



MRHS MAINLINE

*The Official Newsletter of the
Muskegon Railroad Historical Society
Our 25th Year!
Volume 22, Issue 10: October 2007*

**Amtrak and Michigan Central
Railway Reach Agreement to
Support Michigan Passenger
Rail Service – Michigan
Department of Transportation
Supports Action
Press Release from www.amtrak.com
September 18, 2007**



**October Meeting
Tuesday, October 2, 2007
7:00 PM**

**Meeting Program:
Steve Bowyer will present a
slide show on the Penn
Central in 1969!**

Don't Miss It!

KALAMAZOO, Mich. – Amtrak and Michigan Central Railway have reached an agreement concerning maintenance and investment levels on the rail lines between Ypsilanti and Kalamazoo, Mich., which are currently used for passenger rail operations. As a result of this agreement, Amtrak will support Michigan Central's request for regulatory approval of the transaction now pending before the Surface Transportation Board (STB) that would grant Michigan Central control over those lines.

"When the Michigan Central transaction was announced in July, a number of constituencies expressed concern regarding the impact on passenger rail service in southern Michigan," said Paul Vilter, Amtrak's Assistant Vice President, Host Railroads. "With this agreement in place, Amtrak service on Michigan Central east of Kalamazoo will not only be protected, we anticipate opportunities for growth and improvement. Accordingly, Amtrak supports the Michigan Central transaction."

"When the joint venture affecting Norfolk Southern lines was announced this summer, we were concerned that this important freight rail line and Amtrak's Wolverine Service might be adversely affected. But what we have seen instead is a commitment by Michigan Central to work on the issues of safety, and track maintenance," said Kirk T. Steudle, director, Michigan Department of Transportation. "We are pleased that Amtrak is satisfied with a strong promise by Michigan Central that conditions along the corridor will be preserved, and even better, could be enhanced with future investment."

"When we began discussing the creation of the Michigan Central, we recognized early on that satisfactorily addressing the concerns of Amtrak and its supporters would be critical to the success of the joint venture," said David Eyermaun, interim president of the Michigan Central. "We look forward to working with Amtrak to identify opportunities to enhance passenger and freight rail service in southern Michigan, based on strengthening the physical condition of the rail line and the On-Time Performance of Amtrak trains."

On July 12, 2007, Norfolk Southern Railway Company and Watco Companies, Inc. announced that the companies were establishing the Michigan Central, a joint venture headquartered in Kalamazoo to preserve and grow freight service on 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.

Subject to regulatory approval by the STB, the Michigan Central expects to begin operations in first quarter 2008 and will employ approximately 118 people.

MRHS MAINLINE

Amtrak and Michigan Central... Continued

About Amtrak

Amtrak provides intercity passenger rail services to more than 500 destinations in 46 states on a 21,000 mile route system. For schedules, fares and information, passengers may call 800-USA-RAIL or visit www.amtrak.com

About Michigan Department of Transportation

The Michigan Department of Transportation (MDOT) is responsible for nearly 10,000 miles of state highways that carry 54 percent of all motor traffic and 70 percent of truck traffic. The department also is responsible for providing aviation services, freight and passenger rail services, public transit, marine and non-motorized transportation for Michigan residents, businesses, and visitors. More information about MDOT can be found at www.michigan.gov/mdot

About Watco

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

About Norfolk Southern

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

Initial Reports Deem MRHS Fall Train Show A Success by Thomas Van Bruggen

As I edit and finalize this months MRHS Mainline, just a few short hours ago many fellow MRHS members wrapped up what will become another successful train show. Chaired by Andy Busard and Jim Funnell, and with the help of numerous MRHS members, more than 80 dealer tables, several information tables, two N-scale layouts (one N-Trak and one T-Trak), a 4x8 HO layout, and G-gauge trains filled the L.C. Walker Arena Annex on Sunday, September 23, 2007. Preliminary numbers indicate that between 250 and 300 paid entrants to the show, almost 100 visitors to the Union Depot, and approximately 150 visitors to the club enjoyed the beautiful day. While the great weather may have kept some attendees away, those that came out found great deals, enjoyed touring the depot, and seeing some wonderful layouts in operation.

The planning is already underway for a March 30, 2008 spring train show. These train shows provide significant financial income for the MRHS, and are part of keeping the utilities on and services available to members of the MRHS. I encourage you to start planning now for the spring show so that you can help the MRHS continue to be a railroading resource for years to come!



