

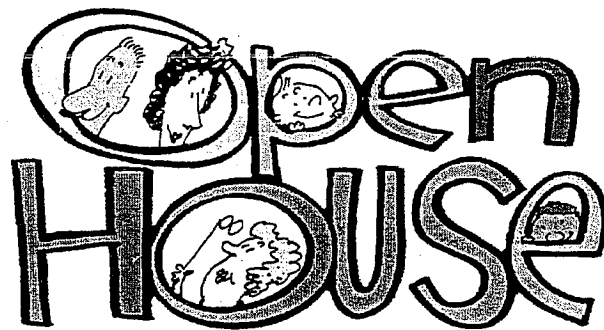


May 1999

Volume XVII

Number 1

PLYMOUTH HISTORICAL SOCIETY



Sunday, May 23rd – 1 to 4 P.M.

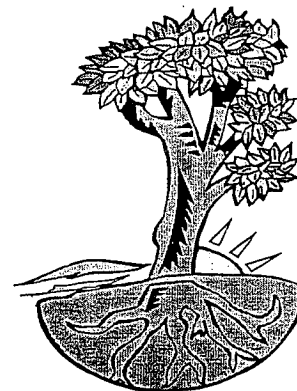
Find Your Roots

David Cross of the Minnesota Genealogical Society will provide an overview of the society and the resources available to trace your roots. This resource is now very close to Plymouth residents with its new location in Golden Valley.

Please see attached flyer for more details.

The schedule is as follows:

- Open House and Refreshments 1-4 p.m.
- Minnesota Genealogical Society
Presentation by David Cross 2 p.m.



So bring yourself and friends to help you start on your journey to find your roots!





Handy Helper Needed!!

The Plymouth Historical Society is looking for a person that could provide Handy Helper type services. Simple tasks like hanging pictures, fixing items, arranging artifacts, moving shelves, et. A few hours per week or every other week would be helpful. Contact Joe or Delores Morris at 535-8756.

Officers

The following are the present officers:

President	Jim Garvey	559-3047
Vice President	Ben Broman	559-5721
Secretary	Mable Swanson	545-7705
Treasurer	Harvey Schiebe	545-6127

Meetings



The monthly meetings are normally held on the 4th Wednesday of the month at 7 p.m. in the Plymouth Historical Society Building, located at 3605 Fernbrook Lane North, Plymouth, MN.

Mailing and Membership List

If you are not a member and want to sign up, or if you have any questions, please call Alberta Casey at 559-9366.

The annual dues are:

Individual	\$ 7.50
Family	\$12.00
Individual lifetime	\$100.00
Family Lifetime	\$150.00



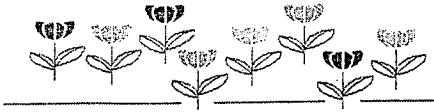
Board of Directors

The following is the present Board of Directors:

<u>Name</u>	<u>Telephone</u>	<u>Term</u>
Kay Bertrand	559-5042	1997-2000
Ben G. Broman	559-5721	1997-2000
Alberta Casey	559-9366	1996-1999
Vern Dotseth	559-3777	1995-1998
Myrtle Eckes	545-6168	1996-1999
Jim Garvey	559-3047	1997-2000
Joe Morris	535-8756	1996-1999
Joyce McCaughey	557-6948	1996-1999
Cork Ornborg	475-0930	1997-2000
Vern Peterson	559-2317	1995-1998
Gary Schiebe	473-4889	1996-1999
Harvey Schiebe	545-6127	1996-1999
Margerite Schiebe	541-7187	1997-2000
Mable Swanson	545-7705	1997-2000

Donations

St. Joseph Cemetery Records
Donated by Vern Doseth



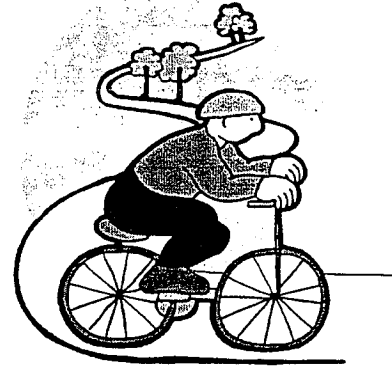
Wanted!!

Do you have any old pictures of the Plymouth area such as churches, homes, farms, people and events?? We would very much like to make a copy for the museum. Contact any of the board members if you can provide.



Carol Creelman

A long time member of the Plymouth Historical Society, Carol Creelman, passed away a few months ago. Carol was raised in Plymouth on the Creelman Farm near Parkers Lake. As a child she played in the old log cabin by Parkers Lake located on the Watertown Road (County Road 6). She recently donated a replica of the log cabin to the people of Plymouth and it is located in Parkers Lake Park. We all owe a debt of thanks to Carol for her great generosity.



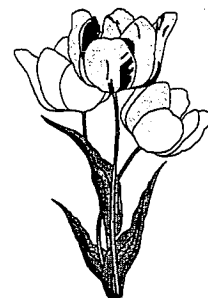
Electric Short Line Ry.

(Luce Electric Lines)

**Minneapolis to Hutchinson,
MN**

A bit of history in our midst but most people don't know a lot about the Luce line. We now walk, bike or cross country ski on it but at one time it was Plymouth's connection to the rest of the country.

The two articles are the courtesy of the Minnesota Transportation Museum.





ELECTRIC SHORT LINE RAILWAY



Time Table of Passenger Trains, Effective Sunday, June 21st, 12:01 A. M.

SUBJECT TO CHANGE WITHOUT NOTICE

WE WILL HAVE BOTH FREIGHT AND EXPRESS SERVICE IN THE NEAR FUTURE

ALL SCHEDULED TRAINS WILL LEAVE AND ARRIVE AT TERMINAL STATION AT 7th STREET AND 2nd AVENUE NORTH.

ALL EXTRA EXCURSION TRAINS, UNLESS OTHERWISE PROVIDED, WILL LEAVE AND ARRIVE AT WESTERN AND LYNDALE AVE. NORTH.

