

Source: The Mining Journal
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Saturday

Railroad Notes

Three Brooks locomotives which arrived in Marquette last week via St. Ignace are part of an order of five from those works, two more being on the way and likely to arrive either today or tomorrow. The new locomotives are heavier and more powerful than any before on the line to pull large trains on heavy grades. They have 19 inch cylinders and weigh 46 tons. The new engines "will go into commission" at once replacing the MH&O engines which have siphons and will therefore be put on construction work where water must be obtained from ditches along the road and from the streams crossed. The new locomotives will be the first to show the new lettering DSS&A.

The iron for the South Shore is under contract to be delivered in May, and towards the latter part of the month it is expected that it will commence to arrive at St. Ignace, though the rolling mills of the country are so busy now that the iron may be a little late. As soon as it arrives track laying will commence on the Sault branch which will be gotten out of the way as soon as possible so that there will be no delay on the Western extension from Three Lakes. It will be lively work all summer for the construction men.

A large number of new flats for the South Shore are now at Mackinaw City and will be ferried over as soon as possible. They will be used wherever needed on the line, but principally on construction work, as it is the intention of the officers of the road to do everything in their power to provide facilities and assist the construction forces of the road in the rapid completion of the new portion of the road. The new flats bear the lettering of the new road.

In speaking of the changes in officers in consequent upon the consolidation of the MH&O and the DM&M as one through line The Mining Journal referred to Mr. C. H. V. Cavis in a way which might have caused some misapprehension among those not conversant with DSS&A matters. Mr. Cavis is engineer of the Houghton line of the South Shore, the same position in reality which he held before the consolidation. Mr. J. A. Lacha is chief engineer covering not only the work under construction but also the line as now in actual operation.

It is said to be the intention of the South Shore management to utilize the ore pier at L'Anse at such times as the traffic may trouble them at this port and for that reason the L'Anse dock was placed in good condition for use whenever needed. The ore traffic of the season of 1887 is expected to tax the railroad shipping facilities to the utmost.

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