



NORTH STAR PORT

WINTER 2023

WATERFRONT LEGACY OF DENNIS HALLBERG

FIRSTS & LASTS OF 2022-2023 SEASON

LOST LOCOMOTIVE



A PUBLICATION OF THE



**Duluth Seaway
Port Authority**

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THE HARBOR LINE

December's closing of the Great Lakes-St. Lawrence Seaway locks was routine from a season-end perspective, but the 2022 locks closure quietly heralded tidings of a new era for the U.S.-side of the bi-national system, which was previously the "Saint Lawrence Seaway Development Corporation" and is now the "Great Lakes St. Lawrence Seaway Development Corporation" or GLS. The closing months of the year saw new leadership arrive at the Seaway and congressional action on the creation of a regional economic development entity. These separate actions together present an opportunity for positive change.

Adam Tindall-Schlicht was named as the eleventh administrator of the GLS in November 2022, filling a role that had been vacant since 2017. Prior to taking on the administrator's role, supporting U.S. Transportation Secretary Pete Buttigieg, Tindall-Schlicht was the Milwaukee port director, and before that, the Great Lakes Regional Representative for the GLS. Tindall-Schlicht became port director in 2018, the same year I did. I've known him to be a vibrant, articulate advocate for the system who works hard while exuding competence and a positive, youthful energy. With support and a decent runway, his leadership promises the development and implementation of a vision for the system, backed by a collaborative spirit and a facile knowledge of both the port world and the political system. Hang on for the ride—I'm eager to participate.

In December, U.S. President Joe Biden signed the Consolidated Appropriations Act for Fiscal Year 2023, into law. This act included a provision for the creation of a "Great Lakes Authority" (GLA). The GLA is focused on bolstering the economic underpinnings of the Great Lakes region, defined as areas of the Great Lakes watershed within the eight Great Lakes states. Its structure, powers, and funding levels are based upon three existing regional economic development authorities. The GLA is the brainchild of Representative Marcy Kaptur (D-Ohio), who also authored the House version of the original bill. While the

GLA is authorized to receive up to \$33M/year in federal appropriations, congressional action is required to appropriate funds to the authority, and this is expected to occur in 2023. Exactly how the GLA's efforts will focus on regional economic development is yet to be seen.

This will be shaped by a yet to be presidentially appointed executive director and an eight-member board made up of appointees of the Great Lakes state governors. The GLA will initially assess the needs of the region and develop economic and infrastructure development strategies, plans and programs, including grant programs.

Appropriately unleashed, the GLA represents an opportunity for the deployment of region-wide economic development strategies based on the region's assets. This should include optimizing the use of the Great Lakes-St. Lawrence Seaway System to move goods to, from, and within the middle of the continent in the greenest way possible. The GLS system can and should support a revived Midwest manufacturing base. The GLA should also seek to keep the Great Lakes region at the heart of the nation's steelmaking supply chain as green steelmaking continues to evolve, opposing the current southward slide of the steelmaking industry's center of mass.

When I asked about priorities for his tenure, Tindall-Schlicht cited leading and facilitating the development of the "Green Shipping Corridor" effort for the Great Lakes-St. Lawrence Seaway (currently underway, but still amorphous and lacking leadership) and fully mobilizing funding available to the GLS to build a more effective trade development and marketing program to expand the use of the system. This dovetails well with formation and timing of the GLA. I'd say 2023 is off to a bright start.



Deb DeLuca, Port Director



Wintry dawn awakens in Duluth-Superior on Dec. 3, 2022, with the *Arthur M. Anderson* shrouded in sea smoke. The 1952-built vessel delivered limestone to C. Reiss on this voyage.

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About North Star Port

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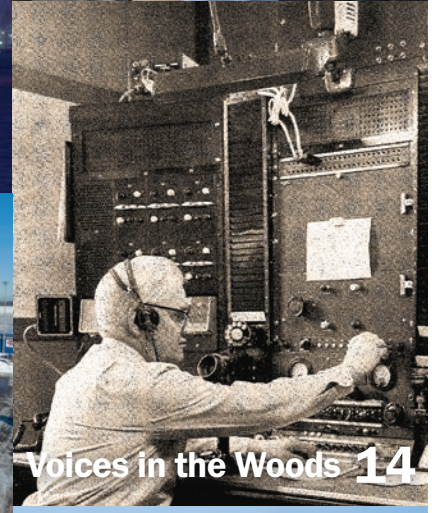
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On the covers

On the front:

Selected by *Maritime Reporter & Engineering News* among its Great Ships of 2022, the *Mark W. Barker* from Interlake Steamship Company rests for the night at Duluth's Clure Public Marine Terminal on Jan. 6, 2023, after making her first-ever call on that facility.

On the back:

The moon shines beyond the *Mark W. Barker* during an early-January visit to Duluth's Clure Public Marine Terminal.



David Schauer



Adam Bjornberg

Kelly Campy



The tugboat *Missouri* battles January ice in Superior, Wisconsin. The 2,000-horsepower vessel was built in 1927 by American Shipbuilding of Lorain, Ohio, and originally sailed as the *Rogers City* for the Michigan Limestone and Chemical Company.



Architect Moulton elevates Duluth

BY PATRICK LAPINSKI

It was 1870. Upper Midwest wheat fields were opening, and the Twin Ports had no elevator. Duluth was a roughshod hillside community, barely a town, but optimism was in the air. The recently completed Lake Superior and Mississippi Railroad was open, connecting the milling districts of Minneapolis and St. Paul with this potential market to the north.

Joseph T. Moulton arrived in Duluth at this pivotal point in history. Already a renowned grain elevator architect, he had been hired to build a grain elevator for the Union Improvement Elevator Company—a project local press dubbed the “Great Grain Elevator of Duluth.” Moulton could see the potential for more elevators at the head of the Great Lakes. History showed he was right.

The craftsman

Born on Aug. 27, 1826, in Gilford, New Hampshire, Moulton was the great grandson of a Revolutionary War general and son of a farmer. Young Moulton spent summers working the fields and winters attending school. He was hungry for knowledge and eager to see the world.

Moulton would not be tethered to the horse and harness. He left the farm at 19, moving to Waltham, Massachusetts. There, he found work at Waltham Bleachery. Proving to be an intelligent worker, he soon advanced above his entry-level peers, but Moulton had other interests that would lead him in a different direction. While working at Waltham, he made time to learn carpentry, a trade at which he excelled. He also found love, marrying Maria Babcock in April 1846. The couple soon had three sons: Charles, William and George.

Soon Moulton grew restless again, this time eyeing the rapidly growing “west.” He moved his family to Chicago, a metropolis being built lock, stock and barrel out of lumber. There was plenty of work for a man with his newly honed skills.

Historian Dr. Thomas Leslie of Iowa State University, author of *Chicago's Other Skyscrapers: Grain Elevators and the City, 1838-1957*, writes that Moulton “emigrated to Chicago in 1853, gaining experience in elevator operation and construction by taking work as a laborer in one of the city’s riverfront structures. After opening a contracting business with engineer Alexander Miller—who had assisted (John M.) Van Osdel with the Newberry & Dole elevator



The Wisconsin-built vessel *Saginaw* takes on a load of grain from the south elevator complex at Ceres/Riverland Ag in Duluth on Dec. 5, 2021. Architect Joseph T. Moulton and his son, George, designed and built these elevators, known originally as Elevators H and I of the Lake Superior Elevator Company, in 1887.

(Chicago's first grain elevator)—Moulton revolutionized grain elevator construction and design by standardizing construction and incorporating new conveying innovations to provide more efficient operation.”

