

Welcome home



September 16, 2006

THANKS

Art Goupille & Rudy Goupille, Joe Denofre

THANKS

September 16.2006



THANKS

Thank you to Art & Rudy Goupille for donating their help and equipment to move the streetcar

THANKS

This mid-1800's vintage streetcar was found in the back yard of a local resident. The owner donated the car to the Negaunee Historical Society who hope to restore it to its original condition.

A streetcar with a past

Negaunee group reclaims a rolling piece of history

By **STEPHEN STACY**
Journal Ishpeming Bureau

NEGAUNEE — A recently discovered electric streetcar, probably built sometime around the mid-1800s, was set to find its way to a new home at the Negaunee Senior Center today. If all goes according to plan, it may one day carry passengers again between the cities of Ishpeming and Negaunee.

According to Dan Landmark, a Negaunee resident who secured the streetcar on behalf of the Negaunee Historical Society, the car was found in the backyard of a local resident who had been using it as a storage shed for a number of years. After a little convincing, the owner was willing to donate the car to the society.

Landmark said the streetcar is much like the cars that used to operate with the Negaunee and Ishpeming Railway and Light Company, which ran from 1892 until the company closed in 1927, forced out of business by America's growing infatuation with the automobile.

An undated Mining Journal article stated that the first official trip for the railway, which was approximately three miles long, was made by Negaunee councilmen who traveled to Ishpeming and took city officials there for an evening ride on Feb. 1, 1892. The street cars ran between the two communities every half hour, and on one Sunday in the middle of winter, the cars carried about 2,500 people between the two cities.

According to the article, fare

inside each city limit was to be five cents and between the cities not more than 10 cents. The cars were also to be heated and were not to run more than six mph in the city limits.

"At one point, the cities of Ishpeming and Negaunee had pretty good ball clubs, and the street cars did a lot of traveling to Union Park," Landmark said.

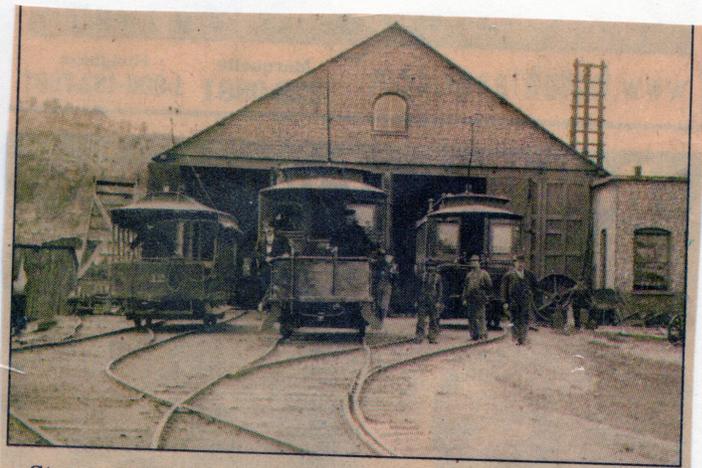
Landmark said he has been trying to find out more about this particular streetcar, corresponding with a man knowledgeable about streetcar railway systems. The man noted that the car, because of its indented sides, was probably converted from an old horse-drawn trolley. That would put the vehicle's vintage around the mid-1800's.

"It could be one of the same cars that ran between Ishpeming and Negaunee — we just don't know," Landmark said. "The car could have been converted from a horse-drawn trolley to an electric one."

Landmark said a special fund has been set up for the restoration of the streetcar in the hopes that it will serve as a reminder of a bygone era, and hopefully, someday even carry passengers once again.

"Eventually we'd like to get it running between the two communities," Landmark said. "It could be a showpiece because of its historical value."

To make a donation, make checks payable to Negaunee Historical Society Streetcar Fund and mail them to the Negaunee Historical Society, PO Box 221, Negaunee MI 49866.



Street cars, including an open-air car on the left, stand near the storage barns of the Negaunee-Ishpeming Streetcar railway. Cars such as this were often used to transport equipment to baseball games at Union Park. (Marquette County Historical Museum photo)

Street Car
Line Last
Until 1927

One of the causes of the increasing use of the automobile was the demise in the

JULY 2, 1965

mid 1920's of the street railway or street car line, which for many years linked Negaunee and Ishpeming.

Negaunee and Ishpeming business men financed the original street railway company, the franchise for which was granted by the Negaunee Common Council on July 17, 1891, and which was made effective for a period of 30 years, expiring in 1921. In 1906 during one of the reorganization periods of the street railway company, the council passed an ordinance extending the franchise period for 15 years to 1936, but the service ended nine years before the franchise expired.

One of the clauses incorporated when the franchise

was extended in 1906 was that the company should permit the use of its tracks by any interurban line.

Another condition was that the company should expend \$20,000 in the improvement of its lines, one half of this sum to be for the betterment of the lines in Ishpeming and the balance for that portion of the railway lying in Negaunee.

Still another provision was to the effect that if at any time the gross earnings exceeded the \$20,000 per mile of single track, the company was to pay the cities 5% of such gross earnings on all mileage within their corporate limits.



The Negaunee street car, shown at right in its former life as a shed, may once have been part of the Negaunee-Ishpeming Streetcar railway.





