

CON 12-15
Doc # 10606

From: Jessica Montana
To: Culp, Matt
Date: 5/26/2006 2:21:18 PM
Subject: Re: Fwd: Denison site

Matt,

I could NOT find any further information that you already have concerning the Denison site:

- Breeze Oil, gas station that filed for bankruptcy in 1940's
- Fred Breeze, deceased owner of Breeze Oil
- Mobil
- Scherff's Texaco
- J & O Oil Company
- Jerry Speake, owner of J & O
- Orville Christiansen, owner of J & O
- Welch's Restuarant

Here, is information that I could find on the leads that you do have:

- Park Motel
- which provided several leads:
 - Jason Gesy, current owner
 - Bradley Nelson, registered agent
 - Ted Port, developer and owner of gas station
 - L.J. Cronk, owner of cafe next to gas station
- I.V. Code Petroleum Corporation
- Chicago & North Railway
- Rasmussen Lumber Corporation

On your desk, I provided all the print-outs for the above, including contact names and phone numbers. I highlighted relevant information in yellow.

Let me know if you need additional iformation; I hope this helps.

Good Luck, Jessica

>>> Matt Culp 5/19/2006 2:46 PM >>>
Jessica,

Here is some new information I received that might assist with the PRP search that we asked for at Denison AST site.

See attached

Matt

CC: Montana, Jessica

Historical Park Motel



803 4th Avenue South
Denison, IA 51442

Phone: (712) 263-4144
Fax: (712) 263-2340
E-Mail The Park Motel

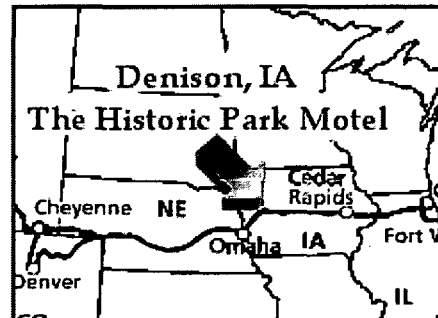
The Park Motel in Denison, Iowa, is a Spanish Colonial Revival building built in 1940 to go along with a cafe and service station built to assist cross-country travelers

*contact: Jason Giesy
or
Bradley Nelson*

What is the Lincoln Highway?

The Lincoln Highway is a 3300-mile long road stretching across the United States from New York City to San Francisco. Its creation was the result of the first successful effort to create an all-weather transcontinental highway specifically for automobiles. Carl Fisher, Prest-O-Lite headlight manufacturer, launched the idea of developing a coast to coast highway in 1913. Fisher was soon joined in the promotion of this road, named the Lincoln Highway, by the cadre of executives from the automobile, tire, and Portland cement industries who used patriotic appeal and mass marketing to mastermind a national "good roads" campaign.

The Lincoln Highway began as a miscellaneous collection of downtown streets, country lanes, and old trails marked with the sign showing the "L" rectangular graphic ...and emblazoned in red, white, and blue. While the confusing and haphazardly maintained condition of the early Lincoln Highway illustrated the long-neglected nature of the American roads inherited by the automobile, by the 1920's it had become the



(To view the entire Lincoln Highway Map please click on the map)

bridge-building techniques. A dynamic, commercial roadside emerged, pioneering the marketing of gas, food, lodging, and other motorist services through innovative architectural form and design.

Today, the roads that comprise the Lincoln Highway approximate sections of the present day Federal and State Highway System: US 1, 30, 40, 50, and I-80 traversing New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California. Early in its history, the Lincoln Highway was

nation's premier cross-country thoroughfare
and a testing ground for new road and

also routed through the northeastern corner
of Colorado.

By Becky Irvine
Journal correspondent

Siouxland

Wednesday, Oct. 25, 2000

Denison Motel added to National Register

DENISON, Iowa - The Park Motel located where highways 30, 59 and 141 meet, has been added to the National Register of Historic Places.

The National Register is the federal government's official list of historic properties worthy of preservation. Listing in the National Register provides recognition and assists in preserving America's heritage, according to Dorothy Kutchinski, chairwoman of the Crawford County Historical Society.

The Park Motel was recommended for listing on the National Register after Elizabeth Foster, the National Register coordinator for the State Historical Society of Iowa, asked the Crawford County Historical Society to do a complimentary review of the structure, Kutchinski said. Consultant Leah Rogers of Mount Vernon, Iowa, did an historical research report on the structure.

Kutchinski met with the Crawford County Board of Supervisors and gave a presentation on the Park Motel. In her recommendation to the board, Kutchinski said, "The property is associated with events that have made a significant contribution to the broad patterns of our history. The current owner, Jason Gesy, is undertaking a major restoration with the intent that it remain as authentic and true to the original design as possible. This nomination to the National Register would recognize the significance of this unique, early highway motel to Denison.

The Park Motel joins the McHenry House, the Dow House, the Manila Hotel, the Chamberlin House, and six historical bridges in Crawford County that have been listed on the National Register, according to Kutchinski.

The Park Motel was built in 1940. Ted Port, the owner, had the motel built with the idea that tourists were beginning to travel by automobile across the country and would need affordable shelter for the night, with food and car care nearby. These would be supplied by the cafe and gas station. across the road, which he had built earlier, when Highway 30 was still a mud road, according to Kutchinski. The gas station was built in 1926, with the cafe added in 1929, as well as a house for the owner. All these were built in the same style as the later motel. By the time the motel was built, the cafe was owned and operated by L.J. Cronk, and the motel and cafe were, though separately owned, always advertised together.

of Park
Motel

While not built along the original Lincoln Highway, the Park Motel is situated along the right-of-way for the original Lincoln Highway route through Denison. In 1926, when Ted Port had his service station built, Highway 30 had just come into existence. Prior to that, the Lincoln Highway was the main east-west highway route through Denison, having been established in 1913 as the nation's first transcontinental route specifically intended for automobile traffic.

