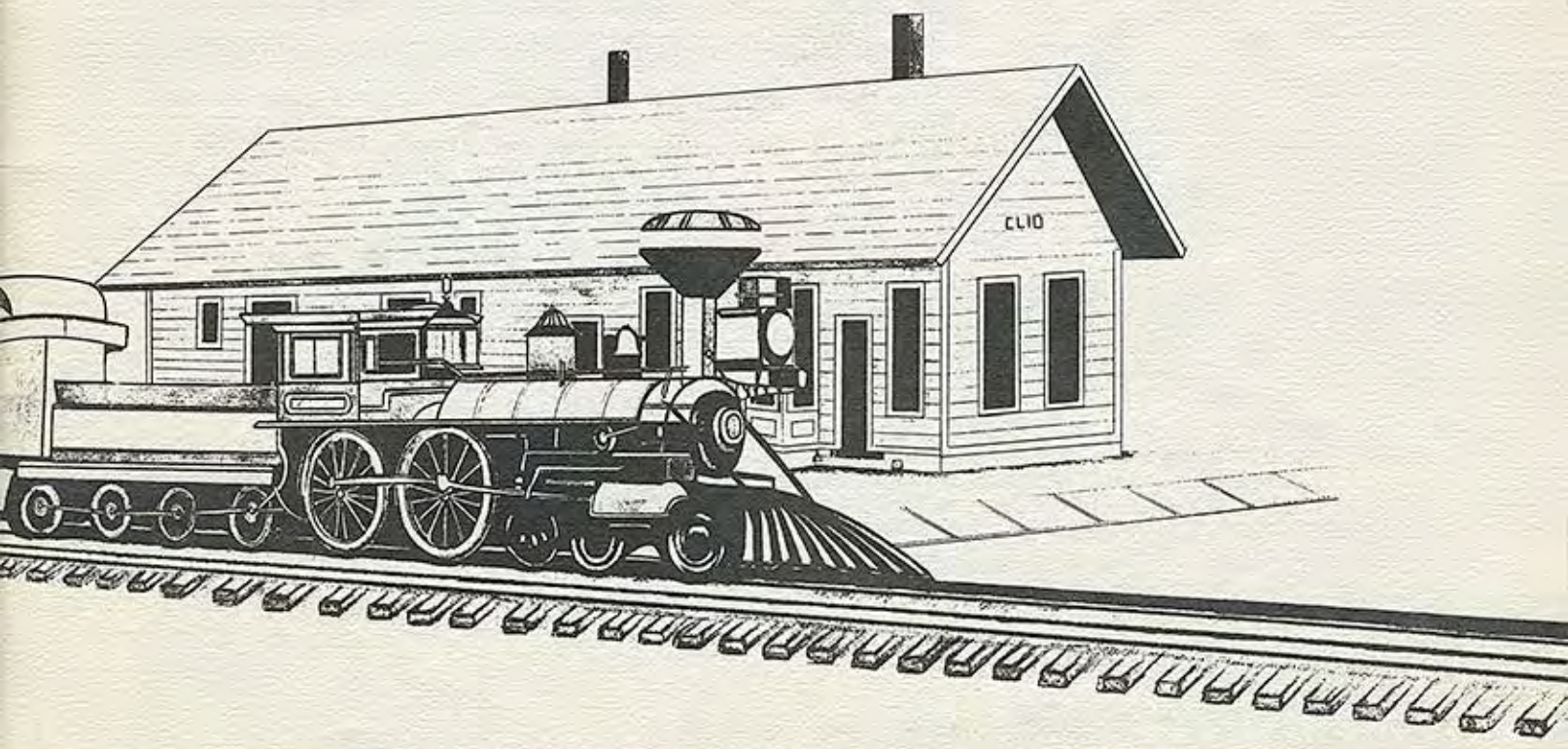


RAILROAD NOSTALGIA

AND RELATED HISTORICAL
FACTS OF THE CLIO AREA

By EBEN REED



The articles in this booklet were written to encourage interest in the restoration of the Clio depot, a project of the Clio Historical Association. Publication was arranged by the Clio City Commission. Any proceeds derived from the sale of these booklets will be used for community purposes.

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Acknowledgment to Marvel Reed for Valuable Assistance

Cover Artwork by Michelle MacDonald

The "Pollywog" - 1859

The first engine used on the
Flint & Pere Marquette Railroad in Clio

First Publication May 15, 1981

RAILROAD NOSTALGIA

This a brief history of railroading in the Clio Area and other historical facts of the business community and its relationship to the rail industry.

The first segment is a contribution written by Margaret Jones Schaupp at the request of several friends and during sleepless nights upon the illness of her late husband, Sewell.

—Eben Reed

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In 1912, when my brother, Howard, was about 10 years old, his curiosity and wanderlust inspired him to board a Pere Marquette passenger train for Saginaw. The fact that he had no ticket or money was no deterrent. An understanding conductor learned his identity and saw to it that he was returned to Clio and to his parents.

A few years later my brother, Robert, also succumbed to wanderlust, but to be different, he boarded the S & F Interurban for Saginaw. He ignored the conductor, who expected a ticket, and went right on to Bay City. Again, an understanding conductor saw to it that he was returned to Clio. It proved to be a newsworthy trip, as The Flint Journal gave the adventurers headlines, and also made reference to Howard's trip. My parents, too, were recognized as prominent in business and social circles.

I recall the P.M. trains and how so many people used them for transportation. I remember how fascinating it was to go into the depot and watch the ticket agent send and receive messages by telegraph.

My father, Robbin (better known as Bobby) Jones, owned and operated a general store. He was a prominent and energetic businessman, and people came from miles around to trade with him. He handled almost everything from ice cream to kerosene for stoves and lamps. People would bring their oil cans to be filled. He made his own ice cream by hand.

Most of the merchandise came in by train. Bread came in wooden crates or baskets from Wolfarth's Bakery in Saginaw. It sold for 5 and 10 cents a loaf. It was delivered to the store on a dray by Ed Lathrop and Bill Hyman pulling a big cart by hand.

My father also bought flour and sugar in carload lots, unloaded on the P.M. siding and delivered to the store by horse-drawn dray. He bought fruit by the carload from Harry and Herman Winegarden's Fruit House in Flint. There were peaches, pears, pineapples, watermelons, oranges, lemons, and everything else in the fruit and vegetable line. Of course, it all had to be unloaded at the depot and carted to the store. New produce came in on the first of every week, so there was always fresh fruit available. We'll never buy fruit like that again, and for the prices charged. Dad also received fruit from Benton Harbor, Romeo, Muskegon and Traverse City. He sold bananas as low as 25 and 50 cents a bunch, a peck sack for 10 or 15 cents. Sometimes he gave them away.

Everyone knew Bobby Jones from far and near. Many will recall how business places then stayed open late hours for that last dollar, especially on Saturday nights. It was then that everybody came to town to do their weekly shopping, and to take advantage of bargains which "wheeler dealer" Bobby Jones offered out front at the store. There were watermelons by the carload, and bananas hanging from their stalks; never in little packages at that time.

Everyone came to Clio on the Fourth of July. Peaches went for 75 cents to a dollar a bushel. Big watermelons went for 25 to 50 cents. On the Fourth, Dad had a window full of fireworks. What he didn't sell he shot off in his backyard to the delight of his



children and a big audience, part of which came from several miles away.

Dad played the snare drum with real flair in the Clio Band, and traveled around for many occasions. He played at Taymouth and other county fairs. On the occasion of the North Side defeating the South Side in baseball, Dad led a victory parade playing a beautiful Civil War drum from the Charles H. Reed collection. Young Thomas Reed played the fife, and someone carried the flag in a true "Spirit of '76."

He lived on Bluff Street where many of the business people lived. The street was lined on both sides with beautiful hard maple trees - a bit of heaven through children's eyes.

My father put up his own ice harvested from the mill pond (Lake Tacoma). I used to watch the men cut the ice and store it in sawdust in a ramshackle old building known as the "Ice House." Dave Wing ran the business, cutting in winter, and delivering in the summer. Kids were often treated to ice chips when the ice man chipped big blocks into smaller ones to fit ice boxes. Very little contamination then.

In winter we kids hopped horse-drawn bob-sleds and rode to and fro. In the spring the bolder kids rode blocks of ice down the swollen stream and all kids would iceskate on the mill pond, which backed up the creek almost to Mt. Morris.

Another favorite pastime for children was watching through the open doors to see Ed Hyman shoeing horses with red hot shoes taken from the glowing forge. (Mr. Hyman was the father of Dorothy Partridge). In school we thoroughly understood and appreciated Henry Wadsworth Longfellow's "The Village Blacksmith".

The blacksmith shop was located on a corner of what is now Babcock's Super Market. Here also were held Clio's Homecomings, roving circuses and medicine shows, Chautauquas, and tent revivals — all of great interest to kids.

Hazel Griswold LaBar worked for my Dad for over 25 years, and was like one of the family. I was small, but I remember the day Hazel left for Waco, Texas to marry LaBar. He was a Clio State Bank employee when he was called into service in the First World War. Harry lost his life, as did Elmer Neeley. The Clio Post of the American Legion is named after these two fine men.

I too, used to ride the Interurban. Thelma (McKillop) Anderson, Marjorie Sturdivant Pomeroy and I, fortified with \$1.50 each, rode the electric car to Lakeside Park in the south end of Flint. We stayed all day and had a wonderful time riding all the rides and eating hot dogs and cotton candy.

To earn our money, we often picked berries on the Isaac Newton farm where Conlee's gas station is now. We also picked on the farms of William McNally and Jim Jones.

Believe it or not, we had fun in the "good old days", and although we look back upon them with a romantic nostalgia, we know down deep, that with all of its changes Clio is still a good place to live.

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Early Clio Businesses

Much of the following information was gleaned from the autobiography of the late Fred M. Houghton written in 1948 and

published by The Messenger in 1950. Other sources include the 1903 "Clio Illustrated" booklet written and printed by T. W. Smithson, publisher of "The Clio Star", the 1917 "Semi-Centennial" story by Charles H. Reed when he was editor-publisher of The Clio Messenger, the "Clio Area Centennial" book of 1973, The Clio Messenger files, and various personal interviews. While an attempt was made to concentrate on local railroad history, some digressions seemed sufficiently interesting to include.

Before 1837 the area which is now Clio was a wilderness of beautiful virgin pine. A live, meandering stream of clear spring water threaded its way through the dense forest. It was natural that the stream should be called the "Pine Run".

In 1837 T. P. Dean set up a saw mill taking advantage of nature's gifts: the pines and the stream. The only transportation for logs and lumber were wagons or bob sleds drawn by horses or oxen. Local roads were mere trails, at times impassable.

Growth was very slow, a shingle mill or two and a few shacks over a period of 25 years. The action was at Pine Run, a mile to the east on the Saginaw Road, a plank highway built from Detroit to Saginaw for the movement of military supplies.

Land owners in the Dean Mill area wisely encouraged the Flint Pere Marquette Railway Co. to lay its tracks through this area. They offered free land and dense stands of pine. Twenty-six and one half miles of the road were completed from Saginaw to Mt. Morris in 1862. About 90 percent of the railroad business was originally logs, lumber, shingles and other wood products.

Growth over the next 40 years was gradual but steady. As the trees were cut, settlers bought the land from the government for 50 cents to two dollars and 50 cents an acre, built modest homes, and set to work pulling stumps. The stumps were used for firewood and for miles of fences. The surplus was burned to get it out of the way. For a half century remaining stumps could be seen here and there, even in the village of Clio.

As farming developed, so did other industries, locating in the Clio Area because the P.M. could carry their products to the larger urban markets: Saginaw, Flint, Detroit and others. The railroad business boomed, carrying produce and passengers.

In 1903 J. R. Sissins bought the local flour mill which had been built by Huyck and Griffes, and had passed through several hands. It was first equipped with steam and water power, and then by gasoline. Millstones were used for grinding feed and a roller mill was later used to make flour, as much as 80 barrels per day. The Sissins Mill and four others before it were built on the site of the Dean Saw Mill of 1837 in order to take advantage of the existing dam and head of water. The mill was totally destroyed by fire in 1905.

Since that time the Houghton Elevator filled the need for grinding and mixing the feeds, the shelling of corn, and the picking of beans, and at one time did make flour. These services, including cracking of corn and cleaning of seed, were discontinued in 1977 when the State demanded that the whole system of electrical power at the Elevator would have to be replaced. The business now confines itself to the retailing of feeds, seeds, fertilizers, lime, cement, mortar, coal, posts, wire, hay and straw.

On the west side of the tracks, across from the depot, to the north, Chauncey Stevens and son, Charlie, built a saw mill and lumber yard in 1893. They employed a number of men, and produced 300,000 feet of lumber per year. The mill was powered by a 35 horse steam engine. In 1912 the lumber for Fred Houghton's new house on Young St. came from the Stevens' Mill.

On the site of the Stevens' Mill, Marshall Smith built a basket factory. The buildings were large. Woodwork and milling were also done. The business was never rebuilt after a fire in 1918 or 1920.

On the east side of the tracks, and at the north end of Railway Street, L. A. Wright manufactured sash and doors, and in partnership with Ernest May, established the May Lumber Company. The Company built about 30 homes and the Thetford Church. A disastrous fire destroyed the business in 1914.

Prior to the above mentioned businesses, there had been a cheese factory and milk station at that location. Oddly enough, drying apples was also a business there.

After the May Lumber Company was destroyed, Ralph N. Gillett erected a brick building and manufactured wooden kitchen tables, waste baskets, ironing boards and clothes hampers under the name of The Clio Manufacturing Company. Following a fire in 1919, the name was change to The R. N. Gillett Motor Products Company. Piano boxes, boxes for storage batteries and wooden auto frames were produced. In 1921, the operation was moved to Bay City. The building was used for a while to make cheese, and then was empty for a number of years.