READ DOWN

READ UP

SUNDAY ONLY		SATURDAY and SUNDAY ONLY		DAILY										DAILY										SATURDAY and SUNDAY ONLY		
23	21	19	17	15	13	11	9	7	5	3	1	Miles	STATIONS	2	4	6	8	10	12	14	16	18	20	22	24	
A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	
11.45	2.15	9.10	11.45	7.45	6.20	5.20	4.15	1.15	10.15	8.15	6.15	0.51	Minneapolis	7.31	8.35	10.35	1.35	4.35	6.22	7.33	9.53	11.23	11.23	5.05	3.39-f	
11.51-f	2.21-f	9.14-f	11.47-f	7.51-f	6.26-f	5.26-f	4.20-f	1.20-f	10.21-f	8.20-f	6.17-f	0.51	Niunung (Lyndale and)	7.29-f	8.32-f	10.33-f	1.33-f	4.33-f	6.19-f	7.31-f	9.51-f	11.21-f	11.21-f	5.03-f	3.37-f	
													1.32	Cedar Lake Road	7.27-f											
													1.97	Glenwood Park	7.25-f											
11.57-f	2.27-f	9.20-f	11.53-f	7.57-f	6.32-f	5.33-f	4.26-f	1.26-f	10.27-f	8.26-f	6.23-f	2.24	Sixth Ave. No.	7.23-f	8.26-f	10.27-f	1.26-f	4.26-f	6.12-f	7.25-f	9.44-f	11.15-f	11.15-f	4.57-f	3.31-f	
													3.06	Bogden Green	7.19-f											
													3.58	Sweeney Lake	7.17-f											
													4.12	Turner X Road	7.15-f											
													5.39	Golden Valley	7.11-f											
													5.64	Winnetka	7.09-f	8.18-f	10.13-f	1.19-f	4.18-f	5.58-f	7.17-f	9.36-f	11.07-f	11.07-f	4.49-f	3.23-f
12.05-f	2.35-f	9.28-f	12.01-f	8.05-f	6.47-f	5.42-f	4.34-f	1.34-f	10.41-f	8.34-f	6.37-f	5.64	Winnetka	7.09-f	8.18-f	10.13-f	1.19-f	4.18-f	5.58-f	7.17-f	9.36-f	11.07-f	11.07-f	4.49-f	3.23-f	
12.07-f	2.37-f	9.30-f	12.03-f	8.07-f	6.51-f	5.44-f	4.36-f	1.36-f	10.45-f	8.36-f	6.41-f	6.64	Lake View Heights	7.05-f	8.16-f	10.09-f	1.17-f	4.16-f	5.54-f	7.15-f	9.34-f	11.05-f	11.05-f	4.47-f	3.21-f	
12.10-f	2.40-f	9.33-f	12.06-f	8.10-f	6.54-f	5.47-f	4.39-f	1.39-f	10.48-f	8.39-f	6.44-f	7.47	Medicine Lake	7.02-f	8.13-f	10.06-f	1.14-f	4.13-f	5.51-f	7.12-f	9.31-f	11.02-f	11.02-f	4.43-f	3.17-f	
12.12-f	2.42-f	9.35-f	12.08-f	8.12-f	6.57-f	5.50-f	4.41-f	1.41-f	10.51-f	8.41-f	6.48-f	7.93	Elmhurst Jct.	7.00-f	8.11-f	10.04-f	1.12-f	4.11-f	5.49-f	7.10-f	9.29-f	11.00-f	11.00-f	4.41-f	3.15-f	
													1.00	Elmhurst	6.55-f											
													8.60	Glenora Farm	6.58-f											
													9.20	McGowan's	6.54-f											
12.18-f	2.48-f	9.41-f	12.14-f	8.18-f	7.19-f	6.03-f	4.47-f	1.47-f	11.09-f	8.47-f	7.09-f	10.03	Parker's Lake	6.51-f	8.05-f	9.55-f	1.06-f	4.05-f	5.40-f	7.03-f	9.23-f	10.53-f	10.53-f	4.34-f	3.08-f	
													11.07	Creelman's	6.49-f											
													11.88	Gleason Lake	6.46-f	8.02-f	9.50-f	1.03-f	4.02-f	5.35-f	7.00-f	9.20-f	10.50-f	10.50-f	4.31-f	3.05-f
12.21-f	2.51-f	9.44-f	12.17-f	8.21-f	7.24-f	6.03-f	4.50-f	1.50-f	11.14-f	8.50-f	7.14-f	12.51	Wayzata	6.43-f	7.59-f	9.47-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.24-f	2.54-f	9.47-f	12.20-f	8.24-f	7.26-f	6.00-f	4.53-f	1.53-f	11.17-f	8.53-f	7.17-f	13.01	Ferdale	6.41-f	7.57-f	9.45-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.26-f	2.56-f	9.49-f	12.22-f	8.26-f	7.28-f	6.01-f	4.55-f	1.55-f	11.19-f	8.55-f	7.19-f	13.75	Summit Park	6.39-f	7.55-f	9.43-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.28-f	2.58-f	9.51-f	12.24-f	8.28-f	7.30-f	6.03-f	4.57-f	1.57-f	11.21-f	8.57-f	7.21-f	15.00	Meadow Brook	6.36-f	7.52-f	9.40-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.31-f	3.01-f	9.54-f	12.27-f	8.31-f	7.33-f	6.05-f	4.60-f	1.60-f	11.24-f	9.00-f	7.24-f	15.68	Long Lake	6.34-f	7.50-f	9.38-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.33-f	3.03-f	9.56-f	12.29-f	8.33-f	7.35-f	6.07-f	4.62-f	1.62-f	11.26-f	9.02-f	7.26-f	16.20	Hefflinger	6.32-f	7.48-f	9.36-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.35-f	3.05-f	9.58-f	12.31-f	8.35-f	7.37-f	6.09-f	4.64-f	1.64-f	11.28-f	9.04-f	7.28-f	16.71	Crystal Bay (at Minnetonka)	6.29-f	7.46-f	9.33-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.37-f	3.07-f	10.00-f	12.33-f	8.37-f	7.40-f	6.11-f	4.66-f	1.66-f	11.31-f	9.06-f	7.31-f	17.24	Maxwell Bay (at Minnetonka)	6.27-f	7.44-f	9.31-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.39-f	3.09-f	10.02-f	12.35-f	8.39-f	7.42-f	6.13-f	4.68-f	1.68-f	11.33-f	9.08-f	7.33-f	17.88	Stubbs Bay (at Minnetonka)	6.25-f	7.42-f	9.29-f	1.00-f	3.59-f	5.32-f	6.57-f	9.17-f	10.47-f	10.47-f	4.28-f	3.02-f	
12.41-f	3.11-f	10.04-f	12.37-f	8.41-f	7.45-f	6.15-f	4.70-f	1.70-f	11.35-f	9.10-f	7.35-f															

- The sign f placed after the figures in above schedule indicates that trains will stop on signal to receive and discharge passengers.
- To flag car, passengers should stand near track and wave hand or handkerchief by day, a lighted match or lantern by night, while car is at least 1,000 feet from station. Keep flagging until motorman answers signal by two short blasts of car whistle. Cars will not stop unless properly flagged.
- Low rates are given to special parties, excursions and picnics.

- Rates of fare between Minneapolis and Lake Minnetonka points, round trip 50c; 10 ride ticket \$2.25; 25 ride ticket \$4.50.
- Children under 6 years of age in charge of adult free; those over 6 and under 12 years of age, half fare, and those over 12 full fare.
- Tickets can be purchased at Terminal Depot—7th St. and 2nd Ave. North.
- All east bound trains are superior to trains of the same class in the opposite direction.

TELEPHONES:
 General Office, Phoenix Bldg.—Nicollet 4664.
 Center 4664.
 Ticket Office, 7th St. & 2nd Ave. No.—Main 1987

NOTE—There are extra trains on Saturday and Sunday

General Office—Nicollet 4664
 Center 4664
 DE KOVEN HUNTER, General Manager

Electric Short Line Medicine Lake Branch

— Aaron Isaacs



Minneapolis Northfield and Southern - Minnesota Western Depot at Seventh Street, Downtown Minneapolis, circa 1940. Norm Podas photo.

Researching rail history is not unlike solving a riddle or puzzle. The more obscure the railroad is, the greater satisfaction when a new piece of information is uncovered. One particularly challenging subject for investigation is the Electric Short Line Railway, better known as the Luce Line, and later Minnesota Western. Having researched it for Electric Railways of Minnesota, I can testify that photos of the line in its gas-electric days are hard to find.

Even more obscure is anything concerning the Luce Lines's short lived branch up the west side of Medicine Lake in what is now Plymouth, eight miles west of downtown Minneapolis. Only one mile long, it left the main line at Elmhurst Junction, just west of the present-day grade crossing of West Medicine Lake Drive. From there it paralleled the lakeshore, a

block inland. After crossing a small creek, it ended at about 23rd Avenue North. This area is now a park and beach. At the time it consisted of a few houses, a small store and an ice house. The railroad called the place Elmhurst, and put up a small waiting shelter.

As the timetable shows, the branch saw three trains a day, at 7:05 AM, 10:55 AM, and 6:55 PM. In all three cases a westbound local made a side trip up the branch, backed down to the mainline, and resumed its way west. A careful look at the schedule reveals that all branch trains made time connections with eastbound mainline trains. For this reason no eastbound trains had to detour over the branch.