Moulton sets new industry standard

As Moulton prepared for a trip to Duluth, he reflected on the break that jump-started his career. The year was 1855, and his son, George, who would one day inherit and build upon the business, was three years old. Joseph Moulton's first elevator as an architect was the 700,000-bushel Sturges-Buckingham Elevator A, on the mouth of the Chicago River. His design would become the standard for new elevators. According to Leslie, “Moulton's structure nearly doubled the city's storage capacity. Within two years Moulton built a second structure, 50 percent larger, on an adjacent site. At 130 feet tall, Sturges and Buckingham's so-called 'A' and 'B' elevators represented the state of the art in elevator construction.”

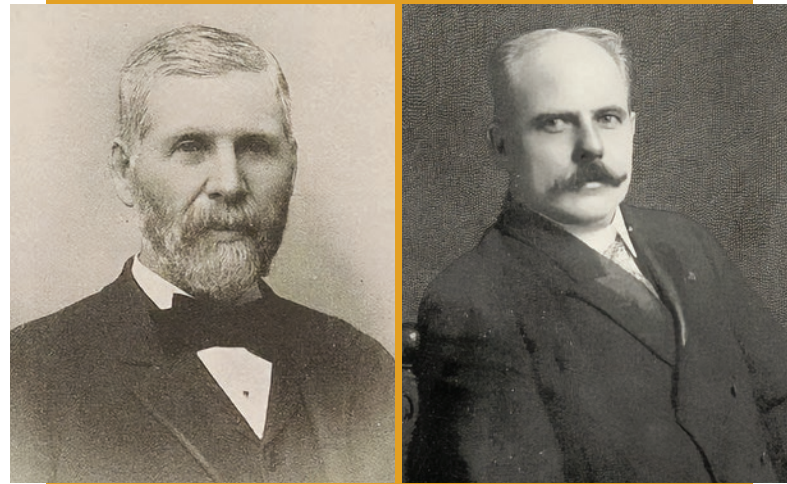
Moulton's next known work came in 1863, when he built a large elevator in Toledo, Ohio, for the Michigan Southern Railroad. The *Chicago Tribune* lauded his work, saying it, “combines strength, durability, and accuracy.” During the 1860s, Moulton also constructed a large elevator on the Mississippi River at Dunleith, Illinois, (now East Dubuque).

Duluth project raises architect's profile

Construction of the Duluth elevator marked Joseph Moulton's introduction to the Twin Ports and his son George's introduction into the family business. George was born in Readsboro, Vermont, on March 15, 1851, prior to the move to Chicago. He was educated in Chicago public schools and entered the business of designing and building grain elevators upon graduating from high school in 1868. Two years later, he accompanied his father to Duluth.

Over the summer of 1870, the Elevator A took shape along the lakefront. Construction details are reported in various issues of *The Minnesotian*. The first carload of grain was recorded on Sept. 24, 1870. A small ceremony took place at the Union Improvement Elevator site, a comingling of owners Clinton Markell, Col. C. H. Graves and Roger Munger, along with laborers and men of commerce. Moulton was presented an ebony cane and a jar containing a sample of grain from the first shipment. His family later donated that sample to the St. Louis County Historical Society, where it remains in the archives today.

He was back in Chicago the following year after a devastating fire leveled much of the city in October 1871. It would be a decade before he returned to Duluth. During the 1870s, Moulton designed and built a number of elevators in Chicago and other locations. High profile projects included the Green Bay & Minnesota's



Joseph Tilton Moulton (left) and son, George Mayhew Moulton (right) designed and built the elevators known as Elevators H and I of the Lake Superior Elevator Company in 1887.

grain elevator at Eastmoor on the Mississippi River, constructed in 1874. In 1876, Moulton built the largest elevator ever constructed in New York City when Elevator A was constructed for the New York Central & Hudson River Railroad Company.

Moulton's return to Duluth

Once Duluth's first grain elevator was built, it was inevitable that others would follow. A second elevator, called Elevator 1, soon was added to the outside of the harbor. However, protecting the elevator's wharf from stormy Lake Superior was expensive and futile. The 1880s would bring development of “Elevator Row” to Rice's Point—and the return of J.T. Moulton & Son's elevator-building genius to Duluth.

In 1880, the Lake Superior Elevator Company incorporated. It was essentially a sister company to the Union Improvement & Elevator Company, sharing a number of officers. Its leadership included Col. C. H. Graves and Roger Munger, as well as L.A. Marion, secretary, and George Rupley, treasurer and superintendent.

The Lake Superior Elevator Company entered into an agreement with the Northern Pacific Railroad to construct an elevator with a 1 million-bushel capacity. Lake Superior's Elevator B became the first elevator built within the safe confines of the inner harbor. It was constructed on property owned by the railroad, which in return provided track service to the elevator. In addition to the contract for Elevator B, the Lake Superior Elevator Company agreed to build at least three additional structures on the Northern Pacific site.

The architect was Joseph Moulton, who brought his elevator design back to Duluth with a few new twists. Unique to its contemporaries, Elevator B was equipped with shipper legs on both sides of the elevator, making it capable

Moulton continued on Page 6

of loading vessels from either side. The first time this occurred was June 1, 1881. The completion of Elevator C in 1883 brought an additional 1.1 million bushels of capacity for the Lake Superior Elevator Company.

Throughout the 1880s, Duluth saw leap-frog construction of several new elevators for both the Lake Superior and the Union Improvement grain companies.

Massive fire consumes wood elevator

The growing hillside community also saw its first major elevator fire in the 1880s. It occurred on March 6, 1880, and completely destroyed the second elevator built in Duluth—Elevator 1. The blaze was first reported in mid-afternoon, and by midnight, the framework had dissolved away under the flames, leaving smoldering mountains of grain.

The fire was terrifying for the community, with memories of the Great Chicago Fire still fresh in people's minds. Flames, fanned by a slight wind, spread out across the surrounding hillside, while the intense heat caused several nearby buildings to catch fire.

It was clear that elevators constructed of wood would always carry the risk of fire. George M. Moulton (Joseph's son) would later become president of the Pioneer Fireproof Construction Company, purveyors of fireproof tile in the construction of elevators. [Note: The Hansen-Mueller, former General Mills Elevator A on Rice's Point, is the only extant example of a tile grain elevator in the Port of Duluth-Superior.]

A superior system for grain handling

In 1887, construction began on the city of Superior's one and only elevator built by J. T. Moulton & Son. Located on land owned by the Chicago, St. Paul, Minneapolis and Omaha Railroad, this new elevator was built with industrialist A.J. Sawyer, noted for his Duluth grain commission business.

This would be the first time a real system was constructed at the same time. Up to this point, firms operating in the Twin Ports each built their elevators individually. Consorts or annexes were added at later dates to expand capacity. The Sawyer site would contain three major structures, including a workhouse and two adjacent grain storage buildings, or annexes.

The Sawyer System cost \$700,000 to build. The outside dimensions of the workhouse were 88 feet wide by 468 feet long, by 77 feet high. There were over 13,000 feet of conveyor belts run by 520-horsepower engines. The structures were wood-frame construction with iron-clad exteriors. A sawmill was set up at the construction site. An estimated 12 million feet of lumber and 10,000 kegs of nails were needed for construction. In February 1887, the Sawyer System officially incorporated under the auspices of the Duluth Elevator Company.


End of an era

The Union Improvement and Elevator Company added Elevator H to its system in 1887—the last elevator built for the company. It was designed and built by J.T. Moulton & Son and was soon followed by comple-

tion of Elevator I on Rice's Point for the Lake Superior Elevator Company.