STREET CAR DOWNTOWN

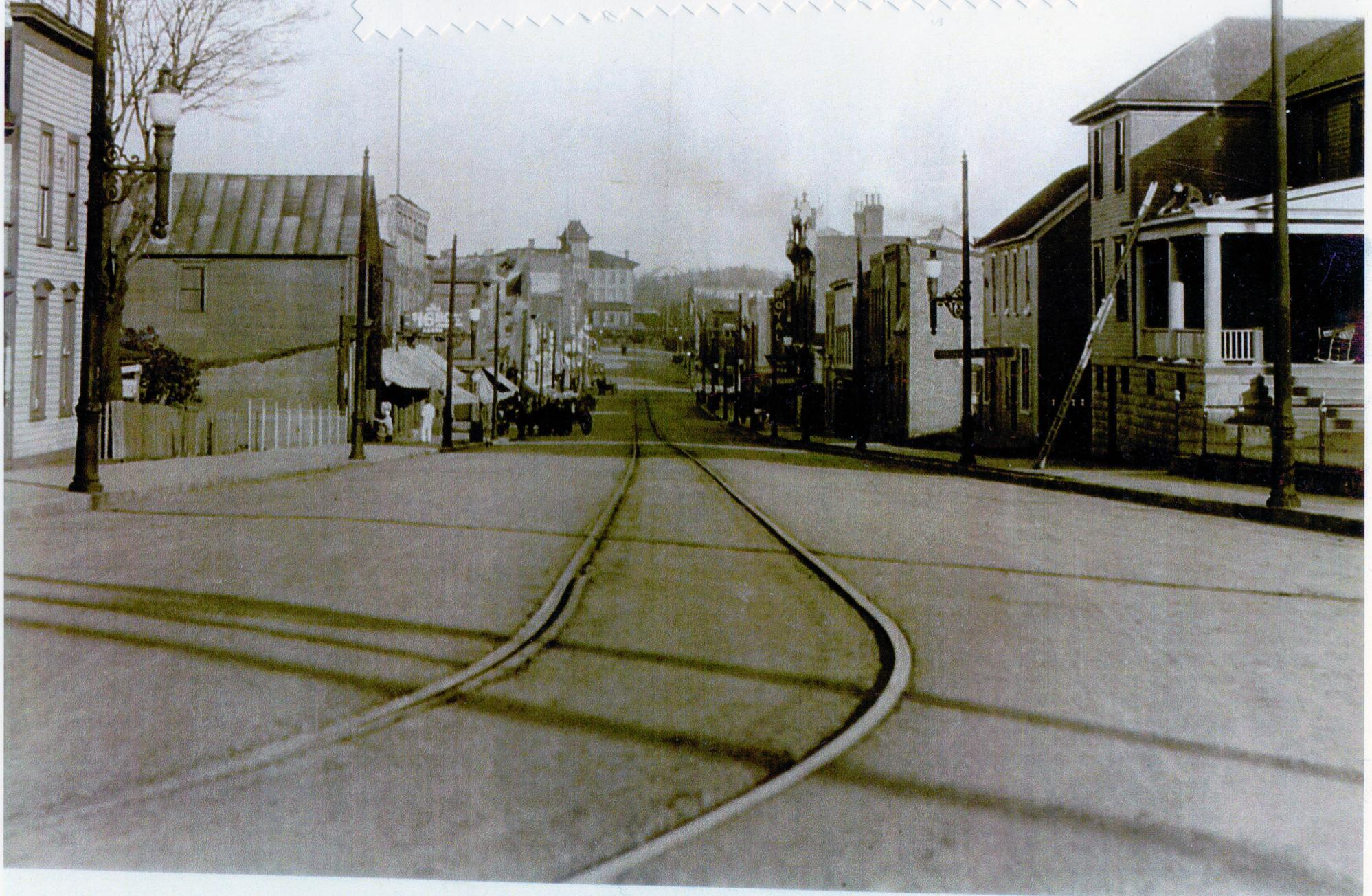


1904

Iron Street, Negaunee, Michigan

Street car tracks picture looking east

Tracks coming from Cyr Street



Street Trolley Car Project Report September 20, 2006

The first work bee for the Trolley Car Project was held at Cattron's Lumber on August 3rd when we built the walls for the shed that would replace the Trolley Car at the Midway Location. The final of nine(9) work bee's was held on September 16th when the Trolley Car was moved to the Negaunee Senior Center by Rudy Goupille & Sons.

Terry Cattron owner of Cattron Lumber donated the materials for the shed at a cost of approximately \$1,000.00 and Goupille and Sons moved the Trolley Car free of charge. The moving of the Trolley Car took about six hours. Goupille's had three of their own employee's move the Trolley.

Volunteers involved in the project were, Don Gladwell; Bob Pizzioli; Miles Parkkonen; Paul Jandron; Dave Jandron; Nob Rogers; Brian Tossava; Dan Landmark; three employees of Goupille & Sons, Rudy Goupille; Art Goupille; and Joe Denofre; and myself. Total time it took to build the 12' by 16' shed and moving the Trolley came to over 150 man hours.

Personally, I enjoyed working with everyone involved in this project and look forward to future projects. Thank You!

Jim Thomas

This Trolley Car is a gift back to the residents and former residents of Negaunee by the Negaunee Historical Society. The success of the Trolley Car Projects was built on the generous donation by Terry Cattron of Cattron lumber for the materials to build a 12' by 16' shed that was used to replace the Trolley Car shed, by the generous help provided by Rudy Goupille & Sons to move the Trolley Car back into Negaunee and by the several volunteers that worked on the project.

Street Car Line Ran From Negaunee To Ishpeming For 35 Years -- Until 1927

NEGAUNEE -- The popularity of the automobile put the street car line between Negaunee and Ishpeming out of business in 1927 -- after 35 years of operation. The three -- mile line began to take shape in 1890 when groups in Negaunee and Ishpeming met to discuss the project and persuade their respective communities to grant them franchises to operate. In March of that year, the Negaunee City Council passed an ordinance authorizing five men to proceed with the project. The five were P.B.Kirkwood, Reiner Hoch, N. Laughlin, A.C.Seass and Dr. A.C. McKenzie

As soon as spring came, James E. Joplin, then a civil engineer in Marquette, made a survey. In October, the Ishpeming and Negaunee Street Electric Railway Co. filed articles with the secretary of State, listing the following directors: John Jones, Ishpeming; A.C. Seass, Negaunee, and T.S. Athey and T.L. and T.J. Johnson, all of Cleveland.

But the necessary capital wasn't forthcoming immediately, and the project was dropped until the spring of 1891, when S.L. Nelson representing the Union Manufacturing Co. of Champagne, Ill, came up to look over the ground, but did nothing more.

RAILS FROM BARNUM

Finally, the Ishpeming City Council repealed the old ordinance and granted a franchise in July 1891 to Fred Braastad of Ishpeming and associates, including A. Maitland, E.C. Anthony, P.B. Kirkwood and A.C. Seass of Negaunee. The franchise was to run for 30 years, the fare inside each City limit was to be five cents and between the cities not more than 10 cents. The cars were to be heated and were not to run more than six miles an hour in the city limits.

Then things began to move. Two crews started the grading in September, and in November, Joseph Guy of Marquette was in charge of laying the track from Negaunee toward Ishpeming. The rails were made at the South Chicago Steel Works from iron ore from the Barnum Mine in Ishpeming.

