

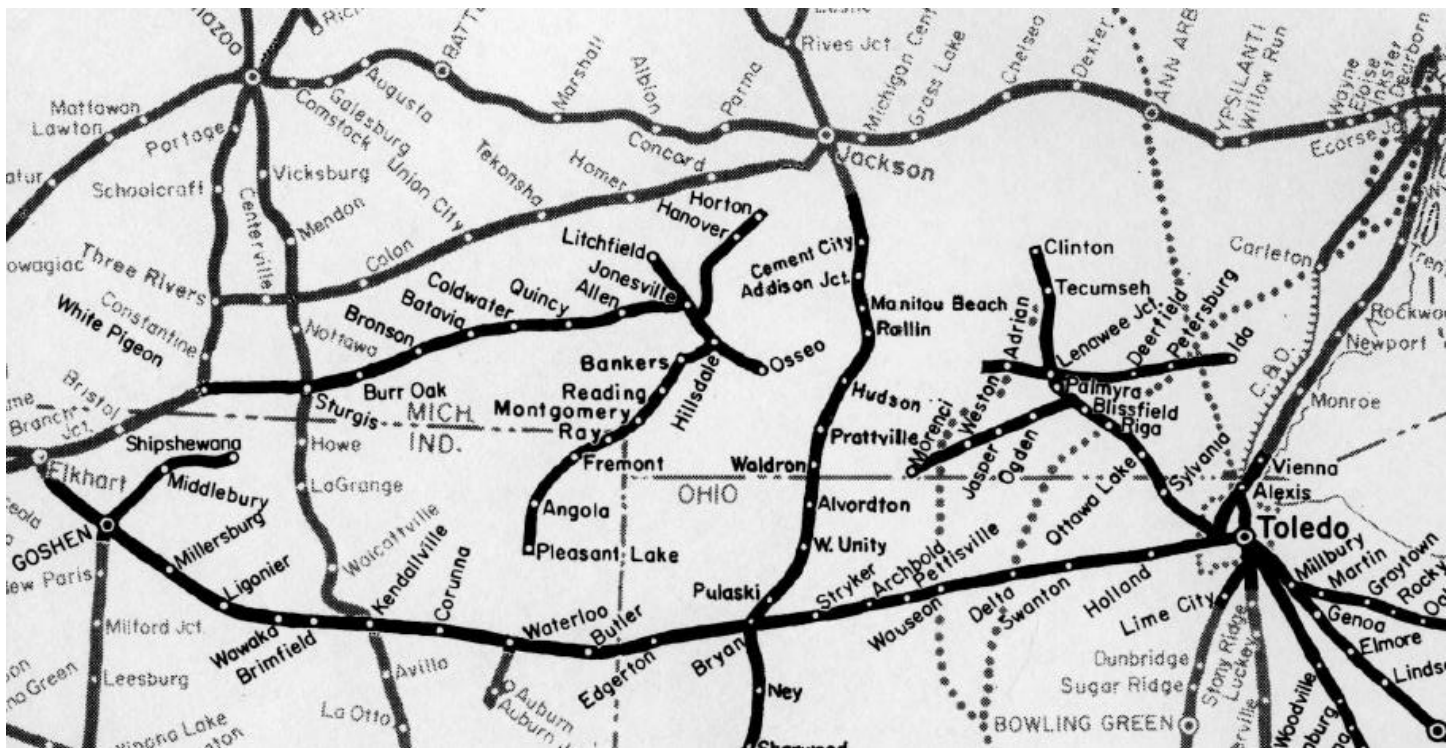
Saturday Excursion

The trip begins with bussing from the Delta Hotel to Pleasant Lake, Indiana, about an hour and 20 minutes away. This trip will have a lunch stop in Hillsdale Michigan. The included lunch is at the Hillsdale Brewing Company across the street from where you disembark the train. Following lunch we will train to Coldwater, Michigan. Afterward we will bus Marshall, Michigan to visit the Mid Michigan Railroad Club, a live steam 7.5" gauge railroad. Afterward we will bus back to the hotel in Kalamazoo.

The rail portion of the trip begins at Pleasant Lake, Indiana. The excursion is operated by the Fort Wayne Railroad Historical Society over tracks of the Indiana Northeastern Railroad. The Indiana Northeastern operates approximately 50 miles of railroad in Michigan, 44 miles in Indiana, and nine miles in Ohio.

Indiana Northeastern Railroad Company

In the 1970's there was a cluster of former New York Central through routes that were dead-end branches centered around Hillsdale Michigan. The only connection from these branches to the national rail network was via the Old Road Branch fed from Penn Central's former NYC yard at Elkhart, Indiana.



Penn Central Toledo Division Map, 1976 Multimodalways.org

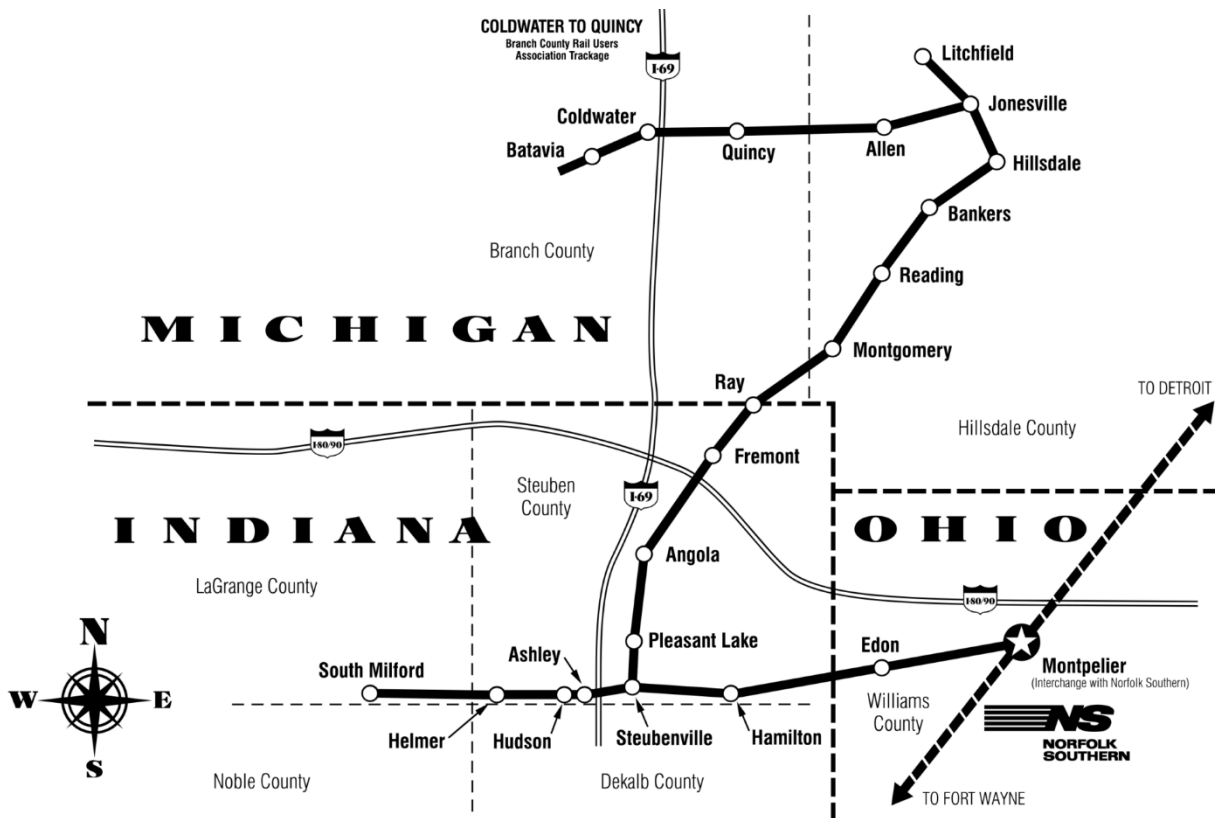
Both the track structure and service of these branch lines deteriorated through the Penn Central years. Upon the formation of Conrail in 1976, all the lines east of Quincy, Michigan were not included in Conrail. A new railroad, the Hillsdale County Railway was formed to operate these lines. Operations began in April 1976, one of the first "Designated Operator" of lines that were not included in Conrail in the country. Work then started rehabbing the track that had years of deferred maintenance and reopening three miles of line between Pleasant Lake and Steubenville where a second interchange could be made with the Norfolk & Western's ex Wabash 4th District between Montpelier Ohio and Chicago. Trackage rights over the N&W to Montpelier on the ex Wabash Detroit-St Louis mainline were obtained. In 1986, The Hillsdale County purchased the section of former Wabash trackage between Steubenville and Montpelier.

