



MRHS MAINLINE

*The Official Newsletter of the
Muskegon Railroad Historical Society
Our 25th Year!
Volume 22, Issue 8: August 2007*

August Meeting: Tuesday, August 7, 2007

MRHS Annual Outing

Open to Members, family, and guests.

Another Special Charter Ride on the



COOPERSVILLE & MARNE RAILWAY



For only \$12.00 each, we will get a train ride and a Hobo Bindle meal!

The "premium car" will again be available to us (air conditioning and great seating for eating) for those that arrive first. Overflow will be riding in the cars with the air cooling system of the 1920's, OPEN WINDOWS!

Plan on being in Coopersville no later than 6:00PM for a departure time of 6:45PM. Tours of the engine will be available before we board the train. The ride is approximately 1 1/4 hours long. The bindle hobo meals will be Roast beef, Smoked turkey, and Honey ham, first come, first choice.

Because of the meals **RESERVATIONS ARE REQUIRED**. To reserve places for you, your family, and your guests, please call Tom Anderson no later than August 1st! Daytime phone at work is 231-773-6411, employees taking RSVP, or evening home phone 231-744-9782, answering machine taking RSVP if no one is home.

Come and enjoy the prototype scale railroad!

Railroads Can Tap \$100 Million To Clear Up Chicago Bottleneck From February 21, 2007 US Rail News

The U.S. Transportation Department has given freight railroads permission to begin using the \$100 million in federal funds allocated to help clear up the Chicago bottleneck of rail traffic.

The money is supposed to pay for track and signal improvements listed in the Chicago Environmental and Transportation Efficiency (CREATE) program. CREATE is a \$1.5-billion program to eliminate grade crossings, rail intersections and other impediments to the smooth flow of rail traffic.

Five Class 1 railroads have pooled their money to match the federal funds by contributing another \$100 million. Work on some of the projects is scheduled to begin later this year. The original list of projects was reduced by Illinois transportation planners after Congress failed to approve the funding they sought in 2005.

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Michigan Central Railway Will Initiate Freight Service in Michigan and Indiana From the Norfolk Southern Web Site www.nscorp.com July 12, 2007

KALAMAZOO, MI. – The Michigan Central Railway will initiate freight rail service over 384 route miles of rail line in Michigan and Indiana in first-quarter 2008 under a joint venture to be formed by Norfolk Southern Railway Company and Watco Companies, the parent company of the newly formed Michigan Central.

“The new Michigan Central will preserve and enhance freight rail service in southern Michigan,” said David C. Eyermann, Michigan Central’s interim president. “The company will be headquartered in Kalamazoo and will employ approximately 118 people. In the first year alone we plan to invest more than \$6 million to improve track and equipment to capitalize on the rail-served economic development opportunities we envision for the region. A critical component of industrial growth and job creation is a vibrant freight rail network, and we are excited about the partnerships we will establish with shippers doing business in southern Michigan, as well as with state and local governments on the Michigan Central network.”

The new Michigan Central will operate over freight rail line segments between Ypsilanti and Kalamazoo; between Jackson and Lansing; and between Grand Rapids and Elkhart, Ind. The Michigan Central also will acquire Norfolk Southern’s trackage rights on the Amtrak-owned line between Kalamazoo and the Michigan/Indiana state line. The transaction is subject to regulatory approval by the Surface Transportation Board (STB) in Washington, D.C. Norfolk Southern and Watco will make the required filings with the STB later this month.

“Our focus will be to grow the business and add value for our customers and the Michigan economy,” Eyermann said. “We will have a marketing team based in Kalamazoo that will be tasked to move additional freight traffic by rail. These officers will be meeting with customers and communities on a daily basis to find ways to move more freight via the railroad.”

A major part of the transaction will be the investment of more than \$6 million in infrastructure in the first year, and more than \$20 million in the first three years of Michigan Central operation.

“The track investments reflect our belief in the future of this railroad,” Eyermann said. “Our goal is to work with the state of Michigan, communities, Amtrak, and most importantly our freight customers to make this a growing railroad that is even more a part of the Michigan economy.”

“Overall, our top goal is safety. We are following a great heritage of safe operations in the Michigan area that has been led by Norfolk Southern. We will demand safe operations from all of our managers and team members, and we will invest the capital dollars necessary for the Michigan Central Railway to be the best railroad in Michigan.”

Norfolk Southern Corporation (NYSE: NSC) is one of the nation’s premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 21,000 route miles in 22 states, the District of Columbia and Ontario, Canada, serving every major container port in the eastern United States and providing superior connections to western rail carriers. NS operates the most extensive intermodal network in the East and is North America’s largest rail carrier of metals and automotive products. More information about Norfolk Southern can be found at www.nscorp.com.

Watco Companies, Inc. (Watco), a Pittsburg, Kansas, based company, operates 16 railroads in 14 states. Watco operates the Alabama Southern, Arkansas Southern, Eastern Idaho, Great Northwest, Kansas and Oklahoma, Kaw River, Louisiana Southern, Mission Mountain, Mississippi Southern, Palouse River and Coulee City, Pennsylvania Southwestern, South Kansas and Oklahoma, Stillwater Central, Timber Rock, Vicksburg Southern and Yellowstone Valley Railroads. Watco also operates industrial switching locations and mechanical and locomotive shops across the United States. More information about Watco can be found at www.watcocompanies.com.



