

Penn Station in the early '60s p. 56 Action in Knoxville p. 38

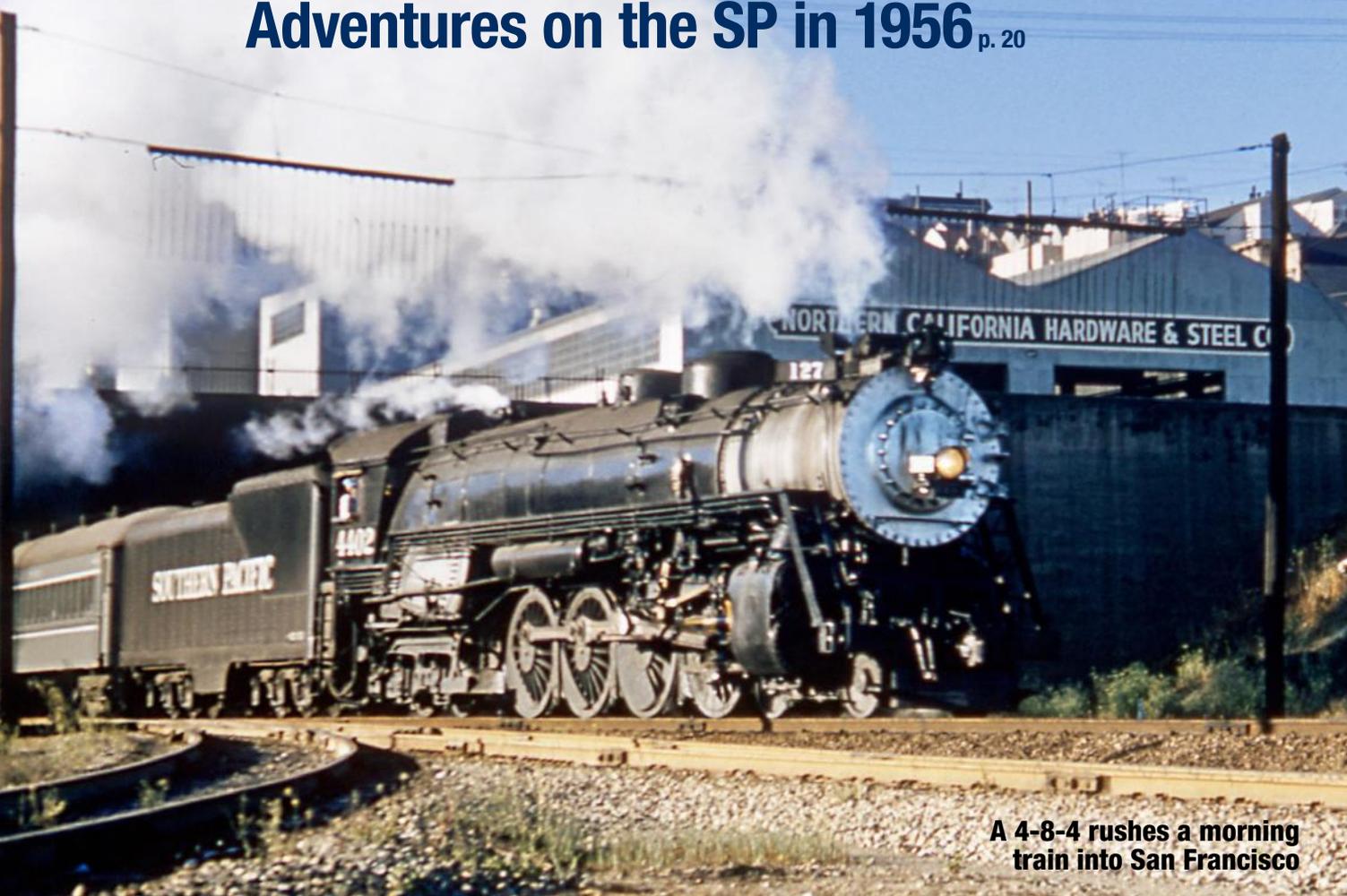
Classic Trains

Fall 2016

THE GOLDEN YEARS OF RAILROADING

Second chance at steam

Adventures on the SP in 1956 p. 20



A 4-8-4 rushes a morning train into San Francisco

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PLUS

Vagabond 2-8-4s on the C&O p. 64

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CONTENT
CODE PG. 4**

Vol. 17 • Issue 3

The Trans-Mongolian Express by Luxury Rail

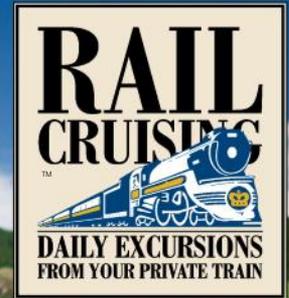
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Turning back the clock

As Bob Trennert and Gordon Glattenberg observe in the introduction to their article about their trips to see Southern Pacific steam [page 20], we train-watchers tend to wish we had come on the scene just a little earlier than we did, so we could see the really good stuff. The trains of our youth are wonderful — they're what got us hooked on railroading in the first place — but wouldn't it be great to have been around before a certain flag fell, a terminal closed, or a group of locomotives were retired? Alas, there's rarely a way to turn back the clock.

Happily for them — and us — Bob and Gordon were able to do just that. As teenagers in early 1956, they lamented that steam locomotives had virtually disappeared from Los Angeles, where they lived. They had missed the big show that Angeleno railfans only a few years older had once taken for granted.

Then Bob and Gordon learned that SP was still running lots of steam in the Central Valley and San Francisco Bay Area. By traveling a few hundred miles north, they could in effect travel back in time, back to when steam was plentiful. A two-day trip in July whetted their appetite. They returned a couple of months later on a jaunt of more than a week, during which they found a profusion of power, from old 0-6-0s and Ten-Wheelers to big 4-8-4s and cab-forwards, working almost every type of train — just like old times.

Of course, time-travel windows, when they exist, don't stay open for long. Within a few months, SP was essentially all diesel. Bob and Gordon turned back the clock just in time.

Robert S. McGonigal
 Editor



East of San Francisco Bay, SP Mikado 3208 heads a freight up Niles Canyon on September 14, 1956. Steam was mostly gone from L.A. by this date, but it was still out in force in the Bay Area.

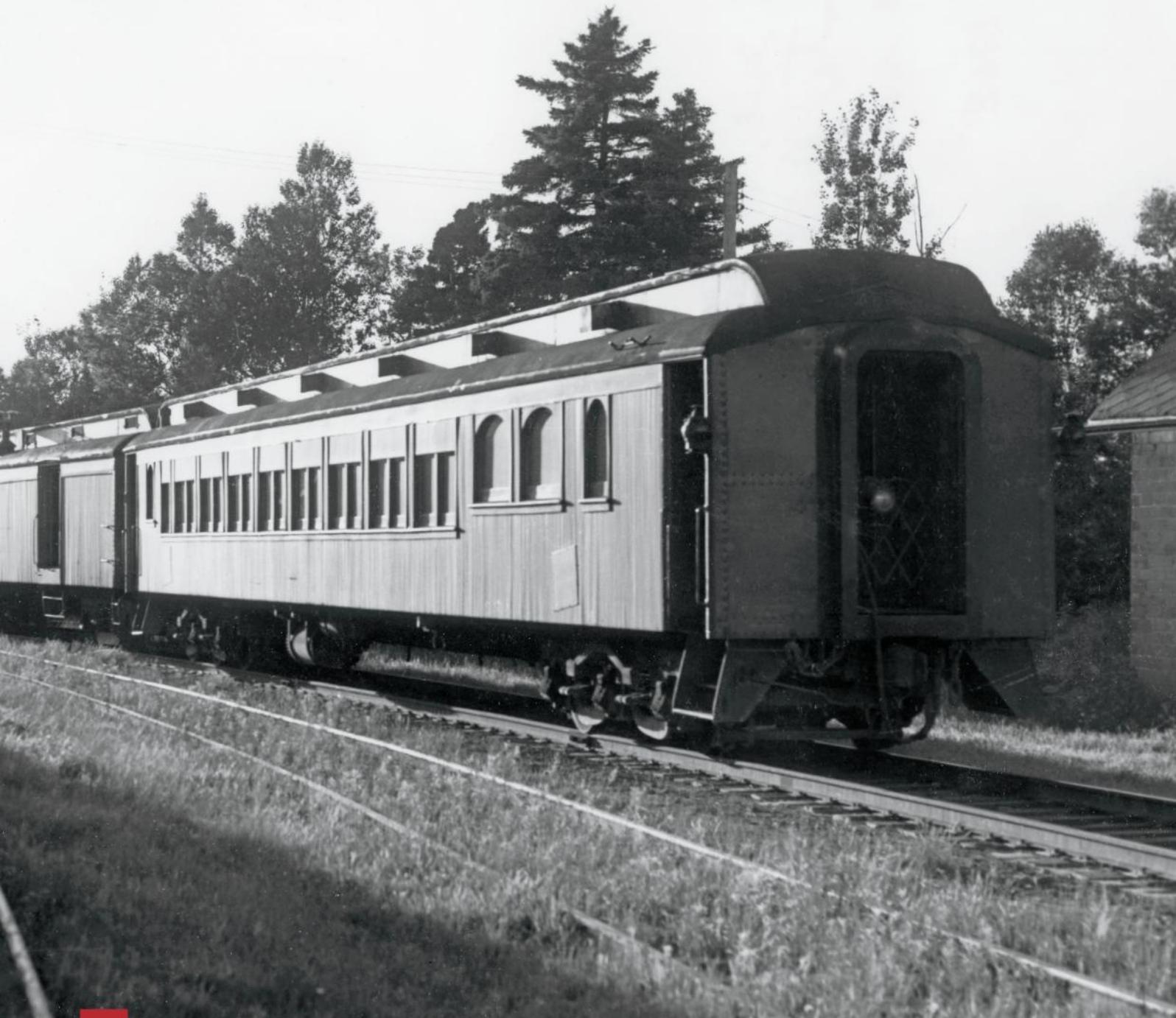
Bob Trennert

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Classic Trains

THE GOLDEN YEARS OF RAILROADING

Fall 2016 • Volume 17 Number 3



FEATURE ARTICLES

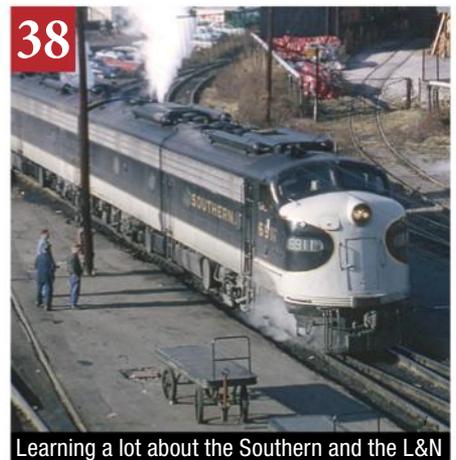
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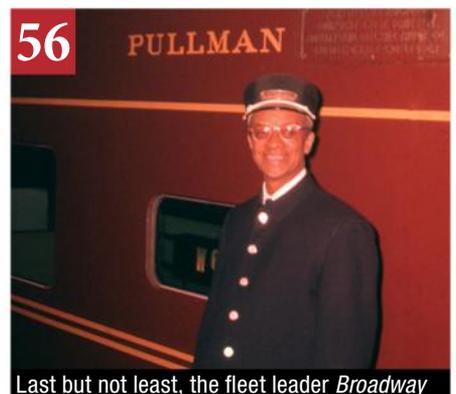
Realizing that a two-day visit was inadequate



Trademark composition on a slim-gauge 4-6-0



Learning a lot about the Southern and the L&N



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On the cover: Southern Pacific GS-1 4-8-4 No. 4402 exits the Mission Bay tunnel with San Jose–San Francisco train 127 in a September 11, 1956, photo by Bob Trennert (see page 20).

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Mike Schafer

["Fallen Flags Remembered," page 16 and "Classics Today," page 78] has worked in rail publishing since graduating from Northern Illinois University in 1971. A native of Rockford, Ill., he lives in nearby Lee, serving as an editor and art director for White River Productions, editing *Passenger Train Journal* and several rail historical society journals. He has had five previous bylines in CLASSIC TRAINS publications; his two-part study on the Illinois Terminal appeared in May and June 1981 TRAINS. Mike thanks friend Dale Jenkins — who wrote the definitive IT history book in 2005 and who founded the Illinois Traction Society — for his assistance.

Bob Trennert ["Second Chance at Steam," page 20] is professor emeritus of history at Arizona State University. He began to photograph trains in 1955, fo-



ocusing on the surviving steam on SP, UP, and the D&RGW narrow gauge. Bob earned a doctorate from UC-Santa Barbara, which led to a teaching job in Philadelphia. In 1974 he joined the faculty at Arizona State, where he taught for nearly 30 years. His one previous story with us, about his time in Philadelphia, was in Spring 2013. Bob and his wife Linda live in Chandler, Ariz. Coauthor **Gordon Glattenberg** is a lifelong southern Californian who's been photographing trains since 1955. He has a degree in mechanical engineering from Caltech and lives in Santa Clarita. This is his fifth CLASSIC TRAINS byline, all on Western subjects.

John Gruber ["Beebe & Clegg Ride the Rio Grande Southern," page 32], an accomplished rail historian and photographer, was a founder and first president (1997–2013) of the Center for Railroad Photography & Art, Madison, Wis. His interest in the photos of Lucius Beebe and Charles Clegg dates to 1953 when Beebe signed John's copy of their book *Mixed Train Daily* outside the *Territorial Enterprise* office in Virginia City, Nev.

Funds from the Overton Award of the Lexington Group in Transportation History assisted with research for this article and a forthcoming book, on which Mel Patrick and John Ryan are collaborating.

J. David Ingles ["Southern Exposure," page 38], Senior Editor of CLASSIC TRAINS since its launch in 2000, returned to central Illinois after his year at U.T. to work for daily newspapers before joining the TRAINS magazine staff in 1971. Dave, who retired from TRAINS in 2007, thanks the following friends and their contacts for help in filling in details for this story: Joseph A. Elliot, Ron Flanary, Lyle Key, Scott Lindsey, C. K. "Ken" Marsh Jr., Mark Metz, David Orr, Jim Overholser, Bill Schafer, and Stephen Warner.

Eric Hirsimaki ["Bird's-Eye View," page 38], of North Olmsted, Ohio, is retired from the Cleveland-Cuyahoga Port Authority as Operations/Facilities Manager. He is the author of numerous books and articles about railroading and Great Lakes boats. This is Eric's sixth byline in a CLASSIC TRAINS publication.

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Bernie O'Brien ["Tough Trip from Oneonta," page 48] eventually became D&H's Assistant Road Supervisor of Engines. A D&H historian and ambassador, Bernie received a rare honor in 1990 when GP38-2 7312 was named *B. C. O'Brien*. After retirement, he ran locomotives for Steamtown in Scranton, Pa., and until his death in June 2013 he wrote articles for the Bridge Line Historical Society's "Bulletin," from whose April 2000 issue this story is reprinted, with permission. We are indebted to Jim Bachorz and others in the group for their assistance.

Ira Silverman ["Penn Station Playground," page 56] says his passenger-rail trajectory was set when his parents took him to Florida three times on the Atlantic Coast Line. At age 10 he learned there were others who shared his passion when he discovered TRAINS. He attended NYU, then went to Northwestern University's



Transportation Center for graduate school. He held summer jobs selling tickets on the LIRR and as a tower operator on the EJ&E. His first full-time job was in Illinois Central's planning and finance department, where he worked with three future Amtrak presidents: Paul Reistrup, Alan Boyd, and David Gunn. In 1975 Ira moved to Amtrak, for which he spent almost 20 years as Manager, then Director, of Route Marketing, involving him in almost all aspects of the company. In 1995 he moved to Maryland commuter operator MARC, serving 12 years as Chief Transportation Officer. After a brief return to Amtrak, he finished his career in planning for MARC. He volunteers in the archives at the Railroad Museum of Pennsylvania and is on the board of his local NRHS chapter. He lives with his wife in Rockville, Md.

Jerry A. Pinkepank ["What's in a Photograph?" page 62], author of the original Kalmbach *Diesel Spotter's Guide* books and who is the principal contributor to this photo series, which began in Spring 2014, had a long career as an officer for

NYC, CB&Q, BN, and Soo and, since 1989, as a Seattle-based rail consultant. He has had several other bylines with us.

Kevin P. Keefe ["Vagabonds of the Pere Marquette," page 64] helped found the group that ensured the continued preservation of Pere Marquette 2-8-4 1225, now operating for the Steam Railroading Institute in Owosso, Mich. After jobs at daily newspapers, Kevin joined the TRAINS staff in 1987, served as editor 1992-2000, and then in various management capacities, including Publisher and Vice President Editorial, for Kalmbach until his retirement in March 2016. This article, from his new book with Michigan State University Press about 1225, is his 12th byline in CT, with more to come.

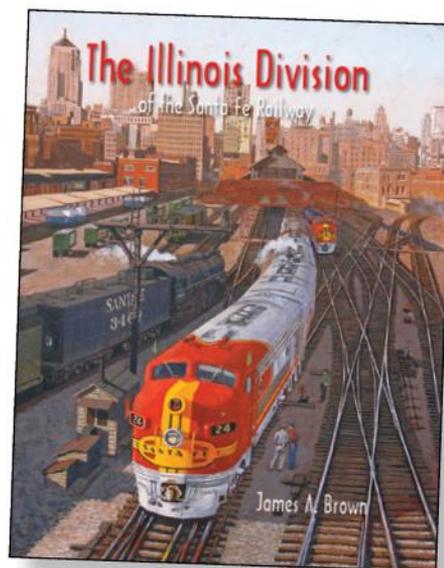
Jim Shaughnessy ["Splendid Isolation," page 68], the acclaimed rail photographer and author from Troy, N.Y., has contributed "Shaughnessy Files" stories since Fall 2007. The P.E.I. setting in this entry adds a fourth Canadian province to his series, which has pictured 32 railroads in 13 states and Mexico. ■

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N&W, Arthur M. Bixby Sr. collection



Robert S. McGonigal

2-C+C-2 to 0-6-0

As part of a major overhaul, Wilmington & Western's former Atlanta, Birmingham & Atlantic 0-6-0 No. 58 is getting new tires. The Delaware tourist line planned ahead for the job. Years ago it obtained the replacement parts from a nearby source: Amtrak's Wilmington Shops, home of the GG1 fleet. After the classic electrics were retired in 1983, the Amtrak shop had a stockpile of 57-inch tires it no longer needed. With a little machining, the GG1 tires were a perfect fit for the 1907 steam engine.



J. W. Swanberg

Primary cab-unit colors

At Harmon, N.Y., Conrail FL9 5049 and Amtrak E9 407 compare noses on August 30, 1976. The colorful cab units (ex-NH and MILW, respectively) contrast with the solid Penn Central black that was in force here a few years previously.



Wallace W. Abbey

High-wire act on the Santa Fe

A **lineman** works among wires at De Soto, Kans., to restore Santa Fe Railway communications between Topeka and points east in July 1951. A flood on the Kaw River caused severe damage to the line here and at numerous other places between Kansas City and Topeka. Today, buried lines and radio communications have lessened the need for skills like this on railroads.

ON THE WEB

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Video: SP steam in action

Watch color and black-and-white film footage from the Heron Rail Video archives of Southern Pacific steam in action.



Penn Station train caller

Listen to a recording from 1963 of train announcements at Penn Station, New York, from the archives of Semaphore Records.

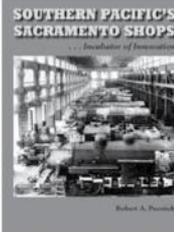


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Inspecting the EL: A Chessie train is east of Port Jervis, N.Y., July 30, 1975, and a PC train heads west toward Marion, Ohio, on March 11, 1976.

Two photos, Frank Tatnall

The coming of Conrail

You folks did a great job on the massive Conrail section in Summer 2016 CLASSIC TRAINS! Don Phillips nicely summed up the Northeast rail crisis [“The Great Northeast Railroad Debate,” page 20]. He did not mention, perhaps due to space, that Chessie System came very close to taking over the Erie Lackawanna portion as part of Jim McClellan’s Three System Plan. I chased a Chessie inspection train down the EL main through the Delaware River valley (top left). We Penn Central employees were later told that Chessie backed out solely because the unions made unreasonable demands. The unions got what they wanted from Conrail in terms of pay scales, health benefits, and retirement plans, although several years later, some of those people lost their jobs in Stanley Crane’s downsizing of Conrail.

Crane’s Senior VP-Operations, Dick Hasselman, was determined to divert most traffic away from the “Southern Tier,” but the EL did come in handy after double-stacks arrived because it had the high clearances. I also chased, with the late Bob Malinoski and Bob Collins, a Penn Central inspection train in Ohio with two EL E8s and PC office car 10 on the rear in its wild Bicentennial paint (top right) That was after Chessie had pulled out and the decision made to bring EL into Conrail’s system.

Frank Tatnall, Radnor, Pa.

I hired on Penn Central in May 1973, three years after it filed for bankruptcy, and I was there at the end, as conductor on PC freight BV-3 (Boston–Selkirk), on March 31, 1976. My UTU time book has one of the last PC “19” train orders, issued to my train at Springfield, Mass.,

prior to our departure. When we signed off at Selkirk Yard that night, our future was “clouded” to say the least. Next day, I was on one of the first eastbound TV (trail van) trains, Conrail TV-8, from Chicago to New Haven, going through the Berkshires and then south from Springfield. Suddenly the future didn’t look so dark, but operational decisions later did affect me to some degree.

When we signed up at Selkirk on Conrail’s first day, the operating bulletins that we were required to read had “ConRail” stamped over PC, and a special note informed us that we were to let train dispatchers know what our “road” engine was (e.g., if we had, say, Reading 3600), so any train orders affecting our movement would show the correct locomotive identification. An example would be, “ConRail 19 order to C and E Extra Reading 3600, East, at Selkirk . . .” The reason was that until all prior-railroad locomotives were numbered in Conrail’s series, the former road was specified. This lasted another two years or so.

I was not there at the split of Conrail to CSX and Norfolk Southern, however, as I had become an Amtrak conductor working out of Rensselaer, N.Y.

Jim Kaufman, Schenectady, N.Y.

L&HR = Rutland?

Richard Jahn’s “From RS3s to C420s” on the Lehigh & Hudson River [page 62] offers interesting parallels with the Rutland Railway. EMD made a proposal in March 1950 that called for Rutland to buy 23 units: GP7s, SW7s, and SW1s. EMD leased Bangor & Aroostook GP7 568 for demonstration on Rutland in January

1951. No sale, though. Following a similar demonstration by Alco RS3 1601, Rutland chose to acquire fewer steam-locomotive replacements: 15 Alcos (6 RS1s and 9 RS3s) plus one GE 70-tonner. In another parallel to L&HR, Alco later pitched a replacement program to the Rutland that would have had it get the 1,800 h.p. DL701 (RS11) or the 2,000 h.p. DL721 (C420). Had the Rutland survived beyond 1961, we might have seen green C420s in Vermont.

Bruce Curry, Ottawa, Ont.

Same Alco 43 years hence

In the “Still Classic” department, I opened Summer CLASSIC TRAINS after returning home from Martinsburg, W.Va., where I stayed after two days of chasing Norfolk & Western 4-8-4 611 out of Roanoke. My only stop on the 420-mile drive was at Scranton, Pa., where I made a quick check of Alco bastion Delaware-Lackawanna. The only engine fired up was gray-and-yellow LV C420 414, owned by the Anthracite Railroads Historical Society and leased by D-L. This is not “news,” but I was amused just 4 hours later to see the same locomotive in regular service, nearly 43 years before, pictured on page 41 in Jeremy Plant’s “Lehigh Valley in Three Acts.” Alco built its diesels to last!