In about 1930, Bill Eaton expanded his hardware business and used the Gillett building to handle farm machinery and Hudson cars. This business was terminated in a few years and the building was sold to the Shetlers in 1939 for the manufacture of water pumps. More about this business will appear later in this series.

Early Clio Newspapers

When the Pere Marquette Railroad built the Clio station in 1873, the first sign on the south gable was "Pine Run" even though the settlement since the beginning of railroad service in 1862 had been referred to as Varney. The name "Pine Run" was used probably because that settlement had been very active, and had a post office, while the area, a mile to the west, was only a wilderness, a few shacks, and the T. P. Dean sawmill.

The people of the new settlement on the railroad demanded recognition on their own, and chose the sophisticated name "Clio" to replace "Varney". (Clio was the Greek goddess of History). The Michigan Legislature, in April of 1873, designated "Clio" as a village and the sign on the depot was changed.

In 1866 the new settlement was sufficiently important to warrant the establishment of a post office, and David A. Huyck was the first postmaster. Clio has had 14 postmasters since, and the office has been located in at least 3 different locations: the old Willis Block, the early J. K. Frost department store building, and its present location, a building built for the purpose in 1957 at the corner of S. Mill and Johnson Streets.

In a few years following 1866 all mail for the area, including Pine Run, came by rail on the Pere Marquette. As the demand for passenger service increased, passenger trains were equipped with regular baggage, and post office cars, and, thus, mail could be dropped off at Clio several times a day. This was better service than could be rendered by the stage coaches which passed through Pine Run on a trip from Detroit to Saginaw on the old plank road.

One Clio business which benefitted from the P.M. postal service was that of publishing a local weekly newspaper. A complete history of news publishing in Clio may never be known. However, there is in existence, a copy of "The Clio Weekly Times" of January 1, 1880, Vol. 1, No. 2, Herring and M'Kibbin, editors. Thus it could be presumed that 1880 is the Centennial year for newspaper publication in Clio. The paper was made up of four 6½ x 9¾ inch pages printed on both sides. The office of publication was in Smith's Drug Store on Vienna Street. One could run a full-page ad for one year for 30 dollars. The subscription rate was \$1.50 per year. The issue contains a Village Ordinance signed by Village President, A. M. Varney whose name was first used to designate the new settlement

centered where Vienna Road crossed the Pere Marquette tracks.

The issue contains the following news items: "Edison gave a successful exhibition of his household electric light at his laboratory in Menlo Park, Friday night, for the benefit of friends. He had 40 lights burning for over 4 hours".

Another article in the "Times" read, "The list of steamship disasters grows painfully longer day by day. The latest is the foundering in mid ocean of the steamship, Borussia, with over 200 passengers on board. All of them went to a watery grave beneath the waves of the stormy Atlantic."

And still another interesting item, especially to railroad buffs is this one: "J. B. Garland is hauling 1,500 cords of wood, with Hub Hall, for the Flint and P.M. road. Some 50 teams are engaged in the work." Think of it! Fifty teams of horses hauling 4-foot wood to satisfy the fiery maws of steam locomotives on the P.M.

Another news item points up an occupational hazard of the era: "Michael Hannis was instantly killed near Shattuckville, Saginaw Co., last Saturday, by a load of lumber falling upon him."

And this one indicates the flexibility of the "Times" regarding its publication: "Our paper suspended publication last week on account of Christmas and too much job work. Our prices seem to agree with those wanting job printing."

In that same year of 1880, J. W. Herring's name was dropped as an associate editor, and Joseph M'Kibbin continued to publish a smaller sheet under the name "The Vienna Sentinel." This information comes from a copy in existence dated December 2, 1880 and labeled, Vol. 1, No. 3. A short term offer to increase subscriptions was "40 cents for a year, postpaid."

Interesting references to railroads appear in the "Sentinel." "A railway president named J. Henry Pangman was killed in a collision near St. Lin, Quebec." "Thirty-three leading railways show earnings for November averaging about 20 percent over last year." "Smith, Bridgman & Co., of Flint, is shipping butter in large quantities from that city to Colorado." (No doubt, Clio farmers provided a considerable part of that butter. It would have been shipped to Flint in crocks in a P.M. baggage car). "Flint is to have a telephone exchange. Subscribers enough have been secured to make it a paying speculation." And "The Pere Marquette branch of the Port Huron and Northwestern railroad was finished yesterday, Wednesday."

"The Clio Star" succeeded the "Sentinel" in 1883 with T. W. Smithson, editor and publisher. Mr. Smithson successfully ran the paper for 20 years, and Clio will forever be indebted to him for his fine history of Clio, published in 1903.

In 1907 the Clio Star was sold and then published as "The Clio Messenger." It passed through the hands of six different owners, and was sold in 1914 by Henry Montgomery to Charles H. Reed, publisher of "The Chesaning Argus." Mr. Reed soon became a prominent and respected citizen of Clio, and an able and devoted public servant, serving in local government and two terms in the Michigan House of Representatives.

The "Messenger" plant in 1914 occupied a space in the eastern end of the old Willis Block which burned in 1916. The fire was a blow to the struggling publication, but all was not lost. The business was saved by sympathetic and courageous citizens who knocked a hole in the side of the building and removed every bit of printing equipment except the cylinder press. This, too, would have been saved had it not been bolted to a concrete foundation. There happened to be an empty store building just east of Richey's Barber Shop, and all Messenger equipment was moved into it on the day of the fire, and the next issue of the paper came out regardless.

Issuing a weekly newspaper without a cylinder press was an almost insurmountable problem. However, with pioneering

spirit and dogged determination, Charlie Reed and his friend, Charlie Best, village marshal, loaded the forms of hand-set type into the back seat of a 1914 Model T touring car, snapped the side curtain in place, and drove over the 22 miles of stone road to use The Chesaning Argus cylinder press. Heaters in automobiles were unknown, and the weekly trek to Chesaning would last all winter. The men dressed in fur from head to foot, and carried along hot bricks and soapstones. Careful preparation, accompanied by good luck, saw them through the 44-mile trip each week in all kinds of weather: rain, sleet, ice, and blowing snow and in the middle of the night.

The next summer Mr. Reed built a new two story building across the street. A second hand cylinder press was purchased in Mason, Michigan, and much of it was transported to Clio in the same trusty Model T that had survived the winter trips to Chesaning. The large, heavy parts came on the Pere Marquette. The Reed family moved into the flat above the shop.

By dint of hard work, long hours and editorial ability on the part of the editor-publisher, the business flourished and earned an enviable reputation. During the next ten years the plant was improved. The hard coal stove was replaced by a furnace. Such modern equipment as a folding machine and line-o-type typesetter were installed, a considerable accomplishment at that time for a small town weekly newspaper.

In 1927 Ralph C. and Helen M. Gillett of "The Montrose Record" purchased the business. In 1943 Mrs. Gillett assumed sole ownership, later joined by sons Robert M. in 1944, R. C. in 1948 and Richard W. in 1962.

In 1950 the Messenger plant was moved into a new building on Young Street which the Gilletts had built in 1949. Since that time, under their management, there has been continual modernization. The business has virtually been revolutionized. It is considered one of the finest plants in the State.

Besides editing and publishing The Clio Messenger and The Flint-Genesee County Legal News, the plant prints The Clio School Bell, The Beecher School Days, The Michigan Hikers and Campers Association Newspaper and The Michigan Arson News, a State Police publication. In addition, a large volume of job printing is produced.

Considering the first 37-year history of The Clio Messenger and its forerunners, the last 53 years under the same ownership and management represents an incredible achievement on the part of the present publishers. The community of the Clio Area is justifiably proud to be the home City of The Clio Messenger.

Railway Station Agents

The railway station agents took care of the shipping and receiving of freight, the selling of passenger tickets, and the telegraphing of messages which controlled the safe movement of trains.

In 1880 John Chambers became the telegrapher and agent at the P. M. depot, and in 1895 Bert Wilson was made night man to keep with increasing business. In the early 20's the 12-hour shift was reduced to 8 hours, and Frank Arthur from Tennessee, was given the third shift. The Arthur's were fine people, and the people of Clio appreciated their friendliness, and were intrigued by their delightful southern accent.

The P. M. road was opened for business in 1862, and, to date, no records have come to light to show who the agent, or agents, may have been preceding the tenure of John Chambers and Bert Wilson. None of the known agents are still living to provide that information. There is evidence that the existing station was built in 1873.

Mr. Wilson retired in 1947 after 54 years of railroad service, 46 of them in the Clio station. In his youth he quit school to learn telegraphy because the pay, 40 dollars a month, was greater than that for other jobs in the lumbering era.

Fred Houghton had this to say about Bert Wilson: "He came to Clio in 1894 and has been connected with the P. M. Railroad at Clio, Mt. Morris, Flint and Otisville. He retired from the Clio depot in 1947. He surely has been a great man, well liked, and a friend to everyone." In all probability the same could have been said about each and every agent who served our community.

Other agents who served over the years were Dave Helfrich and brother Ernest, Alonzo Roebuck, and Ray Chatfield. The latter served from 1950 to 1960, when the station was finally closed. By then electric signal systems had made telegraphy obsolete for the movement of trains, and the use of motor trucks and buses had taken the place of much local rail transportation. The rail traffic, in tons, may be even greater today than ever, but it now consists of heavy bulk freight which is carried only between densely populated industrial cities. The Clio Lumber Company still receives considerable lumber by rail.

It should be explained here that the agent with the greatest seniority had the privilege of "bidding" jobs anywhere there was a vacancy. This explains the fact that Bert Wilson was "bumped" from his Clio job and served in Mt. Morris, Flint and Otisville, and that other agents were moved in and out of Clio.

In 1934 through 1937, Bert served in Otisville. There he handled the shipping of thousands of cars of gravel from huge pits in the area. At that time, the late Henry Kuehl of Clio was a manager in the big operations.

The gravel was all shipped to the main line in Flint over the P. M. spur known as the Huckleberry Line. The Line in the 1930's carried no passengers, and very little local freight. However, before the advent of the automobile heavy passenger traffic boarded the trains. Before the little station at Geneseeville was demolished, one could have seen how the door sills and the floor had worn hollow by the trampling feet of literally thousands of people bound for Flint or Otisville, usually just for the day. The story is told that occasionally the train stopped in the most desirable huckleberry patches, and allowed the passengers to fill whatever containers they had with the big, luscious berries. Thus the spur from Flint to Otisville became known as the "Huckleberry Line". In the summertime at Genesee County's Crossroads Village, one can still take a ride on the steam train on a rebuilt portion of the Huckleberry Line. How grateful we are to the civic-minded citizens who have preserved such a romantic part of the railroad memorabilia. It is a powerful tonic for our "Railroad Nostalgia".

Following are letters written to station agent Bert Wilson on the occasion of his retirement in 1947. They are the only letters available at the moment, but are indicative of the high esteem which the community held for all the station agents down through the years. They had served in a spirit of service and goodwill on a job which required a high degree of responsibility.

This one from the late Benny Benjamin, who was, at the time, the proprietor of the Benjamin Funeral Home in Clio:

Friend Bert:

I am sorry to hear that you are leaving the station. Perhaps I should offer my congratulations instead. However, I take the more selfish point of view and think only of the nice things and accommodations you have rendered to me. I do want to thank both you and Mrs. Wilson for all these, and wish you both only the best in whatever you do.

Sincerely,
Bennie

This is one from Trainmaster E. E. Amburg of the Pere Marquette Railway Co. with offices in Saginaw:

Dear Bert:

News of your retirement has reached me, and I wish to express to you at this time my gratitude for the fine cooperation

you have afforded during the past several years that I have had the pleasure to work with you.

Your nearly continuous service with this carrier and its predecessor the past 52 years is a service record seldom equalled. I want to express my appreciation for the service you have rendered in your long and efficient career. Your tireless attention to the manifold duties of your position and your untiring loyalty through the past many years can leave us with but one thought - that yours has been a life's work well done.

I am glad that you have had the foresight to lay aside the responsibilities that you have carried for so long in order that, being relieved of such cares, you may longer enjoy the leisure you so richly deserve.

Yours very truly,
E. E. Amburg, Trainmaster

This is one from the late Russell Runnels, brother to Fred, who graduated from the Clio High School in 1910 and almost chose telegraphy as his life's work:

Dear Bert:

Laura's sister, Ida Marvin Ross, of Flint sent us the clipping from the Flint Daily Journal which contained the write-up regarding your retirement. I am looking at the picture in the clipping right now. In it you look no older than you did way back in 1909-10-11 when I spent parts of many nights with you at the station. The picture, the write-up, and the memory of those days back there make me somewhat homesick. I guess I came close to being a telegraph operator, too. I can remember when you let me send the write-up regarding the fire which destroyed the old S & F waiting room, The Clio Messenger, and other business places. I was so doggone nervous that I could hardly hang on to the key. The report went to the Detroit Free Press, I think. I can remember how I used to stay with you till the 10:57 went; how we used to raise the green lantern at the north end of the station.

I recall, too, that I raised Hennes' Gray Gordons and Brown Reds for you for 50 cents each when I kept them till September and 75 cents when I kept them till Thanksgiving. And I can especially remember when I went with you on Decoration night 1910 to the cock fight east of Birch Run in a barn. Boy, were my folks peeved!

