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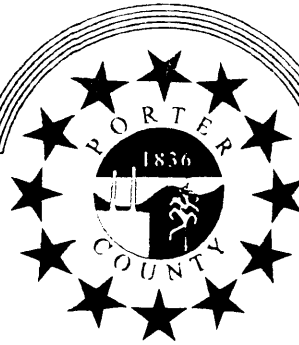
COUNTY - PORTER

D. W. SCHELLING, P.E.
COUNTY ENGINEER

L. D. SIMPSON
ASSISTANT COUNTY ENGINEER

R. D. RIDDELL
FIELD OPERATIONS ENGINEER

C. F. ALBERTSON
UTILITIES INSPECTOR



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December 5, 2003

Natalie S. Rosenberg, Counsel
CSX Transportation, Law Department
500 Water Street, Speed Code J-150
Jacksonville, Fla 32202



Re: STB Docket No. AB-55 (Sub-No. 643X), CSX Transportation, Inc.
Abandonment in LaPorte, Porter and Starke Counties, Indiana

Dear Ms. Rosenberg:

Porter County feels that it is unfortunate that CSX Transportation is looking at abandonment of the rail lines between LaCrosse to Wellsboro and between North Judson to Malden in the above mentioned Indiana Counties. The Malden location in Porter County is also the location of the LaPorte County Farm Bureau Co-Op. Farming is a very important part of Porter County economy and the closure of this railroad line would certainly have an adverse affect on the local quality of life. The transfer from railcars to motor carrier will greatly increase the heavy loads on the two lane highways in this area. I understand that each grain railcar is equal to 3 1/3 semi trucks and fertilizer and hydrous ammonia is equal to 4 trucks. This would likely result in an additional 1400 trucks on the highways in this area. This will definitely affect SR 49 and other roads. I have no personal knowledge of the Co-Op operation. The docket dated October 31, 2003 indicates a decrease in railcars for 2003, but it should be noted that the year has not ended yet and the soy bean crop yield was very low this year.

It should be pointed out that there is the Hoosier Valley Railroad Museum, Inc. in North Judson. This organization purchased property in January 24, 1997 to have a connection to the outside world. This property evidently connects to the tracks that are proposed for abandonment. Enclosed is a newsletter from 1997 that discusses that issue. Perhaps a local agency in Stark County could request STP Transportation Enhancement Federal funds to help this museum. It is out of our jurisdiction. Please consider keeping both tracks active.

Sincerely,

Handwritten signature of David W. Schelling.
David W. Schelling

cc: Commissioners, Vernon A. Williams, Tom Beck, file



**Hoosier Valley
Railroad Museum, Inc.**

☎ 2789

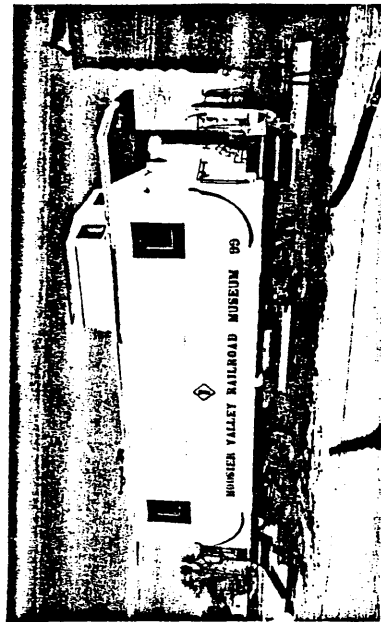
Vol. 11 Number 1

North Judson, Indiana

FEBRUARY, 1997

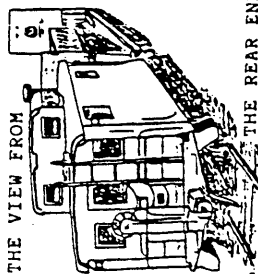
RESTORATION FOCUS SWITCHES TO ERIE CABOOSE

With the finish of the painting and lettering of our ex-ICRR caboose, its subsequent move to a "semi-permanent" site east of Mulberry Street and the installation of electricity, attention has now turned toward HVRM's ex-Erie caboose, Conrail #21139. Moved into the Shops late this fall, this steel bay-windowed hack has now become the latest restoration project of the museum. Even the sub-zero weekends of early January failed to slow work on the 1953 International Car Co. built caboose because it was discovered that the cabooses stove was still operational! So the car remained nice and warm even during these frigid days. Work continues to go forward in the Shop itself. The oil burning home furnace donated by Bob Jachim now keeps the Shop office and washroom well heated despite the weather.



