



Michigan's railroad system, having been more than 9,000 miles in the early 1900s, is now approximately more than 3,600 miles 100 years later.

1946 -- Detroit & Mackinac Railway discontinued use of steam locomotives, became the nation's first all-diesel, line-haul railroad.

June 6, 1947 -- Pere Marquette Railroad was consolidated into The Chesapeake & Ohio Railway.

March 27, 1960 -- Last regularly scheduled steam-powered passenger train on a major U. S. railroad ran from Durand to Detroit over the Grand Trunk Western.

Starting in the 1980s, cabooses began disappearing from service due to cost. They were replaced by flashing rearend devices (FRED) that monitored train air brake systems and provided a flashing light for protection.

April 30, 1971 -- Privately operated railroad passenger service in Michigan came to an end on the C&O, GTW, The Milwaukee Road, Penn Central, and the Norfolk & Western Railway, as Amtrak was formed. The Wabash Cannonball operated for the last time between Detroit and St. Louis. Fort Street Union Depot closes.

March 2006 The Tuscola & Saginaw Bay Railway was purchased by Federated Railways, a wholly owned subsidiary of the Federal Capital Corp. The railroad was renamed Great Lakes Central Railroad and is the largest regional railroad in Michigan, with 424 miles of track.

https://www.michigan.gov/documents/mdot/Michigan_Railroad_History_506899_7.pdf