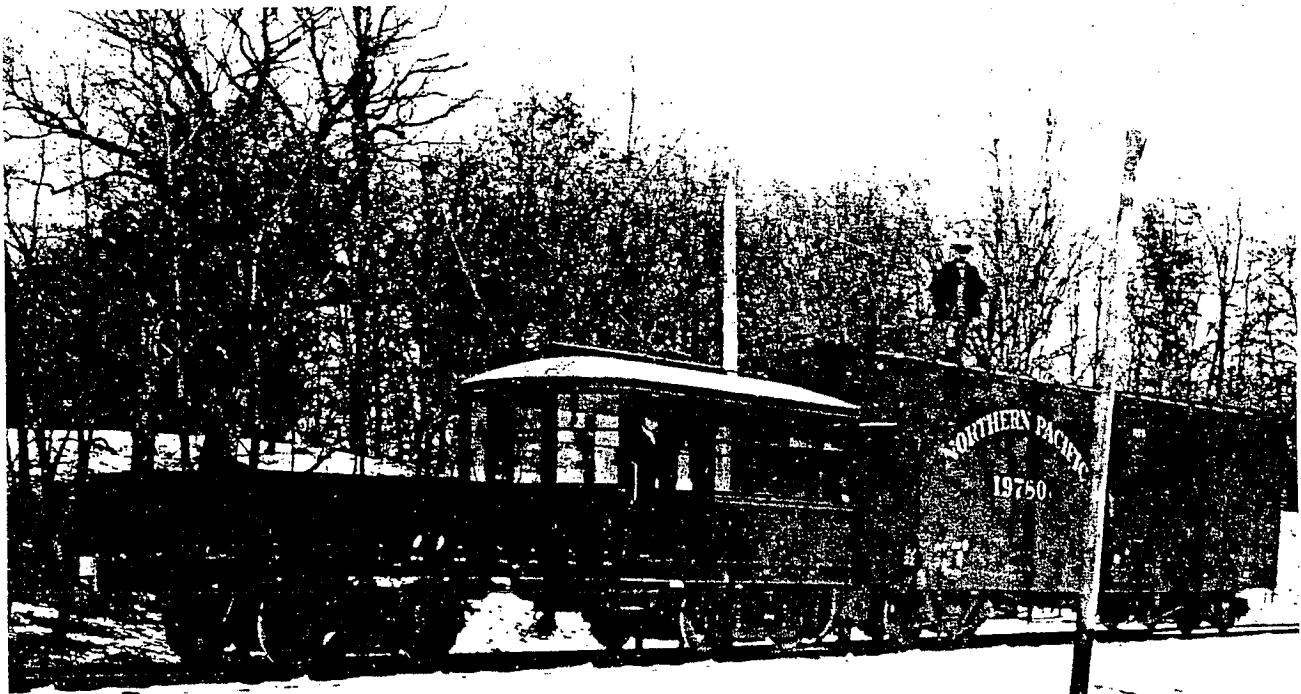
The branch began service in 1914 and only lasted a few years. The right-of-way is visible for most of its length. Much of it exists as a street, Forestview Lane.

I'm hoping that someone somewhere can shed more light on this tidy little mystery. Is a photo too



Minneapolis Northfield and Southern GE – Wason gas electric car 14 on its last revenue run, April 30, 1942. MNS 14 is similar to MW 30, 32, 36, and 38. Mpls. Tribune photo, MHS Collection.

much to hope for? If any reader has one, or other information, please send it to the Minnegazette.



University of Minnesota Inter-campus Line switchmotor with a boxcar in tow eastbound near Eustis street. University of Minnesota Archives

ELECTRIC SHORT LINE RY.

(Luce Electric Lines)

Minneapolis to Hutchinson, Minn.

The objective of the organizers of this company was to build an electric railway from Minneapolis directly west and southwest via Montevideo, Minnesota, to Watertown, South Dakota, through prosperous farming country.

The process of construction resulted in the formation of several corporations, the reasons for which are now obscure.

The Electric Short Line Railroad was incorporated in August, 1908, by Severn Solverson (Minneapolis), E. C. Hinde (Sioux Falls, S.D.) and Frank E. Reed (Glencoe, Minn.). Construction started during 1909 on a line beginning at 7th St. N. and 3rd Ave. N. in downtown Minneapolis westward toward Hutchinson, Minn. By 1912 rail laying had been completed on the first 8 miles of line, while an additional 25 miles of line was in various stages of construction. The first 3.19 miles (or 3.24 miles) from 7th St. N. and 3rd Ave. N., Minneapolis, to Boagen Green (later re-named Luce Line Junction when track of the Dan Patch Electric Lines reached this point) was completed (exclusive of any overhead poles and trolley wire) during 1913 at a cost of \$882,467.94. Additional track construction was completed by the Electric Short Line Railway, as described in the following paragraph. The name of the Electric Short Line Railroad was changed May 6, 1915, to the Electric Short Line Terminal Co.; on May 6, 1915, trackage rights were granted to the Dan Patch Electric Lines over the 3.19 miles of completed line. As of December 31, 1917, the ESL Terminal Co. had 355 stockholders of which the majority of the stock was owned by J. E. Luce (13,800 shares), Hazel Luce (3,000 shares), Gluek Brewing Co. (975 shares), Charles Gluek (480 shares) and others residing in Minneapolis, Sleepy Eye, Benson, and Hutchinson, Minnesota. Officers of the company were William L. Luce (President and Treasurer), Erle D. Luce (son of William L.) (1st Vice President) and Severn Solverson (Secretary), all of whom were also officers of the ESL Railway.

The Electric Short Line Railway had been incorporated in December, 1908, in Arizona. It was controlled through majority stock ownership by the Minnesota Construction Co., another corporation controlled by the Luce family. Officers of the ESL Railway were William L. Luce (President), Erle D. Luce (1st Vice President), Severn Solverson (Secretary), and R. C. Jones (General Manager). According to Minnesota Railroad & Warehouse Commission records the additional track construction was undertaken

and/or completed by the ESL Railway as follows: Luce Line Junction to Parkers Lake (6.94 miles) started June, 1909, and completed January 19, 1914; Parkers Lake to Stubbs Bay (7.78 miles) started April, 1913, and completed June 2, 1914; Stubbs Bay to Winsted (22.44 miles) started October, 1914, and completed February 13, 1915; and Winsted to Hutchinson (17.24 miles) started August, 1915, and completed February 28, 1916. Total cost of construction from Luce Line Junction to Hutchinson was \$1,639,006.39.

Statistics reported to the Minnesota Railroad & Warehouse Commission in the early years provide additional information:

June 30, 1914:

Operated under contract (Electric Short Line R.R.):

Minneapolis to Boagen Green 3.27 miles

Owned (Electric Short Line Railway):

Boagen Green to Stubbs Bay 14.51 miles

Total 17.78 miles

The ESL Ry. paid \$2.40 to the ESL R.R. for each round trip operated over its tracks.

June 30, 1915:

ESL Ry.: Luce Line Jct. to Winsted 37.16 miles plus sidings 4.25 miles = total track 41.41 miles.

ESL Term. Co.: Minneapolis to Luce Line Junction 3.06 miles plus second track 3.00 miles = total track 6.06 miles.

Total track of both companies was 47.47 miles.

December 31, 1917:

Luce Line Jct. to Hutchinson 54.40 miles plus sidings 7.80 miles = total track 62.20 miles.

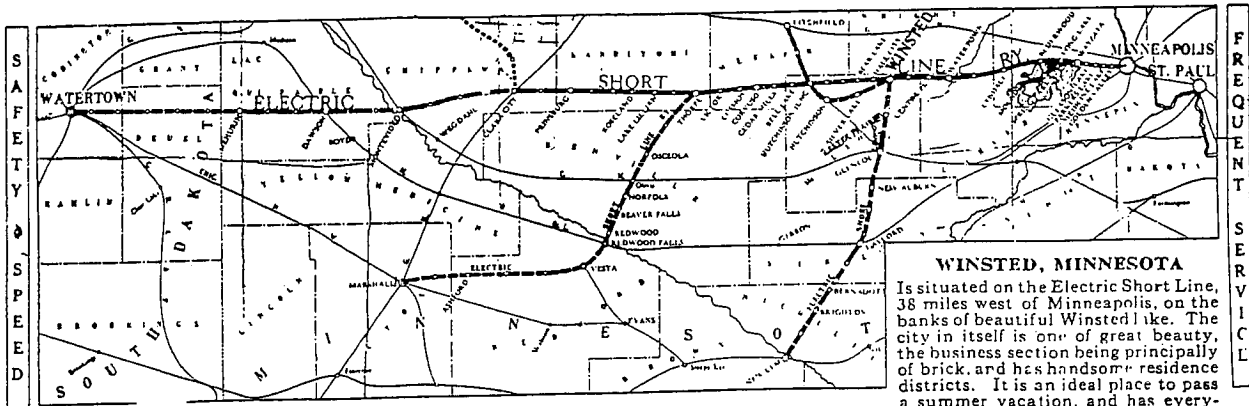
Trackage rights over ESL Term. Co. 3.06 miles plus second track 3.06 miles plus sidings 2.59 miles = total track 8.71 miles.

