

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

GENERAL RAILROAD INFORMATION

XI, Number 6 [Thursday, May 2, 1889],
page 1, column 2

The Menominee Range, Iron Mountain,
Menominee County, Michigan, Volume
XI, Number 3 [Thursday, April 11, 1889],
page 1, column 2

Tremendous Train Service.

Any one [*sic* – *Anyone*] passing through
the main street of **Iron Mountain**, and
hearing the perpetual jangling of the
warning locomotive bells, would scarcely
imagine the enormous extent of the traffic
that has to be registered up at Antoine.
**From the 5th of May until the 24th of
October last year no fewer than 8,067
different trains were registered**, and the
probability is that the great average will be
considerably exceeded this year.

The Menominee Range, Iron Mountain,
Menominee County, Michigan, Volume
XI, Number 3 [Thursday, April 11, 1889],
page 1, column 3

**OF the 158 trains that will run on the
upper peninsula division of the C.N. &
W. [*sic* – *C. & N.W.*] this summer, all but
60 will run on the Menominee range
branch.** As the branch is a single track
part of the way it will require some close
running to keep all this traffic moving along
without delay. **Ninety eight trains a day is
four every hour out of the 24, with two
over to be sandwiched in somewhere.** In
fact we saw three ore trains pull out after
the morning passenger had passed, the
other day, not more than five minutes apart.
Here is one employment, at least, where it
behooves a man to be on time.

The Menominee Range, Iron Mountain,
Menominee County, Michigan, Volume

All But The Meanest Man.

The meanest man on earth, outside of
the wart who writes “refused” on a
newspaper he is owing for, has been
unearthed at **Iron River**. Last Tuesday he
and a little daughter boarded a passenger
train at that place. The conductor wanted a
half-fare for the child and the father to avoid
paying it, denied the child, his own
daughter. At **Iron Mountain** the conductor
told the little girl that her fare must be paid
before the train reached **Norway** or she
would be put off. The child went into the
smoking car and with big tears swelling in
her eyes told her brute-father of the
conductor’s orders. When he saw the
game was up the money was paid over.
Things of that make are scarce, thank
goodness. –**Drill.** [*The Diamond Drill,
Crystal Falls, Mich.*]

Iron Mountain Press, Iron Mountain,
Dickinson County, Michigan, Volume 9,
Number 21 [*sic*] [Thursday, October 13,
1904], page 5, column 1

CHIPS FROM CHANNING.

**Iron ore shipments passing through
Channing for Escanaba** have averaged
225 cars per day for the past week, 100
cars coming from the Iron Mountain district
and 125 cars from the Crystal Falls district.

Iron Mountain Press, Iron Mountain,
Dickinson County, Michigan, Volume 9,
Number 21 [*sic*] [Thursday, October 13,
1904], page 5, column 1

RANDVILLE REPORTS.

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The railroad company has a **crew of men at work on the new concrete bridge across the Sturgeon river.** Louis Braunschweg, of Watertown, Wis., is in charge of the work. The bridge is to be fifty feet wide with wings on each side reaching within two feet of the edge of the right of way. The abutments and wings will be built of concrete and will require 1,000 cubic yards of crushed rock and 700 barrels of cement. The arch will have a thirty-foot span and will be built of Puttington paving brick, requiring 1,000,000 bricks to build it. The construction of the bridge will take at least four months.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 23 [Thursday, October 27, 1904], page 5, column 3

NEWS GOSSIP FROM SAGOLA.

Superintendent Hastings stopped off here last Saturday for a few hours and **looked over the ground where the railroad company is going to build new sidings.** They will put in about 2,500 feet of new siding to handle the business from this place. The business has grown so much that the present trackage is not capable of accomodating [*sic – accommodating*] the patrons. Work has already commenced on the log track extension.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 28 [Thursday, December 1, 1904], page 5, columns 1-2

CHIPS FROM CHANNING.

The log shipments are increasing now that cold weather has come. About forty cars of logs per day are being received from the Ontonagon branch, thirty for Oconto and ten for Sagola.

The last ore train for Escanaba for this season passed through Channing to-day [*sic – today*]. The ore was from Republic. The Tobin mine at Crystal Falls made the last shipment for the season yesterday.

The train crew on the Copper Range railroad played a good joke on the agent at Rockland and Conductor Allen and his crew on the St. Paul last week Thursday. When the Copper Range train came from Ontonagon the engineer reported that there was a **wounded buck near the track about a mile from Rockland,** and Allen, anxious to secure the deer, cut the engine loose from his train and with his brakeman, **P.L. Vincent,** and **J.H. Kohne,** agent at Rockland, all got on the engine and ran down to where the deer was reported. They soon came in sight of the deer, which was a fine specimen with large antlers. The buck had evidently been wounded in the back and was sitting on his haunches in the snow and held his head high in the air in defiance of the newcomers. The engine was brought to a stop, **Engineer Jas. Hart** took the gun and fired three shoots [*sic – shots*] at the wounded deer, missing him each time. The brakeman, P.L. Vincent, also tried three shots, and in his excitement also missed the deer. Agent Kohne then said to give him the gun and he would kill the deer. He shot twice and the second shot hit the deer in the head, but did not seem to hurt him any, as he did not move, and still maintained his defiant position. The men then decided to investigate and found on

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close inspection that the deer had been dead about a month and the crew of the Copper Range train had placed the carcass in a sitting position, propping the head up with a forked stick. The St. Paul crew took the joke in good humor and are *[sic – is]* now devising some means to get even.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 28 [Thursday, December 1, 1904], page 5, column 3

RANDVILLE REPORTS.

The **superstructure for the new railroad bridge across the Sturgeon river** was completed last Saturday, and the **pile-driving crew went to Escanaba** to do some work on the ore docks.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 29 [Thursday, December 8, 1904], page 5, column 2

QUINNESEC ITEMS.

The **approach to the Cundy bridge on the Michigan side of the river is completed and the rails for the train cars have been laid across the bridge to the Wisconsin side.** Contractor **Fredeen** has ordered ten new cars and expects them this week. As soon as they arrive he will proceed to fill the approach on that side of the river.

...

The work of **repairing the break in the retaining wall at the Cundy bridge** is in progress this week. Holes have been drilled through the wall and eye-bolts inserted which will be anchored to piles

driven in the ground on the land side of the wall. This, it is thought, will prevent the wall from giving away under the pressure of the dirt used in filling the approach.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 29 [Thursday, December 8, 1904], page 5, column 5

RANDVILLE REPORTS.

The **pile-driver crew** arrived last Tuesday morning to **drive the piles for the support of the abutments for the new railroad bridge across the Sturgeon river.**

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 31 [Thursday, December 22, 1904], page 11, column 2

CHIPS FROM CHANNING.

There are **four log trains on the Ontonagon branch and they are bringing down about seventy cars of logs per day.**

...

A **snow plow was sent over the Ontonagon branch** last Monday to clear the track of snow. About sixteen inches of snow was reported on the branch.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 32 [Thursday, December 29, 1904], page 1, column 2

THE BLIZZARD WAS A BEAUT

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

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RAGED FOR FORTY-EIGHT HOURS DEALYING ALL TRAINS.

The storm which raged from Monday night until last night was the worst ever. There was an unusually heavy fall of snow for this section – **perhaps sixteen inches on the level** – and a high wind prevailed causing “the beautiful” to drift badly. Business was nearly at a standstill. The railroads were badly blockaded. Trains were delayed as follows:

ON ST. PAUL ROAD TUESDAY.

Morning train north twenty minutes late.

Southbound, due at 11:15 a.m., three hours late. Stuck in snow two hours at **Eagle Mills on South Shore road.**

Northbound, due at 2:30 p.m., two hours late. Delayed at **Iron Mountain** one hour by an engine stuck in the snow on turntable. Double-header from this station to **Marquette.**

Southbound evening train, due at 9:25, seven hours late. Stuck in snow at **Nestoria** and **between Champion and Republic.** Backed up to Champion and waited for snow plow from south. Double-header from **Champion.**

Wednesday – Morning train, north, three hours late. Double-header.

Southbound, due at 11:25 a.m., stuck in snow on South Shore road. Extra from **Channing.** Double-header.

NORTH-WESTERN TUESDAY.

Morning train, northbound, one hour late and tied up at **Elmwood.**

Day train between Crystal Falls and **Powers**, one hour late both ways. Did not run to **Amasa.**

Night train, south, run from Iron River only. No trains from **Crystal Falls** or Hurley.

Wednesday – Morning train, north, three hours late.

Day train, between **Crystal Falls** and **Powers**, one hour late, both ways.

Trains on both roads nearly on time this morning.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 32 [Thursday, December 29, 1904], page 5, column 3

RANDVILLE ITEMS.

The Railroad company is **extending Carey’s Spur 400 feet** to enable them to take care of the cordwood and log traffic.

...
The pile-driver crew is still working on foundations for the new railroad bridge across the Sturgeon river. It is expected that the work of driving the piles will take at least six weeks.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 10 [Thursday, July 28, 1910], page 1, column 2

Investigate Forest Fires.

John Engblom has been appointed **special agent for the state to investigate forest fires and their causes.** The causes are easy to arrive at: **ninety-eight per cent of the fires are due to the carelessness of the railroad companies and their staff of trackmen; the other two per cent to careless fishermen.** The lumbermen furnish much of the fuel and are not deserving of any great amount of sympathy for their losses. If the lumbering concerns were forced to burn their

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slashings the fires would be less extensive. The loser deserving of full sympathy is the settler and small land owner. We hope Mr. Engblom will ventilate matters in his report.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 8 [Thursday, July 8, 1920], page 1, column 6

A Car Shortage.

A car shortage is now threatening the industrial life of the community. The **von Platen Lumber company** is unable to secure cars to bring logs from the camps to the mills nor to ship lumber to the market. Last Monday, the company had no cars. At the camps two engine crews are idle most of the time. The supply of logs at the mill is an exceedingly limited one and unless conditions are remedied at an early date further curtailment will be absolutely necessary. The mining companies are also complaining deeply and bitterly of traffic conditions. At the **Chapin** the large stock-piles [*sic – stockpiles*] have hardly a dent put in them. Only one steam shovel is in operation. At other mines no stock ore is being shipped. A continuation of this condition may result disastrous this fall and winter. But let us hope for the best.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 14 [Thursday, August 19, 1920], page 1, column 2

Christ Rigoni has issued an option on his property between the North-Western and St. Paul tracks to the Sawyer-Goodman company for \$20,000. The price, in the opinion of many, is a most reasonable one.

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 302 [Monday, April 6, 1925], page 3, column 2

RAILROADS ARE HIT BY BUSSES

Traffic Here Diminishes As Motors Resume Operation

Railroad business this spring has decreased since the inter-city bus lines resumed operation, according to reports at the depots. Traffic on passenger trains has been less than during any other similar period in some time.

At the North Western depot yesterday morning only a few tickets were sold to northbound passengers. One of the busses to Crystal Falls and Iron River was taxed to capacity.

This winter as many as 35 tickets were sold to persons going to Menominee and Escanaba but that figure has now been cut considerably.

The slump in business is also attributed to the fact that many traveling salesmen are using their own cars and others have also taken their machines out of winter storage.

Busses throughout the upper peninsula have cut in considerably on railroad traffic, especially in districts having a number of small towns and cities.

In most cases, fares charged by bus lines are lower than those collected by the railroads. This plays an important part in the downward path of railroad business during the spring, summer and fall months.

Considerable money is being invested in bus lines. The new motor bus put into

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operation recently by the Iron River Transportation company, which operates a line between Iron Mountain and Ironwood, cost \$12,000.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 33 [Thursday, January 6, 1898], page 1, column 4

A Narrow Escape.

Last Sunday evening an unknown man jumped from his cutter in time to save his life at the Chicago, Milwaukee & St. Paul crossing near Randville. The horse was killed and the cutter smashed to fragments by the south bound passenger train.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 6, Number 4, [Thursday, June 20, 1901], page 8, column 3

Depot Blaze.

The **St. Paul depot** was badly gutted by fire last Tuesday night. The blaze, it is supposed, was caused by spontaneous combustion, and the loss on building and contents will reach \$3,500. The fire company performed splendid work, but it is a question whether the members are not deserving of public censure for saving the old shack from total destruction.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 6, Number 6, [Thursday, July 4, 1901], page 1, column 3

THE ST. PAUL DEPOT

The Rebuilt Structure Will Contain Many Modern Conveniences It is Expected.

Iron Mountain is not to have a new depot, as a result of the blaze at the St. Paul building, but thanks to the efforts of **Agent Gardinier** the **rebuilt structure is to be modernized** to a certain extent.

The plans adopted call for the entire remodeling of the interior. The north end is to be fitted up for a **ladies' waiting room** neatly furnished. Next comes the **ticket office** and next a **waiting room for men**. Adjoining will be the **baggage-room** [*sic – baggage room*], with the delivery entrance on the west side of the building. The remainder of the building will be utilized for freight purposes.

The proposed changes will certainly be a great accommodation to the patrons, but what Iron Mountain deserves at the hands of the company is a handsome depot similar to that of the North-Western road.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 32 [Thursday, December 29, 1904], page 1, column 2

THE BLIZZARD WAS A BEAUT

RAGED FOR FORTY-EIGHT HOURS DEALYING ALL TRAINS.

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Trains on both roads nearly on time this morning.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 29 [Thursday, December 8, 1904], page 1, column 4

New Chair Car.

There has been some discussion among the officials of the St. Paul road on this division in regard to the addition of a combination cafe and chair car to be put on trains thirty-one and six. The matter was agitated some time ago and was finally dropped. Demands from the public all along the line have again brought the matter up and it is possible that something may be done favorable to the requests, in the near future.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 11, Number 50 [Thursday, May 2, 1907], page 1, column 6

Filling the Pit.

Nearly two hundred men, four train crews, nearly two hundred flat-cars [*sic* – *flatcars*] and two large steam shovels are now employed by the North-Western and St. Paul roads in the work of filling and ballasting the tracks across the Chapin mine pit. The daily expense probably exceeds \$1,500. It is certain that the work will continue throughout the season.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 19 [Thursday, October 1, 1908], page 1, column 4

Encouraging.

Information imparted to The Press would indicate that the plans for the St.

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Paul depot had been rescued from the office cat. Our informant says that estimates as to the probable cost of the proposed structure were now being made. This means, probably, that the company is getting matters in shape to commence the work of erection at an early date in the spring, provided the office cat does not break into the game again. Local business men *[sic – businessmen]* threaten to serve an ultimate *[sic – ultimatum]* on the company in the near future if positive assurance is not given that the work will not be delayed another season. The present depot is a disgrace to the city and company.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 19 [Thursday, October 1, 1908], page 1, column 4

Passenger Agent.

Arthur Carlson, for several years cashier in the St. Paul depot, has resigned to accept the position of district passenger and freight agent with the Wisconsin & Michigan railway, succeeding W.R. Mitchell, of Norway. He will have his headquarters in this city, in the building at the corner of Stephenson avenue and B street at present occupied as a tailor shop. The building is to receive extensive repairs. Mr. Carlson is a clean-cut genial young business man *[sic – businessman]* and The Press is confident that he will score a success in his now *[sic – new]* position.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 19 [Thursday, October 1, 1908], page 1, column 5

Toilet Rooms.

The North-Western and St. Paul passenger depots are to be provided with toilet rooms. Several months ago a petition requesting the improvement was circulated by Rev. N.H. Nosbisch. The petition was signed by over two hundred business men *[sic – businessmen]* and was forwarded to the division officers. No reply being received, the conclusion was reached that the petition was to be ignored. However, this was a mistake, as letters have been received this week from Supts. Hastings and Linsley stating that the improvements desired would be made at once.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 10 [Thursday, July 29, 1909], page 1, column 4

St. Paul Depot.

While The Press is unable to print anything positive regarding a new passenger depot for the St. Paul road, it can be said “things are moving” in the right direction. If the business men *[sic – businessmen]* of Iron Mountain would only lend a helping hand matters would be hastened very materially. The division officials are willing workers in the cause. Let the businessmen bombard the company with letters and petitions – commence today *[sic – today]* – now! – and the work will be inaugurated at once. Get busy, men of Iron Mountain!

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 20 [Thursday, October 7, 1909], page 1, column 2

Gasoline Car.

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The Chicago, Milwaukee & St. Paul road is not [*sic – now*] engaged in supplying the section crews of the peninsula division with the new-fangled gasoline cars. One was received the other day for the crew employed on the Quinnesec branch. The cars are about the same size as the old man-killing pump-cars and the motive power is furnished by an engine of twenty-horse power. It will be a bully vehicle for fishing excursions.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 52 [Thursday, May 19, 1910], page 1, column 5

IRON RIVER VALLEY

CONTRACT WILL SOON BE LET FOR INE FROM CRYSTAL FALLS

Ishpeming & Lake Superior Road to Connect With St. Paul Road at Champion, Says Report.

The Chicago, Milwaukee & St. Paul road, after much hesitation, has finally decided to invade the Iron River and Stambaugh districts.

The Press has received this information from a source that we deem most reliable. Our informant tells us that the contract will be let within the next thirty days, or as soon as a final survey now being made is completed and the maps are [*in*] shape to submit to the contractors.

The St. Paul company plans to extend the Crystal Falls branch into the Iron River valley, touching the new Chicogoan [*sic – Chicagoan*] mine and various promising explorations enroute [*sic – en route*]. The

length of the extension by the proposed route is about seventeen miles, and is through a country capable of a high stage of cultivation. The Press hears that the St. Paul road has been assured much business in the Iron River valley from the mining companies and mercantile concerns.

Another interesting story reached [*sic – reaching*] the ears of the writer tells of an early extension of the Ishpeming & Lake Superior road to Champion, to a connection with the St. Paul road. This story developed during a recent conversation with a well-known upper peninsula railroad man with who [*sic – whom*] the writer was discussing the report that the Duluth, South Shore [&] Atlantic road was about to cancel [*sic – to cancel*] its traffic arrangements with the St. Paul company. The gentleman tells us that the proposed extension was now a matter of serious consideration; that estimates of the probably [*sic – probable*] cost of the branch were being made, and he predicted that the line would be constructed in the near future. Such an extension would be a good thing for both roads. The St. Paul road would secure a direct route to all towns on the Marquette range, Alger county towns and also with several important towns in Schoolcraft county. The Ishpeming & Lake Superior road would gain an outlet to Chicago, Milwaukee and the east and all sections of the upper peninsula, something it does not now enjoy. The gentleman clinches his prediction of an early extension by calling attention to the fact that the Cleveland-Cliffs company - owners of the Ishpeming & Lake Superior road, and allied lines, – was now opening a number of important mines in the territory around Champion and Republic, and would desire to haul the ore therefrom to its docks at Marquette. The story sounds plausible.

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Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 3 [Thursday, June 9, 1910], page 1, column 5

Discharging Men.

Orders had been issued by the St. Paul road for extensive track improvements from this city north to Champion and Ontonagon and the section foremen were instructed to hire many extra men. On Saturday the foremen received orders to discharge all extra men, indicating that the proposed work had been abandoned. Probable [*sic – Probably*] this is the railway company's answer to the government suit to restrain a radical advance in freights. If so, it shows unusually poor judgment on the part of the company.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 21 [Thursday, October 13, 1910], page 1, column 2

IN LOG TRAIN WRECK.

Accident on St. Paul Road Results in Death of Wm. Schmeling.

Last Monday afternoon, while a log train on the St. Paul road was running sixty miles per hour to make a heavy grade south of Middle Inlet station, six miles west of Wausaukee, stakes on a log car near the end of the train broke, logs tumbled off, resulting in the death of a woodsman and severe injuries to two trainmen, the wrecking of seven cars and the Middle Inlet depot.

Dead – William Schmeling, aged 24, single. A resident of Peshtigo.

Injured – John Graham, conductor, a resident of Menominee. Left arm broke, generally bruised. J.A. Kehoe, brakeman, a resident of Peshtigo, jaw broken, head and face badly battered. May be internally injured.

The logs dug a hole six feet deep under the station warehouse. Caboose of train was shaved off to the floor one-third car. Balance not damaged.

Several people riding in the back part of the caboose were slightly injured.

The passenger train coming north was delayed several hours.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 21 [Thursday, October 13, 1910], page 1, column 6

Railway Contract.

Martin King, the contractor, left this morning for Rubicon, Ontonagon county, with a number of men and horses. Mr. King has been awarded a contract to fill in a number of small bridges and culverts on the Ontonagon branch of the St. Paul road and will employ seven teams. His contract calls for the moving of over 10,000 square yards of earth.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 24 [Thursday, November 3, 1910], page 5, column 3

WITCH LAKE.

The St. Paul depot at Floodwood is to be torn down. It is learned that the material will be removed to Wausaukee, where it will be utilized in rebuilding the depot at that place.

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Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 27 [Thursday, November 24, 1910], page 1, column 5

Man Killed.

Last Monday, near Ellis Junction, a middle-aged man was struck by a freight train on the St. Paul road and instantly killed. The man's name was Delbert Morris. He was walking on the track at the time of the accident and the trainmen declare that he paid no attention to the repeated alarms from the engine.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 28 [Thursday, December 1, 1910], page 6, column 2

Confer on Train Service.

Commerce Consul William Ellis and general officials of the St. Paul road will on next Tuesday confer with Green Bay officials and the Commercial club relative to improving the train service between that city and Iron Mountain. A daily train is wanted, but the road's officials have insisted that it could not be made to pay, so refused to put it in.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 30 [Thursday, December 15, 1910], page 1, column 6

Christmas Trees.

During the past few weeks fully twenty carloads of Christmas trees have been shipped from points along the St. Paul road

between Iron Mountain and Republic. It is estimated that the shipment contained not less than 70,000 trees. The heaviest shippers were Frank Cleveland, of this city, who shipped about ten carloads, and a Green Bay firm. The trees were shipped east to Toledo and Columbus, west to Omaha and Tokepa and south to St. Louis.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 50 [Thursday, May 4, 1911], page 4, column 2

New Train Starts.

The new Iron Mountain-Green Bay passenger train on the St. Paul road is now making regular runs, commencing last Monday. The train leaves Iron Mountain at 6:15 a.m. and arrives in Green Bay three hours later. Returning the train leaves the Wisconsin town at 4:30 p.m. and arrives in Iron Mountain at 7:30. Conductor Van Oss is in charge of the train. It develops that, the Green Bay business men [*sic – businessmen*], in order to secure the new train, have guaranteed the St. Paul road an increase of not less than \$75,000 a year in freight business. The committee representing the business interests of Menominee and Marinette, who recently awaited [*sic – waited*] upon Supt. Hastings, were informed that, in order to secure an additional train on the branch, it would be necessary to come to the front with a guarantee of not less than \$800 worth of new business each month. The guarantee would about equal the cost of operating the train. The condition was complied with and it is now possible to visit the twin cities and return the same day via the St. Paul road. The new train contains a day coach, smoker and baggage car.

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Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 17, Number 9 [Thursday, July 18, 1912], page 1, column 6

LOOKS LIKE BUSINESS.

St. Paul Engineers Were Surveying For New Depot Last Tuesday.

Walk easy – there's a real hen on that St. Paul passenger depot nest – a hen that looks more businesslike than any bird that has cackled around the coop since Jerry Clifford promoted the story about the architect and his plans – and that was numerous moons ago *[sic – ago]*. Apparently, and to all outward appearances, this hen has a perfectly good egg in course of manufacture. At any rate we are an optimist today on the depot question. Last Tuesday, the Iron Mountain yard of the St. Paul road was invaded by a corps of engineers. Lines were run this way and that way all the way from the Chapin mine to the river and back again. The gentleman in charge was not disposed to waste time in discussing his business with common people, but by using newspaper methods, the information was finally secured that he had been ordered here to make a survey for the long-promised passenger depot and other improvements. This new hen looks good to the writer – much better than the yarn of romance circulated by Hot Air Jones and his co-laborers. And, too, The Press is certain that the egg will not addle if Sgpt. *[sic – Supt.]* Hastings can prevent. The Press has confidence in Mr. Hastings. The gentleman has been dingdonging *[sic]* his

company early and late to build a depot here. The improvement has become a personal matter with Mr. Hastings. He is even sensitive in the premises. Mr. Hastings feels that the people of Iron Mountain hold him responsible for the long delay, but he is mistaken. We appreciate the fact that Mr. Hastings wants a depot in Iron Mountain just as hard as the people of Iron Mountain want the improvement. And that's going some! Hail to the new hen!

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 17, Number 51, [Thursday, May 8, 1913], page 1, column 2

LATEST ABOUT DEPOT.

Now Said Work Will Be Started by St. Paul Road in July.

The very latest report credit, the Chicgo, Milwaukee & St. Paul with the intention of commencing work on the much discussed (and cussed) new passenger depot on or about the first of July. Another engineer was in the city last Friday with an armful of blue prints *[sic – blueprints]*. This gentleman was responsible for the information that the new depot would be located upon the site of the present ruins; also, that the ruins would be moved east to the site of the string of warehouses and converted into a freight depot; also, that a new roundhouse and water tank would be erected where the turn-table is now located; also, that the ruins known as the coal-sheds would be moved to the same point; also, that the warehouse owners had been ordered to vacate, but the aforesaid owners deny that any such notice had been

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[Compiled and Transcribed by William J. Cummings]

received. The Press still has a longing to see the depot plans.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 18, [Thursday, September 18, 1913], page 1, column 5

MODEST ST. PAUL

WILL SOON ASK COUNCIL FOR NUMBER OF CONCESSIONS.

Among Others of Moment Company Will Request the Vacation of C and D St. Crossings.

Judging from a number of communications which City Clerk Beauparlant has received from Division Superintendent Hastings and District Engineer Lapham, of the Chicago, Milwaukee & St. Paul road, in response to an order to build a number of cross-walks, that company will, in the near future, file a request with the city council for the vacation of C and D streets. The company, we infer, in case the request is granted, intends using the street crossings in question for depot and track purposes.

Mr. Hastings, in a letter to Local Agent Schenk, wishes he “would get in touch with the proper parties and see if you cannot have the building of these sidewalks postponed until such time as the definite location of the tracks are decided upon incident to the erection of the new depot and other changes which are incident thereto.” This letter is dated Sept. 8th.

In response to a letter written by Mr. Hastings, District *[Engineer]* Lapham has this to say: “I have to say that all our plans for the new depot layout at Iron Mountain have been based on a statement in a letter from you when the matter was new that arrangements could be made for the vacation of C, D and E streets, if E street is a street. It certainly would be much to the company’s interest if the matter of the new sidewalks could be postponed until we reach a decision as to depot location and track layout. The platform crosses C street an *[sic – and]* on account of the number of tracks at both C and D streets, it would be well to abandon the crossings.” This letter is dated August 26th, at Milwaukee.

It might “be well to abandon the crossings,” as Engineer Lapham states, but how do the property owners on C and D streets feel about it? Certainly their wishes should be considered before any conclusion is reached. It is very evident that Mr. Hastings “jumped at a conclusion” when he advised his company that the crossings would be abandoned upon request. Iron Mountain people want a new depot and are willing to make reasonable concessions *[need to finish copying this article]*

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 19, [Thursday, September 25, 1913], page 1, column 5

CLIFFORD HAS SAY

FORMER MAYOR HERE TO UNSNARE THE DEPOT PROPOSITION.

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[Compiled and Transcribed by William J. Cummings]

Sent Here by the Head Beadlers of St. Paul Road and City is Now Sure of a Square Deal.

The head beadlers of the Chicago, Milwaukee & St. Paul road have discovered that, in planning for the proposed new Iron Mountain station, the division superintendent and his assistants had jumped at several conclusions instead of one, as noted in the last edition of The Press.

Besides discovering that the Iron Mountain authorities had not delegated to Supt. Hastings the right to vacate the crossings at C and D streets, it was also discovered that the company would violate a city ordinance if it attempted to remove the present depot to a site on East C, which had been selected by Mr. Hastings.

These discoveries resulted in much tribulation in the Chicago offices.

However, the conclusions arrived at are highly satisfactory to the people of Iron Mountain. J.M. Clifford, dock agent at Escanaba, for many years station agent in this city, was summoned to Chicago for consultation with the head beadlers. Mr. Clifford left Iron Mountain for Chicago last Thursday evening and returned to the city last Saturday morning. Upon his return, Mr. Clifford was armed with full authority to take charge of all matters appertaining to the proposed new station and other contemplated improvements here. He was authorized to untangle all the snarls involved and to reach an amicable understanding with the people of Iron Mountain.

As a starter in the good work, it became necessary to formulate almost entirely new plans for the contemplated improvements. While these plans have not to date been completed, The Press can state, as outlined

to us, they are certain to prove highly satisfactory to the people of Iron Mountain. As outlined, the plans are about as follows:

The city will not be asked to vacate the C and D street crossings.

All the warehouses and other buildings now contained in the present depot block, *[sic]* will be removed elsewhere.

The blocks will be filled to the street level.

The new station building will be located at or near the corner of East B street with a track for passenger trains on the west side. There will be no tracks on the east side. All the block not occupied by the depot and a carriage-way will be parked *[made into a park which became known as St. Paul Park]*.

The present station, so-called, will be removed to a site facing East D street, where it will be converted into a freight ware-house *[sic – warehouse]*. The proposed site is in the fire limits, but public opinion will sanction this slight violation in view of the many favors to be received from the railroad company.

A new water-tank *[sic – water tank]*, round-house *[sic – roundhouse]* and coal-sheds *[sic – coal sheds]* of a substantial character will be erected at a point near where the turn-table *[sic – turntable]* is now located, some distance south of G street.

This plan, as outlined, is one that The Press has been contending for. It is one that will, we are certain, prove highly acceptable to the people of Iron Mountain, who have [,] until, *[sic]* a very recent date, been entirely ignorant in the premises. The head beadlers have now made the highly important discovery that Iron Mountain people have some rights to which they should cater. In selecting Mr. Clifford to do the catering they have made a decidedly happy choice. Mr. Clifford was a highly esteemed and influential citizen of Iron Mountain for many years. He has the

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complete confidence of the people. If any St. Paul official can secure favors from the people of Iron Mountain “Jerry” Clifford is the one man. With Mr. Clifford at the helm Iron Mountain is sure of receiving a square deal. And that is all Iron Mountain wants at the hands of the Chicago, Milwaukee & St. Paul Railroad company, and it is something we have not received in the pasts.

In conclusion: It pays to kick when you have a kick coming – and then kick hard?

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 20, [Thursday, October 2, 1913], page 4, column 1

Our New Depot.

Real work was commenced on the new St. Paul passenger depot last Tuesday morning when laborers commenced trenching for the foundation walls. While recent happenings have necessitated many changes in the plans as drafted, and this work is now in progress, it can be stated definitely that the station proper will be about one hundred feet long and about thirty-five feet wide and surrounded with roomy pavillions [*sic – pavilions*]. It will be constructed of concrete and brick. The men and machinery to do the concrete work are here. The brick and other materials are enroute [*sic – en route*]. Engineer Boscom, of Milwaukee, who is in charge of the work, says that, with favorable weather, he will have the building enclosed in six weeks.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 21, [Thursday, October 2, 1913], page 1, column 6

First Visit.

J.M. Clifford, who last Wednesday entered upon the duties of superintendent of the Superior division of the Chicago, Milwaukee & St. Paul road, was in the city last Monday on his first official visit. He was busy with matters appertaining to our new passenger depot, but found time to call on many old friends. Mr. Clifford, as The Press predicted, has succeeded in shaking out the numerous tangles in which the depot was ensnarled, and it will be erected in accordance with the plans outlined in our last issue. The city council will amend the fire ordinance so as to permit the removal of the old building south to D street, where it will be used as a freight depot. In consideration of the favor the railroad company will have all the ware-houses [*sic – warehouses*] now occupying the depot block removed elsewhere. The space not occupied by the passenger depot will be parked [*made into a park which became known as St. Paul Park*]. The general scheme will add most materially to [*the*] appearance of our city. Mr. Clifford tells The Press that he will remove his family from Escanaba to Green Bay as soon as he can secure a desirable residence.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 22, [Thursday, October 16, 1913], page 1, column 2

Some One Blundered.

Some one [*sic – Someone*] blundered in making the surveys for the new St. Paul passenger station. As a result of the mistake, a considerable portion of the concrete foundation had to be rebuilt. The north line of the wall was located about fifty feet nearer B street than the depot plans contemplated. The mistake was not discovered until the foundations were nearly finished. The mistake is an

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[Compiled and Transcribed by William J. Cummings]

expensive one, as over a carload of cement had been used, not to mention the lost labor of between twenty and thirty men for nearly a week. Work is now being rushed and the concrete work will be finished in the course of a week. The brick shipment has been made and it is expected to employ as many masons as possible in the erection work.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 24, [Thursday, October 30, 1913], page 1, columns 5-6

Will Let Contract.

While in the city last Monday, Supt. Clifford, of the St. Paul road, told The Press that he anticipated that the contract would be let for the erection of the new passenger station before the close of the week. This is a radical departure from the course usually pursued by the company. Heretofore all work for the road has been performed by men regularly employed by the company. The innovation is a pleasing one, even if a local contractor is not the successful bidder [*sic – bidder*]. The mistake in locating the foundation has delayed construction work considerably, but Iron Mountain people are fully satisfied that the company will now meet all its promises and that, ultimately, Iron Mountain will have a passenger station second to none and surroundings “superior to the best in the peninsula.”

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 27 [Thursday, November 20, 1913], page 1, column 6

Plans are Approved.

At a meeting of the aldermen held last Monday evening, the new plans for the Chicago, Milwaukee & St. Paul railway passenger station were approved. As noted in The Press, the plan calls for a solid brick building instead of a veneer structure. The latter would have been in violation of the fire ordinance. The railroad company will now invite erection proposals and it is anticipated that the contract will be awarded at an early date with the understanding that construction will start at once.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 38 [Thursday, February 5, 1914], page 1, column 5

OUR NEW STATION

FIRST CONSIGNMENT OF BRICK FOR NEW STRUCTURE ARRIVES.

Station Proper Will Cost \$25,000, New Round-House, Coal Hoist, Etc., As Much More.

The first consignment of brick for the new Chicago, Milwaukee & St. Paul road passenger station has been received here. That looks like business.

The company is soliciting bids from local building contractors, steam fitters and plumbers for erection work. That looks like business.

Owners of warehouses and other buildings on the company property between B and D streets have been notified to vacate – sixty days’ notice having been given. More business.

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The new station will cost considerably more than the first estimate, and is now placed at about \$25,000. Including the new round-house [*sic – roundhouse*], coal hoist and storage, water tank, removal and rebuilding of present station into a freight depot, together with the re-arrangement of tracks, will represent an expenditure of considerably more than \$50,000.

That's a good start for 1914.

The new passenger station will be a solid brick building with a slate roof and fire-proof in every particular. The design is a pleasing one. The main building will be 27x100 feet on the foundations with an extension on the east side 4x15 feet in size for toilet-rooms [*sic – toilet rooms*]. There will be a pavilion facing B street 20x30 feet in size. The total length of station and pavilion will be 130 feet. The general waiting-room [*sic – waiting room*] will be 24x26 feet and the smoking-room [*sic – smoking room*] the same dimensions. The ticket office between the two will be 14x14 feet in size. There will be an arched passage-way [*sic – passageway*] between the general waiting-room [*sic – waiting room*] and smoking-room [*sic – smoking room*].

To the south of the station, and connected by a pavilion, will be located a separate building for express, baggage, steam heating plant and coal storage. The size of this structure is 20x26 feet.

The pavilion floor, platform and steps into the depot will be of cement. The platform will extend from B street south to D street.

The land to the east of the station now occupied by warehouses and team tracks will be parked.

The old station will be removed two blocks south, facing on D street, and will be converted into a freight depot and warehouse.

The present round-house [*sic – roundhouse*], coal warehouse and water tank will be wrecked. New ones will be erected about one mile south, at a point near the Wisconsin & Michigan junction. The round-house [*sic – roundhouse*] will be a long, narrow structure, 176 feet long and 25 feet wide, and will be erected on the east side of the track. The coal hoist and storage will be built directly opposite the round-house [*sic – roundhouse*], on the west side of the main line, with the water tank in the same locality. The arrangements will be such that the passenger engines will "take water" from stand-pipes [*sic – standpipes*] while at the passenger station. An order was recently placed for the coal hoisting plant and the contract price is understood to be \$9,000.