Notable exterior features of the Park Motel are the two gable-roofed vestibules, a second-floor bay window, two long rows of casement windows, and a scalloped crenelation-type detail around the base, according to Rogers. Other noteworthy features are the round-arched doorways, the terracotta tile roofs on the projecting vestibules and porch hoods on both the front and rear of the building.

The overall architectural style of the Park Motel is Spanish Colonial Revival, and is a type of architecture that was popular between 1915-1940, according to Rogers. Related to the earlier Mission style of architecture, Spanish Colonial Revival is a simple style distinguished by red tile roofs, stucco walls, heavy wooden doors in round-arch openings, and low horizontal emphasis. The look was intended to re-create the character of a Spanish hacienda.

The drive-through of the Park Motel imparts some of the true hacienda effect, leading the visitor through the building and into the rear parking lot of the motel. The Spanish Colonial Revival style was most popular in the Southwest and Florida, Rogers noted.

It is not known if Ted Port selected the Park Motel's design from an existing motel along the West Coast, or from some type of standardized set of plans. Since motels were in the early formative stages at the time, it is perhaps more likely that he selected a design from an existing hotel building, Rogers said.

Modifications to the Park have been few, which is rather unusual in this type of structure, Rogers said. Therefore, the integrity of the building remains intact. In 1965, two wings were added in a unique way. Instead of attaching the new wings to the older building, the two new wings were added as detached units set at angles to either side of the original building. Thus, motel room space was more than doubled without impacting the original motel building.

The Park Motel was also unusual for the time in its design as a two-story structure. Most of the early motels were one-story structures that reflected the evolution from the attached cabins of the tourist camp, or court, pattern to connected rooms of the motel, according to Rogers.

The Park has been continuously operated as a motel since it was built in 1940. The list of well-known people who have stayed at the motel over the years includes Denison native Donna Reed, Ethel Kennedy, Elizabeth Dole, and former Iowa Gov. Terry Branstad.

"The Park Motel stands as a good representative of a progressive, innovative, transportation-related support service enterprise along Highway 30 in the early, formative days of this important highway route," Rogers said. "It is also a good reflection of the origin of the motel idea, and early motel architecture in the western United States, as it was transplanted by Ted Port to western Iowa."



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Legal Name	Chapter	Corp No.
PARK MOTEL, INC.	CODE 490 DOMESTIC PROFIT	314537
Expiration Date	Type	Modified
PERPETUAL	Legal	No
Effective Date	State of Inc.	
Jul 26, 2005	IA	
Filing Date	Status	
Jul 26, 2005	Active	

Names (viewing 1 of 1)

Type	Status	Modified	Name
Legal	Active	No	PARK MOTEL, INC.

Registered Agent or Reserving Party

Full Name	BRADLEY J NELSON
Address	1317 BROADWAY
City, ST, Zip	DENISON, IA, 51442

— Crawford County Abstract Co.
712-263-5626

Home Office

Full Name	
Address	2622 4TH AVENUE SOUTH
City, ST, Zip	DENISON, IA, 51442

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Legal Name	Chapter	Corp No.
I. V. COLE PETROLEUM COMPANY, INC.	CODE 490 DOMESTIC PROFIT	8740
Expiration Date	Type	Modified
PERPETUAL	Legal	No
Effective Date	State of Inc.	
Sep 01, 1972	IA	
Filing Date	Status	
Sep 01, 1972	Inactive	

Names (viewing 1 of 1)

Type	Status	Modified	Name
Legal	Active	No	I. V. COLE PETROLEUM COMPANY, INC.

Registered Agent or Reserving Party

Full Name	STEVEN R JOHNSON
Address	8613 SWEETBRIAR LANE
City, ST, Zip	DES MOINES, IA, 50322

→ 515-276-8536

Home Office

Full Name	
Address	8613 SWEETBRIAR LANE
City, ST, Zip	DES MOINES, IA, 50322

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Legal Name	Chapter	Corp No.
CHICAGO AND NORTH WESTERN RAILWAY COMPANY	CODE 490 FOREIGN PROFIT	46057
Expiration Date	Type	Modified
PERPETUAL	Legal	No
Effective Date	State of Inc.	
May 22, 1972	DE	
Filing Date	Status	
May 22, 1972	Inactive	

Names (viewing 2 of 2)

Type	Status	Modified	Name
Legal	Active	No	CHICAGO AND NORTH WESTERN RAILWAY COMPANY
Legal	Inactive	No	CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

Registered Agent or Reserving Party

Full Name	SECRETARY OF STATE
Address	HOOVER BLDG
City, ST, Zip	DES MOINES, IA, 50319

Home Office

Full Name	
Address	UNION PACIFIC RAILROAD
City, ST, Zip	OMAHA, NE, 681790738

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Legal Name	Chapter	Corp No.
CHICAGO AND NORTH WESTERN RAILWAY COMPANY	CODE 490 FOREIGN PROFIT	173646
Expiration Date	Type	Modified
Jun 28, 1994	Reserved	No
Effective Date	State of Inc.	
Feb 28, 1994	IA	
Filing Date	Status	
Feb 28, 1994	Inactive	

Names (viewing 1 of 1)

