Artifacts & Landmarks

Appendix B
Appendix B

ODENKIRK
JULY 4, 1889
HE MC MYLER
MFC 6
C FVELAND 0
Original Wooden Trestle

beneath current earthen causeway crossing Mud Lake
Duluth Population

1860 – 80
1870 – 3,131
1880 – 3,483
1890 – 33,115
1900 – 52,969
1910 – 78,466
1920 – 98,917
1930 – 101,463
1940 – 101,065
1950 – 104,511
1960 – 106,884
1970 – 100,578
1980 – 92,811
1990 – 85,493
2000 – 86,319
TOWNSITE AND PLANT McDougall-Duluth Co., Riverside, Minn.

SCHEDULE OF BUILDINGS.

A Riverside Hotel .......... 80 ft x 120 ft.
B Riverside Store & Auditorium ... 80 ft x 80 ft.
C Riverside Hospital ....... 40 ft x 75 ft.
D Employment Office ....... 30 ft x 50 ft.
E Garage .................. 60 ft x 120 ft.
F Club House ............... 20 ft x 60 ft.
G Dormitory and Wings ... 20 ft x 150 ft.
H Dining Hall and Kitchen ... 80 ft x 80 ft.
J Boat House ............... 45 ft x 22 ft.
K Administration Offices ... 45 ft x 125 ft.
L Yard Offices .................. 45 ft x 80 ft.
M Cafeteria and Locker Room ... 60 ft x 80 ft.
N Gate House ............... 10 ft x 80 ft.
O Blacksmith Shop .......... 30 ft x 270 ft.
P Phoon Shop ............... 30 ft x 100 ft.
Q Fabricating Shop & Mould Loft ... 120 ft x 200 ft.
R Central Heating Plant .... 40 ft x 60 ft.
S Joiner Shop .............. 50 ft x 200 ft.
T Store House .............. 50 ft x 200 ft.
U Fire Station .............. 10 ft x 30 ft.
V Bolt & Rivet Storage Bldg ... 50 ft x 80 ft.
W Bolt & Rivet Mfg. & Air Tool .... 75 ft x 80 ft.
X Light Plate Shop .......... 50 ft x 80 ft.
Y Pipe Shop ............... 50 ft x 120 ft.
Z Pipe Shed ................ 18 ft x 25 ft.
AA Power House ........... 50 ft x 110 ft.
BB Pipe Rack ............... 25 ft x 83 ft.
CC Rigging Shop ........... 20 ft x 80 ft.
DD Boiler Shop ............. 88 ft x 245 ft.
EE Machine Shop .......... 88 ft x 395 ft.
FF Paint Shop .............. 53 ft x 115 ft.
GG Sheet Metal Shop ....... 30 ft x 80 ft.
HH Warehouse Building ... 80 ft x 210 ft.

Note—Buildings neither lettered nor numbered are dwellings.
This station was on Spirit Lake. According to the book "Morgan Park, Duluth, US Steel and the Forging of a Company Town," by Arnold R Alanen, this station was demolished in 1925. It was primarily used by workers commuting between the Morgan Park steel plant and Duluth. It was located in the vicinity of GPS: 46.686164, -92.207244, next to the original LSM line.

MILE POST 1.4 FROM RIVERSIDE JUNCTION

SEE PAGE 14 OF ROUTE SATELITE MAP

http://www.wes12k.com/mnpix/morganpark.jpg
Map Information

Full Title: Plate 036
Full Atlas Title: St. Louis County 1893 - Duluth City
State: Minnesota
Location 1: Unattributed
Location 2: Unattributed
Publish Date: 1893
Publisher: Fred B. Roe
Number Maps in the Atlas: 39
Map Original Width: 28.41"
NEW DULUTH

This station was on East Hudson Boulevard between Herman Avenue and Commonwealth Avenue at approximately GPS: 46.654380, -92.223433.

Photo by J.H. Lemke - 1964

MILE POST 4.3 FROM RIVERSIDE JUNCTION

SEE PAGE 36 OF ROUTE SATELITE MAP

New Duluth

11.4 MILES FROM Duluth
Description:
The four story structure was occupied by the Coolerator Company after 1935. The Coolerator Company began in 1908 as the Duluth Show Case Company. Its name changed to Duluth Refrigerator Company in 1928, and to the Coolerator Company in 1934. It was a subsidiary of the Marshall-Wells Building Corporation.

Contributing Organization:
University of Minnesota Duluth, Kathryn A. Martin Library, Northeast Minnesota Historical Center Collections
Fond Du Lac (LS&M) - According to a Duluth Herald article by Jack D. Shipley (published Jan. 6, 1981), this Lake Superior & Mississippi RR station was built in 1870 and was moved to 13308 West Third Street. It served as a duplex and then became a restaurant around 1929. It served as The Old Depot Inn restaurant until 1985 and is now a house.

Fond Du Lac
14.3 MILES FROM DULUTH
13 SEP 1870 • DULUTH MINNESOTIAN
LAKE SUPERIOR & MISSISSIPPI RAILROAD — The Lake Superior & Mississippi Railroad is now completed and ready for Passenger and Freight business.

On and after Wednesday, August 17, 1870, and until further notice, a Passenger and Freight train will run as follows: (Connecting with stages at White Bear Lake for Stillwater and at Wyoming for Taylor's Falls).

**GOING NORTH**

<table>
<thead>
<tr>
<th>Leave</th>
<th>St. Paul</th>
<th>8:00 A.M.</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;</td>
<td>White Bear</td>
<td>8:50 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Centerville</td>
<td>9:05 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Forest Lake</td>
<td>9:30 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Wyoming</td>
<td>9:55 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>North Branch</td>
<td>10:30 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Rush City</td>
<td>11:00 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Pine City</td>
<td>11:40 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Hinckley</td>
<td>12:30 P.M.</td>
</tr>
<tr>
<td>&quot;</td>
<td>Kettle River</td>
<td>2:10 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Moose Lake</td>
<td>3:40 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>N.P.R.R. Junction</td>
<td>5:20 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Thomson</td>
<td>5:45 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Fond du Lac</td>
<td>6:30 &quot;</td>
</tr>
<tr>
<td>&quot;</td>
<td>Oneota</td>
<td>7:15 &quot;</td>
</tr>
</tbody>
</table>

*Arrive at Duluth 7:35*