

Historical Society of Greater Lansing
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NEWS

May 2002

**Historical Society
 of Greater Lansing**

Executive Board

Officers

- Craig A. Whitford
President, Editor
 Harry Emmons
Vice President
 David Rumohr
Secretary
 William A. Atkinson
Treasurer

Trustees

- Pat Heyden
 Jerry Lawler
 Jim MacLean
 Gertrude Mitchell
 Linda Peckham
 Ron Turner
 Seymour Vanderske
[Vacant]

How to contact us...

Historical Society
 of Greater Lansing
 P.O. Box 12095
 Lansing, MI 48901
 Tel: 517.394.4443
 Fax: 517.394.0579
 E-mail: cawhitford@aol.com

*ALL
 ABOARD...*

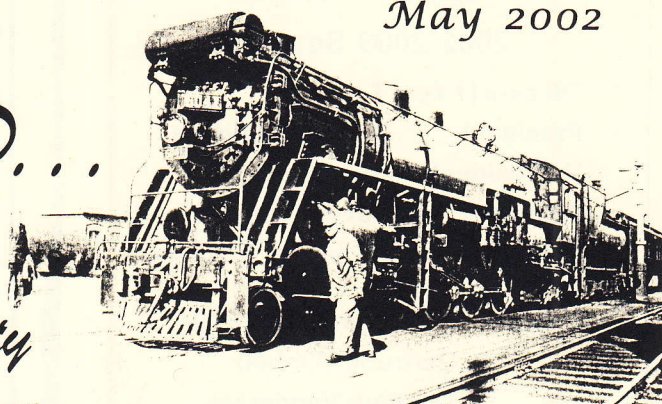
*for the
 Historical Society
 of Greater Lansing
 Annual Dinner*

May 15, 2002

6:30 P.M.

Clara's Club Car

*Next to the
 railroad tracks
 on E. Michigan Avenue*



Grand Trunk Western, No. 6041 4-8-2
 Baldwin, 1925. Class U-1.C On Inter-City L'td.
 Howard Williams, Engineer
 Lansing, MI 1929



North Lansing Train Depot

DINNER TICKETS

Clara's Club Car Menu - A lighter meal prepared with flair.

(RESERVATION MUST BE RECEIVED BY FRIDAY, MAY 3, 2002)

Please check one of each of the following for each person attending:

	Meal 1	Meal 2
Orange Roughy	_____	_____
Top Sirloin	_____	_____
Chicken Hawaiian	_____	_____
Vegetable Lasagna <i>(no potato or rice)</i>	_____	_____
Potato or	_____	_____
Rice	_____	_____

Included with your one choice
 is: chef's vegetables, dinner
 salad, bread, tea or coffee and
 a scoop of ice cream

Limited Seating

*(RESERVATION MUST BE RECEIVED
 BY FRIDAY, MAY 3, 2002)*

Number of persons attending at \$20 each: _____ X \$20 = Total \$ _____.

NAME(s) _____ Phone _____

Please fill in ALL information and return with your check *(Make checks payable to HSGL)* to:
 Pat Heyden, 4901 Devonshire, Lansing, MI 48910 (email: j-ph@Juno.com)





The Nominations are In!

2002-2003 Season

Officers (1 Year Term)

- President Craig A. Whitford
- V. President Harry Emmons
- Secretary David Rumohr
- Treasurer William A. Atkinson

Trustees (2 Year Term, 2002-2004)

1. Gertrude Mitchell
2. Seymour Vanderske
3. Fr. Geo. C. Michalek
4. Vacant

Lake Shore & Michigan Southern Railway.

LANSING DIVISION.

SPECIAL RULES.

All Trains will run Daily except Sundays.

Trains No. 2 and 4 will not leave Jonesville until connecting trains on Michigan Division have arrived there.

Every Engine must be brought to a full stop before crossing the track of any other Rail Road at a distance not exceeding four hundred (400) feet from the same.

The following Signal Rules have been established at the several Junctions, by which Trains on either line will be governed: No Train will cross the intersection unless the Target is seen to be right for it to pass. The position of the Targets will be indicated by red lights at night. Trains must approach the intersections carefully, and must not pass them in any case at a higher rate of speed than six (6) miles per hour.

When the Signals at the several Crossings and Junctions cannot be seen, the Engineer will send the Fireman to the Crossing or Junction, and not proceed until the way is known to be clear.

The Targets at the intersection of the L. S. & M. S. and Michigan Air Line near Homer, and the M. C. R. R. near Albion, and G. R. V. R. R. near Eaton Rapids, when placed horizontally, will allow L. S. & M. S. Trains to pass; when placed vertically, will allow trains of other Roads to pass.

No Train will pass the intersection of the L. S. & M. S. and C. & L. H. R. R. at South Lansing, until the way is known to be clear.

Engines will have the right to use the main track between Lansing and South Lansing by keeping out of the way of Regular Trains. Wild Engines and Trains must look out for each other between the above named points.

No Train will cross the Grand River Bridge near Dimondale, nor Sink Hole, between Kingsland and Dimondale, at a speed exceeding six (6) miles per hour.

Engineers will look out carefully for cattle, and use every exertion to prevent killing or injuring stock.

Passenger Trains going North will take side track for Passenger Trains going South.