Total track of both companies was 70.91 miles.

The official records as of June 30, 1920, listed the mileage as: Luce Line Junction to Hutchinson 55.133 miles, sidings and yard tracks 7.931 miles, for total track of 63.064 miles.

According to the Minnesota Railroad & Warehouse Commission records, the property of the ESL Terminal Co. was either acquired directly or the contract therefor assigned to the ESL Ry. However it remained a separate corporation holding title to the roadway and track between downtown Minneapolis and Luce Line Junction (later re-named Glenwood Junction).

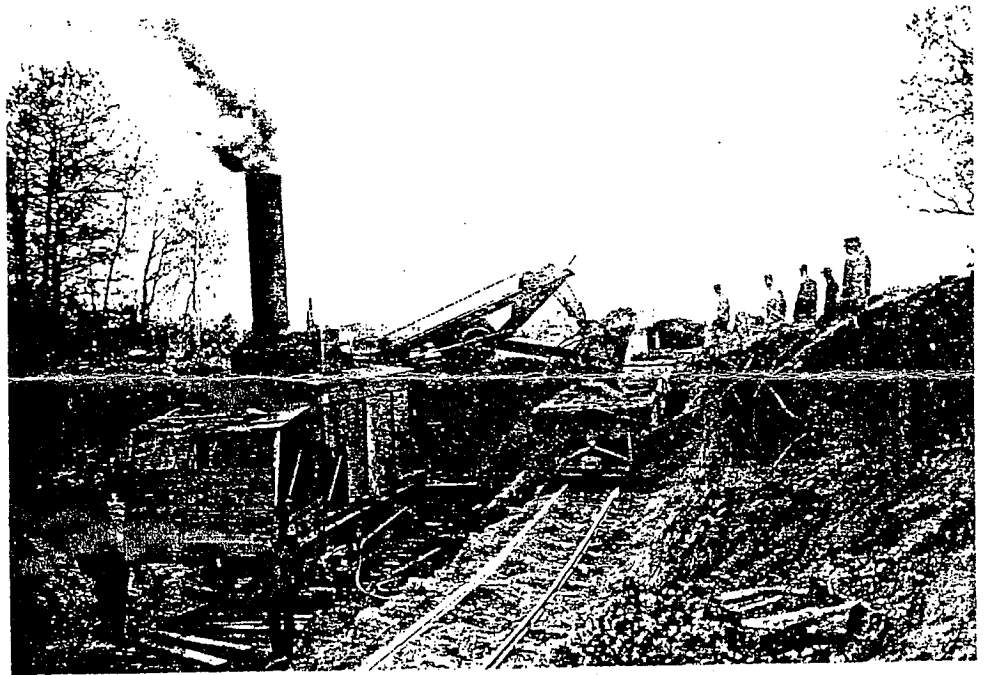
WINSTED, MINNESOTA.



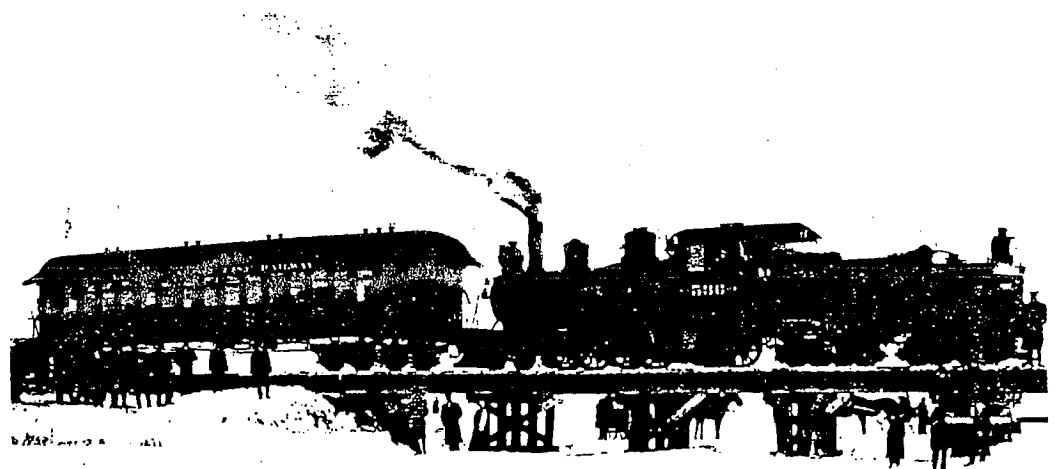
thing in that line that may be wished for. As a business center it is far superior to any town or city in this district, having many better and bigger business houses. It is taking on a gradual and steady growth, which will be hastened by the Electric Short Line.

THE CITY BY THE LAKE

Above: Reverse side of a mailing envelope used by the merchants of Winsted to promote their city and businesses. The map indicates the extent of proposed construction. This particular envelope was issued by the Peerless Clothing Store, Hans Brandser, Proprietor. (C. O. Brandser)



Center: Excavating a cut during construction of the track from Stubb's Bay to Winsted. (Fred Lhotka; C. O. Brandser collection)



Below: Ex Northern Pacific Ry. 2-6-0 locomotive 536 pushing the construction train over the trestle at Winsted. This style of passenger car was used as a trailer for the passenger motor cars. (Fred Lhotka; Francis B. Littfin collection)

None of this construction included overhead poles and trolley wire. Presumably the success of the Dan Patch Electric Lines in the operation of gasoline-electric passenger motor cars, coupled with the ever-present lack of funds, prompted the ESL Ry. to postpone electrification and begin operation with such equipment. However the "Luce Electric Lines" emblem appeared on all the passenger equipment.

The heterogeneous mixture of equipment owned by the company was apparently the result of acquiring what was deemed appropriate and necessary for the operation of a substantial railway between Minnesota and South Dakota. What actual use was made of much of this equipment, almost all of it acquired second-hand, is unknown. An equipment roster is presented separately at the end of this chapter due to its complexity. The reader may wish to refer to it at this point to properly appreciate the discussion that follows.

The carhouse and repair shops were originally located on the Electric Short Line Terminal Co. trackage where it crossed 6th Ave. No. in Minneapolis. The buildings constructed at this location included: Blacksmith Shop 16' x 20' completed in 1912; Oil House 14' x 16' completed in 1912; Engine House and Repair Shop 56' x 168' completed in 1915; and a Machine Shop 30' x 36' completed in 1919.

A Car Shed, 16' x 120', was completed at Stubbs Bay in 1916. Facilities at Hutchinson included a wye for turning the single end gasoline-electric motor cars.

An issue of the Brill Magazine in 1915 contained an article describing the operations of the line, which at that time had been completed only as far as Winsted. The population of Winsted was 400 persons; the only other intermediate towns of any size were Watertown, 600 persons, and Wayzata, 1150 persons. Pleasure resorts were located at Medicine Lake, Parker's Lake and Stubbs Bay (Lake Minnetonka) which produced substantial passenger traffic. The method of providing passenger service was reported as being the same as that employed

by the Dan Patch Electric Lines: General Electric gasoline-electric passenger motor cars pulling trailers. These trailers were former steam railroad equipment, ranging from open platform cars with four-wheel trucks, to Pullman sleeping cars and parlor cars with six-wheel trucks. The sleeping cars were supposedly used only in limited service. Three through round trips were operated daily between Minneapolis and Winsted, with five additional round trips daily between Minneapolis and Stubbs Bay. Running time to Winsted was two hours. Thirty-five regular and flag stops were observed, averaging one stop per mile. Maximum speed attained was 50 m.p.h. Thirty-seven passenger cars (motor cars and trailers) were available but only twenty-nine cars were used in normal operations.

The town of Hutchinson was started by a roving group of town-founding evangelists known as the Hutchinsons. Both the Great Northern Ry. and the Milwaukee Road had by-passed the town during construction of their lines to the west. But the town was promoted with such zeal in its early days that it became a dominant community in the region. Thus each steam railroad subsequently constructed a branch line into Hutchinson. The ESL Ry. became the third railroad to serve the town which at this time had a population of 2368 persons. The timetable effective May 19, 1918, indicates that the following service was provided:

Minneapolis-Hutchinson: three passenger round trips, one daily, one daily except Sunday, and one Sunday only; one freight round trip, daily except Sunday.