In all J.T. Moulton & Son helped facilitate 10 grain elevator projects in the Twin Ports. At the end of 1887, the *Duluth Evening Herald* gushed that every elevator in the Duluth Harbor, except Great Northern, was a monument to these veteran elevator builders of Chicago.

Duluth's last wood-frame grain elevator was built in 1899 for the F. H. Peavey Company. It was not built by Moulton and did not last long before being consumed by fire in the early winter months of 1906. The headhouse was rebuilt of ceramic tile by Barnett & Record in 1907. Thus ended the era of the wood-frame grain elevators in the Twin Ports, nearly all of which were built by J. T. Moulton & Son.

Elevators H and I still stand on Rice's Point as part of the former Cargill Elevator (now Ceres/Riverland Ag). Along with the remains of the Duluth Elevator Company's No. 3 house, they are the only surviving examples of Moulton's elevator construction in the harbor. But the Moulton family will always hold an elevated place in Twin Ports waterfront history. 



Patrick Lapsinski collection

Chicago-based Norris Grain Company—its name emblazoned on Duluth's Elevator H in the photo above—purchased the Moulton-designed elevators from General Mills in 1944. The company was named for James S. Norris, who moved its headquarters from Canada to Chicago in 1897, and in 1908, installed his son, James E. Norris, as president. The younger Norris would operate the family company for decades, while also taking ownership stakes in multiple National Hockey League teams, including the Detroit Red Wings, who won the Stanley Cup five times under Norris' watch. In 1958, he was posthumously selected to the Hockey Hall of Fame. Two years later, Cargill acquired the Norris Grain Company holdings, including Duluth's Moulton-designed elevators.

Hallberg: April 17, 1940 – December 29, 2022

Straight talk, hard work built a waterfront legacy

BY JULIE ZENNER

Dennis Hallberg had a knack for helping people and organizations achieve their potential. Friends and colleagues agree: he could spot winners before they started winning, instill in them a desire to work hard, and set them on a course for success.

That certainly was the case in 1991, when Hallberg and two business associates, Gary Nicholson and Tony Phillippi, formed Lake Superior Warehousing Co., Inc., for the sole purpose of bidding on a terminal operator's agreement with the Seaway Port Authority of Duluth (now Duluth Seaway Port Authority). The Port's Clure Public Marine Terminal was at a pivotal point in its history—languishing between operators, facing labor challenges, and in dire need of new and diverse cargoes after federal legislation all but cut the Twin Ports out of handling bagged Food-for-Peace shipments in 1990.

The contract between Lake Superior Warehousing and the Port Authority launched a winning partnership that continues to this day in the form of Duluth Cargo Connect. It also secured Hallberg's legacy as a major force in transforming the Clure Terminal into a vibrant Head-of-the-Lakes multi-modal logistics hub and heavy-lift leader.

Hallberg passed away Dec. 29, 2022, at the age of 82, but his legacy endures on the Duluth waterfront. A native "Iron Ranger," he grew up in the town of Cherry, Minnesota, and spent much of his youth working with his dad and uncles in the woods and on the family farm. He graduated from high school in 1958 and served a stint in the U.S.

Army. Afterward he picked fruit in the South, worked in heavy construction for several years and began buying and selling equipment on the side. He was a proud member of several unions, who felt and demonstrated a deep respect for union labor as he moved into business ownership and management.

Hallberg married Arlene Erickson from Cotton, Minnesota, in 1967. Together they raised four children, first in Cherry and later in the Duluth area. While living on the Iron Range, Hallberg purchased Kirscher Transport in Virginia, Minnesota, which became one of the region's premier hauling carriers. In 1987, the family moved to Pike Lake, north of Duluth, after Hallberg and partner Tony Phillippi purchased Lakehead Constructors of Superior, Wisconsin. Lakehead grew to be one of the most innovative contractors servicing the Upper Midwest under Hallberg's leadership and

employed thousands of union tradespeople.

It was during his long tenure at Lakehead that then-Minnesota Governor Rudy Perpich, a family friend, approached Hallberg about taking over terminal operations at the Clure Terminal. Pooling years of experience in transportation, materials-handling, equipment management and business operations, Hallberg, Phillippi and Nicholson formed Lake Superior Warehousing. As managing director and later president, Nicholson ran day-to-day operations, but CEO Hallberg was a committed, hands-on partner.

"Dennis was committed to the Port Authority, to customers and to the workforce," said Jonathan Lamb, who joined Lake Superior Warehousing in 2006 and is now president and principal owner. "Commitment is a big part of his

Hallberg continued on Page 8



Dennis Hallberg hard at work in 1991, as part of the Lake Superior Warehousing leadership team. Hallberg served as the company's chief executive officer.

Duluth Seaway Port Authority



Jeff Frey

Dennis Hallberg shares a moment with U.S. Congressman Rick Nolan in 2017 during the CN Duluth Intermodal Terminal grand-opening celebration. Jonathan Lamb, now president of Lake Superior Warehousing, looks on at left.

HALLBERG *Continued from Page 7* legacy, and we pride ourselves on carrying it forward to this day.”

Innovation is another word that frequently comes up when discussing the legacy of Hallberg and his fellow Lake Superior Warehousing founders.

“Dennis, Gary and Tony pushed new ideas, innovation and diversification,” Lamb said. “Previous operators only looked at waterborne cargo, but under that trio’s leadership, the Port Terminal sought and secured cargoes that moved by truck and rail, as well.”

That focus on being nimble, flexible and aggressive in seeking new cargoes paved the way for today’s successful Duluth Cargo Connect and the CN Duluth Intermodal Terminal, which opened in 2017.

Hallberg is remembered by many as a no-nonsense, straight talker who worked hard and expected others to do the same. He is described as an astute businessman and a tough, but fair, negotia-

“Dennis was committed to the Port Authority, to customers and to the workforce. Commitment is a big part of his legacy, and we pride ourselves on carrying it forward to this day.”

—Jonathan Lamb, Lake Superior Warehousing president

tor who never forgot his blue-collar roots.

“The guy was amazing,” said Tim Rogers, a longtime stevedore and foreman who retired from Lake Superior Warehousing in 2020. As a local union leader and founding president of the International Longshoremen’s Association Local 1366, Rogers often went toe-to-toe with Hallberg.


“We had heated discussions during negotiations, but we both wanted the port to be the best it could be. In private, one-on-one, he would say, ‘Cut the b***sh*t. What do you really need?’ and he would make sure we got it. Dennis was

in almost every union you could think of, and, as an owner, he really cared about the workers.”

“Dennis would go to jobs and BS with everyone; he was not aloof, he would talk with the guys,” said longtime friend Brian Maki, chairman, president and CEO of Lakehead Constructors. “But he expected people to work hard and put in a full day. ‘Eight for eight’ was his saying—no feather-bedding.”

Maki describes Hallberg as a “force of nature” who had a big picture view of the region and what it could accomplish.

“In every organization he was involved in, he could inspire people to want to do their best,” Maki said. “I’m fortunate to have had him as a mentor for so many years.”

“Dennis had a passion for what he did, and he brought that passion out in others,” Lamb said. “He understood the importance of the work we do and the partnerships we maintain—and he set an example by giving his all.” 

Capt. Robert J. Libby Jr., 90, of French River, died Jan. 30, 2023. Libby spent decades piloting Great Lakes vessels. He was born in Crosby, Minn., and grew up on the north shore of Serpent Lake. He graduated from high school in 1950 and almost immediately signed onto the Interlake Steamship Company bulk freighter SS *Jay C. Moske* as an ordinary seaman deckhand—beginning a maritime career that would span 42 years.

