

Duluth, South Shore and Atlantic Ry.

The report of this subsidiary company of the C.P.R. for the year ended June 30, consists of tabular statements which are printed without comment. The main line owned is 517.44 miles; branch lines owned, 65.61 miles; total owned, 583.05 miles; trackage rights leased, 9.64 miles; total operated, 592.69 miles. The only change from the mileages at June 30, 1905, is in the branch lines owned, where there is an increase of 6.88 miles. The company owns 73 locomotives, 62 passenger cars, 2,876 freight cars, and 97 miscellaneous cars. The new rolling stock added during the last financial year consisted of two sleeping cars, 200 box cars, 100 platform cars, 50 gondola cars, and two cabooses. The income account with the years ended June 30, 1905 and 1906, is as follows:

	1905-06.	1904-05.
Gross earnings from operation	\$3,057,808.73	\$2,706,936.02
Less operating expenses	2,057,459.36	1,852,705.09
Net earnings	\$1,000,349.37	\$854,230.93
Other income	44,546.53	13,774.13
Net income	\$1,044,895.90	\$868,005.06
Deduct		
Interest on bonds	\$ 569,700.00	\$ 569,700.00

Following is the percentage of the tonnage of the principal commodities handled: Ores, 43.09; logs, 10.74; lumber, 8.52; other forest products, 7.03; coke, 6.26; stone, sand and other like articles, 5.10; merchandise, 4.37; bituminous coal, 2.99; iron, pig and bloom, 1.75; copper, 1.61; flour, 1.37; grain, 0.81.

PASSENGER TRAFFIC.

	1905-06.	1904-05.
No. through passengers carried, earning rev.	148,699	137,322
No. local passengers carried, earning revenue	469,638	422,571
Total number passengers carried, earning revenue	618,337	559,893
No. passengers carried one mile	34,413.928	31,019,854
Average distance carried	55.65 miles	55.98 miles
Average amount received from each passenger	\$1.49935	\$1.40648
Average receipts per mile for through passengers	2.997 cents	2.603 cents
Average receipts per mile for local passengers	2.807 "	2.755 "
Average receipts per passenger per mile for all passengers	2.694 "	2.673 "
Total passenger earnings		

The gross earnings show an increase of 32.8% over the previous year; the surplus \$1,204,271.21, an increase of 58.4% over the previous year. The operating expenses were 50% of gross earnings. The work of reducing gradients and correcting the alignment Minneapolis to Paynesville, Minn., outlined in last year's report, has been completed and similar improvement extending to the Dakota line is rapidly nearing completion. With the exception of one or two short gradients this work will be entirely completed this year and when done will leave a maximum gradient of 0.3% for eastbound traffic into Minneapolis. Since the last report the line from Chief River Falls to Kenmore has been completed and is handling a business beyond expectations; the extension from Underwood to Garrison is also in operation. This year's construction includes a line from Flaxton, North Dakota, westerly to Ambrose, about 20 miles east of the Montana line, a distance of 51 miles; a line from Drake, N.D., westerly to Plaza, N.D., a distance of 81 miles, and an extension of the Garrison line north to a connection with the Plaza line at May, N.D., a distance of 14 miles. These lines

10-1906

4550

distance of 180 miles.

Duluth, South Shore and Atlantic Ry.
-During 1909 the company laid 7.1 miles of new track, as follows:—Wellsburg to Woods, Mich., 2.2 miles; Halfway to Davis mine at Megannce, Mich., 2.1 miles; and Halfway to Valentine mine, Mich., 2.8 miles. On the Mineral Range Rd., owned by the D., S. S. and A. Ry., 1.87 miles of mining spur tracks were laid during the year, and surveys were made for another spur track of a mile to be constructed during 1910. (Dec., 1909. no. 889).

1909

DSS & A

quired.

Duluth, South Shore and Atlantic Railway

"The Duluth, South Shore and Atlantic Railway Company (South Shore) owns 448 miles of railway line in the states of Michigan and Wisconsin, connecting with the line of your company at Sault Ste. Marie, Ontario. Including trackage rights, it operates 550 miles of line and owns a dock at Marquette in the State of Michigan. Its principal traffic consists of ore and lumber. The direct interchange with your company is not large, but it also serves as a feeder to the Soo Line. Your company, as shown in the annual report, has guaranteed payment of an amount sufficient to meet principal instalments and interest on \$781,000 First Mortgage 5 per cent. bonds of the South Shore Dock Company, maturing serially to 1945, which were issued to finance in part the construction of the dock property at Marquette.