Conrail sold the Sturgis to Quincy section of the Old Road Branch (30 miles) in 1989 to the newly formed Branch County Rail Users Association who then contracted with the Hillsdale County to operate the Coldwater to Quincy section (6 miles). The section between Sturgis to Coldwater (24 miles) would eventually be abandoned.

With the N&W cutting back on light trafficked lines in the early 1980's, the owners of the South Milford Grain Company, faced possible loss of rail service. They formed the Pigeon River Railroad to operate the South Milford to Steubenville segment of the ex Wabash 4th District in 1985.

In 1992 the owners of South Milford Grain Company acquired the assets of the Hillsdale County Railway and combined their Pigeon River Railroad into a new railroad, the Indiana Northeastern. Since then investments in track infrastructure, a new locomotive shop and rebuilding lost customers have taken place. Today an average of 7000 car loads are generated by the 25 customers on the line including being able to handle unit grain trains from the elevators at South Milford, Indiana and Reading, Michigan.

Currently the Little River Railroad operates excursions over the Coldwater to Quincy section of track. Since 2024, the Fort Wayne Railroad Historical Society has been operating excursions over the entire Indiana Northeastern system.



Indiana Northeastern Railroad, inerrailroad.com

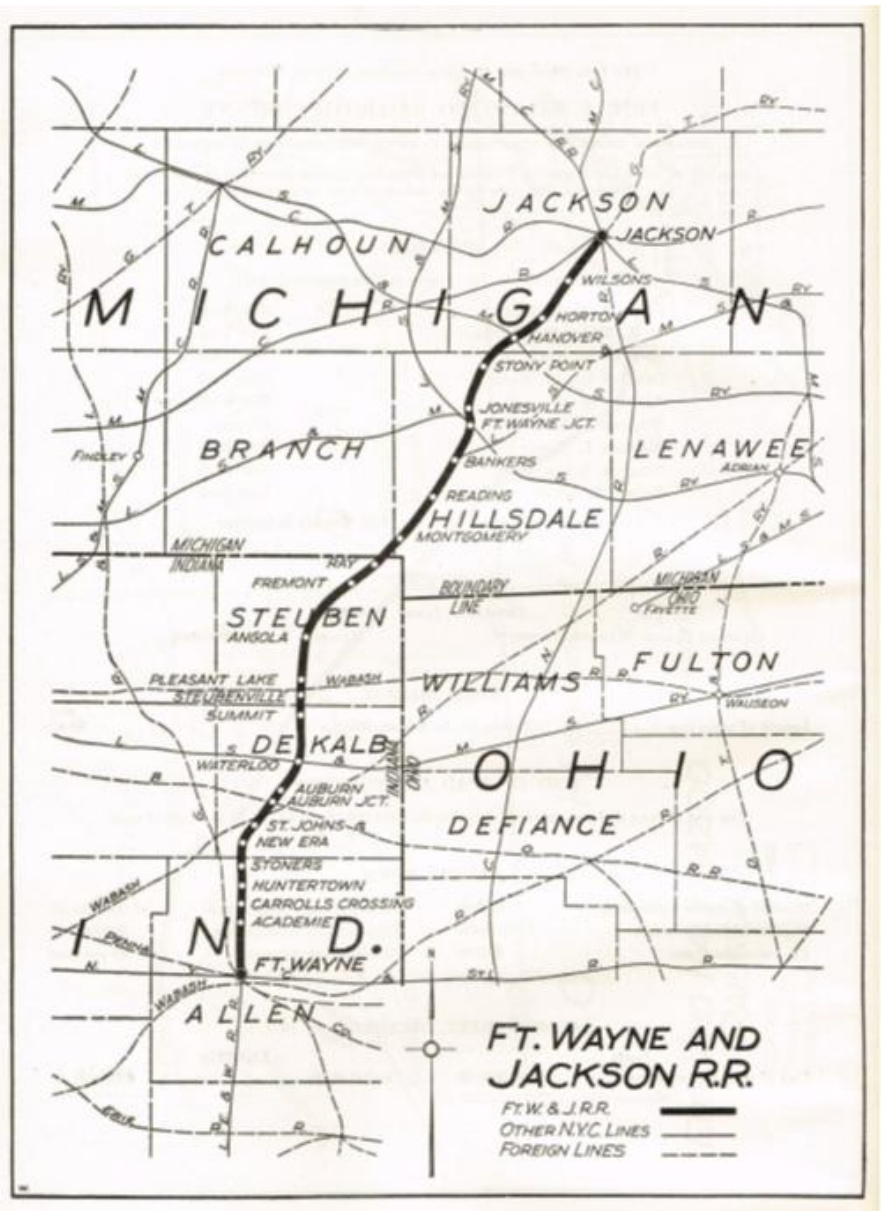
The Indiana Northeastern is made up of five sections of former railroads, four former New York Central. From the Norfolk Southern interchange at Montpelier to the end of track at South Milford is the former Wabash 4th District originally running between Montpelier and Clarke Junction in Gary, Indiana with trackage rights into Chicago. The section of the line from Steubenville to Bankers is the former Fort Wayne & Jackson Railroad, later NYC's Fort Wayne Branch. From Bankers to Hillsdale the tracks are the former Detroit, Hillsdale and Southwestern, later known as NYC's Ypsilanti Branch. From Hillsdale to Coldwater is the former NYC Old Road Branch. The last section is the former NYC Lansing Branch, later known as the Litchfield Branch, it breaks off from the Old Road at Jonesville.