The plans assure Iron Mountain a passenger station second to none in the peninsula.

It has been a long time coming, but it is almost here!

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 19, Number 13 [Thursday, August 13, 1914], page 1, column 4

MANY IMPROVEMENTS.

St. Paul Railroad is Spending Much Money in the Vicinity.

The old frame building that has served as a passenger and freight depot for the Chicago, Milwaukee & St. Paul road ever since the building of the Milwaukee & Northern road, some twenty-nine years ago, is about to be removed south to D street, where, in the future, it will be used exclusively as a freight warehouse. The

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antiquated round-house and the equally antiquated watering tank will be wrecked. The old coal storage will meet the same fate. A new and modern round-house [sic – roundhouse] and coal elevator will be erected at a point near the Wisconsin & Michigan junction, one on each side of the main line. No water tank will be built, as the engines will be supplied with water from several stand-pipes [sic – standpipes] located between rails on the main line south of B street. As soon as the buildings are removed considerable filling will be done preparatory to parking the entire block between B and C streets and River and Merritt avenues. When the entire scheme is perfected the appearance of our city will be improved a hundred per cent. And The Press feels that it is entitled no small share of the credit for the improvement.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Friday, December 2, 1921], page 8, column 1

ST. PAUL “FLYERS” TO BE TAKEN OFF

Distontinued Sunday – Morning Passenger to Arrive at 6:45

After tomorrow night, Iron Mountain “night-hawks” will listen in vain for the distant whistles announcing the approach of the north and south bound St. Paul “flyers”. Due to depressed business conditions these trains, [sic] will be taken off, effective Sunday.

Their removal will cause a 45-minute advance in the schedule of Train No. 3, the

morning passenger from Chicago[,] arriving at 7:20. This train will leave Milwaukee at 11 o'clock, instead of 11:45, and will arrive here at 6:45 instead of 7:20. Southbound it will arrive at 9:30 p.m. instead of 9:40.

The two “flyers,” as they are familiarly known, meet in the yards north of the city. No. 9, northbound passes through at 2:30 a.m. and No. 10 headed for Chicago, comes through 25 minutes later. The northbound train leaves the main line at Channing, going from there to McKeever at which point it changes to the Copper Range for the remainder of the trip to the copper country. The return is made over the same route, whereas Nos. 3 and 4 come via the South Shore and Champion.

Except during the hunting season, when they are used extensively by hunters from Chicago and Milwaukee, the traffic on the “flyers” is too light to warrant their continuance. They will be chiefly missed in the copper country, to which they carry mail.

For some time past, the St. Paul officials have claimed that the traffic on the division has been conducted at a loss, due to the industrial depression, and the curtailment is made for this reason.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Monday, January 16, 1922], page 2, column 1

ROAD WILL PUT ON PASSENGER TRAIN

St. Paul Will Increase Service Between Here and Green Bay

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[Compiled and Transcribed by William J. Cummings]

George B. Haynes, general passenger agent of the Chicago, Milwaukee & St. Paul road, has assured the president of the Association of **remainder of article needs to be copied!**

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 2, Number 187 [Thursday, November 23, 1922], page 1, column 2

HEDBERG WITNESS IN THEFT CASE

Returns From Milwaukee Where Trial Was Held

Carl Hedberg, local warehouse foreman for the Chicago, Milwaukee & St. Paul road, returned this morning from Milwaukee, where he was a witness in a case against several car thieves. During the trial it developed that fifteen cases of cigarets [*sic* – *cigarettes*], shipped from Chicago to Simon Shada, of Iron Mountain, had disappeared enroute [*sic* – *en route*]. The railroad company, during the trial, endeavored to establish that the parties under arrest had stolen the goods. Hedberg was wanted to testify that the cigarets [*sic* – *cigarettes*] had never arrived in Iron Mountain.

During the past year, merchandise valued at several thousands of dollars has been stolen from St. Paul road freight cars enroute [*sic* – *en route*] from Milwaukee and Chicago to Iron Mountain and upper peninsula points.

The largest hauls were made in the vicinity of Pembine. One Levine is believed to have been the moving spirit in the

robberies and some of the missing goods were found in his possession. Levine narrowly escaped arrest several months ago, disappearing in the forests, [*sic*] of Florence county a few rods in advance of the railroad detectives led by Agent Max Schenk, of Iron Mountain.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Wednesday, February 6, 1924], page 2, column 5

CHICAGO TRAIN EXPECTED TODAY

Northwestern Expects To Get Through This Afternoon

The first Chicago train to reach Iron Mountain since Sunday was expected here over the Chicago & Northwestern railroad late this afternoon. The first Chicago, Milwaukee & St. Paul, local officials said this morning, would reach Iron Mountain "sometime tonight." The divisions of both roads lying between Green Bay and Chicago have been tied up by a two day blizzard.

Iron Mountain officials of the Northwestern road said that a mail train was scheduled to arrive in Green Bay at 11 o'clock this morning. This train operates between Chicago and Ishpeming. If it is able to get through it will connect with the Powers-Iron Mountain and Iron River train at Powers late this afternoon.

Officials of the Chicago, Milwaukee & St. Paul railway reported that a passenger train left Milwaukee at 9 o'clock this morning. This train is scheduled to arrive in

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[Compiled and Transcribed by William J. Cummings]

Iron Mountain about 3 o'clock. It was predicted, however, that it would be many hours late.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Friday, June 12, 1925], page 3, column 1

Larger Freight Depot Planned

Recommendation for Im- provement Sent St. Paul Officials

Recommendation from division officials of the St. Paul railroad, calling for improvements to be made on the St. Paul freight depot here have been forwarded to Chicago headquarters for approval, it was announced yesterday.

Tentative plans call for the construction of office quarters at the north end of the present building, which is located on East C street.

It is planned to extend the building north to the sidewalk. The office quarters will be two stories in height and of brick construction. The second floor would be used for keeping records. The present room used for office purposes has become too small, *[sic]* because of increasing business.

It is also proposed to add an addition to the freight storage room, which is now 34x100 feet. Approximately 50 feet would be added to this part of the depot, according to plans outlined by the division engineer.

Word is expected here within a few weeks *[sic – weeks]* calling for the work to proceed.

CHICAGO & NORTHWESTERN RAILWAY COMPANY

The Iron Port, Escanaba, Delta County, Michigan, Volume 13, Number 48 [Saturday, October 28, 1882], page 8, column 1

Range Items.

–In addition to the track now being built by the Chicago and Northwestern railway company from Iron Mountain around Lake Antoine to a connection with the Indiana branch, it has been decided further to lay a new track alongside of the old one from the Indiana switch, half a mile this side of Quinnesec, to Vulcan station. Ground has already been broken along the road, and it is the intention to have the new piece of road from Iron Mountain to Vulcan, *[sic]* ready for service by the opening of another season's ore business. – Iron Chronicle

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 3 [Thursday, April 11, 1889], page 1, column 3

Of the 158 trains that will run on the upper peninsula division of the C. N. & W. this summer, all but 60 will run on the Menominee range branch. As the branch is a single track part of the way it will require some close running to keep all this traffic moving along without delay. Ninety eight trains a day is four every hour out of the 24, with two over to be sandwiched in somewhere. In fact we saw three ore trains pull out after the morning passenger had passed, the other day, not more than five

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[Compiled and Transcribed by William J. Cummings]

minutes apart. Here is one employment, at least, where it behooves a man to be on time.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 5 [Thursday, April 25, 1889], page 1, column 2

THAT miserable little tinder box dignified with the title of C. & N.W. depot must go. It is a wonder to us how it is that an enterprising concern like the company could think of maintaining such an unsightly, incommodious, and discreditable hovel as its depot in a city like Iron Mountain. Is there no positive danger of people arguing, “as the depot, so the company?”

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 5 [Thursday, April 25, 1889], page 1, columns 5-6

An Absolutely Disgraceful Depot.

At the last council meeting, Mr. Alderman O’Connell rose and made an explanation which directly affects the best interests of Iron Mountain. But while the C. & N.W. Railroad Company may affect to make threats against Iron Mountain, the City of Iron Mountain, now constituted, can well afford to reply that while it loves the C. & N.W. Co. fondly, it can still afford to love itself better. If, for instance, the company choose to compel us to build a brick building which shall have some appearance of decency about it we shall remove our depot beyond the fire limits, then the people of Iron Mountain can reply that they don’t care a cent what the company may please to do. We mean to have a decent depot here, and are going to have it. We have

passed out the tutelage, and are now proposing to have some tutelating *[sic]* on our own account.

What Alderman O’Connell said was this. “I have to inform this council that the old committee met Mr. Lindsley, the superintendent of the C. & N.W. Company, about a year ago, on this very subject of the disgraceful and dangerous nature of the depot here, and he then promised to do everything reasonable that the city demanded. I understand since, however, that they have been making inquiries as to how they could get out of the expense and responsibility of building a brick depot; if they could remove outside of the fire limits – Antoine, for instance. I think another committee should be now appointed to wait again upon the representatives of the company and urge upon them the necessity of doing something, as regards that depot, which shall be a credit to themselves as well as to Iron Mountain. Mr. Lindsley said that they had specifications for a new building already prepared in Chicago, and that they intended to remove the water tank and the coal shed to some point further on. They have certainly removed the coal shed, but even if they remove their tank, so that their engines need not stop in Iron Mountain. I think it is absolutely necessary that we should have a good and creditable depot here.

Alderman Graham asked when the committee had obtained Superintendent Lindsley’s promise, and Alderman O’Connell said he thought it was so far back as last October.

Alderman Sweet proposed that a committee of three be appointed to confer with the C. & N.W. authorities not only upon the subject of a decent railway depot but upon the necessity of improving the crossing at the Ludington, which was now a regular danger and a public nuisance.

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Mayor Anderson remarked that the company could not possibly avoid their responsibilities, because the statutes declared that if the city's architect declared their depot to be dangerous and unsafe after a certain time, then they were liable to a fine of \$500 if they used that depot, after the expiration of the time.

Alderman Ingram, *[sic]* seconded Alderman Sweet's motion, which was^[,] of course, carried.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 6 [Thursday, May 2, 1889], page 1, column 2

AS an evidence of the increasing business being done by the Menominee range branch of the C. & N.W., it may be noted that they have been compelled to string a third telegraph wire from Escanaba to Watersmeet in order to transit their own telegraph messages. Two wires have heretofore been found sufficient, but the extension of the line to Watersmeet has added so much to the volume of business that the additional telegraph accommodation has been found necessary.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 7 [Thursday, May 9, 1889], page 5, columns 2-3

It is a Pig Pen.

When Bro. Youngs, of The Florence News, wrote that the C. & N.W. depot in this city was more like a pig pen than a depot, probably he was not aware how absolutely correct that statement was. It is literally and litterally a pig pen. Pigs wallow in the mud under the depot and the stench

that arises some days is enough to knock the baggage truck off the platform. We expect some day to see the passenger train knocked into the middle of Stephenson avenue by it. The reason why no one falls off the platform in front of the incoming train is because they become so paralyzed by the horrible smell that they stagger up against the side of the depot, and the conductor and brakemen have to rush out and drag the passengers on board the train. Once in a while *[sic – awhile]* they get an invigorating whiff from a petroleum tank car standing on the side track that braces them up wonderfully, but no more frightful calamity could ever happen to a mortal than to be found dead around that depot.

We take a good deal of satisfaction in assuring our readers, including our Florence friends, that there is now no doubt that the company will build a handsome brick depot in this city this summer. There is a good deal to be done and it cannot be done in a day. The people of this city have no desire to be unreasonable, and will cheerfully wait with patience, so long as they are assured that their necessities are commanding the attention of the railroad officials. A force of men are *[sic – is]* now at work preparing the ground at Antoine for the water tank, and as soon as a tank is built there, the tank near the depot will be removed. This will relieve us of the great annoyance of having trains stop at the tank every few minutes and block two or more streets while the engineer takes water. The old depot will be moved south one block and used as a freight depot, and the new depot will be erected on the site of the old one. To make room for the larger structure, however, tracks will have to be moved, some filling done, etc., which will all take time. It is expected that two of the old spur tracks running up to the Chapin mine will be removed, thus giving a clear street in front of the new buildings now being erected on

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the burnt district. Before snow flies Iron Mountain can boast of the handsomest depot in this part of the state, and then if Brother Youngs dares to say it looks like a pig pen we shall come up to Florence, and shortly after our arrival the undertaker will have a job.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 11 [Thursday, June 6, 1889], page 1, column 3

CIVIL Engineer Palmer of the C. & N.W. railroad, *[sic]* again viewed the sites, *[sic]* for a new depot in this city yesterday. He seemed to be most favorably impressed with the ground immediately in front of the present structure and nearer Stephenson avenue, and it is understood that situation will eventually be chosen.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 12 [Thursday, June 13, 1889], page 5, column 2 *[pages 1-2 missing from bound volume]*

Personal and Social.

Ed. Lepper, bookkeeper at the C. & N.W. depot, will leave to-morrow *sic – tomorrow*] for a short visit to his home at Beaver Dam, Wis.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 13 [Thursday, June 20, 1889], page 1, column 3

THE CITY.

THE C. & N.W. Railroad Company is making quite an improvement at the Antoine switch this season. In addition to

the immense coal shed, the water tank is soon to be placed there, the foundation for which is already complete, a new office 12 by 24 is being built, four new side tracks are being put in, and it is probable that next season a round house will be built there to accommodate the six or eight engines that now have no shelter when off duty. Work on the new depot will begin soon – that is, as soon as the heaviest of the work at Antoine is finished.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 14 [Thursday, June 27, 1889], page 1, column 1

IT is confidently asserted that work on the new brick depot for the C. & N.W. railroad, *[sic]* will be begun next month.

The Current, Norway, Menominee County, Michigan, Volume V, Number 22 [Saturday, June 29, 1889], page 1, column 3

–'Tis said that work on the brick depot for the C. & N.W., at Iron Mountain, will be commenced next month. The citizens of that burg are not disposed to believe all rumors, and especially any pertaining to the C. & N.W. depot.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 16 [Thursday, July 11, 1889], page 1, column 1

A PILE of foundation stone and some grade stakes along the track are the evidence of the new C. & N.W. depot that is to be.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

XI, Number 18 [Thursday, July 25, 1889], page 1, column 1

WORK on the new C. & N.W. depot commenced last Monday in earnest, and already considerable progress has been made.

THAT old land mark, the C. & N.W. water tank, is being pulled down, there being no further use for it since the new one was built at Antoine.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 18 [Thursday, July 25, 1889], page 1, column 3

Petition for a Parlor Car.

A petition is in circulation in Florence, Iron Mountain, Norway, Iron River, Crystal Falls and Stambaugh, asking the Chicago & North-Western road to put on a parlor, or chair car, on the Menominee range branch. The petitioners, headed by W.H. Selden, of Crystal Falls, Capt. J.N. Porter, of Stambaugh, and H.D. Fisher, of this city, desire the car to be attached to the passenger train which leaves Crystal Falls in the morning, runs to Florence and Powers, thence back to this city, Iron River, Watersmeet, etc. The request is reasonable, and will undoubtedly be granted without the least hesitation. The company enjoys a large passenger traffic on this line and a parlor car is badly needed. This is probably the only division on the road where such coaches are not in use. The petition is being very largely signed. –Florence News.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 32 [Thursday, December 29, 1904], page 1, column 2

THE BLIZZARD WAS A BEAUT

RAGED FOR FORTY-EIGHT HOURS DEALYING ALL TRAINS.

The storm which raged from Monday night until last night was the worst ever. There was an unusually heavy fall of snow for this section – perhaps sixteen inches on the level – and a high wind prevailed causing “the beautiful” to drift badly. Business was nearly at a standstill. The railroads were badly blockaded. Trains were delayed as follows:

ON ST. PAUL ROAD TUESDAY.

Morning train north twenty minutes late.

Southbound, due at 11:15 a.m., three hours late. Stuck in snow two hours at Eagle Mills on South Shore road.

Northbound, due at 2:30 p.m., two hours late. Delayed at Iron Mountain one hour by an engine stuck in the snow on turntable. Double-header from this station to Marquette.

Southbound evening train, due at 9:25, seven hours late. Stuck in snow at Nestoria and between Champion and Republic. Backed up to Champion and waited for snow plow from south. Double-header from Champion.

Wednesday – Morning train, north, three hours late. Double-header.

Southbound, due at 11:25 a.m., stuck in snow on South Shore road. Extra from Channing. Double-header.

NORTH-WESTERN TUESDAY.

Morning train, northbound, one hour late and tied up at Elmwood.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Day train between Crystal Falls and Powers, one hour late both ways. Did not run to Amasa.

Night train, south, run from Iron River only. No trains from Crystal Falls or Hurley.

Wednesday – Morning train, north, three hours late.

Day train, between Crystal Falls and Powers, one hour late, both ways.

Trains on both roads nearly on time this morning.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 32 [Thursday, December 29, 1904], page 5, column 3

TO AVOID WRECKS.

North-Western Railroad Has Made Important Change in Switching Rules.

A most important change which will tend to eliminate side track wrecks and accidents, *[sic]* has been made by the North-Western road. The old face switches which have been in use all over the road for twenty years are now a thing of the past.

The new system will make it necessary for the engineer to back the train into the sidetrack. It will be impossible for a train to enter a siding in the same direction in which the train is proceeding. This will make it impossible for two trains to take the same siding when they are going in opposite directions. The change will go into effect as soon as the old switches can be replaced by new ones. It is said that this will reduce the danger of sidetrack collisions to a minimum. Railroaders hail the change with

delight, though it will entail more work for them.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 11, Number 50 [Thursday, May 2, 1907], page 1, column 6

Filling the Pit.

Nearly two hundred men, four train crews, nearly two hundred flat-cars *[sic – flatcars]* and two large steam shovels are now employed by the North-Western and St. Paul roads in the work of filling and ballasting the tracks across the Chapin mine pit. The daily expense probably exceeds \$1,500. It is certain that the work will continue throughout the season.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 19 [Thursday, October 1, 1908], page 1, column 5

Toilet Rooms.

The North-Western and St. Paul passenger depots are to be provided with toilet rooms. Several months ago a petition requesting the improvement was circulated by Rev. N.H. Nobsch. The petition was signed by over two hundred business men *[sic – businessmen]* and was forwarded to the division officers. No reply being received, the conclusion was reached that the petition was to be ignored. However, this was a mistake, as letters have been received this week from Supts. Hastings and Linsley stating that the improvements desired would be made at once.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14,

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Number 13 [Thursday, August 19, 1909], page 1, column 1

North-Western Improvements.

The Chicago & North-Western road has awarded to Joseph Mongrain the contract for building the cement crosswalks in accordance with agreements made with the city authorities. Walks will be constructed at Fleshier, Brown, Ludington, Hughitt, A, B and River avenue crossings, also a cement walk in front of the depot property on Stephenson avenue. The letting of the contract would indicate that work of filling the right of way will commence at an early date, as it is not probable that the walks would be built in advance of the parking.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 14 [Thursday, August 26, 1909], page 1, column 3

Preparing For Filling.

The city authorities have torn up the old plank sidewalk along the right of way of the Chicago & North-Western road and it is expected that the contract will be let for the cement walks and curbing at an early date. North-Western engineers and landscape artists were here this week in consultation with City Engineer Goldsworthy relative to the plans for filling and parking [*making into a park*] the right of way from the courthouse to Fleshier street. It is understood that the steam shovel will reach here in a few days and a full train of construction cars will be employed in the work.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 23 [Thursday, October 28, 1909], page 1, column 6

A Second Track.

The Press learns from a source that it considers reliable that the Chicago & North-Western railroad has decided definitely to build a second track from Iron Mountain to Florence to be used exclusively in the ore business. The question of utilizing the right of way of the old Escanaba, Iron Mountain & Western road has not yet been determined, but our informant was of the opinion that this route would be selected. Work on the additional track will commence at as early a date as possible in the spring. The Press has also been informed that the North-Western has determined to move the bridge and straighten out the dangerous reverse curves at the Brule river.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 37 [Thursday, February 3, 1910], page 1, column 1

Started Work.

John Marsch, who was recently awarded a contract to build one hundred and seventy miles of road for the Chicago & North-Western road in Wisconsin – a new short line extending to appoint near Milwaukee to Sparta – has started the work. At present headquarters have been established at Butler, where one hundred carloads of construction material has been assembled. Work is to be started at West Allis soon, and from both of these points will be pushed as rapidly as possible toward Butler.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 46 [Thursday, April 7, 1910], page 1, column 5

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Foot Crushed.

While engaged in switching cars at Campbell Spur last Saturday morning[,] Daniel J. Teahen, a conductor employed by the North Western road, had his right foot caught between the bumpers of two cars and the bone so seriously crushed that it was necessary to amputate the foot at the ankle, when the unfortunate man was taken to the Delta county hospital. Taken [sic] was about to make a coupling between a box car [sic – boxcar] and a flat car [sic – flatcar] when he noticed that the knuckle was not straight. Quickly he attempted to kick the knuckle into position, but his foot was caught between the bumpers and crushed to a pulp.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 46 [Thursday, April 7, 1910], page 1, column 6

RELEASED ON BONDS.

Immerseals, [sic] Extradited from Illinois and Wanted at Norway.

August Immerseal and Josephine Immerseal, residents of Norway, recently arrested in Chicago charged with being implicated in the stealing of large quantities of merchandise from cars and the station at Norway, have been extradited. Sheriff Robbins left last Thursday evening for Chicago and returned with the prisoners last Friday morning and lodged them in the county jail. Saturday morning the accused were taken before Justice Cameron at Norway, and a preliminary examination was held. Adjournment was taken until next Monday and bonds were ordered by the court in the sum of \$1,000 each. The

bonds were signed by a couple of Norway business men [sic – businessmen] and the accused are now at liberty.

Detectives are still working on the case and it is anticipated that there will be some sensational developments before the case is concluded. The case is much more complicated than the Iron Mountain robberies, which resulted in sending half a dozen persons to the prison in Marquette.

It is estimated that over \$10,000 worth of merchandise has been stolen from North-Western cars and stations between Iron Mountain and Powers during the past two years.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 18 [Thursday, September 22, 1910], page 1, column 3

Bridge Contract.

Young & Bro., who are now putting the finishing touches to an extensive concrete bridge contract for the Chicago & North-Western road at Niagara, will move their equipment to Ford River. The firm has secured a contract from the railroad company to construct a double track bridge over the river at that place. The contract calls for over 2,000 yards of concrete and stone masonry and is to finish this fall.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 17, Number 17 [Thursday, September 12, 1912], page 1, column 2

Potato Warehouse.

S. Anderson & Son have a large crew of men at work on their potato warehouse adjoining the North-Western tracks nearly opposite the court-house [sic – court

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[Compiled and Transcribed by William J. Cummings]

house]. The building will be constructed of brick. The ground dimensions will be fifty by sixty feet and two full stories in height. Charles Anderson says the warehouse will have a storage capacity of about thirty-five carloads. The *[sic]* Anderson expects to buy and to ship during the season fully 100,000 bushels. Mr. Anderson says that, despite the rainy season, the potato crop in this section will be better than an average one.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Wednesday, February 6, 1924], page 2, column 5

CHICAGO TRAIN EXPECTED TODAY

Northwestern Expects To Get Through This Afternoon

The first Chicago train to reach Iron Mountain since Sunday was expected here over the Chicago & Northwestern railroad late this afternoon. The first Chicago, Milwaukee & St. Paul, local officials said this morning, would reach Iron Mountain "sometime tonight." The divisions of both roads lying between Green Bay and Chicago have been tied up by a two day blizzard.

Iron Mountain officials of the Northwestern road said that a mail train was scheduled to arrive in Green Bay at 11 o'clock this morning. This train operates between Chicago and Ishpeming. If it is able to get through it will connect with the Powers-Iron Mountain and Iron River train at Powers late this afternoon.

Officials of the Chicago, Milwaukee & St. Paul railway reported that a passenger train left Milwaukee at 9 o'clock this morning. This train is scheduled to arrive in Iron Mountain about 3 o'clock. It was predicted, however, that it would be many hours late.

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 4, Number 302 [Monday, April 6, 1925], page 3, column 2

RAILROADS ARE HIT BY BUSESSES

Traffic Here Diminishes As Motors Resume Operation

Railroad business this spring has decreased since the inter-city bus lines resumed operation, according to reports at the depots. Traffic on passenger trains has been less than during any other similar period in some time.

At the North Western depot yesterday morning only a few tickets were sold to northbound passengers. One of the busses to Crystal Falls and Iron River was taxed to capacity.

This winter as many as 35 tickets were sold to persons going to Menominee and Escanaba but that figure has now been cut considerably.

The slump in business is also attributed to the fact that many traveling salesmen are using their own cars and others have also taken their machines out of winter storage.

Busses throughout the upper peninsula have cut in considerably on railroad traffic,

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[Compiled and Transcribed by William J. Cummings]

especially in districts having a number of small towns and cities.

In most cases, fares charged by bus lines are lower than those collected by the railroads. This plays an important part in the downward path of railroad business during the spring, summer and fall months.

Considerable money is being invested in bus lines. The new motor bus put into operation recently by the Iron River Transportation company, which operates a line between Iron Mountain and Ironwood, cost \$12,000.

ESCANABA, IRON MOUNTAIN & WESTERN RAILROAD

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 21 [Thursday, August 15, 1889], page 5, columns 2-3

The New Railroad.

Mr. Willis started out a surveying party last Monday to begin locating and establishing the grade of the new railroad from this city to Escanaba, and another yesterday, and assures us that the work of construction will be pushed as fast as money and muscle can push it. The line will start at a point near where the Milwaukee & Northern crosses the Chicago and Northwestern, and pass along the north side of Lake Antoine and Lake Fumee, cross the Sturgeon river near the mouth of Pine creek, and so on in as direct a line as possible to Escanaba. The first 20 miles will be under contract by the first of September. There will be a good deal of heavy work at this end of the line, but it is expected that the rails will be laid on the first 25 miles before snow flies. In the meantime work will also be pushed on the construction of docks at

Escanaba, so that they will be in readiness for business as soon as the road is completed. If Mr. Willis knows who or what corporation is responsible for all this activity he continues to keep it to himself. However, that is not important to the general public so long as the money comes from somewhere to keep the men a hustling.

ESCANABA & LAKE SUPERIOR RAILWAY COMPANY

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 28 [Thursday, December 1, 1910], page 6, column 1

Fifteen-Mile Extension.

Work on the fifteen-mile extension of the Escanaba & Lake Superior railroad, which has been in progress since early in the fall, is being pushed as fast as possible, but the indications are that some of the work must be carried into the winter. The track has been laid over ten miles of the route, but the remaining five miles look big to the employes [*sic* – employees] of the company who have the construction work in hand. The new line is to pierce the virgin forest for fifteen miles, connecting with the main line of the road at Ralph, in this county., and will open up a big timber tract to the I. Stephenson company. The country traversed by the new line has never been cut over and is covered with a magnificent forest which will require the work of several years to clear. A big force of men is employed on the new construction work and Gen. Supt. C.W. Kates is personally in charge of the work during the greater portion of the time.

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[Compiled and Transcribed by William J. Cummings]

MENOMINEE BRANCH RAILROAD COMPANY

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume IV, Number 12 [Saturday, February 22, 1873], page 3, column 4

The contract for building the Extension to the Menominee iron range has been let by the C. & N.W.R.R. Co., to Featherly & Farnsworth of Green Bay. They are to commence work immediately.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume IV, Number 15 [Saturday, March 15, 1873], page 3, column 4

P.M. Brown is clearing away a lot at section 42, or Power's Station, for the purpose of erecting a hotel. The junction of the Menominee Range Road will be there.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 21 [Saturday, April 29, 1876], page 2, column 2

It is rumored that work will commence on the Menominee Range Railway. It is to be hoped that the report may prove true, and the work go on without delay.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 26 [Saturday, June 3, 1876], page 2, column 2

The Menominee Range R.R. project don't [sic – doesn't] appear to pan out with that degree of success which it's [sic – its] friends wish it. We had hoped ere this to announce that operations had been commenced but we very much fear that the

bottom has fell [sic – fallen] out of the business, as it is impossible to find anyone who knows anything positive about the intentions of the managers.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 27 [Saturday, June 10, 1876], page 2, column 2

The Menominee Journal feels quite positive that the Menominee Range R.R. will be built during the coming summer, but says it can't give reasons for it's [sic – its] opinion. We certainly hope "the opinion" will prove true, reason or no reason.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 35 [Saturday, August 5, 1876], page 2, column 2

Early in the week Marvin Hughitt[,] General Manager, Albert Keep[,] President, E.H. Johnson[,] Chief Engineer and C.C. Wheeler[,] Assistant Gen'l Sup't[,] paid this country a visit. [NOTE: These men were officials of the Chicago & North-Western Railway Company.]

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 35 [Saturday, August 5, 1876], page 3, column 3

MENOMINEE RIVER RAILWAY

S.H. Selden[,] chief engineer of this road[,] has just completed the survey to the Quinesaik [sic – Quinnesec] Mine, distant fifty miles west from here [sic – here].

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 36 [Saturday, August 12, 1876], page 3, column 3

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[Compiled and Transcribed by William J. Cummings]

The survey of the **Menominee Range Railway** has been completed, and it is hoped that work will be commenced as soon as possible, although nothing is yet known de finitely what the policy of the company may prove to be.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 38 [Saturday, September 2, 1876], page 2, column 2

MENOMINEE RANGE R.R.

As we go to press, information comes to us that the **Menominee R.R. Co.** have [*sic* – *has*] filed the map of their route from **Spalding to Quinnesec**, and we have other news to the effect that work will commence at once. A party of men arrived here last evening from **Ishpeming**, with a quantity of giant powder, blasting tools & c., and left for the **Quinnesec Falls**, where the work of blasting the large rocks at the foot of the falls, will be carried into effect. – *Menominee Journal*.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 52 [Saturday, December 2, 1876], page 2, column 2

MENOMINEE R.R.

We have information, seemingly reliable, indicating that work will be speedily commenced on the construction of the **Menominee Iron Range branch of the C. & N.W. R'y.** We are not at liberty to give details this week. The building of this road would be of great advantage to Green Bay and this whole section. – *Green Bay Advocate*.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VII, Number 52 [Saturday, December 2, 1876], page 3, column 4

GOOD NEWS.

Judge Ingalls brings word that the prospect is now very fair for building the **Menominee Iron Range Railroad**, and that considerable work will probably be done on it this winter. The **C. & N.W.R.R. Co.** has decided to take hold of the matter, and will push the thing with as much dispatch as possible. – *Menominee Herald*.

That is all right. It will bring us 25 miles nearer to St. Paul and then, for the next link westward. The people along the Wisconsin River are anxiously waiting to get an outlet to our lake system, this way[.] Speed the good work.

The Mining Journal, Marquette, Marquette County, Michigan, Number 445 [Saturday, January 27, 1877], page 4, column 1

Work on the **Menominee Range Railroad** is being pushed rapidly forward. The road commences at a point on the **Chicago & Northwestern railway**, twenty-three miles from **Escanaba**, and forty-two from **Menominee**, at **which buildings to be used as offices, stores, boarding houses and dwellings have been erected.** Three hundred men are at present employed, which force will be increased as soon as arrangements can be made for their accommodation. It is intended to have the road built to the **Breen mine on section 22, township 39 north of range 28 west**, at the opening of navigation, when active work will commence at that mine.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 11 [Saturday, February 17, 1877], page 3, column 2

The many friends of Mr. **Samuel H. Selden**, [sic] will be glad to learn that he has so far recovered from his late indisposition, as to be able to resume his regular duties again as **Chief Engineer of the Menominee Range Railway**.

TO BE EXTENDED.

The joint committees on railroads last Saturday morning reported in favor of extending the grant to the **Menominee Iron Range Railroad** for two years on condition that twenty miles be completed before January 1st, 1878, instead of ten miles, as required by the terms of the existing law. The committee say [sic – says] proper restrictions should be thrown around the grant so as to protect the interests of, and on the completion of the road to secure a permanent benefit to, the State.

The Mining Journal, Marquette, Marquette County, Michigan, Number 449 [Saturday, February 24, 1877], page 4, column 1

Work on the **Menominee Range Railway** is being pushed with great vigor, there being at present a force of not less than 600 men employed[.] **Clark, Lipe & Co.** have [sic – has] a sub contract for that part of the line west of the **Breen mine**, and there is no reason to doubt but that the track will be completed to the **Quinesaik** [sic – **Quinnesec**] early next fall – possibly in time for the shipment of some ore before the close of navigation. The building of this line is attracting a great deal of attention to the new iron field, and negotiations are now in progress looking to the extension of the

railway from the **Quinesaik** [sic – **Quinnesec**] across the river to the newly discovered deposits in Wisconsin.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 15 [Saturday, March 17, 1877], page 3, column 2

One thousand tons of railroad iron for the **Menominee Range railroad** was received at **Powers (Sec. 42)** this week[.] This will lay about eleven miles of road.

Work is progressing finely on the **Menominee Range railroad** and the contractors are pushing matters energetically. The different mines along the route are getting things in shape to take advantage of the completion of the road to their several localities. We expect to make a trip in that direction next week and can then say more about it.

E.P. Parks, Esq. was in town on Friday. He is engaged at present on the **new railroad**.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 16 [Saturday, March 24, 1877], page 3, column 2

The bill making a grant of land in aid of the **Menominee Range R'y** has passed both branches of the Legislature. Twenty miles of road to be be [sic] completed by Jan. 1st, 1878.

The Mining Journal, Marquette, Marquette County, Michigan, Number 453 [Saturday, March 24, 1877], page 4, column 1

By a letter just received from a member of the engineering corps on the line of the

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Menominee Range railway, we learn that work is progressing favorably to the completion of the road to the **Quinesaik [sic – Quinnesec] mine** by the first of August next. The frost is a hindrance rendering it necessary to use blasting powder in loosening the ground in grading. Arrangements were being made to commence work in the **Breen and Quinesaik [sic – Quinnesec] mines** during this week, to put them in shape to produce ore. There is a prospect of considerable work being done the coming summer along the line of this road in the way of prospecting for mineral [sic – minerals].

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 20 [Saturday, April 21, 1877], page 3, column 2

About 150 men at work on the **Menominee Range railroad** struck for higher wages last Tuesday, and after proceeding to "42" met some 60 laborers who had just come in on the train from the south. These gave such an unfavorable account of matters outside, that the most of the men went back to work again at the same wages. They were getting \$1.25 a day and were paying \$3.50 for board but wished their wages raised to \$1.50[,] a demand which was not complied with.

Camp No. 5 on the new railroad is presided over by **Mrs. Hayes**; the foreman's name is **Mr. Wheeler**, so the establishment is dubbed the "**White House**."

First *The Escanaba Tribune* and then *The Mining Journal* began running letters submitted by correspondents working on the **Menominee Range Railroad** using the pseudonyms **Racketty** and **Wolverine**

respectively to document the progress being made between "42" and the new iron fields.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 23 [Saturday, May 12, 1877], page 2, column 2

CORRESPONDENCE FROM SEC. "42."

...We have planted ourself [sic – ourselves] in this place with the intention of studying Railroadology. **Chipe [sic – Clark, Lipe] & Co.[,]** who have the grading from the **Breen mine to the Quinnesec**, have about 275 men including sub-contractors. **D.L. Wells & Co.[,]** who are building the south end, have upwards of 200 men in grade, about one-half of which are on construction train. The company have [sic – has] also about 100 men on timber bridging and ties. We understand that the track laying on this end will soon be resumed. There is at present about four and one half miles of track down and we believe the remainder will be put down at the rate of about one-half mile per day. Among familiar faces we notice **E.R. [sic – E.P.] Parks** of **Escanaba**, also our old time (literary antagonist) Special of **Ford River**, who is at present with the Engineer corps, and wears the boss pair of stoga boots. **Racketty** is at present in the hotel business and does all the coarse hand writing. **CE.] Lipe [sic – Clark, Lipe] & Co.** have raised wages from \$1.25 to \$1.40 per day and board from \$3.50 to \$4.00 per week...

RACKETTY.

