



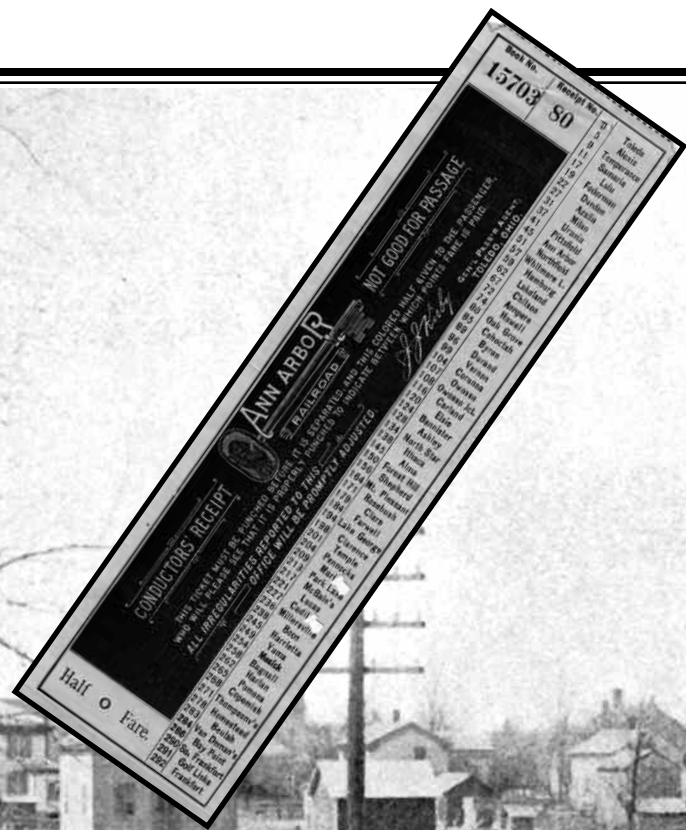
PASSENGERS LEAVE THE DEPOT ON A FOOTBALL SATURDAY IN OCTOBER 1909.



SIGHTSEERS GAWK AT A TRAIN DERAILMENT SOUTH OF LIBERTY IN 1908. IN THE BACKGROUND ON FIRST STREET ARE MACK & CO.'S WAREHOUSE AND ANN ARBOR CENTRAL MILLS.



JAMES ASHLEY



GASOLINE-POWERED MCKEEN RAIL CARS, LIKE THE ONE SHOWN HERE CROSSING ASHLEY, OPERATED BETWEEN 1911 AND 1925. SUMMER DAY TRIPS WERE SO POPULAR THAT THE RAILROAD RAN EIGHT TRAINS BETWEEN ANN ARBOR AND WHITMORE LAKE. LOCALS CALLED THE RUN THE "PING-PONG."



THE STATION AGENT HOLDS UP A HOOP WITH TRAIN ORDERS FOR THE ENGINEER TO HOOK AS HE STEAMS BY.

THE ANN ARBOR RAILROAD

The Toledo & Ann Arbor Railroad reached Ann Arbor in 1878 amid festive celebrations. "Big Jim" Ashley, former lawyer, abolitionist, and Ohio congressman, was the driving force behind its construction. Always one to seize opportunities, Ashley pushed the line northwest to Frankfort on Lake Michigan, where his railroad-car ferries were the first in the world to cross a wide body of water.

A new depot (above) was built in 1889 two blocks south of here on Second, soon renamed Ashley Street. The railroad's mainstay was freight. Local merchants had warehouses and sidings where coal, oil, and lumber were unloaded. Passenger traffic was also brisk, especially in summer with vacationers heading to cottages. In autumn football specials from throughout the Midwest brought fans, who

disembarked near the stadium. During the game, the engines were turned around for the return trip. Horse-drawn ambulances met patients arriving for treatment at University Hospital. Passenger service ended in 1950, although freight hauling continued. In 1985, after a variety of uses, the depot became a preschool with an old caboos on its playground.



SPONSORED BY THE ANN ARBOR RAILROAD

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