



Above Shows Gyhman & Company, Shippers of Hay & Straw about to load six wagon loads of baled hay & straw into box cars. Note the Hay wagons are pulled by a Steam Engine as they were too big a load for horses

The ground just south of the depot was used for storage of logs, lumber, sugar beets, which were shipped out by the carload each fall and winter. There were three coal yards operated by the Elevator, The Lumber Yard, and Mr. Chas Dorman. Also a creamery was located just east and across the street from the elevator. Mr. Brown, Mr. Best and Wm. Moore were three of the butter makers. The principle product of the creamery was butter, which was shipped out by refrigerated car once a week.

The Railroad Station was one of the busiest places in town. For a few years it was open 24 hours a day, after that it was operated by one or two men, The agent and a clerk. Mr. Charles A. Anderson, the writers father, came to Vermontville as the Agent, followed by Glen D. Eddy. There were ten passenger trains a day, two local freights, two merchandise freights, two stock extras per week which carried nothing but live stock destined for Detroit and Buffalo, plus an occasional extra to take care of surplus traffic. Yes, railroads had become big business.

The third development was North East of the Methodist church. It contained two blacksmith shops, run by Amos Kidder and E.L.Jones. Two wagon makers, Mr. Hyde and Don Hawlins. Livery Barns & Stables operated hacks to and from the Railroad station carrying passengers at train times to hotels or residences. Brick yard, Apple Dryer and a crate mill were in the northeast section, also a cheese factory.