The Mining Journal, Marquette, Marquette County, Michigan, Number 460 [Saturday, May 12, 1877], page 4, column 2

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[Compiled and Transcribed by William J. Cummings]

THE MENOMINEE RANGE RAILROAD. – We are informed, by parties interested in the matter, that there is probability that this road will be continued this season to the **Menominee river**. This will be done if the parties owning mineral lands on the line of the proposed extension manifest enough interest in the matter to give the company suitable encouragement as to the development of the properties which are known to be rich in mineral [*sic – minerals*]. It would be a matter of considerable economy to the company to build the road now on the completion of the present contract, while the men and materials are on the spot, and while wages are low. We trust that the interested parties will arouse themselves on this subject.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 24 [Saturday, May 19, 1877], page 2, column 2

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, May 17th[,] 1877

MR. EDITOR. – We have for some time been trying to collect our scattered thoughts, with a view to enlightening you as to the progress of railroad business, and other matters connected with this place, but have just returned from a short stroll, with the conviction that we have not been rewarded in a measure to compensate us for our untiring efforts, for, although the construction of the **Menominee Range railroad** is being pushed with the usual vigor, yet the general hard times have not changed one particle, and good whisky cannot be procured for less than ten cents per glass. We are a temperance man ourself [*sic – ourselves*], but as we take an interest in the welfare of our fellow citizens,

it is their sad condition that we consider so deplorable. Several car loads of iron rail are shipped up the road every morning, and everything looks favorable for the completion of the road somewhat sooner than has been anticipated...

In my hurry, I had almost forgot to mention that we have been surrounded by fire for nearly a week and it is still holding on to the dry earth in some parts of surrounding country. With a special regard to the editor, we remain, as ever.

RACKETTY.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 26 [Saturday, June 2, 1877], page 2, column 2

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, May 23d, 1877.

MR. EDITOR. – A **severe, if not fatal accident** occurred on the new line on Saturday of last week. **Michael O. Connell**, while working on a cut some three or four miles up the road, was seriously injured by the sudden caving of the bank, which threw him against a car track with such force that his collar bone was broken and his head cut in a frightful manner, besides giving him serious internal injuries...

The new road has up to date seven and one-half miles of rail. Interesting news being scarce, we will close. Yours, & c.,

RACKETTY.

The Mining Journal, Marquette, Marquette County, Michigan, Number 463 [Saturday, June 2, 1877], page 4, column 1

SOME 300 men are now employed on the western end of the **Menominee range**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

rail way, and the contractors expect to increase this force to 500 shortly. It is expected to have the grade completed to the **Quinnesec mine** before August 1st, and the proprietors of that mine visited the location last Monday and selected the route for the sidings to tap the openings. Everything is being made in readiness for the shipment of ore as soon as the track is laid.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 27 [Saturday, June 9, 1877], page 2, column 3

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, June 5, 1877.

MR. EDITOR: – Everything in our surroundings seems of late to have put on a lively appearance. Railroading business is in full bloom, and **Messrs. Wells & Co.**, [sic] are now running three construction trains on the new line. Our little village of **Powers** is beginning to look up rapidly, and if we understand correctly, a post office will soon be established here; this latter-named institution will be a great convenience, as there is considerable amount of mail for this place, daily. Our nearest post office is at **Spaulding [sic] Station**, distant one mile. The petition to the department calls for Miss **Carrie Brooks**, as post mistress [sic – postmistress]. The new tank just completed, and which is intended to supply both lines, is an ornament to the road. **Morris H. Kelly**, Esq., late of **Escanaba**, presides behind the counter at the fine store of **Wells & Co.** **Mr. Cheney**, the general manager of the **Breen mine**, made us a call a few days since; he reports business very brisk at the **Breen**. We have been favored with a light fall of rain of late,

but not quite enough to satisfy our appetite for moisture. **Michael O'Connell**, the man who was injured up the line some two weeks since, has returned, and is mending rapidly. **Asa Dodge**, the old pioneer **boot and shoe builder**, of **Escanaba**, is in our village, and has his hands busily employed. Truly yours,
RACKETTY.

The Mining Journal, Marquette, Marquette County, Michigan, Number 464 [Saturday, June 9, 1877], page 1, column 5

[To the Editor]

LETTER FROM THE MENOMINEE RANGE MINES: – The railway is completed to within three miles of the **Breen mine**; the contractor expects to have it in and consider ably west of that point by the fourth of July. The grading on the western end is approaching completion rapidly, and will be ready for the iron as soon as the contractor is ready to lay it. The working force has been heavily increased.

At the **Breen mine** the mining company is ready to ship ore on the first train that arrives there. Their docks and pockets are all completed and partially filled with ore. The docks will hold one thousand tons, and the captain tells me he has things so arranged that he could load and send off three train loads of ore a day. They have stripped and left exposed ore enough to employ a large gang of miners all summer to take out, and are still stripping. There has been a new town site laid out and it is called "**Waucedah**." About half a mile from the mine the company are [sic – is] building a number of quite neat cottages at the **Breen location**. The **railway bridge across the Sturgeon river** is nearly completed – its whole length being nearly 500 feet.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

At the **Breitung** mine things are indeed active, both mining and railroad building; I also ought to say fishing, for finer trout I never saw taken in any part of the country, weighing from one-half up to three pounds. Other fish are equally abundant. But this is digressing. The head-quarters of the three mines – the **Breen**, **Breitung** and **Quinnesec** – are located at the **Breitung** mine, and it really is a lovely spot, overlooking a beautiful lake. Also at the **Breitung** they are ready to take out ore; they have a large tract stripped, the ore laying only about from twelve to eighteen inches below the surface; it is of first quality. There is being put into the bed a tunnel one hundred feet long; they also have a stope finished from which they will take ore, and would be ready for shipping, but their dock and pockets are not completed yet. But there is a large force of men at work on them, and everything will be ready as soon as the railroad is ready.

The gentlemen who constitute the company made their first visit the fore part of this week, and expressed themselves as highly pleased and perfectly satisfied with the manner in which everything was conducted, and highly complimented the superintendent for the successful manner in which he had carried out their plans.

The **Quinnesec** has not been opened, but will be as soon as the railroad is advanced far enough.

...

WOLVERINE

Breitung mine, June 1.

The grading of the railroad is being carried on night and day, showing the intention of the contractors to complete it in the quickest possible time. Large gangs of men are at work. **The captain of the Breen mine and party visited the**

Breitung last Sunday, going on horseback. They are still stripping there; also stocking it. Their first blast occurred there last week, having struck rock they could not remove without the aid of explosives, as heretofore. At the **Breitung** the work on the dock and pockets is being pushed to its utmost capacity, and at the end of every day you can see that big work has been done. This past week there has been found a bed of hard ore beneath the stripping, surpassing anything on Lake Superior in quality, and the Capt. thinks his mine is going to be the "biggest thing" in the whole country. It far surpasses their most sanguine expectations.

The dock and pockets will be ready to receive ore week after next, when work will be lively. We are anticipating big times for our little place as soon as the railroad is finished. Weather has been a little chilly the few days past, but warmer now. Gardens are all planted; health of the location good; no rain as yet; we need it very badly.

WOLVERINE
BREITUNG, June 6, 1877.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 28 [Saturday, June 16, 1877], page 2, columns 2-3

**OUR CORRESPONDENCE FROM THE
MENOMINEE RANGE RAILWAY.**

Sec. 42, June 13, 1877.

MR. EDITOR: – ...

It has been raining almost incessantly since our last writing, and calked boots are getting quite numerous here. The **saw mill at Spaulding** is in full blast, and **Mr. Murphy**, the superintendent of said milling business, has caused a new side track to

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

be built from the main track to the mill, which will greatly improve their facilities for getting their lumber to the main track, as it has heretofore been conveyed on wagons, a distance of nearly one-fourth mile. The work on the new road is progressing finely, and we understand that more iron will be laid immediately. Fresh hands for the new road are arriving daily, and the force of **Wells & Co.**, [sic] now exceeds 600 men.

On Tuesday of this week, a man named **Richard Jones** had his foot crushed in a serious manner by the violent slacking of one of the construction trains. We would suggest that the engineer fraternity be a little cautious in the future. **Peter Reegan**, a man in the employ of **Wells & Co.**, had his leg broke by the caving of a bank.

Yours truly, **RACKETTY.**

P.S. Since writing the above, I have received intelligence that a man named **Dennis McCarthy**,[,] working on the upper end of the road, was killed, on the 14th, by the caving of a bank on the work. R.

The Mining Journal, Marquette, Marquette County, Michigan, Number 465 [Saturday, June 16, 1877], page 4, columns 2-3

THE MENOMINEE RANGE.

[To the Editor.]

Taking an early start from **Menominee**, we expected to reach **section 34, town 40, range 18**, the next night, but in this we were doomed to be disappointed, for on trying to cross the **Menominee river**, about one mile below **Bad Water village**, our horses came very near being drowned, which detained us until the following morning, when we had to finish the

remainder of our journey, of some twelve miles on foot. Throughout the **Menominee district**, in almost every direction, the woods were on fire, and the blackened cinders and ashes could be seen scattered here and there even when the fire was miles away. It must be very discouraging to the lumbermen whose mills are running on short time or are idle for want of the very logs that were then burning in the "roll-ways." Arriving at our destination the first care was to get something to eat, for hunger was too tame a word to express the condition of our empty larders. After having done ample justice to the bounteous repast served by our genial host, **Monsieur Tobin**, and created in his mind grave doubts of an immediate famine, we began to look around. **The location consists of two long buildings and a couple of tents sufficient to accommodate a dozen or more men.** The mine owned by the **Commonwealth Iron Co.**, is located on the summit of a broad ridge in the **northeast quarter of the southwest quarter of section 34, town 40, range 18**, and is about 150 feet above the general level of the country in this vicinity. The vein of ore is uncovered from 75 to 100 feet in the direction of its "strike" and measures across the strike 36 feet. The ore is a first class, fine, steely, specular variety and is very uniform in quality. The elevation of the mine will afford it a natural drainage for a long time after active mining begins. The stripping – a sandy-loam and sand – will average at present about nine feet. The cost of opening this mine will be comparatively very small. At the **Quinnesec mine**, the **present terminus of the Menominee Range railroad**, but very little has been done this season. **The location consists of one good log house, besides two or three other larger buildings in the course of construction, intended for hotels.** It is the purpose,

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[Compiled and Transcribed by William J. Cummings]

however, of those interested to soon commence mining operations here.

Following the line of the half-finished railroad we come to the **Breitung**, and are welcomed by our old friend **Capt. Jack Armstrong**, who takes no little pardonable pride in showing strangers his mine. They are making active preparations here to be ready to ship ore as soon as the railroad is completed thus far. Their deposit of ore is located on the face of a high ridge, and the drainage is good. The ore, a blue hematite, is about identical with the **Quinnesec**. The formation has nearly an east and west trend and dips to the south. The ore contains just enough magnetic to attract the needle and afford a purplish red powder when pulverized. The bed of ore is quite well defined, and in places measures 50 feet in thickness. They have quite a large amount of ore in sight, and with a little more work can ship fifty or more tons per day. The hanging wall of the vein is a jasper and lean hard ore. It appears probable, that as they mine downwards, they will find more or less of hard specular ore. At present they are driving a tunnel which will intersect the ore in about seventy feet at a point about fifty feet below the surface. This will give a fine strip of ore, almost at the very start.

Reluctantly bidding our friend a last good-bye, we resumed our tramp along the line to the **Breen mine**. The grading on the road-bed was much more advanced than west of the **Breitung mine**. **Across the Sturgeon river, the Railroad Co. have nearly completed a very fine wooden bridge, with long high approaches on the east side.** The grades are very light, not exceeding 34 feet to the mile, and the curves are not sharper than four degrees. At the **Breen** we found **Captain Schwartz** in charge, and even as busy as at the **Breitung mine**. The showing of ore here is good, and promises well. It is very similar to the **Breitung ore**, and the formation

there dips to the south. It is more than probable that all these mines are on the same range. Mr. **Louis [sic – Lewis] Whitehead** has charge of the **Breen, Breitung and Quinnesec mines**, and no doubt will gladly welcome the first train of cars at the **Quinnesec**, so that his now tedious tramps will be no longer necessary. Some seven to eight miles of track is laid, and the prospect is that the cars will be running to the **Breen** by the first of August, which will save the "old times" pull through the swamp on the winter supply road. The **Breen mine** is only 20 feet higher than the track at **Spaulding**, and the present line of railroad does not vary from an air line at any point more than one thousand feet.

C.E.W.

MARQUETTE, June 15th.

The Mining Journal. Marquette, Marquette County, Michigan, Number 466 [Saturday, June 23, 1877], page 1, column 5

MENOMINEE RANGE ITEMS. – The track laying has begun again, after having been delayed some time with a rock cut, and will be laid into the **Breen mine** at once. A man by the name of **Anthony Dougherty was killed in the R.R. cut above the Breen mine**, one day this week. He was smothered to death by the caving in of a bank of sand, burying him about ten feet beneath it. Also an Indian (name not known), had his arm badly cut with an ax in the hands of a companion; it was accidental...

...

The location of a **postoffice at Waucedah** has been delayed until after the R.R. is completed. It would be a difficult matter to furnish mail there with the present facilities. They are crowding the ore onto the docks at the **Breen**, as the road is being

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[Compiled and Transcribed by William J. Cummings]

pushed rapidly to that point. The rock cut that has delayed them so long is finally finished. The **Quinnesec mine** is being surveyed with a view to ascertain the best point for opening it.

SPAULDING, June 16, 1877.
WOLVERINE.

The Mining Journal, Marquette, Marquette County, Michigan, Number 467 [Saturday, June 30, 1877], page 1, columns 4-5

MENOMINEE RANGE ITEMS. – The weather was quite cold the latter part of last week, but this week opens very warm and pleasant, and there are indications of rain. Last Tuesday, the 19th of June, was pay day at the **Breen and Breitung mines**, and the railroad men got their pay a day or two before. There was quite a loud old time, and had there been a saloon here things would have been pretty generally stirred up.

The tunnel at the **Breitung** was finished on the 22d, striking a fine bed of ore. The tunnel is 75 feet long.

A Frenchman by the name of **Felix Suprise [sic – Surprise]**, who was working on the rail road about five miles east of the **Breitung mine**, while peeling cedar bark on the morning of the 20th to cover a shanty, cut a fearful gash in his arm just above the elbow. He was carrying his ax on his shoulder through thick underbrush, his toe caught and he fell, and the ax slipped down on his arm, and it being very sharp nothing but the bone of the arm stopped it. **Dr. Belknap, the mining surgeon**, sewed the wound together and otherwise dressed it, and sent him home to Wisconsin.

A man working at the **Breitung mine** cut his hand quite severely with an ax, which will lay him up for a few days. His name is **Lego [sic - Legault]**. We recently received a visit from **Mr. Conrad**, of

Saginaw mine fame. He is looking after some iron land interests about twenty miles west of this location.

The **Railroad store**, belonging to parties from Chicago, has been sold to other parties from Chicago, and is going to be moved toward the western terminus of the road. The docks and pockets at the **Breitung** are finished, and they will begin to shove ore into them at once with the full force. It is rumored that the track will be completed to the **Breen** this week.

WOLVERINE.
SPALDING, June 25.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 31 [Saturday, July 7, 1877], page 2, column 2

OUR CORRESPONDENCE WITH THE MENOMINEE RANGE RAILWAY.

Sec. 42, July 5, 1877.

After a lapse of two weeks we proceed to enlighten you with the news of the week. On Friday last, **Joseph Goetz**, a laborer in the employ of **Wells & Co.**, was somewhat injured by the falling of a bank on the new road; he was taken to **camp No. 1**, and **Dr. Fortier**, of **Menominee**, was summoned, who pronounced the man out of danger. **Goetz** was sent to his home near Green Bay, the following Sunday. The iron is laid within a short distance of the **Breen mine**, on the new line.

Sheriff Ruprecht, of **Menominee county**, was in this place a few days since **hunting illicit liquor dealers**; they say that **Joe** had fifty dollars for the person that would point out the guilty parties, but it appears that his labors were not crowned with success. The glorious 4th passed by

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us with nothing in the way of excitement except some six or half dozen exhibitions of fistic exercise, after which the wounded were, with few exceptions, carried off the field dead – i.e. dead drunk – and, indeed, your humble correspondent, **Racketty**, had instruments of various makes (principally Old Rye seven shooters), placed in unpleasant proximity to his smeller, but as he has long since shook the gang, he of course retreated in good order. One of the enthusiastic citizens succeeded in getting away with a pint of kerosene oil, property of Mr. **Duncan McMillan**; we would propose that he now proceed to light himself. As our time is short, and confusion great, we will proceed to stop.

Yours, & c.

RACKETTY.

The Mining Journal, Marquette, Marquette County, Michigan, Number 468 [Saturday, July 7, 1877], page 5, column 4

MENOMINEE RANGE ITEMS. – A great many of the workmen in the mines and on the railroad are going away to spend the fourth of July; there will a few stay and work. The cars run very close to the **Breen mine** now, within a mile and a half, and they will be detained there about two weeks on account of a cut through a hill not being finished; their men left them, so they had to stop work, or it would have been all ready for the iron. **The boarding camps all along the western division will be moved up in a few days, the bed of the road being so nearly finished up to the western terminus.** Ore is being rushed on to the docks and into the pockets at both the **Breitung and Breen mines** at a rapid rate. The ore that comes out of the tunnel at the **Breitung mine** is very fine, entirely unmixed with rock of any

description. The ore at the **Breen** is about the same quality, but is not as convenient for mining as it is on the lower ground. **The company will probably put in a large stock of general merchandise at the Breitung to supply all their miners as soon as the railroad men move out of their store.** The boys bring in beautiful strings of trout every day; the opportunities for catching them are as fine as I ever saw, and not far off, either. There is a little lake [*Lake Hanbury*] a few rods from the location at the **Breitung**, which is filled with all kinds of fish that usually inhabit such lakes. The shooting this fall is going to be first-class. No births, deaths or marriages.

WOLVERINE.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 32 [Saturday, July 14, 1877], page 2, column 3

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, July 12, 1877.

MR. EDITOR. – The **glorious Fourth** has come and gone, the jug has been buried, and once more peace and quietude reign supreme in 42. You may think the above expression wholly uncalled for, but had you been at this place on the Fourth, you would have remarked without hesitation, "Why is this thus?" Last Wednesday, that glorious one hundred and first anniversary of our national independence, when every loyal citizen of this enlightened country should have been offering a tribute of respect to the star spangled banner, the boys at 42 were whooping it up lively. The day was occupied in the usual manner, and in the evening a fair display of fire works [*sic* –

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[Compiled and Transcribed by William J. Cummings]

fireworks], together with the firing of an anvil, and a genuine dynamite explosion, after which the people were addressed by **Mr. J. Ronan**, of this place, who made some very appropriate remarks. He was followed by **Hon. Garry Forrest**, who hails from the south of Ireland, and is recruiting his health in this place.

The **post office at Powers** of which we made mention in a previous number, has been decided on, and Miss **Carrie Roberts** of this place has been appointed post mistress [*sic – postmistress*], with the necessary bonds signed and approved; this will be a great convenience to the citizens of this place.

Two gentlemen from **Negaunee**, [*sic*] were in this village last week, who stated their intention of building a **drug store at the Breen mine**.

John Skogel, an employee with **Wells & Co.**, was **run over by one of the construction trains, and almost instantly killed**, on Tuesday of this week. It appears that **Skogel** attempted to jump off the cars, while in motion, and struck against some obstruction, which threw him under the train. The deceased is of Swedish origin, and has a brother lying ill at Menominee.

The Breen mine can now be reached by rail from this place.

Yours, & c.
RACKETTY

The Mining Journal, Marquette, Marquette County, Michigan, Number 469 [Saturday, July 14, 1877], page 1, column 5

MENOMINEE RANGE ITEMS. – The **fourth of July** passed off very quietly. On the east end of the road the men all laid off and had a general spree, also the men at the **Breen mine** did not work, but every thing [*sic – everything*] was quiet; they

indulged in a picnic which was a very pleasant affair.

We can say now that the rail-road [*sic – railroad*] is at the Breen, a thing which has been looked for with a great deal of anxiety, and the grading is nearly completed between there and the Sturgeon river, so they can push the iron laying right ahead if they choose to; but instead of that I think they will make that headquarters for a time and ballast up what they have laid, as the bridge across the Sturgeon river will delay them some time.

The **fourth at the Breitung mine** was spent by the men working as usual, also on the railroad the same; but in the evening there was a large bonfire and a small show of fireworks, and the stars and stripes were flung to the breeze for the first time in this part of the country, creating a great deal of excitement in consequence, and the firing of guns and singing of national airs.

One of the bosses on the railroad, **Mr. Chapman** was his name, I believe, had his shoulder dislocated while on duty. It was soon adjusted by **Dr. Belknap**, the **mining surgeon**, and he is doing well at present.

They have got to increase their pocket capacity for ore at the mines, especially at the **Breitung**, where they are taking out now one hundred tons Per [*sic – per*] day, and as soon as they increase their force, which they are going to do soon, the amount of ore taken out will be increased proportionately.

Buildings are beginning to go up pretty fast now, but they can't complete them for the want of lumber for which they have to wait from below, by railroad. Not having lumber has put us back here in building very much, but the cars being at the **Breen** they can haul it on wagons. **Supt. Whitehead** is expecting a number of gentlemen who constitute the company here to-day [*sic – today*], and he is **going**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

to the Breen with horses and saddles to show them the way in, that being our only means of getting over unless we foot it.

[Saturday, July 28, 1877], page 8, column 1

WOLVERINE.
SPALDING, July 10, 1877.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 33 [Saturday, July 21, 1877], page 2, column 2

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

POWERS, MICH[.],
July 19, 1877

MR. EDITOR. – The present week being **pay week on the road** has been one of unusual excitement in this place. The latest excitement is a **stabbing affray between two natives of Poland**, the same taking place at **camp 4** on the new road. One of the parties received a severe knife cut on the right side, almost directly under the armpit; he was sent to camp and his wound dressed, and is now in fair shape to recover. The perpetrator of this foul deed has since escaped. The name of the injured man is **Joe Blitskie**, and it is said the deed was done without provocation on his part. Work on the new road is still rushing. Our **new postoffice** [sic – *post office*] is doing a fair business under the supervision of **postmistress** [sic – *Postmistress*] **Brooks**. And now we are beginning to feel like a business community.

Yours, & c.
RACKETTY.

The Mining Journal, Marquette, Marquette County, Michigan, Number 471

MENOMINEE RANGE ITEMS. – They are making extensive improvements at the Breen now, since the cars have brought them lumber; their houses are rapidly approaching completion, and it looks really like a town. The docks are being largely added to, and **Supt. Whitehead** has just given them a plan of pockets to build, which everyone thinks surpasses in strength any they ever saw.

Railroad iron has given out, and has caused a cessation in track laying, which is probably just as well, as the **bridge over the Sturgeon river** is yet unfinished, and there is about a week's grading before they can get to the river; but all on the west side of the stream is ready for the iron up to three miles west of the **Breitung**, and the workmen have all moved to the western end, and will have that part all ready for the iron long before they are ready to lay it. **Captain Armstrong** has made extensive additions to his ore dock at the **Breitung** so that its capacity for holding ore, including the pockets, is several thousand tons. The ore continues just as fine as at first. The captain is going to increase the facilities for working by putting in two or three more stopes. Also, after a while, he will run in another tunnel to strike the bed of ore farther east, giving him a very extensive face to work upon. There is just north of the mine a beautiful ledge of Potsdam sandstone, which comes out in large blocks, and some time may richly pay for quarrying. It makes a fine, rich building stone.

Dr. N.P. Hulst, of **Milwaukee**, has been here for some time, making preparations to strip the **Quinnesec mine**. He is home now, but will be back soon and commence the work of stripping. I understand it's a very extensive piece of work, requiring a

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great deal of energy and perseverance, of all [sic – all of] which the doctor possesses a great abundance. No exciting news from this quarter this week.

WOLVERINE.

MENOMINEE RIVER RAILROAD COMPANY

MILWAUKEE & NORTHERN RAILROAD COMPANY

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 10 [Thursday, May 30, 1889], page 1, column 4

M. & N. Train Robbed.

When the **M. & N. train** arriving at **Ellis Junction [now Crivitz]** at 9:45, [sic] reached that station last night, the writer noticed an unusual degree of excitement among the passengers, and inquiring to ascertain the cause, learned that **the train had been robbed between Beaver and the Junction.** A rather tall, raw boned [sic – raw-boned] but well dressed [sic – well-dressed] man, wearing a heavy blonde mustache, boarded the train at **Beaver.** He entered the rear door of the last coach, and when the train pulled out, drew two revolvers and proceeded to relieve the passengers and train men of their valuables. He first demanded the brakeman's [sic – brakeman's] wealth, but that individual proved to be entirely destitute of filthy lucre. He ordered the brakeman [sic – brakeman] to go on ahead of him, and made his demand on the next victim. In this manner he drove the passengers ahead of him and robbed those who were unfortunate enough to have

money about them. He secured from **John Wells, lumberman of Menominee,** about \$50 in cash and a valuable gold watch. Having held up the passengers in both coaches he sat down on the front platform and jumped off the train and skipped for the woods as the train [sic – train] pulled into **Ellis Junction.** The fellow showed lots of nerve. It is singular that one man could successfully rob a train and escape without arrest. Passengers who were on the train say that the robber took no precautions to prevent attack from the rear after passing through the first coach, and several men remained on the front platform, and returned to that coach after he had passed by, but evidently everyone was too much frightened to think of making any attack. The robber could easily have been shot if any one [sic – anyone] had a revolver with him. A large number of men started to scour the woods about Ellis Junction, but at this writing we have not heard of the bold robber's arrest.

\$500 Reward.

The **Milwaukee & Northern railroad company,** [sic] will pay **\$500 reward, [sic] for the arrest and conviction of the man that robbed the passenger train No. 1,** [sic] last night. Description [sic – Description] of the man that robbed the train:

He is about 5 feet 9 inches high, will weigh 150 to 160 pounds, wore dark clothes and had dark soft hat, his pants were turned up at the bottom; wore a blonde mustache and about a week's growth of beard; looked dark, but his face was dirty; he carried a yellow cloth bag being over his shoulder and a small bundle tied up with a blue polka dot handkerchief [sic – handkerchief]; he carried a large 6

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[Compiled and Transcribed by William J. Cummings]

shooter and a small nickel plated pocket pistol.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 11 [Thursday, June 6, 1889], page 1, column 2

His Latest Exploit.

The fellow who held up the M. & N. train near Ellis Junction a week ago, *[sic]* **entered the general store of Soloman Kahn, of Blonduel *[sic – Bonduel]*, Wis., last Tuesday morning about 8 o'clock, and robbed him of his watch and money.** Kahn's store is located opposite the post-office *[sic – post office]* and near a large saloon, and many men were standing about when the robbery was committed, but it was done so quietly as not to attract their attention. Rewards to the amount of \$875 have been offered for the fellow's arrest.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 14 [Thursday, June 27, 1889], page 1, column 3

JOHN MAHONEY, of Iron River, a whisky soaked bum, after sneaking a dinner at the Commercial hotel last Saturday afternoon, attempted to balance the account by charging that Landlord Jenkins had stolen \$40 from him, but Henry promptly had the fellow arrested and taken *[sic - and taken]* before Justice John Wicks. A little while before that he had been in the M. & N. depot and asked for the key to the water closet, which was loaned him, and when arrested he still had the key in his possession. The marshal in searching his pockets, found the above mentioned key[,], a jack knife, match box and bunch of keys.

The fact that he did not return the key borrowed at the depot, looks somewhat suspicious. When taken before the justice he was found to be too full to be capable of treating the court and officers of the law with proper respect, and was taken over to the lock up to cool off. Monday morning Justice Wicks fined him \$5.00 and costs, amounting to \$11.25, a rather expensive dinner.

The above experience, however, did not satisfy John, and he was arrested the same day for disorderly conduct and sent to Menominee for 20 days.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 17 [Thursday, July 18, 1889], page 1, column 3

Quite a Scare.

A young man with the sweat pouring down his face, eyes bulging out and gasping for breath, rushed up to **Mr. E. Hawtrey**, at the **M. & N. depot** last Monday evening, about 7 o'clock, and exclaimed, "Say there are three men down the track who are going to rob the passenger *[train]* when it goes down. Get a horse and buggy quick and I will show you where they are." "But the passenger went down half an hour ago," said Mr. Hawtrey, "it won't do any good now." The young man appeared to be very much excited, and managed to create a little stir about the depot, but later developments showed that there was no cause for alarm. Possibly the young man heard some tramps down the line talking about holding up the train, and possibly some tramps might be desperate enough to attempt it some day *[sic – someday]*.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

XI, Number 21 [Thursday, August 15, 1889], page 5, columns 2-3

The New Railroad.

Mr. Willis started out a surveying party last Monday to begin locating and establishing the grade of the new railroad from this city to Escanaba, and another yesterday, and assures us that the work of construction will be pushed as fast as money and muscle can push it. The line will start at a point near where the Milwaukee & Northern crosses the Chicago and Northwestern, and pass along the north side of Lake Antoine and Lake Fumee, cross the Sturgeon river near the mouth of Pine creek, and so on in as direct a line as possible to Escanaba. The first 20 miles will be under contract by the first of September. There will be a good deal of heavy work at this end of the line, but it is expected that the rails will be laid on the first 25 miles before snow flies. In the meantime work will also be pushed on the construction of docks at Escanaba, so that they will be in readiness for business as soon as the road is completed. If Mr. Willis knows who or what corporation is responsible for all this activity he continues to keep it to himself. However, that is not important to the general public so long as the money comes from somewhere to keep the men a hustling.

Milwaukee & Northern Railway Depot,
101 East B Street, Iron Mountain – 1892

MILWAUKEE, ST. PAUL & PACIFIC
RAILROAD COMPANY

MILWAUKEE ROAD

REPUBLIC BRANCH RAILROAD
COMPANY

WISCONSIN & MICHIGAN
RAILROAD COMPANY

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 573 [Monday, May 16, 1898], page 3, column 4

THE NEW RAILROAD.

The Wisconsin & Michigan Railroad
Getting Nearer the City.

Eight surveyors are at work near the New York farm, located about 14 miles from here, surveying a route for the Wisconsin & Michigan Road. The track is already constructed from Peshtigo to within about 20 miles of the New York farm. Four different routes have been surveyed to enter Norway, and the one selected by the head surveyor, who has just joined the surveying corps, will strike Norway near the old cemetery south of the town. Those engaged in the work of construction will give no information out regarding routes, or the company's intentions. It is said, however, that the company will surely build into Norway, and from there to Quinnesec, where it will handle the ore from the Cundy mine. The Illinois Steel company own [sic – owns] the Cundy mine and the ore can be shipped to Peshtigo and by water direct to the company's plant at South Chicago.

There is no doubt but that the road will be soon built into Iron Mountain and that the company will compete with the other roads for business from this point. If the track is built as now surveyed through the New York farm, it will go right through the

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

road leading past the farm buildings, leaving the buildings on both sides of the track.

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Second Year, Whole No. 610 [Wednesday, June 29, 1898], page 3, column 4

W. & M. R'Y EXTENSION.

Officials Say That a Move of This Kind is Contemplated.

The reporter was told last night by good authority and a person who is connected with the road, that the **W. & M. R'y** would surely be extended this summer, from **Faithorn Junction**, but they would not say to what point.

The survey has been made as far north as **Iron Mountain** and the surveyors are now finishing up their work preparatory to the laying of the rails. The country is very hilly through which the survey runs, and several deep cuts have to be made. There is a great deal of bridging to be done also and it will take some time to complete it and it is probable that the work will be started as soon as the surveyors are through with their second trip. The track will be laid as fast as possible and a very large crew of men will be employed. –*Menominee Herald*.

The Daily Tribune, Iron Mountain, Dickinson County, Michigan, Third Year, Whole No. 622 [Wednesday, July 13, 1898], page 3, column 4

IT WILL BE BUILT.

Wisconsin & Michigan Will Be Extended to Iron Mountain.

President Fisher of the **Wisconsin & Michigan railway** stated in **Marinette** the other day that the entire survey for that road will be completed within a short time when the actual construction work on the line to the **Menominee range** will be started. The terminus of the road, he said, will be at **Iron Mountain** and the extension will be completed this year.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 2 [Saturday, February 14, 1903], page 1, column 3

STURGEON BRIDGE.

The foundation work of the W. & M. bridge, over the Sturgeon river, including the driving of the wing piles, has been completed; seventy-five piles being used. The superstructure will consist of a 125 foot Howe truss of modern design, and the timber used will be Washington fir. **The bridge is designed to carry a 150-ton locomotive followed by a train, weighing 5,000 pounds per lineal foot.**

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 10 [Saturday, April 11, 1903], page 1, column 2

GRADING RESUMED.

Grading on the W. & M. has been resumed and contractor Marsch has nearly 100 men at work along the line. It is expected that the track laying crew will commence work in about three weeks. The

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Sturgeon bridge will be ready very shortly and the promise of the officials that there will be trains running into the city by the first of July will undoubtedly be made good.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 11 [Saturday, April 18, 1903], page 1, column 2

W. & M.

The W. & M. will not commence the erection of a depot at this place or any other, for some time, reports to the contrary notwithstanding. The one contemplated for this place will be built just north of the **Nelson School Building** and will not be commenced until after the track is laid, so that the necessary material can be hauled. At **Faithorn**, the **W. & M.** will have to build an overhead crossing where it crosses the **Soo line** and it is feared that at this point there will be considerable delay.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 18 [Saturday, June 6, 1903], page 1, column 2

WISCONSIN & MICHIGAN.

Rail on the W. & M. has been laid for a distance of fifteen hundred feet north of the C. & N.W. undercrossing. It is expected that trains will be running into the city by July 1st, as was anticipated. **Work on the depot will commence as soon as the material can be hauled.** Contractor **Marsch** is rushing matters on the Hanbury line which will enter the city on the South side.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 20

[Saturday, June 20, 1903], page 1, column 3

WISCONSIN & MICHIGAN.

Tuesday the construction train on the extension of the W. & N. Ry., into this city reached a point near the residence of Hon. John Perkins in the first ward, and the time is not far distant when Norway will have another railway outlet.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 24 [Saturday, July 18, 1903], page 1, column 5

WISCONSIN & MICHIGAN RY.

We were informed this week by **Mr. and Mrs. Thomas McKenna**, of **Quinnesec**, that they had **sold to the Wisconsin & Michigan Ry., the right-of-way through their land near Quinnesec, for a consideration of \$2,500.** This would seem to insure the entrance into **Quinnesec** of the railway at no distant date.

The Daily Eagle, Marinette, Marinette County, Wisconsin, Volume __, Number __ [Saturday, August 1, 1903], page __, column __

A WOMAN WITH A GUN

A Quinnesec Woman Stops
Construction Crew From
Crossing Her Lands.

A RIGHT OF WAY DISPUTE

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

An Injunction to be Obtained to Prevent Further Delay.

A Quinnesec woman held at bay fifty or more men, who were employed by the Wisconsin & Michigan road extending the tracks there, with a revolver and drove them off her premises claiming that the company had no right to build through her lands. The trouble is not all over yet for it is expected that in order to lay the rails through her lands it will be necessary to secure an injunction to prevent her interference with the work, for she has given the men fair warning that she will not permit them to work on her lands.

She says that not only the said company had gone back on her, but that her own Attorney [*sic – attorney*] even had told her her case was helpless, and in view of the fact that the law was not on her side she would take the matter in her own hands and prevent said work. In accordance she dressed herself in a man's coat, turned up the collar, buckled a belt tightly about her waist, took a heavy gad [*sic – stick*] in one hand and a revolver in the other, and after pulling down over her eyes an old slouch hat to make the desired effect, went out [*sic – to*] work to prevent the Italians from dumping the dirt cars. The charge up the hill with stick and revolver, the terrorized running and tumbling over the embankment of workmen and cars, and the victorious stamping up and down was a picture to be appreciated only by the eye of witnesses. It was necessary to resort to all kinds of tricks to fool the old lady into letting the cars slide by, and not a little amusement is caused when some poor fellow was chided by the old woman for doing what he ought not to do, and enjoined them from further work under penalty of being killed.

In the afternoon the battle was resumed with the spouse as "high private" and under the direct command of his wife as captain. More amusement was caused by the well planned maneuvers of the famous guards, to prevent the blasting, and it must be said that it took more than "tricks" to scare the good dame.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 8, Number 7 [Thursday, August 6, 1903], page 5, column 1

WISCONSIN & MICHIGAN.