The 2004 Michigan Quarter Internet Vote Totals (40,579 Votes Received)



6,298 Votes



14,333 Votes



2,166 Votes



10,141 Votes



7,641 Votes

Please RUSH to:

Historical Society
of Greater Lansing
P.O. Box 12095 Lansing, MI 48901

Lansing's

Transportation

Pioneers

A Self-Guided Tour in Mount Hope Cemetery

Sponsored by:

Historical Society of Greater Lansing

As part of "Be a Tourist in Your Own Town"

Lansing Michigan – June 1, 2002

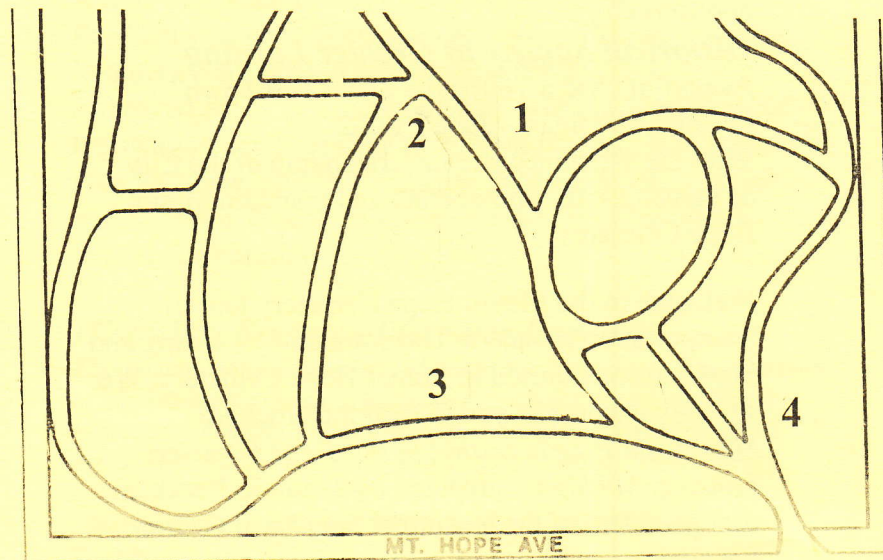
With the assistance and understanding of the City of Lansing staff who operate and maintain Mount Hope Cemetery.

Welcome to the Mount Hope Cemetery tour of transportation pioneers. There are many Lansing and State pioneers buried in Mount Hope Cemetery. We strongly encourage you to read the brochure *Significant People Buried In Mt. Hope Cemetery, Lansing, Michigan*, prepared by Linda R. Peckham, past president of the Historical Society of Greater Lansing.

Transportation History

The first transportation or highway system was the rivers and streams. Indians, traders, missionaries and settlers used the rivers to access the interior of Michigan. The river system was augmented by Indian trails, such as the Grand River Trail and Saginaw Trail, which traversed the State. The early settlers widened the trails for their wagons and oxen and cut roads. The settlers used oxen, not horses, since oxen could navigate the deep mud roads better than horses. The first improved roads were plank roads constructed of wood. The first plank road ran between Lansing and Howell in 1852.

While the rivers initially were used to transport bulk goods and produce into and out of the country, they were replaced by the railroads starting in 1858. By the turn of the century the auto and gasoline engines began to replace horses.



Transportation Pioneers Tour

In Mount Hope Cemetery we have marked the locations of four major Lansing transportation pioneers –James Turner, Orlando Mack Barnes, Ransom Eli Olds, and William K. Prudden.

1. James Turner (A23)

Turner was an early Lansing merchant and entrepreneur. He was active in development of the Lansing and Howell Plank Road Company. Turner was treasurer and superintendent of Lansing and Howell Plank Road Company. Turner with Charles Seymour, and H. H. Smith constructed the road under the firm name of Smith, Turner and Seymour. The 34 mile road was completed in 1852 with 10 toll gates. Between 1866 and 1870 the planks were removed and road was graveled. In the 1860's, he was a partner in the Jackson-Lansing-Saginaw Railroad Company.

2. Orlando Mack Barnes (F27)

Barnes was one of Lansing's pioneer attorneys and a businessman who supported the construction of plank roads and railroads. Barnes was a partner in the Jackson-Lansing-Saginaw Railroad Company, Lansing Iron & Engine Works and Lansing Wagon Works. The railroad was constructed from Jackson to Mason in 1865 and reached Lansing in 1866. In the same year the company purchased the Amboy, Lansing and Traverse Bay Railroad Company which had a line from Owosso to Lansing since 1858. By July 1873 the railroad line extended from Jackson to Gaylord.

3. Ransom Eli Olds (F157)

Ransom Eli Olds, the most prominent Lansing auto pioneer, was born in Geneva, Ohio and came to Lansing in 1880. Olds worked in his father's machine shop on River Street near Kalamazoo street, where he experimented with steam, gasoline and electric power. In 1887, Olds drove a steam powered carriage around town – Lansing's first automobile. On August 21, 1897 the Olds Motor Vehicle Company was formed. Mr. Olds subsequently left Olds Motor Vehicle Company and in 1904 started his second auto manufacturing company, the REO Motor Car Company.

4. William K. Prudden (L)

Prudden was a manufacturer who was born in Georgia and lived in New York and Indiana before coming to Lansing. Prudden owned half interest in Lansing Wheel Company and in 1903 founded Prudden Wheel Company. The company made 125 wheels a day and doubled the size of its plant in 1910. In 1915 Prudden gave the city an auditorium which was razed in 1957 for the Civic Center. In 1915 Prudden was instrumental in get three miles of concrete laid between Lansing and East Lansing to promote improved roads in Michigan. This was the first concrete highway in Michigan. In 1916 Prudden built a new plant on East Saginaw, and in 1919 Gier Pressed Steel, Auto Wheel and Prudden Wheel Company merged to form Motor Wheel Corporation.

Historical Society of Greater Lansing

The Society sponsors a variety of programs, projects, and publications of local historic interest. The Society welcomes donations of local historical materials, which will be made available for viewing and research in the Local History Room at the Lansing Public Library.

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