FIRM NAME CHANGED

It was announced that same month that the company proposed to furnish the City of Negaunee with electric lights from its power plant, and the firm's name was changed to the Negaunee and Ishpeming Railway and Light Co. Early in January 1892, Maitland said that dynamos for the power plant had been shipped, trolley wires were being strung and the light poles were almost all installed. The first trial run was made Feb. 1, 1892

BROOMSTICK TRAIN

The first cars were run back and forth between the two communities by the manufacturers for a few days as a final test. No passengers were carried, but the operation attracted a great deal of attention. For some reason, the line was nicknamed the broomstick train, possibly because the tracks were carefully swept so there wouldn't be any derailment or possibly because the snow plow may have had a big revolving brush.

The first official trip was made by the Negaunee councilmen, who went to Ishpeming and took city officials there for an evening ride. Then a regular schedule was started. The street cars ran between the two communities every half hour for many years. The traffic was heavy from the start. On the last Sunday in February, the cars carried about 2,500 persons between the two cities.

FIRST STREET LIGHTS

Negaunee's first street lights were turned on early in February, and that event also caused considerable excitement. The gas lamps were being used at the same time, so the downtown section was twice as bright as usual. Harvey Pearce was manager of the car line the first few years. In 1901, an extension was made to Winthrop and to the Union park and golf course in 1902.

IMPROVEMENTS MADE

The street car system and electric plant went into receivership in March 1906 and were purchased by Granger Farwel Co. of Chicago that fall for \$289,000. Quite a few improvements were made during the next few years. Under the management of W.J. McCorkindale, three new large, double truck street cars were purchased, the old 40 pound rail was replaced with 60 - pound rail and the track rebuilt. A large flat car double trucked and known as Retallie's carryall, was built at the local car barn. It carried twice as many passengers as other cars and helped greatly in moving big crowds. The carryall was chartered almost every evening during the summer season for trolley parties, and Harry Retallie, its builder was always the motorman on the run. The line also had little open air trailer cars for summer use.

BASEBALL AND HORSERACING

The street car company had a few successful years financially, the peak business being from 1910 to 1913 during which time Negaunee and Ishpeming had strong baseball teams and large crowds turned out for the games at Union Park and also for the many horseracing programs held here.

Cleveland Park also was used a great deal for picnics and other big gatherings, and since there were very few automobiles in those days, the street cars got most of the business.

Although there were a number of men who started with the street car company in it's early years and remained for long periods, the turnover, especially in conductors, was heavy. Victor Anderson started with the line in 1895 and was continuously employed until the street cars were discontinued in 1927.

He recalled in 1927 that for years young men of Negaunee and Ishpeming seemed to look upon working on the street cars as a sort of hobby, something to do more for fun than as a career, because most of them didn't last long, and in one month officials fired 35 of them.

VETERAN EMPLOYEES

Besides Anderson, veteran employees of the line included William Vivian and William Royea of who worked on the cars 15 years or more..

The company, though losing money the last few years, tried to keep going as long as possible, more or less as a public service, but by 1927, many people owned automobiles and there was bus competition to deal with, so the end was inevitable, as it was in so many other communities during that decade.

ISHPEMING
NEGAUNEE
RAILWAY
BARN



IRON STREET
NEGAUNEE
1910



by Jim Flaa

The Highlights and Sidelights of the Ishpeming Centennial booklet in 1954 gave a very good and thorough history of Ishpeming from the beginning, and rather than duplicate this history, an attempt is here being made to add local color with bits of information not previously recorded, as for instance. . .

WHO REMEMBERS WHEN. . .

the field East of the F.A. Bell Memorial Hospital was used for football practice and games; a circus was mired in the mud and the elephants were called on to pull out the wagons; the city provided play ground equipment in the summer and flooded for a skating rink in the winter.

Third and Pearl Streets were completely filled with carnival people. the Shin fane snow shoe club gave pleasure to so many participants, both male and female, with their interesting uniforms.

there was an enclosed skating rink on the SE end of Lake Bancroft and two streets were iced and a bob slide ran down Pine and another down High and across Lake Bancroft.

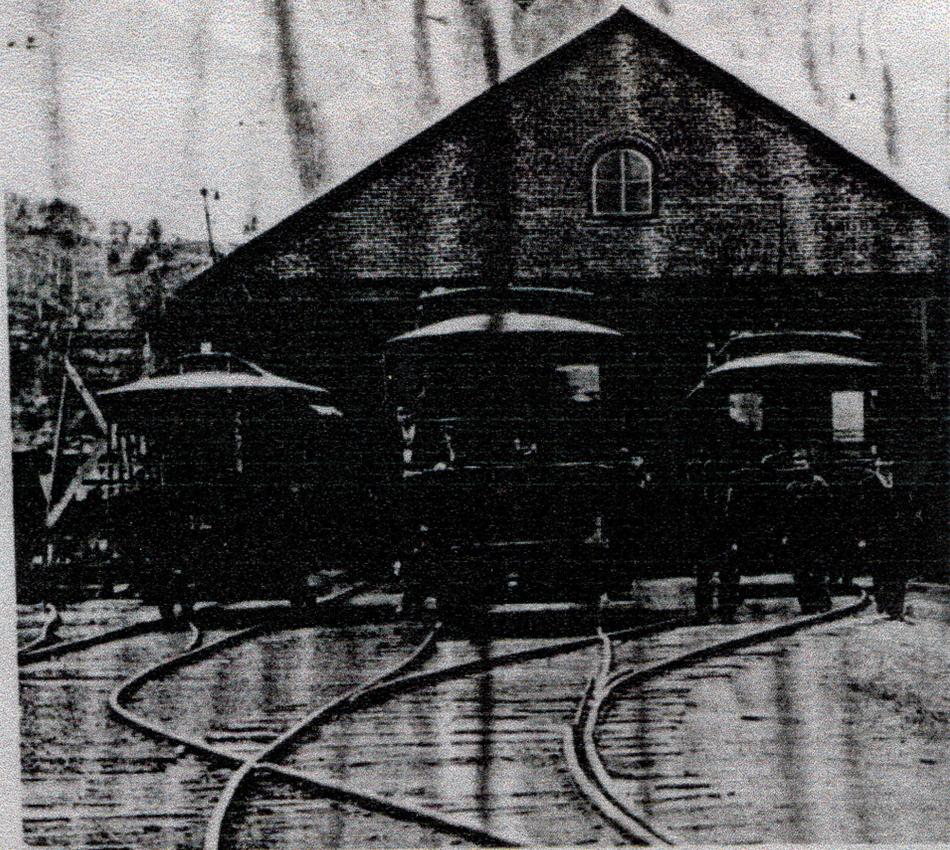
the first ski scaffold ever erected in the U.S. was built on brass wire.