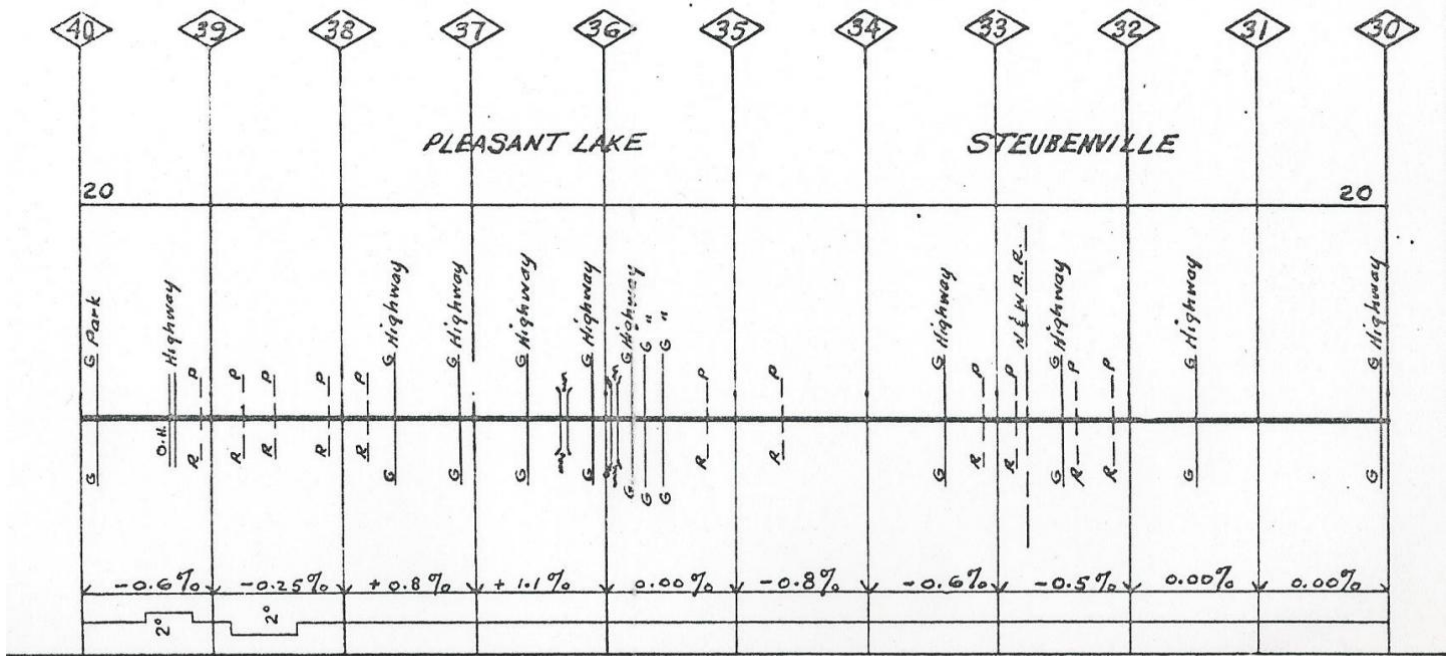
Pleasant Lake to Bankers

Built as the Fort Wayne, Jackson & Saginaw Railroad which ran from Jackson through Jonesville, Bankers and Angola to Fort Wayne, Ind. The line opened on Christmas day in 1870 and defaulted on its bonds three years later. It operated in receivership until January 1, 1880, when its property was transferred to the Fort Wayne & Jackson Railroad. The FW&J was leased to the LS&MS in September 1882. The section between Pleasant Lake and Waterloo in Indiana and the sections between Bankers and Ft Wayne Junction and Horton and Haires was removed in 1973, at that time it became known as Penn Central's Waterloo Branch

Pleasant Lake "PA" MP 35.8

The combination depot at Pleasant Lake was built in 1882. In the 1980's and 1990's the depot was used for excursions by the Little River Railroad before they moved their base of operations to Coldwater. The Fort Wayne Railroad Historical Society purchased the depot, and the first phase of its restoration was completed in 2025. Today It is used as a starting point for many excursions operated by the FtWRHS.

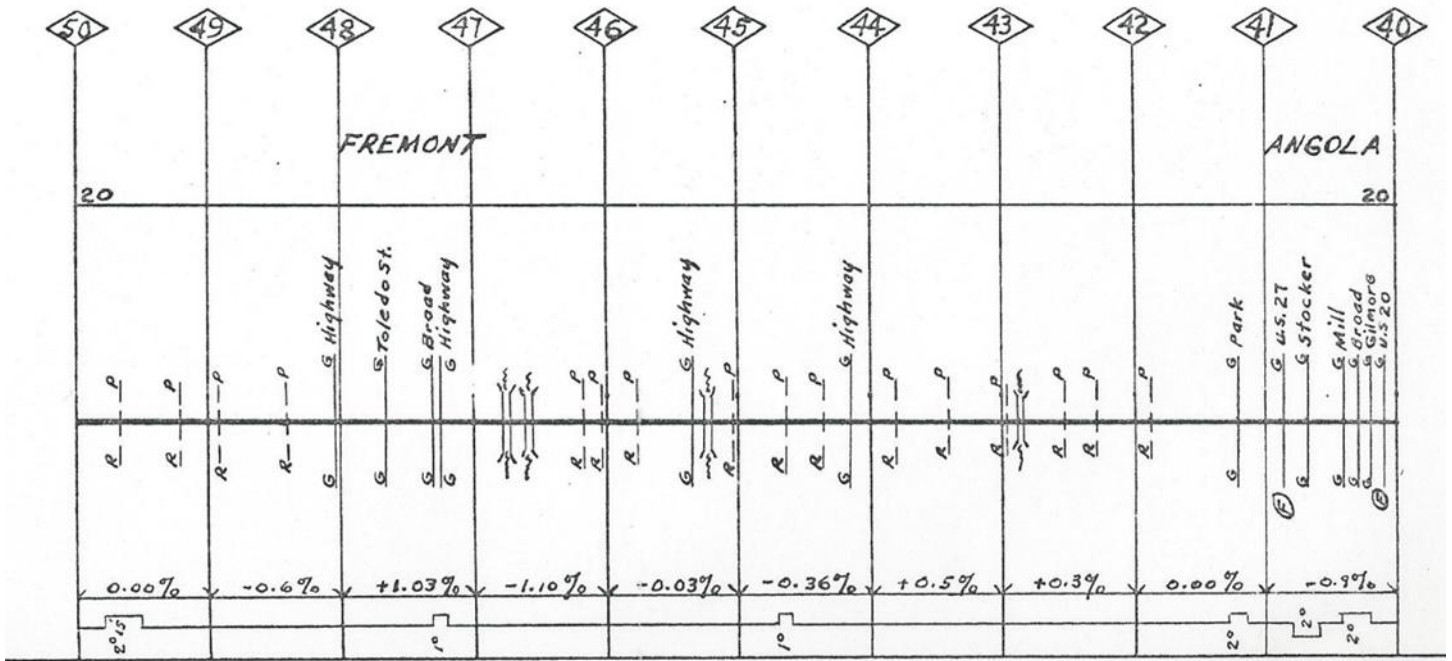




Angola "RM" MP 40.0



Angola is the county seat of Steuben County and home to Trine University. The university's main campus spans 450 acres and serves approximately 4,300 students. The Fort Wayne & Jackson bisects campus. The depot, originally built in 1911 as a freight house, was converted into a combination depot in the 1920s after the original passenger depot burned down. Today, the depot building is owned by Trine University and operates as a dining facility. The depot will be on the right as we pass through campus.



Fremont "DW" MP 47.4

Once a hub of agricultural activity, Today Fremont has a population of 2,200 people and is home to a rail served plastic manufacturer.