Type	Status	Modified	Name
Reserved	Active	No	CHICAGO AND NORTH WESTERN RAILWAY COMPANY

Registered Agent or Reserving Party

Full Name	CT CORPORATION SYSTEM
Address	2222 GRAND AVE
City, ST, Zip	DES MOINES, IA, 50312

Home Office

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Corporation Summary

Searched **Crawford County**
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Legal Name	Chapter	Corp No.
RASMUSSEN LUMBER COMPANY CODE 490 DOMESTIC PROFIT		34036
Expiration Date	Type	Modified
PERPETUAL	Legal	No
Effective Date	State of Inc.	
Sep 01, 1960	IA	
Filing Date	Status	
Sep 01, 1960	Active	

Names (viewing 3 of 4)

Type	Status	Modified	Name
Fictitious name	Active	No	CARROLL COUNTY READY MIX
Fictitious name	Active	No	CRAWFORD COUNTY READY MIX
Legal	Active	No	RASMUSSEN LUMBER COMPANY

Registered Agent or Reserving Party

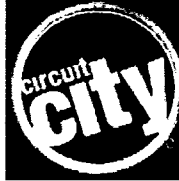
Full Name	JERALD RASMUSSEN
Address	1121 6TH ST
City, ST, Zip	MANNING, IA, 51455

1121 6th St.
712-653-2569

Home Office

Full Name	
Address	1121 6TH ST
City, ST, Zip	MANNING, IA, 51455

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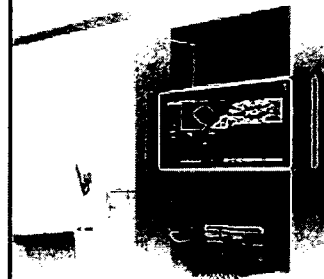
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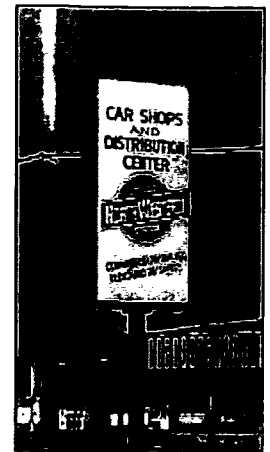
1 of 5 CRONK, CLIFF & LINDA
5080 Center Ct
Bettendorf, IA 52722-5816
(563) 332-4546

2 of 5 CRONK, DENNIS & LEAH
3012 Raven St
Iowa City, IA 52245-5124
(319) 341-9580

3 of 5 CRONK, JEFFREY & LYNETTE
PO Box 305
Royal, IA 51357-0305
(712) 933-5589

4 of 5 CRONK, L L
4281 NE 150th Ave
Elkhart, IA 50073-9122
(515) 367-4628

5 of 5 CRONK, LEROY
1809 N Sixth St
Clinton, IA 52732-2748
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Chicago & North Western - A Capsule History



400 Club

*2006 Annual
Convention at
Rochelle IL*



*Layout Pictures on
the modeling page*

*The Overland Route
information wanted,
by Raymond
Jorgensen*

For many years the Chicago & North Western was the probably the largest and most profitable of the Midwestern railroads. By 1910 it had reached an apogee, which continued more or less through the 1920's. It called itself the "Pioneer Railroad" because a predecessor, the Galena & Chicago Union Railroad, was the first railroad running out of Chicago (and all of Illinois), beginning in 1848. The C&NW also pioneered many "firsts" in railroad history.

The left-handed operation of the C&NW set it apart from other railroads in the US. It is fairly certain that the stations along the predecessor G&CU were on the "wrong" side, and when a second track was laid into Chicago, left-handed running allowed inbound passengers to wait in the warm depot. Otherwise, the depots would have had to be rebuilt or moved. The notion that British capital forced this left-hand running does not work. In those days no investor in Europe, let alone New York, would risk money on anything out on the uncivilized prairie. The investors were almost all local farmers and businessmen.They did very well, it might be noted.

When the legendary president Marvin Hughitt retired as president in 1910, the C&NW was finishing up on its long and successful expansion and consolidation. Many smaller lines had been absorbed, substantial depots had been built, and miles of track had signals installed -- many of those miles were double-tracked. Hughitt worked with the board for many years thereafter, and the C&NW was considered relatively prosperous until the Great Depression.

Then the Great Depression came and bankruptcy followed. Highway traffic on new roads took revenue from the system and the overuse of equipment and infrastructure during WWII left the C&NW on the verge of another bankruptcy by the mid-1950's.

In 1956 Ben Heineman became president and instituted the painful reforms and economy measures that gave the C&NW some tentative viability. Heineman also began the purchase and consolidation of other Midwest railroads, which resulted, eventually, in the elimination and abandonment of all but the core of the

system. Heineman's successors used government money for track upgrading and held on until the Coal Line in Wyoming could be opened. At that point prosperity returned to a railroad that was now much leaner.