Schedule Calls for Operation of Trains Commencing Aug. 16th.

Trains on the new branch of the Wisconsin & Michigan road will commence running from Norway to Peshtigo harbor August 16th, the schedule having been arranged so that there will be two passenger trains each way daily.

Supt. S.N. Harison [*sic – Harrison*] was in **Chicago** this week conferring with officials of the road in regard to the new time card and arranging for the trains. There will be a train leave [*sic – leaving*] **Peshtigo** each morning and evening for **Menominee range points** and two trains will come from there morning and evening. The passenger trains will be elegantly fitted up. **The cars have been rebuilt at the shops in Peshtigo and new engines have been sent up from the Chicago Terminal road to be used in this service.**

Besides the two passenger trains each day there will be one or more freights. The company has arranged for train crews and

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[Compiled and Transcribed by William J. Cummings]

the new stations at several points north of **Faithorn Junction** will be opened August 15th. Ore service will begin as soon as the train service is installed. The company has contracted for the delivery of thousands of tons of ore from **Menominee**.

The Wisconsin & Michigan road has rebuilt and fitted up several of the passenger coaches to be used in the new train service on the Norway branch after August 16th, when the new schedule will go into effect. To haul two passenger trains daily two engines have been leased from the Chicago Terminal road, and one of them was delivered here last week. Work on the new road bed is nearly completed so that the trains can be running by that time.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 27 [Saturday, August 8, 1903], page 1, column 2

WISCONSIN & MICHIGAN.

The W. & M. depot in this city is about completed and it is a very neat and convenient structure. The Company will begin running regular passenger trains about the 15th inst. **Chief engineer McGowan** was in the city, yesterday, and he says: [*sic*] that **while they have over 300 men at work between Norway and Peshtigo, they could and would employ 600 if the men were to be had.**

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 8, Number 8 [Thursday, August 13, 1903], page 5, column 4

WISCONSIN & MICHIGAN.

Wants to Employ Six Hundred Additional Men.

The Wisconsin & Michigan railway[,] while it is now employing about 300 men on various works of extension, is comparatively speaking short of help and would employ 600 if they could be secured. That is the statement that **Chief Engineer McGowan** of the road made to the *Menominee Herald* the other day.

The Wisconsin & Michigan road now has a crew working on the overhead crossing over the Soo line at Faithorn Junction, one grading the track just north of Faithorn Junction and one laying steel between Norway and Quinnesec, this crew having nearly completed the work of laying the rails to Quinnesec. A crew is also at work extending the **Twin Creek branch** of the road, in toward **Lake Noquebay**.

If the men could be secured then all these crews would be increased. However the construction is going along in a very satisfactory manner, and in a week active traffic over the line from **Norway** south will be commenced.

According to the plans of the **Norway committee on a Labor Day celebration, an excursion will run from this city and Marinette to Norway thus taking as many people from these two cities and towns along the line to Norway as possible.**

This is directly in opposition to the plans of the local committee which wants all the excursions possible to come here, for the celebration in this city will be a big one. The inducements offered to come to **Menominee** are greater, for the program will eclipse anything in this vicinity.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 28

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

[Saturday, August 15, 1903], page 1,
column 5

WISCONSIN & MICHIGAN.

Beginning tomorrow, Aug. 16, this road will run two daily passenger trains each way between Norway and Peshtigo. The trains will leave Norway at 6:40 A.M. and 3:25 P.M. and will arrive at Norway at 11:20 A.M. For tomorrow excursion rates will [be] given each way, the price of round-trip tickets being \$1.50 and for this date only the A.M. train will leave at 7 o'clock. As will be seen by posted time table, **J.F. Jackson has been appointed general agent** and any required information will be cheerfully furnished by him.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 29 [Saturday, August 22, 1903], page 1, column 2

WISCONSIN & MICHIGAN.

The running of regular trains on the W. & M. Ry., twixt Norway and Peshtigo, began Sunday last, the first train [sic – trains] out of here being run as excursion trains at a special rate of fare. A large number of our people went on the morning train and had practically a day at down road points, while a number went at 3:55 in the afternoon and returned at about midnight. The train from [the] south brought a large number of people, some of whom had never visited an iron range before.

The early train from here had attached to it the official car of the road with **Supt. Harrison** and his assistants of the several departments therein and a few of our people were invited to accept their hospitality on the car.

The ride was a very pleasant one and the roadbed in very fine condition except at one or two places where the steam shovel is at work changing the grade. The **under grade crossing at Sturgeon** is a costly and solid piece of work while the **over grade crossing at Faithorn where the road crosses the Soo** is not yet complete, the filling of approaches not yet being all done. The total amount of sand used in this work will exceed 150,000 yards.

Among the visitors on the train which arrived about noon from the south were many prominent citizens of **Menominee** and **Marinette** and a delegation of newspaper men who came up to exchange the sawdust in their shoes for a little iron ore dust. It need only a ride over the road to satisfy one that the **W. & M.** people have had many difficulties to contend with in serving our city and that the undertaking has been an expensive one in almost every way. That they will eventually be repaid for their persistence goes without saying.

Among the visitors to Norway from down-road points were, **Cashier Blesh**, of the First Nat. Bank; **Dr. Hicks**, **Joseph Soult**, of The Leader, and **A.B. BeDell** of Menominee; **W.J. Hubbard** of the Eagle Star of **Marinette**; **W.H. Lindsley**, of **Chicago**, **E. Fitzgerald**, of **Marquette**.

Messrs. Harrison, Fitzgerald, Forsman and Jackson of the railway officers were most excellent entertainers and the trip both ways was very pleasant.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 38 [Saturday, October 24, 1903], page 1, column 2

WISCONSIN & MICHIGAN.

The line of the W. & M. will reach Quinnesec in a few days and the depot

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

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at that place is nearly completed. A.F. McGillis is building a bridge across the Sturgeon on what is called the Aragon branch of the road and it is expected that the rails will be laid before winter.

The Current, Norway, Dickinson County, Michigan, Volume XIX, Number 39 [Saturday, October 31, 1903], page 1, column 4

TRAIN TO QUINNESEC.

The W. & M. will run its first passenger train to Quinnesec tomorrow, leaving Norway at 11:20. The depot at that place has been completed and operator Hansen, who has been stationed at Loretto, will be in charge. A number of the officials of the road will make the initial trip. Rail has been laid west of Quinnesec for the distance of one mile.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 8, Number 28 [Thursday, December 3, 1903], page 1, column 6

NEW TERMINAL STATION.

The Wisconsin & Michigan Railroad company is building a terminal station one mile west of Quinnesec for the purpose of handling the passenger and freight traffic for Iron Mountain. The building is 16x40 and is being built by Contractor Axel Newman, of Norway, who expects to have it completed in about two weeks. When ready for traffic the proposed stage line will be put into commission and an effort will be made to secure some of the Iron Mountain business. Contractor Newman also has the job of building a round-house at Quinnesec which will be located just

west of the Cundy mine and a water tank just east of Quinnesec, where the track crosses the creek on the McKenna farm. The road is to be extended to Iron Mountain in the spring, as soon as the frost is out of the ground.

The Wisconsin & Michigan Railway Company opened a line connecting the Cundy Mine in Quinnesec with Iron Mountain on June 30, 1909, forming the northern terminus of this railroad. This railroad company was abandoned January 13, 1938, although the last train south from Iron Mountain left July 1 of that year.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 28 [Thursday, December 1, 1904], page 5, column 2

HOLMES' LANDING ITEMS.

Lorimer & Gallagher, the contractors who are building the Nathan extension of the Wisconsin & Michigan road, are rushing the work as fast as possible and now expect to finish operations in about two weeks. The work is under the supervision of P.H. Kilboy [*sic* – Kilroy – ?], who is a hustler. The bridge work is about finished and the structures will be ready for trains to run over in a week or ten days. The crew of negroes employed on the bridges had some misunderstanding with the forman [*sic* – foreman] and left for Chicago, which resulted in a suspension of operations for several days. A new crew of twenty-five men arrived last Sunday morning and work is now being rushed.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12,

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Number 9 [Thursday, July 18, 1907],
page 1, column 1

TO INVADE NORWAY

ST. PAUL ROAD LET CONSTRUCTON CONTRACTS YESTERDAY.

Has the St. Paul Company Acquired Control of the Wisconsin & Michigan? – Work at Once.

The **Chicago, Milwaukee & St. Paul railway** is to invade the **Norway and Vulcan mining districts** at once.

The **St. Paul company** has either **acquired control of the Wisconsin & Michigan railway** or has been successful in perfecting a traffic arrangement equal to an ownership.

The above can be stated authoritatively – the fact developed yesterday.

The **Chicago, Milwaukee & St. Paul company** has let the contracts to **John Marsch** for the building of the necessary connections.

The several contracts were let in this city yesterday morning and Mr. Marsch expects to commence the construction work within a few days. He will employ a large force of men and teams and will complete the work as soon as possible.

The first contract calls for the construction of a track connecting the **St. Paul branch with the Wisconsin & Michigan road at Quinnesec.**

The second contract calls for the building of spur tracks from the **Aragon mine at Norway and the Penn Iron Mining company's group of mines at Norway and Vulcan** to a connection with

the main line of the **Wisconsin & Michigan road.**

It is probable, too, that contracts will soon be let for **spur tracks to the Saginaw and Loretto mines.**

The construction of these lines is evidence that the **St. Paul company** has been assured of a considerable tonnage of ore from the mines in the districts named, a district heretofore served exclusively by the **Chicago & North-Western road.**

The Press also hears that the **St. Paul company may finance an extension of the Wisconsin & Michigan road to Escanaba.** This report cannot be confirmed, however. That the **St. Paul** will have a direct line from the **Iron Mountain district to Escanaba** in the very near future can be safely predicted. Such a line would decrease the miles of haulage over the present Channing route nearly a half. It would make possible the haulage of nearly one hundred loaded cars of ore instead of twenty as now. It would mean largely increased earnings, and that's what counts in the railway world at this age.

In addition to the above contracts, The Press learns that **Mr. Marsch** will also build **three miles of track from the main line of the Chicago & North-Western road to the new James mine in the Iron River district.** The James is owned by the **Mineral Mining company** of which **E.F. Brown** is general manager. Mr. Marsch will also build a **spur track one mile in length to the Kimball mine in the Crystal Falls district** for the **St. Paul road.**

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 10 [Thursday, July 25, 1907], page 1, column 4

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Railway Auto.

The **Wisconsin & Michigan road** expects to soon put in operation a **railroad automobile between Nathan to Miscauno Island and the other resorts along the line.** It will be a specially constructed car made to run on railroad tracks and will be one of the first of its kind in the country. The new car will soon be ready for business. It will run to accommodate pleasure and fishing parties who are not able to take the regular trains.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 10 [Thursday, July 25, 1907], page 1, column 5

Work Commenced.

The exclusive news in the last issue of The Press that the St. Paul road would at once invade the Norway and Vulcan districts, [sic] was soon confirmed. Indeed, supplies for the extensions were received here within forty-eight hours. **The work of connecting the St. Paul and Wisconsin & Michigan roads at Quinnesec has commenced.** Yesterday afternoon **Contractor Marsch** received two locomotives to be employed in the work.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 10 [Thursday, July 25, 1907], page 1, column 5

Fares Reduced.

Rate of fares on all railroads running into Iron Mountain were reduced last Saturday, our people being given the benefit of the new Wisconsin rates. The fare from Iron Mountain to Chicago was

reduced from \$8.70 to \$7.05, and to Milwaukee from \$6.15 to \$5.15. Agents were notified at the same time that no more fare and a third rates would be accorded the public.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 11 [Thursday, August 1, 1907], page 1, column 1

WIS. & MICH. R.R.

WILL RUN PASSENGER TRAINS INTO TOWN IN A FEW WEEKS.

Marsch Has the Contract to Connect With the St. Paul – Will Run Trains from St. P. Depot.

Iron Mountain is to become the northern terminus of the Wisconsin & Michigan railway.

It is now expected that that railway will be running passenger and freight trains into the city not later than the first of September – perhaps within two weeks.

This is one of the results of the traffic arrangements recently entered into with the **Chicago, Milwaukee & St. Paul railway** whereby the latter gains entrance into the Norway and Vulcan mining districts.

The Wisconsin & Michigan company has let a contract to **John Marsch** to build the connecting link to the St. Paul branch track to the Vivian mine and the work has already commenced. The orders are to push the work as rapidly as possibly [sic – possible].

The connection will be made with the main line of the Wisconsin & Michigan

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

road at a point near the home of **John L. Buell**, east of **Quinnesec**.

The running of the Wisconsin & Michigan trains into the St. Paul depot here will not only be a great convenience to the people of Iron Mountain but to all the neighboring towns south to Menominee and Marinette.

It is presumed that the present train schedule will be maintained. If so it will permit Iron Mountain people to leave home at 6:30 in the morning, transact business in **Norway, Vulcan, Loretto** and other county towns and return in time for dinner. Or our people may spend the entire day in **Peshtigo, Menominee** or **Marinette** and return home at 11:30 p.m. It will give Iron Mountain four additional passenger train [*sic – trains*] to and from points in the county and on Green Bay.

The arrangement whereby the Wisconsin & Michigan is permitted to use the track of the St. Paul road between Quinnesec and Iron Mountain will no doubt materially increase the business of the first named road and give our city greatly improved train service.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 13 [Thursday, August 22, 1907], page 1, column 6

Wisconsin & Michigan.

Work on the extension of the Wisconsin & Michigan road to a connection with the Chicago, Milwaukee & St. Paul road east of Quinnesec has been delayed owing to difficulty relative to the right of way. The track will cross property owned by **John L. Buell** and **Mrs. Thomas McKenna** and the parties have been unable to agree as to the value of the lands. **Condemnation proceedings**

have been commenced by the railroad company and a decision will soon be reached. It is understood that when the Wisconsin & Michigan commences running trains into the city close connections will be made with the morning and evening passenger trains on the St. Paul road.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 13 [Thursday, August 22, 1907], page 4, column 1

John Marsch arrived here from Cleveland last Monday evening in his handsome Pierce-Arrow touring car. The actual running time from Cleveland to Iron Mountain was less than thirty-six hours. The car is the largest ever seen here. It has a fifty horse-power motor, can carry nine passengers and run a mile a minute on ordinary roads.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 15 [Thursday, August 29, 1907], page 1, column 4

Work Resumed.

Contractor Marsch has resumed the work of building the one and one-half mile of track which is to connect the Wisconsin & Michigan and Chicago, Milwaukee & St. Paul railways east of Quinnesec. In the condemnation proceedings before **Probate Judge Miller**, **John L. Buell** was awarded \$1,200 for the right of way across his property and **Mrs. Thomas McKenna** the sum of \$700.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 18 [Thursday, September 19, 1907], page 1, columns 1-2

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

RAILROAD CENTER

IRON MOUNTAIN MOST IMPORTANT ONE IN THE PENINSULA.

Contract Has Been Let to Contractor Marsch for Immediate Extension of W. & M. to City.

It has been definitely decided to extend the Wisconsin & Michigan railroad to Iron Mountain, and the contract for grading was let yesterday to John Marsch, who will start the work at once. The grading will be completed inside of sixty days. Detailed information relative to the terminal will be found in the article following, which was put in type early in the week, at which time it had been decided to postpone the extension until spring.

The deal which resulted in the Chicago, Milwaukee & St. Paul road securing access to the mines in the Norway and Vulcan districts over the tracks of the Wisconsin & Michigan road is one that will benefit Iron Mountain most materially, as it will make our city the most important railroad center in the upper peninsula when all the details are consummated.

The arrangement, in the first place, assures the Wisconsin & Michigan road of an Iron Mountain terminal convenient to the business district, something the **Walsh road** has been desirous of securing for several years. The St. Paul company is now engaged in building east of Quinnesec a short section of track which will connect

its branch to the **Vivian mine** with the Wisconsin & Michigan road.

When this track is completed, the Wisconsin & Michigan company may, if the management so wishes – and we are assured it will do so – run its regular passenger and freight trains into the St. Paul depot in this city with reasonable uses of all terminals.

This, we are assured, means that the Wisconsin & Michigan road will revise its present train schedule so as to make close connections with the morning and evening passenger trains on the St. Paul road.

Such a revision would be of material benefit not only to the people of Iron Mountain, but to the people of **Quinnesec, Norway, Vulcan** and other stations on the Wisconsin & Michigan. It would mean an early morning train from Dickinson county towns to **Menominee** and **Marinette** – that Iron Mountain people could visit Norway and other towns, transact their business in comfort and return home the same day.

This does not mean, however, that the Wisconsin & Michigan road will not build its own line into Iron Mountain. Indeed, The Press is informed that the **road will be extended from Cundy to Iron Mountain** at an early day – the contract will be let in the spring. The deal with the St. Paul road ensures the **Walsh road** every facility in entering the city – for the use of the St. Paul tracks from a point near the cemetery into the depot at B street.

The deal will also **hasten the erection of a new depot here by the St. Paul road** as additional room is even now badly needed. The plans have been prepared for a commodious, handsome structure of stone and brick. A larger round-house will be erected at a point near the present turntable and the yard system will undergo extensive changes. This work, it is safe to say[,] will commence in the spring.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

In order to facilitate the better handling of trains – merchandise and ore – the division train dispatchers' office is to be removed from Channing to Iron Mountain, and all freight for points north in less than car lots will be reloaded at this station. This has been fully decided upon, but the change may not be made until the Norway-Vulcan ore service is fully arranged. This change will add materially to the population of Iron Mountain, as it will necessitate the removal of twenty or more families from Channing to this city.

The Press is in position to state, also, that the **St. Paul branch from Iron Mountain to the ore docks at Wells has been fully decided upon.** The construction work will be in hand before another fall if the financial conditions of the country make it possible for the company to secure the funds upon favorable terms. Just now all the resources of the company are employed in the construction of the Pacific extension. Engineers of the company have been over the route, however, and it is probable a permanent survey will be made this winter. It has been established that the branch could be built cheaply. There is a down-grade nearly all the way with only one cut of moment, but few fills and small a *[sic]* bridge cost. The distance is less than fifty miles. The distance from Iron Mountain to Escanaba via Channing is nearly a hundred miles. The grade from Iron Mountain to Channing is a very heavy one. Twenty fifty-ton cars is a load for the company's most powerful engines. From Channing to Escanaba, over the Escanaba & Lake Superior road, the grade permits the hauling of one hundred roads. Under the present methods of handling the ore from the Iron Mountain district the St. Paul company has to share profits with the Stephenson road – the St. Paul hauls the ore about twenty-four miles

and the Stephenson road over seventy. When ore is received from the Norway and Vulcan mines another fifteen miles will be added to this haul. By building the branch from Iron Mountain to Escanaba a haul of fully fifty miles is saved and the number of loaded cars could be increased from twenty to one hundred. The ore from the Iron county districts could still be handled over the Stephenson road. The Press has talked with many railroad men relative to the ore business and all have agreed that, if the St. Paul desires to compete successfully with the North-Western road for the ore business of Dickinson county mines, the short line must be constructed. There can be little profit in hauling ore one hundred miles in competition with a road hauling twice the tonnage per train less than half that distance. This fact is manifest to the St. Paul management and the short line to Escanaba is a certainty – to be constructed as soon as the clouds roll away in the financial world.

And when that line is constructed, Iron Mountain will become the most important railroad center in the upper peninsula.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 29 [Thursday, December 5, 1907], page 7, column 3

QUINNESEC ITEMS.

John Marsch was in town last Saturday and **made another reduction in wages on the extension of the Wisconsin & Michigan Railway.** About a week ago, the wages were cut from \$2.00 to \$1.35 per day and last Saturday the cut was to \$1 per day.

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[Compiled and Transcribed by William J. Cummings]

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 41 [Thursday, February 27, 1908], page 1, column 5

IN THE SPRING TIME

WISCONSIN & MICHIGAN WILL RUN TRAINS IN TO THE CITY.

Right of Way Secured and Grading Nearly Finished – Close Con- nections With St. Paul.

Work on the grade for the extension of the Wisconsin & Michigan railroad to Iron Mountain is still in progress. At *[sic – , at]* points where deep cuts and heavy fills are to be made.

The survey is now established for the entire distance. Leaving the old line near the Cundy mine at Quinnesec, and bearing slightly to the north of it, the road takes a westerly course along the side hill, crossing the county road with an over-head *[sic – overhead]* bridge at the foot of the hill west of Cundy station. Thence, in a westerly direction across Tellier's farm, keeping south of the county road, crossing the North-Western Keel Ridge Spur at grade, passing under the air pipe and a short distance farther west, over the road to the hydraulic works. Thence across the North-Western main line with an over-head *[sic – overhead]* bridge, through Kingsford's farm, passing 600 feet south of Frank Kingsford's house, crossing Cedar avenue 400 feet north of the cemetery gate on a curve and connecting with the St. Paul road near the turn-table, thence to the latter company's depot.

It will only require a few weeks in the spring to finish the grade. The rails have been purchased and will be shipped here as soon as navigation opened *[sic – opens]*.

It is understood that the Wisconsin & Michigan will connect with the morning and evening trains on the St. Paul road at this station.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 49 [Thursday, April 23, 1908], page 1, column 6

Wisconsin & Michigan.

Contractor Marsch expects to resume the work at once of grading the right of way for the Wisconsin & Michigan railway extension from Cundy to a connection with the Chicago, Milwaukee & St. Paul tracks in the southern part of the city. He will employ a large steam shovel and a large crew of men. The grading is now finished north to the county road. The Press learns that the ties and steel rails have been ordered for an early delivery and the track crew will commence work as soon as the grading is finished. It is expected that the Wisconsin & Michigan will be running trains in the city by the first of July.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 52 [Thursday, May 21, 1908], page 1, columns 5-6

RAILWAY BUILDING

ST. PAUL AND WISCONSIN & MICHIGAN WORKING MANY MEN.

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[Compiled and Transcribed by William J. Cummings]

Former Road Building Spur Tracks to Norway and Vulcan Mines – Latter in Extension Work.

Several hundred men are now at work in railway construction work in this vicinity for the Chicago, Milwaukee [&] St. Paul and Wisconsin & Michigan roads.

During the recent visit here of the head officials of the St. Paul company orders were issued to finish the work of building the spur tracks to the mines in the Norway-Vulcan district. The materials were assembled forthwith and the work commenced last Monday.

This order including *[sic – includes]* the building of a short stretch of track connecting the Quinnesec branch of the St. Paul road with the main line of the Wisconsin [&] Michigan east of Quinnesec; spur tracks from the main line of the Wisconsin & Michigan to the several mines of the Penn Iron Mining company, and a spur track from the Wisconsin & Michigan to the Aragon mine of the Oliver Iron Mining company.

All this work will be done at the expense of the St. Paul company. The total length of the several spurs will be about five miles. The ties are being received here and the steel rails are expected in a few days. The grading was done last season by Contractor Marsch.

It will not be necessary for the St. Paul company to build side-tracks *[sic – sidetracks]* at the several mines, an arrangement having been made with the Chicago & North-Western road for the use of the latter's sidings by the three railroads.

In addition to the above work Contractor Marsch is employing a large force in grading the road-bed *[sic – roadbed]* for the Wisconsin & Michigan extension from Cundy to a connection with the St. Paul road in this city. A steam shovel is now at

work near the pipe line and the graders have reached a point near the farm of Edward G. Kingsford. The timbers for the several bridges have been received and are being framed, and the ties and rails will be shipped in as soon as the grading is finished. It is now expected that the extension will be completed and that the road will be running its passenger trains into the St. Paul depot early in July.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 3 [Thursday, June 11, 1908], page 1, column 5

FIRST TRAIN HERE

WISCONSIN & MICHIGAN OFFICIAL TRAIN HERE LAST SUNDAY.

Regular Passenger Service Inaug- rated Next Sunday via the St. P. Lake Antoine Branch.

The first Wisconsin & Michigan railway train to enter Iron Mountain arrived last Sunday noon. It was a special and the passengers were President Faithorn, of Chicago, General Superintendent Harrison, of Peshtigo, and General Attorney Eastman, of Marinette.

It was an unostentatious visit, no one, excepting a few St. Paul officials, having been notified of the coming of the new train. The trip was made over the St. Paulroad's Quinnesec branch around Lake Antoine. The train only remained here for a short time.

From Superintendent Harrison The Press learns that the Wisconsin & Michigan

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[Compiled and Transcribed by William J. Cummings]

company has decided not to wait until the completion of the extension from Cundy before running passenger trains into Iron Mountain, but will inaugurate the service on the 14th – next Sunday – the first train arriving at noon on that day. All trains will arrive at and depart from the St. Paul depot.

Until the extension from Cundy to Iron Mountain is completed, trains will be operated on the present schedule. Trains will leave here for Menominee, Marinette, Peshtigo and intermediate points at 6:30 a.m., and will arrive from the points named at 10:45 a.m. and 10:00 p.m.

When Iron Mountain becomes the terminus of the road – a question of a few weeks now – there will, it is expected, be a radical change in time card. We are informed that the morning passenger train will then leave Iron Mountain at about 7:30, soon after the arrival of the Chicago, Milwaukee & St. Paul passenger train from Chicago and Milwaukee. The evening train will reach here from eastern points at about 8:45 o'clock, in ample time to connect with the southbound train for Chicago. Such a schedule would accommodate not only a large local business, but a large southbound constituency. The other trains would run about as now scheduled.

The Wisconsin & Michigan company has finally succeeded in unraveling all of the right of way difficulties, the last one being solved this week when the privilege of building across the property known as the "Spies forty," south of the city, was acquired by purchase. Contractor Marsch's grading crews have reached the pipe line of the Hydraulic Works. At this point a deep cut is being made under the line, and the work is about half finished. The timbers of the bridge across the county road are being placed in position – in fact the work is half done. The route has been staked out across the Kingsford farm to the St. Paul right of way. The grading on the last three

miles is comparatively easy and work should progress rapidly from this date. The timbers and ties are being received and the rails will come from the mills at Chicago as soon as needed. Unless something unforeseen should happen the road will be completed into Iron Mountain in less than six weeks.

The coming of the Wisconsin & Michigan will give Iron Mountain much closer and more desirable connections with Norway, Vulcan and other points as far south as Menominee than is now maintained. It will also give us additional mail service and other desirable connections.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 4 [Thursday, June 18, 1908], page 1, column 4

Wisconsin & Michigan.

The first regular Wisconsin & Michigan railway passenger train pulled into the city last Sunday morning on time – at 10:45 o'clock. It was hauled by Engine No. 23 – "skidoo." It was well patronized. The road has been doing a fine business since reaching the city, and it is a business that is certain to increase as the people become acquainted with the excellent service. The cars are neat and clean and the officers are accommodating to a degree. Trains leave the St. Paul depot, Iron Mountain, at 6:30 a.m. and 3:00 p.m. and arrive at 10:45 a.m. and 10:00 p.m. The service to Menominee and intermediate stations "fills a long felt want."

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 4 [Thursday, June 18, 1908], page 1, column 4

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[Compiled and Transcribed by William J. Cummings]

Rush the Work.

Contractor Marsch is now rushing the work on the Wisconsin & Michigan railway extension from Cundy to this city. The right of way has been cut out to the St. Paul tracks and grading crews are working at both ends and in the middle. The heavy cut under the pipe line is nearing completion, the big steam shovel working steadily. The bridge over the county road is almost finished. At a meeting of the city council last Monday evening the company was granted permission to cross Cedar avenue. The ties are being distributed and the steel rails will be here as soon as needed.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 8 [Thursday, July 16, 1908], page 1, column 4

Nearing Completion.

Contractor Marsch has nearly completed the work of grading the right of way for the extension of the Wisconsin & Michigan railway from Cundy to the St. Paul tracks in this city and it is only a question of a few weeks now when the company will be operating trains over its own line. The steel rails have been laid from Cundy to the bridge over the county road and the work of ballasting the track is progressing rapidly.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 8 [Thursday, July 16, 1908], page 6, column 3

QUINNESEC ITEMS.

A steam shovel was installed last Monday at the gravel pit on the Wisconsin & Michigan Railway loading gravel to

ballast the track on the extension to Iron Mountain.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 10 [Thursday, July 30, 1908], page 1, column 4

Nearing Completion.

The Wisconsin & Michigan railway extension from Cundy to Iron Mountain is nearing completion. Contractor Marsch has finished the grading for the entire distance. Some work remains to be done at the heavy cut under the pipe line to the hydraulic works, but the big steam shovel is removing the earth rapidly. The road-bed [*sic – roadbed*] has been ballasted and the rails laid to the bridge over the county road, and the balance of the work can be finished in short order once the excavating is completed.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 12, Number 14 [Thursday, August 27, 1908], page 1, column 3

Wisconsin & Michigan.

Work on the Wisconsin & Michigan road extension from Cundy to a junction with the Chicago, Milwaukee & St. Paul tracks near the turntable in this city is practically finished. The steel rails are in place and the ballasting crew will complete their labors this week. A little work remains to be done on the bridge over the Chicago & North-Western track. It is probable that the company will commence running trains over the extension some day next week. The present train schedule will be maintained for some time, but ultimately changes will be made so as to connect with the morning

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[Compiled and Transcribed by William J. Cummings]

and evening passenger trains on the St. Paul road.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 13, Number 15 [Thursday, September 3, 1908], page 1, column 4

Over Own Tracks.

The Wisconsin & Michigan railway trains are now operated over the company's extension from Cundy to this city. The first train left the city over the new line last Tuesday morning. The present train schedules will be maintained for some time yet. The Wisconsin & Michigan is already receiving a nice patronage from Iron Mountain people and the service is gaining in popularity.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 36 [Thursday, January 27, 1910], page 1, column 3

JOHN MARSCH BUYS RAILWAY

CONTRACTOR NOW FULL- FLEDGED RAILROAD MAGNATE.

Private Secretary Olin Buys the Wisconsin & Michigan Railway at the State Tax Sale.

The sale of the Wisconsin & Michigan railway for taxes due the state of Michigan took place at the Menominee county courthouse [sic – courthouse] yesterday.

The railway was bought by H.M. Pelham, of Iron Mountain, for the sum of \$67,991.08, the sum due the state.

Mr. Pelham informed The Press this morning that he was acting as attorney for Charles A. Olin, of Chicago. Mr. Olin is the private secretary and auditor of John Marsch, the well-known capitalist and railroad contractor.

Mr. Marsch is already the owner of that section of the road extending from Cundy Junction to Iron Mountain and Mr. Olin was undoubtedly acting for Mr. Marsch in making the purchase.

The immediate future will establish the final ownership of the railway.

The road has made money since it secured an Iron Mountain connection and the business is sufficient to pay a good rate of interest on the bonded indebtedness of \$1,500,000.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 38 [Thursday, February 10, 1910], page 1, column 5

VISITING RAILWAY MEN

John Marsch Here With W. & M. R'y Officials and Capitalists.

General Manager Faithorn, Louis E. Hart and W.T. Abbott, officials of the Wisconsin & Michigan road from Chicago, accompanied by Supt. S.N. Harrison, of Peshtigo, and John Marsch, who recently acquired control of the line, made the trip of inspection over the system last Sunday, taking dinner at The Milliman. It is the understanding of The Press that Mr. Marsch will take possession in the near future. This will lead to a re-organization

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[sic – reorganization] and retirement of a number of the present officials. It is probable, too, that the main office in Chicago will be closed.

M.T. Abbott, who is general counsel for the road, said the trip was made for the purpose of determining whether the property was worth while [sic – worthwhile] getting control of. So far I do not know what will be done. A lot of money has been spent on the road, probably to see what could be done with it.

Mr. Marsch now owns \$901,000 first mortgage bonds, the interest on which is due in six months, and in addition he has the specific tax titles which he purchased at public sale lately. There is outstanding besides this a total of \$1,800,000 in second mortgage bonds and stock which were held by the Walsh syndicate, and four-fifths of which was taken by the First National Bank of Chicago when the syndicate dissolved.

C.L. Farnsworth, of Cleveland, who was also a member of the party, is in charge of the bond department [sic – department] of the First National Bank of Cleveland, and had been sent out by his bank to look over the investment. This bank has financed many of Marsch's big operations in the vicinity of Cleveland, notable among which was the building of the Belt road.

Supt. Harrison declared that the trip was connected with a change in the control, but he was not at the present time in a position to say anything regarding it.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 47 [Thursday, April 13, 1911], page 1, column 2

Inspection Tour.

John Marsch, the new owner of the Wisconsin & Michigan road, arrived in the

city from Chicago last Saturday morning accompanied by J.N. Faithorn, who has held the position of general manager. The gentlemen were met here by Superintendent Harrison and Messrs. Cook and Pelham, attorneys for Mr. Marsch, and a trip of inspection was made over the road in the motor car owned by the road. No significance is attached to the trip.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 50 [Thursday, May 4, 1911], page 1, column 3

New General Manager.

A bulletin has been issued by Vice-President Emil Marsch, of the Wisconsin & Michigan road, announcing the promotion of S.N. Harrison from the position of superintendent to that of general manager. Mr. Harrison succeeds J.N. Faithorn, of Chicago, who is no longer with the road, and became effect [sic – effective] last Monday. Mr. Harrison will have his office at Phestigo [sic – Peshtigo]. The promotion will please the gentleman's many friends.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 21 [Thursday, October 7, 1915], page 1, column 3

Sold Again.

Our former townsman, John Marsch, will be interested in learning that a Marinette paper has again sold, for the steenth [sic] time, his Wisconsin & Michigan railroad. This time the road has been sold to the Illinois Central. In the same article we are told that the Illinois Central is to be extended north from Madison to Champion and again south via Florence. In order to

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make use of the Wisconsin & Michigan, another line will be built to Norway or Constance. It would be cheaper to connect with Mr. Marsch's road in Iron Mountain.

The Iron Mountain News, Iron Mountain, Dickinson County, Michigan, Volume 18, Number 86 [Friday, July 22, 1938], page 3, column 2

TEARING UP OF W. & M. RAILS IS TO BE STARTED

**Work Scheduled To Begin
In Iron Mountain
Next Week**

Removal of rails from the 62 miles of line of the Wisconsin & Michigan railroad, following its recent abandonment, will begin in Iron Mountain next week, it is announced by W.H. Wright, of Menominee, vice president and general manager of the company. The line extends from Iron Mountain south through Menominee and Marinette counties to Peshtigo, Wis.

Work of removing the rails will require considerable time, the vice president said, and will continue from the northern end of the line until completed.

So far no disposition – by sale or otherwise – has been made of the railroad's terminal here, or any other of its properties in Menominee, Marinette and Dickinson counties.

Abandoned July 1

The Wisconsin & Michigan abandoned its line July 1, by authority of the interstate commerce commission. Reduced freight shipments and revenues prompted the

company's application for permission to cease operating.

Extended to Iron Mountain from Quinnesec in 1908, the Wisconsin & Michigan ran its last train on June 30 from Menominee to Iron Mountain and return. A.J. Germist has been the Iron Mountain station agent.

Application for abandonment was submitted some time ago and several hearings were held, during which business and industrial interests in the Menominee-Marquette are [sic – area], particularly, made a concerted effort to retain the line, citing the saving in freight rates which, the said, were possible by its operation.

The company, meanwhile, submitted reports to show that the line has been unprofitable for a long time and there were no immediate prospects for an increase in freight traffic.

