

HISTORY OF THE  
DULUTH, SOUTH SHORE AND ATLANTIC RAILROAD COMPANY  
AND ITS PREDECESSORS

The Duluth, South Shore and Atlantic Railroad Company, (hereinafter called the South Shore), is a consolidated corporation under the Railroad laws of Michigan and Wisconsin, organized on December 22, 1886, for the purpose of constructing and operating a railroad from St. Ignace and Sault Ste. Marie, Michigan, to Superior and Duluth.

Its constituent Companies were three Michigan corporations; The Sault Ste. Marie & Marquette RR Co., the Mackinac & Marquette RR Co., and The Wisconsin, Sault Ste. Marie & Mackinac Railway Company; and the Duluth, Superior & Michigan Railway Company, a Wisconsin corporation.

The South Shore, in 1887, built a line from the Soo to Soo Junction, Michigan, and commenced construction of a line from Nestoria, Michigan to Iron River, Wisconsin, completed in 1888. It also acquired a perpetual lease of the Marquette, Houghton & Ontonagon Railroad, extending from Marquette to Houghton, on April 15, 1887, and obtained running rights over the Northern Pacific from Iron River, Wisconsin, to Duluth.

By the fall of 1888, therefore, it was operating through passenger and freight service between the Eastern and Western termini mentioned in the Articles of Association, and also operated between Nestoria and the Copper Country under the lease of the M&O property; and had a total mileage of 526 miles.

Later developments were the construction by the South Shore - in 1892-1894 - of its own line from Iron River to Superior, Wisconsin, where it secured entrance into Duluth over the Soo Line, instead of over the Northern Pacific; the construction in 1888 by a subsidiary known as the Negaunee & Palmer RR Co. of about 10 miles of road from Negaunee to Palmer to serve several Marquette County iron mines; the purchase by the South Shore of the property of the M&O in 1890; and acquiring, in 1893, control of the Mineral Range and Hancock & Calumet Railroads in the Copper Country which, until 1923, hauled copper rock from mines to stamp mills. The South Shore line between Marengo Junction and Superior, Wisconsin, was abandoned in 1935, and at the same time running rights were acquired over the Wisconsin Central and the Northern Pacific between the same points. The South Shore is therefore still operating freight and passenger service between its Eastern termini at Mackinac City (connecting with the New York Central Railroad and the Pennsylvania Railroad) and Sault Ste. Marie (connecting with the Canadian Pacific Railway), and its Western termini at Superior and Duluth, and also between Nestoria and Calumet.

HISTORY PRIOR TO 1887

A substantial portion of the traffic of the South Shore and its predecessors has always been the transportation of iron ore from the mines on the Marquette Range to ore docks in Marquette Harbor, where it was loaded into vessels and carried to lower lake ports. This traffic has been handled by the M&O, and its predecessors from the year 1858 down to the time the South Shore was organized.

The earlier ore-carrying roads were as follows:

Iron Mountain RR Co., incorporated in February, 1855, and completed in 1857 from Marquette to Ishpeming. It was merged in 1857 with the Iron Mountain Railway Company, which had been incorporated in March, 1855, and operated as a "Strap railroad" between Marquette and the Jackson Mine at Negaunee.