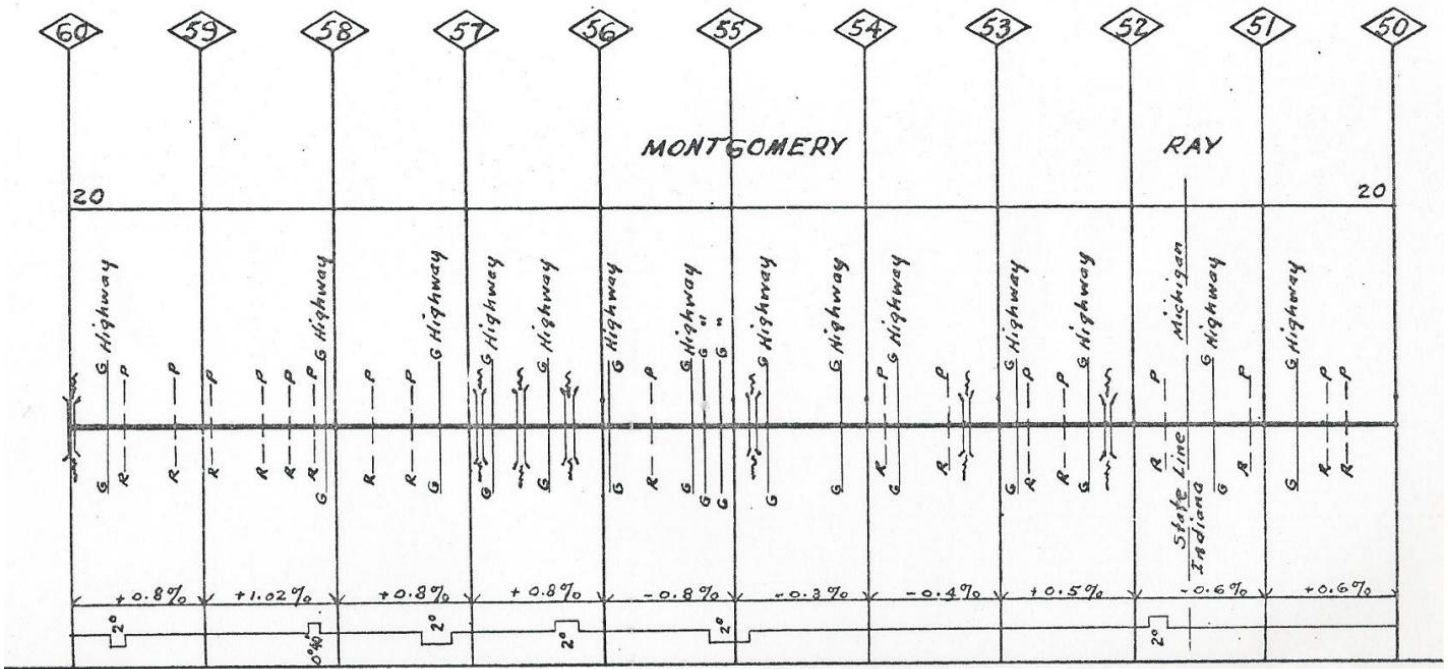
Ray "RA" MP 51.5 A small town that is literally split in two, half in Indiana, half in Michigan. Look for the railroad state line marker on the left as we pass through town.



Toledo Division — Ft. Wayne Subdivision

#	Miles from Ft. Wayne	STATIONS	Miles from Jackson
.....	.....	Fort Wayne . . .	96.24
.....	14.61	.. . . . New Era . . .	81.63
.....	20.80	.. . . . Auburn . . .	75.44
.....	25.81	.. . . . Waterloo . . .	70.43
.....	31.57	.. . . . Summit . . .	64.67
.....	32.79	.. . . . Steubenville . .	63.45
.....	35.78	.. . . . Pleasant Lake . .	60.46
.....	40.03	.. . . . Angola . . .	56.21
.....	47.38	.. . . . Fremont . . .	48.86
.....	51.45	.. . . . Ray . . .	44.79
.....	55.08	.. . . . Montgomery . . .	41.16
.....	60.45	.. . . . Reading . . .	35.79
.....	65.15	.. . . . Bankers . . .	31.09
.....	69.37	.. . . . % Hillsdale . . .	29.19
.....	70.95	.. . . . Fort Wayne Jct. .	25.29
.....	71.66	.. . . . Jonesville . . .	24.58
.....	77.41	.. . . . Mosherville . . .	18.83
.....	82.20	.. . . . Hanover . . .	14.04
.....	85.81	.. . . . Horton . . .	10.43
.....	91.11	.. . . . Haires . . .	5.13
.....	96.24	.. . . . Jackson . . .	.....

% Via Old Road.



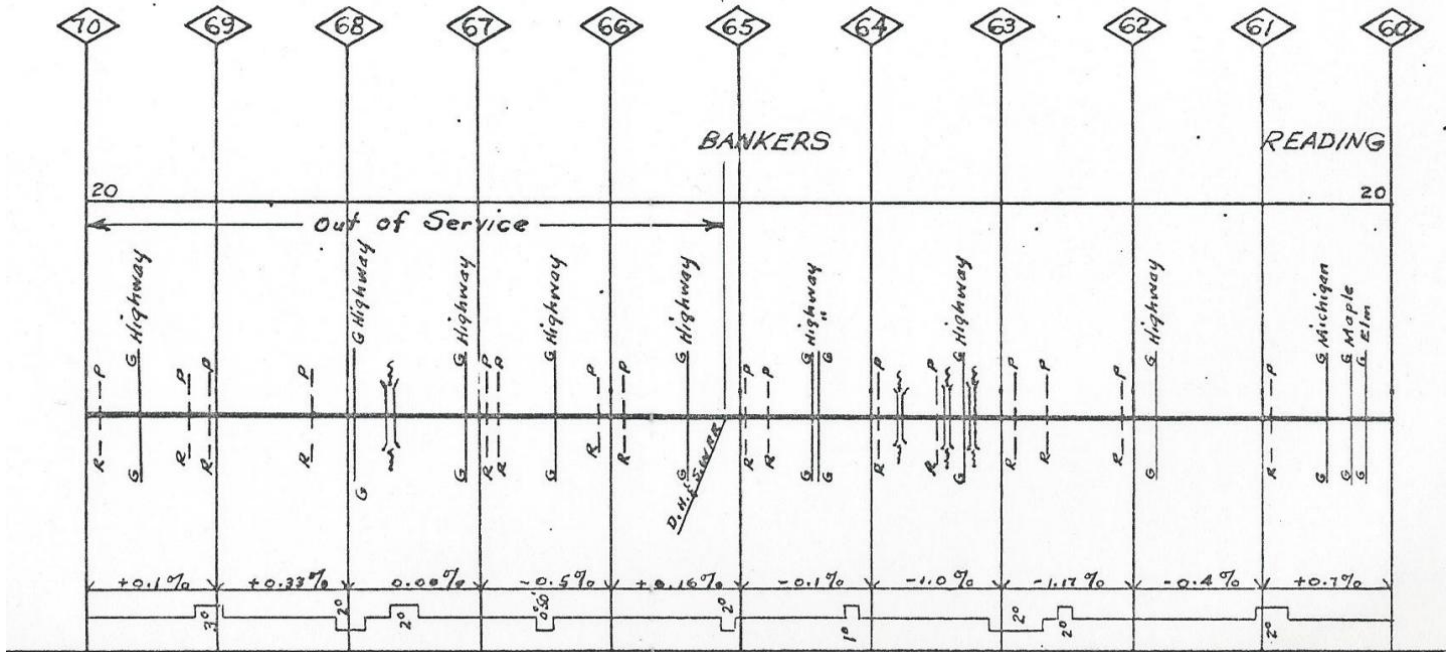
Montgomery "US" MP 55.1



The depot at Montgomery has seen its better days. Its currently used as storage. It will be on the right as we pass through town.

Reading "RG" MP 60.5

Today Reading hosts one of two large grain elevators on the Indiana Northeastern capable of shipping entire unit grain trains.