LOGGING RAILROADS

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIII, Number 37 [Thursday, December 3, 1891], page 1, column 4

THE work on the **Quinnesec Logging Company's new railroad** is progressing rapidly – five miles having been already graded. Nothing definite has yet been done to secure the extension of the line to this city. To do so will cost \$12,000 to build a bridge across the Menominee and the balance of the road will cost about the same as to grade a road to a junction with the **M. & N.** on the other side of the river. As we understand it, while it would be some advantage to the company to run their line to this city and establish their headquarters here, the inducement is not sufficient for them to stand the entire \$12,000 extra expense and they want some assistance in

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building the bridge. The advantage to **Iron Mountain** to have the line extended to this city is apparent. It is worth something to have the headquarters of the company established here. It will bring us into closer connection with the growing farming community on the other side of the river – giving them additional facilities for getting their wood and other produce to this market, and for getting their supplies from here. It seems to us it is worth the while of the business men [*sic – businessmen*] of **Iron Mountain** to give this matter some attention.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIII, Number 42 [Thursday, January 7, 1892], page 1, column 2

THE **locomotive Win. Allen**, belonging to the **Quinnesec Logging Company**, was brought here from Republic over the **M. & N.** last Monday. **In getting it from the woods to the station it fell through a bridge and some repairs will be made here before it is taken over to the company's new road across the river.** The main part of the locomotive now stands on a pair of heavy bobs and will be hauled over to Wisconsin by horses.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIII, Number 44 [Thursday, January 21, 1892], page 4, column 2

THE **Quinnesec Logging Company's railroad, on the other side of the Menominee river, is nearly ready for business.** The rails are now being laid and the road will be in operation by the first of February. By the way, is any move going to be made to induce the company to extend its line to this city? This is a matter worthy

of the consideration of the **Iron Mountain Business Men's Association.**

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIII, Number 45 [Thursday, January 28, 1892], page 1, column 2

THE **Quinnesec Logging Company has four miles of track laid and will be hauling logs by the 15th of February.** They have been delayed in track laying by repairs required to their locomotive, but these repairs were received last Saturday and the engine is now in working order.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 36 [Thursday, November 24, 1892], page 1, column 4

LOG AND LUMBER LACONICS.

The Quinnesec Company Received a New Baldwin Locomotive.

The new **Baldwin locomotive, which the Quinnesec company ordered some time ago, has arrived here, and will be taken out on sleighs to the railroad.** The tender was taken out last Friday. **Mr. Brown** states that with this engine [*he*] hopes to be able to land 150,000 feet of logs daily.

The **Quinnesec company has three hundred men in their main camp.** This is undoubtedly the largest camp in the upper peninsula.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 10 [Thursday, June 8, 1893], page 4, column 4

DIGGING INTO THE FOREST.

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[Compiled and Transcribed by William J. Cummings]

Three Logging Companies that are Extending Their Railroads.

The Girard Lumber company will commence work next week on an extension to their logging road at Dunbar. The rails will be laid five or six miles further into the company's pine. The tract near the mill has all been cut and the company was forced to dig into the forest further. A large force of men left Menominee this week to labor on the project. The logging road is about eight miles now and this extension will give them about fifteen miles.

The Sagola Lumber company, which operates a logging road in Dickinson county, will soon commence tearing up the rails on its present line. The road will be transferred about twenty miles further north and connection made with the Milwaukee & Northern road to bring the timber to Sagola.

The Holmes' logging railway near Pembine is also to be extended. Civil Engineer Shaw, of Marinette, is now making the survey for the new piece of road. It will be fifteen miles long and with the present mileage will make a 27 mile run. –Menominee Democrat.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 33 [Saturday, December 9, 1893], page 1, column 3

FIFTEEN MILE EXTENSION.

The Quinnesec Logging company has decided to build a fifteen mile extension to their railroad, and the survey for the same was completed last Saturday by Engineer McCallum. The extension will be in [a] northwesterly direction through a heavy

tract of pine. Work on the same will commence as soon as possible in the spring.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 47 [Saturday, March 17, 1894], page 5, column 2

The Wisconsin & Michigan Logging railway has hauled about 40,000,000 feet of logs for the different Menominee and Marinette mill companies since last fall, and there are yet upwards of 30,000,000 feet on the landing. The railway logging company operates three camps besides hauling the logs gotten out by twelve jobbers.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVI, Number 44 [Saturday, February 23, 1895], page 1, column 6

BOUGHT A RAILROAD.

Wisconsin & Michigan Purchase the Peshtigo Lumber Line.

Marinette, Wis., Feb. 17. – One of the largest and most important deals made in this region was consummated yesterday. The Peshtigo Lumber company sold its rail road running from the village to Peshtigo Harbor, a distance of seven miles, to the Wisconsin & Michigan railway, the consideration being \$50,000. The parties who made the deal were the Hon. Isaac Stephenson for the Peshtigo company, and Secretary J.M. Faithorn of the Wisconsin & Michigan. The transfer includes the rolling stock and dock privileges at the harbor. The Wisconsin & Michigan company intends to establish ore docks there. Its line will be extended

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from **Faithorn Junction** to the **Menominee iron range**, twelve miles. Next year a new and direct route will be opened up. It is also expected that the **Ann Arbor road** will put in transfer docks at the harbor. **Peshtigo** is wild with excitement over the deal, and a town which was thought to be dead promises to become a flourishing city.

RAILROAD-RELATED ACCIDENTS

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 12 [Saturday, February 24, 1877], page 3, column 2

SEVERE ACCIDENT.

On Friday Feb. 16th a man by the name of **James Gulley**, was very severely injured in a cut, in which he was working, on the new railroad about 3 miles from **Sec. 42**, by caving in of the side of the cut, which buried [*sic – buried*] him and several others under it. When extricated his bones were found to be badly broken and protruding through the flesh in some places. **Dr. Mulliken**[,] of this place, was summoned as soon as possible and found the main injuries to consist of, compound fracture of both feet, also a compound fracture above one knee and a simple fracture above it. The right arm was also fractured. His wounds were attended to as well as could be done under the circumstances and he was then brought to the **Central Hotel** in this village. He is now as comfortable as can be expected and as he is a man of robust constitution it is probable that he will recover.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number

12 [Saturday, February 24, 1877], page 3, column 3

On Saturday morning **Mr. Aiken**[,] who is one of the foremen engaged on the **Menominee Range Ry.**, had the wind knocked out of him, by a piece of stump weighing about 100 pounds, thrown by a blast just let off, which struck him just below the belt and landed him about twenty feet away. Another man was standing about three or four rods further on; it took his underpinning from under him and reversed ends quicker than you could say Jack Robinson. Fortunately neither parties [*sic – party*] were [*sic – was*] materially injured.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 13 [Saturday, March 3, 1877], page 3, column 2

EXHUMATION.

Mr. Phillip Secor[,] of Grand Traverse City, heard through the TRIBUNE, of the death of **Louis Secor** by an accident on the new railroad Feb. 7th, and as he had a son of that name who had left home a few months before, he presumed that it was him [*sic*]. The description sent in answer to telegrams answered exactly and he accordingly came on here and had the body exhumed last Sunday, but was much pleased to find that it was not his son.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 17 [Saturday, March 31, 1877], page 3, column 3

The philanthropist who runs the *Marquette Mining Journal*, [*sic*] has had his extremely benevolent sensibilities shocked and stands aghast at the "wanton

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

inhumanity," of **Delta or Menominee counties**, in sending a man who was unfortunately very seriously injured on the **new railroad**, to **Marquette** for treatment and furthermore thinks it "a rather questionable trick to get rid of a county charge." If the benevolent individual aforesaid had taken pains to inform himself, he might have arrived at the truth of the matter and not have blundered into making a very serious charge, against the two counties in question.

The facts of the case are these; the man **James (not Patrick) Gulley**, was very badly injured in a cut by a frozen bank falling upon him, Feb. 16th. A physician from this place was immediately summoned by the contractors, **Messrs. Wells & Goodrich**, to attend to him. He went and did all that could be done for the injured man, with the appliances at hand and at the man's own suggestion he was removed to **Escanaba** where he could receive more constant attention. Although at the time of the accident, [sic] **Mr. Gulley** had on his person \$166.35 (which was counted in the presence of several trustworthy parties,) yet **Messrs.[.] Wells & Goodrich** agreed to pay the bill for board and medical attendance for one month. As the injuries were of a complicated character and the man's system not in very good order, he expressed a desire to be placed in some hospital, where he could receive all the care that was necessary and as he was somewhat acquainted at **Ishpeming** he wrote and telegraphed to **Dr. Bigelow** at that place, asking him if he would receive him (**Gulley**.) [sic] The answer was favorable. His brother **Thomas** had been with him for some time and stated that if he could get **James** in the hospital at **Ishpeming**, he would work in the mines and assist him in paying for nursing and medical attendance. At the time the patient left here he must have had nearly \$130. At

no time has he been a town ship [sic – township] or county charge, in either this county or **Menominee**. His going to either **Ishpeming** or **Marquette** was of his own free volition. He and his brother had means to pay their way with and Mr. **Thomas Gulley** designed with a brother's solicitude to labor for more.

In view of these facts it ill becomes a neighboring newspaper to accuse either **Menominee or Delta counties** of inhumanity and trickery.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 26 [Saturday, June 2, 1877], page 2, column 2

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, May 23d, 1877.

MR. EDITOR. – A **severe, if not fatal accident** occurred on the new line on Saturday of last week. **Michael O. Connell**, while working on a cut some three or four miles up the road, was seriously injured by the sudden caving of the bank, which threw him against a car track with such force that his collar bone was broken and his head cut in a frightful manner, besides giving him serious internal injuries.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 28 [Saturday, June 16, 1877], page 2, columns 2-3

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, June 13, 1877.

MR. EDITOR: – Circumstances will not permit us to write up much of the doings in

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

this locality the present week. With a cold in our cranium, and corns on our gunboats, we are severely distressed.

...

On Tuesday of this week, a man named **Richard Jones** had his foot crushed in a serious manner by the violent slacking of one of the construction trains. We would suggest that the engineer fraternity be a little cautious in the future. **Peter Reegan**, a man in the employ of **Wells & Co.**, had his leg broke by the caving of a bank.

Yours truly, **RACKETTY.**

P.S. Since writing the above, I have received intelligence that a man named **Dennis McCarthy**[,] working on the upper end of the road, was killed, on the 14th, by the caving of a bank on the work. R.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 28 [Saturday, June 16, 1877], page 2, columns 2-3

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, June 13, 1877.

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The Mining Journal. Marquette, Marquette County, Michigan, Number 466 [Saturday, June 23, 1877], page 1, column 5

MENOMINEE RANGE ITEMS. – The track laying has begun again, after having been delayed some time with a rock cut, and will be laid into the **Breen mine** at once. A man by the name of **Anthony Dougherty** was killed in the **R.R. cut above the Breen mine**, one day this week. He was smothered to death by the caving in of a bank of sand, burying him about ten feet beneath it. Also an Indian (name not known), had his arm badly cut with an ax in the hands of a companion; it was accidental.

SPAULDING, June 16, 1877.
WOLVERINE.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 31 [Saturday, July 7, 1877], page 2, column 2

OUR CORRESPONDENCE WITH THE MENOMINEE RANGE RAILWAY.

Sec. 42, July 5, 1877.

After a lapse of two weeks we proceed to enlighten you with the news of the week. On Friday last, **Joseph Goetz**, a laborer in the employ of **Wells & Co.**, was somewhat injured by the falling of a bank on the new road; he was taken to **camp No. 1**, and **Dr.**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

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Fortier, of Menominee, was summoned, who pronounced the man out of danger. **Goetz** was sent to his home near Green Bay, the following Sunday. The iron is laid within a short distance of the **Breen mine**, on the new line.

Yours, & c.
RACKETTY.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 32 [Saturday, July 14, 1877], page 2, column 3

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

Sec. 42, July 12, 1877.

...

John Skogel, an employee with **Wells & Co.**, was run over by one of the construction trains, and almost instantly killed, on Tuesday of this week. It appears that **Skogel** attempted to jump off the cars, while in motion, and struck against some obstruction, which threw him under the train. The deceased is of Swedish origin, and has a brother lying ill at Menominee.

Yours, & c.
RACKETTY

The Mining Journal, Marquette, Marquette County, Michigan, Number 469 [Saturday, July 14, 1877], page 1, column 5

...

One of the bosses on the railroad, **Mr. Chapman** was his name, I believe, had his shoulder dislocated while on duty. It was soon adjusted by **Dr. Belknap**, the mining surgeon, and he is doing well at present.

WOLVERINE.

SPALDING, July 10, 1877.

The Escanaba Tribune, Escanaba, Delta County, Michigan, Volume VIII, Number 33 [Saturday, July 21, 1877], page 2, column 2

OUR CORRESPONDENCE FROM THE MENOMINEE RANGE RAILWAY.

POWERS, MICH[.],
July 19, 1877

MR. EDITOR. – The present week being **pay week on the road** has been one of unusual excitement in this place. The latest excitement is a **stabbing affray between two natives of Poland**, the same taking place at **camp 4** on the new road. One of the parties received a severe knife cut on the right side, almost directly under the armpit; he was sent to camp and his wound dressed, and is now in fair shape to recover. The perpetrator of this foul deed has since escaped. The name of the injured man is **Joe Blitskie**, and it is said the deed was done without provocation on his part. Work on the new road is still rushing. Our **new postoffice** [*sic* – *post office*] is doing a fair business under the supervision of **postmistress** [*sic* – *Postmistress*] **Brooks**. And now we are beginning to feel like a business community.

Yours, & c.
RACKETTY.

The Mining Journal, Marquette, Marquette County, Michigan, Number 475 [Saturday, August 25, 1877], page 4, column 2

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

MENOMINEE RANGE ITEMS. – A man by the name of **Barney Collum** was **killed** in one of the cuts the other night **by a stump rolling upon him.**

WOLVERINE.

The Iron Port, Escanaba, Delta County, Michigan, Volume VIII, Number 48 [Saturday, November 3, 1877], page 2, column 3

Powers. – '**RACKETTY**' wrote us on the 30th, as follows:

...

P.C. MURPHY, the gentlemanly **conductor** who had the misfortune to **lose one of his legs on the new road**, some time since, was removed to Escanaba on Saturday last. The best wishes of the citizens of this place are with him; and we sincerely hope that the day is not far distant, when he will fully recover the physical strength of by-gone days.

The Iron Port, Escanaba, Delta County, Michigan, Volume X, Number 36 [Saturday, August 9, 1879], page 3, column 4

FATAL RAILWAY ACCIDENT.

On Saturday, the 2d inst., the **Quinnesec accommodation train on the M.R. rail way**, **Conductor Van Dyke**, had some switching to do at **Hermansville**. In the discharge of his duties it became **necessary for one of the brakemen to board the moving train**, which he did by catching the side ladder of the end car as it passed him and climbing to the roof of the car. Just as he reached the roof and straightened up to step upon it, his feet being still upon the side ladder and his hand-grip loosed, the "slack of the train"

was taken up with a slight jerk, and the unfortunate man was thrown upon the road in front of the still moving car and **instantly killed**, the wheels passing over his head and of course crushing it; one leg was also crushed. The name of the man was **Frederick Roberts**. He had been in the employ of the rail way company since the opening of navigation, and had proved himself a sober, careful, railroad man, while his associates and acquaintances speak of him as an estimable person in other relations of life. The remains were forwarded to the residence of his parents at Sheboygan, Wis.

While the loss of life is to be mourned, it is but proper to say that the accident was one for which no one, not even the deceased himself, was in fault; was one of those occurrences inseparable from the railway service, to which the careful man, the man of experience, is as liable as a green hand.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 33 [Saturday, July 17, 1880], page 8, columns 1-2

RANGE ITEMS.

–**Cyrus Mason**, a **brakeman employed on Jos. Riley's ore train**, was **severely pinched about the hips** while attempting to couple a high car and a low one, at **Quinnesec**, on Friday of last week. He was brought to Escanaba to be cared for.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 34 [Saturday, July 24, 1880], page 8, column 2

RANGE ITEMS.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

–One **Samuel Gayner**, a man about 50 years of age, was **run over and killed by ore train No. 42, Langworthy conductor**, at about 11:30 p.m. on Thursday night, **between Norway and Vulcan**. He was known as a "hard drinker," and our readers may remember that he has paid a fine or two for drunkenness in our police court. As he was killed near a saloon, which is located near the **Vulcan mine track**, it is surmised that he was drunk at the time of his death. He had, at any rate, been drinking during the day. The wheels passed over his neck, severing his head from his body entirely. His latest employment had been that of a **laborer at the Curry mine**. Nothing is known of his antecedents, and he had no family, at least none that are known.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 35 [Saturday, July 31, 1880], page 8, columns 2-3

RANGE ITEMS.

–The **death of Samuel Gayner, near Norway**, announced in the PORT last Saturday, was the subject of a good deal of discussion, many persons, and among them the men on the train which ran over him, suspecting that he was killed or came to his death elsewhere, and that his dead body was placed upon the track to cover up a crime. The inquest held on the remains did not get at any evidence in support of the theory, however, and the verdict was "accidental death," which was probably correct. The man was liable to come to his death in just that way.

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 38

[Saturday, August 21, 1880], page 8, columns 1-2

RANGE ITEMS.

–A **Frenchman**, name not given, was **killed on the Stephenson mine side-track**, on Saturday last. **A loaded car, drawn by a horse, ran over him.**

The Iron Port, Escanaba, Delta County, Michigan, Volume XI, Number 39 [Saturday, August 28, 1880], page 8, columns 1-2

RANGE ITEMS.

–**The man who was killed at the Stephenson mine was a Frenchman named Rubaur.**

The Florence Mining News, Florence, Marinette County, Wisconsin, Volume I, Number 16 [Saturday, April 16, 1881], page 3, column 5

THE train was delayed at Waucedah the other day for ten minutes, by a novel obstruction, namely a **free fight, beside the cars**. The combatants struggled promiscuously and rolled over among the car wheels, so that if the train had moved, it would probably have sent some of them to a celestial Donnybrook Fair. **Denny O'Brien** was a prominent figure in the melee, and emerged with a bad cut on the forehead. Not satisfied with that, he came here and later in the day ran across a snag, that closed his left peeper, and made his features resemble a map of the Yellowstone Park.

The Iron Port, Escanaba, Delta County, Michigan, Volume XII, Number 29

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

[Saturday, June 18, 1881], page 1,
column 3

FRANK ROACH, a brakeman employed on ore train No. 52, was severely hurt at the Ludington mine on Monday. He was standing on the back end of the tender as some cars were being pushed, when the draw-head of the car next [to] the engine broke and the broken end caught and crushed his ankle. He was brought to his home at Norway and placed in Dr. McLeod's care, who amputated the leg on Wednesday.

The Florence Mining News, Florence, Marinette County, Wisconsin, Volume I, Number 27

[Saturday, July 2, 1881], page 3, column 4

THE morning passenger train, going west on the **Menominee River railroad**, on Tuesday last, came near sustaining what might have been, a serious accident. At the **Menominee River Junction**, the train had just passed the Y and was waiting for one of the trainmen to adjust the switch – which seemed to have something the matter with it – when an ore train came thundering along at a rapid rate of speed. As soon as the situation of things was observed, the passengers in the rear car, rushed to the door and jumped out, and the train got under motion as soon as possible. The ore train had also clapped on brakes and the switch still not being adjustable ran off the track. No further damage was done, and the accident was soon remedied.

The Florence Mining News, Florence, Marinette County, Wisconsin, Volume I, Number 44 [Saturday, October 29, 1881], page 3, column 3

ON Tuesday last, **between Vulcan and Norway**, the freight train and an ore train, which was being handled by the switch engine, **collided**. The trains met on a curve and could not see each other until just as they met. The several engines were reversed, but too late to avert a collision. Both locomotives were badly demoralized – the freight engine getting all jammed up and disfigured, and the switch engine came out of the muss minus the smoke stack [sic – *smokestack*] and some other trimmings. **Twenty-three ore cars were thrown off the track**. Nobody was hurt and nobody was to blame, except the railroad track, which seemed to be extensively crooked in just about that locality. **The same day ten ore cars left the track at Waucedah**. This accident was the fault of the track again. The rails spread.

Florence Mining News, Florence, Florence County, Wisconsin, Volume III, Number 45 [Saturday, November 10, 1883], page 1, column 6

HORRIBLE ACCIDENTS.

Two Men Killed on the Range this Week in a Most Shocking Way – Powers and Hermansville the Scene of the Accidents.

Howard E. Thayer, of Escanaba, and employed as a conductor on ore train No. 51, running between Iron Mountain and Escanaba, met an untimely death at Powers, on Wednesday last, in a most horrible manner. He was coupling a box car to an ore car when the coupling broke, and both cars came together, completely squashing his head to jelly.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

All know that box cars are of a higher build than ore cars, so when the coupling-pin broke one car underlapped [*sic – underlapped*] the other, which explains the accident. Mr. Thayer was about 26 years of age, and had been married less than a year, his wife being at Escanaba. He formerly came from **Kansas City, Mo.**, where his folks now reside. The deceased was well-known in **Florence**, as he run [*sic – ran*] on a construction train between here and **Powers** last fall and remained when in Florence, at the **New York House**.

A laborer, whose name could not be learned, in the employ of the **Lumber Company at Hermansville**, fell from a pile of lumber on Wednesday onto a piece of broken board, a splinter of six inches in length entering one of his eyes and penetrated through to his brain. He got up and walked to his boarding house, some fifteen rods, in that condition, and lived but ten minutes after.

Florence Mining News, Florence, Florence County, Wisconsin, Volume IX, Number 4 [Saturday, January 19, 1889], page 5, column 2

HORACE TUTTLE KILLED.

Shocking Railway Accident This Afternoon Near Iron River.

A shocking accident occurred on the **Menominee range branch of the North-Western road near Elmwood**, a small station eight miles the other side of Iron River between 1 and 2 o'clock this afternoon. The passenger train which left Florence at 11:30 o'clock, jumped the track at the place indicated, owing to a spreading of the rails. Only very meager particulars of the accident could be obtained at this writing, the news of which was received

shortly before going to press. Three persons were killed outright, and several injured, two or three probably fatally.

The killed are:

Horace A. Tuttle, of Cleveland, **president of the Commonwealth Mining Company**.

A gentleman named **McDonald**, of Escanaba. LATER. – The latter is reported to be **Lieut. Gov. McDonald**, of Michigan.

Mr. Cochrane, residence unknown.

Fatally injured:

Mrs. D. McClrue [*sic – McClure*], wife of **Baggagemaster** [*sic – Baggage Master*] **McClure**.

Among those seriously injured were **E.P. Foster**, of **Iron Mountain**, and **Henry Armstrong**, of **Iron River**. Very few passengers escaped injury.

Mr. Tuttle, as announced elsewhere, spent two or three days in **Florence and Commonwealth** this week and he and **Capt. O.C. Davidson** left on the ill-fated train this noon, Mr. Tuttle bound for **Hurley** and Capt. Davidson for **Bessemer**. The two gentlemen were sitting in the same seat at the time of the accident. Mr. Tuttle was instantly killed, while Capt. Davidson escaped without a scratch. The terrible news created intense excitement in this city, and a large crowd assembled at the depot upon the arrival of the late afternoon train, everybody evincing a feverish desire to learn the particulars. Mr. Tuttle was well-known and universally esteemed and respected here. His body will be brought here and prepared for shipment to his grief-stricken family in Cleveland.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 5 [Thursday, April 25, 1889], page 1, column 1

TWO ore trains collided at River Siding, on the C. & N.W., about four

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[Compiled and Transcribed by William J. Cummings]

miles west of Iron Mountain, last Tuesday afternoon, but fortunately no one was hurt. One of the engines was thrown crosswise of the track, and several of the ore cars were badly broken up. The 3:30 passenger was delayed about two hours by the wreck.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 29 [Thursday, October 10, 1889], page 1, column 3

CAN'T KILL A DRUNKEN MAN.

A Swede was staggering along the C. & N.W. railroad track last Saturday in front of Blackney & Son's furniture store just as the noon passenger was coming into the city. He paid no attention whatever to the repeated warnings of the whistle, until finally the "cow-catcher" tossed him about thirty feet from the track. He appeared to be a little surprised when he picked himself up, but he was otherwise all right. In fact, the incident seemed to remind him that it was time to take another drink, and he made for [*sic - for*] the nearest saloon to get it.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 31 [Thursday, October 24, 1889], page 5, column 3

LOST BOTH FEET.

Frank Hicks, seven year old son of Samuel Hicks, lost both feet yesterday after noon on the tram road leading from C shaft, Chapin mine to the quarry. The cars on this tram road are propelled by an endless wire rope running between the tracks. Near the quarry there is a turn in the track, and the rope runs around a

horizontal shieve placed beneath the track. The little lad is supposed to have been running along behind a car that was returning to the quarry and stepped into the shieve box, where his legs were caught between the shieve and rope and cut completely off a little below the knee. The man in charge of the car heard the boy's cries and picked him up and carried him to the hospital where he received prompt surgical attention and is doing as well as could be expected. The officials and employes [*sic - employees*] of the **Chapin Mining Company** have been very much annoyed by children playing on this track, and they have repeatedly warned of the danger of so doing. It has been the custom of boys and girls living in that vicinity to place a board on the rope and ride up and down the track, at the imminent peril of being caught and mangled on one of the numerous shieves and rollers over which the rope runs. We hope the children will take warning from this accident and in the future indulge in some less hazardous amusement.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 33 [Thursday, November 6, 1889], page 1, column 4

LEG CRUSHED.

John Peterson, yard master at the **M. & N. depot**, while attempting to couple some cars last evening about nine o'clock, stepped into a cattle guard and fell and the cars passed over him, crushing his right leg so badly that it must be amputated near the body. **Peterson** is a young man of industrious and temperate habits, who has been married a little over a year, and has the sympathy of his fellow employes [*sic -*

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

employees] and associates in his misfortune.

...

KILLED BY THE CARS.

About 4:30 Tuesday afternoon, **Pat English** while crossing the railroad track at the hotel crossing, **Quinnesec**, was struck by a [*sic – an*] ore train, and died about two hours later. **Tom McKenna** was crossing the track at the same time and just escaped by a hair's breath [*sic – breadth*], but as **Pat** was carrying two pails of water he could not escape. The train was running at a high rate of speed, as the trains generally do through this town, and we hope this terrible accident will have a tendency to stop the practice.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 34 [Thursday, November 24, 1889], page 5, column 2

ONE DAY'S MORTUARY RECORD.

John Peterson, the yard master who was so seriously injured in the **M. & N. depot yard last week Wednesday, died Thursday night.** Funeral services were held in the **Brown street Swedish church** last Sunday afternoon, attended by a large number of railroad employes [*sic – employees*] and other citizens of this city, who knew **Mr. Peterson** to be a man of excellent character, industrious habits and genial disposition. The switch engine that had been the cause of his death, [*sic*] was tastefully draped in mourning and the bell tolled as the funeral procession passed the depot. **Mr. Peterson** leaves a young widow who is nearly distracted by her cruel bereavement.

The same night, **Mr. A.H. Mills, tank-master, for the C. & N.W. railroad**

company at this place, also breathed his last after a brief illness from paralysis, and his remains were also buried Sunday, the services being held at the **Central Methodist church.** Mr. Mills was one of the oldest settlers of this city, and a man respected by all who knew him. His aged wife and bereaved children have the sympathy of the entire community.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 34 [Thursday, November 14, 1889], page 5, column 3

EXCITEMENT AT A FUNERAL.

Last Sunday, as the large **funeral procession following the remains of John Peterson**, the yard-master at the **M. & N. depot** who was killed last Thursday [*passed*], **George Corning's horse, driven by Andrew Nelson, became unmanagable on Brown street and upset the buggy, throwing the occupants into the street.** The now thoroughly terrified animal dashed through the alley back of **Stephenson avenue**, the buggy part of the time one side up and part of the time the other side up, and turning into **Ludington street at the post office** the horse fell opposite **Schuldes' store.** When the outfit came to a halt the horse was lying partly on the sidewalk and partly in the gutter, and the buggy was bottom side up. After all this rough usage one would naturally think that **Mr. Corning** would need to buy a new buggy and possibly another horse, but after the horse was got on his feet and the buggy righted, the only apparent injury was slightly damaged thills, that a few dollars will make as good as new.

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XI, Number 35 [Thursday, November 21, 1889], page 5, column 3

MR. SCHLESINGER'S GENEROSITY.

Our readers will remember the **unfortunate accident that befell Frankie Hicks**, about a month ago, **by which he lost both his feet**. Being crippled in such a terrible manner his opportunities for gaining a livelihood when he has to depend upon himself for support will not of course be as varied as if he possessed sound limbs, and unless he is able to qualify himself for some employment which will call for mental rather than physical activity, his future presents a dreary prospect. His misfortune has excited much sympathy from the kindhearted people of our city, who will be glad to learn that **Frankie** is to be given an opportunity to make the most of his faculties. **Supt. Cady** presented his case to **President Schlesinger**, and the later [sic - latter] has sent word that he will not only provide a present need that was asked for but will **bear the expense of his education**. Thus the calamity that has befallen **Frankie** when he has nearly his whole life before him, [sic] is robbed of one of its most distressing features.

The Menominee Range, Iron Mountain, Menominee County, Michigan, Volume XI, Number 51 [Thursday, March 20, 1890], page 1, column 2

WRECK ON THE C. & N.W.

As the evening passenger train on the C. & N.W. going west was pulling out of this city last Monday evening, it **collided with a flat car near the Y that had not been switched far enough on to the siding to permit the passenger to**

pass. The flat car, as well as the locomotive and mail car of the passenger train, was considerably damaged, but fortunately no one was injured. The train was delayed until about 9 o'clock.

The Iron Range, Iron Mountain, Menominee County, Michigan, Volume XIII, Number 16 [Thursday, July 9, 1891], page 1, column 5

N. LAWRENCE and son attempted to steal a ride on the M. & N. freight going north early Tuesday morning, and were unceremoniously bounced by Conductor Allen and his train men. The son gathered together a crowd of tough associates and went to the depot about 10 in the evening, when **Conductor Allen's** train returns, and attempted to start a row but the "kids" proved to be nothing more than a lot of the loud mouthed, saucy, cowardly sort and backed off when one of the train men bristled up to them. They were armed, however, and had a row started would very likely have done some mischief. They should be fined first for carrying concealed weapons and then soundly spanked. A police man in that neighborhood would not have been out of place.

The Iron Range, Iron Mountain, Menominee County, Michigan, Volume XIII, Number 17 [Thursday, July 16, 1891], page 1, column 4

ON Saturday last a twelve-year-old son of Mr. and Mrs. Ernest Cleutier was almost instantly killed by an accident which befell him on the road near "B" shaft house at the Chapin. It seems that a team of horses was drawing a couple of tram cars, one of them being fastened behind the other. Near B shaft the road is raised several feet in order to pass over a

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

tramway and while going over this elevation the boy, who was sitting on the second car, lost his balance and fell between the two. The team was walking at a rapid pace and[,] as the driver was not aware that the boy had fallen[,] he drove along and two of the car wheels ran between the boy's legs and upon his body, along the spine and over his head. The result was that the body was terribly mangled and the skull crushed. A physician was called at once but nothing could be done to save the boy's life and he died within a few moments after the accident occurred.

The Iron Range, Iron Mountain, Menominee County, Michigan, Volume XIII, Number 19 [Thursday, July 30, 1891], page 8, column 1

ABE RICHARDS and **Bernhard Reynolds**, two boys of thirteen years of age, loosened the brakes on a lot of empty ore cars on the M. & N. side track north of Fleshier street last Tuesday evening, and let them run down against a dwelling that stands at the end of the track, doing several hundred dollars [*sic – dollars'*] worth of damage to the house and ore cars. **A.B. BeDell**, state agent of charities and reforms, took Richards to the reform school this morning, where it is hoped in the next three years he will learn better manners. Reynolds has not yet been sentenced.

The Iron Range, Iron Mountain, Menominee County, Michigan, Volume XIII, Number 20 [Thursday, August 6, 1891], page 1, column 5

ROBERT BRENNAN, a brakeman on the M. & N., was killed at Sagola yesterday. His relatives reside in the lower part of the state.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIII, Number 29 [Thursday, October 8, 1891], page 1, column 2

A BRAKEMAN named **Frank Dumas** was killed near Pulp siding on the C. & N.W. rail- road [*sic – railroad*], about five miles west of this city last Monday. He was working on **ore train No. 124**, and the engine and seven ore cars were thrown from the track at the siding by a broken switch, and the unfortunate man was caught between the cars and crushed to death.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIII, Number 45 [Thursday, January 28, 1892], page 1, column 3

THE locomotives in the M. & N. railroad yard gave an alarm of fire last Friday evening about 6:30 o'clock, which was caused by a big blaze in an old box car used for storing oil and other company supplies. The car was standing close up to the north end of the coal sheds, and the possible damage that might have resulted but for the prompt work of the fire department is no small item. As it was, however, the loss is some damage to an old box car. **One or two of the hydrants** in that vicinity were frozen up and could not be used, and the fire department was caused some delay in getting water. **The incident should be remembered when the council come [*sic – comes*] to consider the granting of a franchise to the water works company, and if possible provisions should be inserted that will compel the company to have all their hydrants in perfect working order at all times.**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 12 [Thursday, June 9, 1892], page 1, column 4

UNDER THE WHEELS.

A sad fatality occurred at the Ludington street crossing of the M. & N. railroad last Saturday evening, by which Peter Judge, a well-to-do farmer of Oconomowoc, who was here visiting his daughter, Mrs. Peter Collins, was instantly killed. Mrs. Collins and her father were crossing the track just as a long train of empty ore cars were being backed up, and their attention was attracted by the Swedish company of the Salvation Army, which was marching to their barracks in Laing's building with their usual base [sic – bass] drum and tamborine accompaniment. The religious enthusiasts were making so much noise that the repeated shouts of the trainmen and bystanders, the rumble of the cars, and ringing of the bell failed to apprise them of their danger, and when the accident was seen to be inevitable, Night Yard Master McBride and Mr. Baker, who were on the end car, at the risk of their own lives, jumped off, one grabbing Mrs. Collins and dragging her off the track and the other rescuing two little girls. There was no time to save Mr. Judge, and he was knocked down and terribly mangled by the cars. Mrs. Collins had to be restrained by force to prevent her rushing between the cars in a wild attempt to rescue her father and her agonized cries were pitiful to hear. The mangled remains of Mr. Judge were sent to Oconomowoc Monday for burial.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number

15 [Thursday, June 30, 1892], page 1, column 3

JOS. DETORRE, an Italian working on the gravel train of the C. & N.W., was caught by the falling bank last Tuesday and pinned against the side of the car. His leg was broken and he received several bruises, but will recover in a few weeks. He is being cared for at the St. George hospital.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 15 [Thursday, June 30, 1892], page 1, column 4

BRAKEMAN KILLED BY THE CARS.

Paul Lavoie, a brakeman, was instantly killed in a collision in Norway last Sunday. The yard crew were [sic – was] taking an engine to the coal dock on the side track for coal, the crew being ordered to take a special train to Iron Mountain. When near the main track it collided with two freight cars. Lavoie was on the foot board of the yard engine and the bumpers caught him cutting him in two.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 20 [Thursday, August 4, 1892], page 1, column 3

TELESPHORE ROUSSEAU, a section hand on the M. & N. railroad, was run over by a freight train last Thursday and killed. He was intoxicated.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 20 [Thursday, August 4, 1892], page 1, column 5

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

WRECKED ORE TRAIN.

Yesterday afternoon about half past five o'clock a **bad wreck occurred in front of the Chapin mine office.** Engineer **Joseph Cox** was taking a heavily loaded ore train down the steep grade from the ore pockets, and when he reached a point opposite the superintendent's house the rails spread and the engine left the track. **The engine was turned over and thrown to the north side of the track bottom up, while the tender was tumbled down a small embankment on the south side of the track.** The engine and several of the ore cars are a complete wreck. **Engineer Cox** attempted to save himself by jumping, and that he was not instantly killed seems a miracle. He was found under the tender, which had to be pried up by an old rail before he could be released. His injuries are reported to be several broken ribs and a dislocated shoulder, and his complete recovery is looked for. The firemen jumped to the right and escaped without injury.

The Iron Range. Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 26 [Thursday, September 25, 1892], page 1, column 3

FATALITIES.

A workman on the M. & N. gravel train was killed just above this city last Tuesday morning. His name was **Frank Smokel.** He attempted to jump from one train to another while the train was in motion and fell between the cars and was so badly injured that he died in a few hours. An inquest was held by **Justice Miller** Tuesday, resulting in a **verdict of accidental death,** and exonerating the railroad company from blame.

Otto Hojer received injuries from the **falling of ground at the Pewabic** last Saturday that resulted in his death in a few hours.

Frank Ortland got **squeezed between two cars at the Chapin mine last Friday, receiving injuries from which he died the next day.** At the time of this writing the inquests on the last two cases, which were to be held by **Justice Miller,** had not been had.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 27 [Thursday, September 22, 1892], page 1, column 4

CUTTING AFFRAY.