In February 1952, Libby enlisted in the United States Navy, serving during the Korean War as QMSN aboard the USS *Andromeda*, aka 15, in the West Pacific area. He returned to the U.S. in April 1954 to attend submarine school in New London, Connecticut. Upon graduation, he was assigned to the USS *Batfish* submarine squadron in Key West, Florida. The *Batfish* and its crew earned earlier acclaim for sinking three Imperial Japanese Navy submarines in a 76-hour period during February 1945.

Libby completed his enlistment with the *Batfish* squadron and received an honorable discharge in February 1956. He then entered the Merchant Marines, and two years later received his unlimited tonnage First Class Pilot license. He sailed for many Great Lakes steamship companies, including Republic Steel Lake Fleet, Reiss S.S. Co., Cleveland Cliffs, Medusa, and Columbia, before retiring in 1992 as master of the S.S. *Charles M. Beeghly*, Interlake Steamship Company. He was known as a great storyteller, who often reminded friends that “there are only two kinds of ships: submarines and targets.”

Libby was a life member of the VFW Post 132 Duluth, American Legion Post 557 Deerwood, U.S. Submarine Veterans, Lake Superior Base-Duluth, and the Korean War Veteran’s Association. He was a 60-year member of French River Lutheran Church, where he served on the church council, and a member of the International Shipmaster Association-Twin Ports Lodge 12, serving as chaplain for over a decade. Libby also was an avid history buff and enjoyed snowmobiling.

He was preceded in death by his wife Naomi and is survived by five adult children, seven grandchildren, two great grandchildren and other family and friends.

Michael Thomas Michelizzi, 81, of Duluth, died Nov. 17, 2022. Michelizzi was a Duluth native and U.S. Navy veteran who served in the Navy Construction Battalion (also known as the Navy Seabees).

He had a long career as a longshoreman that included a tenure as superintendent at Duluth’s Clure

Public Marine Terminal. Michelizzi also was an avid buyer, seller and entrepreneur. His business ventures included The Family Pet Shop and The Right Price Furniture Outlet in Duluth. He is survived by his wife, Patricia, a son, Jon, four grandchildren, five siblings and many nieces and nephews.

Gerald “Jerry” Alan Walls, 68, of Duluth, died in December 2022 after a battle with cancer. He was born in Three Rivers, Mich., and served in the U.S. Army from 1973 to 1976 as a helicopter mechanic and crew chief with the 118th Assault Helicopter Company of the 25th Infantry Division, stationed in Hawaii. Following his military service, Walls attended the Great Lakes Maritime Academy, where he graduated in 1980. He started working at U.S. Steel’s Great Lakes Fleet in 1987 and retired from there in 2020 as fleet manager of safety and environment. Walls was a longtime member of the Duluth-Superior Propeller Club/Maritime Club and served as president of the Propeller Club board from 2006 to 2009. He and his wife, Deana, owned a 36-foot Catalina sailboat, the *MarJon II*, which they loved sailing in Lake Superior, especially around the Apostle Islands National Lakeshore. Walls also was an avid musician and man of faith, who was a deacon and ordained elder at Lakeside Presbyterian Church in Duluth. He is survived by his wife, Deana, three adult children, four siblings and many other relatives and friends.

John H. Young, 72, of Duluth, died Nov. 16, 2022. Young was born and raised in Duluth and was a graduate of Cathedral High School and the University of Minnesota. He worked 28 years for Great Lakes Fleet, retiring as senior labor relations manager in 2003. In retirement, he enjoyed hunting, fishing, traveling and time with his family and pets. Young is survived by his wife, Cammie, three adult daughters, five grandchildren, two brothers and many other family members and friends.



Bob Welton

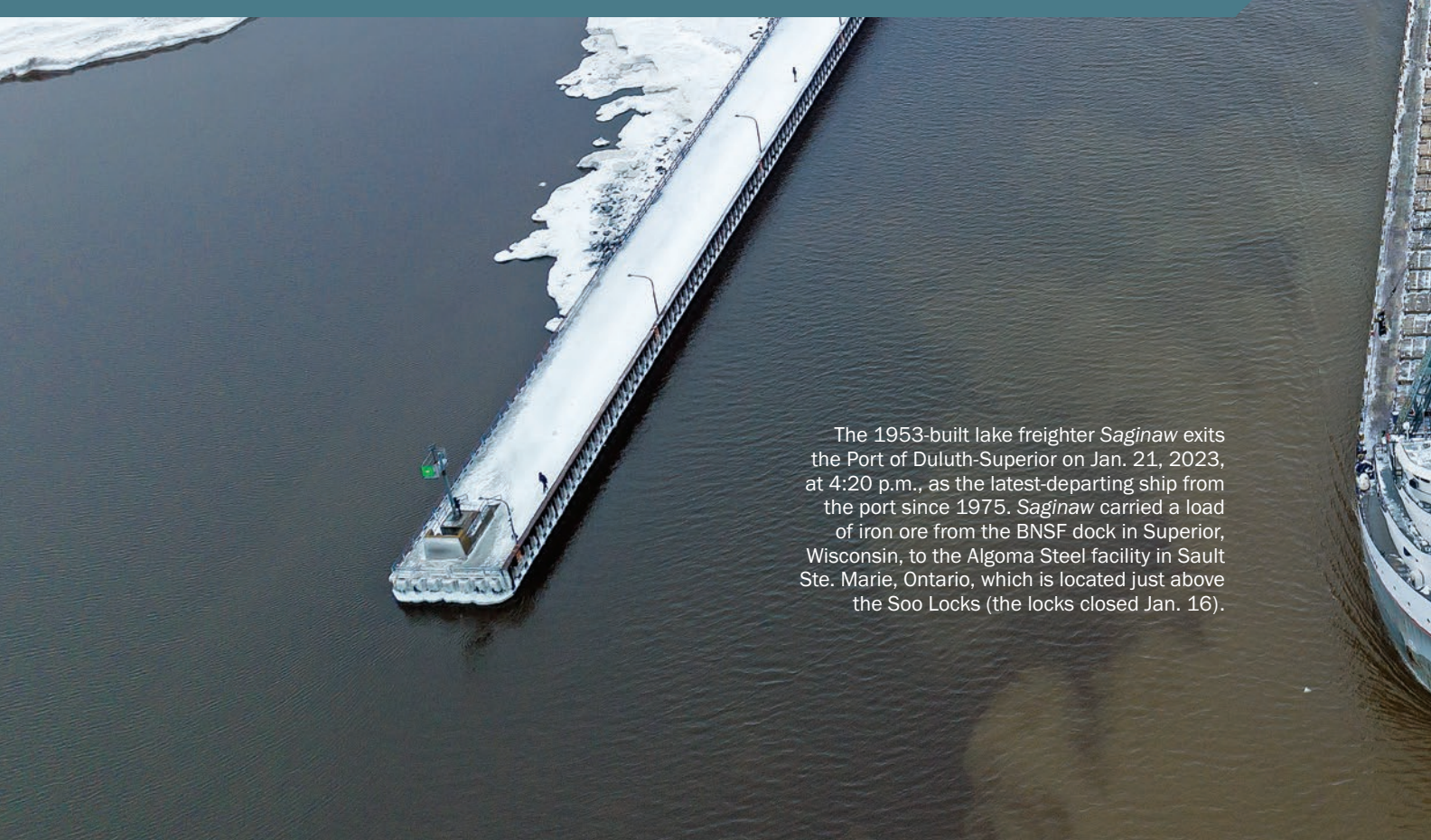


SEASON RECAP

WINTER 2023

FIRSTS & LASTS OF 2022-2023 SEASON

Notable	Ship Name	Built	Company	Departure Date	Time
First laker out	<i>Burns Harbor</i>	1980	American Steamship Company	March 27, 2022	7:09 a.m.
First laker in	<i>Arthur M. Anderson</i>	1952	Great Lakes Fleet	March 30, 2022	11:55 a.m.
First Canadian in	<i>Oakglen</i>	1980	Canadian Steamship Lines	April 3, 2022	7:35 p.m.
First saltie in	<i>Resko</i>	2010	Polsteam	April 13, 2022	6:32 p.m.
Last saltie out	<i>Federal Kushiro</i>	2003	Fednav	December 22, 2022	8:30 p.m.
Last laker out	<i>Saginaw</i>	1953	Lower Lakes Towing/Rand	January 21, 2023	4:20 p.m.