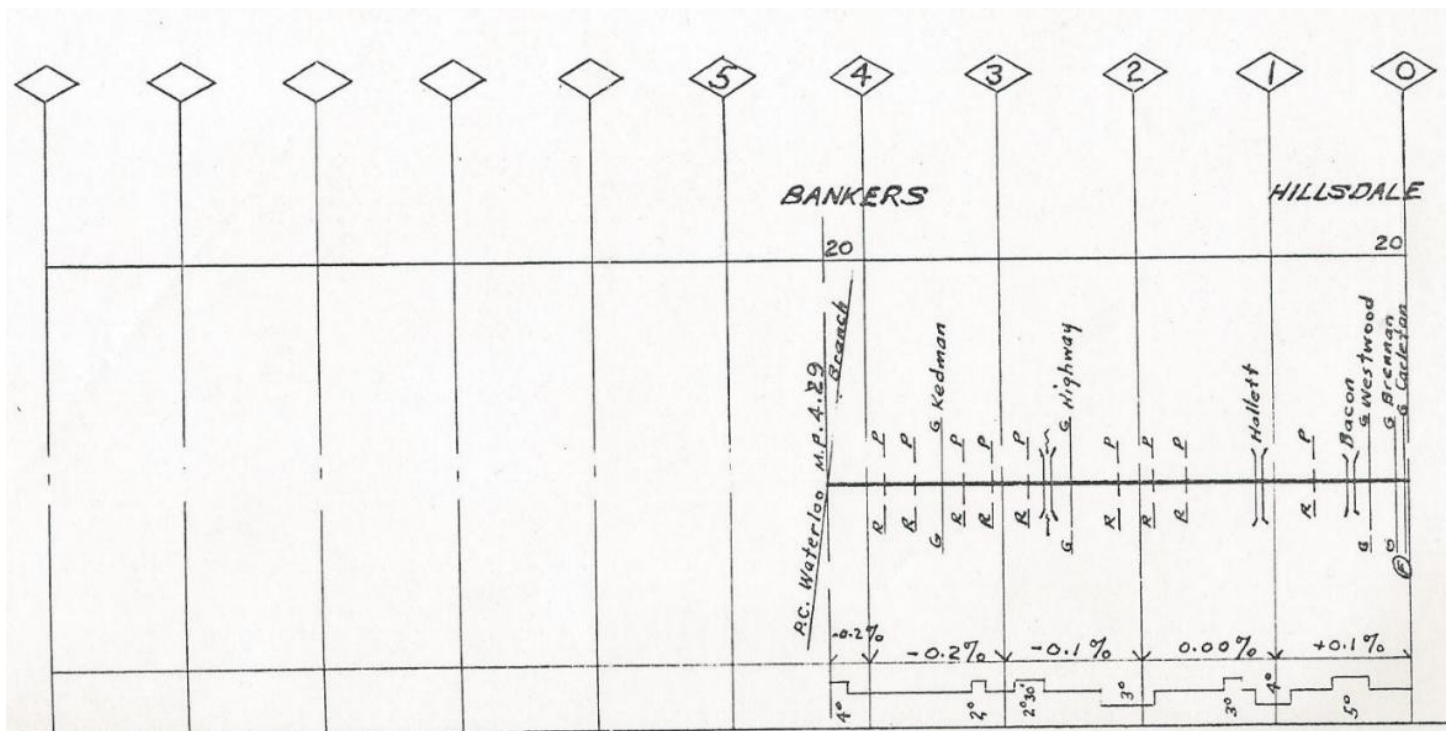
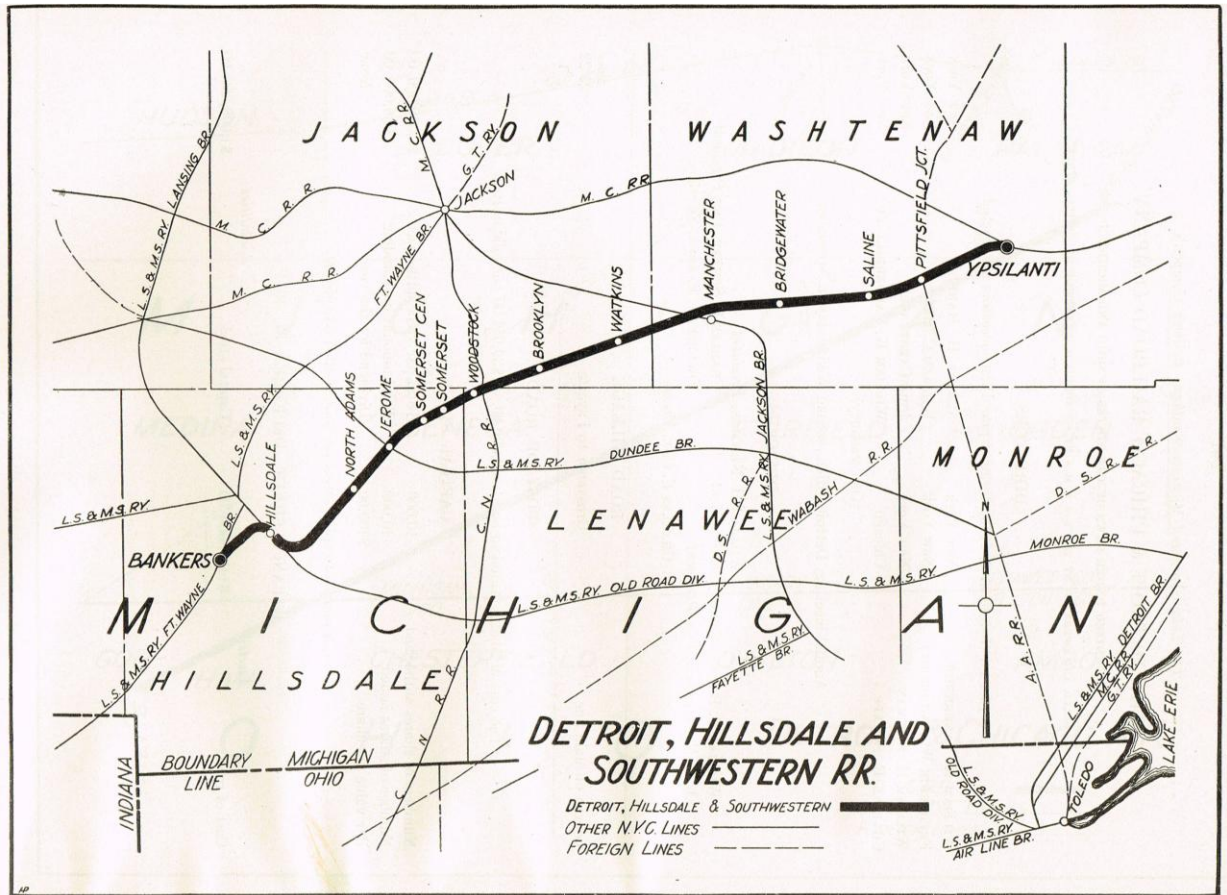
Bankers MP 65.1

At Bankers, we swing from the Fort Wayne and Jackson on to Detroit, Hillsdale and Southwestern. Early employee timetables do not show an office call at Bankers. At one time Bankers boasted a depot, roundhouse, slaughterhouses, cooper shop, taverns, stockyards and a hotel. Today Bankers is a small curve in the railroad transiting from one railroad to the other, a cluster of houses and a church. The Fort Wayne & Jackson was removed from Bankers north to Fort Wayne Junction (5.9 miles) in Jonesville in 1973.