When the C&NW was merged into the Union Pacific in 1995, it exited from the scene a winner, unlike some of its competitors, which were broken up in the bankruptcy courts. The Union Pacific had acquired a good deal of C&NW stock over the years and decided to protect its main Chicago route with outright ownership. Also, the Union Pacific had just suffered the humiliation of being outbid by the Burlington Northern in the contest to take over the Santa Fe, so the take-over of the C&NW helped to restore its image (temporarily)

All of the details of the C&NW history and the history of all the predecessor lines exceed the scope of this capsule history, but the timeline below highlights some of the important dates and events that one should know:

- 1836 The Galena & Chicago Union Railroad was chartered by the State of Illinois. During most of that decade it was assumed that the Illinois Central would be the first railroad and would dominate the center of the state. But the IC could not get organized promptly and it failed to realize that Chicago was the dominant location in Illinois.
- 1846 William Butler Ogden became the third president of the G&CU. He was probably one of the three most important men in C&NW history. He was also mayor of Chicago and a promoter of the iron mines in Upper Michigan, to name just two of his accomplishments.
- 1848 (October) A second-hand locomotive, the "Pioneer", arrives in Chicago by boat.
- 1848 (October 25) The Pioneer pulls the first train in Illinois from Chicago to the end of the line near the Des Plaines River (in the present town of River Forest).
- 1853 The G&CU reaches Freeport, IL and stops short of its target, the lead mining town of Galena. Soon it redirected itself directly towards the Mississippi River, in a direct line west out of Chicago.
- 1855 A telegraph line is run out to Freeport, and the operation of trains by telegraph became a "first" in the nation.
- 1855 The G&CU lays a second track out of Chicago and it starts left-handed operation. Experts agree that the left-hand operation was an easy way to avoid moving all the depots to the other side of the tracks. Other explanations make little sense.
- 1855 The new line is open between Turner Junction (West Chicago) and the Mississippi River at Fulton, IL. This line became the basis for the core route to the west on the C&NW.
- 1858 The G&CU operates the first sleeping car, west of Chicago, from Chicago to Freeport.
- 1859 The Chicago & North Western Railroad is chartered by the legislatures Wisconsin and Illinois.
- 1862 The Cedar Rapids & Missouri River RR., headed by John Blair, continues building across Iowa, hoping to reach Council Bluffs. Blair leases the CR&MR to the G&CU, providing the Chicago company with what will eventually become a mainline portion of a transcontinental railroad. The C&NW also leased the Chicago Iowa & Nebraska RR, which had built from Clinton to Cedar Rapids, starting in 1856.
- 1864 The first regular Railway Post Office (RPO) car is placed in service on the C&NW.

- 1864 The Galena & Chicago Union is merged into the C&NW. It had been an unqualified success, and its profitability convinces investors in the East that a railroad on the uncivilized prairie could make money. The G&CU had been forced to raise its money from the "uncivilized" residents of the prairies and the prairie towns. This was a landmark merger in railroad history, and it took place as the Civil War raged in the South.
- 1864 The C&NW also acquires the Peninsula Railroad in Upper Michigan. Surprisingly, this part of the system was disconnected, which put the C&NW in the boat business for a while. An ore dock is constructed at Escanaba.
- 1867 The CR&MR reaches Council Bluffs.
- 1866 The Chicago & Milwaukee is acquired by lease, giving the C&NW a route from Chicago to Milwaukee.
- 1868 William Butler Ogden retires.
- 1869 The Fremont Elkhorn & Missouri Valley begins building the Nebraska route that will later be known as the "Cowboy Line".
- 1871 The Great Chicago Fire devastates the city, and the railroad takes a heavy loss, including many records – for example, most of the G&CU records. (October 6th)
- 1881 The new Wells St. depot opens in Chicago.
- 1881 Kate Shelley saves a passenger train at a washed-out bridge. She becomes a living legend, and the C&NW later names a train after her.
- 1887 Marvin Hughitt becomes president of the C&NW, guiding the railroad through its "Golden Age".
- 1891 The C&NW adopts the ball and bar trademark/logo, which will survive, with some modifications, until the end of the railroad.
- 1893 The C&NW completes the purchase of the Milwaukee Lake Shore & Western, which later became the Ashland Division, encompassing many of the routes between Milwaukee and Ashland.
- 1900 (June 8th) The prodigious Kate Shelley bridge over the Des Moines River, west of Boone, is opened. This double-tracked bridge survives today, somewhat modified, under Union Pacific ownership.
- 1901 The first R-1 is delivered to the C&NW, and the R-1 soon became the dominant, general-purpose steam locomotive.
- 1903-1904 The "New Line" is built between Chicago (Mayfair) and Milwaukee, providing an alternative route for trains, so that they could bypass the more congested cities along the lake. A cut-off is constructed at Lake Bluff so that trains could cross back to the "Old Line".
- 1903 (February 28th) The Fremont Elkhorn & Missouri Valley is absorbed into the C&NW, which already had de facto control.
- 1906 The first trains run to Lander, Wyoming, which marked the end of the westward expansion of the C&NW. Plans to get to the West Coast never materialized.
- 1910 Marvin Hughitt steps down as president, but is able to continue to exert some control as Chairman until 1925.
- 1911 The Madison Street Station (the Chicago Passenger Terminal) is opened. Designed by the firm of Frost & Granger, it made the old Wells St. Terminal obsolete, and it was retired. Frost & Granger (or just Frost) designed almost all of the major C&NW depots. They were connected to Marvin Hughitt by marriage.
- 1911 The "Adams Cutoff" gives trains a shortcut from Milwaukee to the Twin Cities. It was the last major line constructed in Wisconsin.
- 1914 The line from Nelson to Benld is finished. That line was essentially a route to the coal mines. The C&NW owned the Superior Coal Co in that

area. And the line also provided access to Peoria. Years later, with the purchase of the Litchfield & Madison, the line reached Madison, IL, which was a gateway to St. Louis.

