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Sep 25, 2019
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Hello Robert,

As I stated on my email of Sep 19, I am a member of the Soo Line Historical and Technical Society and a member of the Archives. Also, I started as a Telegraph Operator for the Soo and relieved the agent and other operator jobs at Glenwood, Alexandria, Parkers Prairie, Detroit Lks, and many others. Then I was a train dispatcher and handled the line from Glenwood to Noyes. I am from Thief River Falls and my hobby is history of the Soo Line.

Included is: 3 Timetable excerpts of 1904
Recollection of building the line north of Glenwood
by C E Hellquist.
Dates of construction and listing of structures.

Photos : Matl Yard at Ottertail 1903
Town of Ottertail
Depot Ottertail
No 112 almost to Ottertail 1910-11
No 112 at Ottertail 1910 - Many people gathered
No 112 at depot 1910
No 112 eng 18 at depot 1911

Hope this can be of help to you in your project.
I do not want any compensation for the items, glad to be of help.
I do not have complete listing of employees but possibly could find listing of some of them.

Best Regards,


Stuart Nelson

MINNEAPOLIS ST PAUL AND SAULT STE MARIE RAILWAY

WINNIPEG DIVISION

TIMETABLE SEPTEMBER 30, 1904

630 AM	GLENWOOD	645 PM
	NP CROSSING	
705	FORADA	605
745	ALEXANDRIA	540
815	CARLOS	510
920	PARKERS PRAIRIE	420
945	ALMORA	350
	NP CROSSING	
1025	HENNING	330
1115	OTTERTAIL	300
1150	RICHVILLE	225
1230	DENT	200
125	ALTONA	125
230	DETROIT	1240
255	WESTBURY	1140
315	CALLAWAY	1125
345	OGEMA	1100
405	WAUBUN	1035
500	MAHNOMEN	1010
530	BEJOU	915
555	WINGER	855
635	ERSKINE	815
650	CISCO	750
710	BROOKS	730
740	PLUMMER	700
810	HAZEL	625
845 PM	THIEF RIVER FALLS	600

MIXED TRAIN DAILY EXCEPT SUNDAY

MINNEAPOLIS ST PAUL AND SAULT STE MARIE RAILWAY

WINNIPEG DIVISION

TIMETABLE AUGUST 19, 1904

230 pm	GLENWOOD	130 pm
	NP CROSSING	
305	FORADA	1245
335	ALEXANDRIA	1220
400	CARLOS	1145
500	PARKERS PRAIRIE	1055
525	ALMORA	1025
	NP CROSSING	
600	HENNING	1000
630	OTTERTAIL	915
655	RICHVILLE	840
715	DENT	815
745	ALTONA	745
830 PM	DETROIT	0700 AM

MIXED TRAIN

The Building of the Soo

by C. E. Hellquist

I am grateful to engineer Arthur C. McLane, deceased, engineer John M. Linth, retired, and conductor George Nicholson, retired for letters written to me several years ago, concerning the building of the Winnipeg Line from Glenwood to Emerson. The construction of this line was started early in June, 1903, at a point about one mile northwest of Glenwood by the E. J. Brennan Construction Company of St. Paul. John R. Michael's was superintendent of this construction for the Soo Line at that time.

Engineer John M. Linth and fireman Joe Bross in locomotive No. 101 were behind the pioneer, or rail and tie distributing machine the morning the first rails were laid. The conductor in charge of the outfit was Oscar Powers and Bob Johnston and Fred Robinson were the brakemen. This outfit laid about three-fourths of a mile of rails each day, one engine and train crew being employed on the job. They would lay rails in the forenoon and return to Glenwood for more material in the afternoon.

Many sink holes were encountered in the grade between Carlos and Parkers Prairie which delayed the work considerably. When the construction was completed to Ottertail conductor Powers left the job and was relieved by Cade Ellis who took charge of the work. Ottertail was the northern terminal on the Winnipeg line during the winter of 1903-04. A small shed was constructed there to house the locomotive.

After the construction was completed that fall the engine and train crew were employed during the winter hauling material for the extension of the line the next spring. A stock pile of rails, ties, and other material covered about forty acres at Ottertail.

In the spring of 1904 construction was started again in earnest, with the connection with the Canadian Pacific Railroad at Emerson as the objective. When laying of rails started that spring locomotive No. 107 was behind the pioneer with engineer Harry Gibson at the throttle.

On June 6, 1904, engineer Arthur C. McLane displaced engineer Harry Gibson on the morning shift. Conductor Hank Sallow, fireman Dent Simmons, brakemen Pete Keeley and Fred Rink were also on the morning shift. On the afternoon shift, behind the pioneer, engineer Charley Forsyth was at the throttle, and William Roffos served as fireman, Joe Elsenpeter and Charley Bringelson were brakemen.

These two crews worked behind the pioneer two shifts each day. When the material on their cars was depleted they would go back to the material yard at Ottertail for another load. An average of two miles of rails had been laid each day.

SOO LINE RAILROAD TO OTTERTAIL, MINN

The Minneapolis, St Paul, & Sault Ste Marie Railroad was organized in 1883. It had built East and West of Minneapolis in the 1880's. In expanding to further territory, decision made to build North towards Winnipeg through western Minnesota.

In 1902 decision made to build north from Glenwood.

In 1903 the railroad was built from Glenwood to Ottertail. A material yard was organized at Ottertail to prepare for continuing the building north in 1904.

May 27, 1904 grading was done to Richville and track machine was ready to start out the next day to lay the track. June 24, 1904 the line had been completed as far as Detroit. Later named Detroit Lakes.

The line was completed to the Canadian border at Noyes-Emerson on Oct 29, 1904.

SOO LINE STRUCTURES LOCATED IN OTTERTAIL

Depot 24x56-12/18 with 4 living rooms for the agent.
Built Feb 1904 - Sold about 19780

Section House Living house for the Section Foreman
24x28-12 Jan 1904 sold to F C Busch Dec 1931.

Coal and Oil House 10x16-8 Dec 1903 sold Jan 1931

Car House 9x10-7 Dec 1903 - ?

Bunk House boxcar body 1916 - 1926 moved to Detroit Lakes

Tool House 10x16 ? - Retired about 1972

Stockyard 2 pen Aug 1904 - ?

Loading Platform 16x32 plus ramps Sep 1914 - ?

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