting to establish a traprock* quarry in Taylors Falls.

Wunder became interested in traprock after discovering that the crushed rock considerably strengthened his concrete buildings.

Traprock is hardened lava that flowed over this region from fissures in the earth some 1.1 billion years ago, creating ledges and outcroppings. It is one of the hardest, most indestructible rocks in the world. Its name comes from the geologic term for "any of various fine-grained, dark-colored igneous rocks having a more or less columnar structure, especially basalt."

*traprock is one word, according to Webster.

In the Dalles of the St. Croix River can be seen the columns, or steps, formed as the rock has split and broken.

Taylors Falls historian, Jack Liljenberg, said that the fledgling company there folded even before the rock crusher, purchased in New York, could be installed. "The dynamite blasts on the hillside above the town—and flying rock debris—got the people up in arms, and their protests brought an end to those operations even before the site was prepared."

Evidence of the proposed plant can be made out in what is now still referred to as "Rock Crusher Woods," southwest of the Angels Hill neighborhood, now part of the Minnesota Interstate Park. The looming exploitation of the traprock landscape spurred local citizens to support the establishment of the park.

Even as early as the 1880s, the attraction of crushed traprock as an inexpensive road surfacing material was threatening the intrinsic beauty of the craggy bluffs above Taylors Falls. (Dalles traprock was used in surfacing the old Fort Road that became West Seventh Street in St. Paul.) The Taylors Falls and Lake Superior branch of the St. Paul and Duluth (later Northern Pacific) Railroad, completed in 1880, would have offered transportation of the heavy material.

John Wunder's son, Harvey, had moved to Taylors Falls in 1920 to take charge of operations, which apparently were confined to excavation of sand and gravel from the company's other properties, mainly along Basil Street to the north and east in the village. Harvey bought and moved into what was known as the Walker House at 213 Basil Street on Angels Hill. He



Above: A drilling rig. Below: The high-line rails to the crusher.



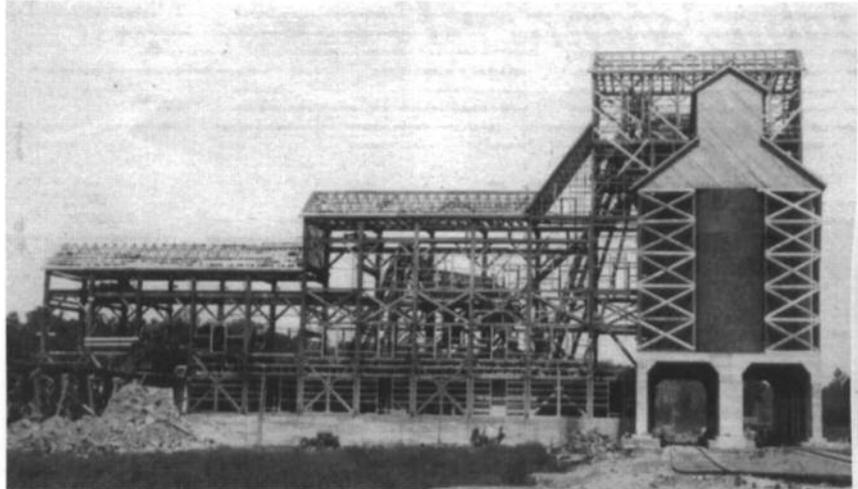
eventually took over management of the Dresser traprock plant.

Harvey Wunder had met his future wife, Martha Cecilia Ostrom, who was living with an aunt in St. Croix Falls, while doing preliminary work on the Taylors Falls project before entering the armed forces during World War I. A daughter, Marjorie Lois, and two sons, John Harvey and William Henry, were born to them. Both sons died serving as pilots in World War II. After Martha's death in 1925, Harvey married Claudia Hansen, and they had one child, Rolf Martin.

An engineer, Harvey Wunder had worked on the 1914 construction of the traprock plant at Dresser. That was a huge project, employing at least 100 men at a time (including, according to some reports, imported Italian laborers such as had worked a decade earlier on construction of the hydropower plant at St. Croix Falls).

There was rock to blast, track to lay, and fill to dig and haul for the "high line" railroad that would carry the rock to the top of the crusher plant. Some 5,300 yards of concrete were placed for the foundation. Four carloads of timber posts went into the framework of the main building.

