

Source: Iron Ore, Ishpeming, Mi,  
Saturday, January 14, 1888

The Delay, Short Steam and Antiquated, how trains are run and how the people like it.

The time tables ordered out until steam can be raised.

Last week the Iron Ore had something to say about the methods of running trains on the DSS&A railroad; it did not believe that such an enterprise would be allowed in the disgraceful position it had occupied for weeks, without some effort to check the palsy that was attacking its frame. We had hoped that the management would rouse itself and kick off the barnacles that were hindering its proper working and prosperity, preserving it's good name it had heretofore borne. But the barnacles still cling and instead of improvement, the bad position of things are growing worse until there is one pent howl of rage all along the line. We had hoped to be spared the trouble of calling the management to account in so public a way; we expected that the complaint of individuals patronising the road would bring about an improvement, but as that result did not come we will lend our aid to opposition and see what can be brought forth out of Egypt.

The company has ordered its time tables out of the different papers because they do not pay any attention to time any longer. The time table is a hollow mockery, a snare and a delusion of no value as a means of information and therefore not printed as it is a standing lie containing promises that were not fulfilled. In taking them out the company has acted wisely. We do not know how people are to be apprised, in future, when a train reaches a station. It may be, that there may be a Scottish bag piper who will run ahead in the costume of his native hearth and "bla" and play merry blasts to arouse the inhabitants. The trains are afraid to whistle any more for they use more steam in that way than they can make up in the next half an hour.

Saturday's train was five hours late from the east, from the west about two hours. Sunday's mail train from Houghton was late five hours, from the east about six hours. Monday's train from the east was four hours behind time. On Tuesday it was twelve hours late. Arriving here at two o'clock in the morning.

What is the greatest surprise is the way local trains are run. On Monday morning an engine with two coaches was stalled twice in coming from Marquette to Ishpeming. Of course it was late on Wednesday morning. The noble train consisting of two engines and two cars, a little smoker and baggage car combined and a passenger coach came sweeping into the station about two hours late, and the distance from Marquette, where the train where the train is made up, is about 15 miles.

DSS&A Ry. Passenger