Well, a lot of water has gone under the bridge since then. You stayed on in telegraphy. I jumped to Veterinary medicine. It took me back to Clio for one year of practice, 1½ years in the army, 5½ back here teaching in the Veterinary college, 6 years in Virginia doing research on poultry diseases, 13 years in Iowa teaching the causes and effects of disease, and now back here heading the department of anatomy. In 8 years I'm due to retire, too, and will be experiencing what you are now. I hope you enjoy your retirement. If one has good health it seems to me it ought to be the best time in a man's life.

Sincerely,
Russell

While the following letter is not directly associated with the P. M., it is an interesting bit of Clio Area History. The school referred to in Mr. Runnels' 1963 letter to Superintendent George Carter is the 1888 building pictured in the Clio Area Centennial Book of 1973.

Mr. Runnels did a beautiful painting of the brick structure which stood where the Clio Area School's Administration Building now stands. The painting now hangs in the High School Library.

Dear Mr. Carter:

Attached to this letter are some historical notes which I would like to have kept attached to the painting I have made of

the 1888-1890 Clio School. I am enclosing also a copy for the official school file. These notes pertain to the Class of 1910, which is my class. It is obvious that a pupil who attended no other school and who made a grade a year, and was graduated in 1910 had to enter kindergarten in 1897. Miss Elsie Farnsworth and I are the only ones who can claim that distinction. So what I have written is a history of our class during those thirteen years, together with some items of interest which relate to the school in general.

I should state that the painting was made from a black and white postcard view of the school which was taken sometime between September 1906 and June 1908.

Sincerely,
Russell A. Runnells, DVM.

Historical Outline of the Clio Public School in its Relation to the Class of 1910 by Russell A. Runnells, Class of 1910.

1897—Chart Class, forerunner of kindergarten, with Miss Cora Embury, teacher. Less than 10 in the class but only recollections of Eula Beaman, Clarie Congleton, and Elsie Farnsworth and the writer were graduated from Clio High School in 1910. The home room was the south one on the first floor of the original 1888 building. On entering the front door of the building about 8 steps led up to the floor level of the main hall and the first floor rooms. At the top of these steps on the right and left the hall opened directly into anterooms which served the south and north rooms. In the painting note the windows of these anterooms on either side of the front entrance. Besides hooks for clothing these rooms were provided with shelves for dinner pails and lunch boxes. The bell rope hung from the ceiling of the main hall near the entrance to the north anteroom. In the Chart Class room the desks faced north. Large instructional charts on tripods displaying letters, words and sentences illustrated with pictures were prominent at the front of the room.

1898—First grade in the same room as the Chart Class but Miss Eugenia Carmen had become the teacher.

1899—Second grade in the first floor north room of the 1888 building with Miss Gertrude Bowns, teacher. The room arrangement was the same as in the south room but the plan was reversed. Large wood-burning stoves with outer jackets were the sources of heat in all the rooms of the 1888 building until the two rooms were added at the rear in 1900.

1900—Third grade in the same room as the second and Mrs. Gertrude Bowns, the teacher.

1901—Fourth grade in the same room as the third with Miss Bowns the teacher. Because of Miss Bown's heavy teaching schedule (2nd, 3rd and 4th grades), the fourth grade reading class each day was moved into Miss Nettie Fuller's room. This was the brand new first-floor room in the 2-room 1900 addition. A coal-burning steam-heat furnace replaced stoves. The furnace room was in the basement directly beneath this new room. Mr. Ellis, a Civil War veteran with an artificial leg, was the janitor and fireman.

1902—Fifth grade, in the first floor room of the 1900 addition. Regarding the teachers in our fifth and sixth grades my memory is a little hazy. I think we had Miss Dora Hurd in the 5th and Miss Mae Blackney in the 6th.

1903—Sixth grade. See above.

1904—Seventh grade. We moved upstairs into the new room the 1900 addition. Teacher, Miss Julia Grant. Until we reached this grade we boys played duck-on-the-rock, pull away, and prisoner's goal at recess and during the noon hour in the back playground. Interest in the games of young boyhood now began to change to baseball and rugby during the spring and fall. As soon as the pond froze, which was generally around Thanksgiving time and until the ice became covered with snow,

skating was the sport. The pond extended from the two dams and the levee-like fill located down the hill south of the school clear to the confluence of the two creeks a half mile or more south of the Vienna Street bridge. When deep snow terminated skating we turned to coasting down a long steep hill diagonally across from the school. The sled course ended in what years later became the McCormick Park.

1905—Eighth grade. Miss Julia Grant, teacher. Emphasis during the whole year was on preparation for the 8th grade state examination which every student had to pass before being admitted to high school. One of the things I can remember most vividly about the preparation for that examination was that for English we memorized "The Landing of the Pilgrims" and were taught to answer almost any question concerning it and its author. The whole class - Clara Westfall, Clyde Baldwin, Beulah Bellinger, Elsie Farnsworth and I - passed.

1906—Ninth grade.

1907—Tenth grade. Superintendent, C. M. Elliott; Principal, Miss Olive B. Hafer.

1908—Eleventh grade.

1909—Twelfth grade. Superintendent, Albert Allen; Principal, Miss Mabel Bradshaw. Prior to our admission to High School we had few occasions to see either the superintendent or principal although we knew who they were. Down in the lower grades I remember that Guy Selby was superintendent. He was followed by S. J. Skinner and he by William W. Blackney with George Brown his principal. The four persons who served as superintendent and principal during our four years in high school each remained only two years, and they were paired up as indicated above. They taught all the high school subjects except music which was taught throughout the whole school by the same person who was Miss Mabel Patterson at our time.

All four grades of the high school used the large main room of the second floor of the 1888 building for home room and also for recitation room. Having recitations in the study room was not very conducive to studying. When one of the two teachers had a recitation in the main assembly room the other used a small narrow room which extended across the north side of the 1888 building. In the summer of 1908 this room was divided to provide a separate room for the meager physics laboratory equipment which was used chiefly for demonstrations. About the same time a narrow chemistry laboratory was partitioned off from the furnace room on the south side of the basement. The narrow room which extended across the front of the second floor of the 1888 building was the superintendent's office and the library. A long table in it was used as a study table for the few who could escape from the distractions of the large recitation-study room. The principal's desk was in the recitation-study room.

At graduation our class consisted of Elsie Farnsworth, Verna Lembach, Leslie Gillette and the writer. Verna and Leslie joined the class as freshmen. Lloyd Geiger also joined it but then in his junior year transferred to Flint High School. Clara Westfall and Beulah Bellinger dropped out.

The sports program was quite meager. We had only a baseball and a basketball team. There was no paid coach.

During the 13 years that Elsie Farnsworth and I attended the Clio School the most important change in the physical plant was the 1900 rear addition. A minor change was made to the grounds. In 1897 a wide plank walk - probably 10 feet wide - extended straight in from the street to the front entrance. The curving concrete walk shown in the painting was built about 1905. Extending down the hill from the street end of this plank walk to the bridge was a board sidewalk which, as it descended the hill and approached the bridge, was built up on a very high trestle. The street itself was a rather narrow fill wide enough for two vehicles to pass.

When one faced the school from the front plank walk the pump with the chained cups was to the north and the flagpole to the south. In the painting the pump is not shown.

Midway at the rear of the 1888 building a high board fence extended to a woodhouse. Part of this fence was removed to accommodate the 1900 addition and when George Brown was principal he converted the woodhouse into a gymnasium. The floor was of sawdust. Mr. Brown installed horizontal bars, parallel bars, traveling rings, trapezes, a punching bag and boxing equipment. In it he conducted Indian Club Swinging classes chiefly for girls. His girl team was a popular entertaining group at downtown functions of various kinds. To the south and to the north of the woodhouse-gymnasium were the outhouses. To the east of these three buildings was a playground separated from the larger play field farther to the east by three large old apple trees which must have been remnants of an orchard which was located there before the school was built in 1888.

Until Jack O'Rourke built his electric power plant in Clio at about 1900 the only source of artificial light in the school was oil lamps with reflectors which were bracketed to the walls around the rooms. As a consequence few evening events were held, and darkness in the main room of the high school portion of the building made studying very difficult on cloudy days, especially in the winter. Just how soon the school was wired for electricity after O'Rourke's plant was built I can't remember. O'Rourke's plant still stands on the south side of West Vienna Street just east of the C & O tracks. (The building was razed in 1975 to make more room for the Clio Lumber Co. yard. It had been offered to the Crossroads Village whose acceptance, regrettably, came too late.) During winter months prior to the coming of electricity to Clio, on our way to school shortly after 8 in the morning and on our way home soon after four in the evening, Joseph Garland, who was the "Keeper of the lights" for the village, was busy tending his lamps. Every morning he cleaned the globe, trimmed the wick, and filled the tank of each lamp right at the foot of the six-foot lamp post. For some reason the particular lights I remember best were the ones at the corner of West Vienna and New Streets, and at the end of the village board walk in front of Warren Hoff's home which stood about where No. 587 is now. I have often wondered why there was not a light on the high board walk trestle which spanned the hollow between the two lights I remember best.

Russell Runnells spent his life in the field of veterinary medicine, and Elsie Farnsworth spent her life as very capable teacher in the Clio Area. Wm. W. Blackney served as a highly respected lawyer in Flint for many years, and also ably represented this district in the U.S. House of Representatives for a number of terms. Guy Selby, Ora's brother, was the Dean of Lawyers in Genesee County, and served on the Flint School Board for many years. He lived to be over 90 years of age. One of Flint's schools bears name. He was guest speaker at many Clio School Graduation and Alumni exercises.

Fred M. Houghton A Business Leader

As many can remember from personal contact or from the printed page, the late Fred M. Houghton was one of early Clio's finest and best-known businessmen. He began his career in the elevator business in 1886 when he was 16-years-old, and when steam railroading was the foundation for rapid settlement and economic improvement. The railroad provided the scenario for perhaps the most colorful and romantic era in the history of the Clio Area, and of the whole U.S.A. The intense interest in this period, as reflected in poems, stories, plays, movies, etc., is evidence of the strong inner personal appreciation which is known as "Railroad Nostalgia."

In 1886, when Fred was 6-years-old, his father had a job at the east elevator, the one which burned in 1957. For a time, Fred's father also ran the elevator in Birch Run, leaving Clio on the 6 a.m. passenger train, and returning on the 7 p.m. At that time, 1890, the Pere Marquette R. R. was the only means, other than horse-drawn vehicles, for moving passengers and freight in and out of Clio, and Clio became the most important shipping point between Saginaw and Flint.

In the very first year of his employment, Fred took the P.M. train to Belford to buy beans. The only store there was also a blacksmith shop, a residence, and the P.M. depot. The Railroad owned a small elevator there which was powered by a horse on the end of a long sweep, the same as in Clio. Fred bought four carloads of beans at 40 cents a bushel to be shipped to the Clio elevator for hand-picking. The station agent at Belford, as in all other towns along the rails, was a great help to the talented and likeable young entrepreneur.

In 1896 Elmer Powers sold 100 bushels of oats at 16 cents a bushel, and 100 bushels of potatoes at 12 cents, all handled by the elevator, and shipped to the consumer markets on the Pere Marquette.

In 1897 Fred was sent to Blackmer, where he loaded two cars of potatoes at 10 and 12 cents a bushel. The station agent in Blackmer was also postmaster. Fred, himself, dumped 48,000 pounds of potatoes high in the car in one day - pretty good for a 17-year-old boy. Blackmer provided 8 cars in 1898.

The elevator in Clio was operated by Fred's Uncle Mark. Fred's pay was one dollar a day and expenses while on buying trips. The elevator dealt in feeds, fertilizers, grains, beans, tile, salt, flour and potatoes. It also bought eggs locally, and all were carried to the big markets on the Pere Marquette.

Fred sometimes used stagecoaches to reach areas not served by railroads. He bought produce from farmers who hauled it to the nearest railroad by horse and wagon. The trains would stop at any crossroads to pick up produce, as they often did at our own County Line.

The station agent at Gladwin even loaned Fred money to buy 5 carloads of potatoes. Potatoes were also bought and shipped from Freeland.

Jones and Haven, early grocers in Clio, and Fred Sturdivant shipped veal calves and eggs to Detroit. In 1899 Fred picked and bought apples by the barrel and shipped them to Detroit, all by rail. They sold for 2 or 3 dollars per barrel.

Between 1899 and 1905, Fred Houghton and his father rented the east elevator and bought hay on joint account for Geo. Diamond of Mayville. In 1900 Fred walked from farm to farm buying hay. In this year, Wellman and Son bought the west elevator, installed gasoline engine power, and added coal to their line. All arrived in, or left, Clio on the Pere Marquette.

The Clio R.R. station was a very busy and important place. In 1892 it handled, for Houghton alone, 50,000 bushels of potatoes, and in 1903, 250 cars of produce. At least 6 passenger trains a day stopped at Clio, loaded to capacity and surrounded by all the entrancing sights, sounds and odors of the steam passenger train. There was the puffing and belching, the ringing of the bell, the churning of the engine pumping water, and the wafting odors of hot steam, metal and smoke. The engineer in red bandanna and striped cap was alongside the engine oiling with a long spouted can.

The engineer with the longspouted oil can might have been Ed Boyse. Ed was born on the County Line farm of his father, George, and was a brother to Fred, and uncle to Harold and Alice of Clio, and Charles of Hillsdale. Ed's father died when he was a very young man, and brother Fred began to run the farm at 15 years of age. Ed got a job with the Flint and Pere Marquette Railroad in 1899. When he was a fireman he shoveled as much as 15 tons of coal in one day into the ravenous maw of a



The Houghton Elevator on the west side of the railroad tracks looking south from unpaved Vienna St. The tall smokestack in the background is located at the Clio

Condensary on Johnson Street at the tracks. The photo was taken about 1913 and most of the buildings are standing today.

steam locomotive. He soon was promoted to engineer, and ran engines for 50 years. Ed said that in 1899 there were still a few woodburning engines with the "diamond" or "Dolly Varden" stacks. The early engines, according to Ed, pulled 7 or 8 hundred tons; the later giants pulled 5000 to 6000 tons.