Two long buildings, a cookhouse and a bunkhouse, were built for the workers, and a farmhouse remaining on the land was used for storage. The plant was located on land that had been the farms of Thomas Michelson and William Dresser. Wunder grasped the opportunity to purchase the rocky land cheaply through a real estate



The unique building under construction. Below: The steam shovel fills the dinky cars.



Lila Demulling tallies the weight of truckloads of traprock on the scale outside the office window.

agent who, apparently, led the owners to believe it was worthless except as "a sheep ranch."

And, finally, there were the gargantuan machines to install.

The primary crusher was believed to be the largest open jaw crusher in the world. It weighed 220 tons, with a 40-ton swinging jaw. As reported in the *Osceola Sun*, it "will crush rock that is 6 x 7 feet into pieces as small as 12 inches and from there the rock is conveyed in iron bucket conveyors to a smaller crusher which weighs 70 tons." That "smaller" crusher could break the rock up as coarse as three

inches and "as fine as dust."

Two steam shovels were brought in to load the rock chunks into quarry cars that were hauled to the crushing mill by steam locomotives called "dinkys." The steam shovels—"two-man Osgood shovels"—and the "dinkys" had been used in building the Panama Canal, which had just been completed.

Three steel tanks 44 feet in diameter and 40 feet high could each hold 1,800 yards of gravel or crushed rock; other concrete tanks had a capacity of 6,000 yards of crushed rock each. Altogether, the tanks could hold the equivalent of 1,185 carloads of rock. The broken rock was conveyed to the tanks and sorted according to size by a large screen shaker.

The company began operations with a contract to supply 65,000 yards of rock, probably for railroad track ballast.

The rock crusher building of Dresser Trap Rock Company, with its starkly towering mill, became a landmark, often photographed and sketched. The company provided employment for more than 60 men at various times, and using support services of area businesses, it was, and still is, a major factor in the local economy.

Over the years, the plant has been streamlined, from the original horse and steam-powered equipment to conveyor-belt automation. But in the early days, horses were indispensable to the operation.

In 1918, Jule Larson (1890 - 1965) had moved his family from his farm at Cushing to Dresser, where he ran a stable and engaged in "horse-trading," according to his son-in-law, John Larson. Jule was married to Anna Peterson, whom he met while both were students at the Lanesdale School. Their only child, Violette, became John's wife.

Jule started hauling for the traprock company, and in 1920, began working with his horses to remove the "overburden," in preparing to blast away the rock. The overburden, John explains, was the soil and vegetation that could vary from a few inches to six or eight feet in depth. It was done with a "fresno scraper" to which the horses were harnessed.

By about 1928, Jule had worked his way up to where John Wunder assigned him to take charge of the Minneapolis operation, and the family moved there. However, in 1930, Harvey Wunder, who was managing the Dresser plant, died at the age of 41 from peritonitis, after suffering a burst appendix. John Wunder then sold the Gopher plant in Minneapolis, and Jule was called back as manager at Dresser. Jule then bought a house at 406 North Washington in St. Croix Falls, now location of a laundromat.

After John Wunder died in 1939, the company continued as a family-owned corporation until 1949. When it appeared that the plant might be closed, a group of local businessmen

formed a corporation to buy the quarry and mill. Jule Larson was the general superintendent and also vice-president of the new company, which began operations June 1, 1949.

Carl Thye, Dresser, was elected president; Louis G. Nagler, St. Croix Falls, secretary; Harry S. Pomeroy, St. Croix Falls, treasurer. Other stockholders elected to the nine-member board of directors were Floyd Pomeroy and James C. Miller, of St. Croix Falls; Elmer Strohbeen, Osceola; Robert Soderberg, Dresser; Mel G. Astleford, Minneapolis; and Francis H. Smith, St. Paul.

In 1960, the company was purchased by W.L. and Charles Bryan, producers of quarried rock, with headquarters at Shakopee, Minnesota. They remodeled the plant, disposing of the steam-powered equipment, changing to diesel. The plant changed hands again in 1976, when purchased by John Conlon, of Milwaukee, and again in 1979, when the current owner, Dresser Trap Rock, Inc., acquired it.

The Soo Line Railroad, which arrived in Dresser in 1887, and is now part of the Canadian National, played an important part in the early traprock plant, not only as a principal user of the rock as track ballast, but also in transporting it to various users. A rail still runs to the crusher mill, where railroad cars are loaded directly from the tipple, to be transported by CN rail to wherever the rock is to be used.