Scott A. Hartley, Broad Brook, Conn.

EMD and Phoebe

I just finished enjoying William S. Young’s reminiscence of the Lackawanna’s *Phoebe Snow* [“The Lady and the Train,” page 54], but would add one item.

In its circa-1950 advertising, Electro-Motive Division



of General Motors used sketches of the 1910 and 1950 Phoebe Snows with the original poem, but ending in this stanza:

*But says the modern Phoebe Snow
In pretty frock with eyes aglow
As she departs for Buffalo,
“No smoke or film my gown to stain,
No jerks or jolts or nervous strain,
A GM Diesel pulls my train.”*

The original print ad, for F3s, is on page 51 of July 1950 TRAINS magazine.

Paul Moccia, Atkinson, N.H.

Moment of terror on Raton

Bruce Wilson’s “My Most Exciting Morning” [page 82] brought back memories of my most terrifying night on Raton Pass, during summer 1954. Two friends and I left Denton, Texas, and headed for the Raton Pass area, where we had planned to camp for several days. Night had fallen when we arrived, and a friendly rancher allowed us to camp on his property. We were not aware of the Santa Fe tracks and in the darkness, using only our flashlights, found a level place to lay out our sleeping bags. We all were soon fast asleep, but sleep was soon interrupted by a low roar which quickly grew louder. Then the ground started shaking. We were sure that the end, at least for us, had come. Turns out we had camped about 30 feet below the tracks!

After that first train, we figured out what had happened. We spent two more fun-filled days there and got used to the train traffic. Today when I am fortunate to ride Amtrak’s *Southwest Chief*, I remember my first night on Raton!

Miles Schulze, Dallas, Texas

The “sour milk express”

I really enjoyed reading Roy Kiggins’ article on the St. Johnsbury & Lamoille County [page 88]. Having grown up in the town of Peacham, Vt., next to Danville, where the author disembarked from the eastbound train to wait for the westbound to return him to Swanton, I often saw the train tottering along to or from St. Johnsbury. When out in the fields I could hear the plaintive air horn, at which time my neighbor would say, “There goes the ‘Sour Milk Express.’” Although the track was torn up as part of the rails-to-trails craze, the Danville station still stands, as a recycling center.

Daniel Obrien, Barnet, Vt.

Roy Kiggins’ article reminded me of the day the StJ&LC got me in trouble

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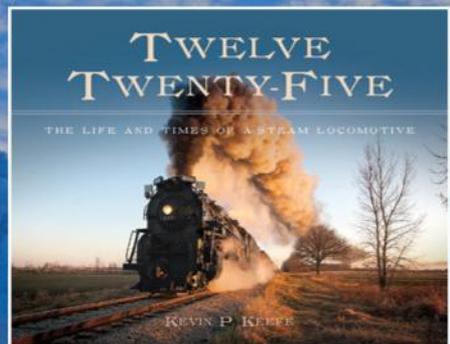
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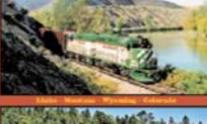
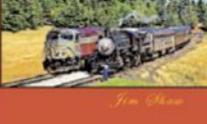




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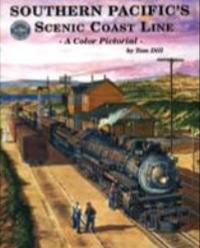
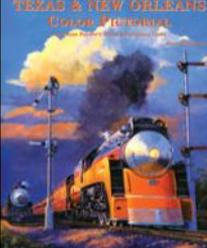
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with Mom. I don't remember the exact year or day, but it was in the Pinsky era. My grandfather, Lee B. McKean, lived in Franconia, N.H., and we made an annual Memorial Day weekend pilgrimage from home in Worcester, Mass., to see him, visit other uncles and aunts, and place flowers on family graves. On this trip, we ended up in St. Johnsbury at lunch time. We ate at a restaurant on the east side of the main street, and from inside, I could hear the 70-ton switchers working in the yard out back. Wanting to go watch, I ate fast and asked to be excused. I left and walked south to a street that went to the yard. I knew to keep my distance and just stood, watching. I was truly enjoying it, but after a while I realized I needed to get back. When I turned the corner, I knew I'd stayed too long, for Mom came running down the sidewalk, scolding me. I felt it was time well spent, however.

*Kenneth B. Hammarstrom,
Bella Vista, Ark.*

Straightening out the 40 & 8

I moved to Greenville, S.C., in 1989. In a park near downtown was a forlorn boxcar as described in John Taibi's letter in "Fast Mail" [page 12, Summer CT]. It piqued my interest, so I went to the Internet. To me, the giveaway was the car's European-style couplers.

Within the last two years the car was rescued and moved to our state capital of Columbia, where I understand it has been preserved.

Fred Wickis, Greenville, S.C.

I'm sure I'm not the only one to detect an error in John Taibi's otherwise fine explanation of the 40 & 8. The new American Legion formed the elite organization in 1920 following World War I, not after World War II.

Keith A. Van Atta, Roseburg, Ore.

¶ In editing John Taibi's letter, we got the formation of the 40 & 8 after World War I, which used a French boxcar as its "emblem," mixed up with the "Merci Train" gift to the U.S. after World War II of 49 such cars as thanks for Americans' post-war rehabilitation help. The original cars' capacity indeed was 40 men or 8 horses. — R.S.M.

Sad end for an EP-5

The destroyed shell of PC EP-5 motor 4971, ex-New Haven 371, pictured on page 9 in "Head End," was a sad end to a



Did the remnants of a worn New Haven paint job presage this EP-5's troubled PC career?

Bob Hughes

great locomotive, even though it had its troubles. It was in daily use when I was a New Haven tower operator at Stamford, Conn.; it still ran well at that time but could have used a new paint job!

Bob Hughes, Warren, R.I.

Katy's 4-4-0 survivor

I loved that photo of Missouri-Kansas-Texas 4-4-0 312 on pages 68-69 in "Photo Section." The caption stated that some Katy 4-4-0s "lasted until 1950." Indeed, sister 311 has lasted far longer. She is displayed at the Museum of Transportation near St. Louis, which claims she is the only surviving MKT steamer.

Al Shumard, Ocala, Fla.

Riding behind CB&Q 4960

J. David Ingles' "By Railfans, For Railfans" about the two May 1961 Iowa Chapter NRHS excursions with CB&Q 2-8-2 4960 [page 72], brought back fond memories. I also rode and remember them as one of the best organized and operated fantrip weekends I was ever on, and like the author I rode or chased a number of them between 1956 and the mid-'60s, as well as later. I was a senior at a Chicago area high school when those trips occurred. Unlike Ingles, I rode the *Morning Zephyr* to Savanna to connect. Looking at my photos, I was probably standing near him on the U.S. Highway 52 bridge at Savanna for the first pass of the riverbank photo runs.

I haven't found my ticket, if I even saved it, but I do have a copy of the train's menu. I also have my receipt from the Blackhawk Hotel where, like Ingles and his group, I stayed that Saturday night. Can you believe a room then was only \$6? The hotel still exists, and is in the Marriott chain, but today, a room on a Saturday night is \$280!

Bill Barber, Gravois Mills, Mo.

Dallas streetcars recalled

I enjoyed seeing the "Car Stop" entry [page 102] on Dallas's streetcars. I especially remember the green cars. Their gearing gave off a very loud growl as they ran. The electric buses that took over downtown when the streetcars were withdrawn were whisper-quiet. Occasionally they would lose their overhead contact when avoiding a wild car driver.

Tom Stamey, Fort Worth, Texas

House-dreaming, high water

Two Summer 2016 CT articles combined to bring back many memories. The first was Fred B. Furminger's "My Dream House by the Tracks" on page 100. He was born in 1940, I in 1944. Like Fred, I dreamed of living in a house close by the tracks but never did. I also had a 26-inch Schwinn bike, the American model, and I rode it all around town (Portland, Ore.) to watch trains.

The other article was the "Bird's-Eye View" on Portland's flood in 1948 [page 70]. I was only 4, but I remember that for a few weeks we couldn't go from our home on the east side to downtown to shop because the floodwaters covered some of the tracks used by the Mount Tabor streetcar, which was our route.

In the picture itself, the Glisan Street ramp from the Steel Bridge is where I hung out beginning when I was about 12; it was a great place to see railroad action, and I could see UP freights across the river. A couple of double-slip switches leading to the depot fascinated me.

Jack Rubeck, Portland, Ore.

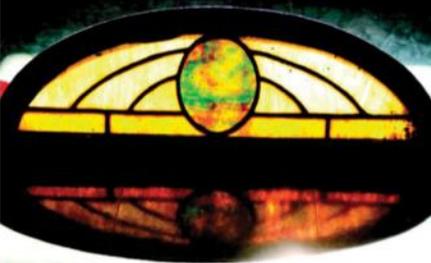
Summer slips

- Page 22: The New Haven trains at New Rochelle are westbound, not eastbound.
- Page 25: The Lehigh Valley freight crossing the Reading at Bethlehem, Pa., is westbound. Erie Lackawanna went bankrupt June 26, 1972, after damage by Tropical Storm (not Hurricane) Agnes.
- Page 71: VC Tower by Portland Union Station has no "office space"; it houses control equipment for TriMet's MAX light-rail system. ■

Got a comment?

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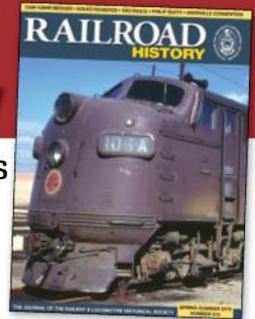
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A brief, shining moment

As short a time as lightweight streamliners thrilled us in the mid-20th century, the period when their diesels flaunted exciting but expensive-to-apply colors was even briefer. Consider this meeting at Jacksonville, Fla., at 3:50 p.m. on Monday, February 9, 1953, as Atlantic Coast Line E6 515 greets Seaboard Air Line E7 3048 leading train 39, the *Gulf Wind*. ACL boss Champion McDowell Davis loved purple; this SAL livery was popularly the “citrus scheme.” It would soon succumb to a greenish off-white with a wide red stripe — not bad, and certainly better than the solid black the Coast Line applied when it abandoned purple.

R. R. Malinoski

ITC: Road of many manifestations

Interurbans, steam, big diesel freights — Illinois Terminal had 'em all • By Mike Schafer



As seen from St. Louis–Peoria train 92 on the main, Peoria–St. Louis 95 takes the siding at Chatham circa 1953. At right is the GM&O main line.

John Humiston, Richard Humiston collection

The Illinois Terminal Railroad might be one of the most misunderstood Class 1 railroads of the 20th century. If you think “the I.T.,” as most called it, was just a creaky electric interurban that gave up on passengers and got some diesels to haul freight to a few customers, think again.

Illinois Terminal was an all-steam switching line established in 1895 at Federal, Ill., an industrial complex next to Alton, 25 miles north of St. Louis on the Illinois side of the Mississippi River. The electric IT began as an extended street-car line 165 miles to the northeast, opening in 1901 between Danville and nearby Westville, Ill. While the original steam IT toiled in relative obscurity for the next quarter century, the little electric line was the genesis of what would — in terms of its 14-county reach from St. Louis to Peoria and almost Indiana — become the largest electric interurban operation in North America: the Illinois Traction System (ITS). Only the Los Angeles-based Pacific Electric was larger, in terms of route-miles, but its service area was more concentrated.

The ITS was the brainchild of William B. McKinley (not to be confused with

U.S. President William McKinley, who was assassinated in 1901), the Midwest’s own empire builder and a member of the U.S. House of Representatives. McKinley entered what today is the University of Illinois in 1870 at age 14 and would become a brilliant businessman.

McKinley consolidated several electric railroads that he’d started individually with utility firms he had also been amassing, operating them under a holding company, Illinois Traction Co. Most of the interurban lines operated as the Illinois Traction System, often referred to as “the McKinley Lines.” With McKinley as the interurban’s president and right-hand man H. Eugene Chubbuck oversee-

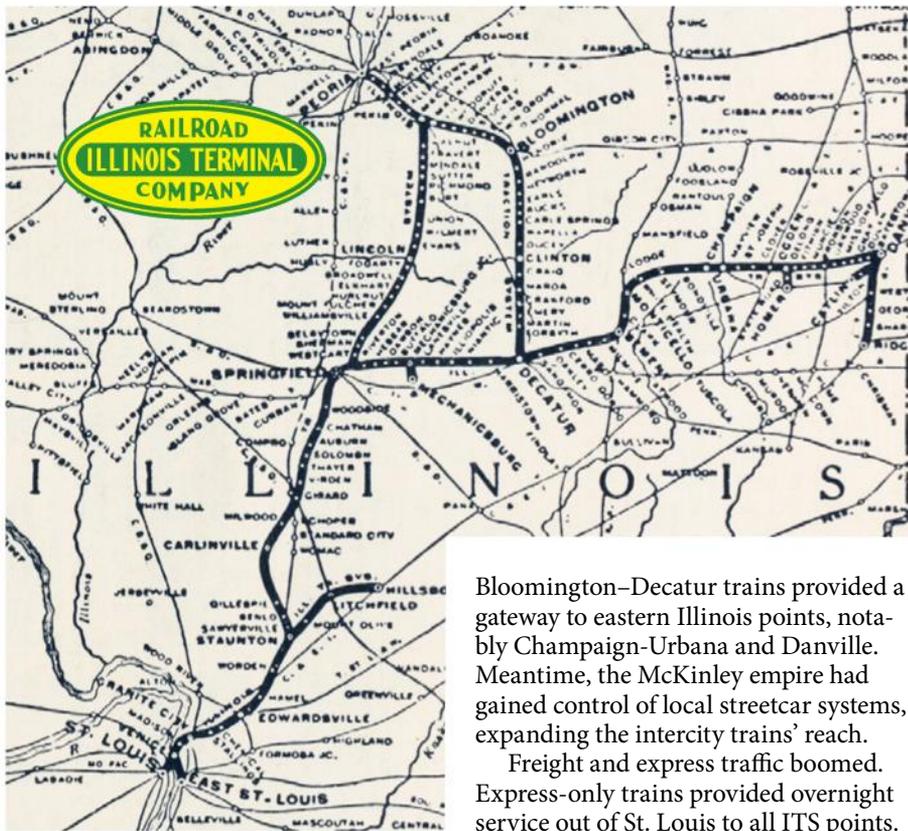
ing development, the ITS reached north from St. Louis into the heart of Illinois to link several urban areas, notably Edwardsville; the state capital of Springfield; Decatur; Champaign-Urbana, the twin hometowns of the big university; Danville; Bloomington; and Peoria, then the state’s second-largest city. McKinley’s lofty goals aimed beyond, to Indianapolis and Chicago, and ITS almost reached the latter though subsidiary Chicago, Ottawa & Peoria, but gaps between Peoria and the CO&P and between Joliet and Chicago were never filled.

Nonetheless, the ITS rose above its traction peers on many levels, not afraid to think both big and outside the box.



Having gone under the NYC, IT 30, one of three 1929 Baldwin 2-8-2s, is on the original (1895) Illinois Terminal linking Alton and Edwardsville with empties for Roxana refineries in the late '40s.

Illinois Terminal, Dale Jenkins collection



This 1926 Illinois Traction System map does not highlight the six East St. Louis/Alton area roads mentioned below, and displays a latter-day Illinois Terminal Co. oval emblem.

Mike Schafer collection

the belts let ITS move intercity trains off city streets, reducing running times.

Enter “Illinois Terminal”

With the Roarin’ Twenties came roarin’ changes for the ITS, and by the end of the decade, a new railroad emerged. A series of purchases of smaller carriers and consolidations that began in 1925 saw ITS merged with the original Illinois Terminal and several other East St. Louis/Alton-area roads, steam as well as electric, including Alton & Eastern; St. Louis, Troy & Eastern; St. Louis & Illinois Belt; East St. Louis & Suburban; and St. Louis & Alton. The new system became known as Illinois Terminal.

“Terminal” now was the key word. The acquisition of these smaller roads, mostly terminal and switching carriers but also including suburban rail and bus operations, provided the former ITS with a solid anchor at its south end, with many large, captive freight customers and a network of tracks that seemed to poke into every nook and cranny of the industry-heavy “Tri-Cities” north of East St. Louis: Venice, Madison, and Granite City. The new Illinois Terminal Railway System, its formal name, had a strong presence in the area east of St. Louis, where many eastern steam trunk lines’ freights terminated.

With this change also came a new IT terminal and headquarters building in downtown St. Louis, at Delmar and 12th streets (today Tucker Boulevard). Seven stories high and occupying an entire city block, the Midwest (later, Central) Terminal Building opened in 1932, serving

Steam roads were adamant about not allowing ITS to enter St. Louis proper over their Mississippi River bridges, so ITS built its own. Opened in 1910, McKinley Bridge remains today as a vehicular and pedestrian gateway to St. Louis. ITS also was aggressive in soliciting freight interchange, its ability to do so enhanced by new belt lines around city centers.

ITS passenger service was second to none among U.S. interurbans, and even some steam roads. ITS had a practical monopoly on St. Louis–Peoria service, in later years offering the only direct trains linking those two markets. The flagship was the *Illmo Limited*, complete with buffet-lounge and parlor observation cars. The overnight St. Louis–Peoria *Owl* carried all-room sleeping cars, including an observation car with drumhead. The companion sleeper train *Illini* linked Champaign and St. Louis, combined with the *Owl* south of Springfield. ITS was one of only three interurbans to feature sleeping-car service [Summer 2008 CLASSIC TRAINS], which lasted until 1940. ITS sleepers boasted upper-berth windows, a precursor to those on Amtrak Viewliner sleepers of today.

Trains off the Danville–Champaign–Decatur line connected with Peoria–St. Louis trains at Springfield. Peoria–

Bloomington–Decatur trains provided a gateway to eastern Illinois points, notably Champaign-Urbana and Danville. Meantime, the McKinley empire had gained control of local streetcar systems, expanding the intercity trains’ reach.

Freight and express traffic boomed. Express-only trains provided overnight service out of St. Louis to all ITS points. Freight trains, hauled by nimble electric locomotives, grew enough to make ITS a rival to steam roads, though in some cases it served as a handy extension. In 1909, for example, ITS established joint rates with Frisco and Chicago & Eastern Illinois. This paved the way to make ITS more like a steam road than a typical interurban, which required a transfer of goods between cars at interchange points. Industry-standard freight cars could flow freely onto and off ITS, and soon interchange with steam roads grew.

Enhancing this increase in interchange was ITS’s quest to build belt lines, for some ordinances kept freight cars off city streets. At Springfield and Decatur,



Two streamliner cars making up St. Louis–Peoria train 90 on September 18, 1954, stop in Lincoln, Ill., at the GM&O depot, where IT was a tenant. IT quit this track for rights on IC in 1962.

Bernard Rossbach



In an early '50s scene looking west, Granite City-bound PCC 457, one of eight, holds for an interurban from Peoria to enter McKinley Bridge.

John Humiston, Richard Humiston collection



Half of IT's GP7s show three liveries at East Peoria in 1966. The 1602 wears EMD factory paint, while preserved 1605 looks like this today.

Mike Schafer

freight and, beginning in 1933, passengers. Trains entered St. Louis off the McKinley Bridge onto a new combination elevated and ground-level line, which dived below street level just before entering the headquarters/depot. Both the Central Terminal Building and the elevated track structure are intact today.

The consolidation also resulted in major changes of St. Louis-area freight and passenger traffic patterns. Intercity passenger trains bypassed street-running congestion on the Illinois side of McKinley Bridge by using electrified parts of steam lines plus new elevated trackage, while freight operations were hubbed at Le Claire, Ill., adjacent to Edwardsville. Electric freights from the north terminated at Le Claire, with many of their cars being distributed from there on IT's newly acquired steam lines.

IT began dabbling with diesels after World War II, in 1947 ordering from Alco the system's first ones: 12 S2s and 7 RS1s. In 1950 IT picked up its lone SW8, a former EMD demonstrator. With IT's Steam Division now fully dieselized, it was renamed the Diesel Division. As a portent of the future, two of the RS1s tested in road service on the electric main line to Peoria.

As with many roads, IT was swept up in the post-World War II euphoria that seemed to herald an era of growth in freight as well as passenger traffic. The road ordered three new electric streamliners from St. Louis Car Co. to serve the St. Louis-Springfield-Peoria and St. Louis-Springfield-Decatur routes, supplementing the existing frequent standard interurban service.

Alas, the IT, like the entire over-regu-

lated American rail industry, was about to be blindsided in the 1950s by growth in government-subsidized highway and air transport. The streamliners were an early failure, doomed in part by IT's own design errors. The intercity passenger service, still using ancient cars, was gradually cut back and ended in 1956, followed by IT's St. Louis-Granite City suburban service, with PCCs, ending in 1958. With that, IT's electric operations ended. Its road freights were in the charge of EMDs: 6 GP7s delivered in 1953 and then 12 SW1200s, with Flexicoil trucks for road service, in 1955.

Freight operations also were being hammered, by growth in trucking, especially on what was still known as the Electric Division. Line rationalization began in the early 1950s with abandonments, the two largest being a gradual



IT Springfield-East Peoria train 200, with two SD39s, waits on ICG rails at Mount Pulaski in June 1977 to follow the track owner's train north.

Mike Schafer

retrenchment from Danville west beginning in 1952 and the Mackinaw Junction-Bloomington-Decatur line in 1953.

Where IT's electric main lines paralleled steam roads (themselves being dieselized, of course), IT in 1959 began acquiring trackage rights so it could abandon the old interurban lines.

Survival by transformation

In the midst of what had become IT's desperate attempt to save itself, 9 connecting Class 1 railroads (in the end, 11) in 1954 formed a coalition — the Illinois-Missouri Terminal Corp. — to buy the IT to serve as an ersatz terminal road for them to access IT's customers, notably in the Tri-Cities area but also in Decatur and the Peoria Gateway. The purchase took place June 15, 1956. The Interstate Commerce Commission mandated that owner roads keep open all traffic routes in which IT participated, with "neutrality of handling traffic." The downside was that the owner roads were liable for IT's losses.

Regardless, this new Illinois Terminal Railroad Co. was able to survive as an independent carrier for 26 more years, though they weren't always easy years. The push to rationalize, by abandoning former interurban segments in favor of trackage rights on owners' lines, continued. As a result, IT from 1950 to 1972 was transformed from a largely interurban passenger and freight railroad on 462 route-miles (378 of which were electrified) into an all-diesel, freight-only carrier running on 280 miles of its own track but also on 264 miles of trackage rights. Most of IT's own lines that remained consisted of terminal trackage in the Tri-Cities area.

Nonetheless, by the end of 1967, IT had a record deficit of \$1.1 million. The owner roads panicked, and reacted by eliminating IT's Traffic Department. The next step would be to dismantle IT, splitting the assets (such as they were) among the owners. Instead, along came IT's messiah, E. B. Wilson, then assistant manager of Chicago & North Western and a member of IT's board of directors.

Beginning in 1968, the visionary Wilson injected new life into Illinois Terminal with further trackage rationalizations, new motive power (6 SD39s in 1969, 7 SW1500s in 1970, and 4 GP38-2s in 1977), streamlined operations, and a revived traffic department. One example: IT quit its cramped interurban-era East

Peoria yard, first to temporarily use nearby Toledo, Peoria & Western and Peoria & Pekin Union facilities before building its own new Wilson Yard out at Allentown, Ill. A surprising move came on April 1, 1976, when IT purchased 55.6 miles of the former Pennsylvania Railroad's Peoria line as a means of restructuring traffic patterns while avoiding some trackage-rights fees.