Minneapolis-Stubbs Bay: two additional passenger round trips, one Saturday and Sunday only, and one Sunday only.

It will be noted that this service is less than that operated during 1915. The passenger service was operated with the gasoline-electric passenger motor cars pulling trailers, while the freight service was operated with steam locomotives. This era was the most colorful in the line's history.

ELECTRIC SHORT LINE RY. (Luce Electric Lines).													
GENERAL OFFICES, Minneapolis													
Adams Express													
Sov.	5	8	Frt.	1	8	5	10	Frl.	4	SAT.	5		
SAT.	Sov.	Sov.	Sov.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Sun.	Sun.	Sun.
5-19-1918	570												
Daily	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
PK 1 20	10 40	8 10	7 30	11 00	4 20	01Lv. Minneapolis	Ar	10 15	7 05	5 30	1 00	3 45	7 55
7 30	10 50	8 19	7 55	11 09	4 29	3Sixth Avenue		10 05	6 54	5 00	12 50	3 35	7 45
1 40	11 00	8 28	8 11	11 18	4 38	6Golden Valley		9 57	6 46	4 50	12 40	3 25	7 37
1 42	11 02	8 30	8 10	11 20	4 40	6Winsted		9 55	6 43	4 45	12 38	3 23	7 35
1 48	11 08	8 37	8 17	11 27	4 47	8Medicine Lake		9 48	6 36	4 50	12 32	3 17	7 28
1 55	11 15	8 45	8 35	11 35	4 55	10Parker's Lake		9 40	6 28	4 10	12 25	3 10	7 18
2 04	11 24	8 53	8 45	11 43	5 03	13Wayzata	1150	9 32	6 20	4 00	12 17	3 02	7 10
2 11	11 31	9 01	8 55	11 51	5 11	15Meadowbrook		9 24	6 12	3 50	12 10	2 55	7 01
2 13	11 33	9 03	8 57	11 53	5 13	16Long Lake	200	9 21	6 09	3 45	12 05	2 53	6 57
2 20	11 40	9 12	9 12	12 02	5 22	18Stubbs Bay		9 12	6 00	3 40	12 00	2 45	6 48
		9 30	9 35	12 20	5 40	24Lyndale		8 54	5 40	3 05	11 50	2 30	6 31
		9 44	9 55	12 34	5 54	31Watertown	600	8 41	5 28	2 45	11 40	2 15	6 17
		9 55	10 20	12 45	6 06	36Hazleton		8 30	5 18	2 10	11 30	2 00	6 06
		10 08	10 35	12 58	6 19	41Winsted	400	8 17	5 07	1 50	11 20	1 45	5 55
		10 23	11 00	1 13	6 33	48Silver Lake	475	8 02	4 51	1 13	11 05	1 30	5 40
		10 40	11 30	1 30	6 50	68Ar. Hutchinson	2368 Lv. AM 7 45	7 45	4 35	12 30	10 50	1 00	5 25

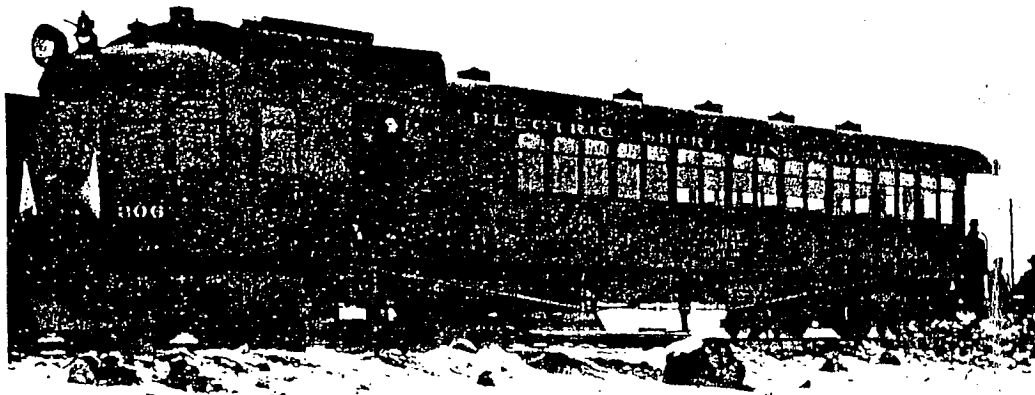
† Sat. Lv. Minneapolis 5.20 pm, ar Hutchinson 7.55 pm.



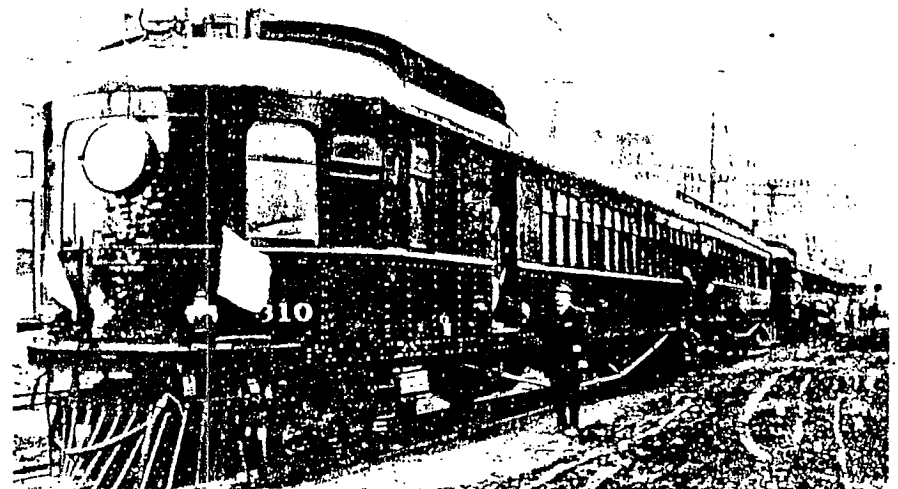
Arrival of the Luce Line "Special"
 Winsted Minnesota Feb. 16th 1915
 with Col. LUCE and party to attend Banquet
 celebrating the opening of the Line to Traffic.

Above and below left: (Fred Lhotka; C. O. Brandser collection)

Below right: A long line of passenger trains, each consisting of a motor car and trailer, loading at the Minneapolis station, 3rd Ave. N. and 7th St. N. In the early years of operation all extra excursion trains left from and arrived at Western (Glenwood) and Lyndale Avenues No. (Byron D. Olsen collection)



West of Winsted, Minn. Feb. 16th 1915.



The remainder of the line's history is presented for the sake of completeness, to indicate how the road developed into a short line railroad and then declined to an industrial switching operation.

The original objective of the line had not been forgotten, and as soon as financial conditions permitted construction of the line westward was undertaken. Trackage was completed from Hutchinson to Cosmos, 18.00 miles, during 1922, and from Cosmos to Lake Lillian, 8.34 miles, during 1923. Total cost of the extension, as of June, 1923, was \$476,230.77. Insufficient revenue quickly created financial complications resulting in the sale of the ESL Railway under mortgage foreclosure proceedings at public auction held in April, 1924. The bondholders' committee had incorporated the Minnesota Western Railroad in April, 1924, and being the successful bidders at the auction, transferred the property to the Minnesota Western R.R. It was reported that the line cost approximately \$2,000,000 to build and was purchased by the bondholders for \$275,000.00. Apparently any thoughts of electrification were forgotten and any reference to them eliminated from the corporate name; from now on it was strictly railroading. It is not known whether the Luce family lost control of the company at this time or in 1927.

During 1927 the extension of the line westward toward Montevideo was undertaken. A mortgage bond issue in the amount of \$600,000 was sold to finance the construction. Trackage was completed during 1927 from Lake Lillian to Gluek, 30.67 miles, but at a cost of \$612,399.48. It was impossible to secure additional financing and by force of circumstances Gluek became the western end of the line. An agreement was entered into during 1927 with the Minneapolis Northfield & Southern Ry. (successor to the Dan Patch Electric Lines) whereby the officers of that company would manage and operate the Minnesota Western R.R. Under the management headed by Harry E. Pence, track ballasting was undertaken on the entire line, freight service promoted and increased, and grain elevators and stock handling facilities constructed in many towns along the line. This management and operation agreement was to continue until 1956.