The 1953-built lake freighter *Saginaw* exits the Port of Duluth-Superior on Jan. 21, 2023, at 4:20 p.m., as the latest-departing ship from the port since 1975. *Saginaw* carried a load of iron ore from the BNSF dock in Superior, Wisconsin, to the Algoma Steel facility in Sault Ste. Marie, Ontario, which is located just above the Soo Locks (the locks closed Jan. 16).



Many Great Lakes shipmasters of the 1880s believed in a Friday curse. For them, setting sail on a Friday courted peril, and opening a shipping season on Friday was even more ominous. That spooky subset of seafarers might have said “we told you so” this season, which began Friday, March 25, 2022, and almost immediately froze to a halt in near-peak ice coverage on Lake Superior.

At one point, seven lake freighters sat mired by ice in Whitefish Bay, with the United States and Canadian Coast Guard dispatching a variety of icebreaking assets to the scene, including *Mackinaw*, the U.S. Coast Guard’s only heavy icebreaker stationed on the Great Lakes. The ice won often, sending multiple Coast Guard vessels, including *Mackinaw*, to the docks for repairs. Lacking sufficient assistance, freighters found themselves beset by ice on Lake Superior and in the St. Marys River, a static flotilla incapable of moving safely, let alone moving cargo. Even after fluid shipping lanes emerged, frequent storms and gales sent more ships to anchor, further impeding the flow of Great Lakes cargo and commerce early in the season. As a result, total tonnage through the Port of Duluth-Superior dipped below average early and never caught up, despite a late push from the 1953-built freighter *Saginaw*, which continued hauling iron ore from Superior, Wisconsin, to the Algoma Steel facility located just above the Soo Locks in Sault Ste. Marie, Ontario, even after the locks closed on Jan. 16, 2023.

When *Saginaw* embarked on her final run, departing Superior with nearly 16,000 short tons

of iron ore from the BNSF dock on Jan. 21, 2023, at 4:20 p.m., she broke her own late-departure record set in 2004, becoming the latest-departing ship from the Port of Duluth-Superior since 1975. This mark was established during the extended winter navigation program, when ships plied the Great Lakes for 12 consecutive months in the mid-1970s to demonstrate the possibility of year-round shipping on the Great Lakes.

That later-than-usual last load from Superior pushed the port’s seasonal iron ore tonnage total to nearly 19 million short tons, a mere 2.3 percent below the five-season average. It also contributed to the port’s biggest January throughput (1.34 million short tons) since 2010, and the largest January iron ore float for Duluth-Superior since the Duluth Seaway Port Authority shifted to electronic record-keeping in 2003. Counting all cargo types, the port moved 30,383,319 short tons for the season, which lagged the five-season average by 7 percent.

General cargo tonnage provided the season’s biggest highlight, much of it the high, wide and heavy ilk, for example, 260-foot wind turbine blades, a 125-ton Yankee dryer for ST Paper in West Duluth, and other huge industrial pieces that Duluth Cargo Connect received via ship or barge and then moved to sites throughout North America. That general cargo tonnage total more than quadrupled the five-season average, finishing at nearly 118,000 tons, the most for Duluth-Superior since 1986.

“While it doesn’t offset bulk cargoes like coal

Season Recap continued on Page 12

SEASON RECAP Continued from Page 11

or grain in total tonnage, those general cargo shipments deliver outsized economic value per ton in comparison to bulk cargo, and they also support development of regional industry and greener energy sources, so they represent a big win for our port and our region,” said Deb DeLuca, executive director of the Duluth Seaway Port Authority.

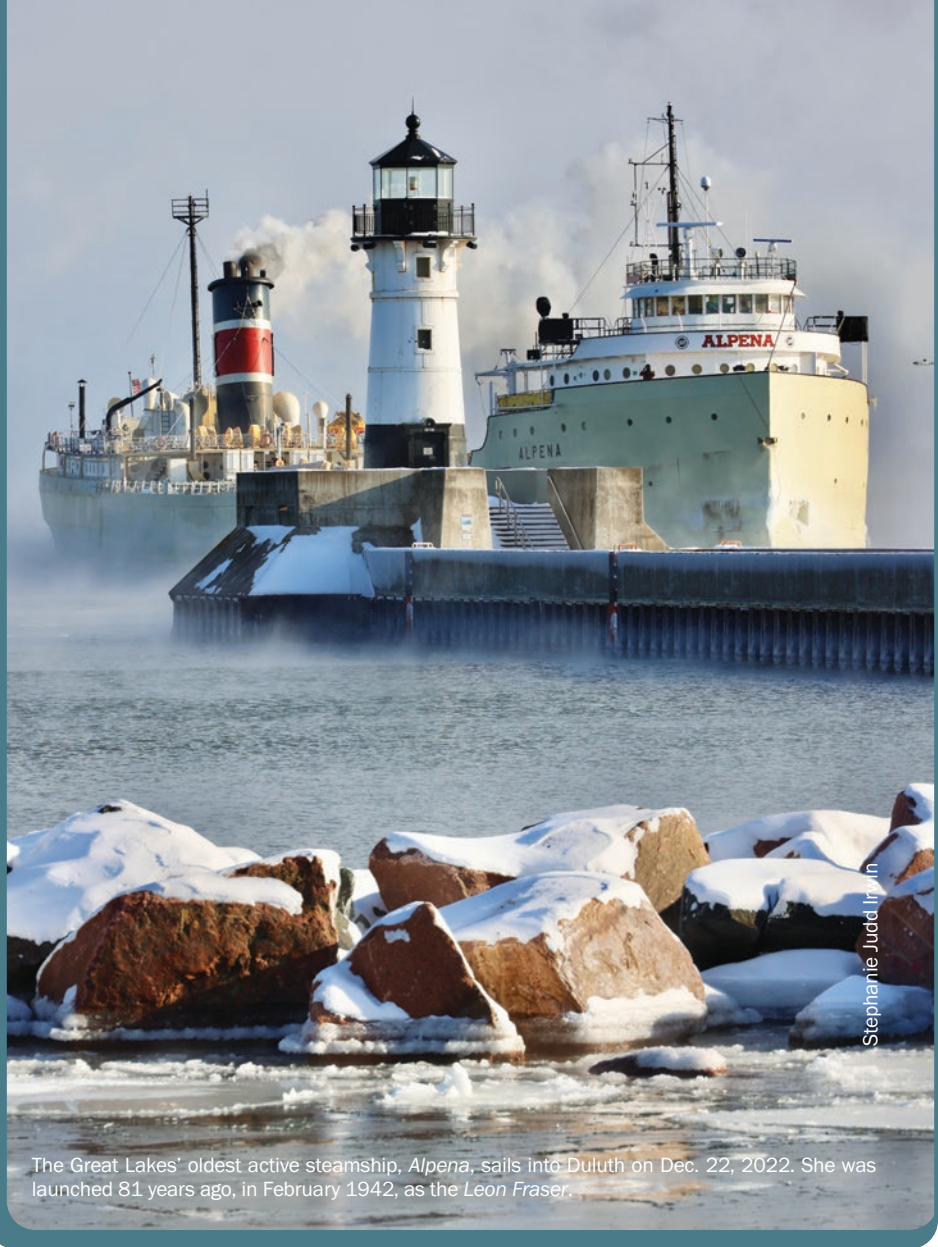
Salt tonnage was up 26 percent compared to 2021, and cement tonnage was down from a massive 2021 but still almost 6 percent above the five-season average. Both emerged as 2022 highlights, as did the debut of maritime container shipping through Duluth Cargo Connect, which opened a new line of efficient cargo import and export for regional manufacturers, producers and retailers.