OCTOBER 2007

The Club Scheme Again

From the Muskegon Daily Chronicle – March 31, 2886 Page 2

Submitted by Carl Bajema

In speaking with several of the general officers of the C. & W. M railroad company yesterday a Democrat reporter was informed by them that the road would this coming summer extend the line from Baldwin to Traverse City, and have it in operation before the snow flies next winter. They will also build a branch to Cadillac and will have that completed before the G. R. & I. railroad gets into Muskegon. They will also immediately put a bridge in at Big Rapids and thereby connect that branch with the Detroit, Lansing and Northern road which is under the same management. They have also in prospect a line from Cadillac across the state to Alpena, but this will probably not be undertaken for some time. When the line is extended to Traverse City a spur will be run to Frankfort and connect there with boats to points in the upper peninsula. In the near future it is expected the St. Louis & Saginaw road, which is under the management of the D. L. & N., will be extended to White Cloud and there connect with the C. & W. M., which will give a continuous route from Muskegon to Saginaw, practically under the same management. Manager Mulliken is now in Boston and will try and procure the assent of the board of directors to these proposed schemes of extension. They are also talking of extending the main line south from LaCrosse to connect with the Chicago & Atlantic, and thus obtain a desirable outlet into Ohio.

-Grand Rapids Democrat

Editors Chronicle (as printed following the above article): It is evident from the above that the club scheme which has been so successful heretofore is to be tried again. That the C. & W. M. Ry regard the R. R. business of Muskegon as their exclusive right – and any railroad that invades their territory are subjects for retaliation. A few months ago the Grand Trunk system talked strongly of building here. Then the air was full of plans for extension of the Detroit, Lansing & Northern R. R. from Lansing to Grand Rapids. The Grand Trunk abandoned the scheme to build here and the D. L. & N. extension dropped out of sight.

Later on the G. R. & I. and the Toledo & Ann Arbor made demonstrations that looked like business and now the representative of the D. L. & N. and the Chicago & West Michigan has got an extension spasm again – they have shifted the base from Lansing to Baldwin with that ready adaptability which meets the exigencies. It looks as if the whole north woods would be full of railroads (on paper.)

Once this dead lock is broken and other railroads will follow so fast into this city that it will keep the C. & W. M. and the D. L. & N. officials busy hunting up retaliation points – and may result in the necessity of their establishing a “scare crow” department on their road.

Time For Nominations! Direct the Future of the MRHS

By Thomas Van Bruggen

At the September Board of Directors Meeting, the Board established a nominating committee. As the chair of the committee, I would like to request that any of you interested in shaping the future of the MRHS volunteer your time. While no nominations have yet been made and the committee has not yet met, I felt it beneficial to start early! There have been wonderful new directions set over the past year, and continued discussion with the Muskegon Heritage Association about our space on the 2nd floor continues. We need people with vision and willingness to serve. The more people we can have on the ballot, the more choice we all have for directing the future of the MRHS. Please see myself, Andy Busard, Kent McFaden, Patrick Herman, or a yet-to-be-named committee member that will be appointed at the General Membership Meeting on October 2nd.



THE END OF THE LINE!

Costly Lanterns

From the Grand Haven Daily Tribune – September 12, 1905

Submitted by Carl Bajema

The Fancy Lamps That Passenger Conductors Used to Carry. Modern railroading has driven the passenger conductor's lantern almost out of use. Years ago the pride of a passenger conductor was his lantern. Then the cars were not so brilliantly illuminated as they are now, and the ticket taker was obliged to carry his light on his left arm in order to see the pasteboards as he passed through the dimly lighted car.

At one time the conductors indulged in considerable extravagance in the matter of lanterns. Some of them were gold and silver plated. The upper part of the glass globe was colored blue, and the name of the owner was cut in old English letters. At the meetings of the Conductors' association manufacturers would arrange a great display of costly lights at one end of the hotels in the city in which the meeting would be held. Some of the conceits in the lights were unique, and the prices ranged from \$25 to ten times that figure. The glass and plating were kept in a highly polished state, and none dared to meddle with this part of the ticket puncher's equipment.

Conductors still carry their own lanterns – that is, they are on the train ready for use – but there is nothing like the need of them that formerly existed. – Chicago Tribune

MRHS Mainline Needs Feature Articles

Do you have articles, reports, or features stories about railroading you would like features in the MRHS Mainline. Please submit your articles to me either at the club or preferably in an e-mail to webmaster@mrhs-online.org. Also, check out the updates that are continually occurring on the website, www.mrhs-online.org.

Member News and Donations to the Club

Library News!

Books, articles and DVD's are continual coming in to the MRHS Library. While too numerous to list here, over 30 books and numerous DVD's have been added to the library this summer alone. Make sure to utilize your membership and check them out soon.

Dates to Remember

Tuesday, October 2, 2007
MRHS General Membership Meeting
Tuesday, October 16, 2007
MRHS Board Meeting
Tuesday, November 6, 2007
MRHS General Membership Meeting
Sunday, November 11, 2007
Holland Train Show
Holland Civic Center
10AM – 3PM
New Host This Year
Sunday, November 18, 2007
Lansing Model Railroad Club
Train Show & Sale
Michigan State University Pavilion
Tuesday, November 20, 2007
MRHS Board Meeting

MRHS Christmas Open Houses
Saturday's & Sunday's
From 12 PM to 4 PM
December 1 and 2
December 8 and 9
December 15 and 16

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