The 1927 mortgage bonds were foreclosed during 1932 and ownership was transferred to the Minnesota Western Railway which had been incorporated in October, 1932. Cargill Inc. subsequently acquired ownership of the property; as one of the world's largest grain wholesalers it planned to build a large grain terminal at Gluek where grain would be centrally stored then shipped by train to Minneapolis. The name of Gluek was changed to Wesota in accordance with the plans. But construction never materialized and Wesota once again became Gluek.

Operations continued through the years with the freight service operated by steam locomotives rented from the M. N. & S. Ry. Passenger service was never substantial enough to require more than gasoline-electric motor cars and an occasional trailer. Passenger service was discontinued during the 1940's and the steam

locomotives replaced with modern diesel-electric road-switchers.

The Minneapolis, Northfield & Southern Ry. formally acquired the Electric Short Line Terminal Co. from the Minnesota Western Ry. on December 28, 1955, and merged it with the M. N. & S. Ry. on September 4, 1956. (This included the terminal building and the line from downtown Minneapolis to Glenwood Junction.) The Minneapolis & St. Louis Ry. purchased all the outstanding stock of the Minnesota Western Ry. on August 3, 1956, thus ending the management and operation of the M.W. Ry. by the M. N. & S. Ry.

The name of the M. W. Ry. was changed to the Minneapolis Industrial Ry. in September, 1959. On November 1, 1960, the Chicago & Northwestern Ry. acquired the M. & St. L. Ry., the purchase including the Mpls. Industrial Ry. During June, 1967, operations ceased between Hutchinson and Gluek. Formal abandonment of the 104 miles of track from Plymouth (Parker's Lake) to Gluek occurred in 1972. The remaining portion from Glenwood Junction to Plymouth serves numerous on-line industries and thus survives for industrial switching purposes only. Interestingly, this remaining service continues to be worked by M. N. & S. crews, albeit using C. & N. W. equipment.

Equipment of the Electric Short Line Ry.

Annual reports furnished to the Minnesota Railroad & Warehouse Commission indicate the wide variety of equipment owned as well as the growth in the character of the operations provided.

June 30, 1914:

4 passenger motor cars, 18 passenger trailers, 8 box cars, 7 flat cars, 4 gondola cars and 1 caboose.

June 30, 1915:

6 passenger motor cars, 17 passenger trailers, 89 freight cars, and 2 steam locomotives.

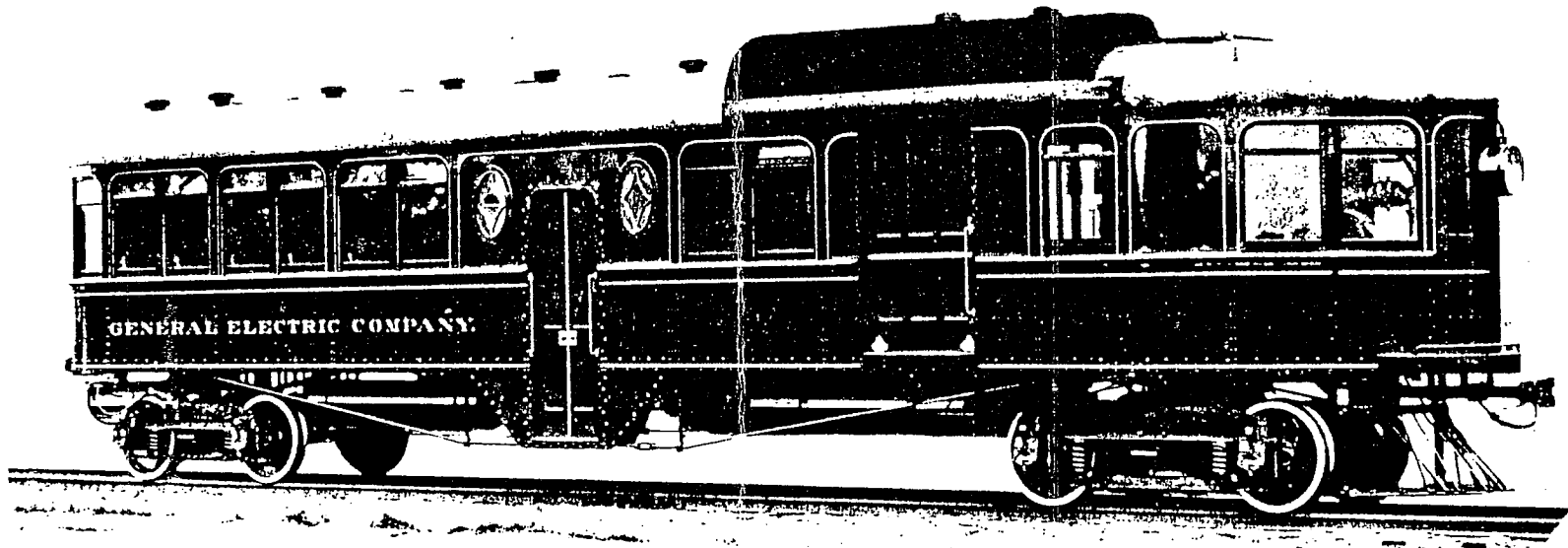
June 30, 1916:

6 passenger motor cars, 14 passenger trailers, 1 combination car, 1 parlor car, 3 sleeping cars, 135 box cars, 12 stock cars, 26 coal cars, 1 tank car, 4 refrigerator cars, 15 flat cars, 20 ballast cars, 1 steam shovel, 1 caboose, and 4 steam locomotives. (The 4 locomotives consisted of one 0-6-0 of 36 tons, one 2-6-0 of 58 tons, and two currently acquired 2-6-0's of 102 tons each.)

December 31, 1917:

3 passenger motor cars, 1 baggage & express car, 14 passenger trailers, 1 combination trailer, 1 parlor car, 2 sleeping cars, 135 box cars, 14 stock cars, 25 coal cars, 1 tank car, 4 refrigerator cars, 15 flat cars, 20 ballast cars, 1 steam shovel, 1 caboose and 3 steam locomotives. (The 0-6-0 locomotive was listed as being retired during the year.)

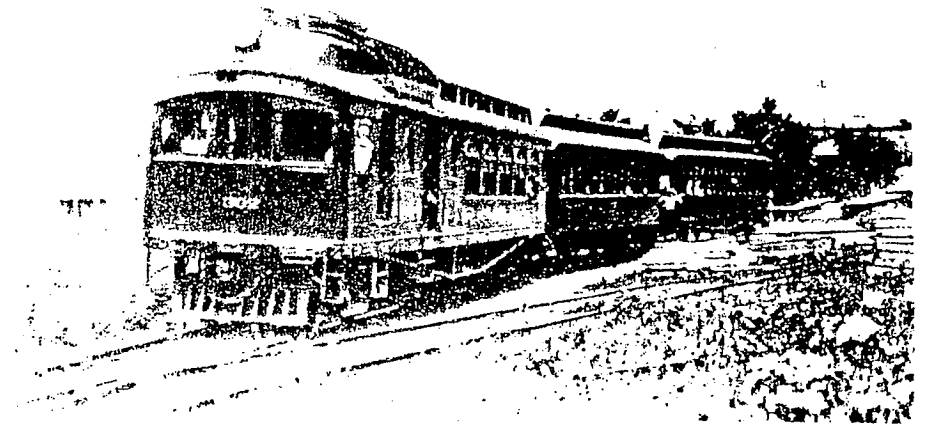
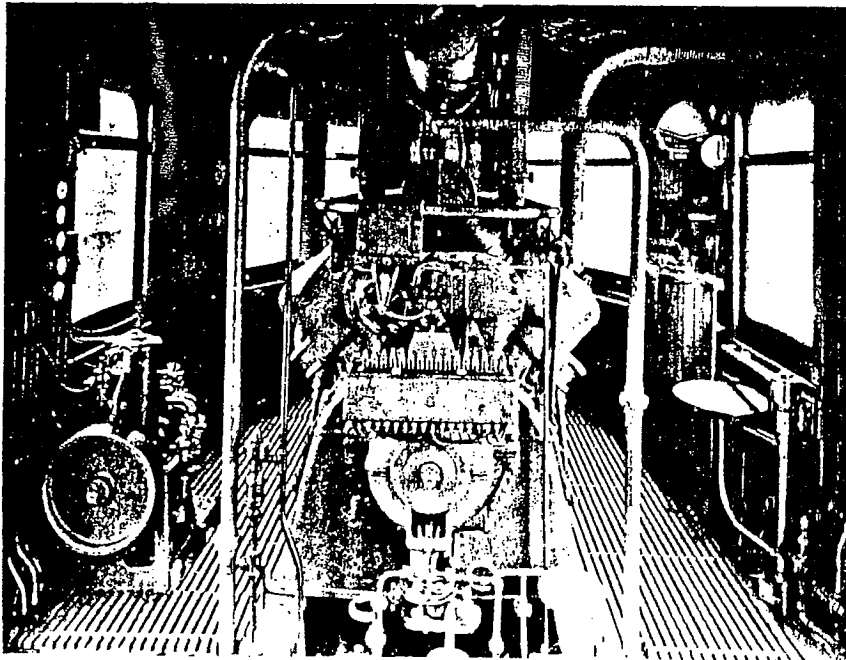
Much additional information has been located on the equipment, some of which creates conflicts and confusion. It is presented verbatim without attempts at reconciliation or explanation.