The museum's display caboose seeks in the low December sun at its new location just off of Mulberry Street. Although a number of HVRM's members had a hand in the inside and outside restoration of #99, the cars final exterior appearance is through the efforts of Joe Kingsbury with help from Bill Ness (trimwork) and Bob Albert (roof). The photo at left shows Joe at work on the cabooses lettering.

And work has begun on the installation of the Blueprint Room and Secretary Bruce Emons office, which will be located above the Shop office. Stairs to this upper level have been cut and put into place.



THE VIEW FROM
THE REAR END
as seen by Les Beckman

Now that work is going forward on the interior of our display caboose (weather permitting of course), perhaps it is a good time to bring up the subject of some of the other cars here at the museum. These cars, for one reason or the other, are considered "not moveable." Wooden NKP caboose #1090 for example, is missing the brass in its journals. Although wood can be used as a temporary substitute for the low speed movements we have around the museum, this missing brass, coupled with the age of the car and the fact that it has rebuilt ends of questionable strength, bring us to the obvious conclusion that #1090 should be used as a permanent display and not moved. And then there are our three center pivot ore cars. These cars, unlike many of the other cars in our collection, cannot be used for the storage of museum materials. Some talk has occurred over the years about restoring these cars, but this restoration would have to rank

toward the low end of our priorities list. The cars ARE, however, of an interesting and rare design and the thought of restoration should not be given up. The answer would seem to be to put two of the three cars on permanent display while holding the other one for possible future restoration.

If we agree that two ore cars and caboose #1090 should be put on a permanent display status, the first question that arises is "where should they be displayed?" Well, since the idea is that they should not be moved, the suggestion is that they be put on a track that is not part of the active museum trackage. This could be the end of a siding or a separate track without a actual physical connection. The second question then is "WHERE should this track be?" The suggestion here is that it be in the area of the display caboose, perhaps where the grounded Pennsy boxcar now sits.

Finally, it is important to remember that although these cars will not be a part of the moveable collection, they still will represent the museum. The #1090 will still be painted into its Nickel Plate paint scheme and will be open to visitors. And the ore cars should be

given a good coat of paint to make them respectable.

Perhaps one day, an old unrestorable steam or diesel locomotive will come the museums way and if so, can be displayed at the head end of these three cars to make the display into a complete train.

DONATION

Thanks to Bob Harris of Porter, Indiana for the \$4,000.00 donation.

Thanks to Norwayne Lumber Company in North Judson for the case of apples.

Thanks to Stephen Klipfel from Springfield, Ohio for the donation of \$70.00

Membership Application

Name _____
Address _____
City _____
St _____ Zip _____

Enclosed is my check or money order for:

- ☐ \$15.00 Single
☐ \$20.00 Family
☐ \$30.00 Sustaining
☐ #2185 Restoration
☐ Museum Operations

**Hoosier Valley
Railroad Museum,
Inc.**

P.O. Box 75
North Judson, IN 46366

SEE NEXT PAGE

DONATED TO MUSEUM!

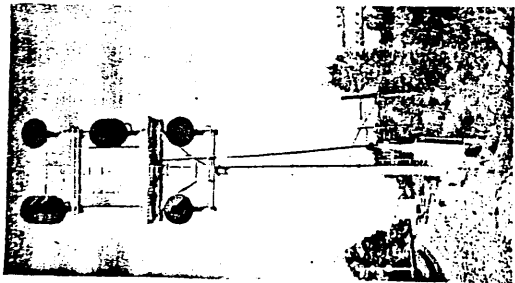


Photo by Bob Albert

The signal mast pictured above is typical of those located at various points on the Nickel Plate Road. These signals controlled main line and passing sidings and enabled the NKP to schedule "running" meets between trains in the days before radio communications over what was basically a single track system. These 39' high masts are currently being replaced by the Norfolk Southern and member Dr. Walter Fritz has made arrangements to secure an example from NS which will be transported to HVRM to join signals from the C&O, Erie, NYC and Pennsylvania in the museum's collection.