Another Clio Area engineer who served on the P.M. was Geo. O. Eagan who died in 1933 after having engineered for 39 years.

The conductors, in dark blue and brass buttons, were placing the step-stools and helping travelers on and off the cars. The passengers were both coming and going with laughter, tears, hugs and kisses.

Added to all this was the faint clatter of telegraph keys coming from the station's bay window. There were the rolling sounds of dollies transferring freight from the baggage car across the gangplank to the freight room, and the rattle of a big 4-wheeled wagon-like baggage cart drawn by hand. At the agent's barred window the late comers were nervously purchasing their tickets as the conductors were loudly singing out their familiar "All aboard - aboard."

Then there was a short blast of the whistle, and in a minute, the first slow, powerful whooshes of the pistons were accompanied by billows of black smoke and clouds of steam. After the train began to glide away, the conductors deftly swung aboard and stood on the steps for a while enjoying the passing scene. Those remaining at the station could hear the increasing rhythm and crescendo of "chuck chucks" of the pistons, and the "clickity-clacks" of the wheels on the rails fading away into the distance, accompanied by frequent, but receding moans of the deep-throated whistle - all now a part of Railroad Nostalgia.

In 1906 Fred Houghton formed a corporation with the Saginaw Milling Company and bought out the west side elevator where the business is now operating under the able management of Fred's son, Richard.

Practically all of the shipping to and from Clio up until 1929 was done by rail on the Pere Marquette. The elevator business kept growing by leaps and bounds until it leveled off in about

1913. Both east and west elevators were used until the east buildings burned in 1957. The use of larger and larger motor trucks from 1920 on gradually shifted the flow of goods, bypassing some local middlemen and making inroads on the shipping of freight by rail.

Before 1920 the use of improved modes of power had enabled the elevator business to keep up with the rapidly growing demand for its services. Back in the 1860's a horse-powered sweep was used to turn the machinery to shell corn, grind and mix feed, pick beans and elevate grains for storage. From about 1875 to 1899 steam power was used. A man was required full time to fire the boiler and care for the engine. Gasoline engines then proved to be more economical, and were used until about 1915 when electricity became available. The Clio Messenger used a hand-cranked one cylinder upright gasoline engine with two heavy fly-wheels to run its newspaper printing press until about 1920.

Early in the 20th Century coal replaced wood for heating, and the F.M. Houghton Company met the demand, buying and selling innumerable cars of coal, both hard and soft. All coal arrived in Clio on the Pere Marquette. To facilitate the delivery of coal the F.M. Houghton Company bought its first truck, a model T, from Miller and McCrady in 1914. Needless to say, as the use of automobile trucks increased, reliance on the P.M. decreased until, at present, only a few cars of freight are shipped to Clio by rail. Even fuel oil, which replaced coal for heating, once entirely delivered to Clio in railroad tank cars, is now delivered by huge auto trucks.

The F.M. Houghton Company handled many car loads of bricks, mortar, and cement for buildings built in Birch Run, Millington, Mt. Morris and others for miles around. Business went on as usual from 1913 to 1929, much of it by rail. In 1914 Vienna Street was paved from the P.M. tracks east to Mill Street. The Houghton Company provided all the cement delivered on the job for 1 dollar and 5 cents per barrel.

The following is a quote from Fred's own story: "From 1915 to 1922 business rolled along as usual. We did all kinds - whole-

sale in farm produce, also a retail line of coal, feeds, cement, fertilizers, etc. . . In 1918 we had a very cold winter; coal was very scarce. In November I went to Toledo, called upon Mr. McNirny of the General Western Fuel Company, and before I left had bought 5,000 dollars worth of hard coal, coke and soft coal. When I returned my helpers thought I was crazy to buy so much, but luckily I was not. I sold Mr. Biles of Saginaw Milling Company cars of hard coal for Clare, Sliverwood and Sandusky, as he could not buy any. In January 1919 I went to Pomeroy, Ohio where, through the influence of Judge Bert Miller (Gene's brother), I bought 10 cars of egg and mine run coal. We paid cash for all of it before it was shipped. In 1920 I mailed a 5,000 dollar check (certified) to J. T. McCarthy, Springfield, Ill. for soft coal. I had never seen McCarthy, but the coal rolled in over the rails according to schedule. We supplemented the coal for Birch Run, Flushing, Millington and Mt. Morris; also for everyone for miles around. So, although it looked like a long shot, it was another good bet, and turned out O.K. and everybody was happy for it.

"Those were the years when we had real farmers everywhere throughout this section of the Country. It was nothing unusual in the years 1922 to 1929 for me to buy from Chas. Begole two or three cars of wheat, one car of rye, 150 tons of hay, and 1,200 bushels of beans each season. About the same was bought from John Green and sons, Ray, Jay and Fred. They were all real farmers. Those were the days. George Knickerbocker was another large farmer who sold us tons and tons of produce. My good friend, Chas. Lembach, one year had a 60 bushel per acre yield of wheat, also corn, beans and other products. So it went, the country over. Everyone had large crops and fair prices."

Another crop which was produced while full-time farming was at its peak was sugar beets. Ves Butler, Harvey Griswold and Lou Fuller, at different times, acted as agents for the Michigan Sugar Company. They contracted with farmers for the raising of beets, and Clio became a weighing and shipping center.

Those were the days of the full-time farmer. Those were the days when their produce was hauled to the elevator by horse and wagon and then shipped to the big markets by rail. The big steam engines hauled cars of freight in and out of Clio almost every day - hundreds of carloads in a year.

Livery and Dray Services

In 1890, oak logs, 60 feet long, were squared in the Wm. Gillett woods, and hauled to Clio to be shipped on flat cars. Big 10 and 12-foot Paul Bunyan logging wheels were used to move the timbers. James Shannahan and his crew from Montrose did the job with Doug McDonald as the broad-ax man to do the squaring. The timbers were used for shipbuilding. They were placed on the dumping or loading grounds which completely covered an area from the big bean mill to Young Street on the west side of the tracks.

In 1898, Art Kelsey and Clarence Hathaway established the first electric plant in a frame building just east of the tracks on the south side of Vienna Street. Steam power ran the generator. Coal was delivered on the P.M. and much of it was sold as a sideline to selling electricity. In 1903, the streets of the village were lighted by eleven enclosed arc lights, and most of the business places and a few homes had incandescent lights. Later, a larger brick building replaced the original structure, and the business was run by Jack O'Rourke, who later sold out to the Consumers Power Company. The new brick building housed a beautiful steam engine with a big red fly-wheel which entranced all the curious children who passed by on their way to school. Coal for the boiler was delivered right to the boiler room on a spur of the P.M. built for the purpose.

Jack O'Rourke was assisted by Fred Secor and son, Howard. The latter wired the new Houghton house on Young Street in 1912.

The first draymen in Fred Houghton's recollection was Daddy Merrill and son, Clarence. Their rig could be hired to haul freight to and from the P.M. station for any home, business or farm. Of course, their rig was horse-drawn.

Ed Lathrop was also a drayman for years. He had an able helper in the person of Bill Hyman who divided his time among various pursuits, including working in his father's blacksmith shop which was just across State Street to the west from the elevator. There was never a man who could swing a huge sledge hammer so unerringly as Bill. His father held the big chisel to cut the red-hot iron. One miss would have smashed his father's hand; but Bill never missed. He and Ed Lathrop and Ed Hyman were all staunch, dependable, capable and honest citizens of a bygone day.

The blacksmith shop provided daily entertainment for children going home from school. Everything was there as pictured in Longfellow's "The Village Blacksmith" except the "spreading chestnut tree." It was a sad day for Clio when the shop burned in 1924. Frank Arthur, who was on night shift telegraph duty at the P.M. station, witnessed the beginning of the fire but could not leave the telegraph key to report it. Frank had to make a heartrending choice: save the blacksmith shop or save lives on the P.M.; he could not do both.

The draymen had a sideline; they equipped themselves with leather straps and strong, straight wooden handles with which they could move stoves of all kinds. The handles could be strapped tightly to a suitable part of the stove which then could be lifted by two men and carried like a sedan chair.

Many residents had their "parlor" stoves moved in the spring to the woodshed or barn, and set up again in the fall. After the stoves were stored, heavy accumulations of stringy, greasy soot were cleaned from the stovepipes and chimneys, making them ready for the next winter. The wallpaper was then cleaned and carpeting (not wall to wall) was hung over the outdoor clothes line for operation carpet-beater. How the dust would fly - it seemed forever - no vacuum sweepers then. It was noticeable that school suddenly became very important during spring housecleaning, and the kids were gone early and came home late with the most plausible excuses. This went on until the late 1920's.

Ed Smith was another of the draymen and drove his mare, Molly, until he acquired a team of mules. He eventually sold out to Ves Butler with Geo. Blaine as helper. They had a fine pair of horses, and Ves was a good man with horses. After a year or so, they sold out to Harvey Cummings who had a nice pair of black mares. He kept his horses and equipment in a nice barn which still stands on what was his home property on the southeast corner of Center and Bluff Streets.

Besides dray work, Harvey had a coal and wood yard just east of the depot which he conducted until his death in 1937. The business was continued under the able management and ownership of Louis McMahon, Harvey's son-in-law. Louis had been Harvey's right-hand man since 1928. He sold out to Otto Kalman in 1947 to care for his wife who had suffered a stroke. Kalman sold out to Richard Houghton, who now has the only supply of coal on hand for the few who still need it for one purpose or another.

A. S. Parker, at one time, ran a dray service, too, and at other times served the community as a barber, and later as a photographer.

The men mentioned herein were all highly esteemed and were a real asset to the community. Their services were a necessary link in railroad transportation before automobiles became numerous and dependable. By 1930, auto trucks were

making in-roads on passenger and freight service by rail. Automobiles delivered directly to the consumers, thereby reducing the demand for livery and dray service which gradually disappeared from the scene.

The Saginaw & Flint Interurban Line

In relating the history of rail transportation in the Clio Area, the electric interurban line, the S and F, is an interesting inclusion. It was begun in 1905 under the leadership of Alexander Groesbeck, at one time a governor of Michigan.

The first Clio depot for the line was in the old Willis Block, which stood where Webster and Garner's gas station is now. The tracks lay close by along Railway Street. A spur for freight was located behind the Willis Block providing access to a freight storage building.

On at least one occasion, the freight car failed to stop at the dock and became an unwelcome and violent visitor in the rear storage room of the delicatessen operated by Hyman, Minnie, Pearl and Verdi Jones. This store stood on the west side of the present south side City parking lot.

The Joneses received tubs of ice-cream several times a week from Francke's in Saginaw. The ice cream was shipped by interurban. The tubs were packed with crushed ice and salt, as electric refrigeration had not yet come into general use. The Joneses got plenty of exercise in packing and re-packing the cylindrical containers of ice cream in these large wooden tubs, and also in their soda bar dispenser chest which held a variety of flavors. From the chest all ice cream was scooped or packaged by hand: a real job as ice cream was hard as bricks.

The ice came from the old ice house which stood just about due south of the present swimming pool and just below the old millpond dam, which was an earthen mound extending across the whole valley. The ice was harvested from "Lake Tacoma", sawed by hand and packed in sawdust by Dave Wing. Lake Tacoma, back of the dam, covered the area which is now the City Park, and even covered the valley south of the Vienna Street bridge.

Francke's was wonderful ice cream. At the end of a 10-hour work day, boys made for Jones's ice cream parlor. They had been weeding onions all day on the creek flats down by Sturdivant's slaughter house, west of the village. They were eager to spend a part of the dollar they had earned that day. One could get an ample-sized chocolate sundae for a dime, and for five cents more a liberal application of peanuts on top. Nothing ever tickled the taste buds quite so satisfactorily as a dish of Francke's ice cream after a long day's work in the sun. It became, beyond a doubt, one of life's sweetest memories.

The S and F electric line was eventually extended to Bay City, and also connected with the D.U.R. electric railway from Flint to Detroit. Hourly service was a great convenience to the people of Clio during the years when there were few automobiles, and when burgeoning Flint industries offered employment to many Clio residents.

The hourly service made inroads on the demand for passenger tickets on the P.M. In the early 20's three steam passenger trains ran through Clio each way each day. These trains were gradually discontinued until there was only one by 1947, and only one or two tickets a day were purchased.

The S and F was very accommodating. If one took a local he could get off or on at any crossing. Dorothy Hyman Partridge's first teaching job was at County Line in 1920. She boarded the local at 7:30 a.m. and walked the mile of dirt road to the schoolhouse, built the fire, did the other janitor work, taught 8 grades, and boarded the local for home at about 5:00 p.m. Her salary was \$90.00 a month for 9 months in the year.



A typical S & F passenger car.

The late William Maginn of Mt. Morris served as superintendent of schools at Birch Run for a number of years, and the hourly service of the S and F made it possible for him to commute each day.

The S and F line employed a number of Clio citizens. Arthur Jewell and Horace Fettis were dispatchers with offices upstairs in the Willis Block. Some of the men who acted as motormen or conductors were Ves Butler, Chas. Manchester, Floyd Goodfellow, Howard French, Tom Marnian, Al Weidmiller, Bert Manchester, Wm. Cobbeldick, Geo. Hackney, Albert LaDue, William McKillop and others. All are deceased.

Albert LaDue was awarded the Carnegie Medal for heroism while serving as a motorman. He risked his life to save a small toddler who was playing on the tracks. While the car was running at speed too great to stop, Albert lay prone on the cowcatcher, and with split second timing, snatched the child to safety.