Al Quaal spent many years developing the Al Quaal Recreational Area.

Ranry Hosking ran a bowling alley under the present Globe Printing shop and other alleys were in the C.C.I. and Oliver offices; Y.M.C.A., Sportland and in the building where the Post Office is now located.

the old golf club was only for THE PEOPLE.

a street car ride to Negaunee cost a nickel and many people rode to Pierce Grove for an outing. . the street car company also had a zoo opposite the Union Park (Legion Park) which was organized in 1890 and shares of stock sold for \$25.00. . there was a race track where Dr. Bell trained his racing horses;



Ishpeming-Negaunee Street Railway barns were active

a ride on the L.S. & I. to Presque Isle was a holiday. . and a picnic meant taking your lunch near the cemetery and picking long-stemmed violets in the swamp below. . and then a longer hike to the Deer Lake well.

you were allowed to carry the American Flag and lead the Sunday School procession to the Mather Grove.

you took pictures of the daisies on Daisy Bluff and you paid a whole dollar to ride on the bus to pick blue berries all day. . and the boys were paid two cents each for killing sparrows. . and the chimney sweeper sang while he worked . . and the Bjork Brothers ice wagon was a welcome sight. . the gypsies came to town and you ate breakfast with a hobo who came down from the railroad tracks and who could read from their own markings that you were an "easy mark"

women passed on the other side of the street in order to avoid passing saloons . . of which there were many. . prohibition went out the window in 1933 and the first beer gardens to open were the Venice on Second Street; the Congress on Division and the Senate Bar on Cleveland Avenue. The oldest living bar owner

himself and provided money and insurance to many newly arrived called "Greenhorns."

the Salvation Army volunteered their singing, preaching and prayers with their tambourines on day night near the Indian.

George Quaal sponsored the Quaal Productions and many people and organizations participated including Kirsten Flagstad, I Thebum, Marion Anderson, Ruf Jussi Bjorling, Gladys Swarthol Waring, Nelson Eddy, Melchior, Boys Choir, Singing Boys of Paul Robeson and many others. Robeson sang for the striking at the Mather A.

Ringling Brothers, Barnum & Buffalo Bill, Hagenbeck & Smith Brothers and several other circuses performed in the Union and thrilled the populace with their acts and animals; attractive women, elephants and the noisy calliope end of the parade.

men and women stood in line for ration books and stamps in order to buy meat and other products.



Iron street looking west winter of 1904

1904

Iron street looking west



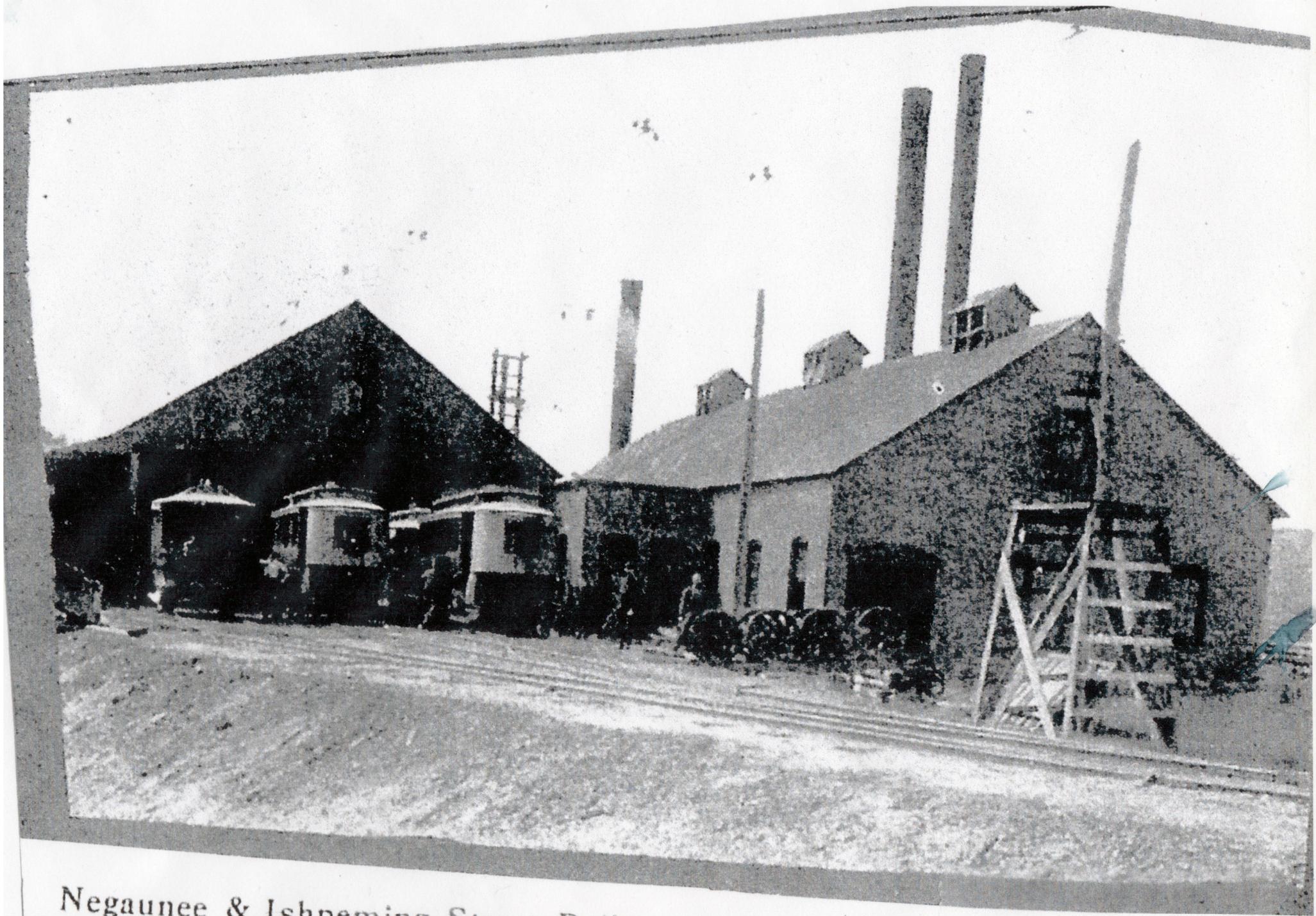


Streetcar going east on Iron Street by King inn

GEN'L VIEW
OF IRON ST.
NEGAUNEE, MICH.
23-09.