Illinois Terminal remained a more or less viable operation until the landmark Staggers Railroad Act of 1980, which radically changed the face of U.S. railroading. With so many mergers having been effected since 1960, there was less need for a terminal road in the industrial area north of East St. Louis. By 1980, only one IT owner could really benefit from IT's assets, and that was the Norfolk & Western, formerly the Wabash in this area and soon to become Norfolk Southern.

The assets were mainly the agriculture-based traffic between the St. Louis area and the huge A. E. Staley and Archer-Daniels-Midland complexes in Decatur. IT's other owning railroads agreed to sell their IT shares to N&W, and at 12:01 a.m. on May 8, 1982, Illinois Terminal ceased to exist, nearly a century after its DNA was "planted" in a little switching operation along the banks of the Mississippi River near Alton, Ill. ■

IT fact file



(comparative figures are for 1929, 1950, and 1980)

Route-miles: 561; 462; 413

Locomotives: 23 steam, 48 electric; 14 steam, 9 diesel, 45 electric; 46 diesel

Freight cars: 884; 2,004; 2,624

Passenger cars: (includes powered and trailers): 113; 67; 0

Headquarters city: St. Louis, Mo.

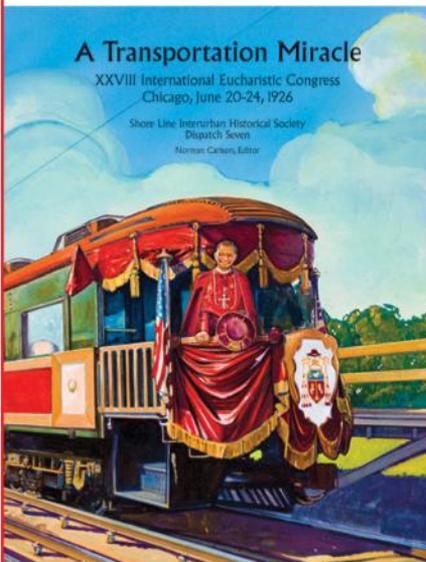
Special interest group: Illinois Traction Society, 264 Victoria Ave., Decatur, IL 62522; www.illinoistractionsociety.org

Recommended reading: *The Illinois Terminal Railroad: The Road of Personalized Services*, by Dale Jenkins (White River Productions, 2005); "The Interurban That Survived," by Mike Schafer (May and June 1981 TRAINS)

Sources: *Historical Guide to North American Railroads* (Kalmbach, 2014), plus the book and magazine articles noted above.

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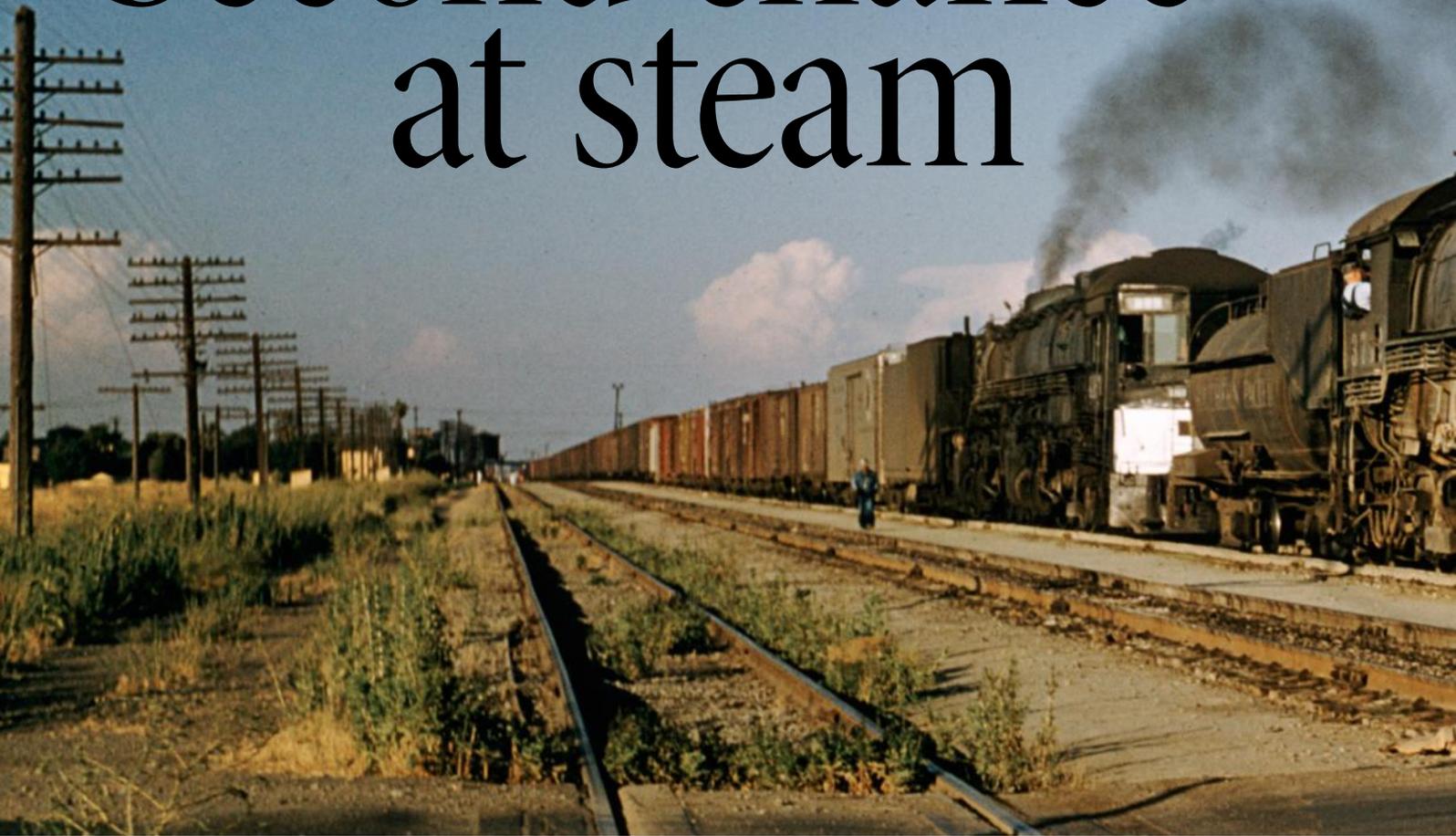
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Second chance at steam



Two teenagers living in dieselized Los Angeles thought they'd missed their shot at Southern Pacific steam — until they discovered it was still on the job around the Bay Area

By **Bob Trennert** and
Gordon Glattenberg
Photos by the authors





No matter the era, almost any railfan starting out in the hobby feels he just missed the really interesting stuff. This was certainly the case for us in early 1956, when we were college students in Southern California. The Santa Fe and Union Pacific had been completely dieseled in the area for several years, and Southern Pacific used steam power on the *Coast Mail* (trains 90 and 91) and little else. Successors to Los Angeles Railway and Pacific Electric still ran a few streetcar and interurban lines, but those systems had shrunk drastically — and those electric operations were no substitute for steam.

A doubleheaded freight leaves Tracy for the westbound run over Altamont Pass to Oakland or San Jose on July 21, 1956. F-4 2-10-2 3712 will help AC-7 4-8-8-2 4163 to the summit, then the helper will return to Tracy. This is what we came to see!

Two photos, Gordon Glattenberg





Goshen Junction, July 21:
This was our first encounter
with a mainline steam
freight. Train 780 with 2-10-2
3660 was in the siding at
Traver for a meet. On leaving,
it picked up speed over the
next 10 miles before roaring
through Goshen Junction.

Gordon Glattenberg



Lathrop, July 22: Engineer Chester McHenry backs Pacific 2467 to couple Sacramento cars onto the eastbound *San Joaquin Daylight*.

Gordon Glattenberg

Quick trip in July

Jackpot in the Central Valley

Even though steam was essentially gone from Los Angeles by mid-1956, there was some hope. There were reports that SP was still mostly steam-powered up in the Central Valley and Bay Area. We drove north to Tracy on July 21 on a two-day trip to investigate. Our first stop was Bakersfield, which had a roundhouse full of steam power. The line to the south over the Tehachapis had been dieselized for about five years, but the story was different in the flatlands to the north.

We headed out of Bakersfield looking for smoke ahead, and after passing a few trash fires and one house fire, finally encountered 2-10-2 3660 on train 780 in the siding at Traver. A 10-mile chase culminated for us with the train roaring through Goshen Junction.

After viewing the eastbound *San Joaquin Daylight* behind a 4-8-4 at Madera, 33 miles west of Merced, our next destination was Lathrop, where the line from L.A. split for Oakland and Sacramento. The attraction here was the *Sacramento Daylight*, powered by Pacific 2467. It originated in Tracy with a baggage car and combine. Engineer Chester McHenry and fireman Norman Edwards were very friendly and allowed us to ride around with them as they picked up Sacramento cars from the westbound *San Joaquin*.

Tracy, a busy steam terminal with lines in four directions, was the highlight. We focused on the line to San Jose. It had a hard climb over Altamont Pass, and most freights had a cab-forward 4-8-8-2 road engine and at least one helper. As we watched a 2-10-2 and cab-forward head into the sunset [preceding pages], we realized a two-day trip here was inadequate.



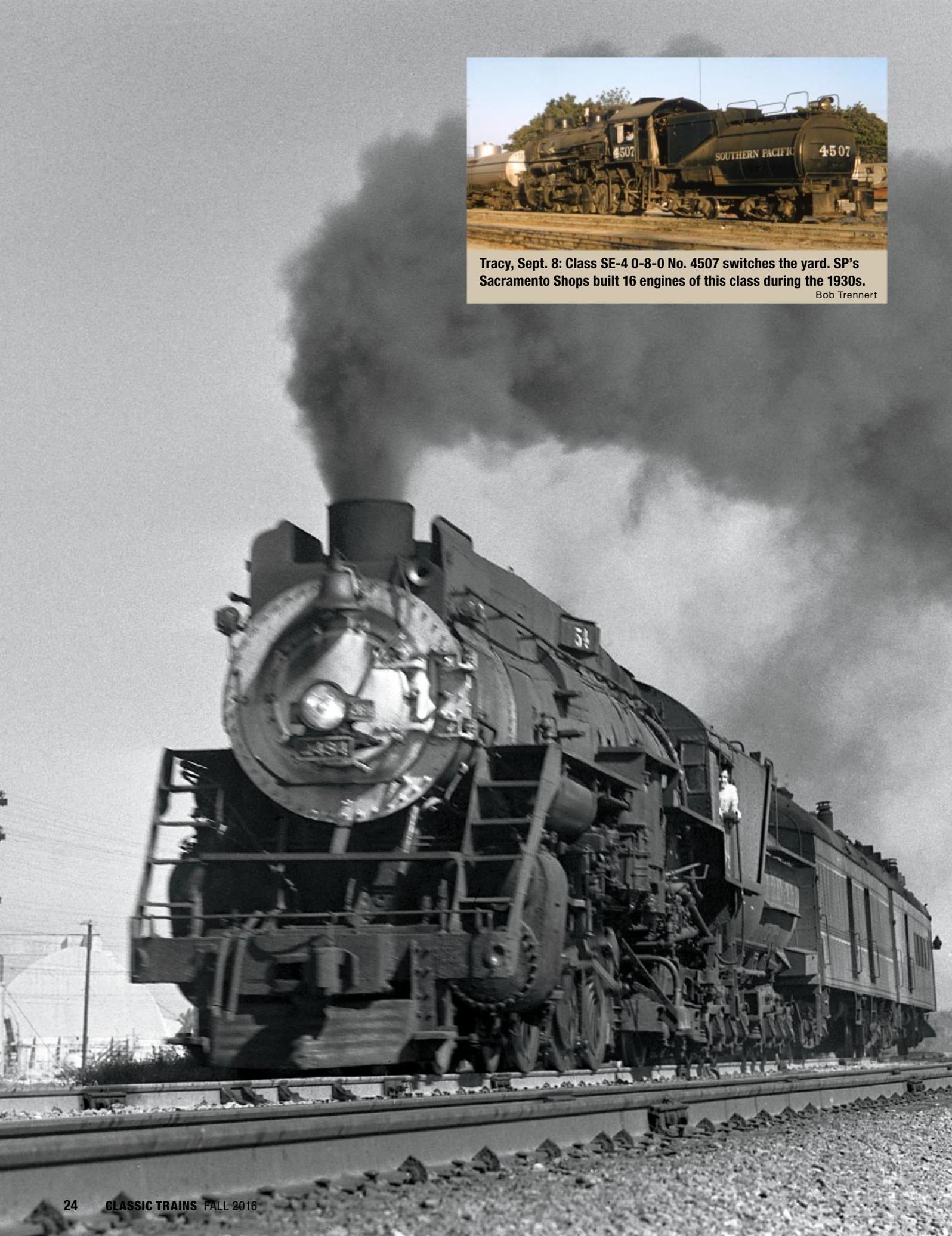
Tracy, July 21: 2-10-2 3712 is ready to help a 4-8-4 on a freight up Altamont Pass. This was the only Altamont freight we saw without a cab-forward road engine.

Gordon Glattenberg



Tracy, Sept. 8: Class SE-4 0-8-0 No. 4507 switches the yard. SP's Sacramento Shops built 16 engines of this class during the 1930s.

Bob Trenner





Fresno, Sept. 8: GS-3 No. 4421 waits for the *San Joaquin Daylights* to pass in both directions. The 1937 Lima is the protection engine, ready to replace a road engine in the event of trouble.

Bob Trennert

Return in September

Old friends on the Sacramento Daylight

We managed to put together enough time and money for a nine-day trip back to the area just before the start of the school year, concentrating on the triangle roughly defined by Tracy, San Jose, and Sacramento/Roseville. SP's traffic was high, and the steam operations were still outstanding. However, brief side trips to the SP at Watsonville Junction (49 miles east of San Jose on the Coast Line), the Western Pacific in Stockton, and the Sierra Railroad in Jamestown were largely unproductive.

We had sent the *Sacramento Daylight* crew some photos after the July trip, so by our return in September they had become old friends. Skyline-casing-equipped P-10 Pacific 2484 had replaced 2467, but otherwise the operation was unchanged. The crew arranged cab rides for us from Lathrop to Tracy, first for Bob on the *San Joaquin Daylight's* 4-8-4, then on another day Gordon rode the 2484.

One evening, we met the train as it arrived in Sacramento. After riding with the crew to the engine terminal, we joined them for dinner. The restaurant was located in Sacramento's skid row, an area that today is part of the Old Sacramento tourist area.

A few days later, we waited at Lathrop for the *San Joaquin Daylight* to show up behind its usual 4-8-4, but instead it arrived behind a set of F units; this marked the end of steam on the *San Joaquin*. However, the *Sacramento Daylight* remained steam-powered for at least two more months, with 2484 still on the train as late as November 10.



Lathrop, Sept. 8: The crew of the *Sacramento Daylight* poses with 4-6-2 2484. Engineer Chester McHenry is at far right; fireman Norman Edwards is second from right.

Gordon Glattenberg

Lathrop, Sept. 12: After switching through cars to the *San Joaquin Daylight*, the *Sacramento Daylight* heads for Tracy at 60 mph with Gordon Glattenberg leaning out the cab window.

Bob Trennert



Altamont, Sept. 9: A local resident ignores Extra 4168 West as it prepares to depart after cutting off its helper.

Gordon Glattenberg



Altamont, Sept. 9: A Tracy–San Jose freight train crests the summit, where 4-8-2 helper 4360 will cut off and drift back down to Tracy.

Bob Trennert



Tracy, Sept. 9: Ten-Wheeler 2367 (Brooks, 1913) switches the yard, with Gordon Glattenberg in the right foreground photographing the former passenger engine.

Bob Trenner

Tracy and Altamont Pass

Like most railroads, the Southern Pacific dieselized its mountain passes early. The exception was SP's line over the Coast Range from Tracy west to San Jose, Santa Clara, and Oakland via Altamont Pass and Niles Canyon. This was the original line that connected the Central Pacific 1869 transcontinental route — which originated at Sacramento and went east — to the San Francisco Bay Area.

The elevation at the Altamont summit was only 741 feet, but the terminals were very close to sea level, so every westbound freight we saw leaving Tracy had at least one helper. Cab-forwards were the usual road engines, while 4-8-2s, 4-8-4s, and 2-10-2s served as helpers.

Late one afternoon, the crew on a cab-forward invited us to ride with them to the summit, an offer we couldn't refuse! The ride up the hill right behind the 4-8-4 helper was as exciting as one would imagine, especially going through the tunnel near the summit: The noise was deafening, and the cab windows were instantly drenched from the helper's exhaust. At Altamont, we transferred to the helper for the ride back down the hill. That ride turned out to be much less exciting, drifting down the hill in the dark at about 25 mph. Still, the trip was a thrilling experience that we remember to this day.



Tracy, Sept. 9: A cab-forward's air pumps, as seen from the tender.

Gordon Glattenberg



San Jose, Sept. 10: Mountain 4324 (Schenectady, 1924) departs with train 133, an early-morning commute schedule to San Francisco.
Bob Trennert



San Francisco, Sept. 10: South of downtown at Mission Bay, an O-6-0 switches a caboose painted for SP's piggyback service.
Bob Trennert



San Jose, Sept. 10: Consolidation 2721, a 1904 Baldwin, rides the turntable in preparation for a day's work in local freight service.
Bob Trennert

Commutes and the Bay Area

Southern Pacific's suburban service ("commute" service, in SP parlance) on the Peninsula had a morning rush into San Francisco, and was equally busy in the afternoon returning to San Jose. Starting at 5 p.m., trains would leave the stub-end Third and Townsend station every 3 minutes. The first of these trains would miss several stations before its first stop; following trains would miss fewer and fewer stops, allowing sufficient spacing on the double-track line. Most off-peak trains used diesels, but the rush hours provided a great steam show twice a day.

A favorite spot for viewing the commute trains in San Francisco was opposite the Mission Bay roundhouse, about a mile south (timetable east) of the Third and Townsend terminal. The trains could be viewed there from the ground or from a road bridge that crossed the tracks. Looking toward the city, skyscrapers and the Bay Bridge formed a nice background. Looking in the opposite direction, westbound trains could be seen emerging from a tunnel, preceded by a stream of steam along the tunnel's roof.

One day during the afternoon rush, the inbound *Coast Daylight* emerged from the tunnel behind super-clean Alco PAs. Gordon debated whether to waste a Kodachrome exposure on this diesel; we were there to photograph steam engines! (Gordon did take the photo; see page 72, Fall 2000 CLASSIC TRAINS.)



San Francisco, Sept. 10: Pacific 2477 departs the city with afternoon San Jose train 132. In the background, an 0-6-0 is on the lead to the Mission Bay roundhouse.

Gordon Glattenberg



San Francisco, Sept. 11: GS-4 4437 exits the tunnel at Mission Bay, about a mile south of the Third and Townsend terminal, with morning train 113 from San Jose.

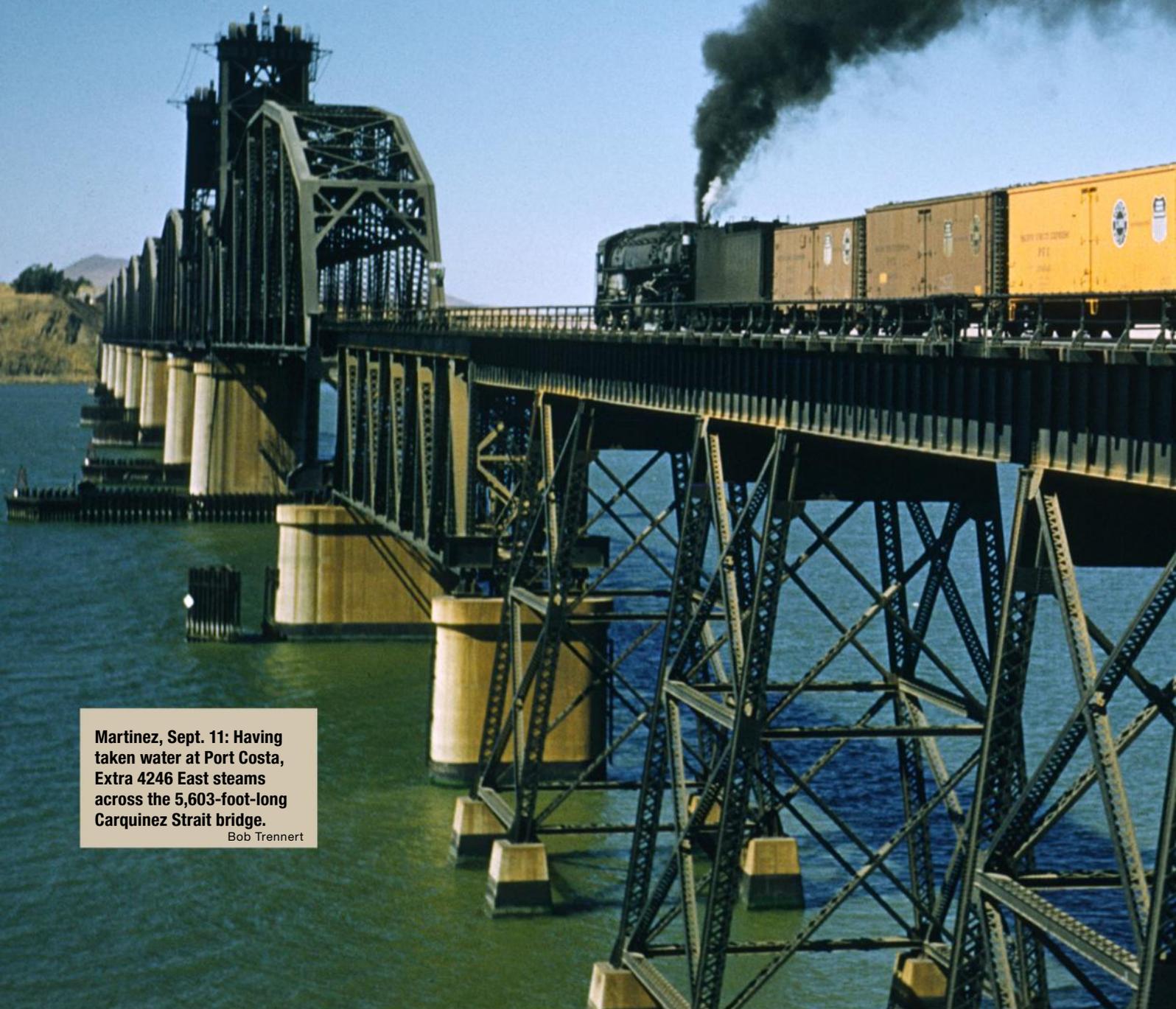
Gordon Glattenberg





Port Costa, Sept. 11: Cab-forward 4246 on an eastbound freight stops for water at Port Costa, where 2-8-0 2819 stands in the small engine terminal. Port Costa was a carferry terminal until SP opened its Carquinez Strait bridge in 1930.

Gordon Glattenberg



Martinez, Sept. 11: Having taken water at Port Costa, Extra 4246 East steams across the 5,603-foot-long Carquinez Strait bridge.

Bob Trennert

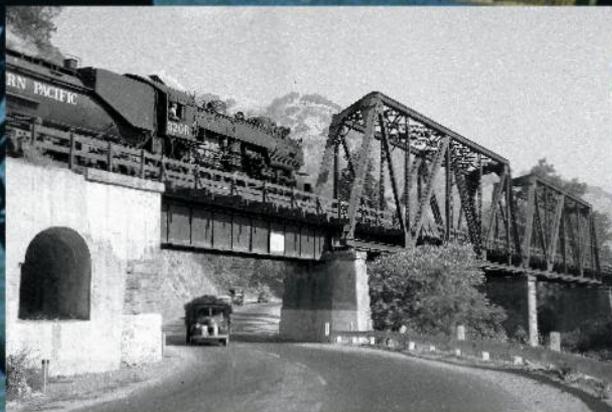
More terminals, more steam

In addition to Tracy and Mission Bay, we encountered busy steam terminals at San Jose, West Oakland, Sacramento, and Roseville. On a different scale, Port Costa was home to a few 2-8-0s that switched the local industries and the small yard at Martinez. Port Costa was truly quaint, with the tracks along the shore of the Carquinez Strait, and the town rising back into the hills. It had some history, too, as it was the carferry terminal for the SP before the huge bridge at Martinez was opened in 1930.