JOHN SAMPSON and **J.J. Whitman,** two section men in the employ of the **M. & N. R.R., north of this city, engaged in a quarrel on the south bound train Monday evening, in which Sampson used a knife pretty freely on Whitman.** Chief **Catlin** arrested **Sampson** at this station, and sent **Whitman** to the hospital. At a preliminary hearing, befor [*sic – before*] **Justice Bergeron** on Tuesday, **Sampson** waived examination and was bound over to the circuit court. He was taken to the **Menominee jail** yesterday.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 28 [Thursday, September 29, 1892], page 1, column 5

AN UNCAGED SCOUNDREL.

An unsuccessful attempt was made to wreck the evening passenger train on the C. & N.W.R.R. last Tuesday evening at the D street crossing. A resident in that neighborhood in passing on his way home

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

noticed a quantity of cord wood piled on the track and sticks wedged in between the planks and rails for the purpose of raising the flange of the wheel above the rail. The track curves at this point and had not the obstruction been discovered and removed the train would certainly have been ditched. The discovery was made about fifteen minutes before the arrival of the train. The perpetrators of this dastardly deed are murderers in heart and deserve the severest punishment.

The Iron Range, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 31 [Thursday, October 20, 1892], page 1, column 5

SHOCKING ACCIDENT.

Yesterday afternoon, about four o'clock, the little **five year old son of Louis Little**, residence 207 west [sic – West] B street, near the **M. & N. track**, was **run over by an ore train and both legs cut off**, one above and the other below the knee. The little fellow had for weeks persisted in playing about the cars, though he had repeatedly been driven away by the yard men, and **Mr. Melis**, whose mill is along side [sic – alongside] the track. At the time of the accident he was attempting to get on to a moving ore car and fell under the wheels. **Dr. Crowell** was summoned as soon as possible, and the boy was removed to the **St. George hospital** where one leg was amputated near the body and the other at the knee. He is doing as well as could be expected at this writing. This terrible warning should teach parents who live near the rail road tracks to use every possible diligence to keep their children away from the cars.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 34 [Thursday, November 10, 1892], page 8, column 4

BRAKEMAN KILLED.

Last Saturday morning a **Milwaukee & Northern brakeman named Hubbard was killed while coupling cars at Pembine station**. Hubbard was running backwards, his foot caught in a "frog," and he was thrown under the train. He was horribly mangled, nearly every bone in his body being crushed. The deceased was a married man and resided at **Green Bay**.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 44 [Thursday, January 19, 1893], page 1, column 2

FOUND IN THE SNOW.

The remains of an unknown man were found in a snowbank along side [sic – alongside] of the **Chicago & Northwestern track, near Quinnesec**, last Wednesday. It is evident that he was walking on the track during the blizzard which prevailed the fore part of last week and was **struck by an engine, probably being injured so badly that he was unable to continue his journey and froze to death**. **Justice Moerbitz** held an inquest.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIV, Number 45 [Thursday, February 9, 1893], page 1, column 6

BADLY HURT.

An Austrian with an unspellable

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

name got in the way of the south bound passenger train as it was entering the Chicago & North-Western depot last Thursday and was badly injured. He was taken to St. George hospital for treatment and was in a precarious condition at last accounts. He was intoxicated.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 8 [Thursday, May 25, 1893], page 1, column 5

BRAKEMAN KILLED.

Alvin Barber, a Milwaukee & Northern brakeman, nearly had his head severed from the body in the Chapin yards last Saturday night. He was assisting in making up an ore train and no one appears to know how the accident happened. When found his head was on one side of the rail and his body one [sic - on] the other, the two being held together by some fragments of skin. He was twenty-three years of age and his parents resided at Plymouth, Wis., whither the remains were shipped Sunday evening.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 10 [Thursday, June 8, 1893], page 1, column 4

RUN OVER.

N. Howard, bridge foreman of the Milwaukee & Northern, was run over by a hand-car last Monday, the car passing over his right arm and breast. Strange to say no bones were broken. The arm was badly lacerated, however, and Howard will be confined to his home for a week or ten days.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 13 [Thursday, June 29, 1893], page 4, column 3

KILLED NEAR VULCAN.

On Tuesday, the passenger train which passes this station at 9:02 a.m. ran down a man at the curve one mile east of [the] East Vulcan mine. An attempt was made to stop the train after signalling [sic – signaling] with the whistle but it was of no avail. The man was thrown from the track and on being picked up was found to have been injured about the head and neck and life was gone. The body was taken to Waucedah and Coroner Hay was wired to take charge of it. A jury was impanelled [sic – impaneled] and taken to the Waucedah station to view the remains. At the time of viewing the body, the man's name or residence could not be found but since it has been learned that the remains are those of Samuel Nuville. He resided at Norway and leaves a wife and family in his native land, Finland. –Current.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 19 [Thursday, August 10, 1893], page 1, column 3

KILLED BY THE CARS.

Bernie Reynolds, a Fourteen-Year-Old Lad, Falls Under the Wheels.

Last Monday evening, Bernie, the fourteen-year-old son of Joseph Reynolds, fell under the wheels of the work train in the Chicago, Milwaukee &

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

St. Paul yards and received injuries from which he died soon after.

Just when the young lad got on the train or how the accident occurred is not known. He was over the river picking berries and **boarded the train at Siding No. 1 or the bridge.** He was noticed in the car used by the men after leaving the latter place. It is highly probably [*sic – probable*] that he was endeavoring to pass from one car to another and slipped and fell under the wheels, **both legs being cut off close to the body.** He was picked up by the trainmen and taken to **St. George hospital,** where every thing [*sic – everything*] possible was done to alleviate the pain and save his life, but the shock was too great for his system to withstand and he died in about an hour after the accident occurred.

This makes the second accident of this nature that has occurred within a year, but the small boy continues to catch on trains regardless of consequences. It is simply impossible for the trainmen to keep them out of the yards and off the trains without the hearty co-operation of parents, and it is to be hoped that this will now be forthcoming. Keep your boy at home.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 22 [Saturday, September 2, 1893], page 1, column 1

THE WORK OF ARCH FIENDS

DASTARDLY ATTEMPT TO WRECK A PASSENGER TRAIN.

On the Chicago, Milwaukee & St. Paul Road Near Amberg Last Sunday – The Engineer Maimed for Life.

A particularly fiendish attempt was made to wreck the southbound passenger train on the Chicago, Milwaukee & St. Paul road two miles this side of Amberg last Sunday evening, and that half a hundred people were not killed is no fault of the scoundrels. As it is, **Richard Aainsworth** [*sic*], the engineer, is the only one that will be maimed for life. The engine was rushing along forty or fifty miles an hour, when it **struck a large granite boulder, which had been wedged in between two ties on the left hand side of the track.** The engine jumped the track on the right hand side, turned a complete somersault and slewed around so that it was headed in an opposite direction from which it was going. The boiler was stripped bare of cab, stack and every thing [*sic – everything*]. The tender jumped the track on the opposite side, and the baggage, mail and smoking cars passed completely over it, the latter coming to a standstill in almost an upright position, the passengers being piled in a heap at the lower end, but none were injured beyond a few bruises. The mail and baggage cars were badly damaged, while the front end of the smoker was crushed in. The other cars did not leave the track.

Engineer Aainsworth [*sic*] was found between the rails under the smoker with his right leg crushed below the knee and otherwise bruised. He calmly quieted the fears of friends as to his injuries, but expressed a desire to capture and properly punish the dastards who had placed the obstruction upon the track. Upon the arrival of a physician it was found necessary to amputate the limb below the knee. **Henry**

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[Compiled and Transcribed by William J. Cummings]

Baldwin, the fireman, was thrown some fifty feet, but beyond a few bruises is uninjured. The mail agent was stood on his head in the sand, but his beauty was not marred. The contents of the car were badly disfigured, however.

The granite boulder, which caused the accident, weighed 76 pounds, and the bed from which it had been taken was over fifty feet from the track. It is the general opinion that it was placed on the track by tramps who had been refused a ride. Company detectives are now at work on the case and a determined effort will be made to locate the guilty parties.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 22 [Saturday, September 2, 1893], page 1, column 4

LOST A HORSE.

A horse belonging to Sam Daniels, the drayman, was struck by an engine on the Chicago, Milwaukee & St. Paul road last Thursday morning and injured so badly that it had to be shot.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 23 [Saturday, September 9, 1893], page 1, column 6

“JUST FOR FUN.”

This was the reply of one of the scoundrels arrested last week for placing a huge boulder on the track of the Chicago, Milwaukee & St. Paul road when questioned as to his reason for the commitment of the crime. The men were arrested in a cedar camp between Amberg and Pembine, and gave their names as Victor Robson and John

Morrow. They will have their examination at **Marinette** next Wednesday, and are certain to be placed where they can perpetrate no more such devilish jokes for a long term of years.

TO WRECK A NORTH-WESTERN TRAIN.

John Eden and Olaf Sojoden are in jail at Menominee charged with attempting to wreck a Chicago & North-Western train near Wallace. Eleven large pieces of iron, commonly called fish plates, were placed on the track at different places. The iron, says the Menominee Democrat, was so adjusted that a train from the south would surely have been ditched had it struck them, but luckily a freight [train] from the north brushed them away before the early morning passenger went over the rails.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 29 [Saturday, October 28, 1893], page 1, column 5

A NARROW ESCAPE.

Brakeman C.G. Hartley, on the C., M. & St.P.R.R., fell off a flat car at the Menominee river bidge [sic – bridge], last Sunday night, down to the rocks below. Fortunately he escaped with a few slight bruises.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 33 [Saturday, November 25, 1893], page 5, column 1

Conductor Donnelly, who was so badly injured in a smash-up on the St.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Paul road some months ago, is again able to be on duty, coming up Tuesday afternoon on his first run.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 38 [Saturday, January 13, 1894], page 1, column 4

CUT TO PIECES.

John Bigelow, a Young Man, Falls Under the Cars at Sagola.

John Bigelow, a young man who had an excellent standing with acquaintances, **was run over and literally cut to pieces by a freight train on the Chicago, Milwaukee & St. Paul road at Sagola** last Tuesday afternoon. **Bigelow** had been employed in **Fred Gage's camp** until operations suspended and had left **Iron Mountain** the morning of the accident for **Ewen**, where he expected to secure another situation. He was nineteen years of age and a resident of **Mill Centre, Brown county, Wisconsin**. The remains were brought to this city and his parents notified of the accident.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 43 [Saturday, February 17, 1894], page 5, column 2

A Swedish woman, name unknown, jumped from the St. Paul passenger train, near the Hamilton shaft, on Thursday evening, and escaped without injury.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume

XV, Number 45 [Saturday, March 3, 1894], page 5, column 1

Henry Mascotte had a hand crushed while coupling cars in the St. Paul yard last Saturday evening.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 46 [Saturday, March 10, 1894], page 8, column 3

FELL TO HIS DEATH.

Lewis Curry, a Woodsman, Falls Ninety Feet and is Instantly Killed.

Last Monday evening **Lewis Curry**, a woodsman who has been in the employ of **Wright Bros.** as foreman for a number of years, either fell or jumped from the southbound passenger train on the **Chicago, Milwaukee & St. Paul road**, as it was crossing the **Menominee river bridge**, and was dashed to death on the ice ninety feet below.

Curry, who has had charge of a cedar camp at the **Summit** during the winter, had been in town all day Monday, and had imbibed quite freely of intoxicating liquors. In the evening he took the train for camp, and it is presumed that when the train slowed up at the bridge he thought his destination had been reached and jumped off. Either this or he slipped while passing from one coach to another and fell off.

The body was discovered the following morning by the section crew, directly under the bridge, with his hat three feet away. The remains were lying in a perfectly natural position, and this fact coupled with the additional one that there were no marks or bruises on the body, created a believe [*sic – belief*] in the minds

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[Compiled and Transcribed by William J. Cummings]

of many that **Curry** was the victim of foul play. At the time these rumors were in circulation it was thought that **Curry** had drawn a large sum of money that day and had started to walk to camp. At the inquest, however, it was shown that the deceased had borrowed twenty-five cents to pay for his ride to camp and that he was a passenger on the train in question.

The deceased was a young man about thirty years of age, and stood high in the estimation of his employers. He leaves a wife and child residing at **Goodman's Siding**.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVI, Number 9 [Saturday, June 23, 1894], page 1, column 2

THE WORK OF A MONSTER!

FIENDISH ATTEMPT TO WRECK A C. & N-W. EXPRESS TRAIN.

A Log Containing Five Sticks of Dynamite Placed on the Track Between Iron Mountain and Quinnesec.

Last Saturday evening a particularly fiendish attempt was made to wreck the southbound passenger train on the Chicago & North-Western railroad, but so carefully was the secret guarded that the facts did not leak out until some days later.

Some person, or persons, placed a large log, charged with six large sticks of dynamite, across the track on down grade a mile south of the city.

A gentleman discovered the log and succeeded in rolling it clear of the track a few moments before the train thundered south. Had the engine struck the log the whole train would undoubtedly have been ditched, and a score or more of passengers would have been hurled into eternity, the dynamite finishing those that survived the shock.

A number of detectives are now at work on the case, and it is to be sincerely hoped that they may succeed in locating the fiends.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVI, Number 18 [Saturday, August 25, 1894], page 1, column 4

A BAD WRECK.

A Twenty Thousand Dollar Smash Near Floodwood Station.

A most disastrous wreck occurred on the Chicago, Milwaukee & St. Paul road last Saturday evening near Floodwood, followed by still another early Sunday morning, and, while no lives were lost, more than \$20,000 worth of rolling stock was destroyed, including two locomotives, six box cars and the wrecker.

The night was dark and foggy, and the way freight, manned by **Conductor McDonald** and **Engineer Gibson**, ran into a herd of horses lying on the track near Floodwood. The first one scruck [*sic - struck*] was knocked clear of the track, but the other three were caught by and rolled under the engine, ditching it and five cars. **Engineer Gibson** and his fireman jumped and escaped with but a few bruises.

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[Compiled and Transcribed by William J. Cummings]

Brakemen [sic – Brakeman] Laundry had his nose broken.

The **wrecking train**, manned by **Conductor McConnell** and **Engineer Snyder**, arrived up from **Green Bay** at an early hour Sunday morning and went to work. One of the box cars was pulled on the track and hauled to a siding. In returning **Engineer Snyder** let his mind stray from the business in hand, and **ran at full speed into the wreck, ditching his own engine, the wrecker and two more cars.**

This made it necessary to send to **Milwaukee** for assistance, which delayed matters to such an extent that wreckage was not cleaned up until Tuesday, when the damaged engines and cars passed down to the shops.

To enable trains to run it was necessary to build a track around the wreck, [sic] which railroad men pronounce the worse [sic – worst] that ever occurred on this division of the road.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVI, Number 20 [Saturday, September 8, 1894], page 1, column 4

VILLAINOUS WORK.

Attempt to Wreck a Passenger Train Near Waucedah.

Last Monday evening as the southbound passenger train on the Chicago & North Western railroad was approaching Waucedah it struck a large rock weighing over two hundred pounds, which some miserable scoundrel had placed between the rails for the purpose of throwing the train

from the track. Luckily the engineer saw it and reversed his engine, stopping the train in time to avoid any damage more serious than breaking the pilot and all the brake beams on the coaches. This is the second attempt at train wrecking on this division within a few months, and it is to be hoped that the detectives now at work on the case will succeed in locating the guilty person or persons.

The Ranger-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVI, Number 20

[Saturday, September 8, 1894], page 1, column 5

TERRIBLE ACCIDENT.

A Train Ditched and Engineer Fred. Olmquist is Killed.

Last Saturday, at noon, freight train No. 65, on the Ontonagon division of the Chicago, Milwaukee & St. Paul road, was ditched by a warped rail near Greenland and Engineer Fred. Olmquist was killed and Stanley Orton, a brakesman, had a leg broken. The train was running about twenty miles an hour at the time, and when the damaged rail was struck the engine plunged down a ten-foot embankment. Four cars loaded with logs piled up on top of the engine, wrecking it beyond repair. A number of the cars also took fire and were totally destroyed, together with the contents.

The trains [sic] consisted of four log cars, one empty flat, four box cars and the caboose. In the latter were **Conductor Hansell**, **Mrs. Proctor**, a passenger, **Brakeman Bert Cane** and **Fireman Frank Hart**.

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When the engine left the warped rails one could not see a rod ahead. **Conductor Hansell** at once carried **Mrs. Proctor**, who had fainted away, to a place of safety, and then rushed heroically through the fire to the head of the train.

A passenger train was due in one hour and it was necessary to flag it or many lives might be lost. **Brakeman Cane** started ahead with the flag, but was twice driven back by the smoke and flames, his face burned and hair scorched. The third attempt he succeeded, and was soon out of sight.

Brakeman Orton was found crawling on the ground towards the caboose, with a broken leg, and carried out of range of the fire.

Olmquist's body was found under the apron of the engine, and his death was undoubtedly caused by suffocation. There were a number of slight burns on the neck, but no other bruises or wounds.

Fearing that **Cane** might have perished in his attempt to flag the approaching passenger [train], **Hansell**, after rescuing **Olmquist's body** from under the burning logs and cars, started on the same errand. The two men arrived nearly together, just in time to save the crowded train from the fate which befell the freight.

Cane had gone three miles through the wood to make half a mile, expecting every moment the flames would catch his clothes and give him a terrible death. The passenger picked up the dead and wounded and returned to **Ontonagon** without a mishap.

At the time of the accident **Frank Hart**, the **fireman**, was in the caboose getting a drink of water, and **Stanley Orton** had taken his place on the engine.

The wreckage was brought down on Wednesday evening.

Olmquist was a resident of **Ontonagon** and his associates speak highly of him.

This was the third accident that befell his train within a year.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVI, Number 21 [Saturday, September 15, 1894], page 1, column 3

RIOTOUS RAILROAD LABORERS.

The Italians working on the Wisconsin & Michigan railway near Ingalls struck for more than the 60 cents a day they were getting. This was refused them and after loading up with whisky they proceeded to enforce their demand with the aid of some pickaxes that were left handy for them. With these in hand they made an onslaught on the foremen, chasing them into the woods, after which they repaired to town and loaded up some more. **Two of the rioters drowned while crossing on logs from a tent saloon on an island.**

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 9 [Saturday, June 22, 1895], page 1, column 5

LOST A FOOT.

John Udd, who resides [at] Thistle Ave., was run over by a loaded car at the Chapin mine last Tuesday afternoon and had his foot smashed so badly that it had to be amputated.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 15 [Saturday, August 3, 1895], page 8, column 5

FATAL RAILROAD ACCIDENT.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Joseph Duke and Eugene Webster, employes [*sic* – employees] of the Chicago & North-Western, were instantly killed in a railroad accident at Hermansville last Saturday evening. The locomotive was struck by a flat-car coming down grade, and was thrown into the ditch crushing the two men to death.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 23 [Saturday, September 28, 1895], page 1, column 2

INTO THE RIVER.

A Landslide Causes Another Wreck on the North-Western Road.

Between seven and eight o'clock last Saturday night, a westbound freight train on the Chicago & North-Western, was wrecked by a landslide at Jumbo Siding, eight miles west of Stager Junction. The engine and four freight cars went over the embankment and landed in the Brule river, a distance of one hundred feet from the track. Engineer Hall and Firemen [*sic* – Fireman] Morgan went down with the engine, but miraculously escaped with out [*sic* – without] a scratch, and are none the worse for their involuntary bath. Several other cars were derailed and the track badly torn up, but the damage [*sic* – damage] was soon repaired by the wrecking crew, which reached the scene the same night. The engine and cars were fished out of the river several days later in a badly demoralised [*sic* – demoralized] condition. The landslide was caused by the heavy rains. Had it occurred half an hour sooner the evening passenger train would have gone down the embankment and many lives would have been lost.

The same evening a tail-end collision occurred near Sturgeon. The caboose was smashed to splinters and an engine and several ore cars thrown into the ditch. No one hurt.

In this connection it is interesting to relate that an inmate of one of the hospitals here is of the firm opinion that the four or five wrecks, which have occurred on this division of the Chicago & North-Western within the past ten days, are the direct result of his prayers. He was injured on the road recently, and, the claim agent refusing to award him any damages, he has employed his time in praying that the company might meet with all sorts of haps and mishaps. Supt. Fitch should endeavor to effect a compromise with the fellow before his division is wiped out of existence.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 24 [Saturday, October 5, 1895], page 1, column 3

RAILROAD NEWSITES.

The wrecking crew returned here last Tuesday morning and has been employed nearly all the week in picking up the demolished locomotives and cars at River Siding. One locomotive is beyond repair.

Peter Arnold, engineer on one of the locomotives that were demolished near Antoine recently, is as cool as a cucumber, no matter what the circumstances surrounding him are. On this occasion, when he looked ahead and

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

saw the headlight of **John Cassidy's locomotive** approaching his iron horse from around a curve, both going at the rate of twenty miles an hour, his first thought was for his **fireman**, who was on the tender breaking coal. He deliberately walked to the fireman's side, and taking him by the arm led him to the cab and pointed to the light ahead, not a word being spoken by either. After his fireman had jumped **Mr. Arnold** followed him, and none too soon either, for the heavy-laden ore cars commenced chasing them off the right of way as soon as they struck terra firma. – Escanaba Iron Port.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 27 [Saturday, October 26, 1895], page 1, column 6

CUT TO PIECES.

Charles Dahl, a Lumberman, Horribly Mangled by a Train.

The remains of Charles Dahl, a lumberman, were brought to Iron Mountain last Thursday morning in a cracker box by the section crew of the Chicago, Milwaukee & St. Paul railroad. He had been literally cut to pieces, and the head was smashed to a pulp. Dahl was employed in **Nelson LaPlant's [sic – LaPlante's]** lumber camp at the **Summit**. He had spent Monday and Tuesday in town and left here on Wednesday for the camp in an **intoxicated condition**. Arriving at the camp, he had some trouble with the foreman [*sic – foreman*] and was discharged. At two o'clock in the afternoon he left, the camp to walk to **Iron Mountain**. He was intoxicated at that time and had a supply of

liquor on his person. It is the general opinion that, by the time he reached this side of the river, he had become too intoxicated to navigate and went to sleep on the track, when he was **run over by the south-bound passenger train**. The remains were discovered by a couple of hunters. **Dahl** came here a short time ago from **Marinette**. **Coroner Cudlip** held an inquest yesterday and a verdict was rendered in accordance with the above facts.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 30 [Saturday, November 16, 1895], page 1, column 5

Alonzo Harding, the Chicago and North-Western brakeman who was injured in [a] wreck near Crystal Falls recently, died on Tuesday. He was injured internally.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 30 [Saturday, November 16, 1895], page 1, column 6

Deputy Game Warden Avery was assaulted [sic – assaulted] by the express messenger and baggageman on the Chicago & North-Western southbound train last Saturday evening while in the performance of his duty. He came out of the scrimmage with flying colors and a bruised knee. **Avery** says he is going to have his assailants arrested, but he hasn't caught them yet. On the other hand the railroad men say they have orders to shot [*sic – shoot*] the first man that attempts to enter the express and baggage car between stations, and claim they were justified in giving the warden a warm reception.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 36 [Saturday, December 28, 1895], page 1, column 2

WHISKY'S WAGES.

One Man Killed and Two Others Badly Injured Near Balsam.

Three Polanders – Joseph Denkensky, John Powlak and Frank Wachowsky – all under the influence of liquor, laid down on the Chicago, Milwaukee & St. Paul track near Balsam last Sunday morning to sleep off their jag. In consequence of their indiscretion, Denkensky is dead, Powlak is so badly injured that his recovery is not expected, and Wachowsky will require medical attendance for some weeks.

The men were employed in one of the **lumber camps** in that neighborhood. They had **spent the night in drinking**, and were on their way to **Amasa** for another supply of liquor. They were **struck by a special northbound freight train**, which left here last Saturday night in charge of **Conductor Beech**.

The accident occurred at about 7:30 o'clock in the morning, one mile from **Balsam**. The timber is very heavy at this point, and the weather being very foggy, made it impossible for **Engineer Elliott [to]** see any great distance in advance of his engine. When the men were discovered asleep on the track it was too late to bring the train to a standstill, though running at a low rate of speed. **Denkensky** was the first man struck, and he was lying directly across the track. He was cut to pieces. **Powlak** was only partly on the track and he

had both legs ground to a pulp. **Wachowsky** was lying near **Powlak** and when the cowcatcher struck **Powlak** he was thrown to one side and in this way escaped with but few bruises. The body of **Denkensky** and the injured men were taken to **Amasa**, where they were cared for at the expense of the railroad company. **Denkensky** and **Powlak** came from **Stiles Junction** and **Wachowsky** from **Pulaski, Wisconsin**.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 38 [Saturday, January 11, 1896], page 1, column 3

AFTER THE RAILROADS.

They Must Maintain Flagmen at the Principal Street Crossings.

At the Monday evening meeting of the common council **Alderman Karkeet** introduced an ordinance making it **compulsory for the Chicago, Milwaukee & St. Paul and Chicago & North-Western railroads to maintain flagmen at the Fleshiem, Brown, Ludington, Hughitt, A and B street crossings forthwith, and at any other crossing which the council may designate after ten days notice has been given.**

The ordinance also provides that **it shall be unlawful to permit any locomotive, train or car to stop and remain standing, nor to switch back and forth so as to cause obstruction to the passage of vehicles and persons for a longer period than five minutes.**

Also, that **the council may direct the companies to maintain lights at the**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

several crossings, the same to be kept burning the entire night.

For violation of the section in relation to flagmen a fine of \$50 is provided for. For violation of the other provisions a fine of \$5 per day is the limit named.

The ordinance was adopted by a vote of six to one, and takes effect on the first of February. The ordinance is a good one and we hope it will be rigidly enforced.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 40 [Saturday, January 25, 1896], page 1, column 3

FOR SAVING LIVES.

Appliances Being Put on the St. Paul Road's Rolling Stock.

The shops of the Chicago, Milwaukee & St. Paul are now engaged in equipping the rolling stock with the safety appliances called for by the inter-state commerce act. The law requires that all cars shall be fitted up with automatic couplers, and that all trains be controlled by air brakes by January 1st, 1898, its object being to do away with the necessity of employes [sic – employees] going between cars to make couplings or riding on the top of moving trains. The St. Paul road has equipped 35 per cent. of its cars with air brakes and 40 per cent. with automatic couplers up to the present time. When the law was passed there was no suitable coupler on the market and the work has not been hurried until recently. A new coupler, the **Hien**, has been adopted and is being applied to 250 cars a month. The system of signaling will

go into use next Monday, it is now expected.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 41 [Saturday, February 1, 1896], page 1, column 2

THE DEPOT WRECKED.

Result of a Collision at Pembine Last Wednesday Morning.

Last Wednesday morning, a bad wreck occurred at Pembine Junction, delaying the morning passenger train several hours. A log train on the St. Paul road ran through a Soo Line special freight, which was standing on the crossing. The engine and a number of cars were derailed and badly smashed. One of the cars jumped onto the platform and plunged into the depot. The night operator, thinking the world had come to an end, dove through a rear window, taking the sash with him, and was badly cut around the neck. The telegraph connections were all broken and confusion reigned supreme. **The engineer and fireman on the St. Paul train jumped in time to avoid injury.** The track was cleared sufficiently for trains to pass at ten o'clock. Carpenters are now at work repairing the depot. **The accident is chargeable to the carelessness of both train crews.**

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 44 [Saturday, February 22, 1896], page 1, column 3

AN IRON-CLAD ORDER.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

The C. & N.-W. Will Discharge Men for Using Intoxicating Liquors.

The Chicago & North-Western railway officials have issued an iron-clad order to the effect that in the future an employe [*sic* – *employee*] indulging in intoxicating liquor, on or off duty, will be promptly discharged. The idea is that a man who will indulge in the drink habit while off duty, will be very likely to do so slyly while on duty, hence the iron-clad order which contemplates the **protection of life and property both of the public and company**. The traveling public will endorse the order – and so will a majority of the employes [*sic* – *employees*].

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 48 [Saturday, March 21, 1896], page 1, column 6

A SAD ACCIDENT.

J.P. Devaney Falls from a Car and Fractures His Skull.

Yesterday morning, J.P. Devaney, a switchman employed in the Chicago, Milwaukee & St. Paul yards, met with an accident that may terminate fatally. While assisting in doing some switching he **fell from the top of a box-car, striking squarely on his head, fracturing his skull**. The injured man was conveyed to the **St. George hospital**, where an operation was performed to relieve the pressure on the brain. He was still alive last night, but very low, and **Drs. Cameron and Crowell** are not very hopeful of his recovery. **Devaney** is a very large man,

weighing over 220 pounds, and it is a great wonder he was not instantly killed. He is a newly married man and a recent arrival here.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 52 [Saturday, April 18, 1896], page 1, column 2

HEADLIGHT FLASHES.

The Chicago & North-Western company has just promulgated one of the strictest orders ever given on account of liquor and employment by the company, says the Escanaba Mirror. The company has several times reinstated men who have been laid off for drunkenness, and so often has it found the leniency useless that the following notice has finally been issued: **“No member of any brotherhood or employe [*sic* – *employee*] of the railroad, engineer, fireman, conductor or brakeman will hereafter be reinstated and no grievance or grievance committee will be listened to on behalf of any person who has been dropped on account of such action. Being seen entering or coming out of a saloon, or even smelling whisky upon the breath of an employe [*sic* – *employee*], will be considered sufficient cause for discharge.”**

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 10 [Saturday, June 27, 1896], page 2, column 4

A CHILD MUTILATED.

As the accommodation train was backing up to the station at Metropolitan

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Thursday noon, of last week, a **little daughter of Angus McKinnon and wife, who had come to the station to meet her parents, returning from a trip to this city, stepped upon the track barely six feet from the advancing train.** Nobody was near enough to rescue the little one (she is only three years old,) nor could the train be stopped and the **little child was knocked down and run over by the caboose, one of her legs were [sic – was] cut off above the knee and the toes of the other foot crushed.** She did not lose consciousness and when her mother reached her said[,] "Mamma, I was coming to meet you."

The many friends of **Mr. and Mrs. McKinnon** in this city sympathize deeply with them in their terrible affliction. –Port.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 16 [Saturday, August 8, 1896], page 1, column 5

WRECK AT THE CHAPIN.

Two Trains Attempt to Pass on the Same Track With Usual Results.

Wednesday, just before six o'clock, a **train of ten loaded ore cars was being let down from the C shaft of the Chapin mine, and at the same time a train of empties was being pushed up from the main track.** It was during the hardest part of the rain, which probably accounts for the train men not seeing each other in season to prevent the collision. **The trains met just back of the Chapin mine office, and a bad smashup occurred.** One of the locomotives was rolled down the embankment and lay bottom up, while several cars were smashed up and

scattered about on both sides of the track. The other locomotive was also considerably damaged. Fortunately the train men jumped in time to save themselves and no one was hurt. The wrecking train was put to work early next morning gathering up the pieces, and the track is now clear.

KILLED BY LIGHTNING.

One of the section men working on the **C. M. & St. P. at Channing, named John Poronto, was killed by lightning Tuesday afternoon while engaged in lighting the switch lamps near the station.** When found he was lying beside the track, his hair was singed and marks of the fatal stroke were upon his body.

From **Coroner Cudlip** we learn the following particulars about the death of **John Poronto**, the unfortunate section hand who was killed by lightning at Channing Tuesday afternoon. He was about 53 years of age and wore a G.A.R. [*Grand Army of the Republic – Civil War veteran*] badge. Was probably a member of some Wisconsin post. He was lighting the switch lamps in the station yard and was just about to light the last one when the fatal bolt struck him. It hit him fair on the top of the head; tore out the crown of the felt hat he wore, and made a slight mark on his scalp. His hair was burned, and his left shoulder crushed. **Evidently the man was instantly killed.** He leaves two families of children – four grown up sons and a young wife and two small children. His remains were taken down on the **C. M. & St. P.** Wednesday evening to **Coleman** for interment.

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XVIII, Number 16 [Saturday, August 8,
1896], page 1, column 6

BADLY BRUISED.

Terrance O'Brien, a fireman on the C. & N.W., was squeezed between a box car and the platform at the depot Thursday and badly bruised about the chest and hips, but no bones were broken. He was taken to **St. George hospital**, where he is receiving the best of attention, and will be ready for duty again before very long.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 17 [Saturday, August 15, 1896], page 2, column 2

Terrance O'Brien, who was so seriously injured in the North Western yards last Thursday, has recovered sufficiently to be out of the hospital. Mr. O'Brien will leave today for his home in **Escanaba**, where he will remain until he has fully recovered from the accident which came so near ending the young man's life.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 47 [Saturday, March 20, 1897], page 1, column 4

WM. MACK WILL DIE

**Well Known and Popular St. Paul
Brakeman Met with a Fatal Injury
Last Night.**

HEAD SQUEEZED BY CARS.

**Taken to St. George's Hospital
Where He Lies Unconscious.
Relatives Arrived from Antigo.
Real Name is MacNamara.
Was Known as Billy Mack.
Head Brakeman for
Conductor Havey.**

[From Wednesday's Daily Tribune.]

Wm. MacNamara, a St. Paul brakeman, known here as "Billy Mack," lies unconscious on a cot in the St. George hospital suffering from a serious accident met with while coupling cars at Channing, a small station on the St. Paul branch near Ontonagon.

The accident occurred shortly after seven o'clock last night. **MacNamara** stepped between the engine and a flat car containing a load of logs. Two of the immense heavy logs projected and when the car and tender came together the victim's head was caught between the two, mashing it almost to a jelly. He was held there only for one instant when rescued by another brakeman. An engine was hurriedly attached to a caboose and the lad was brought to this city and taken to the **St. George hospital**. His wounds were dressed and the victim made as comfortable as possible. During the operation at the hospital he never once regained consciousness, and at noon today, when his relatives, who come from **Antigo**, called at the hospital they found their son sinking rapidly. **Wm. MacNamara** is about 21 years of age, and at the time of the accident was employed as head brakeman on conductor **John Havey's** train running between **Channing** and **Ontonagon**. He was well known in this

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[Compiled and Transcribed by William J. Cummings]

city, where he went by the name of **Mack**, although his right name was **MacNamara**.

A SECOND ACCIDENT.

Shortly after twelve o'clock last night **Wm. Erskine**, a lumber jack, was run over by a train of cars switching in the **St. Paul yards of this city**. How he managed to get on the track or what induced him to loiter there at that time of night is a mystery that the St. Paul officials are unable to solve.

When pulled from beneath the cars it was found that the man's arm was horribly lacerated, every bone being broken. The victim was taken to **St. George hospital** where he will be obliged to suffer an amputation today. **Erskine** has been employed during the winter at one of **Gov. Scofield's logging camps**, and came here yesterday to draw his winter's savings. When taken to the hospital he had but two cents on his person.

The Range Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 45 [April 3, 1897], page 8, column 4

William McNamara, the brakeman whose skull was fractured by being struck by a car at **Channing** recently, is still alive at the **St. George hospital** and may possibly recover. His skull was trepanned and after the pressure of the fractured bone upon the brain was removed he regained consciousness. While his condition is still very critical his friends have some hope of his recovery.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 51 [Saturday, April 17, 1897], page 1, column 4

STRUCK BY A TIE.

St. Paul Railroad Employee [sic – Employee] Seriously Injured at Wausaukee.

BROUGHT HERE ON A SPECIAL.

Taken to the St. George Hospital for Treatment. Leg was Broken and Several Ugly Bruises Found on His Body. The Victim Lives at Styles, Wis.

John Dericks, a middle aged man employed by the St. Paul railroad at **Wausaukee**, was brought to this city Thursday on a special train and taken to the **St. George hospital** suffering from a broken leg and several severe and ugly bruises. **Dericks's [sic – Dericks']** home is at **Styles [sic – Stiles], Wis.**, but he was employed with the tie gang at **Wausaukee**. Shortly after 10 o'clock Thursday forenoon, while in the act of "snagging" a heavy log that lay across the road, the victim was struck by one of the ties with a force sufficient to break his leg. He was knocked to the ground and dragged for some distance before his companions could get to him. After **Dericks** was extricated from his perilous position it was discovered that the man was seriously injured. The foreman telegraphed to **Agent Clifford** for instructions and he wired a return message ordering the injured man to be brought on a

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[Compiled and Transcribed by William J. Cummings]

special train. The hospital physicians set the fractured member and dressed the wounds on the body caused by being dragged through the bush. **Dericks** is now resting easy, and although he will recover from his injuries, it will be many weeks before he can resume his former position on the road.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVIII, Number 51 [Saturday, April 17, 1897], page 2, column 1

William McNamara, the St. Pau [sic – Paul] brakeman, who was recently injured at Channing, is rapidly recovering at the St. George Hospital. He is now able to walk around and is slowly recovering his eyesight.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 6 [Saturday, June 5, 1897], page 1, column 6

UNDER THE CARS.