KING'S INN
K. D. KING PROP.

102



Negaunee & Ishpeming Street Railway Barn and Power House.



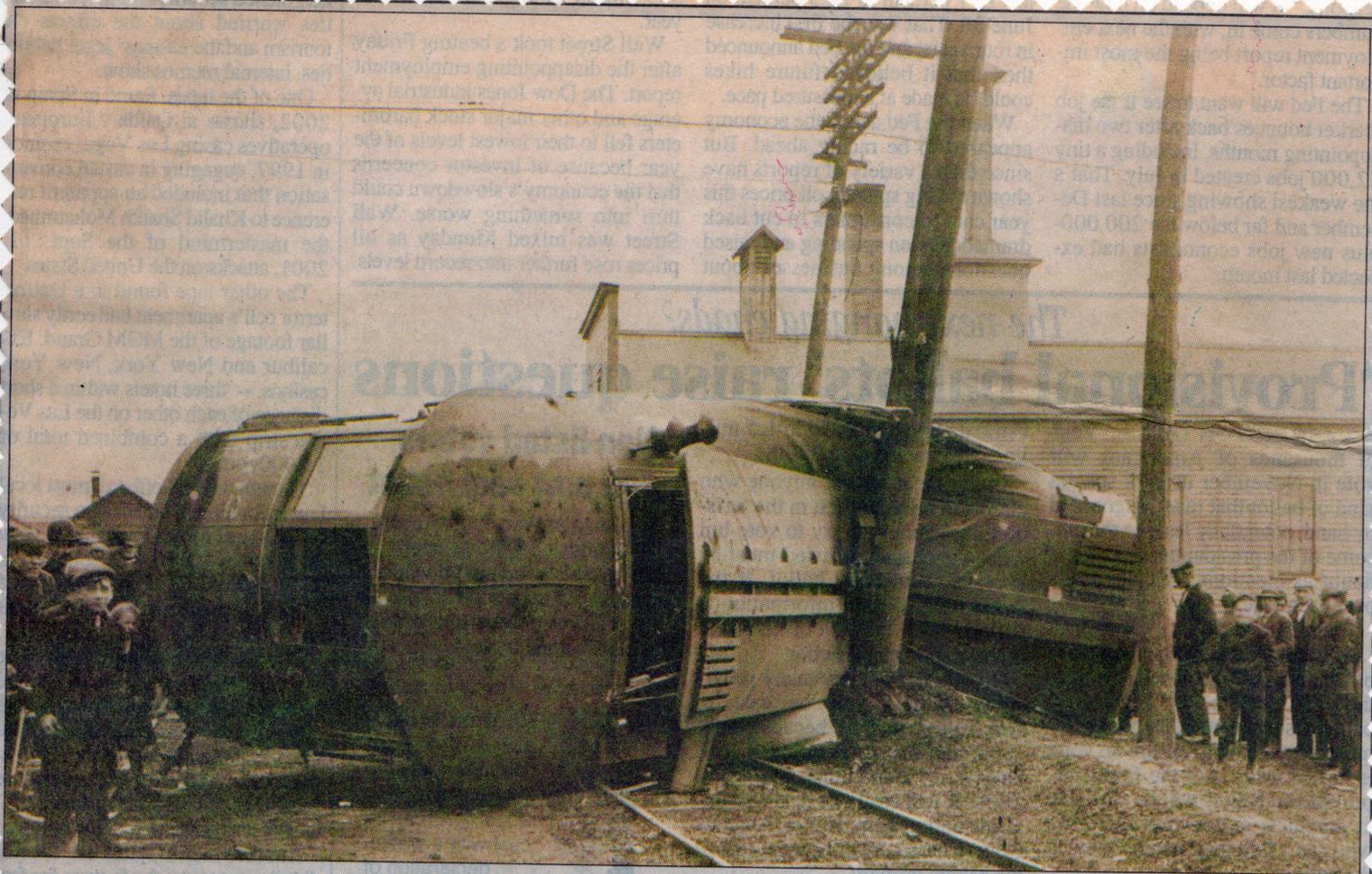
Streetcar No. 24, built by local men, of the Marquette City and Presque Isle Railway. (Marquette County Historical Museum photo)



Storage barns of the Negaunee-Ishpeming streetcar railway. Notice the open air car on the left. Cars such as this were often used to transport equipment to baseball games at Union Park. (Marquette County Historical Museum photo)

Iron Street, Negaunee, Mich.





A crowd gathers around a streetcar wreck on the Negaunee-Ishpeming streetcar railway in front of the Oliver Mining Co. offices in May, 1910. (Marquette County Historical Museum photo)

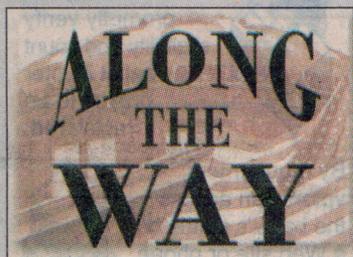
Streetcars ruled the roads of Marquette County past

Editor's note: Along The Way is written monthly by the staff of the Marquette County Historical Museum, located at 213 N. Front St., Marquette. Museum hours are 10 a.m. to 5 p.m. Monday through Friday and each third Thursday of the month until 9 p.m.

By **JENNIFER LAMMI**
Marquette County
Historical Society

MARQUETTE — On the heels of Edison's invention of the incandescent bulb in the 1880s, streetcar railways flourished across the country, and Marquette County was no exception. Electric motors, called "dynamos," made streetcars drawn by horses, cables or steam locomotives obsolete.