The S and F was especially well-patronized on Saturday nights. There were hard-working men in little old "dry" Clio whose thirst had gone unquenched all week. At the end of the week, they made a dash for Birch Run where the climate was better - "wet". So magnetic was the attraction to the north that when the eager beavers could not find standing room in the car, they clung precariously to the outside. It was quite a sight!

Occasionally a sympathetic and worried employer would make a trip to Birch Run on Monday morning to retrieve a wayward employee whose enthusiasm had overcome his good judgment. This all took place between 1905 and 1918 before Prohibition.

When the Willis Block burned in 1914 the S and F built a new station on the other side of Vienna Street. This property and much of the right-of-way were sold to the Consumers Power Company after the S and F gave way to the automobile, and went out of business in about 1930. The building, before it was demolished, was used as a local business office for Consumers Power. The services rendered there are now offered in Flint by computers. Clio misses the friendly services of those who carried on the work of that local office.

And so time brings changes, and the changing times saw the end of all passenger rail service in Clio, and the passing of an era which, in memory at least, seemed to be the "good old days", the days fondly remembered to a considerable extent in the context of "Railroad Nostalgia".





These buildings housed much of the operation of the Clio Brickyards in the early 1900's. They were located on the

west side of South Mill Street just south of the railroad tracks.

The Clio Brickyards

Numerous industries sprang up in Clio after the advent of the Pere Marquette Railway in 1862. One of them was the making of brick beginning in 1891. Most of the bricks bore a very distinct "CLIO" imprint. There must be many of them still around, obtained when local buildings were demolished or burned. One such building built in 1899 was razed in 1969. Originally it was the big J. K. Frost department store which stood on the southeast corner of Vienna and Mill Streets. It became the property of the Masonic Lodge and was remodeled in 1918 to include a large combination auditorium and dance hall. The hall was used for many school, church, and community functions until 1926, when for the first time, a local school building was built with a small gymnasium. The building also housed the Masonic rooms and a caretaker's apartment on the second floor. On the first floor, besides the auditorium, were the post office and shoe sales and repair shop.

Thomas Oliff, an Englishman, came from Milford in about 1890 and made "Clio" brick in the northwest part of the village on Field Road. He employed about 20 men, and made 4 million bricks a year. These were shipped all over the State. Some of the brickmakers were: Albert LaDue, Roy Garland, Faddy and Roy Farnsworth and Stub Hamer, all now deceased.

Mr. Oliff was a contractor and erected many brick buildings in Clio, Flint, Saginaw and Lansing. The house he built for himself is the large, beautiful, three storied structure which stands at the south end of State Street on Pine. The one just west of it was built for his daughter when she married Charles Matzen, a banker and auto dealer in Clio and Flint. Numerous other Clio brick houses are still standing. One is the Lembach house on the corner of New and Pine which has been owned by Mabel Gray and the late Auty Gray. Mabel continues to live there, and enhances the beauty of her home by a beautiful display of plants and flowers.

Farther west at 500 Pine Street is the former home of James and Almira Moody, now owned by Bill and Dorothy Morrish, who have remodeled it and keep it in beautiful condition. Next door is another well-preserved "Clio" brick house. Next to the Mabel Gray residence, and to the north is the Jim Jones house, now the home of Richard and Laura Gray and family. The Josiah Stout house on Young Street is probably 90 years old, and is still occupied by members of the Stout family. Another outstanding "Clio" brick house is that of Gladys and the late Preston Odette. It was built by the late Charles and Elsie Taylor, early Clio business people.

Other houses built of "Clio" brick are: the old Conlee house at the corner of N. Mill and Griffith, the Stevens house at the corner of N. Mill and Bluff, the Bird Arnold house on S. Mill adjacent to Dr. Garrett's office. Others are the Austin Cummings house, the Shaw house, the Carter house, and the Cranston house all on North Mill Street, and the Zavits house at the east City limits. There were probably others.

Many of the present downtown business buildings were made of the same brick, as were the old Methodist Protestant and Thetford churches, the West Vienna one-room school, and the old Clio High School on the hill. Of the latter four, only the West Vienna schoolhouse remains. Unfortunately, it was sold for a residence rather than preserved.

When the clay was exhausted on Field Road the brick kilns were rebuilt on the north half of a 40 acre farm on the west side of S. Mill Street at the railroad crossing. The property was purchased from Bert and Belle Wilson who had bought it in 1903. The Wilson purchase included one of the finest of Clio's old homes. It had been the property of Henry and Cleantha Cooley who had owned it since 1868. The house was moved and restored by Eben and Marvel Reed in 1965, and now stands at the south end of New Street under new ownership.

The brick business was purchased by Charles and Leonard Scholl, brothers from Detroit, probably about 1915. They and their families lived in the two frame houses which are still there just south of the crossing at the corner of Smith Street. After numerous unfortunate reverses, which included the sinking of a very costly pontoon digger, the Scholls went out of business in 1924. The kilns deteriorated and disappeared, and much of the area from which clay had been dug was filled with core sand from the Clio Foundry. The latter began operations in 1936 making castings for Shetler pumps and various auto manufacturers.

The little lakes, commonly known as the brick ponds, remain to remind us of the once thriving industries that originated as a result of the advent of the "iron horse". The little village, whose beginning was the 1838 T. P. Dean saw mill, came to life when, in 1862, the Pere Marquette Railroad put the area in touch with the markets of the rapidly developing State of Michigan.

After Clio bricks were no longer made, and even before that time, F. M. Houghton & Co. carried a supply of bricks, mortar, cement and drain tile. The Company furnished the masonry materials for Clio's first new elementary school in 1926. Other buildings were: McCrady and Miller's Ford Sales and Service, Ed Beeman's store, L. B. Fuller's A & P building, Geo. Abraham's house, The Beacon at Dort and Saginaw (no longer there), Garner's house on Bluff Street, the Wesley Methodist Church in 1924 (now Baptist) and Zach Whaley's farm house. At the same time, the elevator business was booming. These were busy days for F. M. Houghton, and for the big steam engines on the Pere Marquette.

However, as time went on, road-building proceeded at a fast clip, and motor trucks were built bigger and faster, and local rail traffic became less and less crucial to the economy of the Clio Area.

Many long freight trains still pass through Clio on the C and O. The Chesapeake and Ohio purchased the Pere Marquette system in 1947. Big diesel engines pull heavy freight between big industrial centers without stopping in Clio. Nevertheless, local citizens would feel lost if there were no trains. People have come to associate them with the hustle and bustle of a great industrial

and agricultural nation. The rumbling and the whistling, the flashing lights at crossings and the waiting there, all stir within us a response easily recognized as "Railroad Nostalgia".

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As the lumbering industry diminished over a period of 40 years from 1862, farming and manufacturing slowly took its place, and the rails were used to ship just everything — even perishables such as milk, butter, berries, eggs and apples in surprising quantities.

It can be assumed that Clio Area farmers were shipping many crocks of butter to Flint. The following news item appeared in the "Vienna Sentinel" of December 2, 1880. "Smith Bridgman and Co. of Flint is shipping butter in large quantities from that city to Colorado."

In season, a carload of berries a day left Clio. Producers whose names have come to light were: Jim Jones, L. B. Fuller, Wm. Hopkins, Carl Beeman, Ernest Tisdale, Vern Foster, Geo. Best, Dan McCloud, Wm. McNally and others, all deceased. In about 1900 the Woolfit brothers, Eber and William were shipping livestock, timber, apples, beans and potatoes.

Other men who were engaged in buying and shipping, especially livestock, were: Dave Struble, E. O. Knapp, Wm. Clemons, Will Griffith, Lawrence French, Howard Zavits and Austin Cummings. Cummings was manager of the shipping association. All are now deceased.

This business gave rise to the building of stockyards just south of the west side bean elevator, and next to the tracks. Many regular cattle cars, built with horizontal slat sides for ventilation, were commonly seen. They were crowded with standing and bellowing livestock, either passing through or being loaded at Clio. Cattle were shipped every week until about 1917, after which the stockyards were removed.

The shipping is now done by trucks which pick cattle up at the farms and deliver them in the same day to packing plants, or auction markets anywhere in the State.

The Pickle Station

In about 1915 a new industry located in Clio. A cluster of 15 or more huge vats were constructed of wood staves and iron



Steve Pribelsky was the first and only manager of the Squire-Dingee Company pickle station established in Clio

in 1915. It was located on the west side of the tracks on the north side of Johnson Street.

bands near the west side of the tracks on the north side of Johnson Street. Cucumbers were stored here in season for the Squire Dingee Co. which marketed them in retail stores under the name of "Ma Brown Pickles".

A roof was built over the tanks to protect them from the sun and to prevent the rain from diluting the brine in which the cucumbers were preserved. Under one corner of the roof was a small office. Children going back and forth to school established a shortcut across the tracks and between the tanks. Professional park designers could not have planned a better place for kids to play hide-and-seek or "cowboys and Indians."

The man who managed the local station was the late Steve Pribelsky who lived with his sister, Irma, on the old Conlee farm. Irma still lives there just west of the I-75 expressway on Vienna Road. Steve would never have dreamed that one day a Big Boy Restaurant, a Standard Oil Station and a Wendy's Hamburger place would be located on his 40 acres.

Steve came from Hungary as a teenager, and never mastered the English language. However, his friendliness, his goodwill, his honesty and his delightful broken English endeared him to everyone, and the same can be said of sister Irma. Steve never owned an automobile or a bicycle, but he walked all over the Clio Area contracting with farmers for the growing of cucumbers. In the picking season he was at the little office of the pickle vats weighing and paying and supervising storage. When the time was right the pickles were transferred to railroad tank cars and shipped to Squire Dingee.

As the Clio Area became more urbanized it became more difficult to find farmers who would contract to grow cucumbers. The business wound down in the 1930's. The end was hastened when a tank car, delivering gasoline, caught the roof structure which collapsed. The tanks were then loaded on trucks and located in a more rural area.

The Petroleum Business in Early Clio

At about the same time that the pickle vats were built, 1915, the Standard Oil Co. established a wholesale distribution center just to the west of it and facing State Street. Above ground tanks were erected, and a system to pump out railroad tank cars was run to the P.M. siding.

Kerosene, hand-pumped from barrels, had been sold by merchants for many years before there was much demand for gasoline. It was used for lamps and for kerosene stoves. The kerosene stoves were used in the summer time to avoid having to suffer the intense heat of the kitchen range.

Some gasoline had been handled by the same merchants who sold kerosene. It was dangerous to handle, and so the barrels (2) were stored in a little shelter located at the curb. The first such service in Clio was located in front of the Stout and Gillett grocery store in 1908. That store occupied the building where LaSota's Bar is now.

A man by the name of Cole ran the Standard wholesale operation for two or three years prior to 1917 when Otis Cook took over. At that time, the gasoline was all shipped to Clio by rail and pumped from railroad tank cars into the holding tanks. Mr. Cook delivered the gasoline to farmers and retailers by horse and wagon. By 1926, when Otis sold out to Harry Sutton, a Model T tank truck was used for delivery. The old wagon tank was simply shifted to the truck chassis. It held 450 gallons. The gasoline or kerosene was drawn off in five gallon containers and manually poured into the customer's tank. After a day of delivery, Harry had no need for jogging - kept his weight down, too.

In 1952, the business was purchased by Bob Sanborn who has carried on a greatly expanding business for 28 years. Fuel oil is now as important as gasoline since coal is no longer relied upon

to heat businesses and homes. A fleet of 2,000 gallon trucks is required to satisfy the demand for both fuels.

No longer is the railroad depended on for delivery of fuels to Clio. Huge trucks have done the job since 1954.

As the population of the Clio Area grew, so did the use of fuel oil for homes and gasoline for automobiles. To supply this demand, a second oil distribution business was established. In 1922, Ed Webster and his son-in-law, Glenn Garner, organized a corporation to handle Sunoco products. The lots on which the old Willis Block had burned on Vienna Street were purchased and a retail gasoline station was built. Huge tanks were installed in and above the ground sufficient to supply both a retail and a wholesale business. Pipes ran from the tanks to a railroad siding where the liquid fuels could be pumped from railway tank cars. The fuel was delivered on the Pere Marquette Railway until about 1950.

The business grew rapidly, and the company built additional storage tanks on W. Vienna Road just outside the city limits, a considerable distance from the railroad. This was perfectly feasible because delivery, since 1950, as noted above, is by huge double-bottomed tanker trucks.

Ed Webster died in 1955, and Glenn Garner retired in 1973. The business is now under the capable management of the Garner's son, Lee. Clio has reason to be proud of these fine people. Glenn served on both the City Council and the Clio Area School Board for probably 25 years. One of Clio's elementary schools was named in Glenn's honor. He was also named 1965 Citizen of the Year.

The first Sunoco deliveries to homes, businesses and gasoline stations were made using a Model T truck which could carry 365 gallons, part of which was kerosene. At present, several 2,000 gallon trucks are used for deliveries.

Oil was delivered to Clio in bulk and was pumped by hand into glass quart jars with screw spout tops, a time-consuming job for station attendants.

In 1922, the gasoline pumps were lever action and operated by hand. The gasoline was raised from the underground tanks and spilled into an elevated glass cylinder which held 10 gallons. The gas then ran by gravity into the customer's auto in an amount registered on a vertical scale in the transparent cylinder. The customer could easily observe just how much gas he was getting. The price was about 10 cents with no tax added. Heating oil was 7½ cents as late as 1933.