Trucks now transport about half the production.

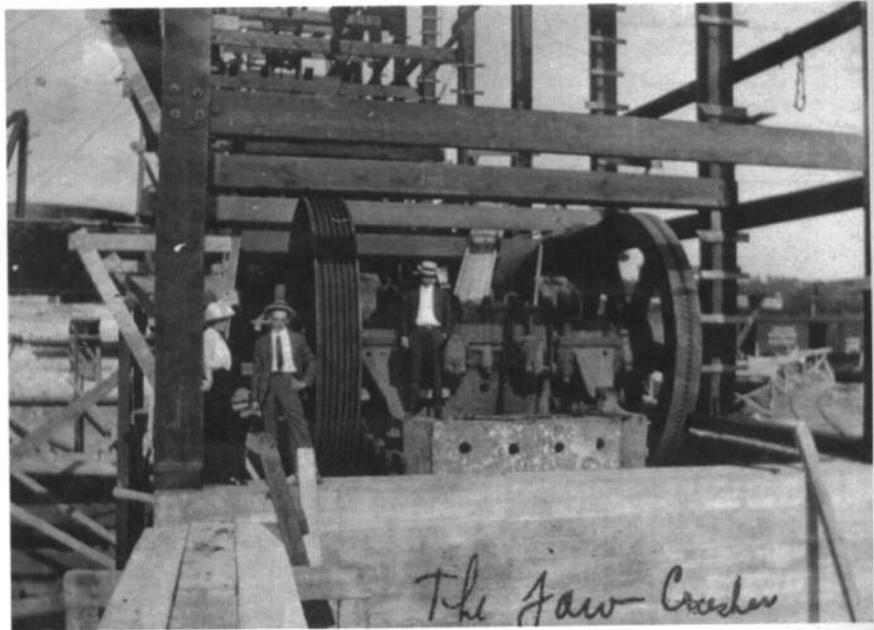
Dresser Trap Rock, Inc., currently produces about one million tons of traprock a year, according to Ivan Bowen, president of the company.

From the giant jaw, chunks of traprock pass through any or all of a series of sixteen auxiliary crushers, and 17 variegated screens, on a system of conveyors and elevators. Twenty sizes of material are produced, separated in bins of 2,000-ton capacity, for "load-out" onto trucks or railroad cars.

One of the major variances occurring since the early 1960s is the method of blasting the basalt from the 100-foot high face of the quarry. Originally, tunnels were jack-hammered and hand-dug deep into the ledge from the quarry floor and large charges of dynamite detonated to bring down massive piles of rubble. The resulting shock through the rock ledge shook the ground and could be heard for miles around... sometimes rattling windows and glassware in kitchens and bringing protests from homeowners.

"Now, we prefer to shoot many smaller, controlled blasts, that cause less vibration and noise, and are far safer," Bowen explains. "Instead of packing dynamite into tunnels, we drill 6-1/2-inch holes into the top of the ledge, and pack them with ANFO, which is a mix of ammonium nitrate and fuel oil. We'll split off just one column, maybe some 600 pounds, at a time." That's quite a contrast to the last huge explosion in 1957 that detonated 43.5 tons of explosives to bring down 870,000 tons of rock.

The plant was a picturesque anachronism of old-time steam-powered machinery until the major renovation of the early 1960s. Previously, three steam locomotives hauled the rock over a five-mile network of rails intersecting 640 acres of company land. Two 140-ton steam shovels — that took three men, each, to run — and a huge crane loaded the rock into ten-yard quarry cars that were hauled to and dumped into the crusher at the mill. Before STH 35 between Dresser and St. Croix Falls was rerouted up



Installation of the jaw crusher.

and over the hill, the road ran through the company grounds, under the trestle between the quarry and the mill.

Catastrophe struck on Nov. 4, 1993: The unique old traprock mill burned to the ground. Fire started in the upper levels of the 10-story tower, and the building, constructed of two-foot square timbers and corrugated tin siding was engulfed in flames by the time it was spotted about 6 p.m. Earlier in the day, workmen had been using cutting tools to do some remodeling, and apparently sparks ignited the blaze. Efforts of five area fire departments concentrated on saving other buildings, machinery and equipment. The plant was back in operation by the next spring.