The Marquette City and Presque



Isle Railway began operation in the summer of 1891. During the previous three years, the townspeople had worked to obtain a franchise from the city, raise the amount of capital necessary, blast and haul away rock, lay the tracks and purchase the streetcars. A power house was also built to produce 500-volt

direct current power to run the streetcar engines.

Upon completion, each of the three streetcars could seat 30 people in cushioned comfort, though there was no heat supplied. Straps and bars accommodated standing passengers as the bouncing cars made their way through town. Fares were 5 cents inside the city limits and 10 cents to Presque Isle, one way. Streetcars ran at 15-minute intervals in the busier parts of town. By the 1920s, they ran at seven-minute intervals during the busy times of morning, noon and night rush hours when workers rode the streetcars to and from their

jobs. The cars were especially full on paydays and Saturdays.

In the beginning, the railway was quite popular, even though the streetcars crawled along at only 6 miles per hour through town. The streetcars were crowded with people attending the social event of the day: a ball game, the county fair, or a picnic at Presque Isle Park. The ride from downtown Marquette to Presque Isle took 25 minutes, including crossing the newly built Dead River trestle.

In the winter months, keeping the tracks clear of snow was a chal-

See **Streetcar Page 9A**, col. 1

Streetcar

Continued from page 1A

lenge that could only be undertaken by the hearty folks of the Upper Peninsula. It was a job that was mainly done by hand. The snowplow would push the snow as far as possible over the sides of the banks and a revolving brush would sweep the tracks clean. The crews then had to load the snow onto flatcars and shovel out all the crosswalks. The flatcar was towed to the Dead River where the snow was dumped.

As the years passed, fares were increased to 10 cents, new cars added and extensions created to Hotel Superior, the fairgrounds on Wright Street and the Holy Cross Cemetery. The "Loop" around downtown was also completed, running east from Arch Street to Spruce, north on Spruce to Hewitt, then west to Front Street. Unfortunately, these extensions were not profitable and therefore not in operation long, although they did provide a good service to the community.

With the increasing popularity of automobiles and bus lines, and

the high cost of maintenance, the street railway company eventually folded. Operation ended on April 19, 1935 after 44 years.

The Ishpeming and Negaunee street railway ran from 1892 to 1927, although year round operations did not begin until 1895. Locals called it the "broomstick railway" because of the constant plowing and sweeping of the rails in the winter to avoid derailings.

As with Marquette, the cities worked hard for many years to raise the necessary capital, to lay the 40-pound rails which were produced with iron ore from the Barnum Mine in Ishpeming and to set up electric lights along the Negaunee streets.

The first year of operation, 2,500 people took the streetcars some Sundays, though the conditions on cars were quite basic. As ownership changed hands, improvements were made including the addition of all weather cars with hot water heating systems, the replacement of the 40-pound rails with 60-pound rails, and the reconstruction of the track. Extensions were built to Cleveland Park, the Winthrop, the Lake Angeline location and the golf course area.

One of the passengers' favorite improvements was the addition of a large double-trucked flatcar which could carry large crowds, called "Retallic's carryall." It was named after the builder, an employee of the railway, Harry Retallic, who built the flatcar at a local car barn. He acted as the motorman on every trip and enjoyed the popularity of his creation. The car inspired notorious trolley parties and picnics, and was chartered nearly every evening in the summer months.

The railway between Ishpeming and Negaunee enjoyed its peak between 1910 and 1913, when both towns had excellent baseball teams. Equipment and passengers were brought to Union Park for the games and also horse racing events held there.

Despite the numerous improvements, extensions and the addition of "Retallic's carryall," the high rate of employee turnover and the rapid increase in use of automobiles led to the demise of the railway. Thus, the streetcars stopped running on Aug. 20, 1927, after 35 years of fostering community spirit between Ishpeming and Negaunee.



One of the first streetcars on the Marquette City and Presque Isle Railway heading south on Front Street on a cold winter day in the 1890s. (Marquette County Historical Museum photo)



Old streetcar that traveled between Negaunee & Ishpeming picture taken on 1st street in Ishpeming