- 1926 The first diesel on the C&NW is purchased for use in Chicago as an element of smoke control. Others would follow. The C&NW already had some internal combustion power on its motor cars, which were used in passenger service.
- 1928 Automatic Train Control is installed on selected locomotives and it was used on the main line from Chicago to Council Bluffs. But this was accomplished in segments, over a period of time.
- 1928 Marvin Hughitt dies.
- 1929 Delivery of thirty five Class H locomotives took place. These very large steam locomotive, build by Baldwin, were the most powerful on the C&NW. Because of their weight, they were restricted to the main line from Chicago to Council Bluffs, but soon were allowed to go to Butler Yard in Wisconsin. Some were equipped for passenger service, and were used primarily on the heavy trains in joint service to the West Coast (Though they went no farther west than Council Bluffs.).
- 1929 Proviso Yard is reopened as a huge, modern, freight classification yard. It featured retarder devices at the top of the classification hump. Later the yard would house a huge LCL freight house for the sorting of Less-Than-Carload-Lots.
- 1935 The "Twin Cities 400" makes its inaugural run. It consisted of completely rebuilt, standard cars and locomotives. There were no funds for streamlined equipment, which was coming into vogue.
- 1935 Streamliner/diesel M-10001 is inaugurated. While this ran over C&NW rails, it was purchased and owned by the Union Pacific as the "City of Portland". The "City of Los Angeles" and other streamliners were inaugurated the next year.
- 1936 The C&NW files for bankruptcy, after defaulting on obligations in 1925. The management still fought to retain responsibility for the stock, but the ICC and the courts rendered the stock worthless.
- 1939 The new, streamlined "Twin Cities 400" is placed in service, having been approved by the bankruptcy court. It was an immediate success, competing with streamlined equipment on the CB&Q and the CMStP&P. Other streamlined 400's would follow.
- 1940's Diesels start to make inroads into the steam roster. FT diesels are purchased for freight service in 1945, with government permission.
- 1941 - 1945 World War II puts a great strain on the physical plant of C&NW. Some passenger service that was considered a "luxury" or seasonal, was discontinued; instead, long troop trains plied the C&NW.
- 1944 The C&NW emerges from bankruptcy.
- 1948 1948 was celebrated as the Centennial Year of the C&NW, using the G&CU's inauguration as the starting date. For the C&NW it was an unprecedented Public Relations opportunity. Simultaneously, the Railroad Fair was held in Chicago, mindful of the G&CU date. In addition, a time capsule was buried, though it seems unlikely that it will be recovered in 2048.
- 1950 CTC was installed on the main line from West Chicago to Nelson. It would later be expanded.
- 1952 Automatic Train Stop is instituted on the line from Chicago to Wyeville. As with ATC on the West Line, it was a safety measure to protect high-speed trains. It proved to be untimely because high-speed service was reduced considerably by 1963.

- 1955 The first bilevel cars are purchased from St. Louis Car Company. Many other similar cars would come from Pullman Co. in the next two decades, though with the addition of head-end electrical power. The RDC cars, which were also supposed to rescue commuter service, did not prove satisfactory and were sold. – but the bilivels succeeded and similar cars are in use even today.
- 1955 Poor management and the costs of an obsolete plant bring the C&NW close to bankruptcy.
- 1955 The passenger agreement with the Union Pacific/Southern Pacific was ended by the C&NW. This was a radical departure from decades of cooperation.
- 1956 Ben Heineman becomes Chairman of the C&NW and institutes many changes to return the C&NW to profitability. By the end of his tenure the C&NW was a different railroad, and both the freight and suburban operations could run at a profit during the good years.
- 1956 Steam operation officially ended on the C&NW, though some hidden pockets of steam existed on the fringes.
- 1957 The CStPM&O ("Omaha Road") is leased by the C&NW, thus ending forever its semi-independent status.
- 1957 The word "Railway" appears on rolling stock in the trademark/herald. This was a logical consequence of the discontinuance of the Streamliners and the downgrading of the 400's and the trend away from billboard lettering. It also apparently coincided with the demise of the Omaha road in the same year.
- 1958 The Litchfield & Madison is absorbed, giving the C&NW its own access to St. Louis.
- 1958 Bilevel 400 service is instituted. Using specially-adapted bilevels for long-distance service, the expense of these (two) trains was sort of an unofficial trade-off for the right of the C&NW to abandon other passenger service.
- 1960 Push-pull bilevel suburban service is instituted using older diesels that were adapted for head-end electrical power.
- 1960 The M&StL is purchased: Ben Heineman begins an expansion/abandonment program with a railroad that he "cut his teeth on".
- 1963 The "Twin Cities 400" and the "Rochester 400" were discontinued.
- 1968 the Chicago Great Western is absorbed. This sort of move enabled the C&NW to expand its system, while paradoxically it started the wholesale abandonment lines in the Midwest. The C&NW now gets access to Kansas City, via the CGW route.
- 1968 The Fort Dodge Des Moines & Southern and the Des Moines & Central Iowa were purchased by the C&NW. These were marginal properties, but they had some industry, which the C&NW was able to access.
- 1971 Older diesels enter a rebuilding program at the Oelwein Shops, a former CGW facility.
- 1972 The C&NW becomes "Employee Owned", instituting an innovative ownership structure. The trademark/logo is changed accordingly.
- 1973 The first SD40-2's are purchased. These represent a new era in motive power, even though they had been preceded by other "First Generation" models.
- 1973 The Board of Directors approves a resolution to build a line into the Powder River coal fields.
- 1980 Safety Yellow replaces the older, Traditional Yellow color on all

equipment. This bold move did not prove as successful as hoped.