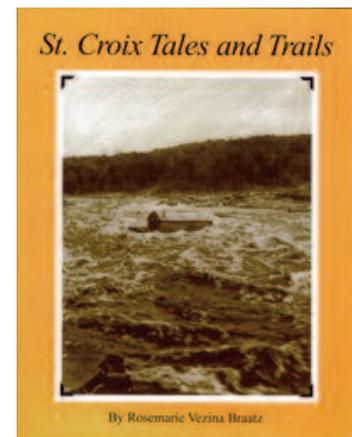
According to William Scott, of Taylors Falls, architect and preservationist, the old building was "very significant in its design, and could well have been listed on the National Register of Historic Buildings. It was an excellent example of contemporary industrial architecture, typical of a style that became popular in the 1970s for industrial buildings, referred to as 'Brutal,' featuring heavy construction, small windows, and many different roof slopes. The traprock building certainly had all that! It was a terrible loss."

Today, Ivan Bowen points out, con-

veyor belts move the rock from quarry to mill, and within the mill to the various crushers and storage loading tanks. A staff of less than 20 people is needed to run the plant, the more dangerous jobs having been eliminated by automation.

*This article is part of the book
St. Croix Tales and Trails
by Rosmarie Vezina Braatz*

Available for purchase in the OSCVR depot gift shop at our operations in Osceola WI.



Coming Events



Board meetings are on the third Thursday of every other month.

February 18th
April 21st
June 17th

December 2015 - Letter and nomination form sent to membership, to nominate Directors.

January 31st, 2016 - Deadline for nominations.

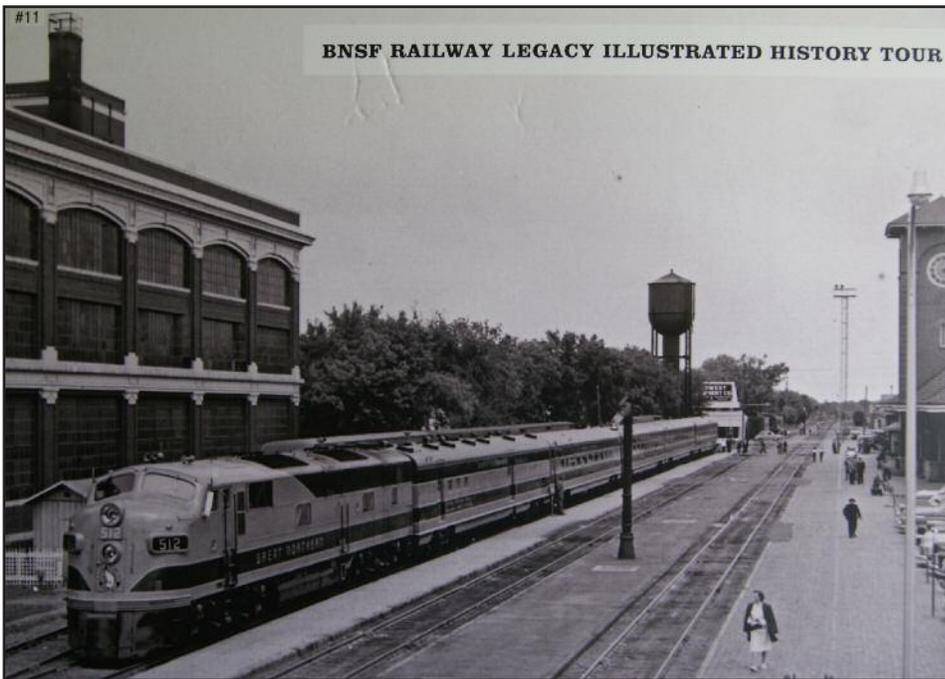
February 15th, 2016 - Nominating Committee advise nominees, supply forms.

February 28th, 2016 - Candidacy forms due.