At the earliest time mentioned above, automobiles were not equipped with gasoline gauges on the instrument panel. The motorist carried a wooden measuring stick free from his supplier. He simply raised the front seat cushion, unscrewed the gas tank cap and thrust the wooden stick to the bottom. The wet gasoline on the stick indicated the level of gasoline. The measurement was very positive if one could remember to use it. Poor memory often resulted in "running out of gas" and the commonly heard shouts of passers-by was, "Why don't you get a horse?"

Another wholesale and retail gasoline business was founded by the late Clifton Conlee at a later date (1936) when oil products could be shipped entirely by automobile trucks. Originally, the Conlee enterprise sold and serviced International trucks and farm machinery, and in only one instance was the railroad used for delivery.

In 1948, two carloads of tractors were received by rail. Today, the Conlee Oil Co. is one of the leading businesses in Clio, and is now under the able management of the Conlee sons, Richard and Robert.



Shenanigans at the Station

By 1917 the Pere Marquette management began to discontinue some passenger trains. Even at that early date Henry Ford was manufacturing hundreds of thousands of Model T's and there were also many other auto manufacturers. However, two passenger trains a day still stopped at Clio.

By 1940 local freight had dwindled so much that 40 feet of the freight area of the depot was demolished as an economy measure. This cut the station down to almost an exact duplicate of the one in Birch Run. The Birch Run station disappeared from the scene in 1957. A local farmer bought it on a bid of 3 dollars providing he would remove it. He tore it down and rebuilt it on his farm to be used for storage purposes.

The authenticity of the following story has never been verified, but it is altogether likely that it could have happened. It seems that an unknown hobo had probably gone to sleep while riding the rods. He had tumbled from a fast moving freight and was killed. His body was found along the tracks and was brought to the Clio station. Orders from Saginaw railroad officials requested that the body be cared for by a local mortician and placed in a modest coffin. The coffin was to be kept in the freight room until an attempt at identity could be made. Of course, the news spread rapidly about the village creating much curiosity. The agents were kept busy answering telephone calls and trying to discourage the curious from coming to the station.

Two very sympathetic women called and wanted to be helpful. They felt that if they could view the corpse they might interest certain charitable organizations in providing a suitable burial and might even locate some kinfolk of the unfortunate bum.

A conspiracy among certain individuals whose names were never revealed, was conceived in the minds of those who probably were already known as practical pranksters. They would have some fun, and at the same time put the quietus on any possible invasion by the morbidly curious. The conspirators removed the corpse from the coffin and one of their own group took its place. The women were then notified that they could come to the depot, and, just possibly, they could be of assistance. The freight room was dark, and so a railroad lantern was used for illumination. The open casket, the pale white figure therein groaned loudly, sat bolt upright, and stared into the darkness. So hasty was the retreat of the concerned women that they could never make the slightest guess as to the identity of the corpse, even though they said that he did look a bit familiar.

Another incident which took place at the station is well documented. It took place early in February of 1915. Bert Wilson was agent on the day shift. A severe ice storm heavily coated everything; limbs fell from the trees and power poles, and wires snapped and tangled. At that time great multiple cross-armed telephone poles carrying dozens of lines ran right down both sides of the main street. High voltage electricity shorted into these lines at the main intersection, and great balls of fire followed the mass of telephone wires, exploding at every cross arm and jumping on to the next stretch of wires. It was a most frightening noisy and spectacular fireworks display.

Bert Wilson knew that when the flashing power reached the west end of the business section it would follow the many telephone wires running through a large cable into the depot. If that happened, the telegraph instruments and all other means of communication, and even the depot itself, would be destroyed. All rail traffic, of course, would be brought to a stand-still. Bert, regardless of his fear of heights, and the possibility of electrocution, hastily secured a ladder and an ax from the depot, climbed to the south peak of the building, and, with one unerring swing, severed the cable, and became the hero of the day.

Cheers went up from onlookers, and Bert had added an episode which would forever be a part of local "Railroad Nostalgia".

And it might be added, that if Bert Wilson were a part of the conspiracy related, he has long since been forgiven, and is remembered only for the friendly, courteous and efficient hard worker that he was.

Only memories of the great "iron horses" remain to intrigue us still and to prompt us to somehow preserve the history of that dynamic age.

The Clio Historical Association was organized in 1976 with Jack Engelhart as first president. Under his leadership the organization has succeeded in purchasing the old Clio depot, and in getting it designated by the State as a historical site. Repairs will continue to be made, and with the support of the community, the building will be restored to its original condition and will become the Clio Area Museum. It will be complete with pot-bellied stoves, waiting-room seats, regulator clock, telegraph keys, signal arms, lanterns, train order hoops, mail bags, ticket window and many other items which are already located or offered.

The Clio Condensary

In 1913, at a cost of \$40,000, a factory building was erected adjacent to the railroad, west of the tracks and on the south side of Johnson Street. The promoters planned to buy milk from farmers and process it into powdered milk. It soon became evident that more water was needed than their well could produce. More bad luck followed because of two disabling fires. After the construction of an expensive pipe line and pumping station for obtaining water from the Pine Run Creek, the company was taken over by the Detroit Creamery Co. in 1915.

The Company sent a manager in the person of Thomas Petrie who made his home in Clio. A new well solved the water problem, and the factory began to produce powdered milk, condensed milk and ice cream mix. All of these items were shipped in bulk form on the P. M. to other manufacturers.

The next manager was the late Otto Hornung who served this community well in a number of ways, including City Clerk. C. William Scutts followed Otto and was in charge until 1930 when the operation was terminated.

Mr. George Boulton of Clio ran the separators, and later, in 1922, Ray Streeter came to Clio to run the evaporator. Darrel Hendrickson, while yet in high school, did all kinds of work at the condensary which prepared him for a lifetime position with the dairy department of the Michigan State Agricultural College at Lansing.

Mr. Boulton endeared himself to the Company, and to the community by developing and caring for a beautiful lawn and flower garden out in front of the building. He did this at no cost to anyone. He was a fine man who loved the beauties of nature. He and his family immigrated from England in 1912. He earned a living here as an expert in shrubbery and flowers.

For a number of years farmers sent their milk to the condensary in milk cans on horse-drawn wagons. The cans now are highly prized as antiques, and can be seen here and there serving as interesting reminders of the past. Farmers placed their cans of milk at the roadside to be picked up by someone who had found himself a new job, that of hauling milk to the condensary.

It wasn't long until the one-ton truck, very often a Model T, was displacing the horse and wagon. Every year the trucks were made larger and soon someone had invented a vacuum tank that could keep the milk cold for many hours, and could carry several hundreds of gallons. Such trucks spelled the end of local milk collecting and processing plants. A stainless steel vacuum truck could pick up 3,000 gallons of milk at the farms and run all the way to Detroit delivering the milk in excellent condition.



The Clio Condensary, built in 1913, operated for two years before it was sold to the Detroit Creamery Co. The plant

And so the Detroit Creamery Co. closed its Clio plant in 1930 and the building was vacant for a number of years.

One feature of the condensary that might be remembered more than any other was its whistle. The power for the factory was steam, and steam was used to blow the whistle every day at noon. People set their watches by that whistle. When there was a fire in the area the condensary was called, and volunteers came running at the shrill, wavering wail which carried for miles.

Melvin Shetler and the late Henry Calkins began a partnership to manufacture water pumps in the old Detroit Creamery building in 1936. The pump was a unique piston design by Mr. Shetler which soon was in demand throughout the United States. The business grew and a foundry was added.

However, in 1940 the partnership was dissolved and the Shetler pump operation moved into the old Gillett table factory buildings at the north end of Railway Street. The Second World War made it difficult for the Shetlers to purchase castings so they added a foundry of their own. Eventually, they were able to buy their castings more economically from the Clio Foundry.

The pump manufacturing business has been carried on by his son, Earl, who became one of Clio's outstanding citizens. He served on the City Commission for many years.

Shetler pumps were manufactured in the same building for 38 years, and there was need for expansion and modernization. Since the C & O Railway Co. would not sell the land, Earl built a new, very efficient operation at the corner of Lewis and Tuscola Roads in 1978. Shetler pumps, including a new jet invented and patented by Earl, continue to be sold far and wide.

After the Shetlers moved their pump manufacturing to the old table factory, the Clio Foundry remained in business under the ownership of Henry and John Calkins and Herman Hossler. They made castings for the big auto makers and others, doing a million dollars in business each year, and employing 40 to 60 people. For a number of years, the railroad was the means by

closed in 1930, and after standing vacant for several years was later used for other manufacturing purposes.

which the foundry received core sand and scrap iron and shipped its finished castings. Eventually, it became more convenient to ship by automobile trucks.

As time went on, the Clio Foundry found it more and more difficult to operate profitably. New government regulations relative to safety and pollution would have required a huge investment on which a reasonable return could not be assured. It went out of business in 1971, and Clio was shocked to lose the biggest employer ever to locate here.

The old Shetler Pump building was purchased by the Short Roofing Company in June, 1979 to add space to its adjacent plant started in 1958. The roofing company is now doing a huge business throughout this part of the State.

The old Foundry building was used unsuccessfully for a short time as a plating works, salvaging used auto parts. The property was purchased from the State by the City of Clio in 1979. Negotiations have been completed for the establishment of new industries there by a new company headed by a Clio High School graduate and architect, Don Lee.

The Section Crews

The following is an account of local railroad section work, a most important part of railroad history. The information came from interviews with Orlie Van Wormer and the late Gordon Cooper. The latter served for 10 years (1939-1949) as the last foreman on the Clio section. Orlie worked for a time just before World War II. His father, Frank VanWormer, now deceased, spent all of his life "working on the railroad". At one time, the going wage was 50 cents a day. Other information came from here and there, and from the memory of the writer.

The section crew maintained the tracks, switches and right-of-way. Much of the safety of steam transportation was the responsibility of the section men. They were on call at all times of the day or night, seven days a week and in all kinds of

weather. The work was hard - all done by hand until recently. For some, it was seasonal; the Clio crew numbered six in the summer and four in the winter. There were no fringe benefits, but if a worker was injured on the job, the company paid doctor and hospital bills.

To date, no written records of the Clio section, which extended from Birch Run to Bingham Road, have been forthcoming. Fred Houghton's story of Clio states that the section men in the 1890's were: John McKillop, Henry Baker, Mike McGuinness, Wm. and Herman Voss and others. Names recalled by others are: George Doud, Sam Reid, John and Sam DeNikola, Pete and Ralph Bowns, Earl Parker, Frank Robinson, Joe and Art Jacobs, Frank VanWormer, Walter Acker, Hugo Brackrog, Bradford King, Frank Santino, Bill Wright, Leo Cassidy, Dick Flannery, Gordon Cooper's brother, Don and Orlie VanWormer.

Because of low pay, lack of fringe benefits, and poor working conditions, a number of section hands sought and obtained employment in Flint's industrial plants when World War II production began. They never were to return to their former employment.

Up until this time, section work remained about as it had always been. The men worked 8 hour days except in case of emergency when they might be called upon to work any number of hours, day or night. Gordon Cooper recalled the time when he worked 48 hours in one stretch, keeping switches free from ice and snow during a March blizzard. He nearly lost his life when an engine bore down on him out of the blinding snow. The engine crew was later fired for neglect of safety precautions: the bell, the whistle and the lights were not in operation. At another time, the Flint tornado of 1953 blew cars off the track and drove wooden splinters into the working parts of engines. One had to be dismantled and reassembled. It took several months to restore everything to normal. It was a busy time for wrecking crews and for section men.

One responsibility of the section crew was to keep all switches in working order at all times. A non-functioning switch or switch lantern could result in great property damage, and perhaps loss of life. Whether a switch was open or closed was indicated by a kerosene lantern mounted to turn with the switch and to show a green light for "go" and a red light for "stop". It was necessary that the engineer spot every lantern as far ahead as possible, and proceed only on a green light. The section crew had to see that the lamps were repaired, trimmed, cleaned and filled with kerosene. In winter, the switches had to be kept free of ice and snow so that the lamps could be turned and tracks shifted. On the main lines, permanent propane burners kept the switches free of ice and snow. On the sidings, the freeing of switches was accomplished with picks, brooms and shovels.

Every morning the section foreman inspected his section of track. In the early days a hand car was pumped up and down the tracks, then later, one was invented which could be propelled by one man using both his hands and feet. In about 1915, the section men were provided with hand cars propelled with air-cooled gasoline engines. However, for a number of years, the manually propelled cars were kept on hand because of their positive reliability.

Since about 1960, all train signals have been remotely operated by electricity, and switch lanterns are now merely reflectors that require little attention.

The section crews transported themselves, their materials and their tools to work locations by a hand-propelled car up until about 1939, and even until 1945 in cases of emergency. The old hand-car was propelled by a teeter-totter type of handle-bar that could accommodate two men on each side. The bars were worked up and down in back-breaking rhythm. There was no form of exercise that could equal a turn at pumping the bars.

Carlton Johnson, on Wilson Road, has one of these cars in his railroad collection. If the load to be hauled was greater than either the hand-car or motor car could carry, a platform lorry was hitched behind.

Each morning the foreman of the crew received a schedule of trains for the day from the station agent. He could then be sure that his work car was removed from the tracks and that repairs were completed before a train arrived. Four calm men could lift the car off the tracks, or two scared men could find a way.

There were some close calls. A Model T, carrying the Campbell family, was struck by a section car. Fortunately no one was hurt, and the Model T proved to be an adversary that would never say "die". On another occasion the station agent failed to list one train on the schedule. The section crew was alerted by the whistling and smoke of the approaching train. There was not time enough to solve the problem at that location. The men jumped aboard their motor car and raced the train to the Field Road crossing. They derailed just in the nick of time, and when the cloud of smoke, steam, and dust cleared, they were glad to find themselves wiping the cold sweat from their brows. At another time, a school bus struck Cooper's motor car sending him to the hospital with severe cuts and bruises. To avoid an accident report, he hobbled back on the job.