Coal and grain posted the season’s biggest declines, down 13 percent and 20.3 percent, respectively, compared to the 2021 season. It was the port’s smallest grain throughput since 1890.

“Grain is a very dynamic commodity in terms of supply, demand, pricing and routing, and the port faced a number of headwinds in 2022, including two years of tightening grain supplies worldwide, further exacerbated by the war in Ukraine, a very strong dollar, extremely elevated transportation costs and competition from other countries’ less expensive wheat,” said DeLuca. “It made for a very challenging grain export market this year. We see some modestly positive indicators for 2023, so hopefully grain tonnage rebounds in the coming season.”

Even with the tough year for grain, beet pulp pellets emerged as a highlight. Duluth-Superior exported 150,000 tons of beet pulp pellets this season, which was the most since 2014 and an 85 percent increase over last season. All of it went to Northern Ireland and the United Kingdom.

With commercial navigation now halted until the Soo Locks reopen on March 25, 2023, winter maintenance is underway on ships throughout the Great Lakes. Four vessels are wintering in the Port of Duluth-Superior this year, including three at Fraser Shipyards: the *Lee A. Tregurtha*, the *American Mariner* and the *Edward L. Ryerson* (long-term). The *American Spirit* is wintering at Hansen-Mueller Elevator M in Superior.



The Great Lakes’ oldest active steamship, *Alpena*, sails into Duluth on Dec. 22, 2022. She was launched 81 years ago, in February 1942, as the *Leon Fraser*.

Stephanie Judd Irwin

The Seaway View

Nearly 40 million short tons of cargo transited the Great Lakes-St. Lawrence Seaway System this season, down approximately 5 percent compared to last season. Much as it did in Duluth-Superior, coal tonnage registered the biggest portion of that decline. Increased tonnage in dry bulk commodities, such as coke, salt and potash, helped offset the coal decline, as did a 28 percent year-over-year jump in petroleum products due to increased passenger travel.

“Through decades of investment and reliability, the Great Lakes are uniquely positioned to weather upheavals in the global supply chain,” said Adam Tindall-Schlicht, administrator of the Great Lakes St. Lawrence Seaway Development Corporation. “The Seaway System is a leading example of a worldwide economically resilient and environmentally sustainable shipping corridor, and optimism is high for expansion of trade on the Great Lakes in 2023.”





1ST

CONTAINER loaded onto a ship for export in the port's new era as a Great Lakes maritime container-handling seaport.



1,015

FEET OF CLURE TERMINAL RAIL upgraded and reconstructed.

GLOBAL CONNECTIONS

KEY: ■ import ■ export

32

COUNTRIES linked through Duluth Cargo Connect for import or export in 2022.

39%
MORE THAN 2021



Russia
[Note: Trade with Russia occurred prior to Feb. 24 and Russia's military assault against Ukraine.]

260

FEET IN LENGTH, the longest wind turbine blades ever transported through the Port of Duluth-Superior.



95,751

CUBIC YARDS OF HARBOR DREDGE MATERIAL processed for beneficial use at current and future habitat improvement sites.

WHAT'S NEW?



11

VISITS FROM CRUISE SHIPS including the spectacular new *Viking Octantis*.

Cruising returned to Duluth for the first time since 2013.

7

CALLS on the Port of Duluth-Superior by the debuting *Mark W. Barker*, the first new ship built for U.S. Great Lakes service since 1983.



A MASSIVE HAUL

117,958

SHORT TONS OF GENERAL CARGO transited our port, the most since 1986.

149,776

SHORT TONS OF BEET PULP PELLETS EXPORTED, the most since 2014 and an 85% increase over 2021.

YUM!

Cows in Europe LOVE eating our beet pulp pellets!



Voices in the Woods: Station WAS

BY JAYSON HRON

Duluthians of the era remember 1972 for catastrophic August flooding, which led to then-U.S. President Richard Nixon designating the area for federal disaster relief.

More than 9 inches of rain fell on Duluth during the first 20 days of the month, including three inches in two hours on Aug. 20, causing a surge down the city's steep hillside. That torrent spilled into the harbor with a miles-wide mass of debris and destruction

in its wake. Despite help from the National Guard, cleanup took months, with the final cost reportedly reaching \$12 million.

With the city's attention fixed firmly on landside repairs, few noticed a steady stream of another sort flowing through the port, where a then-record 373 salties plied those storm-fed waters, along with a laker fleet amassing nearly 1,800 visits. This procession, however, did not escape the notice of a focused

trio of operators stationed amidst the birch and poplar trees just north of the Duluth city limits.

Albert Klopp, 57, led the group, which also included Walter Toms and Dorothy Wolf. Together, they operated Station WAS in Duluth, a Lorain Electronics radio-telephone communications system linking ships to shore with a 1,000-watt transmitter housed in a small white cabin on Chase Avenue. Through the "Seaway Seventies," as then-Duluth port director Thomas Burke called them, Station WAS handled nearly 18,000 calls annually, providing a voice-to-voice connection between those on land and those sailing ships across the Great Lakes.

A young girl calling an ore carrier to wish birthday greetings to her seafaring father, or perhaps a Twin Ports vessel agent conveying the loading schedule to an upbound captain on Lake Superior? Station WAS made the connection, and did so in an era when such connectivity was not easily achieved, long before affordable satellite communication, mainstream email and today's ever-present mobile telephones.

Klopp, Toms and Wolf provided the friendly mic'ed voices and technical acumen, flipping the switches and turning dials across a wall-sized transmitter and receiver unit.

"We've met hundreds of people



Albert Klopp, manager of Lorain Electronics Corporation's Station WAS in Duluth, adjusts the controls of his 1,000-watt transmitter in 1972. Klopp led a team of three operators who connected radio-telephone calls to ships sailing the Great Lakes.

Residents survey the damage at the corner of 6th Avenue East and 6th Street in Duluth amidst the devastating flooding of August 1972. Nearly 3 inches of rain fell on Aug. 20, 1972, a single-day high for Duluth dating back to 1939. Most of the rain fell within a span of just two hours, adding to an annual rainfall total that was already tracking nearly 6.5 inches above normal at the time of the August storms.



through radio communications,” Klopp told the Duluth Seaway Port Authority staff in 1972. “Heck, we’ve been talking to some of them steadily since the day we first put our headsets on. The strange part is not having eyeball communications. I know myself that I couldn’t recognize more than two or three captains if I bumped into them on the street.”