- 1980's An Executive Business Train is put together from rebuilt, used cars from other railroads. While there had been business cars before, this "new" train represented a large outlay of capital and was extravagantly impressive.
- 1981 A complete rebuilding of all the road cabooses takes place. This was a costly program, which probably did not anticipate the elimination of most cabooses in the near future.
- 1982 The "Employee Owned" structure is eliminated and C&NW stock is no longer reserved for employees. The trademark/logo reverts to the "System" wording.
- 1983 The Spine Line of the bankrupt Rock Island is purchased, giving an improved route to Kansas City. The CGW line to KC becomes surplus.
- 1983. The Coal Line starts construction under the aegis of the Western Railroad Properties Inc. A connector is made to the Union Pacific and the old Cowboy Line becomes surplus after extensive flooding and is bypassed. Powder River coal becomes the "pot of gold" for the C&NW.
- 1984 The first trainload of coal leaves from a Powder River mine.
- 1985 The C&NW tries to take over a bankrupt Milwaukee Road, but is defeated by a combination of the Soo Line's bid and the court's preferences.
- 1986 The Winona to Rapid City line is sold to the DM&E. This proves to be an exception to the preference the C&NW had to choose abandonment over sale.
- 1988 The lines near Green Bay, north of Milwaukee, are sold to the FRVR. Neither the C&NW nor the FRVR was able to effectively serve the area and make money. The Wisconsin Central, which later took over the FRVR, however, was able to work successfully.
- 1989 General Electric locomotives are purchased and used successfully on the Coal Line and in general service. This excluded EMD, which had recently sold SD70's and SD80's to the C&NW. But those EMD locomotives did not do well by comparison.
- 1989 Japonica Partners LP and Blackstone Capital Partners LP attempt a hostile takeover of the C&NW. The Union Pacific had to purchase millions of dollars in C&NW stock and the C&NW had to assume very heavy debt to fend off the takeover. While that saved the C&NW from a dubious fate, it left the Coal Line with the burden of pulling out of the debt and left the Union Pacific with what amounted to ultimate control over the C&NW.
- 1991 The Traditional Yellow returned to the paint schemes of the rolling stock, the locomotives, and the Business Train. Not only did it honor a long tradition, it also weathered much better.
- 1993 An initial public stock offering is tendered. UP investments are transferred to non-voting common stock, representing 25% ownership.
- 1993 New GE Dash 9 locomotives are purchased and are painted in a dramatic "lightning" scheme. Other similar locomotives would soon be purchased, including the innovative AC locomotives, which were painted in the same scheme.
- 1995 (March) The UP announces its intent to acquire 100% of the C&NW's publicly traded stock at a price of \$35 per share. This was the beginning of the end for the C&NW. Management negotiated with the UP for the best possible deal, since a takeover seemed inevitable and since the UP had plenty of money to counter any opposition.
- 1995 (April 24th) The 24th was the last day of operation of the C&NW. It took place on a weekday and few people were on hand to watch the

demise of a proud railroad, which once was the stellar system in the central Midwest.

Compiled by Joe Piersen

Sources:

Archives Notes

Swanson and Baker timeline in the Winter 1998 issue of North Western Lines

Grant's The Chicago & North Western

Yesterday and Today

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Web Development by Central Ridge

From: "Mike Pauli" <mpauli@deltaenv.com>
To: <mculp@dnr.state.ia.us>
Date: 5/17/2006 11:09:27 AM
Subject: Denison site

Matt,

Since your last note regarding the possibility of transferring a property we've historically dealt with (site to the west of Former Amoco 5942) into the Contaminated Sites section, I've come across a few items that might be of interest to you.

We know from the 1960's IDOT map, there were above-ground tanks, underground piping and some sort of "oil station" on that property. I came across this website <http://www.catskillarchive.com/rrextra/sdgas.Html> <<http://www.catskillarchive.com/rrextra/sdgas.Html>> that outlines the historic use of "Pintsch gas" to light passenger rail cars. Often, the gas was manufactured near the tracks or depot stations, then tanks on the rail cars were filled similar to filling gas tanks. I know the passenger depot was located further to the west down the rail line nearer the center of the city (Sanborn maps), but the location of a potential Pintsch gas plant would be consistent with safety issues associated with the railroad not wanting to house such an operation close to a large number of passengers.

Pintsch gas was manufactured from naphtha. We have a product sample from this property (MW-28) that shows very high levels of naphthalene and other PNAs, while these components are absent from the rest of our samples. Also, some boring logs indicate the presence of wood chips and brick fragments. While this could also be standard fill material, brick fragments are often associated with underground gas or tar holders and wood chips were used in gas purifiers. One boring notes brick fragments at a depth of 10.5 feet, which I would not consider to be fill material.

Much of this can be circumstantial, but every little bit of information is helpful. I thought the website link above was very interesting. The tanks in the sketch of the Pintsch gas plant looked very similar to the size that we show to have been on site on the IDOT map. While I understand Verne Shrunk has relieved our client of responsibility for impact on that property at this time, I remain curious as to what may have operated there and what the source(s) of contamination may have been. I've never had any luck getting access to railroad files, but the line was owned by Chicago & Northwestern (according to IDOT map). Whether their records would show the existence of any such facility, I don't know. I would be curious to know if any structures remain in the ground over there. We've never encountered anything, but maybe we've just been lucky. I'd be happy to send you copies of the logs or GC I've mentioned if you think it may help with any work you might do on this site. Just let me know.

Thank you,

Mike Pauli
Project Manager
Delta Environmental Consultants, Inc.