Above: General Electric Co. demonstrator 3 which eventually became ESL Ry. 300.

Below left: Interior of the engine room of 300, looking toward the front.

(Both photographs General Electric Co.; Raymond F. Corley)



Above: Passenger motor car 302 pulling two passenger trailers. ESL Ry. had "resorts" at Medicine Lake (140 acres of picnic grounds), Parker's Lake (30 acres of wooded grove, sandy beach with bath house, large pavilion with dance floor, rowboats, fishing tackle and bait), and Stubb's Bay (20 acres of picnic grounds, dancing, boating and bathing). (Byron D. Olsen collection)

General Electric Co. records on the gasoline-electric passenger motor cars provide the following information:

No.	G.E. Serial No.	Date	Type	Engine	Motors	Seats	Weight Tons	Note	
300	3703	5-1909	CE50B5½	GM-16C1	2	G.E. 205	45	38	1
302	3777	2-1906	RE65B13½	GM-16C1	2	G.E. 69B	40	61	2
306	3778	8-1914	RE70B11	GM-16C3	2	G.E. 205	?	52	
308	3779	3-1915	RE70B11	GM-16C3	2	G.E. 205	?	52	
310	3745	4-1913	RE70B11	GM-16C1	2	G.E. 205	?	50	3
312	3792	8-1916	RE70B11	GM-16C10	2	G.E. 205	?	?	4
36	3743	5-1913	RE70B11	GM-16C1	2	G.E. 205	91	49	5
38	3746	4-1913	RE70B11	GM-16C1	2	G.E. 205	91	49	6
?	3776	7-1914	RE70B11	GM-16C3	2	G.E. 205	?	52	7

NOTES

1. This was originally General Electric Co. demonstrator #3 built as Type CE50B8 and equipped with a GM-10B1 engine. It was rebuilt January, 1912 as Type CE50B6 and assigned serial number 3703. ESL Ry. acquired the car in 1914 at which time it was re-engined with a GM-16C1 engine and designated Type CE50B5½.
2. This was General Electric Co.'s first gasoline-electric car. The car was a Delaware & Hudson R.R. Barney & Smith wood passenger-baggage car arranged with motorman's compartment, engine room, baggage room, smoking compartment, and passenger compartment. Seating capacity was 40 persons including 12 in the smoking compartment. The gasoline engine was a 6 (horizontally-opposed) cylinder, 140 h.p. unit started by a blank cartridge, driving one G.E. 120 KW 600 volt D.C. generator with a separate 5.5 KW 110 volt compound-wound exciter. Two G.E. 69B motors (75 h.p. each) were installed on the front truck. As completed the car weighed 68 tons. It was operated in 1906 on the Delaware & Hudson's Saratoga-Schenectady branch line as their 1000. The car was too heavy for the power available; slow acceleration caused schedule keeping problems, and it could not pull trailers. It was removed from service and returned to G.E. in 1906. The car was rebuilt in June, 1914, equipped with a GM-16C1 engine and the usual roof-type finned-tube radiators, designated as serial number 3777 and sold to the ESL Ry.
3. Car 310 was G.E. stock car #24.
4. Car 312 was sold to the Midland Valley R.R. (their 3) before June, 1919.
5. Car 36 is ex-Chicago Peoria & St. Louis Ry. 103.
6. Car 38 is ex-Chicago Peoria & St. Louis Ry. 102.

7. The last car listed was sold to the Minnesota Northwestern Electric Ry. (their 101) prior to 1920.

Car 304 was a passenger-baggage motor car built in 1913 or 1914 by the Drake Railway Automotrice Co., Chicago, which introduced its first cars in November, 1912, on the Missouri, Oklahoma & Gulf Ry. The cars were of wood construction, 56'0" long and 9'6" wide overall. St. Louis Car Co. built the bodies and furnished St. Louis MCB trucks with two Westinghouse 305 (60 h.p.) motors on the front truck. A 90 h.p., 6 cylinder, gasoline engine (started by cranking) was direct-connected to a 55 KW generator. The water cooling system was installed on the roof, the water being circulated by a geared positive pump. Car heating was obtained from the engine coolant but in addition a Peter Smith heater was located in the baggage compartment as an adjunct to the heating system. The baggage compartment and combined engine-control room was located at the front end of the car and a control cab, for double end operation, at the rear end. The passenger compartment seated 44 persons. Total weight of the car was 65,000 lbs. Top speed was 35 to 40 m.p.h. and maintaining a schedule speed of 25 m.p.h. fuel consumption was 2½ to 3½ miles per gallon of gasoline. The car could be used to haul freight cars at much slower speeds.

A McKean gasoline-mechanical passenger motor car was acquired from the Soo Line Ry. in 1916. Built in 1914 as their #1, it was operated on the line to Winnipeg but found unadaptable to that type of service.

Two gasoline-electric passenger motor cars were reported as destroyed by fire, one car in 1916 and the other in 1918. Ex-Northern Pacific Ry. 536, a 2-6-0 steam locomotive, was used in construction of the line and supposedly acquired by the company. Two steam locomotives were purchased from the Soo Line Ry. at an unknown date; 143 and 146 were 2-6-0 compounds built by American Locomotive Co. in 1907.

As of June 30, 1920, the company was required to submit to the Minnesota Railroad & Warehouse Commission a detailed equipment listing. While extremely interesting, it adds to the confusion surrounding some of the equipment. The data has been condensed as follows.

4 Steam Locomotives (all acquired second-hand): 5, Schenectady, 1891, 0-6-0, 42 tons; 6, Baldwin, 1888, 2-6-0, 66 tons; 201 H. K. Porter 1914 2-6-0, 76 tons (acquired from the Dan Patch Electric Lines in 1916); and one air-operated Flanger.

3 Roadway Equipments:

1 Ditcher, American Hoist & Derrick Co., 1916;? Ballast Spreader, Robinson Cary & Sands Co., 1916; and 60, Centre Ballast Plow, Barnhart-Marion Steam Shovel Co., 1908 (acquired second-hand).

180 Freight Cars (all acquired second-hand): 8 Flat Cars 33' long, numbered from 4 to 302; 8 Flat Cars 34' long, numbered from 201 to 1589; 23 Gondola Cars 34' long, numbered from 1407 to 1999; 42 Box Cars 35' long, numbered from 7048 to 11992; 63 Box Cars 37' long, numbered from 12000 to 14172; 4 Furniture Cars 43' long, numbered 28068, 28101, 28123, 28144; 10 Automobile Cars 41' long, numbered from 28005 to 28147; 4 Refrigerator Cars 35' long, numbered 52187, 52379, 52440, 52448; 17 Stock Cars 34' to 37' long, numbered from 32129 to 32500; and 1 Caboose 25' long, numbered 101.