By then, Klopp had been operating ship-to-shore stations for Lorain Electronics since the 1940s. He moved from Port Washington, Wisconsin, on the shores of Lake Michigan, to Duluth’s Station WAS in 1944, operating it until he retired. Less is known about Toms, who also joined Station WAS in 1944. Wolf arrived a couple years later and often worked the night shift. The Inland Marine Radio History Archive credited her for having “a wonderful on-air voice” that helped cultivate a “fan club” of

sorts. Together this trio connected an estimated 1,500 lakers and salties to land-based callers in and around Duluth-Superior each navigation season.

“Our business is getting people together,” explained Klopp in the Port Authority magazine, circa 1972. “Wherever they be, on land or water, as quickly as possible.”

Business was especially good in 1972, with the steady movement of ships to and from Duluth-Superior. For the season, approximately 37.3 million short tons of cargo transited the port, including a six-year peak in grain tonnage, a then-record for total overseas tonnage (import plus export), and a general cargo tonnage record (214,782 short tons) that still stands, despite a strong push in 2022 (117,958 short tons) that ranks No. 15 all-time.

The following season, 1973, welcomed still another increase

in total ship arrivals to the port, keeping Klopp and his team even busier. Alas, it proved to be a peak for Station WAS, as technological advancements in ship-to-shore communication gradually changed the format, then the tools.

By 1975, the Duluth Power Squadron’s *Channel Chatter* newsletter reported that Station WAS had gone to full remote operation, from Lorain, Ohio, with no local operator in Duluth. The AM service ceased, shifting exclusively to FM, and new procedures debuted for placing calls through the remote operators. In the years to come, satellite telephones, email and modern-day text messages would emerge and render obsolete radio-telephone systems like Station WAS. Today, it occupies only a yellowed page in the archives, but from the 1940s through the 1970s, it was a critical link for Great Lakes logistics. ⚓

LOST LOCOMOTIVE FOUND IN DULUTH

Manufactured in February 1964, General Electric diesel-electric locomotive No. 34584 rolled off the assembly line and straight into the Magma Copper Company's bustling mine complex near San Manuel, Arizona. There it served venerably until the mine shuttered in the early 2000s, ending a decades-long run of shuffling railcars at what once reigned as the continent's largest underground copper mine.

How that little locomotive—Magma No. 6—escaped the desert heat only to arrive in the frigid climes of Duluth is quite a leap, but escape it did, having been sold to Ag Processing Inc. (AGP), which owned an 1880s-built grain elevator on Rice's Point. That elevator property became Magma No. 6's new home. When the Duluth Seaway Port Authority purchased the property in December 2020, it inherited ol' No. 6. According to Ken Buehler, executive



Jayson Hron

Renamed AGPX No. 6 after its purchase by Ag Processing Inc., the former Magma 6 locomotive moved north and took up residence in the Duluth Lake Port grain elevator complex, which the Duluth Seaway Port Authority purchased in 2020.

director of the Lake Superior Railroad Museum, General Electric produced about 550 of these 25-ton locomotives from 1941-1974. Just 16 feet in length, they deliver 150

TOOLS OF THE TRADE MX IRON ORE RECLAIMER



David Schauer

Drivers traveling northbound on Interstate 35 through West Duluth might notice to their right a machine with looks straight out of "Star Wars" pawing at giant iron ore stockpiles adjacent to the CN dock. This is the MX iron ore reclaimer, one of two that prowl CN's facility. It's a track-mounted mechanical excavator used to move iron ore from stockpile to ship, its spinning bucket wheel gobbling the round reddish rock and then conveying it across a system of belts to the ship-loader. Each MX reclaimer is ap-

proximately 130 feet long, 30 feet tall, 22 feet wide, and it weighs 480,000 pounds (240 tons; about twice as much as a blue whale).

When it comes to moving ore, they do a whale of a job. Each has the capacity for reclaiming more than 5,000 short tons per hour, but they are restricted to reclaiming 3,360 short tons per hour to match the conveyor system's capability. Both MXs combine to reclaim several million tons of iron ore pellets from stockpile during the course of a shipping season.

horsepower and travel no faster than 20 mph. They're used primarily for switching railcars, which is what it did at the Duluth grain elevator in addition to the Arizona copper mine and its 29.4-mile San Manuel Railroad.

Marc Pearsall, a researcher with the Arizona State Railroad Museum Foundation, somehow ascertained the whereabouts of Magma No. 6 last fall. His foundation is working to establish a railroad museum in Williams, Arizona, along the Grand Canyon Railroad. Pearsall reached out to the Duluth Seaway Port Authority asking if the stout little steed could migrate back to Arizona and become a cornerstone of the museum's collection, repainted and restored with its 1970s Magma livery. The Port Authority agreed to the deal and is presently planning an Arizona homecoming for this unlikely traveler, which will become one of approximately 12 such specimens preserved in railroad museums nationwide, according to Buehler. "From a curatorial aspect, the engine didn't leave a big mark on our region, nor is it something that would benefit the North



Marc Pearsall

Magma No. 6, a 25-ton General Electric locomotive, awaits its next move at the Magma Copper Mine in Arizona during the 1980s.

Shore Scenic Railroad," he said. "It's much better off in its soon-to-be new home in Arizona as a reminder of the 700 million tons of ore dug out of the ground at the once mammoth Magma Copper Mine of San Manuel."

APPOINTED: To the 11-member American Association of Port Authorities (AAPA) Board of Directors, DEB DELUCA, executive director of the Duluth Seaway Port Authority. The board consists of elected representatives from each of the AAPA's United States and Canada regions. DeLuca represents the U.S. Great Lakes Ports caucus.

HIRED: In late November by Compass Minerals in Duluth to serve as safety and quality supervisor, KEN DAMMER, who worked previously as the dock and plant manager at EnviroTech Hallett Dock 8 in Superior. Dammer's resumé also includes experience with Central Transport and C. Reiss Coal Company. AMANDA KYANDER assumed oversight of EnviroTech Hallett Dock 8 after Dammer's departure.

SUBMITTED: A record total of manual Great Lakes weather observation reports in 2022 by crew members from the lake freighter *Calumet*. Exactly 2,700 reports emanated from the 1973-built laker, the highest single-year total for any ship since online reporting to the National Oceanic and Atmospheric Administration began in 2005. Ships report wind speeds, wave heights, air and water temperatures, barometric pressure, weather, clouds and ice conditions, which become "a huge asset to our operations," said RON WILLIAMS of the National Weather Service in Duluth.

SWAPPED: Management roles at CN's Duluth and Two Harbors iron ore docks, respectively, LOU WEICHSELDORFER and DARREN JACOBSEN. Weichseldorfer shifted from the Duluth facility to Two Harbors, which he managed previously from 2015-17; Jacobsen concurrently assumed leadership in Duluth.

PURCHASED: Erie Pier, an 89-acre dredge material storage and reuse property located in West Duluth alongside the St. Louis River's North Channel, by the Duluth Seaway Port Authority. Originally acquired in partnership with the city of Duluth, the Port Authority has long managed the property, which dates back to the 1970s. The pier provides a placement site for material dredged from the federal navigation channel that is maintained by the U.S. Army Corps of Engineers.

NAMED: As an intern for the Duluth Seaway Port Authority, KOREY GARCEAU, a senior student in the University of Wisconsin-Superior's transportation and logistics management program. Garceau is a former recipient of the Duluth-Superior Maritime Club transportation and logistics scholarship. His Port Authority apprenticeship will conclude in late May 2023.