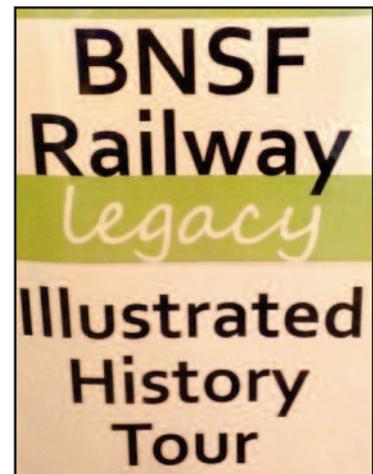
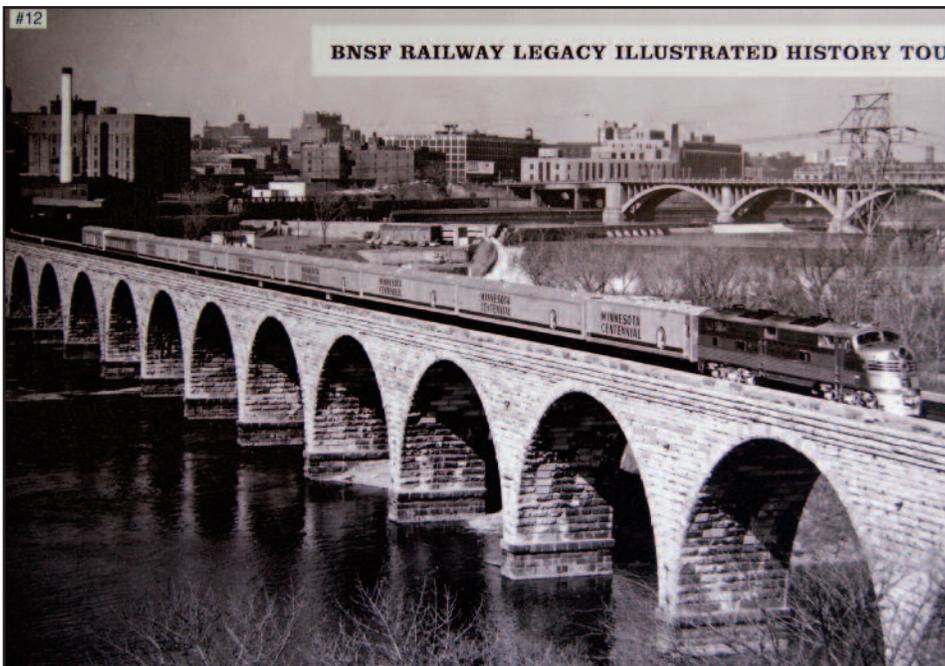
Annual Meeting

March 17th, 2016

February	2/17	1030	Tots 'n Trains
	2/18	1830	MTM B of D Meeting
	2/20	1200	b'day party PARTY CAR+
	3/27	0900	JSRTR Code class
		1030	Graeme b'day 3yo
		1330	Jacqueline b'day 9yo
	2/28	1400-1800	MGRS model party
March	3/2	1030	Tots 'n Trains
	3/5	0900	JSRTR Code class
		1200	Car Club chili feed Garry Y
	3/10	1900	TCD/NMRA
	3/12	0900	JSRTR Code class
	3/16	1030	Tots 'n Trains
	3/17	<i>tbd</i>	MTM Annual Meeting
	3/19	0900	JSRTR Code class
	3/27	-----	Easter
	3/30	1000	Owatna Senior gr 22s
April	4/2	0900	JSRTR Code class
	4/6	1030	Tots 'n Trains
	4/9	1600	Butler/Nelson Wedding Reception
	4/14	1900	TCD/NMRA
	4/16	0900	JSRTR Code class
	4/20	1030	Tots 'n Trains
	4/21	1830	MTM B of D Meeting
	4/30	1100	Opening Day OSCVR
	4/30 - 5/1		National Train Days
May	5/3	1100	OSCV Dining Charter
	5/4	1030	Tots 'n Trains
	5/8	-----	Mothers Day
	5/12	1900	TCD/NMRA
		1100	OSCV Dining Charter
	5/14	1200	C&NW Convention 140 box lunches
	5/18	1030	Tots 'n Trains
June	6/11	1100	OSCV Dining Charter
	6/17	1830	MTM B of D Meeting
	6/19	-----	Fathers Day
	6/21	1100	OSCV Dining Charter
	6/30	1100	OSCV Dining Charter
July	7/23	1030	Matthew b'day



This month continues a look at the Legacy Illustrated History Tour located in the Great Northern Railway Drover's Coach. Here are the next two photos from the display.