Another small yard was in Santa Clara, just north of San Jose. One morning we found a cab-forward on a freight ready to leave there for a run up the Peninsula. Conversation with the engine crew led to the subject of torpedoes, and they provided one for us to place on the rail just ahead of the engine. Next, they let us just crack the throttle until the engine crept forward about 2 feet to explode the torpedo. We ran a cab-forward! This was another highlight of our nine-day steam adventure.

A few months later, as winter set in, traffic had diminished to the point that diesels could handle it all. By the end of 1956 steam was essentially gone from the SP. There were a few steam excursions over the next couple of years, but operation of 4-6-0 No. 9 on the Owens Valley narrow-gauge line at the end of August 1959 was the last run of Southern Pacific steam in regular service.

Our second chance at steam had come just in time. ■



Niles Canyon, Sept. 14: Mikado 3208 bridges Niles Canyon Road and Alameda Creek with a way freight for Tracy.

Gordon Glattenberg

Beebe & Clegg ride the RIO GRANDE SOUTHERN

Two pioneering rail photographers bring New York society to the Colorado back country

By **John Gruber**
with **John Ryan and Mel Patrick**

Photos from the California State Railroad Museum collection

Pioneering rail photographers Lucius Beebe and Charles Clegg organized a grand tour of Colorado's narrow-gauge Rio Grande Southern in 1946. They were building a foundation to promote their forthcoming book, *Mixed Train Daily*. In keeping with Beebe's position in New York society, the trip was conducted in lavish style, with fine wines, full cooperation from railroad officials, and extensive press coverage.

Beebe and Clegg had a major role in introducing railroad photography to the public. Beebe had started in the late 1930s. His personal and professional partnership with Clegg contributed to their success in bringing



D&RGW 452 leads the regular Rio Grande Southern freight — with the Beebe-Clegg party's business cars on the rear — across the "Big Trestle" at Ophir Loop.

Charles Clegg



At dinner in Durango aboard D&RGW car B-2 are (clockwise from left foreground) Charles Clegg, bank president Alfred P. Camp, RGS General Manager Clayton W. Graebing, Lucius Beebe, *Durango Herald Democrat* Editor Harold L. Anderson, Durango Chamber of Commerce President Clair Campbell, D&RGW Chief Engineer Alfred E. Perlman, and (far right) D&RGW Alamosa Division Superintendent L. H. Hale.

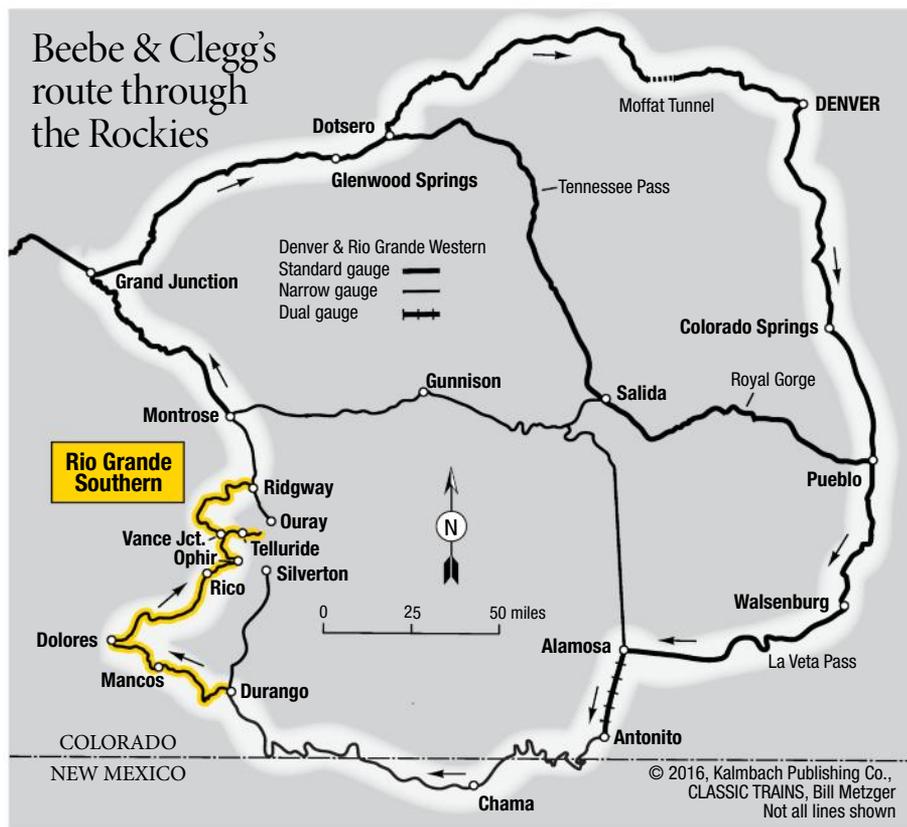
Charles Clegg (by timer)





RGS Ten-Wheeler No. 20 heads east at Mancos circa 1945. The handsome engine was built in 1899 for the Florence & Cripple Creek, a Colorado mining-boom pike that quit in 1915. Today she's owned by the Colorado Railroad Museum, which is working to restore her to operation.

Lucius Beebe



railroad images to mass audiences. Their pioneering efforts established an enduring market for rail photography.

The trip over the Rio Grande Southern was the centerpiece of a much larger itinerary that included more than 800 miles on the Denver & Rio Grande Western, RGS's parent and only connection. Alfred E. Perlman, the D&RGW's chief engineer and future executive vice-president (and, later, president of the New York Central and Western Pacific), served as host. For the narrow-gauge segment of the trip, D&RGW provided business cars B-2 and B-7, and assigned Theodore von Dickersohn, the chef from the business car of Judge Wilson McCarthy (trustee of the railroad) and steward William Reed, to the train. They were fully capable of providing service in style to which Beebe was accustomed.

The 1946 event started September 30 with an elegant dinner in Denver. The group left that night on a standard-gauge train to Alamosa, where narrow-gauge track began. Pasquale "Pocky" Marrantino, columnist for Denver's *Rocky Mountain News*, provided daily accounts,



The station at Ophir stood on a small area of fill on the inside of spectacular Ophir Loop. Clegg got this October 1946 view from RGS Bridge 45-B; Bridge 45-A (page 32) is just out of view to the left. Between the trestles, the main track passed by the depot and under a mine tipple.

Charles Clegg

reviewing the high points of the trip in five articles. Marranzino had helped enlist Perlman's support for the jaunt.

Newspapers in Durango and Telluride covered the trip as it was taking place. The RGS was so isolated that there were no other newspapers along its route.

At Alamosa, the party transferred to cars B-2 and B-7, which then proceeded to Durango at the rear of the *San Juan*, the nation's last named narrow-gauge passenger train. Conductor Henry Hines, who was beginning his 50th year with the company, told stories of old-time railroading. On arrival at Durango, the cars were parked for the night near the D&RGW depot, now headquarters for the Durango & Silverton Narrow Gauge Railroad.

For the three-day (October 2-4), 163-mile ride on the Rio Grande Southern from Durango to Ridgway (with overnight stays at Dolores and Telluride), the cars were handled in regular freight trains. RGS Ten-Wheeler No. 20 pulled the train from Durango to Rico; the crew consisted of conductor John H. Crum,



One of Beebe's trademark compositions was a detailed, angled view of the front of a locomotive, exemplified by this portrait of RGS No. 20, which powered his train from Durango to Rico.

Lucius Beebe



D&RGW business cars B-2 and B-7 stand outside the snowsheds at the top of 10,250-foot Lizard Head Pass during the 1946 Beebe-Clegg tour. Located between Rico and Ophir, this is the highest point on the RGS. Both cars survive in first-class service on the Durango & Silverton.

Charles Clegg

engineer Winfield Laube, fireman George Thomas, and brakemen Andrew W. Sporer and Clark I. Thomas. A leased D&RGW engine, K-27 Mikado 452, took the train on to Telluride and Ridgway, with conductor Jay C. Phillips, engineer Carl E. Quist, fireman Mike S. Smith, and brakemen Frank Rasmussen and Claude Smith. RGS General Manager Clayton

“The wonderfully ornate silver kerosene lamp in the dining car was lighted, the caviar chilled, and the table meticulously set with the very best Rio Grande silver service.”

W. Graebing accompanied the train.

Along the way, Beebe and Clegg made sure to recognize local leaders. They gave a formal dinner in Durango on the business cars in honor of Alfred P. Camp, president of the First National Bank. The *Rocky Mountain News*'s Marranzino reported that “the wonderfully ornate silver kerosene lamp in the dining car was lighted, the caviar chilled, and the table meticulously set with the very best Rio Grande silver service.”

Describing the first day on the narrow

gauge, Marranzino said Beebe, “the Homer of American railroads, was drooling over the magic of this almost miniature train. He didn’t miss a stop, perusing every inch of our 75-year-old coach and the entire length of the train.”

The next day — the first on the Rio Grande Southern — the train entered Dolores “as the sun made a spectacular setting over the San Juan Mountains.” It had taken 8 hours to move six empty stock cars, a caboose, and the two business cars the 60 miles from Durango, “but to go faster than that through the amazingly beautiful country would be sacrilegious,” Marranzino wrote.

On the second RGS day, the train departed Dolores behind the daily Galloping Goose, which provided the RGS’s mail and passenger service. At Rico, 36 miles away, Navajos met the train with a ceremonial dance. Beebe and Clegg arranged for the actress and politician Elizabeth Pellet to meet them at Rico. (Pellet performed on stage and in movies, and served 18 years in the Colorado legislature.) She explained that most children

had never seen a train with sleeping cars, so school was called off.

The train left at noon, winding through the “Switzerland of Colorado” to Lizard Head Pass and on to the “storybook” mining town of Ophir.

After spending the night at Telluride, the travelers went to Ridgway in a snow squall and rain. “The low-hanging clouds and muggy weather irked Beebe and . . . Clegg, who have been having a photographic holiday along the quaint line with its breathtaking scenery,” Marranzino noted.

The RGS ended at Ridgway, and the two business cars continued north on D&RGW rails. At Montrose, they encountered standard-gauge track for the first time since Antonito.

To Marranzino, “The broad gauge of Montrose track looked unbelievably wide after four days of the slim iron. It seemed a little depressing as we watched the little narrow-gauge engine pull out of the Montrose yard. She whistled a forlorn goodbye after she had disappeared out of sight trailed by a tottering caboose.” From Montrose, the group returned to Denver in a standard-gauge business car.

Robert W. Richardson, longtime director of the Colorado Railroad Museum, recalled years later that RGS crews worried about the heavy business cars. “The car foreman when asked said all he knew was the cars were heavier than the regular passenger cars [on] account [of] having extra sills,” he wrote.

The D&RGW’s company publication, *Green Light*, joked about the trip. “At nightfall, in the shadow of majestic Lizard Head, Lucius carefully adjusted his top hat, white tie, and tails, and majestically beckoned for Chef Theodore von Dickersohn to bring on the caviar and trimmin’s.” It noted that Perlman balked at the tails and dressed in a business suit.

Time magazine summarized the trip in a slightly sarcastic report: “Lucius Beebe, U.S. journalism’s most rococo columnist, went digging for facts in Colorado, after his fashion. To mine material for another nostalgic book about his hobby, railroads, locomotive-loco Lucius, assisted only by his Manhattan roommate, a photographer, and a small, hardy retinue, braved narrow-gauge trails in a private railroad car.”

Beebe wrote his own account in the *New York Herald Tribune*. “If this was to be the last journey of the little cars over the historic run it was, in any event, accomplished in the grand manner,” he said. Coverage of their sentimental journey was far-reaching, from *Railway Age* to *Railroad* magazine. *TRAINS* published a photo in its December 1946 issue and wrote that the trip on the RGS attracted “widespread attention as the first steam passenger train with sleeping cars to run over the narrow gauge rails since 1899.”

Beebe turned the trip into an opportunity, to write “Narrow-Gauge Holiday” about the *San Juan* and Silverton passenger service for *Holiday* (March 1947).

Beebe and Clegg photographed the RGS several times, but this was their only trip on it in passenger cars. The road shut down in December 1951 and was granted approval to abandon the next year.

Clegg and Beebe are legends for their grand photography and Beebe’s extravagant writing style. Not so evident, because they didn’t cover it in their books, was the extensive promotional work that contributed so much to their success. Friends say that, unlike the public image Beebe crafted for Clegg and himself as sophisticated New Yorkers, they were “nice guys,” friendly, hardworking, down-to-earth people who knew everybody. That is the untold story of their life, times, and successes. ■



The Beebe-Clegg train was a big event all along the RGS, and many people came out to see it. At Rico, the crowd at the station included school children, Navajo dancers, and a local dog.

Charles Clegg



Beebe (left) and newspaperman “Pocky” Marranzino flank Elizabeth Pellet at Rico. As a member of the Colorado legislature, Pellet in 1942 helped to secure a federal loan for the RGS.

Charles Clegg

Southern exposure

Nine months in Knoxville was a culture shift, but productive

By J. David Ingles • Photos by the author



As seen from Sutherland Avenue about 2 p.m. on December 8, 1965, L&N hotshot 45 crosses Ailor Avenue behind GP30s and nears Willoughby, the hard-to-access L&N–Southern diamond.

By the time I drove my faithful 1961 Ford Galaxie from home in Michigan to Knoxville, Tenn., in September 1965 for three school quarters of study at the University of Tennessee, I'd already had a few tastes of "Southern living." For someone who otherwise has been a lifelong Midwesterner, my temporary move to the Volunteer State's fourth largest city was not culture shock, rather just more of a shift. I learned that Tennessee was essentially three states in one: West Tennessee, with its "capital" of Memphis and its bent for the blues, akin to the Deep South of the Mississippi Delta; Middle Tennessee, unique and multicultural with its country music heart in Nashville, the true state capital and home to Vanderbilt University; and East Tennessee, a cross between Appalachia and the Deep South.

I'd visited Knoxville in early June for pre-registration at "U.T.," and I'd been on railfan auto trips to West Tennessee, northern Mississippi, and Nashville. I was familiar with Louisville, Ky., and environs. I'd had good catfish and mediocre okra. I loved Dr Pepper but still took my iced tea without sugar, the way it comes out of the teabag. As far as railroads went, I'd seen both the Southern and the Louisville & Nashville at their northern reaches, from St. Louis to Louisville to Cincinnati.

Armed with a Bachelor's Degree from MacMurray, a small Illinois liberal arts college, I enrolled in U.T.'s Transportation program aiming at a Master's, but first I had to take several qualifying senior-level courses along with some graduate classes. As the school year progressed, I became disenchanted with the



An infrequent light snow cover during my Knoxville winter is present February 6, 1966, as L&N RS3 127 moves TVA coal, probably, on the Cow Creek branch west of Dossett, near Oak Ridge.

Southern No. 41, the New York–New Orleans *Pelican*, my most-photographed Knoxville passenger train, leaves the depot (beyond the over-pass) at 2:10 p.m., September 28, 1965, led by FP7 6137 and E7 2912.





Central city scenes: With the football special (page 42) into Southern's depot, a transfer from Sevier Yard, led by two cow-calf sets (top), heads for City Yard just to the west, nearing the depot as it passes KY Tower at the Central Avenue crossing. Customer Lily Flour is above 2278's cab. In a September 20 evening scene from the Western Avenue bridge (above), a transfer pulling L&N interchange from Willoughby heads for Sevier.



L&N 2306, an ex-NC&StL S2, creeps northeast on Dale Avenue on January 17, 1966, just east of 17th Street in an industrial area east of L&N's main line and north of Southern's line to Chattanooga. My 50-year-old slides have only dates, but Knoxville resident Joe Elliot identified this spot, and Scott Lindsey and Stephen Warner the two above.



On March 7, 1966, I found a borrowed L&N SW1 and Alcoa Terminal's own 1947 GE 80-tonner 6 at AT's shop at the parent's plant in Alcoa.



L&N's tiny "servicing facility" at West Knoxville yard stabled local units, but seeing an F7, as here on September 20, 1965, was unusual.

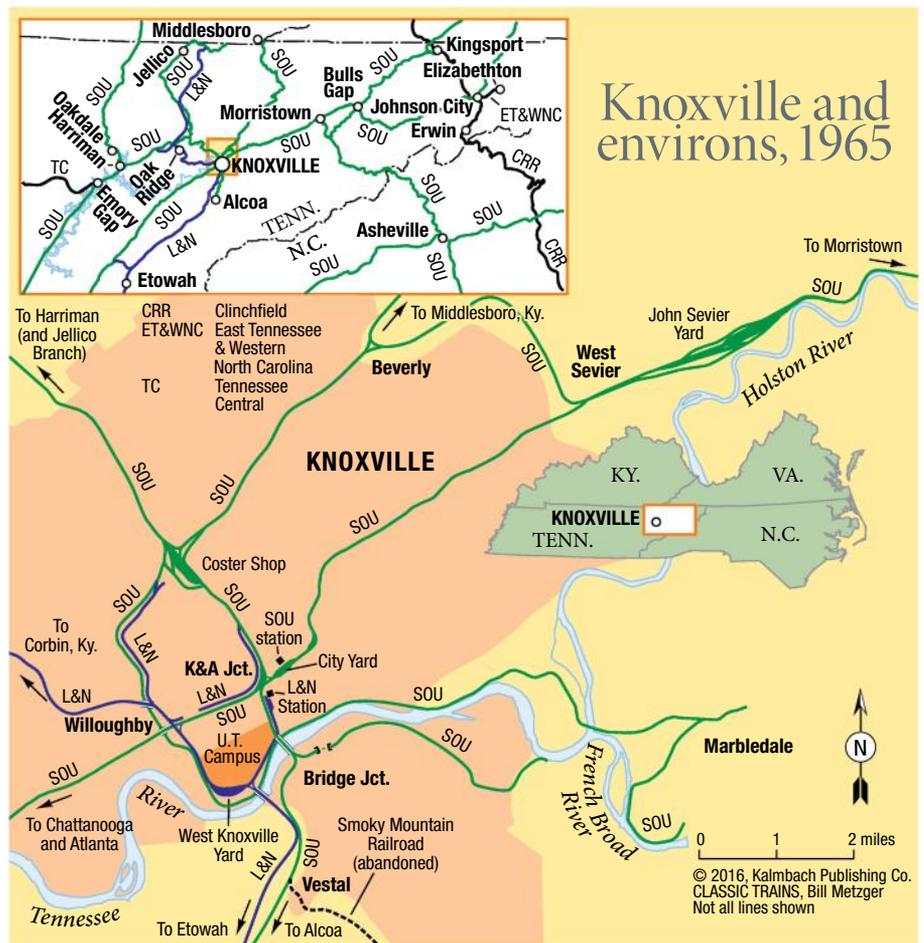


Also on September 20, I found at L&N's yard this Alco "RSD1," the six-motor version of the RS1, of which 87 were built for the U.S. Army. Neatly painted out on the long hood were "SOUTHERN" and the road's round emblem, and "USAEC 8659" on the cab. Disguised for security purposes as a civilian unit, it had served at Oak Ridge, the nuclear-weapons-development "secret city," and was being sent to scrap. According to an April 1980 TRAINS roster, it was assigned to the Atomic Energy Commission there about 1946.

focus of the Transportation Master's program (e.g., freight tariffs), so by spring 1966 I'd decided that would be enough university study — it was time to just go back to work. How I wound up as an Illinois newspaperman before joining the TRAINS magazine staff in 1971 is a story in itself, for another time.

As are the railroad discoveries I made on short day trips around the East Tennessee region during that school year. These range from action on Southern's "Rat Hole" main line around Harriman, Tenn., 40 miles west of Knoxville, and Tennessee Central's eastern terminal at neighboring Emory Gap, to the Clinchfield Railroad's headquarters of Erwin, 100 miles to the east; Southern's Saluda Hill south of Asheville, N.C.; and the two ex-Southern 2-8-0s on the East Tennessee & Western North Carolina at Elizabethton, Tenn. (which Southern later, under W. Graham Claytor Jr., would reclaim for excursion service).

Space in these pages restricts my photo coverage to some favorite subjects in and around Knoxville itself. And yes, I did attend class, though admittedly less faithfully as the spring term progressed. But aside from taking in some Volunteer football and basketball games with new friends, I spent many weekends and late





Old Smoky Railfans, the local NRHS chapter, enjoyed rare privilege during D. W. Brosnan's reign leading Southern (1962–67) in being allowed to run excursions. The first of a fall weekend pair, the “Dan'l Boone Special” on October 16, 1965, made a photo run at Green-land, Tenn. (above), near Surgoinsville, and proceeded on north to Appalachia, Va. At another stop, passengers walked ahead of the train through Natural Tunnel, Va. (right), for photos as it crawled through after them.

weekday afternoons exploring and photographing rail subjects in a region of the country that was totally new to me.

THE CITY'S LAYOUT

Knoxville had two passenger stations, Southern's just north of downtown and L&N's on the central business district's west edge. Both survive today in private use; L&N's was part of the 1982 world's fair in Knoxville, formally the Knoxville International Energy Exposition. The former L&N depot yard tracks were removed to clear land for the fair's primary property, and the old depot became a restaurant.

By fall 1965 only one L&N passenger train still served the city, the nameless former *Flamingo*, Cincinnati–Atlanta trains 17 and 18, an overnigher each way that backed into the stub-end Knoxville depot at 11 p.m. northbound and after 3 a.m. southbound. I rode it to Cincinnati and back once, and from Atlanta to Knoxville once, but never photographed it south of the Queen City.



Southern had three trains in each direction on the route linking Washington, D.C., and points west and south. They used Norfolk & Western between Lynchburg, Va., and Bristol on the Virginia-Tennessee border. The *Pelican* to and from New Orleans was through Knoxville in the afternoon in each direction, and I photographed it several times; I rode it twice, southbound, to Chattanooga in late '65 [“Long Way Home for Christmas,” Winter 2014 CLASSIC TRAINS] and in February '66 with friend Jerry Jarrett. The *Birmingham Special* was



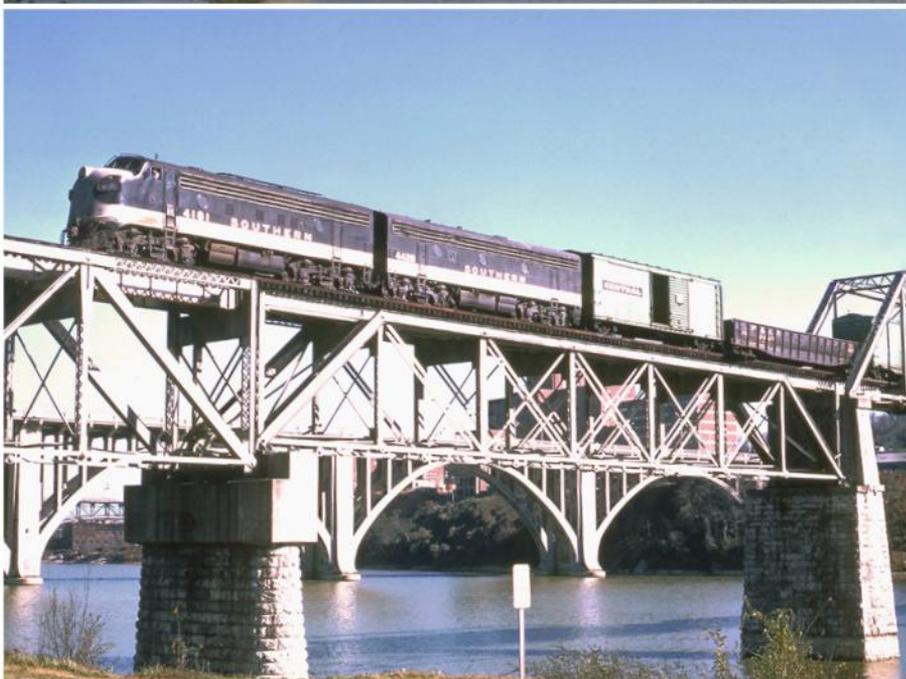
Unique during my Knoxville time was this 14-car football special (above), with 10 Pullmans, returning Sunday morning, December 5, from Memphis, where U.T.'s 7th-ranked Vols had upset 5th-rated UCLA, 37-34, the day before.

through after 11 p.m. northbound and after 4 a.m. southbound; I rode it twice, too, northbound: home with Jarrett from Alabama in February '66 [“One Day at . . . Birmingham, Ala.,” Spring 2008 CT] and in March on my “Carolina Circle” [Fall 2002]. The *Tennessean* to and from Memphis, which still had a Pullman, called after 9 p.m. westbound and before 7 a.m. eastbound; I rarely saw it. I frequently rode Southern's fourth train, the *Carolina Special* linking Cincinnati and Columbia, S.C., whose Knoxville arrivals were 9:25 p.m. north and 6:50 a.m. south. I booked a roomette on it to and from the Queen City several times but rode it into Knoxville from the south only once.