**Thirteen Year Old Boy Falls
Beneath a Moving Ore Train
on the Northwestern Road.**

WHEELS PASS OVER HIS ARM

**Severed That Member From the
Body. The Nervy Lad Walked
Unaided to Seek the
Assistance of a Physician.
Today he Laughs and**

Jokes With Visitors.

Alexander Langlois, the thirteen year old son of Mr. and Mrs. Langlois, 708 West Flesheim [sic – Fleshiem] street, met with a serious accident shortly before eight o' clock Monday morning, which resulted in the loss of his left arm.

The young lad with several companions left his home about 7:30 for a day's fishing at **Bass Lake**, two miles north of this city. The story as related today by the boy, is to the effect that he and his companions were walking north on the **Northwestern tracks** and when near the coal sheds attempted to pass between two strings of cars. The victim of the accident was walking ahead of the party when one of the boys in the rear called to him. **He stopped and turned around when instantly the train forged ahead, a projecting bolt catching his clothing and throwing him to the ground. His arm was thrown directly under the moving wheels of the ore train, which passed over that member almost severing it from the body. That the little fellow is a nervy youngster was made apparent when he crawled to his feet and started for the residence of Dr. Cameron near by [sic – nearby].** He did not realize the extent of his injury as the arm was held in the coat sleeve by a shred of flesh that clung to the shoulder. Before reaching the Doctor's residence young **Langlois** was met by an acquaintance in a buggy who assisted the lad in the rig and hurriedly drove him to the **St. George Hospital.**

Drs. Crowell and Cameron were called in and amputated the arm near the shoulder. Today the lad is feeling remarkably well considering the terrible ordeal he was required to pass through, and with his sisters, who are with him at his

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[Compiled and Transcribed by William J. Cummings]

bed side, he laughs and jokes as though his terrible misfortune was a trifling matter.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 13 [Saturday, July 24, 1897], page 1, columns 2-3

'T WAS A MIRACLE.

**The Escape from Death
Wednesday of R. Lindberg, a
Switchman on the Northwestern.**

PINIONED 'NEATH THE CARS.

**Ten Ore Cars Piled in a Heap in the
Yard in this City. Switchman
Buried Beneath Them. Held
there by a Rod Across
His Neck for Thirty long
Minutes. Three Hundred
People Watch the
work of rescuers.**

What was apparently the direct agency of the Almighty power, was **the miraculous escape from a shocking death of Robert Lindberg Wednesday as he lay pinioned beneath a wreck in the Northwestern yards, groaning with pain and pleading and praying to his rescuers to hasten the heroic efforts being made to save the young man's life.**

Shortly after 11 o'clock Wednesday forenoon the **ore train from the Pewabic mine**, containing thirty loaded cars, came rumbling down the spur leading into the

city. **The string was being pushed by engine No. 724, and when a short distance this side of the Stephenson avenue crossing, the rails of the track spread and the cars left the track. The first and second cars became embedded in the sand and stopped the progress of the train.** Instantly the loaded cars at the end of the string began to pile up into a heap, and before the engineer could be signaled ten of them were off the track, twisted, broken, upturned, and lying in the ditch along side [*sic – alongside*] the track.

At the time the accident occurred **Switchman Robert Lindberg**, whose miraculous escape from death has been noted, **was standing on the first car facing the engine in the rear.** He felt the jolt caused by the car striking the ties. **Lindberg started back running the full length of three cars, when he either jumped or was knocked off the train, falling between and under the wreck, where he was tightly pinioned by a heavy bar across his neck, while tons of ore covered his chest and arms.**

THE WORK OF RESCUE.

In this position the man was found by his companions a moment later, and as soon after as possible a gang of Northwestern employes [*sic – employees*] were on the ground with picks and shovels, and the work of rescue was begun.

In the meantime the news of the wreck, and the report that a man was killed, spread like wild fire over the city. **Dr. Crowell**, the **company's physician**, was notified and he drove to the scene of the accident.

In less than ten minutes from the time of the wreck occurred the tracks and streets adjoining were black with people. Fully 300 were there jamming and crowding, climbing upon the the [*sic*] wreck, asking questions and offering suggestions, while bicycles, express wagons and carriages, with their occupants, came tearing down the road,

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everyone eager to hear just how the shocking affair occurred.

The rescuing party worked heroically while the victim of the accident lay groaning beneath the debris. Picks, shovels, jack-screws and crowbars were employed to assist the men in the work. For fully thirty minutes the heroic work of rescue was continued. **Lindberg's** chest and arms were buried beneath the ore, while his head rested on the ground. An iron bar lay directly across the man's neck and it was this that required so much time and work to remove. Finally the rescuers succeeded in extricating **Lindberg** and the fellow, with apparent little pain or effort, sat up and drank a cup of water. After he had emerged from the debris, and while being assisted to a carriage in waiting, a mighty cheer went up from the 300 people who had been watching with breathless interest, the work of rescue

INJURIES WERE SLIGHT.

Lindberg was taken to the St. George hospital where Dr. Crowell made an examination of his wounds. With the exception of a slight bruise on the temple and a scratch on the wrist and back of the right ear, the man was not injured in any way [*sic – any way*]. An hour after being taken to the hospital the patient walked to his home on East C street.

It is reported that the wreck Wednesday was caused by two boys who were meddling with the switch. They partly opened it and were unable to close it again and ran off and left it when they heard the train approaching. Switches are supposed to be locked at all times but as this switch is on a side track and constantly in use the caution of locking it seems to have been sometimes omitted. It is fortunate no loss of life attended the accident.

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STRUCK BY A TRAIN

Amelia Dahl Hurlled Thro the Air and Lands in a Ditch at Spread Eagle.

GIRL'S LEG BROKEN AT THE ANKLE.

Besides That She Received Several Scratches and a General Shaking Up. Tried to Flag the Northwestern Passenger Train.

Miss Amelia Dahl, sister-in-law of Fred Freman, section boss for the Northwestern road at Spread Eagle, was struck by the west bound passenger train Sunday morning while flagging the train near the curve at that station.

Miss Dahl lives with her sister, Mrs. Freman, at the section house a mile this side of the station. Sunday morning she arranged for a visit with friends in Florence, and was taken to the little station at Spread Eagle on a hand car. Before reaching the station the west bound passenger train was heard coming, and the hand car was stopped and lifted from the rails. The girl hurried on ahead, hoping to reach the station before the arrival of the train. Just

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after rounding the curve she turned about, and stepping to the side of the track, stood flagging the approaching engine and coaches. She stayed too near the track, however, and when the engine passed her the girl was struck by a projecting bar and hurled several feet in the air alighting in a heap of brush and rocks at the bottom of the embankment several feet away. **Her left leg was broken at the ankle and she received several bruises and a general shaking up.**

The train was stopped and the girl picked up. She was carried into the passenger coach and taken to **Florence** where she was given surgical attendance.

The young lady was about 20 years of age and has spent much of her time in **Florence** and **Commonwealth**. She was once employed as a domestic in the home of **Prof. Eakin** at **Florence** and also lived with **Mr. and Mrs. Hopkins** at **Commonwealth**.

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TIES ON THE TRACK.

An Effort to Wreck a Northwestern Train Near Powers.

DETECTIVES WORKING ON THE CASE.

Ties Were Chained to the Rails on the Bridge Just Above that Station. Terrible Disaster Averted

– Occurred Last Week.

The fact has just been made known that **an attempt was made one night last week to wreck a C. & N.W. passenger train near Powers, and but for the appearance of some people who happened along, and noticing the trap hurried back to flag the train, a terrible disaster would have been the result.**

TIES WERE CHAINED.

The would-be train wreckers had chained ties to the rails on the bridge just above Powers and a little further along several were found chained to a culvert. Had the train been allowed to thunder along over the bridge it would have been derailed and the entire train would probably have been precipitated into the river below.

The Marinette North Star says that detectives have been put to work on the case and just punishment will be meted out to the guilty parties if caught.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 37 [Saturday, January 8, 1898], page 7, column 1

KILLED BY THE CARS

Runaway Horse with a Cutter Struck by a St. Paul Passenger Train

HURLED FIFTY FEET IN THE AIR.

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[Compiled and Transcribed by William J. Cummings]

Consternation Caused by the Failure to Find the Driver – Animal Mangled and Cutter Demolished – Loss Estimated at \$150.

The regular south bound passenger train on the C.M. & St. Paul road Sunday night pulled into Iron Mountain fifteen minutes behind schedule time. The delay was caused by an accident that occurred seven miles north of this city near Merriman, in which a valuable driving horse was killed outright and a handsome cutter completely demolished. The horse and cutter was [sic] the property of Captain "Jack" Crego, of the Chapin Location.

HORSE RAN AWAY.

About 7 o'clock Mr. Crego ordered his rig from the stable for the purpose of enjoying a sleigh ride with some member of his family. The horse has been driven but little of late, and was "feeling his oats." The rig was standing in front of Mr. Crego's residence for a moment and suddenly broke away dashing down the avenue in the direction of the railroad tracks. The horse took the Florence road and was soon out of sight of his pursuers.

TOOK THE RAILROAD TRACK.

After reaching a point a few miles north of the Location, the runaway horse took the main track on the St. Paul road and continued his mad run in the direction of Merriman. When a short distance this side of that station the rig was stuck [sic - struck] by the incoming passenger train. A bend in the road at that point prevented the engineer from seeing the dark object in front of him until too late to reverse the engine. The train was making up lost time and when the clash occurred was pounding along the rails at full speed. So was the

horse. The animal, with the cutter attached, was hurled fifty feet in the air and was found about forty feet from the track. The train was brought to a stop and the trainmen hurried back to the scene of the accident. The horse was found mangled and dead and the cutter completely demolished. No trace could be found of an occupant of the rig and some time was spent in searching for the driver, but in vain.

When the train reached this city the facts were reported to Agent Clifford, who ordered an investigation[.] The report of the accident spread rapidly over the city, and the belief that a man had been killed caused considerable consternation. Mr. Crego valued the dead animal at \$100 and the cutter at \$55. He will not be able to recover from the company.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 40 [Saturday, February 5, 1898], page 1, column 3

UNDER THE WHEELS

Chicago, Milwaukee & St. Paul Brakeman Loses an Arm.

FELL BETWEE[N] TWO MOVING CARS.

Dragged a Short Distance – Foot May Have to be Amputated – Victim Has a Wife in Colorado – Miraculous Escape from

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

a Most Shocking Death.

Lying in a cot in the main ward of the St. George Hospital with the stump of his right arm bandaged in yards of white cloth, his right foot done up in the same manner and suffering from many cuts and bruises, quite painful but less dangerous, is **Theodore Gardner, a brakeman for the Chicago, Milwaukee & St. Paul railway**, who was brought to the hospital at 3 o'clock Friday morning more dead than alive. **On a slab in the hospital morgue, wrapped securely in a piece of linen, is the right arm and hand of the suffering patient, the skin torn off the full length of the arm from the wrist up. These pieces of flesh are awaiting interment.**

The accident, of which the above description is the result, **occurred at Pori, a small station this side of Ontonagon**, shortly after nine o'clock Thursday night.

Theodore Gardner was employed as brakeman on a freight train running from **Ontonagon** south through **Iron Mountain**. **While the train was pulling into Pori, Gardner ran along the tops of the cars toward the head end of the train. In the darkness he missed his footing and fell between the cars on the tracks below. He was caught by the moving wheels and dragged and juggled for a considerable distance. First his right foot was caught by the revolving wheels and in trying to extricate himself from this entanglement he threw his right arm across the rails, the wheels passed over it severing the member close to the shoulder and allowing it to roll in the center of the road bed, where it was picked up by the train crew.**

As soon as the injured brakeman was carried to the caboose an engine was coupled on and the special steamed back

to **Ontonagon** to secure the services of a surgeon. **Dr. Gardner** was summoned, who dressed the wounds and immediately ordered the man brought to this city, where competent hospital service could be had.

The special reached here about 3 o'clock and the injured man was taken to the **St. George [Hospital]**. **Drs. Crowell and Cameron** were sent for to assist in the second dressing of the stump and to be consulted as to the possibility as to the saving of the injured foot. An effort in this direction will be made, but it's one chance in a thousand that the foot can be saved. **Theodore Gardner** is 25 years of age and has a wife living in **Colorado**. He has no relatives in this section of the country. He has been employed on this branch only about a week.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 41 [Saturday, February 12, 1898], page 1, columns 1-2

TRAINS COLLIDE.

**HORRIBLE DISASTER ON THE C.,
MIL. & ST. PAUL ROAD.**

**ENGINE, CABOOSE AND
THIRTEEN FLAT CARS CRUSHED
TO PIECES IN THE WRECK.**

**Conductor and Brakeman Hurlled
Into Eternity and Their Bodies
Crushed and Burned.**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Blame Laid to Night Operator at Arbutus, who is Placed Under Arrest by the Authorities.

Remains of the Conductor and Brakeman Found Shortly Before Noon, Mangled, Crushed and Shockingly Burned.

Two men were killed, in a rear end collision on the Chicago, Milwaukee & St. Paul road one mile south of Arbutus and nine miles from this city shortly after midnight Thursday night. The killed are: **Conductor Charlie Anderson**, 30 years of age, residing with his wife and two children on **South Carpenter avenue** in this city, and **Brakeman John Tews**, 28 years of age, a resident of **West Green Bay**.

HOW THE COLLISION OCCURRED.

An extra log train in charge of **Conductor Anderson** left this city at 10:50 Thursday night for **Green Bay**. At **Arbutus** the train was ordered to pick up a few [*sic – a few*] cars at **Carney's Spur**, 1 mile south. At 11:45 a second extra left here in charge of **Conductor Babcock** for **Green Bay** and should have, it is said, been held at **Arbutus** until **Anderson's** train reported safe at **Pembine**.

OPERATOR WAS SLEEPING.

It is alleged that **Henry Hadash** [*sic – Frank Hadish*], the night operator at **Arbutus**, was asleep when the second extra pulled into the station. He gave **Conductor Babcock** the block clear and the second extra pulled out for **Pembine**. There was a heavy fog and the engineer

was unable to see more than twenty feet ahead. The first extra had picked up its cars on the spur and was about to pull out. **Conductor Anderson** and **Brakeman Tews** were in the caboose on the main track and little realized the horrible fate that awaited them, nor did they hear the rumbling of the oncoming train on the same track behind.

JUMPED FOR THEIR LIVES.

Extra No. 2, in charge of **Conductor Babcock** with **Engineer John Kern** and **Fireman Joe Bush** coaling, came thundering along the rails. When within twenty feet of the caboose in which **Anderson** and **Tews** were sitting, **Kern** and **Bush** saw the danger for the first time. Levers were instantly reversed and the engineer and fireman jumped to save their lives. They escaped none too soon, for, in another instant, the snorting engine crashed into the caboose ahead. The impact was terrific. **The caboose and thirteen logging cars were completely demolished and piled in a tangled heap on the bank and across the track. The engine of the second extra plowed through the debris for a distance of ten cars length, when it left the rails, broken and demolished.**

TWO INSTANTLY KILLED.

The fate of **Conductor Chas. Anderson** and **Brakeman John Tews** was a most shocking one. **They were sitting in the caboose when the crash came. Their car was crushed to pieces and the two men were buried beneath the wreck.** To add to the horror of the disaster the debris caught fire and the flames licked up the dry pieces of splinters from the cars and was gradually eating its way to where lay the crushed and mangled bodies of the two men.

WORK OF RESCUE.

The news of the accident flashed across the wires from here to **Green Bay**. One

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[Compiled and Transcribed by William J. Cummings]

wrecking crew was sent from here and another started from **Green Bay**. The first work of the crew was to subdue the flames and this required about an hour's valuable time. As soon as the fire was put out the men were ordered to search for the bodies of the men killed. The wrecking crew from **Green Bay** reached the scene of the accident at an early hour, and with those already on the ground the work of rescue was systematically and vigorously prosecuted. Shortly before seven o'clock yesterday, and the hour at which the north bound passenger train is due to pass the spur, the tracks were still heaped with logs and pieces of demolished cars. It was nearly 10 o'clock, nine hours after the accident, before the main track was cleared and the passenger train allowed to proceed on its run north.

SEARCHING FOR THE BODIES.

Immediately after the passenger train passed the scene of the disaster every man of the rescuing party bent his efforts to locate the bodies of the conductor and brakeman. The logs, timbers, car wheels, iron castings and other portions of the wrecked train were piled in a heap fifty feet high and covering a space of ground not more than thirty feet square.

FIRST BODY RECOVERED.

The men labored heroically and at 11 o'clock their efforts were rewarded by the finding of the body of **Brakeman John Tews**. He was lying on his face, a mangled mass of humanity. Arms and legs were torn to shreds, and one side of his face was crushed by a broken piece of timber. The body wa *[sic – was]* picked up and placed in a box. About an hour later the men at work came across the body of **Conductor Anderson**, lying face upward.

FIND ANDERSON'S REMAINS.

The remains of Anderson were, in addition to being mangled, shockingly burned about the head and legs. His right

hand was burned to a crisp, while one leg was burned completely away from the body, leaving only the charred bones of that member.

BODIES BROUGHT HERE.

Agent Clifford was present at the scene of the work of rescue. He directed that the bodies be brought to this city. A special train consisting of an engine and a caboose brought the remains of the two victims to Iron Mountain, reaching here at 1 o'clock. They were placed in charge of **Undertaker Robbins** and conveyed to the morgue to be prepared for interment.

FAULT OF THE OPERATOR.

The blame is laid to the operator at Arbutus, Henry Hadish *[sic – Frank Hadish]*, a young man about 24 years of age. It is said that he was sleeping at his post when the second extra pulled into the station. A blast from the whistle and the noise made by the on coming *[sic – on-coming]* train wakened him with a start, and he gave the engineer the block clear **when he should have held the train until the operator at Pembine had reported Anderson's train safely out of the station. Hardish *[sic – Hadish]*** was immediately released and the night operator at this point was sent to take his place.

OPERATOR PLACED UNDER ARREST.

The **coroner from Pembine** held an inquest over the remains at noon. No verdict was rendered, but that official considered the evidence against **Henry Hardish *[sic – Frank Hadish]*** of a nature sufficiently criminal to warrant his arrest. The young man was taken into custody and accompanied the officers to **Pembine**. He admits having been asleep at the time and offers no excuse for his negligence. He is a bright young man and is popular with all the employes *[sic – employees]* on the road. He feels his disgrace keenly and has spent

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the time since the accident crying like an infant.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 41 [Saturday, February 12, 1898], page 1, column 5

BROKE HIS SKULL.

Brakeman on the Narrow Gauge Falls Between Logging Cars.

DIED IN AGONY TWO HOURS LATER.

One of the Best Employes of the Quinnesec Logging Company – Has a Wife and Two Children Living on West D Street in this City.

Geo. Landricks was brought to this city at an early hour Tuesday suffering from wounds received in an accident on the narrow gauge road at the Quinnesec Logging Co's. camp five miles from this city on the Menominee River. While the rig was being driven through the streets of the city the man breathed his last. The driver hurried to a physician's office, but when informed that the man was dead he turned around and drove to **Robbin's [sic – Robbins'] undertaking establishment** where the remains were turned over to the undertaker to be prepared for burial.

The accident that resulted in the death of **Geo. Landricks** occurred shortly before

six o'clock Tuesday. He was employed as **brakeman by the Quinnesec Logging Co.** The crew left the camp with a train of logs and when the train reached a down grade in the road **Landricks** went ahead to set brakes, leaving his lantern on the load. **While in the act of setting the brakes the poor fellow slipped and fell between the cars. He either struck his head on the rail or a wheel of one of the cars ran into him. His skull was split open leaving a hole fully four inches long.** He was not missed by the train crew until they reached a water station, and as he did not make his appearance, as was his custom, the engineer sent his men back to search for the missing man.

Before the men reached the spot where **Landricks** had fallen off, another crew had picked him up. It is said he was sitting up on the rails holding his head in his hands and groaning with agony. A rig was ordered from the camp and the suffering victim was brought here for medical and surgical attendance. Even had the man lived until after being operated on there is little doubt but death would have ensued, as his wound was a dangerous one.

Supt. Early stated that **Landricks** was one of the most careful and trustworthy man [*sic – men*] in his employ. He has worked for the **Quinnesec Logging Co.** for the past four years and could always be relied upon to do his work.

The deceased leaves a wife and two children living on **West D street in the vicinity of Crystal Lake.**

VICTIM WAS INSURED.

Geo. Landricks' life was insured in the sum of \$1,000. Only recently **Mr. Lendricks [sic – Landricks]** took out a policy in that sum, in the **Northern Accident and Sick Benefit Association, of Menominee.**

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[Compiled and Transcribed by William J. Cummings]

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 42 [Saturday, February 19, 1898], page 1, column 4

A QUEER VERDICT

Anderson and Tews Met Death Through Their Own Negligence, Say the Jury.

Frank Hadish, the young operator at Arbutus, held at Pembine for alleged criminal negligence for Friday morning's wreck on the Chicago, Milwaukee and St. Paul road, in which Chas. Anderson and John Tews were killed, arrived in the city Sunday morning having been acquitted by the coroner's jury late Saturday evening.

The jury brought in a verdict that the men met their death through their own negligence by not protecting their train with a flagman. This is considered by many railroad employes [*sic – employees*] as being a mighty queer verdict.

The funeral of the late **Chas. Anderson** took place Sunday afternoon from the **Swedish Mission Church**. The church was crowded with relatives and friends of the deceased. Many railroad employes [*sic – employees*] came up from **Green Bay** and other points along the road to pay their last respects to the departed friend and associate. Many beautiful floral tributes were sent to the late residence of the deceased and the remains were literally buried in flowers.

The body of **Tews** was forwarded Sunday to the home of his father at **Whitefish Bay**, where the funeral was [*to*] be held Monday.

A railroad man said Sunday night this wreck would cost the railroad company about \$20,000.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XIX, Number 44 [Saturday, March 5, 1898], page 5, column 1

BOTH LEGS CUT OFF.

Chas. Sorenson Run Over by a St. Paul Freight Train at Amberg.

WILL CLARK SAW THE ACCIDENT.

Sorenson Implored the Railroad Men to Telegraph His Mother That He Would Die – Taken to the Marinette Hospital – He may Die.

Will Clark, of the **United States Express company**, witnesses a shocking accident last Friday afternoon at **Amberg** on the **Chicago, Milwaukee and St. Paul road**.

Chas[.] Sorenson, a woodsman 22 years of age, unmarried, was caught under the trucks of a freight train and both legs cut off below the knees.

The passenger train, due here at 3:10 p.m., had pulled into **Amberg**. **Clark** was in the express car watching a freight train switching on the side track close by. A crossing was blocked and **Sorenson**, anxious to catch the passenger train,

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crawled beneath the cars. He was just emerging from beneath the cars when the train started up. Both legs were caught by the wheels which passed over them, cutting them both off below the knees. Trainmen picked the injured man up and he was taken to the **Menominee River Hospital at Marinette**. While the men were carrying him to the train the poor fellow implored them to telegraph his mother that he would die, and he apparently showed but little nerve.

The doctors had to amputate both of his limbs just above the ankles. His feet hung by the skin only, his legs being ground off by the heavy car wheels. It was wholly impossible to save either of them.

He retained consciousness until about nine o'clock when his pulse became very weak. His life fluttered for existence until about twelve o'clock, when he **passed away**.

HIS ONLY ANXIETY.

Under a rough and unvarnished exterior is sometimes hidden the tenderest and noblest of personalities. Such was the character of **Hans [sic] Sorenson**. Not once while he was conscious and suffering with the terrible pain of his mangled limbs did he manifest the slightest concern for himself, says the Marinette Eagle. He bore the anguish without a whimper and all his thoughts were turned towards his mother for whom he was the only prop to lean on. "Oh! what will my poor mother do now. She will starve," and[,] "doctor don't cut off both of my legs, I want to take care of my mother. She will starve if I don't support her," were the only exclamations of the fatally injured lad. This tender solicitude for the woman who bore and brought him up in the world continued until he was unable to speak.

It was heart touching and moved all to pity. His camp comrades all speak of him in the highest terms and say that his sole

reason for hurrying when he started for the train was to reach his mother sooner and bring to her the money which he had earned in the woods.

FATAL ACCIDENT ON THE NORTHWESTERN.

Albert Coveau was killed Friday by jumping off a Chicago & Northwestern train at Negaunee. He landed in a snow bank, lost his balance, and rolled under the wheels. **His head was severed and his left leg cut off below the knee**. He was 21 years old and a resident of **Ishpeming**.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 19 [Thursday, October 6, 1904], page 5, column 1

CHIPS FROM CHANNING.

Jas. Brum, a section hand, met with an accident last Monday evening. He was **coming in from work on the Ontonagon branch on a hand car**, and when near the **water tank fell from the car and fractured his left arm**. He was also bruised and scratched about the head and face. He went to **Iron Mountain** for medical treatment.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 21 [sic] [Thursday, October 13, 1904], page 5, column 1

CHIPS FROM CHANNING.

Chas. Schiepke, one of the section men, had his **fingers crushed by being caught in the hoisting gear while hoisting a bucket of coal at the St. Paul coal-shed [sic – coal shed]** last Friday.

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One finger was so badly crushed that it was necessary to amputate a portion of it.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 22 [Thursday, October 20, 1904], page 5, column 2

CHIPS FROM CHANNING.

John Coughlin had his **shoulder fractured** last Monday **by being caught between the cab and the doorway of the round-house [sic – roundhouse] while the engine was being taken out of the house.**

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 23 [Thursday, October 27, 1904], page 5, column 3

WAUCEDAH WHISPERS.

There was a **wreck at Sumac Siding on the Schlessinger branch of the North-Western** last Saturday night. An extra ore train ran into a switch engine, which is used to help trains over the hill. The switch engine was getting into the sidetrack, when the ore train collided with it; both engines were badly damaged and six cars or ore ditched. None of the crew was hurt.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 9, Number 25 [Thursday, November 10, 1904], page 5, column 3

CHIPS FROM CHANNING.

John Coughlin returned last Saturday from **Green Bay**, where he has been for the past three weeks **receiving treatment for a crushed shoulder.**

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 11, Number 18 [Thursday, September 20, 1906], page 1, column 2

Section Hand Killed.

Alex Anderson was **instantly killed at Waucedah** last Friday morning by the special excursion train on the North-Western road. Anderson was a section laborer. **With three other laborers he was traveling west on the hand-car [sic – handcar].** **When about a mile from Waucedah[,] the special train was met unexpectedly.** All but Anderson succeeded in jumping clear of the track. He was struck by the engine and thrown nearly two hundred feet. He was instantly killed. The remains were taken to **Norway** and interred. He was unmarried and had no relatives in this country.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 11, Number 24 [Thursday, November 1, 1906], page 1, columns 3-4

FIVE MEET DEATH

IN A COLLISION ON THE ST. PAUL ROAD YESTERDAY MORNING.

Nine Others Are Badly Crippled and Bruised – Collision Between a Freight and a Passenger.

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[Compiled and Transcribed by William J. Cummings]

KILLED.

Joseph Trepanier, son of Mr. and Mrs. Come Trepanier, aged twenty-four years, unmarried, employed at the mine shaft as car-spotter, head crushed and neck broken. Was a member of the Order of Eagles.

Charles Morell, head and face crushed, right leg burned, left leg broken, aged thirty-five years, widower, leaves two daughters aged eight and six years, employed at the mine as pumpman.

Leonardo Galli, head crushed, aged twenty-two years, sole support of an aged father and a brother in Italy, both crippled, brother of Mrs. Antonio Tomasoni, who resides on Third street. Was an electrical engineer, but owing to the fact that he could not speak English was employed as a miner. Was a member of the Colombo-Fratellanza society. Funeral on Sunday.

John Pleckinger, brakeman employed on the switch engine was caught under the engine, both legs badly scalded, was alive when rescued, but died at St. George's Hospital at 1:30 p.m.; was twenty-two years of age and single; parents reside at Wausaukee, where remains were taken for burial; had been in the employ of the rail way company four months.

Thomas Cowling, both legs and abdomen badly burned, was caught under red hot stove in forward coach; cannot live; is twenty-four years of age; was married about six months ago and resided at 317 West Fleshem street; was employed as fire man [sic – fireman] at the mine. Later -- Died last evening.

Urban Dessureau, right leg badly burned and back injured; believed to be injured internally; thought he will recover; employed as blacksmith at the mine; taken to his home at 600 West Ludington street; has wife and several children.

John Burt, Jr., left leg badly burned; is at the hospital; employed at the mine as blacksmith's helper; unmarried.

Humberto Mainly, both legs broken; employed as a miner; at the hospital.

Edward Merrifield, badly contused right leg and back; now at hospital; employed as a miner.

Joseph Cavitione, compound fracture of the left leg; employed as a miner; now at the hospital.

SLIGHTLY INJURED.

Tony Folenti, cage-tender; general contusions; sent home.

Orso Schenk, miner's helper; general contusions; sent home.

Alex Poirier, engineer at the mine; general contusions; sent home.

Fred Tonne, engineer on the switch engine; abraded [sic – abraded] face and nose; sent home.

Luigi Pellegrinni [sic – Pellegrini], miner; general contusions; sent home.

The most disasterous [sic – disastrous] wreck in the history of the Lake Superior division of the St. Paul road occurred at Quinnesec Junction, about two and a half miles from the city depot, at 6:30 o'clock yesterday morning.

Three men were killed outright, one died from his injuries a few hours after the accident, the death of a fourth [sic] is

SERIOUSLY INJURED.

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[Compiled and Transcribed by William J. Cummings]

momentarily expected, and half a dozen others were injured more or less seriously.

The accident was caused by a northbound extra freight train and the train employed in conveying men to and from the Traders mine colliding in a dense fog. The freight train was composed of eight loaded cars and seven empties and the passenger train of two coaches. Conductor Wallace and Engineer Gunoley were in charge of the freight train and Conductor Harper and Engineer Tonne of the passenger.

The blame for the accident – if any one *[sic – anyone]* is at fault – is hard to fix at this writing. It seems that each crew had orders to look out for the other. Evidently it was anticipated that the freight train would clear the Junction before the passenger entered the main track from the branch to the mine. No night operator is employed at the Junction at this season of the year, the day man working from 7:00 a.m. until 9:30 p.m. At the point where the trains smashed together there is a sag in the track. According to the engineers on both trains there was a dense fog and they could not see three car lengths ahead. The engineers *[sic – engineer]* of the freight says that, at the time of the accident, he was not running to exceed fifteen miles an hour. The passenger train must have been running much faster.

When the two engines collided head-on the impact was so terrific that the tender of the passenger engine was driven back half way through the forward coach. Nearly all the mine employes *[sic – employees]*, some forty in number, were in the forward coach and were crowded around the stove.

As soon as possible after the accident medical aid was summoned and the killed and injured received every attention.

The impact of the two engines was so great that both are smashed almost beyond repair. The forward wheels were interlocked so closely that the the *[sic]* smoke stacks were within a few feet of each other. The track was not cleared of the wreck age until 11:30, the north and southbound passenger train being detained until after the noon hour.



The Current, Norway, Dickinson County, Michigan, Volume XXII, Number 40 [Saturday, November 3, 1906], page 1, column 3

FATAL COLLISION.

**Three Men Instantly Killed and
Many Seriously Hurt at Iron**

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Mountain.

Wednesday morning just before seven o'clock, a train made up of a locomotive and two coaches carrying the night crew from the Traders mine to Iron Mountain on the C.M. & St. P. track, met a heavy freight train and a terrible head-end collision ensued. The tender of the passenger train was driven through the first coach killing three men outright and crushing and burning several others who may die. The dead were removed to the city morgues and the injured to **St. George's hospital** where everything is being done to alleviate their sufferings. The responsibility for the calamity has not been fully ascertained. The names of the dead and injured so far as can be learned are as follows:

KILLED.

Joseph Trepanier, Leonardo Galli, Chas. Morreli [*sic* – *Morelli*].

INJURED.

Orso Schenk, general contusions; **Tony Folenti**, general contusions; **Alex Poirier**, general contusions; **Fred Tonney**, face scratched and slightly burned; **John Burt**, left leg burned; **Humberdo Manelli**, both legs broken; **Thomas Cowling**, badly burned; **Ed. Merryfield**, contused leg; **Charles Dessureau**, burned leg; **Joseph Cafetione** [*sic* – *Cavitione*], leg broken.

DIED FROM INJURIES.

John Pleckinger[,] a brakeman employed on the passenger was caught between the tender and cab in attempting to jump. He was alive when rescued but was badly scalded and injured internally. He succumbed to his injuries at 1:30 p.m. the same day. **Thos. Cowling**[,] a fireman at the mine[,] was caught under a red hot stove in forward coach and was so badly burned about legs and abdomen, that he died Wednesday evening.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume II, Number 26 [Thursday, November 15, 1906], page 1, column 2

GROSS NEGLIGENCE.

“We find that the Chicago, Milwaukee & St. Paul Railway company committed a gross negligence in allowing a freight train in the same block when the Traders passenger was running on its schedule time.” The foregoing is the verdict of the coroner's jury in the case of men who were recently killed in the collision at **Quinnesec Junction**.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 13 [Thursday, August 19, 1909], page 1, column 1

KILLED ON BRIDGE

TWO GIRLS RUN DOWN BY A ST. PAUL FREIGHT ENGINE.

Bertha Yuhassey and Christina Seminack, the Victims, Go Over Sixty-Foot Embankment.

The inter-state bridge of the Chicago, Milwaukee & St. Paul road, across the **Menominee river one mile south of the city**, [*sic*] was the scene of a heart-rending accident last Friday morning a few minutes after seven o'clock, resulting in the death of two girls just entering womanhood.

The victims of the accident were **Bertha Yuhassey**, aged seventeen years, daughter of **Mr. and Mrs. John Yuhassey**,

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and **Christina Seminack** [*sic* – **Semenak**], aged fifteen years, daughter of **Mr. and Mrs. John Seminack** [*sic* – **Semenak**].

The accident happened within a few yards of the Wisconsin end of the bridge and the girls were **run down by a freight engine** which had been ordered to the Green Bay shops for repairs.

Together with thirty or forty others, the Yuhasseys and Seminack [*sic* – **Semenak**] girls had left the city at an early hour for the **berry fields just across the bridge in Wisconsin**. The party had planned to reach the bridge soon after the arrival of the Chicago passenger train from the south at about seven o'clock. The train was an hour later, however.

This fact was unknown to the members of the party, but when the train did not arrive on time, the majority decided to remain on the Michigan side of the bridge until the passage was seemingly secure. Becoming impatient, and more daring than their companions, the victims, accompanied by four others, decided to "take a chance," as one of them expressed it, and crossed the bridge. No thought was given of the probable arrival of a train from the north.

The delay of the passenger train resulted in the decision of the railway officials to start the disabled freight engine south to the shops. The engine was in charge of **Engineer Edward Foster** with **Conductor Ben Burns** in the caboose. They had a time order to **Pembine** against No. 3, the passenger train. The engine was crippled, only one side being in running order.

Engineer Foster declares that he was running slowly. He saw the girls the length of the bridge away. He blew his whistle sharply and attempted to stop his engine before reaching them, but owing to the crippled condition of the machinery he was unable to do so in time to save their lives.

The Yuhasseys girl was struck and thrown down the right embankment and the Seminack [*sic* – **Semenak**] girl went over the left embankment. The distance from the top of the bridge to the river side, where the bodies lodged, is nearly sixty feet. The skull of the Yuhasseys girl was crushed in, the right leg was broken above the knee and the left arm at the elbow. The Seminack [*sic* – **Semenak**] girl had a deep cut over the right temple and the left leg was broken at the angle.

The remains were recovered speedily by the train men and brought to this city. The relatives of the victims had been notified of the accident and the scene at the depot when the victims were received was a heart-rending one.

The funeral of Bertha Yuhasseys was held on Sunday from the **German Lutheran church** and that of Christina Seminack [*sic* – **Semenak**] from **St. Mary's church** on Monday.