- 11. Red River train in service at Fargo ND.
- 12. 1958 – Minnesota Centennial train on Stone Arch Bridge. Each car depicted different Minnesota historical highlights and was opened at scheduled stops along its route.



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Osceola & St. Croix Valley Railway

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Classic Buses

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Minnehaha Depot

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Security Procedures



When folks park in the west/back lot on days when the roundhouse isn't open, not everyone who is in Bay D remembers to look thru the building to see who is still here when they leave. There are many people who come and go in the office area only and don't think about the rest of the building.

In an effort to reduce instances where the front end of the building doesn't know who's in the other end of the building, please do the following:

There is a clipboard with a list on it near the alarm panel in the front/east lobby. If you are working in bays A – C or the west yard, please note it on the list in the front/east lobby. Simply put your name, where you're working, and when you expect to leave. This DOES NOT REPLACE THE SIGN-IN

LOGS at the back door. This is a courtesy for anyone in the building.

Everyone, please remember to check the entire building and both parking lots before you set the alarm when you leave. Hopefully, this list will make that easier. ☺

Assets

Over 200 volunteers spent over 27,000 hours in 2015 working on equipment, running the train and talking to our guests. And this is only what was tracked or reported. There are those of you who are never recognized for what you do because you wish to remain anonymous. But know that you are included in our thanks.

The numbers below reflect the volunteer to visitor ratios for the Museum, JSR and OSCVR. The Shop is reported for the total Museum visitors since they work for both major venues. For those of you who are wondering, the Minnehaha Depot reports go to the Historical Society.

Shop hours total 10362.25 for 29568 visitors
JSR hours total 7355.75 for 15354 visitors
OSCVR hours total 5450 for 14214 visitors

Grant applications often want to know how many hours our volunteers put in and put a value on those hours. This year it's \$23.

You folks are our greatest assets. Simply . . . Thank you.

Many of you ask for hours for tax purposes. As the numbers above may indicate, it's a big job to track all of it. The number of days worked will no longer be provided. Everyone has calendars, please note which days you come to any venue on your own. Barb will continue to provide total hours to anyone who asks for tax purposes or employer matching grants. Just send a request to mtmbarb@gmail.com. ☺

1876: Snow on the Northern Pacific

A correspondent of the St. Paul Pioneer Press, who went through from Fargo to Bismarck on the first train of the season which ran over the Dakota Division of the Northern Pacific thus describes the return trip: 'It is unnecessary to detail the retreat [comparing it to Napoleon's retreat from Moscow]. It is enough that we had had our Borodino and Moscow. We did not expect to pass the Beresina, but we did before reaching thirteenth 'siding.' The wind had been blowing all day. About three o'clock p. m. snow began to fall, and the blasts from the southeast were terrific. Stand it! Face it! No. Those terrible wind-gusts, carrying snow so thick that no object can be seen three paces distant, hurled with a force of seventy miles per hour, are more than poor, weak man can endure. Out on the open spaces we must grope as in the dark, and if long exposed lie down and die. In the cuts one would soon smother, or, facing the wind, freeze standing upright. Here we are for the night. Drifts ahead of us, drifts behind us; the whole atmosphere one solid drift, mountains high! What an overpowering storm. The whole earth with all its great weight in utter confusion and with terrible impetus appears to be driven along by the storm king, whose relentless fury destroys everything it touches, screaming, shrieking, howling hideously along, no friendly wood or elevation to check its appalling force and power; the cars rock to and fro; the wind searches every crack and cranny, and the fine snow sifts as through a thousand pores. Face it! See how quick the tender flesh reddens and the cheeks tingle and smart as the snow, frozen into the finest powder and each kernel the point of a needle driven at a velocity of seventy miles per hour, strikes against them! Gust after gust whistles by, and the great rush of the storm is like the tremendous tumult of an alpine avalanche. It roars and tears along the livelong night without abatement, each successive gust coming with continuous fierceness, and as it whirls by another takes its place, filling the great void around with deafening sounds.

'Here we are! and what a prospect for reaching Fargo!

The morning breaks. The sun rises, but it is not the sun of Austerlitz. The winds are lulled;



General George Armstrong Custer's last winter



1870's Northern Pacific snowplow train
Brainerd Minnesota



The Blizzard of 1966 hit south central North Dakota very hard. Near Linton, this Northern Pacific Railroad engine was severely damaged by snow.