L&N's “K&A” (Knoxville and Atlanta) main line bridged the Tennessee River just south of the U.T. campus and downstream from Southern's equally impressive bridge on its Alcoa (Tenn.) line. L&N's small yard, with an engine terminal, was tucked just below campus along the north riverbank. My L&N action photos in the area mostly were of south-



The day after the Appalachia trip (page 42), the same units (FP7 6141, F3B 6156, F3A 4183), and a 16-car train consist ("heater car" HC50, 14 coaches, and baggage/commissary 4061) made a 130-mile round trip via Clinton, Tenn., to Jellico (top two photos), up at the Kentucky border.



Two Tennessee River bridges near campus were easy targets from today's Neyland Drive along the north bank. On October 3, 1965 (above two photos), a GP35 and two GP30s roll L&N 45 and its open auto racks south. A half-mile upriver on Southern's Alcoa Branch bridge (left), an F3A-F7B duo leads the Alcoa Turn back into Knoxville on November 29.

bound hotshot 45. The nearest division points were at Etowah, Tenn., 50 miles south, and Corbin, Ky., 105 miles north.

Southern's Coster car shop and yard north of downtown were still active, and the small City Yard west of the depot served several customers, but the big yard was, and has been for NS, John Sevier Yard east of the city. (Sevier was an American soldier, frontiersman, and politician, and a founding father of the State of Tennessee). Aside from the passenger trains, my frequent Southern photo tar-



Hot freights left Sevier Yard each afternoon for Danville, Ky. (left), and Chattanooga (right). On December 8, 1965, SD35s 3033/3036/3020 depart Sevier, while on November 20, SD24s 2523/6323/6950/2500 plus GP9 8214, on 153, skirt Fort Loudoun Lake at Concord, west of Knoxville.



In countryside scenes around Knoxville, L&N 45, the daily Cincinnati–Atlanta “Tote” (Trailer on Train Express, L&N’s term for piggyback), also with auto racks, is led by (clockwise from left) GE U25B 1600 on November 18; Alco C628 1411 on April 2; and EMD GP30 1035 on March 4.

gets were two hot freights that went west from Sevier in the afternoon. The line to Chattanooga crossed L&N at Willoughby, a diamond just west of U.T., but the site was hard to access and had little “scenic” value for photos.

Today both CSX and NS provide frequent action through Knoxville, although the city has had no scheduled passenger trains since before Amtrak’s inception. Ironical is that Knoxville’s premier attraction for rail enthusiasts, the usually steam-powered “Three Rivers

Rambler” tourist train, runs on former Southern trackage (now in Pete Clausen’s Gulf & Ohio empire as the Knoxville & Holston River, as is his Knoxville Locomotive Works shop) that completely escaped my notice a half century ago. This is a 12-mile industrial belt around the central city that begins up near the old Coster Shop site and loops around west of the L&N and then goes east along the north riverbank just below U.T.’s football stadium and downtown, and finally on east about 6 more miles

across a high bridge over the Holston to a dead end at a couple of industries. The Rambler’s name comes from its impressive bridge, which I’d never seen until riding across it in 2007, at the mouth of the Holston where it joins the French Broad River to form the Tennessee. Check out the Rambler’s website (www.threeriversrambler.com) for details.

Meantime, enjoy the accompanying pictorial jaunt back in time five decades for a completely different Knoxville that for a brief time I knew fairly well. ■

GN's Allouez ore docks at Superior, Wis.

One of the busiest ports on Lake Superior was Superior, Wis., where the Great Northern operated four iron ore docks. Three were originally of wood construction, although Docks 1 and 2 were replaced by concrete structures in the 1920s, while Dock 4 was built of concrete in 1911. They had lengths ranging from 1,812 to 2,244 feet, a total of 3,222 pockets, and could store 441,800 tons of iron ore. During their operating lives they loaded over a billion tons of ore.

The Duluth & Winnipeg Railroad built the original Dock 1 in the Superior neighborhood of Allouez in 1892 and loaded its first iron ore cargo into a lake vessel on November 7. The GN acquired the D&W in the early 1900s and greatly expanded the docks.

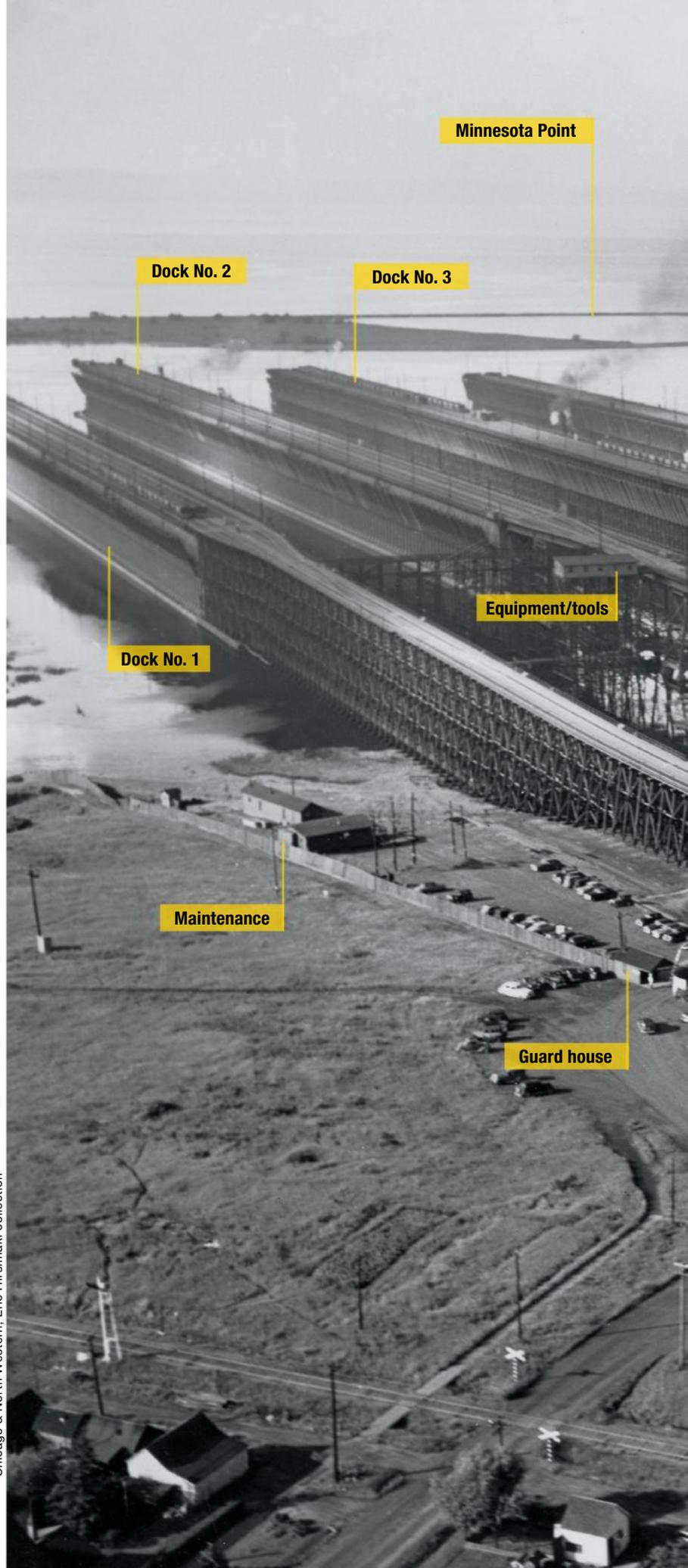
The other ore docks in the “Twin Ports” were four built by the Duluth, Missabe & Northern between 1893 and 1906 on the Duluth, Minn., side of St. Louis Bay; a wood dock built by the Soo Line in 1911 opposite the DM&N docks; and Northern Pacific’s 1913 dock just west of the GN docks. About 1930, the Soo dock was dismantled and its traffic shifted to the NP dock. Today, two former DM&N docks still stand, though only one is in service for Missabe successor Canadian National, along with the NP dock, which was abandoned after the 1970 Burlington Northern merger.

The Missabe’s docks primarily served U.S. Steel interests, while the GN handled ore from mines operated by Hanna Mining, Butler Brothers (Inland Steel), Pickands Mather, and Bethlehem Steel, among others. In busy times GN’s four docks loaded 20 boats a day; for years they led the Twin Ports in ore shipments, often topping 28 million tons annually.

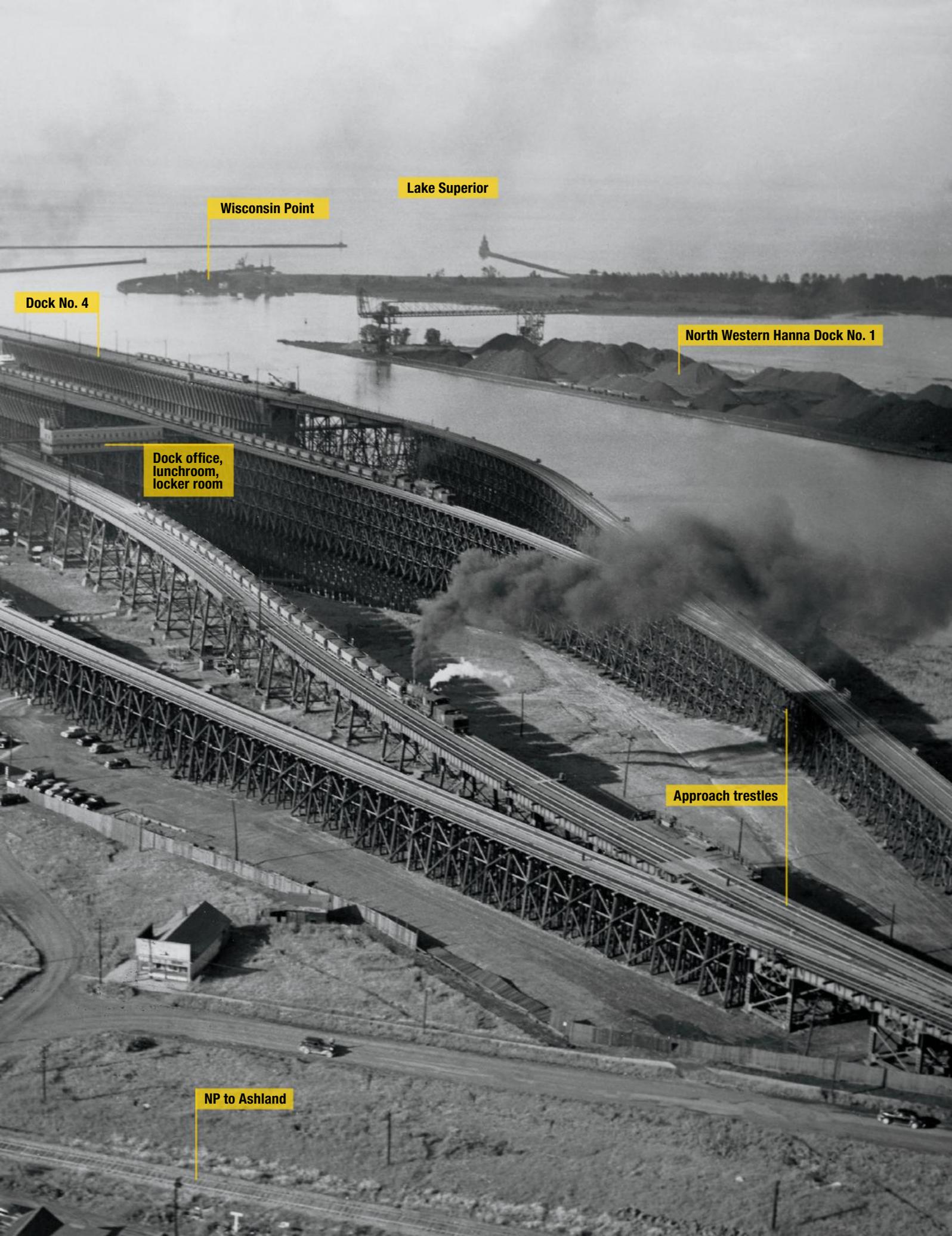
Long approach trestles allowed switchers to push cuts of cars to the dock for unloading, as a steam engine is doing on Dock 2 in this northeastward view from the early 1950s. In winter the yard at the foot of these trestles was used to steam ore to thaw it so that it would drop into the pockets.

In the 1960s ore cargoes began transitioning from natural ores to taconite pellets. In 1977–78 Dock 5 was built east of Dock 4. Instead of having ore cars pushed out for dumping into pockets, it uses bins and a conveyor system to load boats at the rate of about 6,000 tons per hour. No longer needed, the last ex-GN pocket docks were retired in the mid-1980s.

Today, BNSF Railway ships ore from Dock 5 only, while abandoned docks 1, 2, and 4 (3 was dismantled) are little more than monuments to a bygone age. — *Eric Hirsimaki*



Chicago & North Western, Eric Hirsimaki collection



Lake Superior

Wisconsin Point

Dock No. 4

North Western Hanna Dock No. 1

Dock office,
lunchroom,
locker room

Approach trestles

NP to Ashland

TOUGH TRIP

FROM ONEONTA

Engineer and fireman team to overcome a huge clinker
on a superb Delaware & Hudson 2-8-0 in 1950

By Bernie O'Brien

Tuesday, April 4, 1950, was a beautiful spring morning in the Delaware & Hudson division point and shop town of Oneonta, N.Y., when the local crew caller entered Bob Stevenson's restaurant. Bob's was the gathering spot for most D&H Penn Division crews at their away-from-home terminal while awaiting their call back south.

In this era, scheduled D&H freights had regular times for crews to "mark up" (go on duty) at both home and away terminals, and men holding these assignments really didn't need the callboy — they just reported as advertised. Extra crews, however, were something else. The yardmaster marked the job when he had the train ready, and the caller went out to find the crew.

On this date, I was fireman on an extra crew out of Wilkes-Barre, Pa., as WOX-3, called at 6 p.m. on April 3, to return as OWX-4 with Don Loftus, conductor; Bill Dimmick, engineer; Elwood Ide, head brakeman; George Paddock, flagman; and Joe Varrota as "the middleman" (another brakeman).

Elwood and I had just finished breakfast and were sipping coffee when the caller shouted out, "Bob, do you know this guy O'Brien?" Bob acknowledged, "He's down there," pointing me out, so the caller came over and had me sign the book. He looked me over and said, "I'll know you from now on. OWX-4 for 2:15." He then had Elwood sign and was off to find the rest of the crew. I did not know then, of course, that this would be one of the most memorable trips of my railroad career.

My father was an operator for the Lehigh Valley at various towers on its Wyoming Division in Pennsylvania and at the Wilkes-Barre station. He loved steam and would take me to visit various railroads' engine terminals to look at their locomotives, comparing them to the Lehigh's and ex-

plaining why different roads used different types. This exposure had me hooked by the time I began high school. When I entered engine service on the D&H, it was a dream come true.

One locomotive class Dad loved to talk about was the D&H E-5a 2-8-0s, series 1111-1122, built 1926-30, which he'd seen before I was old enough to travel with him. "What the D&H is doing with 1100s, the Lackawanna needs Poconos, the Lehigh needs Wyomings, and the Erie needs Berkshires," he would tell me, referring to DL&W and LV 4-8-4s and Erie 2-8-4s.

Normal power for trains to and from the Penn Division was the "mighty J's" — 40 Schenectady-built (1940-46) 4-6-6-4 Challengers in the 1500 series — between Oneonta and Carbondale, Pa., and an older, husky E-6a class 2-8-0 between Carbondale and either Buttonwood Yard just south of Wilkes-Barre, the D&H-Pennsylvania Railroad interchange point, or Wilkes-Barre proper. The 21 E-6a's, Nos. 1200-1220, were built at Schenectady during 1916-18.

WORST EXCUSE FOR A FIRE

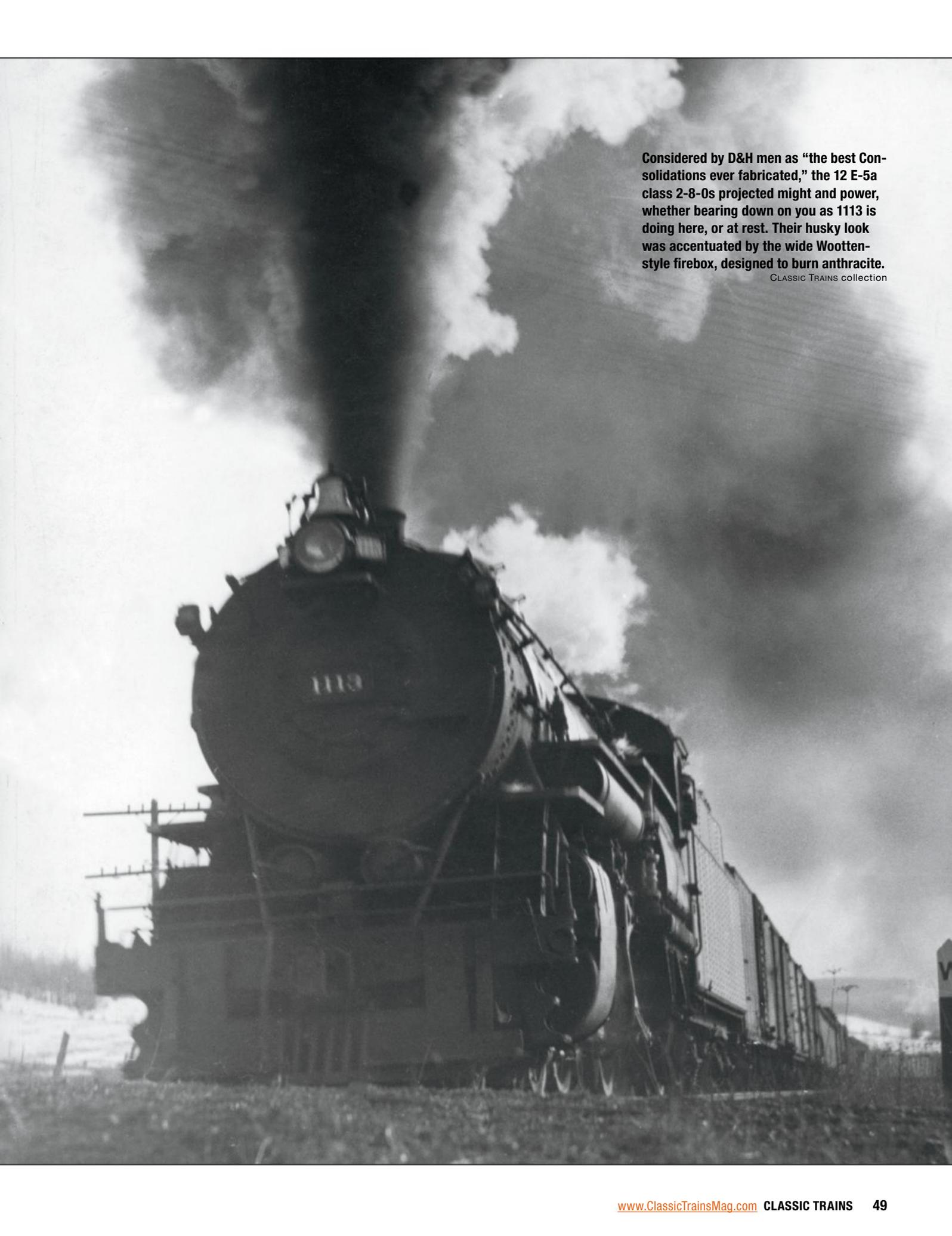
I left Bob's at 1 p.m., took the easy walk down the hill, and entered the roundhouse to look over the engine assignment board and see what was assigned to OWX-4. The roundhouse foreman was at the board as I showed up. "Are you OWX-4?" he asked. I affirmed, and he said, "You're getting the 1120 today. I need the J's for the regular assignments."

After the last of the Challengers arrived in 1946, trips by the 1100-class 2-8-0s on the south end from the "Capital District" (Albany, Colonie Shop, Mechanicville, Schenectady) to Oneonta became infrequent, as did their going south to Binghamton. Seeing them on the Penn Division to Carbondale was rare.



Class E-5a 1120 was the "opponent" on author O'Brien's "tough" trip.

Jim Shaughnessy



Considered by D&H men as “the best Consolidations ever fabricated,” the 12 E-5a class 2-8-0s projected might and power, whether bearing down on you as 1113 is doing here, or at rest. Their husky look was accentuated by the wide Wootten-style firebox, designed to burn anthracite.

CLASSIC TRAINS collection

My excitement began to build. I'd never been on one of these engines, but from all I'd heard from Dad and others, they were super machines. Built by the D&H at Colonie Shop with boilers from Alco, they were, at least to us, the best Consolidations ever fabricated. Erected during 1926–30, they had super boilers with the steaming capacity of the Berkshires and Northerns that other roads were acquiring. Equipped with 63-inch drivers and a great capacity to make steam, they could latch onto a tonnage train and get up and go.

After getting into my overalls, signing on duty, and checking the order board, I told engineer Bill I was going to find her and get acquainted, since I'd never been on one. Bill smiled and said, "We're going to have some day, Bern; neither have I."

I grabbed my bag and water can and headed from the crew room to the ready track. There were three Challengers ready to go, but no 1120. I looked around and found her on the north end of one of the "farm tracks," where out-of-service locomotives were stored.

A laborer was putting ice on her and checking tools when I climbed up the gangway. "Had trouble finding her way over here," I said. "Oh, she's been here a couple of days," he replied. "We've been trying to send her back north, but two Penn Division J's went down and we held her for standby. Good thing."

I looked around. The cab was a mess. The interior was covered with soot and cinders, and there was coal all over the deck. Seeing my disgusted look, he quickly blurted, "It's not a regular pool engine." I grabbed some waste and wiped down the seats and gauges, swept the deck, hosed her down, and generally cleaned her up. I then began getting acquainted.

Her steam gauge, mounted above the firebox door, was as big as a Seth Thomas clock, clearly visible to both engineer and fireman. On the face was painted a black arrow pointed at 265 lbs. The needle, though, was only at 150. The water glass

showed three-quarters full. I blew the glass down and checked the gauge cocks. Everything was OK. I then opened the firebox door. Oh, my! This was absolutely the worst excuse for a fire I'd ever seen. After the engine had been serviced and set out here, the fire had coked over, and the roundhouse boys had been keeping her alive by throwing green coal on top. After three days, she had a huge clinker with tons of green coal on top.