"For some years prior to 1920, the earnings of the South Shore had been sufficient to pay all interest to other parties. It was not regularly paying interest to your company, but it was able to finance its capital expenditures from its own resources. The result was that no advances were outstanding at that time. Subsequently the gross revenues of the South Shore declined even to a greater extent than those of the Soo Line, but the recovery has also been relatively greater. In 1929, they were \$4,900,000, while, in 1932, they were only \$1,600,000. From this low point, they have improved to some extent and totalled \$2,300,000 in 1935. In 1930, the surplus of net income before interest was only nominal. In the three years 1931, 1932 and 1933, there were deficits before interest, the highest being \$575,000 in 1933. Since that time there has

1936
CRIMW

sufficient to pay all interest to other parties. It was not regularly paying interest to your company, but it was able to finance its capital expenditures from its own resources. The result was that no advances were outstanding at that time. Subsequently the gross revenues of the South Shore declined even to a greater extent than those of the Soo Line, but the recovery has also been relatively greater. In 1929, they were \$4,900,000, while, in 1932, they were only \$1,600,000. From this low point, they have improved to some extent and totalled \$2,300,000 in 1935. In 1930, the surplus of net income before interest was only nominal. In the three years 1931, 1932 and 1933, there were deficits before interest, the highest being \$575,000 in the year 1932. Since that year there has been an improvement, and, in 1935, the net income of \$375,000 was considerably more than the amount necessary to meet interest payable to security holders other

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Duluth, South Shore and Atlantic Railway

The **Duluth, South Shore and Atlantic Railway (DSS&A)** (reporting mark **DSA**) was an American railroad serving the Upper Peninsula of Michigan and the Lake Superior shoreline of Wisconsin. It provided service from Sault Ste. Marie, Michigan, and St. Ignace, Michigan, westward through Marquette, Michigan to Superior, Wisconsin, and Duluth, Minnesota. A branchline stretched northward from Nestoria, Michigan up to the Keweenaw Peninsula and terminating at Houghton, Michigan, with two branches extending further to Calumet, Michigan and Lake Linden, Michigan.^[1]

The first predecessor of the DSS&A began operations in 1855. The railroad fell under the control of the Canadian Pacific Railway (CPR) in 1888, and was operated from 1888 until 1960 as an independently nameplated subsidiary of the CPR. In 1949, a reorganization of the DSS&A took place, creating new heralds and designating the company a railroad instead of a railway. In 1961, the DSS&A was folded into the CPR-controlled Soo Line Railroad. Since 2001, the remaining operating trackage of the former DSS&A has been operated by the Canadian National Railway (CN). Short stretches of original DSS&A trackage are still operated between Trout Lake and Munising Junction, from Ishpeming to Baraga, and between White Pine and Marengo Junction.

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Independent railroad

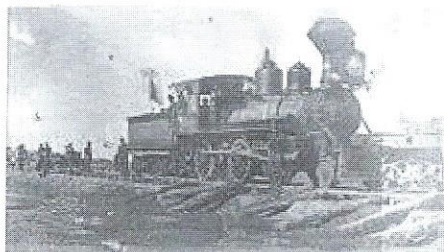
The development in the 1850s of hematite iron ore mines in the Upper Peninsula hills above Marquette encouraged the development of numerous railroad plans for spur lines and connecting routes between mines, local boom towns, and the shores of the Great Lakes. While most of the Upper Peninsula's iron ore and Keweenaw copper was shipped to the rest of the United States by lake boat, the inability of water-based shippers to offer service to northern Michigan in winter encouraged railroad promoters to launch numerous plans for lines in the Upper Peninsula.

Duluth, South Shore and Atlantic Railway



A former Duluth, South Shore and Atlantic Railway RS-1 locomotive leads a photo charter for the Lake Superior Railroad Museum in 2009

Reporting mark	DSA
Locale	Michigan, Wisconsin
Dates of operation	1855–1960
Successor	Soo Line
Track gauge	4 ft 8½ in (1,435 mm) standard gauge
Headquarters	Marquette, Michigan



DSSA locomotive, circa 1887

By the 1870s, a maze of corporate charters and tiny stub lines had been created or built in the central Upper Peninsula, primarily to carry iron or copper ore from the mines down to smelters and docks on the shores of Lake Superior and Lake Michigan. In 1879-81, venture capitalists led the construction of

the Detroit, Mackinac & Marquette (DM&M), a standard-gauge main line from St. Ignace, on the Straits of Mackinac, to Marquette on Lake Superior. The roadbed included a surveyor-straight 25-mile (40 km) east-west section, the ancestor of today's "Seney stretch". Although the state of Michigan granted the DM&M more than 1.3 million acres (5,300 km²) of state land, almost 9000 acres-per-mile (23 km²/km) as a construction subsidy, by 1886 the new DM&M went into receivership.