21 Passenger Cars (trailers) (all acquired second-hand): 1 Sleeping Car 56' long, six wheel trucks, Pullman 18??, numbered 611; 2 Sleeping Cars 64' and 66' long, six wheel trucks, Pullman 1890, numbered 691 and 692; 4 Passenger Cars 45' long, four-wheel trucks, numbered 653, 685, 689 and 690; 9 Passenger Cars 48' to 51' long, four-

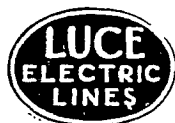
wheel trucks, numbered 608, 612, 615, 617, 619, 621, 636, 653, and 654; 1 Passenger Car 52' long, four-wheel trucks, numbered 614; 1 Passenger-Baggage Car 53' long, four-wheel trucks, numbered 54; 1 Baggage Car 35' long, four-wheel trucks, wood construction, Brill 1912, numbered 55; and 2 Baggage Cars 39' long, four-wheel trucks, wood construction, numbered 51 and 53.

3 Passenger Motor Cars: 1 Gasoline Motor Car 70' long, Passenger-Baggage, steel construction, McKean Motor Car Co. 1914, numbered 1 (capacity 84 persons, weight 77,100 lbs.); and 2 Gasoline-Electric Motor Cars 66' long, steel construction (capacity 91 persons), General Electric-Wason 1915, numbered 306 and 308.

18 Work Cars (all acquired second-hand): 17 Rodgers Ballast Cars 34' long, built 1901, numbered from 4225 to 4601; and 1 Rodgers Ballast Car 34' long, equipped with Snow Plow, numbered 4315.

According to Minnesota Western Ry. records, steam locomotives 143 and 146 were retired in 1932 and 201 was retired in 1934. As of April 1, 1931, five gasoline-electric passenger motor cars were owned, apparently numbered 30, 32, 34, 36 and 38, all of General Electric-Wason manufacture, and weighing 51 tons. 36 and 38 were originally built in 1913. The disposition of 34 was not recorded; 30 and 32 were retired in 1936, 36 retired in 1942, and 38 was retired in 194?, the last car to operate passenger service over the line.

39 was a gasoline-electric passenger motor car originally built by Pullman-Standard in 1926, which was acquired from the Detroit Toledo & Ironton R. R. in 1940 to "modernize" passenger service. The car was subsequently destroyed by fire.

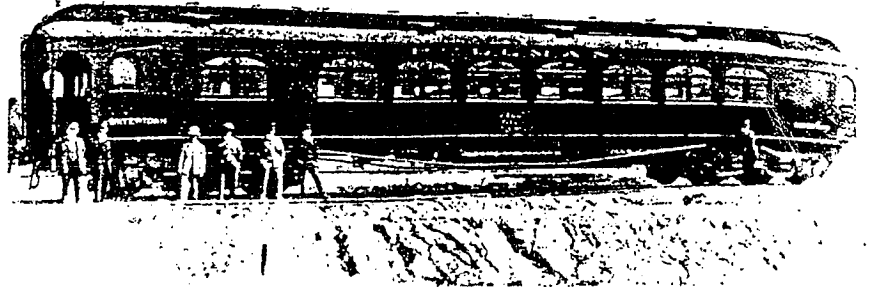


First Official Trip of the Electric Short Line. A railway built for the people—by the people. Are you a stockholder? If not, write for information to the Electric Short Line Ry. Co., 306 Phoenix Bldg., Minneapolis, Minn.

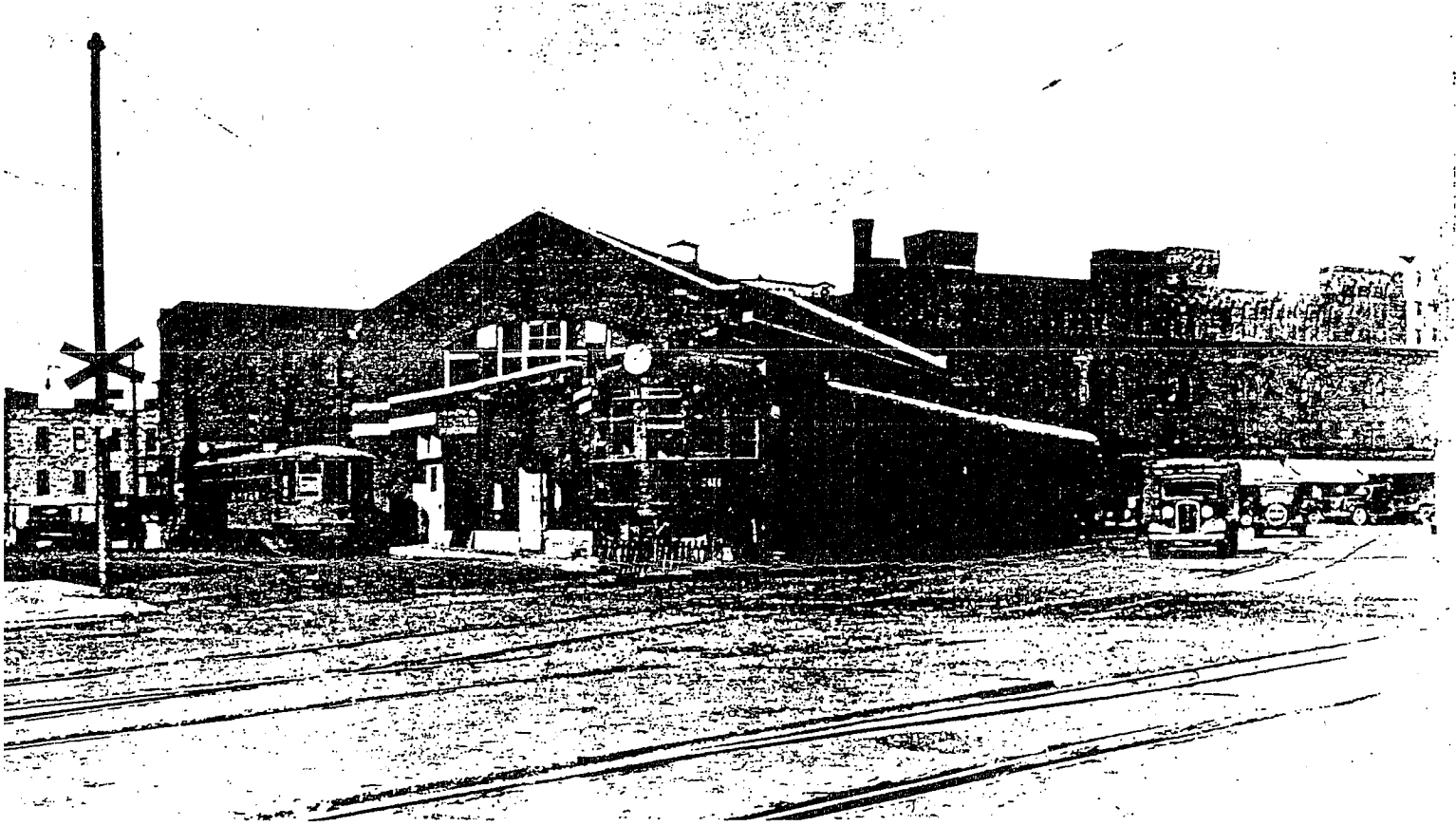


(C. O. Brandser collection)

equipped with kitchenette, parlor, dining room, state room and baths. In the early years they were offered for charter by the day, week, or month, for placing on side tracks at various points overlooking Lake Minnetonka as vacation quarters. (Joe Hutchinson collection)



Below: Minnesota Western Ry. 38 with a former Dan Patch Electric Lines passenger trailer loading at the Minneapolis station. An electric car of the Minneapolis, Anoka & Cuyuna Range R. R. loads on the wye at the opposite side of the building. (Minnesota Historical Society collection)



Plymouth Historical Society

OPEN HOUSE

Find Your Roots



Sunday, May 23, 1999

1-4 P.M.

Program

Schedule: 1-4 P.M. Open House and Refreshments
2 P.M. David Cross
Minnesota Genealogical Society

Location: Plymouth Historical Building
3605 Fernbrook Lane N.
Plymouth, MN

Museum Open – Refreshments Served