I'd turned the blower on and grabbed the shaker bar by the time Bill threw his bag up onto the deck and climbed up the gangway. "What's wrong, young fellow, you got a sour one?" "Worse than that," I said as he took a look. Bill was a calm, easygoing man, not easily excited. "You'll have a tough time, but we'll make it," he said.

I tried to break the clinker with the shaker bar but found it impossible to do, as the whole fire rose and fell as I tugged back and forth. I next grabbed the hook and tried to break through from the top. No way. I then tried to pull as much green coal as I could toward the rear to give the front half a chance. The whole fire had a very dull orange-blue look to it, except a half moon spot in the front center, which appeared a bit brighter.

About this time Elwood, our headman, appeared and told us he had permission to come out when we were ready. After checking with me, Bill told him we were as ready as we were going to be. With that, we backed north off the farm, stopped at the water plug to top off the tank, and then headed south down the ready track toward the yard office.

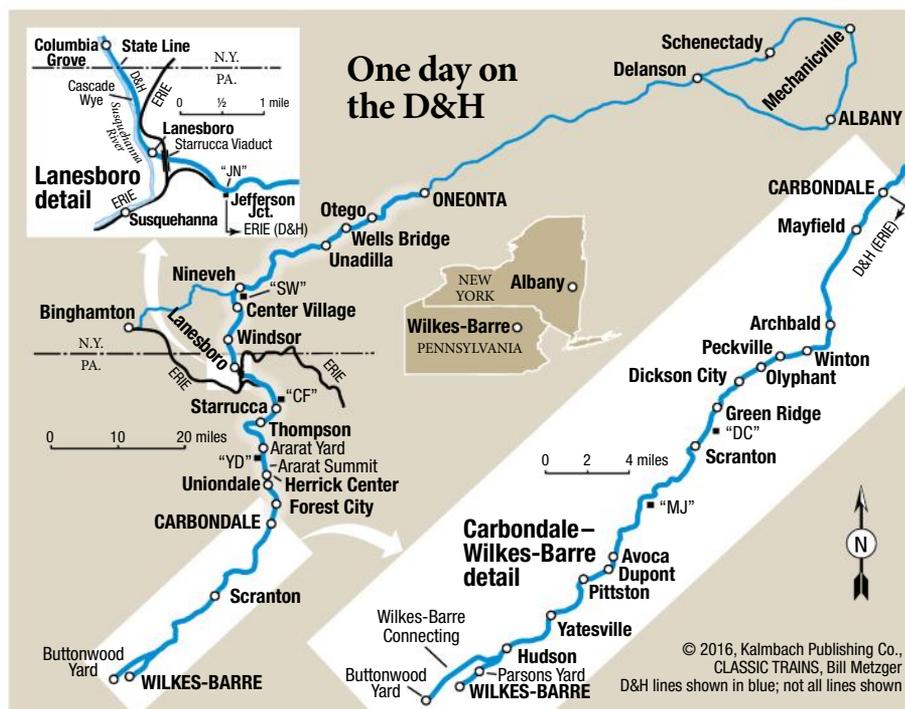
TACKLING THE ROAD

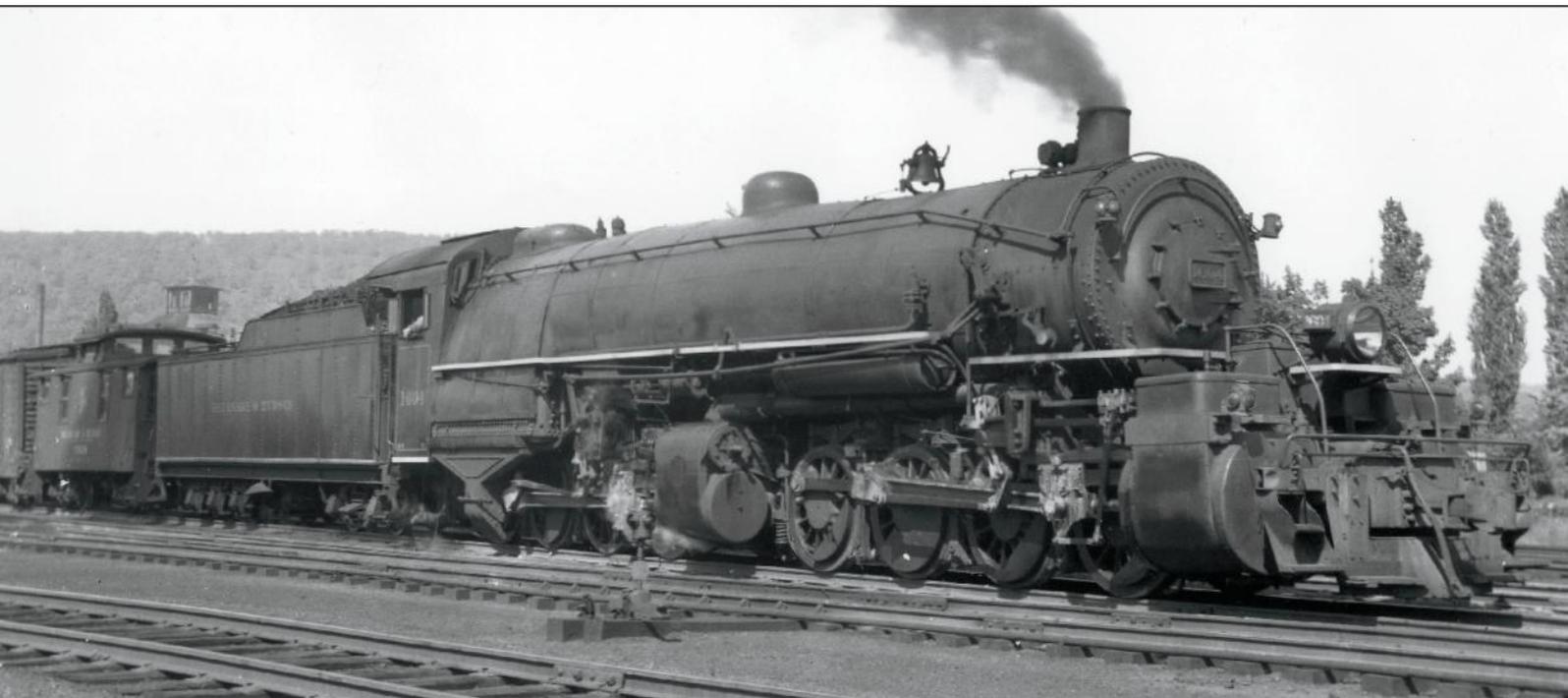
Don Loftus, our conductor, and the rest of the crew were there, waiting to ride to the south end of the departure yard to pick up our train. "We have 118 empty hoppers for Wilkes-Barre, Bill, about thirty-two-hundred ton. What the devil is this they gave us?" Don exclaimed, referring to the big Consol.

"Two extras and two J's down, Don," Bill replied. "This is all that's left, and she's not feeling well."

We eased down the main to the south departure yard and backed down the lead to Track 6 and coupled to our train. I'd been working feverishly trying to break the giant clinker for over an hour but was totally unsuccessful and becoming frustrated. The whole firebox still retained that dull orange-blue look except the center front, where the small half-moon shaped area still appeared brighter. I continued to try to pull anything loose to the back of the box to allow any portion to burn through, if it could. With the help of the blower, the hand on the big gauge was now pointing at 220 lbs., still some 45 below operating pressure. Our brake test was completed. Don had delivered the clearances, and we were ready to move.

Train WR-3 had suffered a major derailment at Unadilla two days earlier. Both main tracks had been destroyed, and a shoo-fly had been built around





Helping the author's empty hopper train on the rear from the Cascade wye near Lanesboro, Pa., up Ararat Summit was an H-class, 1600-series 0-8-8-0 Mallet, exemplified by 1604 at Binghamton, N.Y., in 1938. The 13 H's were Schenectady-built in 1910–12; the last one was retired in '52.

Louis A. Marre collection

the wreckage. We had orders to the temporary block station at North Unadilla, and Bill had a game plan.

"She may burn that out when I start working, Bern," he said. "In any event, we'll have to stop at Unadilla for the wreckers, and we'll blow her hot and start over. We'll do the best we can with what they gave us." With that, he eased her down the lead and onto the main. I had yet to put a bit of coal in her.

When we cleared onto the main, Bill opened her up. I had three-quarters of a glass of water and 225 lbs. pressure, but it didn't last. I closed all the firing jets except the center, or fine coal as it is named, and set the pressure at 40 lbs. I then started the stoker and ran it as slowly as I could — the plan was to feed only the bright spot in the front center. By the time we got to RB cabin the pressure was at 200. I had the injector on and was holding three-quarters of a glass. The firing plan was working, as the front center was burning bright, but the area was not increasing. By Otego we were down to 190 lbs., and at Wells Bridge we were at 175 when Bill eased off to slow for the stop at Unadilla. "You'll be here 30 minutes," the operator told us.

I grabbed the shaker bar, but the results were the same. I could not break that giant mass. I also attempted to put the hook through the top again. No good. I nursed the water back to three-quarters of a glass, and with the scoop I fed the only bright spot in the front center. The pressure, with the blower's help, was back to 225 when we received permission to move.

Bill eased us into motion and out over the slow order at 5 mph until our rear end cleared. He nursed her along, trying to get a swing on the train and help me at the same time. We were rolling at 30 mph at Sidney, but the pressure was down to 200. I continued to fire as recommended earlier, starving

everything except the front center and maintaining three-quarters glass. We went through Bainbridge at 30, but the pressure was down to 180. We eased into the sag where Bill had to work her a little harder to top out, and then we were down to 170 but still rolling at about 30 mph. Bill was doing a hell of a job, but I was worried about getting over the hump at SW cabin (Nineveh), where the Penn Division splits.

"Approach!" Elwood shouted as we neared the wye where the Binghamton pushers turned. We stopped at SW and were told by the operator that BM-5 was coming down the hill at us. Knowing we'd be there a while, I silently breathed a thank you, as we were at about 160 lbs. and were just about dead.

I again tried to break up the clinker, but the results were the same. The one positive was the bright area in front center was growing a bit. I again threw several scoops over that area, kept the blower working, raised the water slightly, and had the pressure up to 200 when the hotshot roared by. He was running a bit late and was trying to make Mechanicville by midnight.

SHOWING HER GUTSY NATURE

The signal went to Medium Clear and Bill got us moving. That big Consol had guts. Despite the fact we were 60 lbs. below operating pressure, she walked that train over the hump and headed down the Penn. We coasted through Center Village and Columbia Grove, headed toward Windsor grade, a short rise going south to West Windsor.

We topped the hump and headed down a long gentle grade through Windsor; past State Line and into Pennsylvania; and by the Cascade wye, where our pusher, a 1600-class 0-8-8-0, was waiting. We stopped at the water plug at Lanesboro.

"What the devil is this they gave us?" he asked of the big 2-8-0



With another 1200-series Consolidation pushing on the rear, No. 1208 passes the station at Mayfield, Pa., just south of its destination of Carbondale, with a northbound freight on June 6, 1948. At the time, the Delaware & Hudson ran nearly two trains an hour like this one. At Carbondale, the short regional trains were assembled into longer drags to assault Ararat Summit en route to points in New York state.

Charles A. Elston

Bill dropped off to oil around and Elwood told me he would take the water. Ahead lay 17 miles of 1.4 percent grade to Ararat Summit, which would require all the power we had. With all this in mind, I again attacked the problem in the firebox.

No effort would break that mass. I knew from the many times I shook the grate that there was clear space below — this thing should burn through, if only I could break it. The front center now was burning bright and growing toward each front corner. I had the gun (injector) on, determined to have three-quarters glass before we attempted the Ararat assault. I stoked the front end with the scoop and had the pressure climbing when Bill returned to the cab. “When we get the pusher on and get ready, I’m going to have to go after her pretty good,” he said. “We’ll go as far as we can, then start over.” Elwood came up to the cab and said the tank was full. All we needed was the pusher on, a brake test, and some luck.

We got the pusher on and the brake test completed. Bill whistled off, and we began to move. Bill was true to his word as he went right after the grade. I got the gun on and adjusted to maintain three-quarters of a glass, maintaining the firing pattern that I had since we left Oneonta — just the fine coal, and as little as possible. We had 230 lbs. pressure as we began to move, but by South Lanesboro it was back down to 200. Bill never looked at me or the gauge — his total attention was on getting the most he could out of this beast.

We approached JN tower (Jefferson Junction), where the Erie diverged to Susquehanna, Pa. (Erie owned the track ahead, as far as Carbondale, with D&H having operating rights), with a clear signal and a clear order board. Steam pressure had dropped to 185 lbs. The gauge dropped a few more pounds, then seemed to stop. Quickly I checked the injector — the water level was just where I wanted it. Back to the gauge, and it was coming back ever so slowly to 185. I took a deep breath and increased stoker pressure slightly; steam pressure rose to 190, then 200.

I cracked the fire door for a peek at the fire. The front half was white hot like the sun, and the rear half had a much improved look — it was definitely getting better. With all I’d seen in those few seconds, I decided to work the front jets along with the center, without increasing the stoker. Pressure was increasing slowly but steadily, and as we passed Stevens Point we were at 225 lbs.

Bill remained silent. He could feel that great machine doing what she was designed to do. Pressure continued to rise to 240 lbs., and I decided to take another look at the fire. I shut the stoker down and waited a few seconds for the gas to burn off. The fire was burning evenly, the back corners now bright, with only the center area in front of the plate showing the last signs of the clinker.

I opened the back jets and set everything to a normal firing pattern and started the stoker, running it as slow as I could, trying

**That big clinker
should burn
through, if only
I could break it**

to give that deep, thick fire a chance. Bill had yet to say a word. I couldn't have heard him anyway, with all the noise in the cab. When he reached for the whistle for Gilletts Crossing, the gauge was right at 265 lbs. I backed off the stoker for another look — the fire was picture perfect! Working as hard as it was, that big beast had literally cleaned its own fire. I got the stoker back on and adjusted it to maintain 265 lbs. The fight was over.

ENJOYING THE SCENERY

We blasted through the cut where CF Cabin was and up the long tangent toward Starrucca. Earlier, I'd pulled the dipstick from the tank and had it drying out on the back of the boiler. I put it back in the tube, pulled it out and had Bill take a look at it. We were indicating over three-quarters of a tank, and Bill hand-signaled me that we were going on and not stopping at the Starrucca water plug.

The pop-off valve showed a nice white plume as we passed Starrucca station with a clear order board and a friendly wave from the operator. In a few minutes we were crossing the high spindly trestle over the valley, closing in on Thompson, the big curve, and the long high fill across this beautiful area.

On this long curve, the head-end crew could look across the valley and see the rear end with its pushers. Today was no exception, as our rear end was plainly visible in the evening light. From the look of the high plume of smoke, that big Mallet

pushing us was leaning into its task with a vengeance.

Bill Dimmick was a throttle artist, and right now he was at his best. We had 265 lbs. of steam and were holding it with minimum coal. The water was still at three-quarters of a glass and being maintained by the injector pumping at about 75 percent. Bill still had not said a word since stating his plan before leaving Lanesboro. He was concentrating on running this locomotive to get the best performance he could. I now had a chance to watch him operate. While I thought he was ignoring my side of the cab, he was not. He hardly moved his head as he made quick glances to the water glass and steam gauge. He made slight adjustments with every change of speed up or down, and a smile would crease his face with the results. He was enjoying this.

Our train now was by the north end of Ararat Yard and approaching YD Cabin, the controlling point for the wye where the pushers turned. We had a clear order board as we topped the grade, and almost with reluctance Bill backed off the throttle, preparing to stop at Sink Hole siding to allow the pusher to cut off.

I'd shut the stoker down and cut the injector back. The water in the glass now was at about one-quarter because of tipping over the top of the hill. Bill had made a light brake application, allowing the pusher to bunch the train, as we were about to stop at the siding.



Bound for Buttonwood Yard and interchange to the Pennsylvania Railroad, a D&H freight with E-6a 2-8-0 No. 1211 up front climbs the last grade into Wilkes-Barre on September 20, 1950. Already Alco road-switcher diesels are on the Delaware & Hudson scene. The varied boxcar consist suggests overhead traffic, which, after shipments of anthracite coal began to wane, D&H parlayed into its slogan "The Bridge Line."

S. Botsko

I opened the firebox door to take a look. The fire was a thing of beauty. There was no way I could have improved on it. I was very pleased.

We stopped, and Bill turned to look at me. "We made it, Bernie; I never had a doubt. Let me look in there. If I hadn't seen it when we got her, I wouldn't believe this," he said. With a pat on my back, he turned to Elwood to verify that all the hoppers were going to Wilkes-Barre.

AN ANTICLIMACTIC FINISH

The pusher whistled off to let us know everything was OK on the rear and that we could depart. With that, we eased out and began the long descent to Forest City and Carbondale. It was my pleasure to watch a real pro at work, as Bill held the train at the timetable speed of 30 mph through Herrick Center, Uniondale, Forest City, West Carbondale, and to a gentle stop at Dundaff Street to change engines for the balance of the trip to Wilkes-Barre.

After the stop, we cut away and ran ahead a few car-lengths to stop alongside our relief engine, cab to cab.

This evening it was E-6a 1205. We transferred our bags, and then Bill and Elwood moved across. I held back until the hostler came over. He was John Sweeney, an older fireman who had helped me considerably when I was getting started. "Your engine is in good shape, Bernie; you shouldn't have any problems." With that I swung over to the 1205, now reluctant to leave the 1120.

We followed the hostler south off the siding and backed onto our train and began pumping air. As we sat there, I watched the 1120 back gracefully up the lead toward the ash pit. What a great locomotive!

Back to the task at hand. Bill made a set and release, and on a hand signal from the switchtender began to move south. The 1205 was, as the hostler said, in good shape. She had a half glass of water, 200 lbs. of boiler pressure, and the fire looked good. I got the stoker adjusted, ran a little coal in, and pulled the injector on. Everything was fine. The road was a gentle downgrade through the Lackawanna valley, with a 45-mph speed to Scranton. Like the 1100s, the 1200s rolled on 63-inch drivers and, while their riding qualities left something to be desired, they could run.

We were now into anthracite country, the original reason for the D&H's existence. The railroad from Carbondale to Scranton went to four tracks, the center two for through freights and the outside two for mine runs and locals.

At Mayfield we passed the great Powderly breaker, where one of the big 100-class 0-8-0s was assembling its train of pre-ported coal for Carbondale.

Coming into Jermyon, we passed northbound WR-3. Then came Archbald, Winton, Peckville, Olyphant, and Dickson City, where the huge Marvine operation was located. Bill pinched the speed down to 25 mph, the timetable speed, as we eased through Green Ridge, the busy industrial yard that served Scranton. We crossed the DL&W Diamond branch at Carbon Street, curled around the 18-degree curve at Minooka, and passed MJ tower, where our pusher, 1217, was waiting.

**"We made it,
Bernie; I never
had a doubt.
Let me look."**

E-6a No. 1214 climbs to Wilkes-Barre on May 10, 1949. Sister 2-8-0 1205 was the author's replacement power out of Carbondale, a normal procedure, on his train 11 months later. Schenectady built the 21 class E-6a engines in 1918 and '20.

S. Botsko



With the pusher on, we departed Moosic for the run on Yatesville Hill, a 1 percent grade south through Avoca, Dupont, and Pittston to the crest at Yatesville. There we stopped and cut off the pusher. Then came the steep 1.5 percent descent to Hudson, where the road divided, the main to Wilkes-Barre, and the Wilkes-Barre Connecting — owned on a 50-50 basis by the D&H and PRR — to Buttonwood Yard.

The 19-order board was out, and Elwood hooked the order as we passed the Hudson operator. Our instructions read that we should yard the train on Parsons Yard Tracks 1 and 2. Parsons was a holding yard where all the mine runs from the Wilkes-Barre area dropped their loads and picked up empties for the breakers. We backed off, filled Track 1, pushed the rest into Track 2,



grabbed our caboose, and headed for Wilkes-Barre. We put our caboose away and backed 1205 onto the ash pit.

We got our gear down and walked to the crew room, where Don and George (our conductor and flagman) were storing their gear and doing their paperwork. "You must have solved her problems, Bill, the way you come up the hill," Don said. "The young fellow did it, Don," answered Bill, giving me more credit than I deserved.

We marked off duty at 11:10 p.m. after 8 hours 55 minutes on duty. Considering all the problems we had, plus the delay at Unadilla, this was a very nice run.

I couldn't wait to see Dad and let him know that I'd caught an E-5a. He had a thousand questions for me. I answered each in detail, and he loved it. "I knew they were good," he said.

The experience on the 1120 just whetted my appetite. I

wanted another shot on one of these brutes, but it never came. Each subsequent trip to Oneonta I would look around for an E-5a, but none were to be seen. I did not realize that the D&H's steam days were numbered, and I would never see an E-5a again. The 1120 worked out of Whitehall, N.Y., was stored serviceable for a time, and then was sold for scrap to Luria Brothers in August 1953.

I worked with Bill many times after this trip, and we never failed to talk and laugh a bit about our experience with the 1120. Together with the pleasure it brought to Dad, this memorable trip will remain with me forever. ■

Editor's note: A slightly larger version of this story appeared in the April 2000 issue of the Bulletin, the magazine of the Bridge Line Historical Society, dedicated to D&H history (www.bridge-line.org), and is reprinted with permission.

Penn Station PLAYGROUND

A boy learns about the wider railroad world during early-1960s
afternoons at the PRR's great New York terminal

By Ira Silverman • Photos by the author



A view west from Penn Station toward the Hudson River tunnels reveals a New Haven EP-5, a GG1 running light, Long Island Rail Road M.U. cars laying over, and two more GG1s, each with a PRR express boxcar. This open area has recently been covered over by a new building.

Growing up in New York in the 1950s and early '60s, my view of the world was the inverse of the famous *New Yorker* magazine cover featuring a Big Apple-centric map of the United States. My view started at the bumper blocks of Dearborn and Union stations in Chicago and extended to the horizon where LAUPT, Oakland, and King Street danced on the Pacific Coast. Although I had never ventured out there, I longed to see where the Santa Fe, UP, Burlington, NP, and GN were holding the barbarians at bay with domed streamliners.

Back in the East the picture was far worse, with the New York Central, Pennsylvania, and New Haven all proclaiming the coming doomsday. Each new round of timetables contained more bad news. Sleeping car lines — even entire trains — vanished, café cars were cut back to a shorter portion of a trip, and — the ultimate blow — diners disappeared on all but a handful of trains in favor of the dreaded snack-bar coach.

Despite the cutbacks, it seemed like it would go on forever, the basic network extending the line of service born more than 100 years ago. Yes, change was coming — but surely not extinction. In reality, we were in the alpenglow of the long-distance passenger train in the East. The truth about the dark future — the destruction of Pennsylvania Station, the Penn Central fiasco, and the skeletal Amtrak network — would have been more than a true believer could stand.

So, whenever school allowed, I would head from my neighborhood in Queens for Penn Station. Although it required a change of trains at Times Square, the Flushing IRT subway was the preferred choice because the line soared over PRR's Sunnyside Yard. I was convinced the Pennsy could pull just about any type of passenger car (well, maybe not a dome) from the web of tracks adjoining the commissary building that proclaimed SUNNYSIDE WORLD'S LARGEST PASSENGER YARD.

Penn Station may have been coated with the grime of years, but if you kept your eyes away from the modernistic, totally-out-of-character ticket counter (derisively called the “clam-shell”) in the waiting room and the digital clock above the newsstand in the main concourse, the soaring lines of Cassatt's



The great gray south facade of Penn Station extends along 31st Street, occupying the entire block between 7th and 8th avenues.