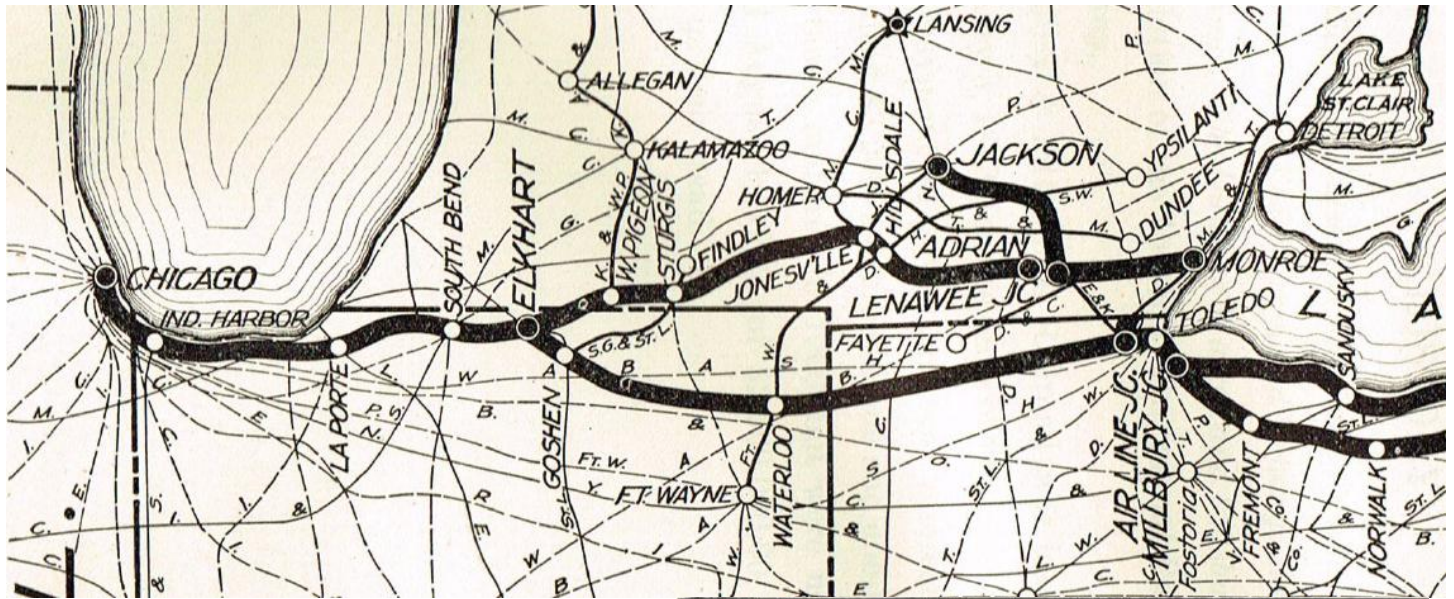
Bankers to Hillsdale

The Detroit, Hillsdale & Indiana Railroad was built in 1871 and 1872. It ran for 60 miles from Hillsdale to Ypsilanti, Mich. The company did not make money, but before it went bankrupt in December, 1874, it opened a four-mile extension from Hillsdale to Bankers. The DH&I railroad was reorganized by its bondholders as the Detroit, Hillsdale & Southwestern Railroad in December 1874, and leased to the LS&MS on July 1, 1881. The line later was known as NYC's Ypsilanti Branch. The line was cut

back in sections. The last between North Adams and Hillsdale was abandoned in 1973. But the Hillsdale to Bankers section remains as a connection to the Fort Wayne & Jackson when local trains for the area were based at Hillsdale.



Hillsdale to Coldwater



Rails reached Hillsdale from Monroe on Lake Erie in 1843, a distance of 68 miles. Built by the state of Michigan in a series of “internal improvements”. The arrival of the railroad had a tremendous effect on Hillsdale County. Its population almost doubled in five years from 9,455 in 1845 to 16,159 in 1850. However, the state’s southern railroad was unprofitable and was sold to a private company, the Michigan Southern Railway in 1846. Extending the railroad to Chicago was completed in 1852 by acquiring other railroads and building connections between those railroads. The route through Hillsdale was the main route for the between Toledo and Elkhart for the Lake Shore & Michigan Southern, after the 1869 merger with the Lake Shore Railroad. From Toledo, the route was to take the Erie & Kalamazoo northwest to Lenawee Junction where the route from Monroe was met and continued west. In 1872 Hillsdale was connected to Ypsilanti and 1874 to Bankers. This was LS&MS’s main route until 1858 when the “Air Line” was built between Toledo and Elkhart cutting 9 miles off the route including the longest section of straight railroad in the country at the time, 68 miles. The route through Hillsdale then got its name that is still commonly used today, the Old Road. Toledo to Elkhart passenger service ended in 1956 and the line was severed between Hudson and Osseo in 1963. Both lines leading to the east of Hillsdale were removed in 1973.

*		Miles from Buffalo	STATIONS	Miles from Elkhart
.....	ABS	288.34	..... Toledo.....	142.42
.....		290.34	..... Z.....	140.42
.....	TCS	292.14	..... Vulcan.....	138.62
.....		298.50	..... Sylvania.....	132.26
.....		303.12	..... Ottawa Lake.....	127.64
.....		308.33	..... Riga.....	122.43
.....		310.49	..... Blissfield.....	120.27
.....		313.14	..... Grosvenor.....	117.62
.....		314.76	..... Palmyra.....	116.00
.....		316.58	..... Lenawee Jct.....	114.18
.....		320.17	..... WB.....	110.59
.....		320.69	..... Adrian.....	110.07
.....		327.86	..... Cadmus.....	102.90
.....		331.71	..... Clayton.....	99.05
.....		338.15	..... Hudson.....	92.61
.....		344.47	..... Pittsford.....	86.29
.....		348.23	..... Osseo.....	82.53
.....		354.02	..... Hillsdale.....	76.74
.....		357.92	..... Fort Wayne Jct.....	72.84
.....		358.52	..... Jonesville.....	72.24
.....		363.62	..... Allen.....	67.14
.....		370.13	..... Quincy.....	60.63
.....	376.52	..... Coldwater.....	54.24	
.....	381.72	..... Batavia.....	49.04	
.....	387.28	..... Bronson.....	43.48	
.....	394.01	..... Burr Oak.....	36.75	
.....	400.24	..... Sturgis.....	30.52	
.....	400.52	..... RK.....	30.24	
.....	405.88	..... Klinger Lake.....	24.88	
.....	411.98	..... White Pigeon.....	18.78	
.....	413.13	..... White Pigeon Jct.....	17.63	
.....	422.40	Northern District Bristol.....	8.36	
.....	430.61	Northern District B.....	.15	
.....	430.76	..... Elkhart.....		

Hillsdale MP354.0

Three historic railroad structures still exist in Hillsdale. The ornate brick passenger depot dating from the 1850's is now a church.

44 Monroe St
GPS 41.925004,
-84.633514



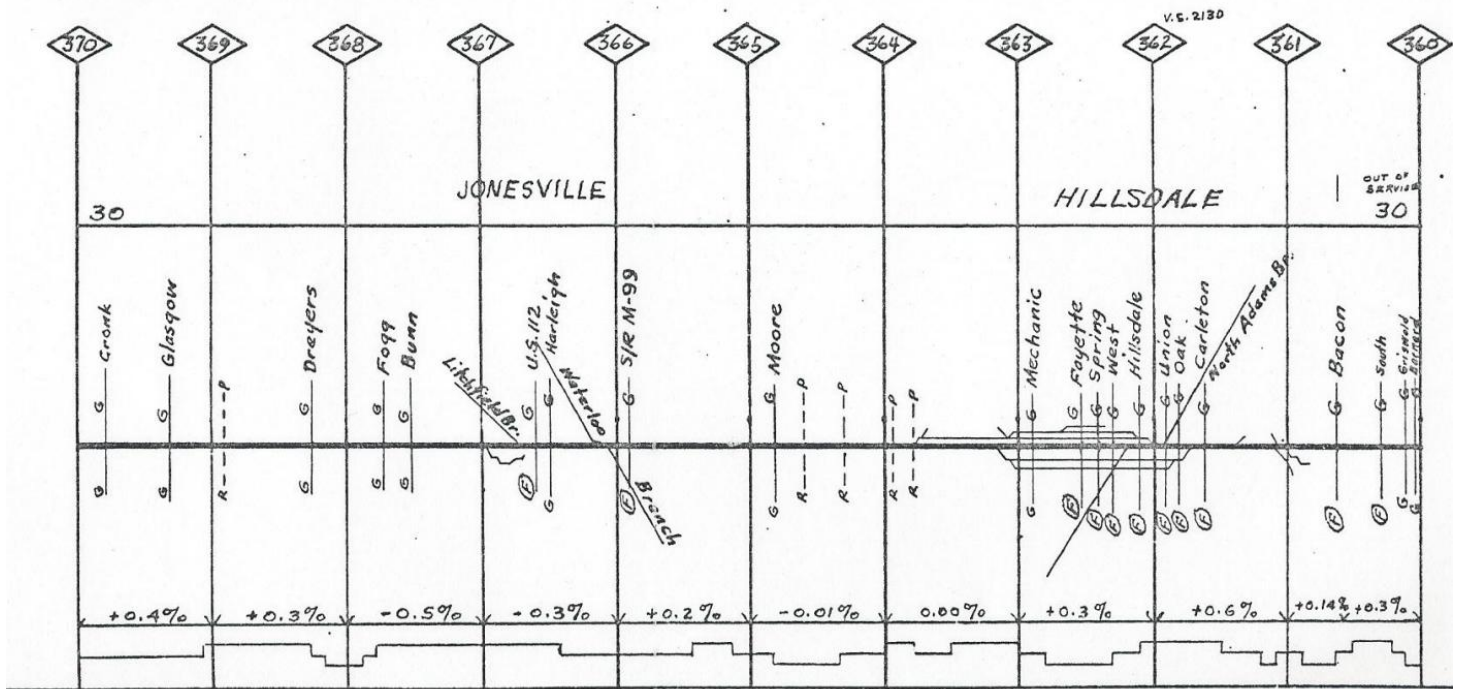
The freight house, which was built between 1885 and 1890, recently housed feed dealer but plans were announced last year to convert to a banquet facility.