Old Street

What the street car looks like today 2005



What the street car looks like today 2005



What the street car looks like today 2005



What the street car looks like today 2005

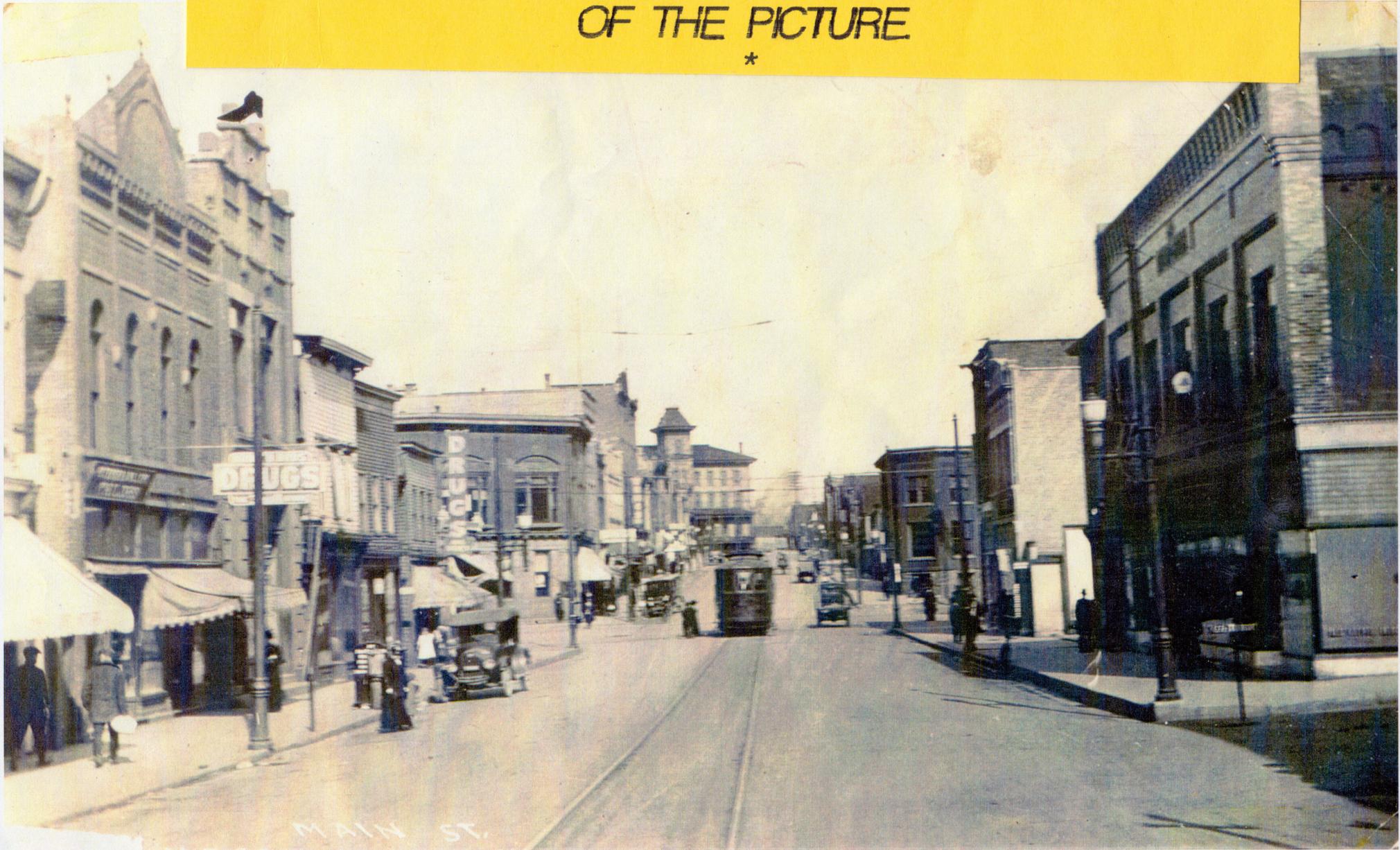




Negaunee & Ishpeming Street Railway.

PICTURE WAS TAKEN IN EARLY 1900'
NOTICE THE STREET CAR IN THE CENTER
OF THE PICTURE

*



July 2006

Historical Society & The City of Negaunee was told by the owner that if we build him a storage building to put all the stuff thats in the street car. The street car would belong to the City and the Historical Society. [Picture below is the building we built.]



The lumber that we built the building with was donated by Catron's lumber company of Negaunee [Thank you Terry Catron]