Passengers crowd around the gates for tracks 13 and 14, which host, respectively, the *Southerner* and the *East Coast Champion*.

pride were untouched. The Savarin restaurant still held forth, and the arrivals board on the lower level still kept track of the comings of trains in chalk on a blackboard. Light filtered down from far above to illuminate the public areas.

Treasure trove of timetables

A special benefit was the timetable rack at the information booth at the bottom of the grand stairs from the 7th Avenue arcade. Unlike its famous neighbor across town, New York Central's Grand Central Terminal, the Pennsy's palace displayed its wares on racks open to all. True, you had to ask the guardian behind the counter for a PRR Form 1 system timetable because only the condensed 1001 was usually out for the taking. But Southern, Seaboard, and Atlantic Coast Line timetables with numerous seasonal variations were just an arm's reach away. It must be winter, because the *Florida Special* is back and the *Silver Star* is bypassing Jacksonville. I could never understand who would want Pennsy's own drab “Thru Trains between New York, Philadelphia and the South” folder when the real thing was available from the connecting roads themselves. You didn't need a calendar to tell a change of season was coming, because the rack would blossom with system schedules from coast to coast as the station staff put out all the inventory in anticipation of the arrival of a whole new set of timetables. Denver & Rio Grande Western, anyone?

In the great departure concourse, the sun was diffused by what must have been *very* dirty glass into a light that Monet

would have appreciated. When train time was near, an usher would hoist into the metal holders flanking each gate a sign bearing the name and destination of the train. “Now boarding on the west and east gates of track 12, the *East Coast Champion*,” an announcement would begin in a mellifluous voice that I tried to imitate in the shower many times. Then a roll call of all the stops. Trains down the Florida East Coast were my favorites as they included the chant of *St. Augustine, Daytona Beach, Titusville, Cocoa-Rockledge* . . . A heck of a lot better than most of the blank verse written since then.

But the main attraction was down below, out of sight in the gloom of the track level: the trains. No ticket? That was no problem for the knowledgeable, since all you had to do was slip down the stairs to the claustrophobic arrival concourse and

then descend unhindered to any platform. I never remember someone asking “Where are you going?” and I have a thick collection of menus to testify to the hospitality dining-car stewards showed to a curious youngster.

And, oh, there were trains. In April 1963 there were 17 inter-city or long-haul departures between 2 p.m. and 6:30 p.m. Four of these were “Clockers” to Philadelphia, each carrying a parlor car in addition to coaches. Seven were trains to Boston or Washington. Unlike the homogenous, spartan regional trains of today’s Amtrak, these were full-service trains of PRR and New Haven stock featuring coaches, diners, and parlor cars. The leader of the fleet was the *Afternoon Congressional* with its parlor-observation car running backward behind the GG1, followed by a string of other first-class cars. The Boston–Washington *Senator*, *Colonial*, and *Patriot* were no slouches either.

Coaches came in many varieties including the old standby P70s (which I mistakenly disdained at the time), stainless-steel “Congo” cars (built by Budd for the 1952 re-equipping of the *Congressional* and *Senator*), New Haven turtle-backed “American Flyer” cars, and of course Budd’s unusual-looking “tubular” cars of the *Keystone*. Every train sported either a PRR or New Haven diner or occasionally a grill car. The smoke from the Pres-to-logs in the diners’ stoves wafted their sweet perfume up the stairs to the concourse.

These trains carried regional passengers up and down what would come to be called the Northeast Corridor, but a few also conveyed cars of Southern Railway and Chesapeake & Ohio trains to Washington. Some of these trains rated their own diner for long-haul passengers. The PRR routinely slapped these cars onto a Boston–Washington train during just a 20-minute stop at Penn Station. I can still see the marker lights of the C&O *F.F.V.’s* diner-lounge disappearing west into the winter night and the North River tubes.

And of course there were legions of commuter trains to points in New Jersey. Although a few, like the North Jersey Coast runs to Bay Head, were pulled by GG1s, most were



Two photos show Penn Station just as demolition was starting in 1964. Above, a couple walks across the main waiting room with the 1957 “clamshell” ticket counter behind them. At right, a suitcase-laden traveler speaks to an usher before banks of luggage lockers.



More on our website Listen to a recording of train announcements at Penn Station in 1963 from the archives of Semaphore Records at www.ClassicTrainsMag.com



GG1 4938 (above) moves around the catenary-crowned trackage at Sunnyside Yard, the sprawling passenger facility east of Penn Station. A train of MP54 "red cars" (left) passes the Long Island's Hunterspoint station as it moves from Sunnyside to Penn Station.



formed of Pennsy's ubiquitous MP54 multiple-unit cars.

But the stars of the afternoon show were the six long-haul trains. Three bound for Florida — the *West Coast Champion*, *East Coast Champion*, and *Silver Meteor* — embodied the stainless-steel streamliner at its best. While I was partial to the Coast Line's purple-accented *Champions*, you had to give the edge to the Seaboard's *Meteor*. It was capped by a round-end observation and included the unique, windows-in-the-roof Sun Lounge car. I always kept my eye out for my favorite car name, the mellifluous *Pass-a-Grille Beach*, ACL's more conventional equivalent of the Sun Lounge cars.

Starting at 4:05 p.m. the remains of Pennsy's Blue Ribbon Fleet (a 1960-era consist book still used that expression from the heyday of PRR east-west varnish) rolled out at hourly intervals. The combined *Spirit of St. Louis/Cincinnati Limited* led the parade with the characteristic Tuscan red, smooth-side cars. At holiday time it seemed like the good old days when the two trains were split into individual departures. An hour later the *General* for Chicago followed, also carrying cars that would become the *Clevelander* in Pittsburgh. While the *General* always toiled in the shadow of the *Broadway Limited*, on most roads it would have been the star. It carried the coaches that allowed the *Broadway* to remain pure Pullman, unlike its fallen competitor across town at Grand Central, NYC's *20th Century Limited*. Besides coaches, the *General* carried a healthy slug of sleepers and a twin-unit diner. As was typical of the Pennsy, the road did things its own way in car design. The trains fea-

AFTERNOON PENN STATION DEPARTURES

April 28, 1963 • Intercity and long-haul trains only

2:00	<i>Afternoon Keystone</i> to Washington
2:10	<i>Senator</i> to Boston
3:00	<i>Senator</i> to Washington, with cars to Southern Railway for <i>Crescent/Augusta Special/Asheville Special</i>
3:50	<i>Silver Meteor</i> to Seaboard Air Line via RF&P
4:00	Clocker 219 to Philadelphia
4:05	<i>Spirit of St. Louis/Cincinnati Limited</i>
4:10	<i>East Coast Champion</i> to Atlantic Coast Line via RF&P
4:30	<i>Afternoon Congressional</i> to Washington
4:50	<i>West Coast Champion</i> to Atlantic Coast Line via RF&P
5:00	Clocker 221 to Philadelphia
5:05	<i>General/Clevelander</i> to Chicago/Cleveland
5:30	Clocker 223 to Philadelphia
5:45	<i>Patriot</i> to Washington, with cars to Southern Railway for <i>Southerner</i>
6:00	Clocker 225 to Philadelphia
6:00	<i>Patriot</i> to Boston
6:00	<i>Broadway Limited</i> to Chicago
6:30	<i>Mt. Vernon</i> to Washington, with cars to Chesapeake & Ohio for <i>F.F.V.</i>

tured the road's postwar P85BR coaches, smooth-side cars, some built at Altoona, that bucked the stainless-steel trend. They had the same 44 seats as the chair cars in many Western streamliners, but instead of leg rests they featured two cavernous restrooms, a poor trade-off in retrospect. Nonetheless they were handsome coaches, a welcome contrast to the many stainless-steel cars on the trains to the South.

And finally, the fleet leader

Last but not least in the Blue Ribbon parade was the *Broadway Limited* at 6 p.m. Just behind the fleet leader's GG1, down where the station platforms narrowed, was a working RPO spotted near the mail chutes from the main post office overhead. It was always a treat to be invited into the car to watch the mysteries of sorting mail and to emerge with a cancellation on a slip of paper as a souvenir.

The handsome red Pullmans with their pinstripes stretched down the platform behind the RPO. Immaculately dressed porters stood ready to assist passengers. At the bottom of the steps from the concourse a special sign indicated which cars were toward the front and which were toward the rear.

In another example of the PRR's tendency to buck the trend, the *Broadway's* consist included several duplex single-room sleepers. An unusual, seldom-remarked type, they were often confused with duplex roomettes, which were even smaller than a regular roomette. Duplex single rooms ran transversely across the car in a stacked manner that anticipated the Slumbercoach. These rooms allowed a passenger to use the toilet in the middle of the night without the dreaded bed-raising routine of a standard roomette. A single traveler could have the benefits of a double bedroom but at a lower price. However, the design did result in a smaller window that did not allow you to lie abed and watch the passing scenery.

In the middle of the train was a bedroom-lounge and a twin-unit diner. In the dining room of the latter, the tables sported PRR's signature low-level lamps, and a stainless container stood ready at mid-car waiting for its stock of corn muffins to be offered to diners. To be sure the cars were looking a little tired, most notably the red leatherette chairs. Still, I don't think there was any restaurant in Manhattan where I would have preferred to eat dinner. By the 1960s many dining-car menus had been reduced to tasty but pedestrian fare of beef and chicken, but the *Broadway's* diner kept up tradition, offering the likes of oxtail soup and duckling à l'orange. Another example, not seen in many restaurants let alone dining cars, would be the baked apple offered on the breakfast menu.

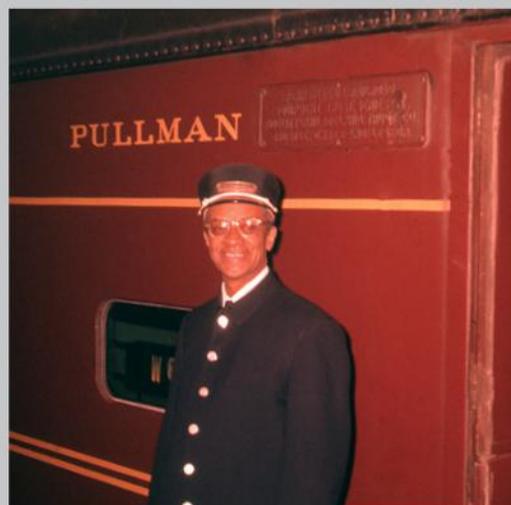
Bringing the train to a perfect conclusion was the sleeper-observation car, either *Mountain View* or *Tower View*. These cars were among a handful to offer Pullman passengers a master room complete with shower.

As departure timed neared, passengers would filter back to the observation lounge for a cocktail before the train departed for the gateway to the streamliners of the West. The conductor would call "All Aboard!" and the porters would button up the Dutch doors, so all you could see was a long sweep of Tuscan red along an empty platform. When the *Broadway* glided away there was always a touch of regret. However, I knew the parade would unfold again tomorrow, forever and forever. ■



1 A trainman stands at the base of the steps from the concourse beside a sign directing *Broadway* passengers to their cars.

The BROADWAY gets ready to go



4 One of the train's Pullman porters stands at the door of his car, ready to receive his passengers.



2 Up front, the engineer in the GG1 cab gets ready to take the train out; he and his motor will go as far as Harrisburg. Note the mail sacks at left.



3 The mood in the Railway Post Office car is genial, but the clerks are already hard at work sorting mail.



5 Tables in the dining-room car featured six pieces of silver per setting, a fresh carnation, a keystone-shaped ashtray, and a menu of exotic entrees.



6 "Perfect conclusion": a View-series sleeper-obs car, proudly bearing the train's name, brings up the rear.

Over/under at Fort Worth, March 1970

Rock Island power from El Reno goes to tie up as a Missouri Pacific train passes overhead

Text and photo by Jerry A. Pinkepank



The financially struggling Rock Island's strongest route was Kansas City to Tucumcari, N. Mex., where connection was made with Southern Pacific to California (east of Kansas City the SP traffic was divided among competitors). An important tributary of this route was the 495-mile operation from El Reno, Okla., to Houston, Texas. The north 211 miles (El Reno—Fort Worth, Texas) were exclusively Rock Island (with a crew change at Waurika, Okla.), but Fort Worth—Houston was a joint operation with the Burlington Route's Fort Worth & Denver Railroad called the Joint Texas Division. Operation of the JTD alternated every five years; 1970 was during a Fort Worth & Denver period, so the cars the three locomotives and their Rock Island crew have just brought from Waurika will be forwarded toward Houston by FW&D power. The JTD crew and power will come from FW&D's North Yard with the FW&D cars and fill out their train at Rock Island's Peach Yard, the main part of which is to the photographer's left while the Rock Island engine terminal is to the right, beyond the Missouri Pacific bridge. MoPac K.C.—Houston freight 141 is crossing the bridge.



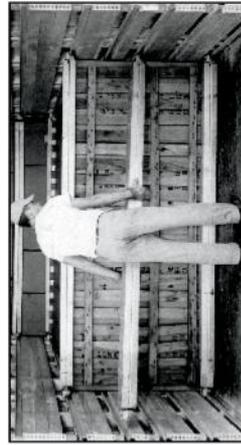
SD40 725 and two sisters led train 141. These SD40s of 1967–68 were the first units to wear MP's "screaming eagle" logo. Jerry A. Pinkebank

1 Insulated chemical tank car. Its presence in the MP train is an indication that this is a Houston-bound train.

2 Traditional non-insulated tank car. Capacity: 10,000 gallons. The bit of white in the diamond-shaped placard holder to the left of the dome ladder is the remnant of a torn-off hazardous material placard, indicating this car is

going back empty and did not handle a flammable cargo (rules were later changed to require the placard to remain on all hazardous-material empties). The 10,000-gallon tank car was largely phased out in the 1970s, replaced by higher-capacity cars that also had features such as head shields to prevent punctures in derailments.

3 Cushion-underframe boxcar. So indicated by the SHOCK CONTROL lettering and greater spacing between cars due to the long travel of the hydraulic cushioning mechanism. The car also has internal load bracing equipment as shown by the white circle-bar symbol on the right door. Such systems took the place of shipper-installed wooden bracing ("dunnage"), which was labor-intensive and costly. The AAR kind-of-car "XL" designation can just be made out next to the capacity of the car, indicating this is a "loader equipped" car (referring to the dunnage devices) as opposed to an "XM" plain boxcar. The double plug doors provide a wide opening for fork lifts to take pallets of material in and out and allow the strips to which the bracing cross-bars connect to continue across the back of the door. A typical load in such a car would be canned goods, boxed foodstuffs, or paper products including newsprint rolls. Insulated versions of such cars look the same outside but are designated "RBL." Today, inflatable dunnage has replaced most car-mounted load restraints.



Evans Products' "DF" system. There were other load-restraining systems but the DF was the most common. Jerry A. Pinkebank coll.

4 40-foot narrow-door plain boxcar. AAR car code XM, this was for decades the

workhorse of the boxcar fleet, in contrast to the load-restraining-equipped XLS and insulated RBLs. The six-foot door opening was especially favored for grain transportation because a wood or paper temporary grain door could easily cover it. However, it was too narrow for practical forklift activity, so wide-door and double-door cars, mostly 50-footers, became favored. NP 49060 had an inside length of 40 feet 9 inches, interior width of 9 feet 2 inches, and height of interior walls 10 feet 5 inches. Its 110,000-lb. capacity put it in the upper tier of load limits for such cars; 80,000 lbs. was more common. The axle ends are in shadow, but just enough can be made out to see that this car has journal box lids indicating solid bearings, while the adjacent cars have the rotating bearing caps of roller bearings.

5 Plastic pellet car. A covered hopper car distinguished by having four or five bottom gates rather than the three larger hoppers seen on similar cars used for other bulk commodities such as grain. The presence of this car is another sign this train is headed for Houston; the plastic pellet industry is heavily concentrated there. These cars are expected to make only about

four trips a year because they are used to store pellets waiting for sale, and as warehouses at the plastics-goods plants that are the eventual destination. Different colored pellets can be in each of the compartments over the individual bottom gates, so the destination plant can be working out of one car for some time, drawing different pellets for different products. At Teague, Texas (where JTD crews were based), it is normal to hold loaded pellet cars for days or weeks until the contents have been purchased and the car reconsigned, and tracks have been added there for this purpose as the business has grown.

6 Skewed-truss bridge. This type of structure is used when crossing at an angle where clearances require the abutments, on which the truss rests, to align straight with the obstacle being crossed, in this case the Rock Island's tracks.

7 "Telltails." Cords are suspended across all tracks to warn persons riding on the tops of cars that low overhead clearance is approached. By the 1960s the railroads had stopped the practice of having crewmen ride on the tops of cars, and between 1966 and '74 roof walkways were removed, except those used for loading of the car, so telltales are rarely seen today.

8 Grain covered hopper car. Three-gate, 100-ton capacity covered hopper cars of this type are normally used for grain, allowing direct comparison with the plastics car above (item 5). In 1970 about one-third of grain transportation in the U.S. was in such cars and two-thirds in narrow-door boxcars; by 1980 almost all such traffic was in covered hoppers.

9 Southern Pacific U33C 8646. Built October 1969, just five months before this photo. The El Reno—Houston route was not one on which SP and Rock Island power was pooled, and while use away from the normal Kansas City—Tucumcari pool route could be for mileage or horsepower-hours equalization purposes under a run-through agreement, it was usually Rock Island that owed equalization miles or hours to SP. There was some heated correspondence between SP and RI on this issue, especially when RI held onto new locomotives en route from the builder, though it is doubtful the 8646 had not made it through Tucumcari in five months.

10 SP SD45 9123. Built December 1969, this is another stray locomotive from the Kansas City—Tucumcari pool.

11 Rock Island GP40 350. Built September 1966. The Rock Island being a relatively flat railroad, this unit does not have dynamic brakes, whereas the SP units have extended-range dynamic braking. Normal dynamic braking loses effectiveness below 15 mph, but excitation of the traction motor fields can make it effective down to the full stop, which is what "extended range" means.

VAGABONDS

OF THE Pere Marquette

Chesapeake & Ohio abruptly ended steam in Michigan, but not before sending PM 2-8-4s to coal country

By Kevin P. Keefe

No matter how earnest most railroads were in their efforts to retire steam in the 1950s, the unpredictable freight business often delayed the cutting torch, and traffic surges sent many locomotives to strange places. On occasion, the crush of business led some roads to borrow neighbors' power. The practice wouldn't raise an eyebrow in today's standardized diesel world. Not so in steam days, when railroads generally bought or built customized locomotives.

One famous example of engines wandering late in the steam era occurred in 1956, when the Pennsylvania Railroad leased several Santa Fe 2-10-4s for use in Ohio and Reading T-1 4-8-4s for work in Pennsylvania. A lesser-known episode took place in 1951, when Chesapeake & Ohio had a brief dalliance with a few Berkshires from its newly merged Michigan subsidiary Pere Marquette.

C&O had controlled PM since 1928, but finally merged it in 1947. This wasn't good news for PM's 39 2-8-4s, some only three years old. C&O planned to dieselize fast, and the PM acquisition gave it a jump-start. C&O could appear to stay true to its coal-country roots for a while by first dieselizing the almost totally physically separate PM district.

However, when traffic on C&O's original system in Ohio, West Virginia, and Virginia stretched its engine roster thin, 11 PM Berkshires won a short reprieve. Suddenly, 2-8-4s that had only known

fast running on Michigan's gently rolling tangents were playing the role of brute in the hollows of coal country.

OHIO'S EMPIRE BUILDERS

The modern Pere Marquette was a product of its years in the empire created by bachelor brothers O. P. and M. J. Van Sweringen, who had made a fortune in Cleveland real-estate development in the early 20th century. Their interests led them to railroading, where they pioneered the concept of leveraged financing, using holding companies to extend their control of business after business.

In 1916, the brothers acquired the Nickel Plate Road. By 1924, the "Vans" had expanded their empire substantially by acquiring the Erie, C&O, and PM, the latter with main lines linking Chicago, Grand Rapids, Detroit, and Toledo, plus other Michigan industrial cities.

Attempts in the 1920s to merge all these properties into a unified system were blocked by the Interstate Commerce Commission, so in 1929 the Vans placed them in a holding company, the Alleghany Corp. Although smaller than the other properties, PM was a key component of Alleghany's portfolio. Recent PM management had vastly improved the railroad's fortunes — during 1913–23, its operating revenues increased 150 percent. More important, net income had ballooned from a \$7.2 million deficit to a \$5.2 million profit over the same period. For much of its history, PM had been on financially shaky ground, but

the Van Sweringens changed that. Membership in the Van Sweringen empire brought more than financial success to Pere Marquette. The Vans were known to invest heavily in their properties, especially terminals, mainline track, and signaling. They also created the highly regarded Advisory Mechanical Committee to establish a template for state-of-the-art steam locomotives.

THE AMC PEDIGREE

Organized in 1929, the AMC pooled member companies' best mechanical talent. Although AMC designs were not identical from railroad to railroad, they had basic similarities. The committee was influenced by the Super Power revolution launched by William E. Woodard and his design team at Ohio's Lima Locomotive Works. Representatives of the AMC roads had seen firsthand, in trials on C&O, what Lima's famed class A-1 demonstrator 2-8-4 of 1924, the first Berkshire type, could do.

The AMC's first project was to design an ideal locomotive for C&O to haul coal from Russell, Ky., north to Lake Erie docks at Toledo. The goal was a 2-10-4 boasting the speed and boiler capacity of a 2-8-4 but with enough power to obviate the need for helper engines in starting heavy trains. Working with Woodard and Lima, C&O introduced the class T-1 2-10-4, a successful engine whose design rested on four key components: 69-inch driving wheels, a 34-inch piston stroke, a boiler that could deliver 115 percent more horsepower than the cylinders' rating, and a factor of adhesion of 4.07. (Factor of adhesion is a formula to measure the effectiveness of a locomotive's contact between driving wheel and rail; ideally the engine weight on drivers should be about four times its tractive effort — any less, and the drivers will easily slip.)

The T-1 was a beautiful expression of the Super Power philosophy: ample power for starting and ample horsepower at high speed. The AMC didn't confine that design success to the 2-10-4, for when Nickel Plate asked the committee in 1933 to develop an engine to support more demanding freight schedules, the AMC turned to the 2-8-4, essentially scaling down a T-1 by one set of driving wheels.

The result was NKP's S-class 2-8-4, destined to be one of the most successful locomotive designs of all time. NKP's first 15 Berkshires were bought from Alco and numbered 700–714, entering service in late 1934. Beautifully proportioned, the 700s had several components

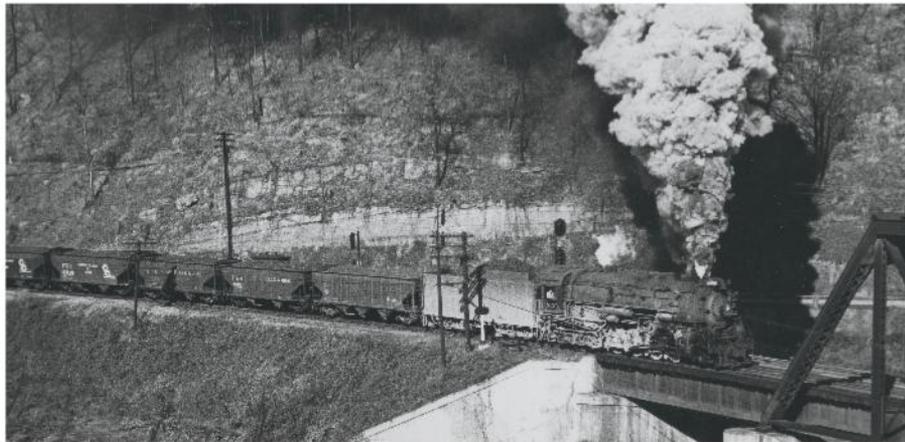
Vagabond: Former Pere Marquette 2-8-4 No. 1210, now lettered as Chesapeake & Ohio 2694, rolls empty coal hoppers east along the Ohio River near Russell, Ky., in 1950.