16 Hillsdale St
GPS 41.9237980,
-84.632241

Lansing Division Headquarters was built before 1907. It now houses the administrative headquarters for the Indiana Northeastern Railroad. The railroad maintains a small historic "signal garden" outside.

50 Monroe St
GPS 41.924625,
-84.632506





Ft Wayne Junction MP 366.0

Fort Wayne Junction is the location on the east side of Jonesville where the Fort Wayne & Jackson crossed the Old Road. The FtW&J, became NYC's Fort Wayne Branch and was renamed the Waterloo Branch in the Penn Central era. The line was removed from Fort Wayne Junction south to Bankers (5.9 miles) and from Jackson to Horton (10.4 miles) in 1973. The line from Fort Wayne Junction north to Horton line was not included in the Conrail plan and not acquired by the Hillsdale County Railroad and abandoned in the late 1970's. The only remnant of the FtW&J here is the interchange track which is used as a maintenance of way siding.

Jonesville "JO" MP 366.6

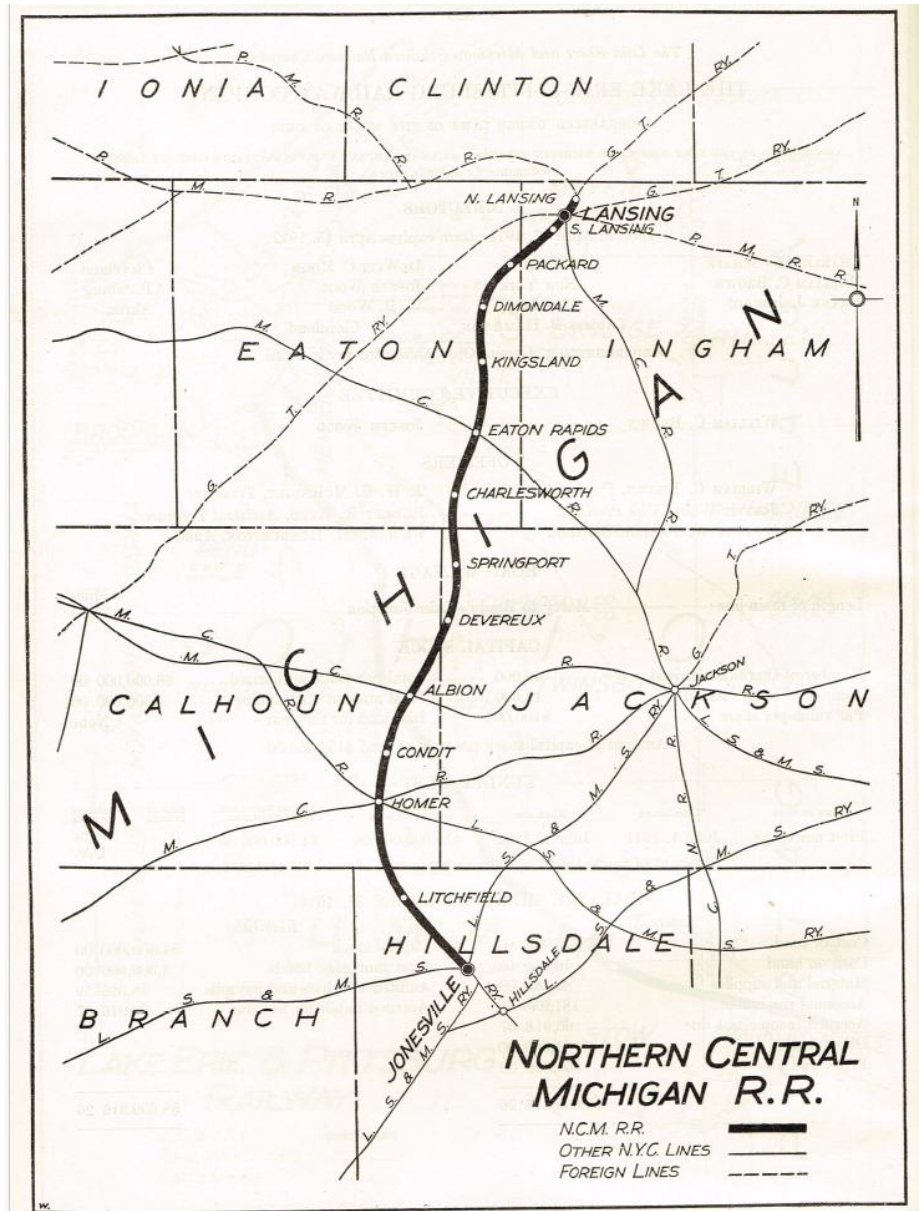
A "high dormer" standard LS&MS brick and stone depot stands at Jonesville. Built in 1898, identical depots were built at Angola NY (razed), Bellevue, Mentor and Wauseon, OH. At last report the depot is a bed and breakfast. The additional depot looking building to the west is reported to new building to look like a depot.