Coroner Cudlip has impaneled a jury and will hold an inquest, commencing this morning.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 13 [Thursday, August 19, 1909], page 1, column 5

MAN TORN TO PIECES.

Joseph Shay Run Down by a North-Western Train at Quinnesec.

Last Tuesday morning, the engineer of an ore train on the North-Western discovered the **mangled remains of a man on the track about a half mile west of Quinnesec**. The man had evidently been killed by an eastbound train, probably the passenger train Monday night.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Coroner Cudlip was notified and upon investigation the remains were identified to be that of **Joseph Shay**, a well-known character **about Quinnsec**.

The body was mangled almost beyond recognition, but **Mrs. Shay** positively identified several articles of clothing which he had recently purchased.

Shay had been working at the **Pewabic mine** and is **supposed to have been riding the blind baggage to Quinnesec** and in some way fell off and was caught under the wheels.

He was forty-nine years of age and three years ago was married to **Mrs. Melvin A. Day**.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 14 [Thursday, August 26, 1909], page 1, column 2

A Narrow Escape.

The venerable **Capt. Richard Lawry**, of the **Groveland mine**, had an exceedingly narrow escape from being crushed to death at the **Ludington street crossing of the Chicago & North-Western road** last Saturday evening. He was **struck by the engine of the southbound passenger [train]** and was rescued from death by **Fire Chief Cardinal** as he was about to be crushed between the depot platform and the engine. He was taken to **St. George's Hospital**, where an examination established that the left leg had been broken between the knee and ankle and the heel so badly crushed that an operation was necessary. There was a deep cut at the knee and many bruises of a minor nature. **Capt. Lawry** withstood the shock splendidly and his injuries are not deemed dangerous. **The accident was due to the many confusing lights and the fact that the captain is blind in the left eye.** The

presence of mind of the fire chief was all that saved him from a horrible death.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 14 [Thursday, August 26, 1909], page 1, column 4

CRIMINAL NEGLIGENCE

Coroner's Jury Holds St. Paul Trainmen Responsible for Deaths.

"Christina Semenak and Bertha Yuhassey came to their death on the 13th day of August, 1909, on the **Wisconsin side of the Menominee river by being struck by engine 747, owing to the criminal neglect of the engineer not having engine under control, and proceeding at too high a rate of speed over bridge."**

The above is the verdict of **Coroner Cudlip's jury** in the case of the young women who were run down by a disabled **Chicago, Milwaukee & St. Paul engine** in charge of **Engineer Foster** on the date named.

The verdict was arrived at after the examination of a large number of witnesses including **Engineer Foster** and **Conductor Burns**.

The Railway company was represented at the inquest by **J.C. McKeivitts**, attorney and claim agent, and **Prosecuting Attorney Henderson** appeared for the people. A stenographic report of the evidence was taken by the **Attorney Winegar** for the Railway company.

The evidence was very conflicting. The witnesses appearing for the people – or rather on behalf of the relatives of the victims of the sad accident – contended that the engine was running at a high rate of

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

speed and that the engineer did not use due precaution in approaching and crossing the bridge. The evidence of Engineer Foster and Conductor Burns and the other railway men was directly to the contrary.

The verdict of the jury will no doubt result in the commencement of suits for damages by the relatives of the victims against the Railway company.

That the company will combat the verdict is a foregone conclusion. Indeed, The Press learns that the company will contend, among other things, that a Dickinson county coroner's jury has no authority in the premises – that the accident happened in the state of Wisconsin – and that the inquest should have been held in that state. It can be stated, however, that **Coroner Cudlip** in holding the inquest, was acting in accordance with the advice of **Prosecuting Attorney Henderson**. Also, that a number of the witnesses testified that the accident happened near the centre [*sic* – center] of the bridge, in Michigan territory.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 22 [Thursday, October 20, 1910], page 1, column 3

John Trottier, a **switchman in the North-Western yard**, met with an accident early last Friday morning in which **both legs were cut off**.

A number of ore cars loaded with coal were being set out from a train on a side-track near **Antoine**. Trottier was on the last car, prepared to set the brake as soon as the cars were in to [*sic* – *the*] clear. As the cars were being backed into the siding, **Ed. Harvey**, another **switchman**, attempted to cut the engine loose, but the pin-lifter did not work. As the engine stopped the cars were suddenly jerked and Trottier was thrown to the track in front of the cars. After the second attempt to life the pin, the cars

were released from the engine and ran over Trottier's leg[,] cutting the right one off near the ankle and the let one above the knee.

Trottier was taken to **St. George's Hospital**, where his injuries were attended to.

Trottier is about twenty-five years of age and has been employed as a switchman for the past five years. He resides with his parents on **Lake street**. A wide circle of friends will regret to learn of his sad affliction.

Frank Delventhal, formerly a **freight conductor on the Wisconsin & Michigan road**, well-known in this city, was maimed for life in a deplorable accident Friday evening at **Milwaukee**, where he has been employed as a **switch foreman in the St. Paul railroad yards**. Delventhal was riding the side of a car while making a switch, when his **foot caught in the unprotected opening of a guard rail and was held as in a vice**. He managed to retain his hold in a desperate effort to keep from going under the wheels for a few moments, but had to let go and he fell between the cars, grasping the coupler as he fell. The wheels passed over his right leg between the knee and the ankle and the engineer came to a sudden stop, taking the slack out of the cars so suddenly that Delventhal had no time to extricate himself and the wheels ground the injured leg a second time, mangling it so badly that it was necessary to amputate it above the knee.

Conductor Cameron, of the **St. Paul road**, met with an accident last Sunday morning that will cause his retirement from duty for several weeks. **In attempting to lift himself from the depot platform into the baggage car by the hand-rail [*sic* – *handrail*] he felt something give away in**

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[Compiled and Transcribed by William J. Cummings]

his right arm. He gave the injured member little attention, thinking it was a small sprain that would soon mend itself. Towards evening, however, the injury become [sic – became] so painful that he was unable to perform his duties, and **Conductor Humes** was placed in charge of the train at **Channing** and will “sub” for Mr. Cameron until the injury responds to treatment.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 14, Number 46 [Thursday, April 7, 1910], page 1, column 5

Foot Crushed.

While engaged in switching cars at **Campbell Spur** last Saturday morning[,] **Daniel J. Teahen**, a conductor employed by the **North Western** road, had his right foot caught between the bumpers of two cars and the bone so seriously crushed that it was necessary to amputate the foot at the ankle, when the unfortunate man was taken to the **Delta county hospital**. Taken [sic] was about to make a coupling between a box car [sic – boxcar] and a flat car [sic – flatcar] when he noticed that the knuckle was not straight. Quickly he attempted to kick the knuckle into position, but his foot was caught between the bumpers and crushed to a pulp.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 17 [Thursday, September 15, 1910], page 1, column 2

Killed by a Train.

At **Hermansville**, last Saturday, **Sadero Selva**, [sic] was the victim of a railroad accident. Selva attempted to crawl under

a train which had halted at a crossing. While he was passing over a rail the train pulled ahead and Selva was caught by the wheels and cut in two.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 15, Number 29 [Thursday, December 8, 1910], page 6, column 4

Killed By a Train.

The remains of a man dressed as a woodsman were found in a rock-cut on the **St. Paul** road about eight miles south of here last Sunday morning. The head had been severed from the body and the remains were badly mangled. The remains were taken to **Amberg**. An investigation established that the body was that of a man answering to the name of **George Mullen**, who had been employed in the **Sawyer-Goodman company camp near Cataline**. Mullen had visited Amberg on Saturday and started to walk back to the camp on the railroad track after dark. It is the supposition that Mullen was run down by the south-bound passenger train the same evening. He was a little known at the camps and no information could be secured regarding his home or relatives.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 20, Number 16 [Thursday, September 2, 1915], page 1, column 3

UNDER THE WHEELS

LOUIS SCHUPP FALLS UNDER THE WHEELS OF LOCOMOTIVE.

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

While Standing on Head-Board, Becomes Dizzy and Falls Just As Engine Starts, Is Killed.

Louis Schupp, who was employed as a miner at the Indiana mine, fell under the wheels of a Chicago & North-Western switch engine at the location at about seven o'clock yesterday morning and received injuries that resulted in instant death.

Mr. Schupp, with other residents of the city employed at the mine, had made it a practice to ride to and from his work on the switch engine. He was employed on the night shift. During the night he had remarked to working companions that he was not feeling well. He had stepped on the head board of the engine with two other miners. Just as the engine started Mr. Schupp was, apparently, attacked with a fainting spell and fell from the board. Before his companions could rescue Mr. Schupp, the pilot wheel of the engine ran over him. His left arm was severed and the body almost crushed in twain.

The remains were brought to the **MacDonald & Payant morgue**. **Coroner Cudlip** has empaneled [*sic – impaneled*] a jury and the accident will be investigated.

Mr. Schupp resided on **East Grant street**. He was forty-five years of age and had resided in the city for twenty-one years, following the vocation of a miner. He had been employed for sixteen years in the **Chapin mine**.

Mr. Schupp is survived by a wife and six small children, the eldest being about twelve years of age. He was a hard-working citizen and the family is assured of the heartfelt sympathy of the people of the city in their great bereavement.

The funeral arrangements will not be concluded until advices are received from his brother, who resides in Montana.

Iron Mountain Press, Iron Mountain, Dickinson County, Michigan, Volume 25, Number 24 [Thursday, October 28, 1920], page 1, column 5

Falls Under Wheels.

Jerry Sayles, twenty-five years old, fireman on a **St. Paul freight train**, lost a leg and sustained a fractured skull in an accident at **Coleman**, on Tuesday. He was taken to a **Green Bay hospital**. Owing to [a] shortage of brakemen, Sayles was filling in as a brakeman on the trip. While switching at the **Coleman station**, he stepped off the locomotive and slipped under [the] wheels.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [September 27, 1921], page 1, column 5

AGED MAN KILLED BY NORTHWESTERN PASSENGER TRAIN

John Johnson, 85, Run Over at Brown Street Crossing

John Johnson, aged 85, was instantly killed this morning when he was knocked down and run over by **Northwestern train No. 16** as he was attempting to cross the track at **Brown street**. His body was completely severed, the trunk and legs lying alongside the track near **Brown street**, and the head and chest

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[Compiled and Transcribed by William J. Cummings]

being wedged in between the engine drivers.

Was Hard of Hearing.

Johnson was very hard of hearing, and, it is believed, did not hear the crossing bell or that of the approaching train. William Carroll, of Escanaba, engineer, asserts that Johnson walked directly in front of the locomotive, and his statement is supported by that of two men who were loading a truck nearby. Another witness claims that Johnson stumbled in crossing the track.

Attention to the accident was called by the rapid blasts of the whistle. The crowd which had gathered at the station, seeing that something was amiss, started for the scene on the run, and within five minutes it is estimated that several hundred people were gathered alongside the train, which had been stopped by application of the emergency brakes. **The lower part of Johnson's body was lying alongside the track, about the middle of the rear coach, and one severed arm was between the rails. The upper part of his body and his head were wedged in between the drivers and driving rod of the engine. The locomotive had to be moved back and forth a few feet several times before the remains could be dislodged.**

Will Hold Inquest.

Coroner Erickson was called, and took charge of the body. An inquest will be held later.

The train was in charge of Conductor John Crane and Engineer William Carroll, and was running about five minutes late at the time the accident occurred. Carroll **[need to finish copying this article]**

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____

Year, Number _____ [Monday, July 10, 1922], page 1, column 5

DERAILED ENGINE BLOCKS TRAFFIC

Big Locomotive Replaced On Rails Yesterday Afternoon

Railroad workmen succeeded yesterday afternoon in replacing on the tracks a large Northwestern locomotive that became derailed when it was pushing a dozen ore cars up the spur to the B shaft of the Chapin mine.

The engine left the tracks on the Stephenson avenue crossing late Saturday afternoon, blocking traffic. A detour was arranged by way of the Hamilton shaft of the mine, and traffic policemen were on duty until a late hour to protect motorists.

The engine was derailed by a broken rail. It tore up the track for a short distance, but was realigned without the use of a wrecker, two large engines being used to pull it back on the rails.

Reports that the delay in getting the engine on the tracks was due to the shopmen's strike, [sic] were denied by the railroad offices here.

RAILROAD ROBBERIES

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 24 [Saturday, September 16, 1893], page 1, column 4

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

TRAIN ROBBERS AT CALUMET

THE CALUMET & HECLA LOSES ABOUT \$70,000 DOLLARS.

Jack King, the Westler [*sic* - Wrestler], Accused of Being a Party to the Crime – Hold-Up Takes Place in Broad Daylight – Notes.

CALUMET, MICH., Sept. 15. – A train on the Mineral Range Railroad was held up between here and Hancock by four masked men this morning and robbed of \$70,000 of the Calumet and Hecla mine money. The robbery was the most daring ever committed in the west, the hold-up taking place at 9:30 this morning.

The train coming to Calumet was held up by four highwaymen at the highway about half way between **Calumet** and **Hancock**. The engineer and fireman were covered with revolvers by two of the robbers, while the other two ordered the express messenger to put the contents of his safe into a bag which one of the robbers carried. The messenger immediately complied and handed out some \$75,000 or \$80,000 consigned to the **Calumet and Hecla mine** and which was part of the money to be paid by the mine on its monthly pay-roll.

After securing the booty the robbers fired a shot and ordered the engineer to "go ahead d–d quick," which he did. The whole affair was such a surprise that the passengers knew nothing of the trouble till after the train had started. The Light Guards and the sheriffs are out scouring [*sic*

- *scouring*] the country. It is thought that the robbers had horses conveniently near and a boat ready at the lake, from which point they would make for **Northern Canada**. The train was loaded with passengers, among whom was **Representative Edward Ryan**.

The scene of the robbery, the **Mineral Range railroad**, is a **narrow gauge road** running between **Houghton and Calumet**, with branches extending to several smaller mines. The **Calumet and Hecla mine** gives employment to about 2,000 men. The company pays its employes [*sic* – *employees*] about the 15th of each month. The money taken to-day [*sic* – *today*] was sent from eastern banks by the company. The men who committed the robbery were evidently acquainted with the manner in which the company paid its employes [*sic* – *employees*] and the day on which the money is usually shipped.

Jack King, the **wrestler**, and **Joe Kehoe**, a **sport**, who have been in this vicinity for some time, were arrested on suspicion of being connected with the plot. **Sheriff Dunnson** called a posse and with them he has gone on a special train in pursuit of the robbers. The whole section is aroused and many have offered their services.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 25 [Saturday, September 23, 1893], page 1, column 4

WELL KNOWN HERE.

Richard King, Jack King and Jack Chellew, three of the men arrested for being implicated in the robbing of the train on the Mineral Range road, a full account of which appeared in these columns last week, are comparatively well

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

known here. Dick King was two years ago proprietor of the meat market now owned by Hoose & Co., and until two months ago was in the employ of Richard White. Jack King was in the employ of Dick for a time and it was here he made his start as a professional wrestler. Jack Chellew was at one time employed by the late Joseph Pascoe as a bar-tender and was considered a hard citizen. He was here this spring and was implicated in the holding up of James Dewese on West B street.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 25 [Saturday, September 23, 1893], page 8, column 5

ALL THE MONEY FOUND.

William Pinkerton's Story of the Copper Range Train Robbery.

"We found that the whole job had been put up by **Ed. Hogan, the messenger's brother, who himself had been a messenger in the same service. He knew all about the Calumet & Hecla's shipment of money.** After his discharge from the service he became dissolute and fell in with sporting characters. First he got **Butler** in the job, then his friend **Jack King** and last of all **LaLiberty [sic – LaLiberte]**, because of his railroad knowledge. **LaLiberty [sic – LaLiberte]** boarded the engine, the other two knocked in the car and got the money. **Hogan**, the messenger, had the money ready. They intended to ditch the engine to gain time, but were prevented by the passing of ore trains.

Mr. Pinkerton said that the money, the entire amount stolen, \$70,000, was as safe as if it were in the deposit vaults of a bank. The men who were the principals in the robbery were these:

Ed. Hogan, of Marquette, Mich., an **express messenger**, who has recently been living the life of a sport, and who was the originator of the conspiracy.

Dominick Hogan, his brother, who was the **express messenger on the train that was robbed**, and who had custody of the \$70,000 that was taken.

Jack King, the famous champion of the **United States at the Cornish style wrestling.**

Jack Butler, of Marquette, Mich., an **all around crook**, up to all the games in vogue, who has done his term in state's prison.

George LaLiberty [sic – LaLiberte], an **ex-railroad stoker**, who was out of work and who was the only man in the party who was capable of handling a railroad locomotive."

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 32 [Saturday, November 18, 1893], page 1, column 3

GETS A SHORT SENTENCE

BUTLER GETS ONLY FIVE YEARS FOR TRAIN ROBBING.

**Pleaded Guilty on His Attorney's
Advice – The Latter Advanced
the Plea that Larceny
Was His Only Guilt.**

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

Marquette dispatch to the Detroit Tribune: "When the **Mineral Range train robber, Jack Butler**, changed his plea of not guilty to guilty of larceny at **Houghton** last Monday and was given sentence of five years, the attorneys for the state in reality admitted that they were caught in a legal corner and that a straight conviction for highway robbery was impossible. The man who drove the state's very able attorneys into this legal corner was **Myron J. Sherwood, counsel for Butler**, and **city attorney of Marquette**. **Mr. Sherwood** is a graduate from the newspaper ranks, and went from the staff of the Daily Mining Journal into the practice of law only a little over a year ago.

Under the laws of Michigan the essence of the crime of highway robbery is the taking of money or goods by force and arms. The prosecution having involved the messenger, **Dominick Hogan**, in the successful plot to rob the express car, **Mr. Sherwood** at once asserted that **Hogan** knew he was to be robbed, therefore **Hogan** was not put in fear by the robbers; therefore there was no force, no assault on **Hogan**, and consequently no robbery, but simply larceny. **Hogan**, having consented to be assaulted by **Butler** and **King**, could not have been assaulted in any legal sense, and hence the crime committed was not highway robbery, the essence of which is taking by violence.

The able counsel for the state perceived the legal point, back of which there are hosts of decided cases, and saw their only chance was to convict **Butler** of the lesser crime of larceny. This was the best that **Butler's counsel** could expect, and he undoubtedly advised his client to plead guilty to that charge and save further delay and trouble. The lawyers on both sides are industriously saying nothing at present, but there is no doubt that **Butler's plea of**

guilty and sentence of five years was based on some such understanding as here indicated.

There is little doubt that the other cases will have about the same termination.[""]

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XV, Number 33 [Saturday, November 25, 1893], page 1, column 5

KING GETS FIVE YEARS.

Acting on the advice of his attorney, **Jack King withdrew his plea of not guilty and pleaded guilty last Saturday, and was sentenced to five years at hard labor in the branch prison.** He was taken to **Marquette** Tuesday.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 10 [Saturday, June 29, 1895], page 1, column 6

STEALING FROM CARS.

Three Young Men Arrested Charged With That Offense.

John Vivian, Benjamin French and [George] McCarthy, three well-known young men, were rounded up by the police last Saturday night, charged with feloniously entering and stealing goods from the cars of the Chicago & North-Western company. **McCarthy**, it is alleged in the complaint, stole from a car a box of groceries, which a Green Bay house was shipping to a Crystal Falls customer, and a portion of the consignment was found in his possession. He had his examination before **Justice Miller** last Monday and in

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[Compiled and Transcribed by William J. Cummings]

default of bonds was sent to **Menominee jail** to await trial at the next term of the circuit court. **Vivian** and **French** are alleged to have exhibited a preference for oranges. **Justice Miller** considered the evidence sufficient to send the case to **Judge Stone's court for trial**, and **Vivian** and **French** gave bonds in the sum of \$500 each for their appearance.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 13 [Saturday, July 20, 1895], page 1, column 2

CIRCUIT COURT DOINGS.

The Car Thieves Sentences to One Year at Hard Labor.

The **Dickinson county circuit court** convened at the usual hour last Monday morning with **Judge Stone** on the bench, and there was a steady grind until Wednesday, when an adjournment was taken.

...

John Vivian, Daniel French and George McCarthy also pleaded guilty to the charge of stealing goods from the cars of the **Chicago & North-Western**, and **Judge Stone**, after giving them some fatherly advice, sentenced them to one year at hard labor in **Marquette prison**.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 26 [Saturday, October 19, 1895], page 1, column 6

GREAT NERVE.

Sneak Thieves Raid a St. Paul Train Thursday Night.

Thursday evening, while the **Chicago, Milwaukee & St. Paul southbound passenger train** was standing at the depot here, two nervy sneak thieves entered tho [*sic – the*] first-class coach and stole there from two grips and an overcoat, the property of **Ira Whitney**, the well-known traveling man. The act was witnessed by a number of passengers, who state that the men raised the window and passed the grips and coat out, and the coolness shown by them lead to the belief that **Mr. Whitney** had sent some one [*sic – someone*] from the hotel after them. The straps of one of the grips were found near the depot. There is no clue to the thieves, and they have probably made their escape.

The city seems to be in possession of thieves and thugs, and the people should take measures to relieve the community of their presence.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 27 [Saturday, October 26, 1895], page 1, column 4

WEAR GUNS.

The **American Express company messengers** on this division of the **Chicago & North-Western** now look like cowboys. An order was recently issued compelling them to carry huge revolvers belted to their waists while on their runs.

The Range-Tribune, Iron Mountain, Dickinson County, Michigan, Volume XVII, Number 52 [Saturday, April 18, 1896], page 1, column 4

DICKINSON COUNTY HISTORY – TRANSPORTATION – RAILROADS

[Compiled and Transcribed by William J. Cummings]

THEY'LL BE GOOD.

Daniel French and John Vivian Are Released from Prison.

On Saturday last, Governor Rich caused joy in two Iron Mountain households by signing an order releasing from the branch state prison at Marquette Daniel French and John Vivian. French and Vivian were tried and convicted of the crime of breaking into a Chicago & North-Western freight car and taking there from a miscellaneous assortment of merchandise, and Judge Stone sentenced them, in July last, to one year at hard labor in the above named prison. The young men are released under the provisions of "an act to authorize and regulate the paroling of convicts." Under this law French and Vivian will remain in the legal custody and under the control of the governor, and shall be subject at any time to be returned to prison for any reason that shall be satisfactory to the governor, and at his discretion.

RAILROAD STRIKES

Iron Mountain News, Iron Mountain,
Dickinson County, Michigan, _____
Year, Number _____ [Monday, August
14, 1922], page 1, column 8

2 MEN WOUNDED, HOUSE BURNED IN CHANNING RIOT

RAIDING PARTY CLASHES WITH

SHOP WORKERS

Automobile Owned By Storekeeper Riddled With Shots

FIND MISSING MEN

Two Kidnaped Friday Night Taken to Lake, Stripped

(Special to The News)

CHANNING, Mich., Aug. 14. – The climax of the activities of strike sympathizers was reached here last night when, beginning with darkness, an attacking party began firing with rifles into the Chicago, Milwaukee & St. Paul round house [*sic – roundhouse*] here. Two men were slightly wounded by rifle shots through their arms.

The home of a car repairer was burned recently and last week two non-union men were kidnaped [*sic – kidnapped*] in an automobile and taken into the woods. One of them was divested of all his clothing, robbed of watch and money and made to return naked.

It has been reported here today than [*sic – that*] an attack will be made on the passenger depot tonight. The St. Paul road has taken all employes [*sic – employees*] out of the roundhouse and are [*sic – is*] considering abandoning Channing until the strike is settled.

Details Are Lacking.

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[Compiled and Transcribed by William J. Cummings]

Little additional information could be obtained this afternoon from Channing. Officials there, when questioned as to the recent outbreaks, replied in answer to queries "I don't know much about the affairs; I didn't see them."

According to Sheriff Archie Farrell, who was called to Channing last evening, the home of F.J. Grommell, a round house [*sic* – *roundhouse*] foreman, had been burned by the raiding party, made up, Channing residents said, of men from out of town, who also are alleged to have done the shooting.

After warning some of the non-union men at work, said to have been "imported" from Milwaukee, to "clear out," it is reported that the raiders escorted the workers to the evening train and saw that they left town.

In addition to wounding two men it is reported that the raiders riddled with bullets the automobile owned by a storekeeper for the railroad company.

Sheriff Farrell reported that the two men kidnapped Friday evening were taken to a lake about 15 miles from Channing, stripped of all clothing and left to shift for themselves. He said he had been informed that the men returned to Channing, clad only in sacks.

No arrests have been made in connection with the two outbreaks, the sheriff reported, although he declared he expected warrants would be served within a few days.

Iron Mountain News, Iron Mountain, Dickinson County, Michigan, _____ Year, Number _____ [Tuesday, August 15, 1922], page 1, column 6

Farrell Tells Channing Strikers That Further Riots Will Bring State Troops

Sentiment There Said to Be Bitter Against Rail- roads; Locomotives Are Reported Crippled.

Sheriff Archie Farrell will leave this afternoon for Channing, where he will take charge of the situation caused there by the recent riots in connection with the strike of railroad men.

Sheriff Farrell, with about a dozen deputies, will relieve the armed guards said to have been imported from Milwaukee by the Chicago, Milwaukee & St. Paul railroad company, and will guard the roundhouse and yards there.

Arrangements have been made by Mr. Farrell, who reported the disorders of Friday and Sunday nights to Governor Groesbeck, at Lansing, and to United States Marshal Jerman O'Conner at Grand Rapids, for the immediate dispatch of state troops from Negaunee if needed. Troops could be sent from that city to Channing in an hour and a half, Mr. Farrell said he has been assured, in forces sufficient to quell any disturbance that might occur. Some members of the Negaunee detachment will be in Channing today on business other than the recent disorders and may be retained there, he said.

Warns Strikers.

At a meeting called by Mr. Farrell yesterday between the strikers and the officials of the railroad, the strike situation was discussed and the union men decided to call a general meeting of their entire membership. At this second meeting the strikers declared they were out to win the strike and would win "if we have to tie up the entire transportation system."

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[Compiled and Transcribed by William J. Cummings]

Solemn warning was given the men at the meeting by Mr. Farrell that he would not permit disorders to continue. He had assurances from Negaunee and from Deputy United States Marshal T.T. Hurley, he said, that state militia would be rushed to the scene at the slightest sign of trouble. It was not his intention, Mr. Farrell told the strikers, to send "green men" to Channing to have them shot down from ambush in the event of further rioting, but would immediately turn the matter over to the state or federal government.

The men resent the bringing in by the railroad company of armed guards, Mr. Farrell said he was told. They contend, he said, that if the company can import armed guards they see no reason why they, too, should not be permitted to do so.

Guards Leave Town.

Eighteen guards at the Channing roundhouse left Sunday night following rioting there earlier in the evening, he said.

Sentiment in Channing is very decidedly against the railroads the sheriff said. About 200 sympathizers are standing solidly behind the 40 odd strikers in all movements, he said he has learned, women rallying to the support of their husbands and brothers who are on strike.

The sheriff said he had been told that soap had been put in the boilers of some of the locomotives at Channing [*sic* – *Channing*], to prevent raising of steam. Emery has been put in the oil boxes of engines, he said, to cut the bearings when the locomotives were in operation. In addition, it is said that the air hose on about 50 cars had been cut, preventing the use of the brakes.

STRIKES DELAY

MINE STARTING

Indiana Property Is Held Up By Coal, Rail Troubles

Supt. Richards, of the Indiana mine, has been anticipating an early resumption of operations, but the coal and railroad strikes have upset calculations. The blast furnaces of the Thomas company at Milwaukee are about ready to resume operations, after being almost completely rebuilt, and it was planned to secure a supply of ore from the Indiana mine. The mine would have employed not less than 50 men. The Munro mine[,] east of Quinnesec, is also idle, due to the strike situation, after arrangements had been made for the mining of 75,000 tons of ore.

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Green Bay Men Awaiting Word From Channing

GREEN BAY, Wis., Aug. 15. – At a conference between heads of the local unions of the engineers, conductors, firemen and the train men's union and the division superintendent, L.D. Johnson, it was agreed that the men would go back to work as soon as the railroad guards here and at Channing, Mich., the other end of the line[,] were replaced by local men from the sheriff's office.

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[Compiled and Transcribed by William J. Cummings]

Mr. Johnson arranged that all rail guards here be replaced at once by deputy sheriffs and is trying to do the same at Channing. The men will return as soon as they hear from the union men at Channing that the rail guards have been replaced.

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STRIKERS AT CHANNING ARE HIT BY ORDER

Sessions Issues Injunction Restraining Them From Picketing

FARRELL IN CHARGE

Situation There Last Night Quiet, Sheriff Reports

A temporary order, restraining striking railroad employes [*sic – employees*] at Channing for picketing or interfering with employes [*sic – employees*] remaining at work was served today by Deputy United States Marshal T.T. Hurley, of Marquette. The order was issued in United States district court in Grand Rapids yesterday afternoon by Judge Clarence W. Sessions.

The order was asked for by the Chicago, Milwaukee & St. Paul road.

The injunction proceedings grew out of disorders beginning at Channing last Friday night.

Judge Sessions' order forbids strikers from picketing in larger numbers than one at any point and enjoins them from interfering with the mails, interstate commerce or the railroad transportation act.

The strikers are meeting in Channing today, according to Sheriff Archie Farrell, who with a dozen or more deputies has charge of the situation there, to decide what action shall be taken against the non-union men at work there now. No decision had been reached at 2:30 this afternoon.

Following Sunday night's rioting, in which two men were wounded and the house of a roundhouse foreman burned, Sheriff Farrell addressed a meeting of the strikers and informed them that further outbreaks would result in a call for state troops, which could be obtained within an hour and a half from Negaunee, he said. The sheriff and his deputies took charge of the situation there yesterday afternoon, relieving the armed guards hired by the railroad company, against whom the attacks of strike sympathizers were directed.

No disorders of any nature occurred at Channing last night, Mr. Farrell reported today.

CHANNING MEN NOT IN RIOTS

Agitators and Hired Gun- Men Started Trouble is Claim

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[Compiled and Transcribed by William J. Cummings]

A responsible citizen of Channing vouches for the statement that, in the recent disorders in that village, none of the men engaged in the railroad strike took part or were in any measure engaged in the violence.

The statement is made that all such acts are directly chargeable to agitators and hired gunmen. It is declared that, at no time, have residents of Channing objected to the presence of Sheriff Farrell and his deputies and all have obeyed their mandates cheerfully. Good order is now being maintained by the county authorities and, it is declared by the Channing citizen, there is no need of state or federal guards to protect the property of the St. Paul company.

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High Lights In Rail Strike

By Associated Press

High lights in the strike of railroad men today are:

Union chiefs continue their meetings in Washington in hopes of a direct settlement.

Traffic conditions in the far west, where *[an]* unauthorized walkout of men stranded trains, are reported better.

Numerous local conferences continue in various sections, while from some districts violence is reported.

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ENGINES ARE 'UNSAFE,' 111 MEN ON STRIKE

**Ironwood Enginemen and
Switchmen Refused to
Go to Work**

ORE IS HELD UP

**Inspectors Being Rushed
From Chicago to Pre-
vent Tieup**

IRONWOOD, Aug. 16. – Enginemen from 12 switch engines refused to take out their engines this morning claiming that they had not been properly inspected by inspectors. Twelve other crews, which were ready to take out engines considered safe, were ordered to remain in and as a result 111 enginemen and switchmen are idle here and no ore, excepting that from open pit mines where switch engines are not used, is being shipped to the docks.

Several small properties, which are shipping from the pockets and which have no stock piles *[sic – stockpiles]*, either closed at noon or will close tonight because no ore cars are available. The larger mines expect to continue operations by stock piling the ore instead of loading into cars.

Local railroad officials expressed the belief today that the tieup *[sic – tie-up]* would not last more than two or three days. Requests were made to headquarters for a crew of inspectors who were expected here late today to investigate *[the]* condition of

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[Compiled and Transcribed by William J. Cummings]

switch engines here and make reports satisfactory to engine men [*sic* – *enginemen*].

brotherhood walkout were slower in clearing up.

SITUATION BETTERED

CHICAGO, Aug. 16. – Transportation tie-ups in the far west began to unravel today as rail heads and union leaders headed towards direct negotiations for ending the railroad strike.

Road executives here were pessimistic, however, over the success of the peace parleys proposed by leaders of the non-striking unions in whose hands the shopcrafts have placed their case.

Rejection of President Harding's proposal for ending the strike, railroad heads declared, all but broke their faith in the success of the conference but despite this lack of confidence executives of the western roads approved acceptance of the proposal to meet the unions in New York today.

Although conditions on roads in the far west were relieved by breaks in the strike of train crews, the strike situation remained in the same critical state in which it hung for days and President Harding's next expected move is to lay the matter before congress.

Embargoes were listed and trains moved over the Atchison & Santa Fe and Southern Pacific roads, the ones chiefly affected by the walkout of the big four.

Refusal of the brotherhood leaders to sanction the walkout when the Santa Fe issued ultimatums demanding an immediate explanation of national officials to train service officials were followed by speedy developments untying traffic knots in California and other western states. Conditions on other roads affected by the

RETURN TO GREEN BAY

GREEN BAY, Aug. 16. – Practically all engine men, train men, firemen and conductors on the Chicago, Milwaukee & St. Paul who walked out yesterday, returned to work today.

In accordance with their demands, all armed guards were taken from the yards here and deputy sheriffs put in their place. The rail guards were taken to Milwaukee in automobiles last night. As one auto load was leaving the city a group of strike sympathizers set upon them and beat them. Police chased the attackers away before any injury had been done.

The men who walked out also demanded that rail guards be removed from Channing and deputies substituted. This was done yesterday afternoon.

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TRAIN SERVICE WORKERS BACK AT CHANNING

**Are Willing to Work
With Sheriff in
Charge**

'GUNMEN' LEAVE

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[Compiled and Transcribed by William J. Cummings]

Twenty Deputies Are Guarding Roundhouse, Yards

Train servicemen and enginemen who went out at Channing in protest to the presence of armed guards, said to have been “imported” from Milwaukee by the Chicago, Milwaukee & St. Paul railway, went back to work this morning, according to Sheriff Archie Farrell, who has taken charge of the situation there.

At a meeting of the train service men [*sic – servicemen*] and enginemen yesterday it is said that they decided to resume work, provided the armed guards were removed. Sheriff Farrell announced that his deputies would be in charge of the situation there and that he had received assurances that the remaining “imported” guards would leave Channing last night.

The situation at Channing, which was the scene of rioting Friday and Sunday nights, was quite [*sic – quiet*] last roads, an improved outlook for [*sic – last night*].

OTHERS GO BACK

CHICAGO, AAug. 17. – An end to the strike of the big four transportation brotherhoods on western roads, and improved outlook for peace in New York today, shootings, bombings and burnings were high lights in the nation’s railway crisis during the last 24 hours.

Tieups [*sic – Tie-ups*] and blockades on the Atchison, Topeka & Santa Fe, the Union Pacific and the Southern Pacific were cleared up when striking crews called off their walkout and opened the way to immediate restoration of traffic on lines which were paralyzed by the strike of the big four brotherhoods.

Trainmen who interrupted service on the Missouri Pacific at Van Bueren [*sic – Buren*], Ark., refused to return to work while guards remained on

[need to finish transcribing this column]

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FARRELL WARNS AGAINST ROWS

Says Men Who Attack Deputies Will Be Prosecuted

Declaring that he had been informed that “some of my deputies have been attacked by parties in the north end of the city of Iron Mountain and were called scabs for being on duty at Channing during the strike,” Sheriff Farrell this noon issued a “notice and warning to those ignorant of the laws governing the duties and power of the sheriff’s office.”

“Those parties are known to the sheriff and are booked for the next call for duty at Channing,” the warning reads, “and I also warn such parties who make attacks on the deputy sheriffs on duty at any point in Dickinson county will be promptly placed under arrest and will be dealt with according to laws governing such violations. This means that they will be brought up at circuit court.

“I also understand that some of the parties now running for sheriff have

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[Compiled and Transcribed by William J. Cummings]

criticised [*sic – criticized*] the sheriff's office for placing deputies in other places in the county. I want all such parties to understand that the sheriff knows his business or at least is wise enough to ask for advice."

Mr. Farrell declared that at the meeting of the strikers at Channing, they expressed satisfaction with the stationing of deputies to act as safeguards. Supervision of conditions there by deputies also has the approval of the railroad company, he declared.