Extra Section

by Joe Kingsbury
and Christopher Zahrt

Not so long ago, North Judson, the home of The Hoosier Valley Railroad Museum, was served by four railroads. This article will discuss some of the early history of those railroads.

The Erie Railroad was incorporated in 1832 as the New York & Erie Railroad. It failed in 1861 and reorganized as the Erie Railroad Co., went bankrupt and reorganized in 1878 as the New York, Lake Erie & Western Ry. Co. It then reorganized in 1895 as the Erie Railroad.

The Chesapeake & Ohio Railroad Co. in 1836. It changed its name in 1850 to The Virginia Central Co. then became the C&O in 1878. The Pennsylvania Railroad was incorporated in 1846. The railroad never changed names until the merger with the New York Central.

In 1853 the Mohawk & Hudson RR and many other small railroads in New York state became the New York Central RR Co. Cornelius Vanderbilt became president of the RR in 1867 and formed The New York Central & Hudson River RR Co. In

1914 the RR was renamed The New York Central RR Co.

These are the names that people remember of the four railroads. In later years all these railroads merged and changed their names.

CONTEST TIME

It's obvious that CONRAIL is going to merge with either CSX or NORFOLK SOUTHERN, but what will the name be. That's what this contest will deal with. There are four categories that you can enter. Pick out a humorous name for the CSX-CONRAIL, and the NORFOLK-SOUTHERN CONRAIL. The other two categories will be for the serious name. Pick out a name for the CSX-CONRAIL, and the NORFOLK-SOUTHERN CONRAIL.

The four winners will receive a \$5.00 certificate to spend in the gift shop. The money will be donated by Christopher Zahrt. Please mark which category you are entering. Enter as often as you like. All entries must be postmarked by March 1, 1997. The winner will be published in the April newsletter.

If you have questions regarding anything about railroading, Also, if you want to buy or sell anything write up a classified ad for it and we will print it in this column.

Donations

Thanks to Mark Stanek of Hammond, Indiana for the \$100.00 donation to paint the Erie caboose.

Thanks to CSA Lodge Wayne Star #419 from North Judson for the \$25.00 donation.

ties. A favorable reply has been received, and the company will donate 200 used bridge ties. These ties will be used on the turntable when it is reassembled in the future.

The company producing the boiler tubing should have the remaining 141 flues ready for pick-up by January 25th. This will complete the manufacture of new boiler tubing for No. 2789. This tubing was made possible by the generosity of Plymouth Tube Company, Winamac, Indiana, and Rouge Steel Company, Dearborn, MI.

An eating establishment has been chosen and a tentative date has been set for the annual dinner. Progress is being made inside of caboose No. 99, with the installation of display cabinets.

Under new business, some preliminary work in the area of suitable sites and overall layout is being done relating to the future installation project of the museum's 100' turntable. The next meeting will be held on Saturday, March 15, 1997, at 1 p.m.

Property Settlement Reached. The Hoosier Valley Railroad Museum Inc., on January 24, 1997, purchased for \$8,000.00 and received a deed to 1.77 acres of property.

This property, referred to as the east end property by the museum, holds what I would describe as the "umbilical cord" to the railroad museum. It contains our connection to the outside world via rail, and our initial heavy investments of track materials and volunteer

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Mark W. Knebel, Sec.



labor, which has created on present day physical plant or track layout at the museum.

This transaction brought to a close a long and very frustrating ordeal between the railroad museum and the previous owners and current "sellers" of said property.

In short, the gist of the story is the railroad museum constructed tracks on property it thought it had ownership to, but was determined afterwards that this wasn't correct. The time span of this ordeal encompasses 9 years.

Through labored negotiations starting in early 1996, a creative purchase/sales agreement was drawn up. The railroad museum's initial purchase offer of \$4,000, was rejected by "sellers".

Member Bob Harris offered to generously match the museum's \$4,000, thereby creating an \$8,000.00 offer, resulting in a purchase of this property.

This experience can be likened to a train which has been stopped at a red signal for years, robbed, and finally receiving clearance to proceed on it's journey.

Anyone wishing more information on this subject may due so by stopping by the railroad museum or getting in contact with an officer or director. Through the continued support of you the members of the Hoosier Valley Railroad Museum and the surrounding community, the railroad museum will achieve it goals. Lets make this the best year yet.