



MRHS MAINLINE

The Official Newsletter of the
Muskegon Railroad Historical Society
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The Muskegon Railroad Historical Society Presents...

*Party in the Park
With Blues Band Weezil Malone!
July 28, 2006*

WE NEED YOUR HELP. Consider volunteering your time and a little bit of effort that evening. This event is a wonderful fundraiser for our society, but with all good things, it takes a bit of work. The more help we have, the easier the work. We are **REQUIRED** to provide a list of volunteer's names to the City of Muskegon prior to the party, so please let us know if you can help.

Call the club at (231) 726-3657, or contact any member of the Board and let us know the names of you and your friends/family that will help us in the following areas and for which shift (4:30 to 7:00 pm or 6:45 pm to 9:00 pm)

August Meeting: Tuesday, August 1, 2006



MRHS Annual Outing
Take a Ride on the



COOPERSVILLE AND MARNE RAILROAD

Tuesday, August 1, 2006

Normally the club hosts a picnic for members in August, but this year there is SOMETHING SPECIAL!! We have again scheduled a charter train ride on the **COOPERSVILLE AND MARNE RAILROAD!**

At the extremely low price of only **\$10.00** per rider, you will get a train ride and a hobo bindle meal! We will be riding in the "premium car" with air conditioning and tables at no extra cost to us. It seats 42 passengers, but if we have more the CMRR will bring the caboose or additional cars for more seating. Plan on being in Coopersville no later than **6:00 PM** for a departure time of **6:45 PM**. We will have a tour of the facilities if you arrive earlier. The ride is about one hour long.

Because of the meal and seating arrangement, **RESERVATIONS ARE MANDATORY**. To reserve spots for your family and guests, call Tom Anderson no later than Sunday July 30, 2006 at 773-6411 during the day and at 744-9782 in the evening. Anyone not making a reservation before the deadline **WILL NOT BE ALLOWED TO RIDE!** Payment will be collected at the time of departure.

Come and enjoy the very special opportunity put on by the MRHS and the Coopersville and Marne Railroad!

Car Ferry Railroading...

Part 4 (Final)

By Jerry Tyler

Another incident the pursuer called in and said they were in 18 foot of slush ice. The going was very difficult and would be arriving as soon as conditions permitted. Many times we would be waiting at the car ferry dock for a ship to come in. This is when the Grand Rapids was tied up along side the dock. We had often been invited aboard for a snack. A snack generally ended up being a full course meal. Those sailors sure had good food. The table was set pretty much like a buffet around the clock with so many crews coming on and off duty. A regular crew, I am told, for the ships was 34 men.

As time went by business started falling off and eventually the Grand Rapids was tied up permanently at the dock. A few times I remember that the

Ann Arbor Railroad leased these ships that were not in use. During my tour of duty which was from August 8, 1955 thru June 17, 1964, the car ferry operation was still operating. The bulletin book always had the monthly bulletins which were placed in all terminals such as roundhouses, yard offices, etc. One bulletin that always appeared regarding fireman not yet promoted to engineer, stating they were not permitted to operate locomotives loading and unloading car ferries.

Like I stated earlier, the man who I fired for broke me in early a number of years before I was promoted. When I hired out I was not yet 21 years old. What is quite remarkable is that some of the fellows that I worked with I had known as a very young boy. Where I lived in Muskegon was almost on top of the railroad tracks at Simpson Junction. The man to whom I give

credit to for my job is Karl Kanauf. I used to ride with Mr. Kanauf in his locomotive when I was about 7 years old and they were switching in front of my house. He called me on the phone one day and asked if I wanted to go railroading. He told me that they were looking for a home body to qualify as fireman for the night yard job. The rest is history. They all told me in Durand that the guy I would be working with as my engineer was a real rough neck with the engine and with his fireman. They all laughed and said I'd be back to work on the spare board in Durand within the next 30 days. This guy couldn't seem to hang on to a regular fireman.

I have worked a great many nights and some days working the car ferries, but the night job was the real workhorse. Not much spot time on this job. One night in the spring of the year a road paralleling the tracks at the car ferry