2240 Bluestone Drive
St. Charles, MO 63303
PH: 636.916.8101
CELL: 314.409.8545
FAX: 636.949.5940
EMAIL: mpauli@deltaenv.com
www.deltaenv.com <<http://www.deltaenv.com/>>

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January 1, 1892
Thompson, S. Millett Trustee to Stone, E. A.

May 1, 1893
Stone, E. A. to Boynton, David L.

March 9, 1899
Boynton, David L. to Stewart Lumber Company

July 17, 1912
Stewart Lumber Company to C. K. Drake

July 17, 1912
Drake, C. K. to Voss, C. L.

February 22, 1913
Voss, C. L. to Gary Lucretia P. & Husband

January 22, 1914
Gary, Lucretia p. & Husband to Voss, C. L.

November 29, 1919
Gary, Eugene & wife et al to Voss, C. L.

January 24, 1927
Johnson, Jacob Trustee to Miller Jr., J. W.

January 24, 1927
Miller, J. W. to Port, T. D.

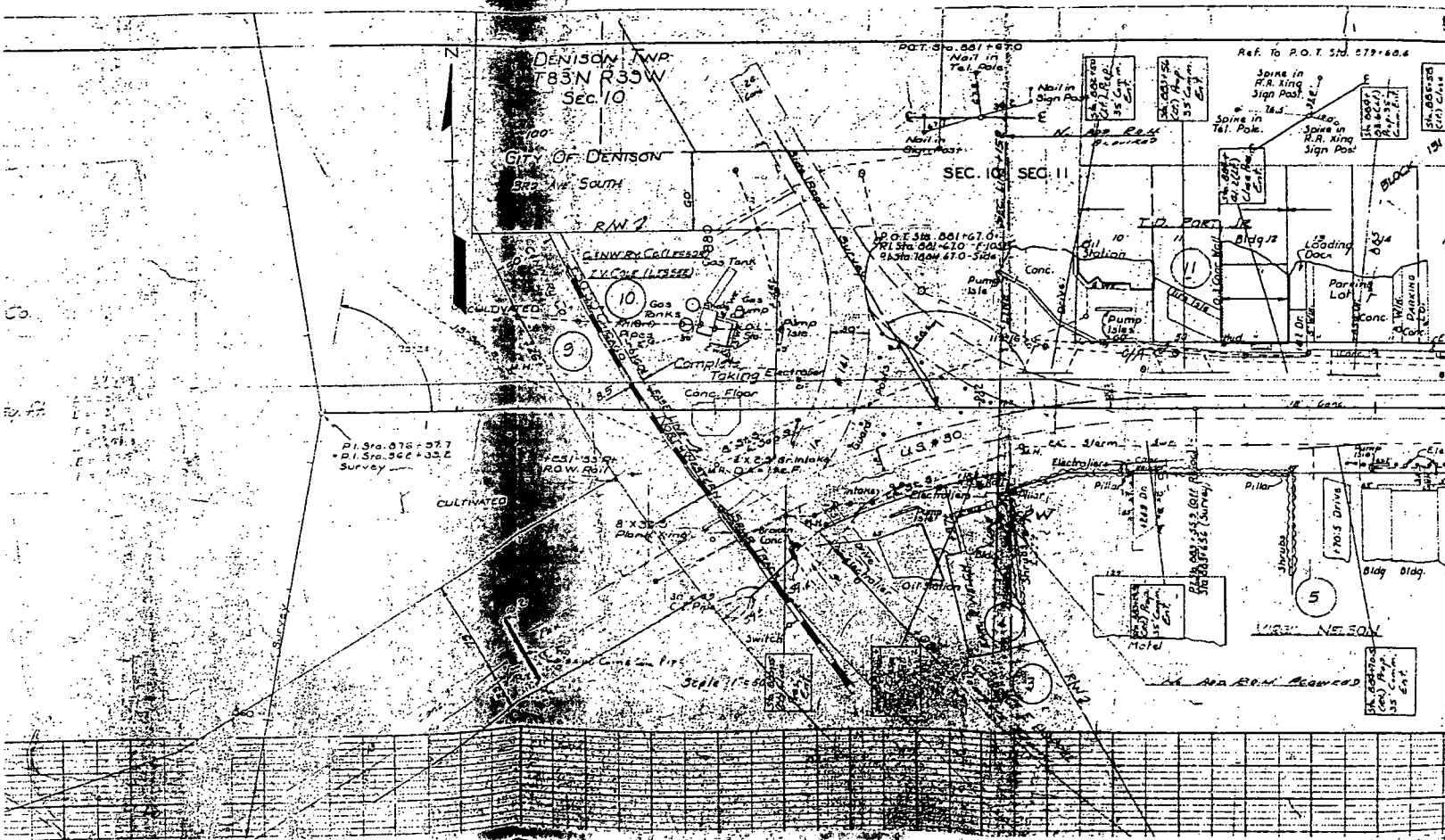
March 16, 1962
Port, T. D. to Retman, Frank & Margaret

April 4, 1967 Contract
Retman, Frank to Briggs, Dale & Cranston, Glenn

August 12, 1970 Agreement
Retman to Briggs & Cranston

December 30, 1970
Warranty Deed: Retman, Frank & Margaret to Cranston, Glen
Quit Claim Deed: Retman, Frank & wife to Cranston, Glen
Quit Claim Deed: Briggs, Dale & Rosa to Cranston, Glenn
Warranty Deed: Cranston, Glenn & Rosemary to Crystal Distributing Co.
Special Warranty Deed: Crystal to The American Oil Company

Dates are filing dates.