SHELTERED: A flotilla of 15 ships in the Port of Duluth-Superior during a Christmas Eve freezing gale weather event that caused loading and sailing delays throughout the Great Lakes. In the storm's aftermath, St. Lawrence Seaway management delayed the seasonal closure of the Welland Canal and the Montréal-Lake Ontario Section to allow more time for cargo ships exiting the system.

AWARDED: Specialty Soya and Grains Alliance honors to JONATHAN LAMB and Duluth Cargo Connect, recognized in a formal presentation on Dec. 2 in Indiana, for advancing the transportation of identity-preserved grains in 2022.

LIFTED: 3,937 times during calendar year 2022, Duluth's Aerial Lift Bridge, a decrease of 433 lifts compared to 2021. The 2022 bridge lift count accommodated the passage of 9,104 vessels, including 911 combined sailings through the Duluth Ship Canal by the Duluth-based Vista Fleet cruise vessels *Vista Queen* and *Vista Star*.

MAKING WAVES

A port news roundup

New Federal climate blueprint promotes modal shift

A quartet of federal agencies—the United States DOE, DOT, EPA, and HUD—released in January 2023 a joint *U.S. National Blueprint for Transportation Decarbonization* to cut greenhouse gas emissions in both passenger and freight transportation.

Regarding freight transportation, the blueprint called use of more efficient vehicles and modes of transportation “essential to reducing overall transportation emissions and energy use.”

“The use of more efficient modes could also reduce the number of vehicles on the road and reduce congestion, improving travel time and traffic flow thereby further reducing GHG emissions and other harmful air pollutants. For freight, maritime and rail offer the cleanest options, followed by trucks and aviation, which results in the highest emissions. Industry can prioritize shifting parts of shipment journeys away from trucks to rail and water shipping when feasible.”

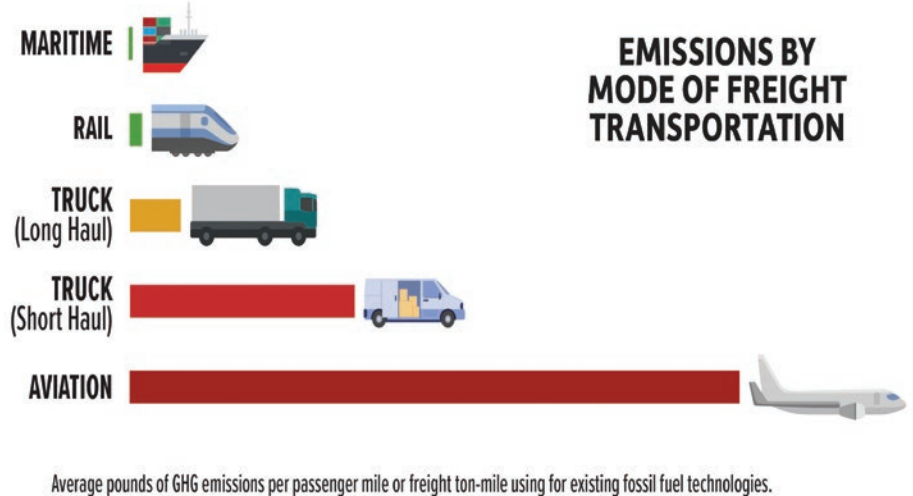
—U.S. National Blueprint for Transportation Decarbonization

This type of shift was exemplified by recent short-sea shipping moves that brought special bar-quality steel from Monroe, Michigan, to Duluth aboard Interlake Steamship’s *M/V Mark W. Barker*, rather than by more emissions-intensive land-based transport modes.

“It’s really about optimizing the modal mix,” said Deb DeLuca, executive director of the Duluth Seaway Port Authority, and also chair of the

Minnesota Freight Advisory Committee. “For most cargoes, some degree of last-mile land-based transport will always be necessary, but the more shippers can use waterways, and the longer they can extend that waterborne leg of the journey, the greater the reduction in emissions and congestion.”

For more information on the Blueprint for Transportation Decarbonization, visit [Energy.gov](https://www.energy.gov).



2023 U.S. National Blueprint for Transportation Decarbonization

Norr appointed to the Port Authority Board

In late November 2022, the Duluth City Council appointed Nancy Aronson Norr to the Duluth Seaway Port Authority Board of Commissioners. Norr succeeded Commissioner Ray Klosowski, who concluded an 18-year stint on the Port Authority Board of Commissioners in October. Norr’s appointment is a six-year term set to expire Oct. 31, 2028.

Norr recently completed a 31-year career at Minnesota Power, an ALLETE company, as director of regional development. A Duluth resident since 1985, she has served on numerous local, regional and state boards, including a tenure as chair of the Duluth Economic Development Authority (DEDA) and a co-founding role with the Area Partnership for Economic Expansion (APEX). In 2021, the Minnesota Humanities Center appointed Norr to its board and she also founded Norr Community Solutions.

Born in Wisconsin, Norr holds a bachelor’s degree in business economics from the University of Wisconsin-Eau

Claire and a master’s degree in agricultural economics from the University of Wisconsin-Madison. She is a student of public history, an avid tennis player and enjoys spending time outdoors in all four seasons.

The Duluth Seaway Port Authority is an independent public agency created by the Minnesota Legislature in 1955 to foster regional maritime and economic development and advocate for port interests. The Port Authority is governed by a seven-member board of commissioners – two appointed by the governor of Minnesota, two by the St. Louis County board and three by the Duluth City Council.



Nancy Aronson Norr

IN FOCUS: Kelly Campy

Our In Focus series profiles the photographers whose images bring the port's working waterfront to life.

How did you get into photographing the shipping scene?

I've always loved taking pictures, even as a kid. Having a camera on my cellphone to capture cool things at all times and access to social media to share the images with people are big motivators. It also is motivating to get comments and reactions from people all over the United States. I am a Northland photographer/videographer, so naturally I am drawn to Lake Superior and the shipping industry. Plus, I have always loved the tugboats.

If this is not your profession, what's your "day job"?

I am not a professional photographer/videographer by any means. I just have fun with it. My actual job is working at a ship chandlery, Allouez Marine Supply, preparing and delivering supplies to the ships.

What draws you to Great Lakes shipping for images?

I grew up in the Northland. Seeing the ships is just a part of the scenery often taken for granted. I have always been drawn to Lake Superior and all her activities, but my biggest fascination is tugboats.

Do you have a personal connection to the lake? I have always felt a connection to the lake. Swimming and walking her beaches as a child with people I love always brought me happiness and comfort. As an adult, I often visit her alone to "work things out."

Do you have other specialty focus areas, as well? My other areas of focus are sunrises, sunsets and pretty

much anything Mother Nature has to offer. I love capturing animals going about their lives. Not only is it satisfying to witness such beauty and wonder, it also is satisfying to share it all.

What is your approach to photography?

I pay attention to everything happening around me, down to the smallest detail. I notice things that others just walk by without a second thought. I am also willing to get up at any time, go out in any weather, and travel just about anywhere to capture something cool.

With photos, I take multiple shots of the same subject and position. One will turn out better than the others. With videos, if it excites me as I'm watching through the screen, I know it will be good. But I have shared pictures and videos I didn't think were very good, and they were the most popular.

What other interesting aspects of your work or life would you like to share with this audience?

I love to hike, kayak and just be in nature. These are activities that allow me better access to nature and shots I wouldn't normally get. Some of the most amazing places in the Northland can only be reached by walking trail or water. I am also an avid hunter and collector of agates and rocks.



Kelly Campy



Photos by Kelly Campy



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