AUGUST 2007

Grand Trunk Train Wreck in Muskegon, Michigan

Monday, August 5, 1935

Article Submitted by Jason Bach

Originally Submitted by Mr. Robert Sage, Historian for the West Michigan Railroad Historical Society

GRAND RAPIDS HERALD MONDAY AUGUST 5, 1935

GRAND TRUNK FREIGHT PLOWS INTO PENNSY TRAIN; CREW JUMPS, LOCOMOTIVE OVERTURNED, CARS DERAILED AT ANN ST. RAILROAD INTERSECTION

--INVESTIGATION TO SEEK CAUSE OF ACCIDENT--

Quick thinking, quick jumping, quick running and sheer luck eliminated human casualties when a 40 car Grand Trunk freight train plowed into a Pennsylvania Railroad freight train at the crossing of the two lines at Ann Street near Broadway Ave. early Sunday, August 4, 1935.

Ward McClosky of Durand, engineer of the Grand Trunk train and Henry Tanks of Durand, his fireman, leaped from the cab when they saw the crash was inevitable. They were unhurt. S.B. McCormick, crossing watchman, realizing a few moments before the actual crash that it could not be prevented, took to his heels and got clear of the spot where a telephone pole toppled a few seconds later. Three hoboes riding in a freight car on the Pennsylvania train just two cars ahead of where the impact came, slid to the ground unscratched. Railroad men said they had enough for the day.

Three cars in the Pennsylvania train were derailed, two of them being turned on their sides. The locomotive of the Grand Trunk train left the track and turned over after the crash. The tender and one car in the Grand Trunk train were also derailed. One of the Pennsylvania cars derailed and turned on its side was an empty. The second was loaded with lime, and the third with lumber. The cargo was not damaged in any of the derailed cars and damage to the derailed and overturned locomotive will probably not exceed \$500 according to J.A. Clancy, Western Division Superintendent for the Grand Trunk.

Clancy said an official investigation will be held to determine the failure of the Grand Trunk train to stop at the crossing. It is a mandatory stop for the several lines crossing there, railroad men said. Clancy said that he would not know whether the airbrakes on the Grand Trunk engine failed to function properly, as several railroad men said was probable, until the formal hearing is held.

The Grand Trunk train was eastbound into Grand Rapids from Muskegon. Clancy said that so far as he could learn it was moving two or three miles an hour. The Pennsylvania freight as Clancy said he got the facts, was standing still. A Pennsylvania railroad employee, however, said the Pennsylvania train was moving at the rate of two or three miles an hour shunting cars in sidetracks and that the Grand Trunk train at the moment of impact was traveling somewhat faster.

There is a slight downhill grade from the west at the crossing and it was down this that the Grand Trunk train was moving. Wrecking crews worked all day and well into the night getting the derailed cars upright. After a temporary delay other railroad traffic was routed around the wreckage. Jake Hampton was conductor on the Grand Trunk train.

Grand Trunk Western locomotive #3720 Class S-3a Blt. Alco 1918

Old GT No.460 Cyl. 26x30 63"DD 200#BP 55% TF Scrapped March 1958



THE END OF THE LINE!

Chicago & West Michigan Railway Annual Report From the April 22, 1886 Muskegon Daily Chronicle, Page 3 Submitted by Carl Bajema

The annual report of the Chicago and West Michigan Railway has just been issued and shows that the operating expense of the road was 73.11 per cent of the earnings in 1885 against 68.09 percent – increase of 5.02 per cent. Sixty-three and one-tenth per cent of gross earnings were from freight, 32.50 per cent from passengers, 1.29 percent from express, 2.66 per cent from mail and .45 per cent from miscellaneous sources. The earnings per mile were \$3,137.29 in 1885 against \$3,554.13 in 1884: decrease \$416.84. Earnings per train per mile were \$1.05, against \$1.17 for previous year; decrease \$0.12. The road hauled 855,068 tons of freight against 947,502 in 1884; decrease 92,434 tons. The earnings per ton, per mile, were 1.501 per cent in 1885, against 1.599 in 1884. Of the freight carried, 562,619 tons, or 65.79 per cent was of lumber and other forest products. The length of road operated is 413.51 miles, which is the same as in 1884. Total track owned at the close of the year 495.17 miles. During 1885 the road hauled 18,977,771 feet of logs, against 33,057,842 feet, the year previous.

The Pullman Car Works in Chicago, have an order from the C. & W. M. Ry, for five coaches, two baggage cars, one mail car and two new engines, the order to be filled June 1.

Just east of where stands the machine department of the C. & W. M. Ry. Repair shops, the ground has been cleared for the immediate erection of a boiler house, 72x40 feet in dimensions. The building will be of pine and will be completed in the course of three or four weeks.

MRHS HO Layout and Committee Needs a New Chairman.

Jim Beal has decided to step down as HO Layout Chairman effective immediately. Because of the vacancy, the Board is looking for a replacement. If you are interested in guiding the direction of the HO group, or if you know someone who could, please contact a board member ASAP.

Member News and Donations to the Club

Library News!

The summer months continue to add to the library of the MRHS. Make sure to check out what is new! Jim, Andy and numerous others are also starting to convert the video collection to DVD!

This conversion will take quite some time, but will preserve better videos and open up more space in the library.

Dates to Remember

Tuesday, August 7th, 2007

MRHS Summer Outing

Take a Ride on the
COOPERSVILLE & MARNE

Look for Details next month.

Tuesday, August 21, 2007

MRHS Board Meeting

Tuesday, September 4, 2007

MRHS General Membership Meeting

Tuesday, September 18, 2007

MRHS Board Meeting

Sunday, September 23, 2007

MRHS Fall Train Show & Open House

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