Street Car 2006



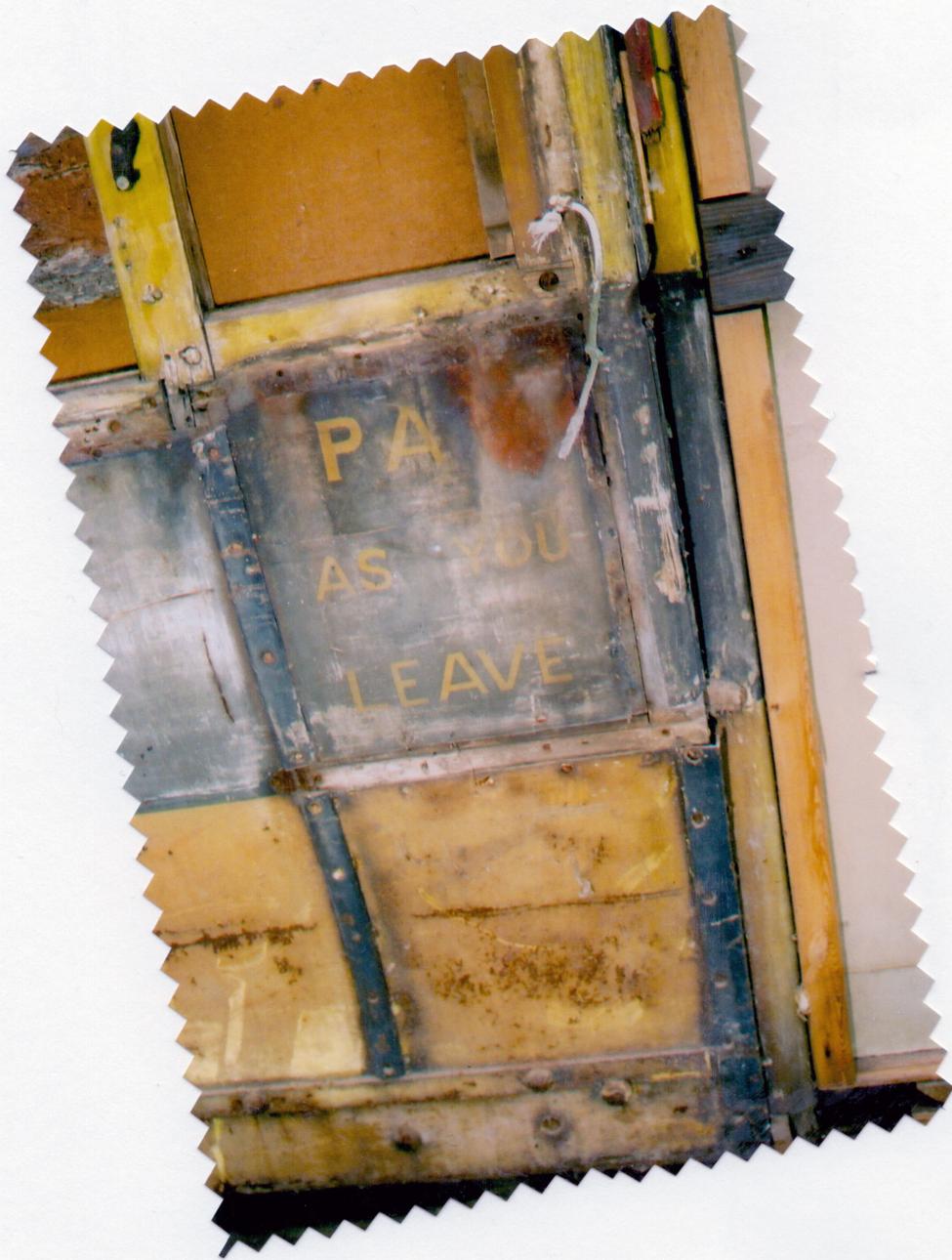
Removing the siding, Miles Parkkonen

Street Car 2006



Removing the siding

Street Car 2006



**Sign on the back of Streetcar
Pay as you leave**

Street Car 2006



Side windows

Street Car 2006



Miles Parkkonen

Jim Thomas



Getting ready to jack up the street car

Street Car 2006



Inside look at the street car

Street Car 2006



Inside look at the street car

Street Car 2006



Inside look at the street car

Street Car 2006



Inside look at the street car

**These Lady's rode the street car
"L-R Rose Collins, Carmen Roberts, Mae Rogers"
Early 1920's**



Getting the Street car on the trailer September 16, 2006



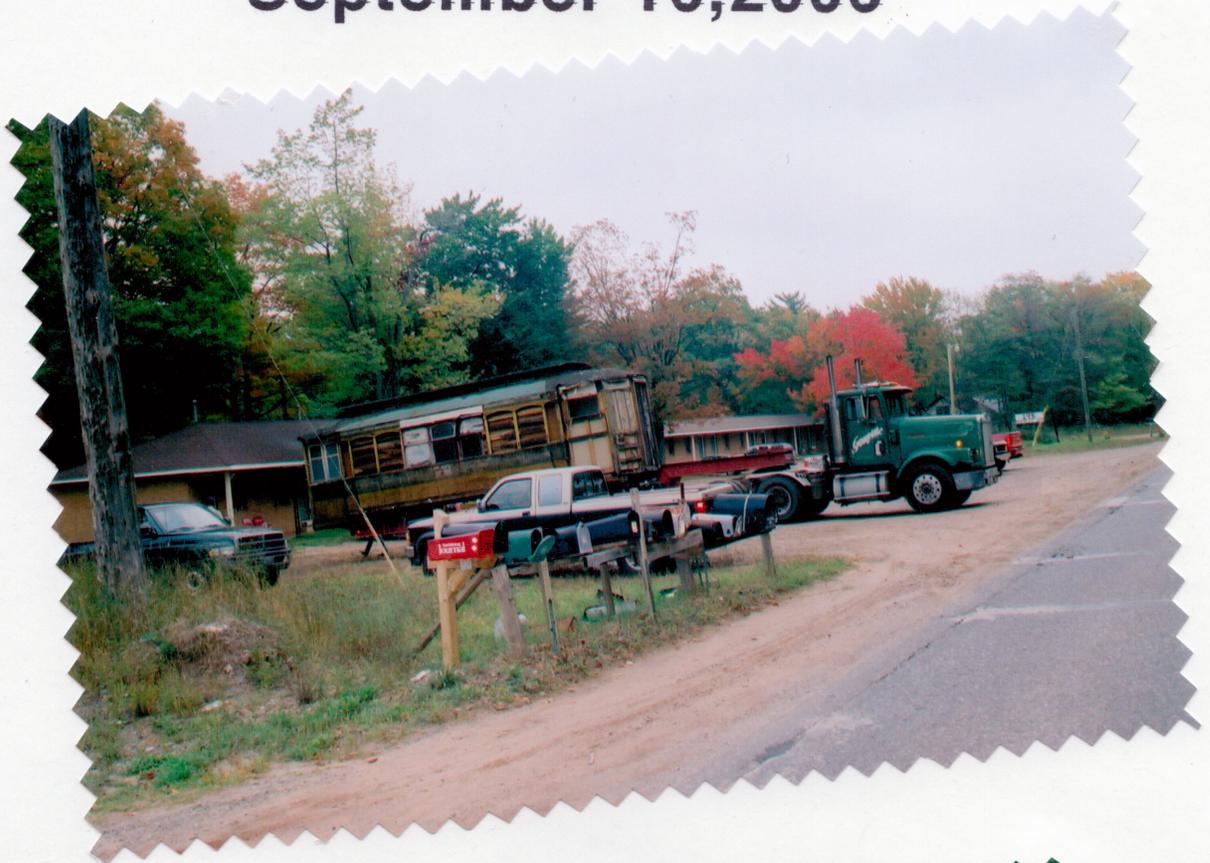
On it's way home

September 16, 2006



On it's way home

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Negaunee Senior Center

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Negaunee Senior Center

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Negaunee Senior Center

September 16, 2006



**Mae rode this street car 1921
September 16, 2006**



Mae & Nob Rogers

STREET CAR MOVED TO NEW HOME

On Wednesday, October 7th the old street car was moved from the Negaunee Senior Center to storage at the old Tracy mine site. A special thank you goes to our coordinator (Jim Thomas) who masterminded the operation and to the National Guard for the heavy equipment and manpower. Thanks also to Johanna Boyle for the Mining Journal coverage. Personnel involved included:

Michigan National Guard
Jay Killoran, Carl LaVigne,
Joe & John VanBrocklin

Melvin Anderson
Don Britton
Dave Dompierre Sr
Lani Duquette

Negaunee Public Works
Don Larson, Charlie Niemi,
Nick Taseris, Mark Wainio

Roland Koski
Miles Parkkonen
John Symons
Jim Thomas



Trolley a team effort.

I am responding to the recent article in The Mining Journal about the trolley car that the Negaunee Historical Society has acquired. We are grateful that we were able to get this historical artifact back to Negaunee. There is one important fact of information that has to be mentioned. The trolley car did not come without compensation. Catron Lumber donated the materials for a storage shed which was built by members of the Society to replace the trolley car which was being used as a storage shed. The individuals named do not want personal recognition for their work but, it is our intention as a community organization that relies on donations and volunteers to inform the community of the teamwork that was involved in this venture. Dan Landmark for pursuing the trolley and Jim Thomas of the City Council for overseeing the building project, Goupille Trucking for moving it. This was truly a community effort.

Virginia Paulson
Negaunee Historical Society president

Negaunee Historical Society

September 21, 2006

**Virginia Paulson
517 Croix St
Negaunee, Michigan 49866**

**Letters
The Mining Journal
P.O.Box 430
Marquette, Michigan 49855**

Community Effort

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President, Negaunee Historical Society**

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Personally, I enjoyed working with everyone involved in this project and look forward to future projects. Thank You!

Jim Thomas

The Negaunee Historical Society wishes to thank the following people for their volunteer hours in the trolley car project. Cattrons Lumber, Rudy and Art Goupille , Joe Denofre, Dan Landmark, Jim Thomas, Miles Parkkonen, Paul Jandron, Dave Jandron, Don Gladwell, Bob Pizzioli, Bob Rogers, Brian Tossava Jim Thomas. Thanks for your interest in Negaunee History.

**Virginia Paulson
President Negaunee Historical Society**

September 21, 2006

Lifestyles Mining Journal