The hand-car was kept in a building near the tracks some distance north of the depot, and on the west side of the tracks across from the railroad water tank. The building was equipped with tables and a pot-bellied stove. It provided room for all of the section tools and for the men to take shelter in inclement weather. In the winter, the men ate their pail lunches there and rested during the noon hour by playing cards. Sometimes they just told tall tales. Sometimes the younger ones wrestled or boxed if the morning's work had not been too exhausting.

In the summer time, the section hands ate their lunches anywhere along the right-of-way where work was being done. Hopefully there would be a hospitable shade tree near which was not already providing a resting place for grazing cows and horses. One favorite spot for noon refreshment was the shady front yard of the Fred and Agnes Boyse Centennial Farm at County Line. There, it was not unusual for the men to be entertained by the older Boyse children, Charles and Alice, who were urged on by much applause. One of the little "ditties" which was invented just before prohibition was "Zip Boom Ba, I can't vote, neither can Ma. If Michigan goes 'wet', blame it on Pa".

The water tank, mentioned above, was constructed of wooden staves held together with iron bands. It was round, about 20 feet in diameter, and 20 feet deep, and was perched on large square wooden legs about 20 feet above the ground. There was a round wood shingled roof to cover the tank. An iron ladder ran to the top, and under cover of darkness, some of the bolder youth climbed to the peak just for fun. The timid kids stayed on the ground to warn of the approach of grumpy adults who might not approve of such delightful exercise.

The water was probably pumped from the Pine Run to the north. The water could be spilled into an engine tender through a spout which could be pulled down into position by a rope. The rope could be reached by the firemen standing on the top of the tender. In the early days the tenders were loaded with 4-foot wood which was so bulky that tenders had limited capacity for water, so the engines had to stop quite often.

Later, when coal took the place of wood, and when engines and tenders were made much larger, an engine could run non-stop from Flint to Saginaw. Since the Clio tank was no longer needed, it was razed in 1926 and another element in steam railroading was gone from the scene.

A water tank, much like the one described above but on a



The water tower to service steam engines stood on Railway Street just north of the depot.

smaller scale, can be seen at Genesee County's Crossroads Village. It serves the old steam engine which pulls a passenger train on the reconstructed segment of the Huckleberry Line.

It is a delight for adults and children alike to take a ride on the Huckleberry Line, and to experience again a bit of "Railroad Nostalgia".

One job of the section crew was to replace rotting or otherwise defective rail ties. Such ties were daubed with a spot of red paint by the foreman during his track inspection runs. To replace a tie, the spikes holding the rails in place were pulled by a claw on the end of a long steel bar. Pick axes and shovels were used to dig out the gravel or cinder ballast which surrounded the tie.

The spikes were about 5 or 6 inches long, and three quarters of an inch square. The heads were offset so that they would protrude over the base flange of the rail when driven full length into the tie.

After the spikes were pulled, the track was jacked up a bit, and the defective tie pulled out from under the rails by tongs. Since many hard oak ties weighed 200 pounds, 4 men with 2 set of tongs were required to remove a tie and carry it away. A new tie was then slid into place. The ballast was replaced by working it around and under the new tie with appropriate tools. The action was one of rhythmic team work, dubbed "Ghandi-dancing". The rail was let down and spiked into place. Special spike sledges were used; they had long narrow heads to get into cramped places. Since the hammering surfaces were small, blows had to be accurate. Two experienced men, striking the spike alternately, could drive a spike five or six inches into hard seasoned oak with six powerful and unerring blows.

If a steel rail had to be replaced, a new one was cut to exact length with a fourteen pound sledge and a large chisel. Sometimes the rail, after being scored with the chisel, would break clean and square. Other times the rail had to be laboriously cut all the way through. The spikes, which held the old rail, were pulled and rail tongs, similar to tie tongs, were used to lift. A full length rail required at least six men on the tongs. Of course, this work had to be well planned and timed to make sure the new rail was securely in place when the next train appeared. It was the foreman's responsibility to do the planning, and, no doubt, he did considerable worrying. The rails had to be exactly spaced at 4 seven-and-one-half inches from rail ball to rail ball. Then a long level was used to see that opposing rails were perfectly level with each other.

If there were no repair jobs to be done, there was plenty of

other work. Grass, along the right-of-way, was mowed with scythes, brush was cleared, crossing planks were replaced, and tools were cleaned and sharpened. The work car required cleaning, oiling and gassing up. Imagine running out of gas in the face of the Four O'Clock Flyer thundering along and catching up fast!

The Clio section crew must have done a good job, for wrecks, due to a poor roadbed or bad switches were practically non-existent. The trains traveled at speeds as high as most American trains today. Passenger trains raced through Clio at 60 miles per hour.

One wreck was recalled by the late Gordon Cooper. It happened just north of Birch Run. An automobile struck the rear wheels of a coal car knocking them off the track. The derailed wheels bumped along over the ties until they hit a switch, throwing several cars off the track. Steam cranes were dispatched to the scene from both Saginaw and Detroit. The cranes had long stabilizing legs that could be thrust out on both sides of the tracks. The cranes could then lift many tons. First, the damaged cars were rolled over out of the way. Then the damaged rails and ties were replaced. As soon as possible traffic was resumed. Afterward, the damaged cars were loaded on to flat cars and transported to appropriate shops for repairs.

When the section men, because of age or of physical disabilities, were rendered unable to carry on hard labor, they were given jobs as flagmen at main crossings. The Vienna Street crossing at the depot was one of those protected. The flagmen worked two 8-hour shifts from 7 a.m. to 11 p.m. A small building, not more than 6 feet square, set close to the tracks on the south side of Vienna Street right across from the depot. This building gave shelter to the flagmen when they were not tending the crossing.

The building was customarily referred to as the "flagman's shanty". It was equipped with a small pot-bellied stove in one corner and benches along the walls where there was any room. Two windows were placed so that there was a clear view up and down the tracks. When a train approached, the flagman emerged from his shanty. In one hand he held a stop-sign on a pole, and in the other he carried a red flag on a short staff. He walked to the cent of the street, held the stop-sign upright and waved the red flag. Of course, this was a very positive way of protecting vehicular traffic, but for only 16 hours a day. After 11 p.m., anyone crossing the tracks was expected to abide by the warning on the white crossarms: "STOP - LOOK - LISTEN".

A flagman had plenty of leisure time on his hands between trains, and this gave rise to a problem which railroad management was never able to solve. Cronies stopped in at the little shanty to enjoy the warmth of the pot-bellied stove, and the jocular conversation of the several who could squeeze into the little building and find a vacant place on one of the benches. Sometimes the flagman found it difficult to extricate himself from the friendly group in time to give adequate warning. This is what gave management cause for concern. However, no one remembers any fatalities at the crossing while the flagmen were on duty.

By 1945, automatic electric flashing lights were installed, and the little shanty, the flagmen and their cronies passed from the scene. Even though technology had provided a way to protect the crossing for 24 hours a day, a tinge of regret accompanied the displacement of the human element - electric signals did not raise their hands in greeting, or flash a cheerful smile, or pass the time of day. And more sadness was to follow. Six persons died in car-train accidents at the crossing between 1956 and 1959. After an intensive campaign by City officials, interested citizens, and community organizations, automatic gates were installed, and put into operation in May of 1959.



Looking southeast just across the tracks on W. Vienna St., at the left is the depot and the hand-drawn baggage cart. In the center background is the site of the original Webster & Garner service station. To the right is the brick

structure which housed the electric light company. At the extreme right is the flagman's shanty which often served as a meeting place for men of the community.

Early in 1980, the C & O Railroad management asked for permission to dismantle the gates and replace them with flashing signals. However, the request was denied, and the gates remain.

No record has been found to reveal the names of all who served as flagmen. From memory, the names recalled are: Chauncey Bates, Jerome Stevens, Frank VanWormer, George Benjamin and Bob Cassidy.

The use of local section crews terminated in 1945, and one of the more romantic aspects of steam railroading disappeared. Machinery was developed which could do the work of many men, and do it faster. By 1959, only 7 men were required to maintain the tracks from Saginaw to Flint.

The old flagman's shanty is still in existence on the property of Don Cooper, and the old hand-car house is in Gera where it serves some purpose of the C & O Railroad which bought out the P.M. in 1945. The Pere Marquette Company began to make changes when automobiles and trucks steadily reduced the demand for local passenger and freight service.

In the early 1920's three passenger trains a day still ran each way through Clio. By 1950, there was only one train each day, and ticket sales did not average one a day. Shortly thereafter the C & O discontinued passenger trains entirely.

In 1942, small diesel engines took the place of less efficient steam engines for switching in the yards. The C & O soon thereafter replaced the picturesque and spectacular big iron horses with stream-lined diesels.

Even though the C & O carries great amounts of heavy freight, no longer do carloads of produce and goods leave Clio for urban markets. However, there is something of steam railroad days still left. There is the old weather beaten station and all the memories it brings to mind, and carloads of lumber are still sidetracked for Clio. We still can enjoy the sight of a long freight train, and can listen to its familiar rumble, and the

blasts of its deep-throated whistle. We still associate these sights and sounds with a dynamic and productive America, and we still experience a feeling for our railroad heritage known as "Railroad Nostalgia".

A Broader View of Railroading in Michigan

The following four segments are an attempt to set forth a thumbnail sketch of railroading in Michigan with special attention given to the Pere Marquette.

The building of railroads in Michigan began soon after the Territory became a State in 1837. Steam transportation was in its infancy; the Rocket engine was first used in England in 1829 and the DeWitt-Clinton locomotive, along the Hudson River, began in 1831.

In 1829 Ann Arbor was a howling wilderness, and it took a farmer a day and a half to haul a wagon load of anything to Detroit. By 1839 a railroad had been built to Detroit that could deliver the load in two and a half hours. This feat called for a big celebration, and such celebrations were to be repeated here and there in the State over a period of 30 years.

At first, the State took the responsibility for building railroads, but in 1837 there was a depression and there was no money. Railroad building was so new that good judgments could not be made. Civil engineers were scarce until 1870. Some contractors padded accounts. The land sold for 50 cents an acre. By 1840, when the banks failed, only 104 miles of railroad had been built. Conditions were worse by 1845. So in 1846 the State passed an incorporation law which gave private enterprisers a chance to set up corporations which could sell stocks and bonds and could borrow money with which to build and operate railroads.

Good highways were not built by the State until the 1900's. A few main plank roads had been built by 1850, including the military road through Pine Run, but they did not solve the problem of moving bulky farm produce rapidly and cheaply. Railroads appeared to be the answer. Even though most of the early railroads were short lines, they often resulted in rapid population growth. Calhoun County got its first railroad in 1844 when its population was 10,000. By 1870 the population was 36,000.

The railroads served to open up vast acres of land for development, and so it is understandable why the U.S. and State Governments, with popular aid and acclaim, offered many lucrative incentives to encourage the railroad corporations.

Investors contracted "railroad fever", and their dreams of getting rich quick led to questionable financial schemes and intense competition in the laying of rails; in many cases, more than was economically sound. The State of Michigan used its power to try to keep order. It would not allow construction to begin until \$4,000 in stock had been sold for each mile of bar iron on wooden rails, or \$8,000 on roads built with "T" iron. Strap iron on wood was not satisfactory. The straps came loose and trains often had to stop while the crews drove in new bar fasteners. The P.M. benefitted from this early experience, and used "T" iron from the start.

So rampant was the "fever" that builders scrambled to get financing. They turned to eastern sources, and local investors often lost control. By 1878 Michigan residents held an equity of only 3 percent.

Some cities actually raised money to entice builders. Individuals, as well as the U.S. and State governments, gave land. It is remembered that the P.M. was built through Clio instead of Pine Run because Clio land owners were willing to give the right-of-way and other lands, whereas the Pine Run land owners were not.

In 1856 Congress passed a law to give to any railroad builder six sections of land (3,840 acres) per mile providing that 20 miles were built in one year. The railroads could sell the timber lands for \$1.25 to \$2.50 an acre, and were eager to do so because they expected to transport the lumber, and later the farm products from the cleared lands. Much cleared land brought from five to ten dollars per acre.

From E. Saginaw to Flint, the P.M. received 153,000 acres. In 17 years, the P.M. system had sold 468,000 acres of the 513,000 acres granted. The area was two thirds the size of Rhode Island. The average price was \$10.34 per acre, and amounted to \$5,500,000 - less than anticipated. The land was sold at ¼ down with seven percent on the balance over a three to five year period. Settlers who had no money could get free land far back from the railroad. The federal government gave to Michigan five percent of the money it obtained from U.S. lands if the money were used for public improvements. The U.S. also gave to Michigan 500,000 acres to use as it saw fit.

The railroads were clever enough to retain title to land next to the rails where commercial ventures were likely to take place. This land was only for lease, guaranteeing forever real estate income to the railroads. It is well known that the land near the tracks in Clio is still owned by the railroad. The Shetler pump operation was moved from Clio because the Shetlers were not willing to invest large sums in a new building which would have to set on land which they could never own. The vacated lumber yard, the elevators, the roofing company buildings, and the "Village Hardware" are all located on sites leased from the C & O.

Claude Babcock put together a plan which enabled the City of Clio to own the segment of State Street which meets Vienna Street at right angles. It also enabled him to buy a triangular piece of land from the railroad which would permit a block

square to be used as a site for Babcock's Super Market. This was an unusual achievement since the selling of any commercial land ran counter to usual railroad policy.