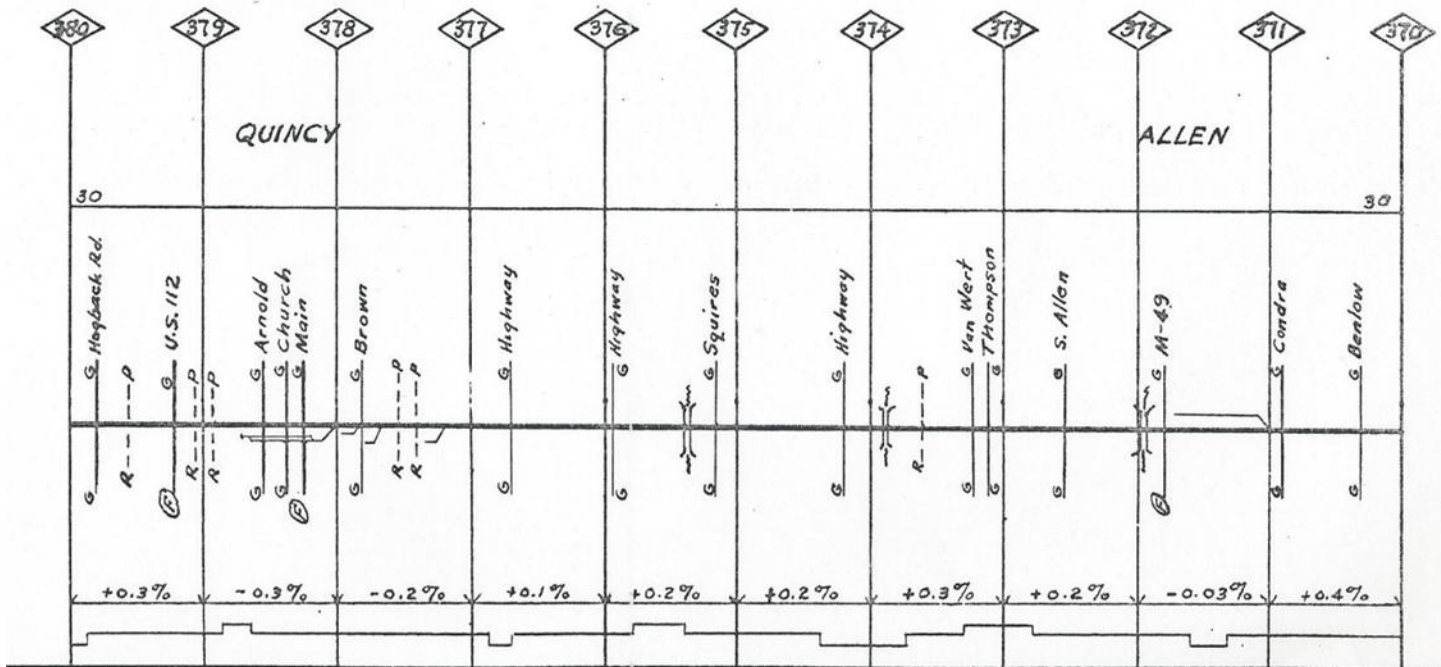


Litchfield Brach

Although our excursion will not take it, just west of the depot at Jonesville begins the Northern Central Michigan Railroad. Runing from Jonesville north to Lansing, it was built during 1872 and 1873 and controlled by the Lake Shore & Michigan Southern. Later known as the Lansing Branch, the line extended 60 miles north to the state capital. The line was cut between Lansing and Springport before 1941 and began to appear in Michigan Central's employee timetables. Several east-west New York Central controlled lines crossed the Northern Central Michigan Railroad. Both the Michigan Air Line running between Jackson and Three Rivers/Niles/South Bend and the Detroit, Toledo & Milwaukee running between Dundee and Allegan both crossed at Homer. The Michigan Central Mainline between Detroit and Chicago crossed at Albion. At Eaton Rapids, the Grand Valley Railroad running between Jackson and Grand Rapids crossed. At Lansing, connections were made with the Jackson, Lansing & Saginaw as well as connections with non-

NYC controlled roads, the Pere Marquette and Grand Trunk Western. Between 1951 and 1953, the entire line was removed except for the most southern seven miles between Litchfield and Jonesville. It was transferred to the Toledo Division and renamed the Litchfield Branch. It would continue through Penn Central, when it became part of the Hillsdale County in 1976 and later the Indiana Northeastern.



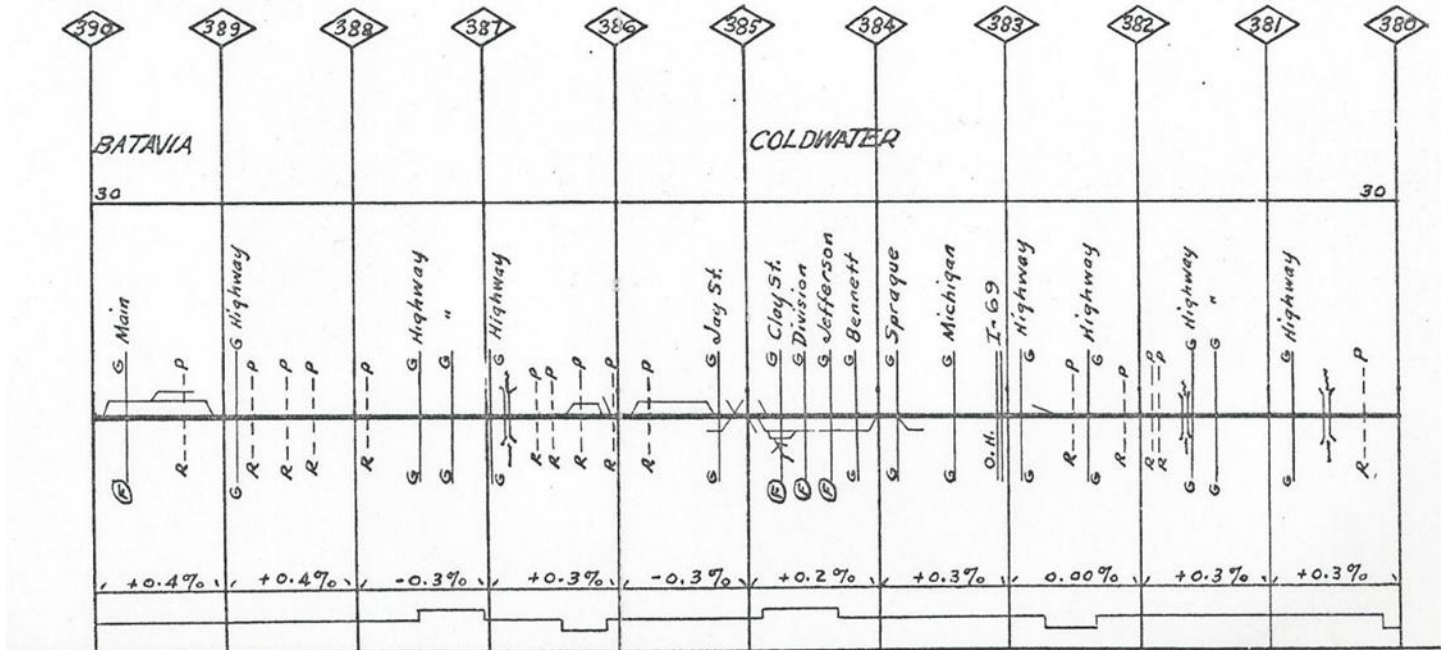


Allen "A" MP 371.7

The Village of Allen, the fourth smallest village by land area in the state of Michigan. Its 2020 population is 201 residents. Unlike other villages that developed along the railroad, Allen developed along the Detroit-Chicago Trail, today's US12. The center of the village is about a mile south of the Old Road Branch.

Quincy "CY" 378.2

Today Quincy has a population of 1,550 people. The Star of the West Milling Company has one of its mills located in town.



Coldwater "C" 384.6

The tracks of the Old Road Branch continue about a mile west of the depot where several rail-served industries are located. Three historic railroad structures survive in town.



The wood framed board and baton sided passenger depot was built in the 1850's. In 1883 a new brick depot was built for Coldwater and the original was moved six miles west to Batavia (MP 381.7) where it served the Lakes Shore and NYC. It was moved back to Coldwater in the

1990's. It is currently located 500 feet to the north of the 1883 depot, its original location.



The 1883 built brick depot stands and is used for the home base for excursions by the Little River Railroad. The window and doors design are LS&MS standard designs commonly seen on wood framed board and baton depots of the same vintage

The wood framed freight house still stands across the tracks for the 1883 passenger depot. It houses a restaurant today.



Coldwater to Marshall and return to Kalamazoo

From Coldwater we will bus to Marshall Michigan, about 30 minutes north. There we will visit the Mid-Michigan Railroad Club. The 7.5-inch live steam club started in 1985. Look for NYCSHS member Dave Wheeler's NYC Hudson #5412. It will be a 35-minute ride back to the hotel.