Atlantic Richfield Company

Thomas G. Tunnicliff
Environmental Business Manager
Program Manager - GCLN

2240 Bluestone Drive
St. Charles, MO 63303
Direct (636) 916-8114
Fax (636) 949-5940
tunnictg@bp.com

April 22, 2005

Mr. Verne Schrunk
Environmental Specialist
Iowa Department of Natural Resources
Wallace State Office Building
502 East 9th Street
Des Moines, Iowa 50319

Re: **Request for Response – Commingled Plume Discussion**
Former Amoco 5942
804 4th Avenue South
Denison, Iowa

LUST No. 7LTD21
Registration No. 8606429

Dear Mr. Schrunk:

On November 26, 2003, Delta Environmental Consultants submitted a *Revised Tier 2 Site Cleanup Report Addendum – Commingled Plume Discussion* containing information that had been prepared documenting a commingled plume at the properties in the vicinity of the above referenced site. Specifically, the properties consisted of the following:

- Property 1: Former Amoco Station 5942 (currently active, non BP-owned)
- Property 2: Park Motel and adjacent land west
- Property 3: Bar/Lounge and surrounding property

To date, a response has not been received addressing the information presented in this report. This report provided substantial information to support the assertion that impact on surrounding properties 2 and 3 is not a result of activities originating from the former Amoco property. Specifically, maps were provided showing pump islands on both properties 2 and 3 in addition to above ground gas storage tanks on property 3, indicating the historic presence of fuel distribution activities at these two sites. Atlantic Richfield Company has been held responsible historically for environmental impact to all three properties. In light of the research and information that has been gathered and presented to the Iowa Department of Natural Resources, it is the opinion of Atlantic Richfield that our responsibility extends solely to Property 1 where Amoco has historically owned property and conducted petroleum distribution activities.

Since the submittal of the November 2003 report, additional information has been gathered to support this request. An earlier version of the IDOT highway plan map was received from Ms. Desiree Asklof of IDOT. This map is attached for your review. This map shows clearer features indicating the historic presence of fuel distribution activities on properties 2 and 3. This map also contains circled numbers indicating the owner of the properties depicted on the map, from which the IDOT acquired these properties prior to construction work at this highway junction.



These features are outlined for your benefit:

Property 1

The property where former Amoco 5942 is shown in the northeast section of the map is occupied by a service station ("Oil Station" as labeled on map). Pump islands and "tire isle" are shown. Assessor's records from the Crawford County Assessor's office show the property was purchased by The American Oil Company (Amoco) on December 30, 1970. These records were originally supplied in Appendix D of the February 2, 1993 Phase I Environmental Site Assessment prepared by Walsh and Associates. A copy of the records summary is attached.

Property 2

The Park Motel is shown to the south. Diagonal additions of the Park Motel existing today were not added until 1965. Another gas station is shown to the west of the Park Motel and a pump island is labeled in the area where monitoring wells are installed and free product is observed. This property was obtained by the IDOT from Earl R. Welch.

An interview with Crawford County courthouse employee and lifetime Denison resident Cecelia Fineran of the Auditor's Office, conducted on April 13, 2005 indicated additional context of this area. Earl Welch owned the property shown on the IDOT map (circled number "4"). He operated a service station which was branded Mobil, and his wife ran Welch's Restaurant, south of the service station. In the early 1960s, both the restaurant and service station were condemned and removed to make way for highway improvements. The restaurant was located south of the former service station location where the Crawford County Redi-Mix plant is currently located. Crawford County Redi-Mix was built and operated to supply concrete for the highway improvement work in that area. The presence and operation of the restaurant and Mobil station were confirmed by the daughter-in-law of Mr. Welch, who still resides in Denison.

Property 3

The property currently the location of a lounge/bar facility is occupied by two large above ground storage tanks labeled "gas tanks". "Gas pump" and "pump isle" features are clearly labeled. A spur of the Chicago and Northwestern Railway runs through this property. C&NW is shown as the owner of the property (along the railroad tracks), who leased it to I.V. Cole. Along the railway on this property, a feature marked "filler pipes" can be seen at the railroad tracks and extending to the above ground tanks.

Similar to Property 2, additional context was obtained from the interview with Ms. Fineran. The property shown to have the above ground storage tanks and pump islands was owned in part by Jerry Speake and Orville Christiansen. This was confirmed by a review of Crawford County Assessor's records in which access to the property was given to the State of Iowa on December 15, 1960. A service station by the name of J&O Oil Company (named for Jerry - "J" and Orville - "O", the owners) was operated on this property. An advertisement from a 1963 Denison phone book (right) lists the address of this station as "Hiway 59". Mr. Speake still resides in Denison.

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The Amoco station east of this property (subject site) was known as Retman Service and Supply (see attached Assessor's Records - site owned by Frank Retman from 1962-1970) was branded Amoco. The address of this station, "Jct. 30-59", is consistent with the area at that time when highways 30, 59 and 141 all intersected in this location. An advertisement (left) was obtained from a 1963 Denison phone book.

Should you have any questions or require additional information, please contact me at 636-916-8114, or Mr. Michael Pauli of Delta Environmental Consultants at 636-916-8101.

Sincerely,

Thomas G. Tunnick

Thomas G. Tunnick
Environmental Business Manager
Atlantic Richfield Company

Attachments

cc: Mr. Jim Humeston – IDNR
Mr. Dave Piotrowski – Atlantic Richfield Company
Ms. Janice McLain – BP
Ms. Sarah Pedersen - BP
Mr. Michael Pauli - Delta Environmental Consultants