The railroads played a game to get governments and settlers to pay for a good share of construction costs. The railroads advertised that settlers could farm in summer and lumber in winter, therefore, supporting the railroads was in their own self interest. The settlers could give portions of their land, they could influence governments, they could buy stocks and bonds, they could lease and buy railroad lands, and they could refrain from suing for damages.

The State of Michigan made laws about railroad stations, bridges, drainage and safety but was very lenient about enforcement in order to get the business started, and allow it to produce profits sufficient to pay for improvements. The State also taxed the roads lightly, only one percent of capital per year. This was only one sixth of what other property owners were paying.

One might suppose that, since the railroads were so eagerly encouraged by a variety of valuable incentives, that their history would have been a veritable bed of roses. Such, however, was not the case. There was plenty of grief, not only for the builders, but for the stock holders, the employees, the patrons, and the State. There is much about railroad history that is excluded from the romantic concept of "Railroad Nostalgia". Some of the history fails to coincide with the very satisfying fantasies which include all that was good, exciting and beneficial.

People began to think about all the apparent good fortune of the railroad builders: the gifts of vast areas of lands, the light tax load, the opulence of the financiers, the alleged high freight rates, the omission of dividends, the manipulation of securities during numerous receiverships, the wiping out of stock values, the losses of small investors, and the leniency of governments in enforcing the laws.

Though it was clear that railroads were needed to open up the country for settlement, wide dissatisfaction and antagonism became prevalent. There were shady dealings. By one means or another, outsiders gained control and made money by manipulation of stocks and bonds rather than from improved safety and efficiency. "Watered stock" became a well-known term.

By 1849 suits were brought against the roads for various reasons. Frightened horses ran away causing death and property damage. Fields and forests were set on fire by sparks from passing trains. People were killed at crossings. Livestock was killed here and there. Wrecks resulted in the loss of goods being shipped. Some construction companies padded their accounts. Pot-bellied stoves and kerosene lamps set passenger cars on fire. Some railway workers were heavy drinkers. Before 1861 cars were coupled by large iron pins which required trainmen to step between cars. In 1873, 253 men were killed, most of them crushed while coupling cars. So incensed were people in some areas that extensive vandalism occurred.

As time went on, government and technology served to gradually rectify these problems. In 1850, the telegraph served to prevent accidents. After the Civil War, in 1865, the block system was adopted which let only one train at a time into any one block. Automatic couplers were devised to take the place of pins. In 1873, Michigan passed a law requiring air brakes. Before, a brakeman had to set the brakes individually on each car by running and jumping from one car top to another where he was required to turn a large iron wheel at the end of each car. Laws were also passed to prevent the abuse of financial manipulation. Men who drank on the job were, by law, fired.

The government also stepped in to regulate freight rates. This was difficult at first because railroad records were so poor.

Many of the personal injury and death cases were settled in favor of the railroads because the courts held the companies blameless if there was any "Contributory negligence" on the part of the employee. Workmen's compensation laws were later passed which gave monetary aid to employees and their families regardless of who was at fault.

Since 1862, in the early days of the Pere Marquette, W. W. Crapo was president, and held that position for 40 years. His administration was conservative, honest and efficient. However, debts of the system were not paid off before lumber ran out, and farming and manufacturing took its place. It was the increase in passengers that kept the system afloat.

The Pere Marquette Railway Company began under the name of the Flint and Pere Marquette Railway Company. In 1912 The Flint and Pere Marquette became the Pere Marquette Railway Company, and in 1917 it became the Pere Marquette Railroad Company, and remained so until acquired by the Chesapeake and Ohio system in 1947. With each change in name, there was a reorganization, usually under a receivership.

The Flint and Pere Marquette Railroad Co. filed for articles of association in 1857. The very first section was completed from E. Saginaw to Mt. Morris, a distance of 26.1 miles, on January 20, 1862. Clio soon became the main shipping point in that stretch. The system grew up with the State of Michigan. The P.M. was not affiliated outside of the State. It first served the lumber and salt industries, and was built up piece by piece. In 1863, it was extended to Flint, a distance of 7.2 miles. Flint was a growing lumbering town, having 10 sawmills with an annual capacity of 80 million board feet.

An item of local interest is that Wm. White, Flora Haven Hodgins' (Flora is 101 years of age now) grandfather from Thetford, used horses and wagons to transport Northern Civil War troops from the end of the line in Mt. Morris to Flint where they could get transportation to Detroit. By 1864, the P.M. had acquired the Flint and Holly Railroad by which they could get their cars to Detroit over their own rails.

In order to stimulate business, the P.M. was instrumental in building 11 lumber and shingle mills by 1870. In 1877, the P.M. built a grain elevator at Ludington which had been reached in 1874. The line was then continuous and under one management from Monroe, on Lake Erie, to Ludington on Lake Michigan, a distance of 250 miles. There were also 30.7 miles of branches and 622 miles of sidings, making 346 miles by 1875. Spurs to lumber camps were built as needed.

Since lumber was the main commodity carried, a recession or a panic, such as those in 1873, 1884 and 1893, threatened the P.M. with bankruptcy. In fact, the P.M. System went into receivership on July 1, 1879.

In the period from 1871 to 1890, the P.M.'s deficit was \$2,211,147.00. The stockholders received no dividends and the stock lost its value. A tax law of 1901 almost doubled the taxes on railroads, and the Interstate Commerce Commission would not allow an increase in rates. However, the Crapo administration kept the roads in good condition, and did improve the whole system, but could not pay dividends.

It will be remembered that the Houghton Elevator business continued to grow from the start and was growing by leaps and bounds by 1890. This would indicate that farming progressed rapidly enough in the rich Saginaw Valley to make up for the diminishing lumber industry. There were tons and tons of fruits, sugar beets, beans and hay. Wheat, corn and livestock were steadily increasing. And later, there were butter, eggs, berries, pickles, and oil and chemical products.

Another change also helped to sustain local railroad business. As wood became scarce, there was a turn to coal for heating homes and businesses, and for firing boilers for steam engines. All of this coal, mountains of it, came by rail.

The local P.M. through Clio was prosperous, but the original stretch from Saginaw to Flint could not support the whole system. It became clear that the P.M. must become a transporter of goods across Michigan from the eastern lines of the U.S. to connect with the western lines. Traffic to Milwaukee started in 1883, but suffered a drastic setback when car ferry number one was wrecked in a storm at Ludington with a loss of \$35,000.

The shipping of lumber on the Great Lakes gave Michigan railroads stiff competition. To cope with this, the P.M. bought the Port Huron and Northwestern R.R. Co. which added 253.8 miles of narrow gauge track. The Company also shared in the building of the Union Depot in Detroit to stimulate passenger traffic. A tunnel was also built under the St. Clair River in 1893 to provide a shortcut into Canada.

Under the Crapo administration the Pere Marquette system grew by the consolidation and purchase of more than 80 different companies. Early in 1900, the P.M. consolidated with the Chicago and West Michigan and the Detroit, Grand Rapids and Western. The P.M. also took over the Grand Rapids, Kalkaska, and Southern with 32 miles of track, and the Grand Rapids, Belding and Saginaw R.R. with 28 miles, and the Saginaw, Tuscola and Huron R.R., 65 miles in length. The mileage finally totaled 1700, all of which was in Michigan except 41 miles and the car ferry lines.

The major communities served by the P.M. were: Saginaw, Bridgeport, Birch Run, County Line, Clio, Mt. Morris, Flint, Grand Blanc, Rankin, Holly, Clyde, Milford, Novi, Plymouth, Wayne, Flat Rock, Monroe and Detroit. In the north it served Reed City, Farwell, Coleman and Midland, among others. There were many spurs to smaller centers such as Genesee and Otisville. These spurs may have been uneconomical since all locations required a manned station before the advent of electrical control systems.

When W. W. Crapo resigned as president in 1902, F. H. Prince and Associates gained enough stock to control. The money came from J. P. Morgan and Co., and syndicate. They promoted a plan to extend the system to Buffalo, N.Y. on one end, and Chicago, Ill. on the other. The objective was to increase passenger traffic and to secure the shipment of goods, other than lumber, from other States. They would further the use of a shortcut through Canada.

The new administration, although aggressive in promotion, was not averse in making easy money by manipulation, receiverships, and the clever handling of stocks and bonds. The law provided that dividends did not have to be paid on stock, and interest did not have to be paid on bonds, during a receivership. Deficits were washed out by reorganization. Sometimes, in place of money, railroad script was used. The syndicate bought short lines and coal mines. It built docks and collieries. It added a car ferry that could carry 30 freight cars.

The new administration, while extending the system, let the roads deteriorate. By 1905, the system was heavily in debt, and the service became so poor that the state government adopted much more stringent regulation. To aid in recovery, the wages of all employees who made more than \$50 per month were cut by 10 percent. The system went into a receivership. The system needed railroad cars in the amount of \$4,346,000, and 35 locomotives worth \$486,000. The deficit was \$1,813,000.

The federal government, since it had jurisdiction over interstate commerce, began to investigate. It required 821 more men to operate the system, and wages went up on an average of \$10.36 per month. In 1910, a total of 8,214 men were employed. Prices went up, but the Interstate Commerce Commission would not allow an increase in rates. Though traffic from Buffalo to Chicago did double between 1900 and 1910, it was not sufficient to pay off Company debts.

It seems strange that under the circumstances, J. P. Morgan would buy 110,000 shares at \$23 a share because in 1911, the P.M. reached the limit of its borrowing power, and went into the hands of receivers. By 1914, the system had a deficit of \$24,786,204 which actually should have been \$31,807,615.

The Road emerged from receivership in 1917 under the name of the Pere Marquette Railway Co. By this time, it had experienced receivership seven times. The reorganizations were accomplished by exchanging common stock for bonds, and the deficits were put into the cost of roads account which meant the capitalization of deficits. This was all done with the consent of the State and the courts. By converting stocks to bonds, dividends did not have to be paid even on preferred stock, and neither did interest have to be paid on bonds, nor did the bonds have to be paid off when due under a receivership. Since the deficits were capitalized, new stock could be issued to pay creditors. It really was stock backed by debts. It was referred to as "watered stock".

It is interesting to note how the term "watered stock" originated. Back in the days before good roads, cattle were driven on foot, sometimes for many miles, to the nearest railroad to be shipped to slaughter in the big centers. The cattle lost considerable weight during the drive. The cattlemen, in order to recover this loss, did their best to see that the cattle had plenty of water to drink just before they were weighed for sale. Thus, they could be paid for many pounds of water in addition to the meat. The packer was paying for "watered stock", the watered part having no value. So, corporate stock, which was issued to wipe out debts, came to be referred to as "watered stock".

And so it can be seen that every facet of railroading is not a part of the mental picture which is referred to as "Railroad Nostalgia". Perhaps, for the sake of nostalgia, it is just as well to forget the greed, the fraud, the conspiracies and the violence. The sordid part of the story did not apply to all companies or to all men, and perhaps the good, in the last analysis, was far greater than the bad.

"Railroad Nostalgia" includes the romance surrounding our little old "CLIO" station with all of its golden past, its enhancing accoutrements, and its years of beautiful human relationships. It must be restored and kept as a haven of the intensely interesting, educational, and incomparable past. The great heritage of the past can engender a spirit which can help to build a more noble future.

"Railroad Nostalgia" connotes something to be remembered as a good, bright, and enjoyable past of the railroad story. It includes the early iron horse and the building of ever bigger steam locomotives; locomotives that thundered along belching

black smoke and spouting white steam, clanging bells and blasting whistles, locomotives that were kept spotless and shining by their proud crews.

In the nostalgic picture are the men of character who worked toward the ideal of useful and honest service beyond the call of duty. There were the engineers in their striped caps and red bandanas waving a friendly salutation to fellow countrymen at the stations, the crossings, the farms, and the lumber camps, and to the children who raced to the railroad to see the giant cyclops, with its one great eye, exhibit its pounding power and its spectacular speed. There were the brakemen in their bib-overalls with their leather gloves and lanterns, and the conductors in their unique visored caps and their brass buttons on navy blue. They did their jobs so well as to overcome, in the minds of the patrons, many shortcomings due to mechanical or administrative failures. There were the station agents who were, first and foremost, dedicated to their jobs, and more than willing to go the "second mile" to serve the hardworking people in their developing area. There were the section men who were proud of their hard hand labor which kept the tracks safe and smooth, and who worked diligently to make railroading satisfying and successful. Then there were those who produced and handled the products that were shipped: the men who ran the elevators. They exhibited a spirit of fellowship and concern for all with whom they dealt, which made life's labors, sparkle and seem worthwhile.

There were the stations, so attractive with their wide eaves, their bay windows, their pot-bellied stoves, their castiron, framed row seats, their regular clocks, their train schedules, their barred ticket windows, their clicking telegraph keys, their lanterns, their semaphore towers and their baggage carts. The station agents must be mentioned again as a part of the station picture. They were endeared to the crowds of people who, over the years, wore hollows in the thresholds and the white pine floors, and exhibited all of the human emotions that are such a heartfelt part of "Railroad Nostalgia".

In this paragraph it is acknowledged that much of the statistical information about the entire Pere Marquette system came from two books: "When Railroad Was King" by Frank N. Elliot, sponsored by the John M. Munson Michigan History Fund, and from the book, "The Pere Marquette Railroad Company" by Paul Wesley Ivey, Ph.D.

It is appropriate here to thank The Clio Messenger for its cooperation and space, and to thank my wife, Marvel, for typing, improving, and correcting the original script. Appreciation is also extended to The Clio Area Historical Association which influenced the author to pick up pen and paper, roll up his sleeves, scratch his head, and go to work.



The last steam engines to serve the Pere Marquette through Clio included passenger engine No. 708, left, and



freight engine No. 313, right. The photographs are from the Carlton Johnson collection.