The DM&M was reorganized by venture capitalist James McMillan of Detroit, who led the rapid consolidation of the DM&M and many of the UP's smaller railroads during the early 1880s. The new Duluth, South Shore & Atlantic went into operation as a merger of these lines in December 1886.

Canadian control

The Canadian Pacific Railway (CPR), transcontinental line, took control of the Duluth, South Shore & Atlantic in 1888. In 1892-94, CPR funds financed the construction of the DSS&A westward from the Keweenaw Peninsula to Duluth.

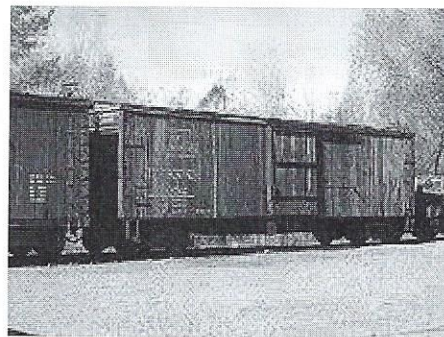
During the 1890s, the timber industry reached the peak of its operations on the Lake Superior shoreline properties adjacent to the DSS&A's new main line, with irreplaceable old-growth white pines falling to the lumbermen's saws and axes. After white pines were exhausted, local cutters began to turn to high-quality hardwoods such as sugar maple, and then to pulpwoods such as paper birch and aspen.

At the height of the railroad's operations in 1911, the DSS&A operated 623 miles (1,003 km) of track, of which 517 miles (832 km) were main line and 106 miles (171 km) were branch lines and trackage rights. The railroad operated 3,121 pieces of rolling stock, including 82 locomotives, 67 passenger cars, 35 cabooses, and 2,957 freight cars.^[2]

In 1913 the DSS&A's freight operations peaked at almost 1 million short tons (900,000 metric tons), of which more than half were forest products.^[1] In the late 1910s, timber yields began to decline all over the Upper Peninsula. This was a blow from which the DSS&A could not recover as an independent nameplate. Its story from 1920 onwards was that of the American railway industry as a whole, with negative factors intensified by unfavorable local business conditions in northern Michigan.

In 1957, the State of Michigan opened the Mackinac Bridge, a 5-mile (8.0 km) long suspension bridge carrying an all-weather hard road across the Straits of Mackinac into the Upper Peninsula. The DSS&A responded by ending its remaining passenger rail service in January 1958. In 1961, its Canadian owners merged it with the Minneapolis, St. Paul and Sault Ste. Marie, and the DSS&A became part of the Soo Line.

Nicknames and challenges



A preserved DSS&A boxcar at the Mid-Continent Railway Museum, North Freedom, Wisconsin.

The DSS&A's own "official" nickname for itself was "South Shore", referring to the railroad line's route along the south shore of Lake Superior.

However, the DSS&A's allegedly poor-quality service throughout much of the 20th century inspired angry customers to impose several uncomplimentary backronyms on the struggling railroad, such as "Dead Slow Service & Agony" and "Damn Slow, Shabby Affair".^[3] Dissatisfied workers, meanwhile, suggested that the railroad's initials stood for "Damn Small Salary & Abuse".^[3]

The DSS&A's thinly settled service area made it difficult for the railroad to raise adequate revenue to maintain its trackage in good condition, especially in winter. The region served by the railroad receives more snowfall in one year than other sections of the United States east of the Rockies receive in several years combined. From 1957 through 2005, the average snowfall on the Keweenaw Peninsula has been 241 inches (20.1 ft; 6.1 m) per year. Every winter, the DSS&A had to plow this snow off its tracks.

See also

- Upper Peninsula of Michigan

References

- Gaertner, John T. (2009). *The Duluth, South Shore and Atlantic Railway: A History of the Lake Superior District's Primary Iron Ore Hauler*. Bloomington, Indiana: Indiana University Press. p. 349. ISBN 978-0-253-35192-0.
- "Duluth, South Shore & Atlantic Railway". *Michigan History*. **53** (1): 62–72. Spring 1969.
- Barnett, LeRoy (2018). "Humorous Nicknames of Michigan Railroads" (<http://www.michiganrailroads.com/trivia-facts/5251-nicknames-of-michigan-railroads-humorous>). *michiganrailroads.com*. Retrieved April 25, 2018.

Further reading

- Ralph, Julian (1891). *Along the Bowstring, or South Shore of Lake Superior* (<https://archive.org/details/alongbowstringor00ralprich>). New York: Press of the American Bank Note Co.

External links

- Media related to Duluth, South Shore and Atlantic Railway at Wikimedia Commons

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