Gene Huddleston



As they were: Chesapeake & Ohio 2-8-4 No. 2746, a "Kanawha" type to its owner, thunders around the curve off the huge Limeville, Ky., Ohio River bridge (left) with 160 empty coal hoppers, bound first for C&O's huge yard at Russell, Ky. Class N-2 class 2-8-4 No. 1238 (above), second-to-last of PM's Berkshires, heads west from 21st Street yard on Union Belt of Detroit trackage late on an August 1949 afternoon, bound for Saginaw.

Left, Gene Huddleston; above, Robert A. Hadley



Change of scene: C&O 2-8-4 No. 2695, built as PM 1211, is lettered for her new owner (top) as she heads west through Grandville, Mich., in November 1949. Three years later, she hauls coal loads on the James River line near Clifton Forge, Va. (above), bound for Newport News.

Top, Frank B. Anthony; above, C. David Graeff

found on other AMC engines: centered headlight, outside-bearing pilot truck, Delta trailing truck, and cross-compound air pumps mounted behind shields on the pilot deck.

The 700s wowed NKP's operating department, showing they could rapidly accelerate heavy trains. The boilers produced prodigious amounts of steam, and the Berks' driving wheels were counterbalanced so effectively that wear on track was greatly reduced. NKP historian John A. Rehor put the impact of the 700s in perspective: "In its new 2-8-4, the Nickel Plate had a flawless powerhouse that it would reorder, without basic modification, five times in the next 15 years." Nickel Plate went on to order 80 Berkshires, most of them from Lima.

PM KNOWS A WINNER

The success of NKP's 2-8-4s drew the attention of Pere Marquette, which decided to go with near carbon copies. PM's N-class 2-8-4s would revolutionize the railroad, allowing it to throw off the

yoke of a slow, underpowered fleet of USRA-era engines (mostly 2-8-2s and 2-10-2s) and provide the service that big industrial shippers were demanding as the national economy improved.

PM first bought 15 Berkshires, Nos. 1201-1215, from Lima in 1937. They were slightly larger than NKP's 2-8-4s, with 26x34-inch cylinders (versus NKP's 25x34) and 7,600 lbs. heavier at 436,500. Each developed more than 69,000 lbs. tractive effort. The tender capacities were the same: 22 tons of coal, 22,000 gallons of water. The most obvious visual differentiator was an elegant boiler-tube pilot on the PM engines, compared with NKP's utilitarian horizontal-slat style.

The PM Berks were a hit, allowing for faster trains in the years just before World War II. The 1200s could easily handle another 1,000 tons per train and could get a 50-car train over the road at sustained speeds of 50 to 60 mph. They could generally average 30 mph across the breadth of PM's system, allowing for stops and servicing.

In the months before America's entry into the war, PM bought another 12, designating them class N-1, Nos. 1216-1227, slightly heavier than the original 15 but otherwise identical. Among them were No. 1225, now operating at the Steam Railroading Institute in Owosso, Mich., and 1223, on display in Grand Haven, Mich. Although designed for dual service, PM's Berks were restricted by clearances or weight from entering either Chicago's Grand Central Station or Detroit's Fort Street Union Depot, so were exclusively freight-haulers, also kept by weight and length to PM's Chicago-Detroit and Saginaw-Toledo main lines.

As gallantly as the 2-8-4s performed, the tide of war traffic proved to be too much for just the original 27, so in April 1943 PM placed a third and final order, for 12, classifying them N-2, Nos. 1228-1239. Because Lima was also making tanks for the military, the builder could not deliver until early 1944, but the N-2s nonetheless brought PM important new horsepower. They would be the railroad's last new steam locomotives.

Pere Marquette survived the battering of wartime traffic in good shape, but economic conditions in the rail industry presaged a new era of mergers. On June 6, 1947, C&O became an early player in the modern merger movement by acquiring PM for \$114,227,199.

The relative newness of the Berks would have little effect on C&O's dieselizing its new "Pere Marquette District." PM had been buying diesels on its own (yard engines, BL2 road-switchers, and E7 passenger units), and C&O kept it up, receiving 98 GP7s for the PM lines during 1950-52. The ruthlessly efficient Geeps quickly shouldered aside the Berks, and the last one to run on the PM was in helper service out of Waverly Yard in Holland, Mich., in November 1951.

DOWN IN THE HOLLOW

Dieselization in Michigan wasn't the end for all PM 2-8-4s, though. Earlier in 1951, facing a power shortage in coal country, C&O moved five to the Chesapeake District, running out of Columbus, Ohio; Russell, Ky.; and Clifton Forge, Va., mostly on coal trains.

The five were C&O Nos. 2694-2698, a group free from trust-financing restrictions and already renumbered below C&O's 90 2700-series 2-8-4s. On C&O, the 2700s were not "Berkshires" but the "Kanawha" type (Kuh-NAW), after the West Virginia river. In April '52 another six PM 2-8-4s went south, N-1s 1218,



Stranger: Still lettered for PM, the 1222 is westbound on C&O's James River Division near Westham, Va., in May '52. She was one of five 1200s sent south but required by trust agreements to keep a "Yankee" identity.

H. Reid

1222, and 1226 plus N-2s 1230 and 1235 and the renumbered 2693, now classed N-3. The 1200s kept their Pere Marquette lettering, as required by the trust agreements. All presumably were chosen for being in the best mechanical condition.

However they were numbered or lettered, the PM Berks cut a different figure in traditional C&O territory. They looked more elegant than the workaday Kanawhas they supplemented, although it's fair to say that C&O's own 2-8-4s were rough equivalents when it came to performance.

There were other reasons to admire the transplanted Michiganders, something C&O engine crews learned quickly: Pere Marquette's maintenance was more meticulous than C&O's. Much of PM's pre-Van Sweringen history was steeped in financial distress — employees were known to call their road the "Poor Marquette" — so the railroad learned to make the most of what it had. Maintenance of PM's tidy roster of older locomotives was paramount.

It helped that Pere Marquette's maintenance base had been consolidated in 1905 in Wyoming, Mich., a southwest suburb of Grand Rapids, an industrial city with a reputation for workmanship. Although ethnically complex, the city was dominated by the descendants of Dutch Calvinist separatists who settled much of west central Michigan. The Dutch work ethic held sway, and by 1900 the city of 100,000 was known for a manufacturing economy anchored by industrial machinery and furniture. "Made in Grand Rapids" could have been a commercial slogan in that era.

Pere Marquette's Wyoming facilities grew quickly from the original erecting shop, boiler shop, blacksmith shop, and

24-stall roundhouse. In 1911, the latter was replaced by a 42-stall full-circle roundhouse. Under Van Sweringen ownership, the shops in 1923 underwent a major upgrade to include a new, larger erecting bay, new car-repair shops, a new cinder pit, and lengthening of 22 roundhouse stalls.

The arrival of the 2-8-4s in 1937 upped Wyoming's game, and during World War II its workforce joined railroads across the country in providing a heroic effort. Thus it was that the PM 2-8-4s entered the postwar era in comparatively good condition at the hands of the good Dutchmen. Upon the 1947 merger, C&O's mechanical department took note.

A BRIEF, GLORIOUS RUN

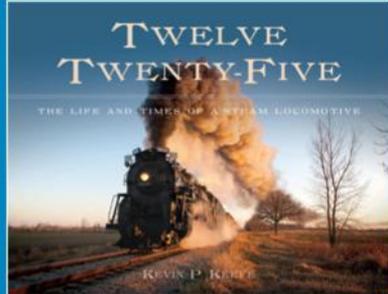
The veteran C&O coal-country employees who maintained and ran the PM Berks liked what they had. In their book, *Pere Marquette Power*, authors Art Million and Thomas Dixon cited a recollection by Roy B. Anderson, a machinist at C&O's stronghold of Clifton Forge.

"It was almost like the excitement in the gone times when new power arrived," wrote Anderson. "This was particularly true because everyone recognized them as no ordinary steam engine or hand-me-down. The 2696 was one of the last locomotives to go through the backshop here in 1952, and it was apparent to all the old mechanics that this 15-year-old steamer had been maintained far beyond the standards of the C&O's over the same period."

The PM vagabonds spent a brief, productive season romping along the traditional Chesapeake & Ohio system through the Alleghenies and along the Ohio and New rivers, and the five

whose cabs still had 1200-series numbers and whose tenders still boasted PERE MARQUETTE undoubtedly turned a few heads.

The reprieve couldn't last, of course. In a sad irony, the 11 PM 2-8-4s sent south were the last to run but also the first to be scrapped. While 13 PM Berks sat in storage lines in the beach town of New Buffalo, Mich., into the late 1950s owing to trust restrictions, the 2-8-4s that had gone to coal country were cut up at Russell in 1952 or '53 after only a few months of service. Beautifully maintained these 2-8-4s may have been, but that wasn't enough to hold back C&O's surge of blue-and-yellow Geeps. ■



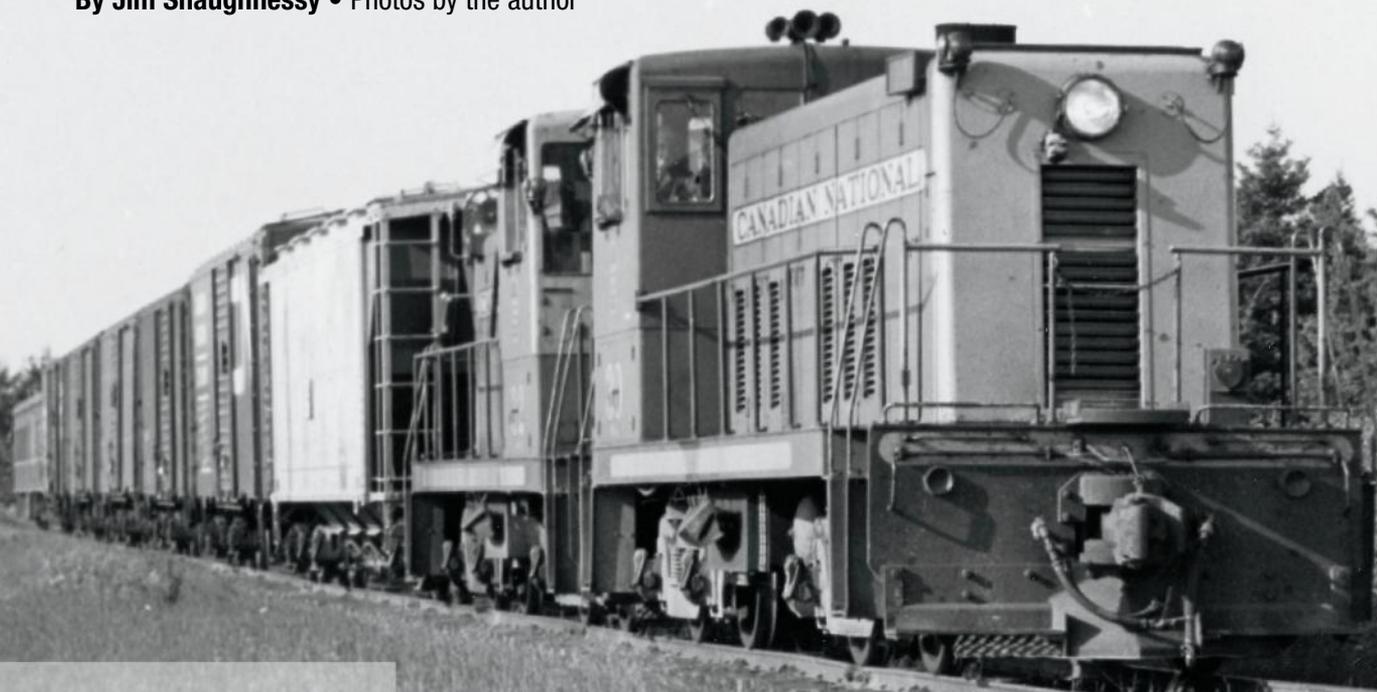
This article is adapted from the author's book, *Twelve Twenty-Five: The Life and Times of a Steam Locomotive*, available from Michigan State University Press. For more information, visit www.msupress.org.

Splendid ISOLATION

CN on Prince Edward Island

For 114 years, Canada's smallest province hosted a seeming 1-to-1 scale model railroad

By Jim Shaughnessy • Photos by the author



Two CN GE 70-tonners roll through the P.E.I. countryside at 50 mph on Thursday, August 16, 1962, west of Kensington with daily-except-Sunday mixed train M217 from Summerside. The train will spend 45 minutes at Emerald Junction, 20 miles ahead, then go south to Borden, returning home as M218 in the afternoon. It was one of two P.E.I. mixed-train operations left in 1962.



As seen from 70-tonner 39, the Borden ferry-slip switcher, train 39, the daily-except-Sunday “Boat Train” to Moncton, N.B., has arrived from Charlottetown behind H12-44 1639. Carmen appear ready to separate the front-end express boxcars from the RPO, baggage car, and coaches at the rear. The H12s on P.E.I. wore CN’s road-unit livery of green and yellow.



What we have known since 1799 as Prince Edward Island, now the smallest of Canada’s 10 provinces, was first called Ile St. Jean (St. John Island). East of New Brunswick, north of Nova Scotia, and only 9 miles from the mainland in the Gulf of St. Lawrence, “P.E.I.” embraces 2,184 square miles, its east-west length about 140 miles and its greatest north-south depth about 40. It was renamed to honor Prince Edward Augustus, Duke of Kent, also the father of Queen Victoria.

P.E.I. was first seen by a European, Frenchman Jacques Cartier, in 1534 on his first voyage to North America. In exploring today’s Gulf of St. Lawrence, Cartier saw Newfoundland, the Gaspé Peninsula, and the long low isle with red sandy beaches that he named Ile St. Jean. He returned in 1535 and sailed on west, bound for the Orient, but after a 1,000-mile journey he ran into impassable rapids. He named a small mountain on an island Mount Royal in honor of his king and sponsor, Francis I,

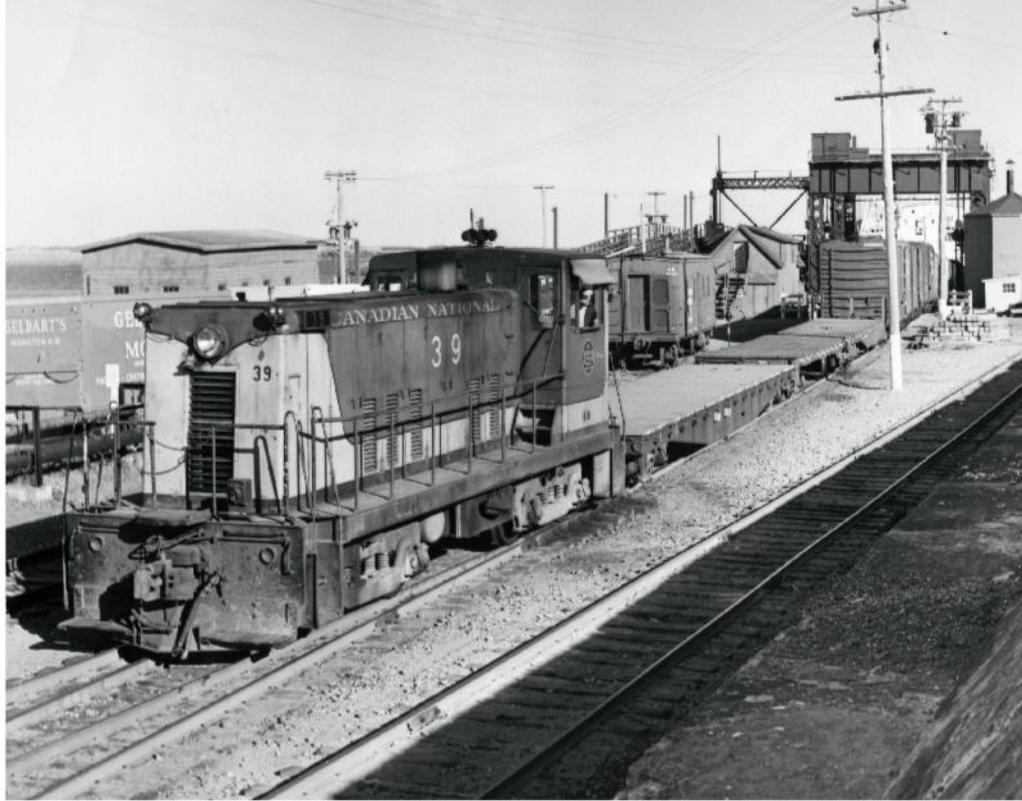
and turned back. As time passed, that area of eastern Canada became “New France”; Mount Royal is amidst today’s metropolis of Montreal.

Another French explorer, Samuel de Champlain, visited Ile St. Jean in 1603; a French colony began in 1719. The English took over in 1745 and expelled the French farmers, dividing the land into large lots and giving them to English, Irish, and Scottish citizens.



In 1763, the Treaty of Paris confirmed British ownership of all French holdings in New France and in what would become the United States. Loyalists forced out of the new U.S. arrived on the island in the 1780s, and what would become the nation of Canada was founded in 1847 at Province House in Charlottetown.

Having been to the mainland provinces of New Brunswick and Nova Scotia before, my wife Carol and I decided to add P.E.I. to the itinerary of our August 1962 Maritimes vacation, driving from our home in Troy, N.Y. We arrived on P.E.I. on Wednesday the 15th and spent three days there. I made as many train photos as I could, but we also did “tour-



The author saw 70-tonners 39 (left) and 42 working the Borden slip. In a view from an idler flat-car (bottom left), brakemen signal engineers working the *Abegweit* as train 40's baggage car is pulled onto land. As seen from the ferry's rail deck (below), 39 pushes a cut of freight cars on board. When space allows, motor vehicles are carried here — note the Volkswagen at right.



ist” things such as visiting the sites on P.E.I.’s north shore that were the settings of Lucy Maud Montgomery’s early-20th-century “Anne of Green Gables” novels.

The accompanying photos provide a basic summer 1962 look at the quaint rail operations of the charming but then-remote province. All were made in the 50 miles between Charlottetown, Kensington, and the port of Borden, because, by then, that’s where all the action was. A few of the photos were in a short P.E.I. feature in September 1963 *TRAINS*.

Rails come to the island

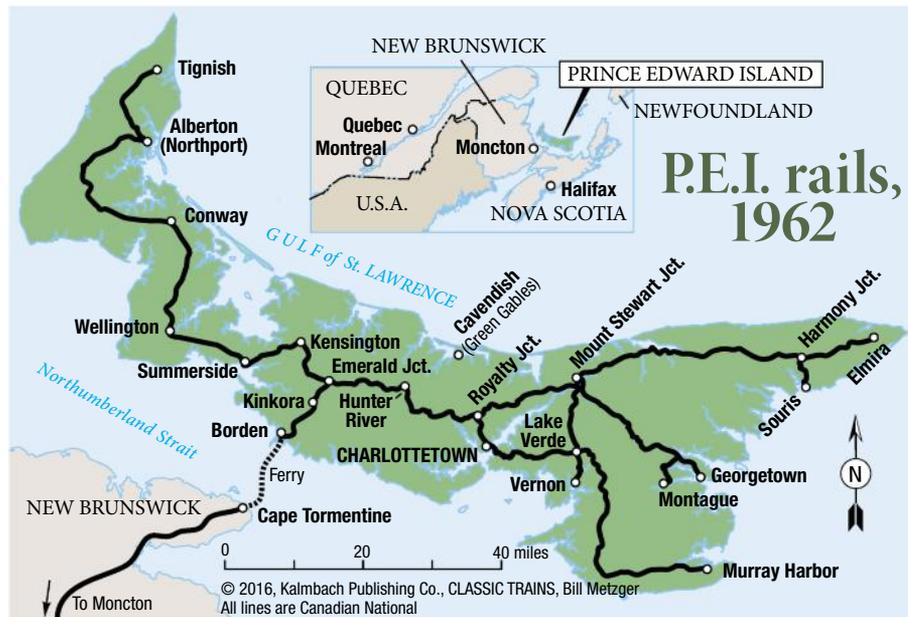
In the mid-1800s railroad fever was sweeping the continent. With P.E.I.’s expanding population and agricultural base, a transportation system better than the red dirt roads was needed, and the territorial legislature passed a railroad construction bill in April 1871. The line would use the 3-foot 6-inch “British Em-

pire measurement” track gauge, the English version of meter gauge also used in Nova Scotia and Newfoundland. The line would run 120 miles from Georgetown to Alberton (Northport). Physically isolated from the rest of Canada, the P.E.I. farmers saw no reason to spend extra money on standard gauge. Ground was broken October 2, 1871, and during construction, every hill possible was avoided to save costs, which resulted in few straight stretches. Later, it would be called “the worst-built railway ever in North America.” The first Prince Edward Island Railway passenger train was to arrive in Charlottetown from Georgetown on January 4, 1875, but snowdrifts, some 18 feet high, postponed that until April 25 — no snowplows had been built!

Ten years earlier, in spring 1864, leaders of the Maritime British North American Colonies gathered in Charlottetown to consider uniting into one Dominion of Canada. Ontario and Quebec joined, Queen Victoria signed the British North American Act in early 1867, and Canada became a united country July 1, 1867.

P.E.I., though, did not join, as its leaders were doing well on their own and didn’t want the complexities of a bigger government. That was fine until they looked at the bottomless financial pit their railway was creating, and so sheepishly told Dominion leaders they would consider joining if the government would take over the railway and guarantee a connection to the New Brunswick mainland. The government agreed, and P.E.I. became the seventh Canadian province on July 1, 1873.

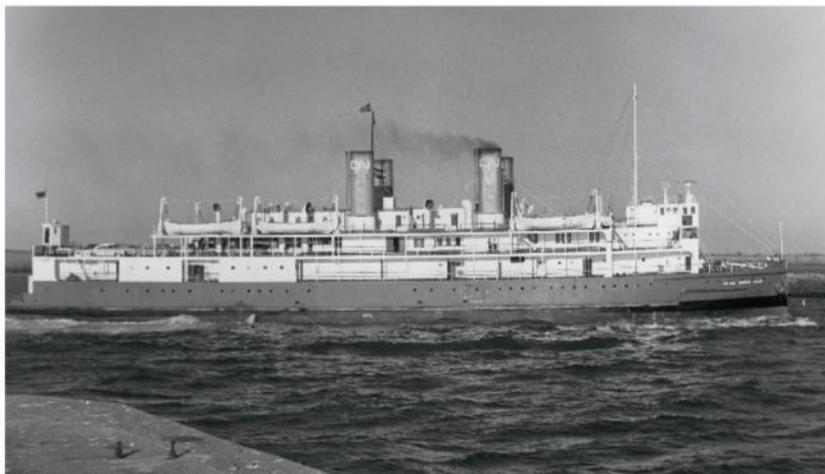
As P.E.I. developed, it became increasingly dependent on the mainland



for necessities such as coal, oil, gas, and feed, plus materials such as gravel, brick, lumber, and stone. Despite its light construction, the railway was an efficient means of moving goods on the island, but everything had to be transloaded between ships and the railway’s narrow-gauge cars. If a mainland connection was to be efficient, P.E.I.’s tracks would have to be standard-gauged. In 1912 a 10-mile ferry route was proposed across the Strait of Northumberland. The shortest crossing was between Cape Tormentine, N.B., and Borden, P.E.I., and a new port complex was developed 30 miles west of Charlottetown. A third rail would be installed from Borden to Summerside and to the capital city.

The steam-powered, 2,795-ton ice-

breaking carferry *S.S. Prince Edward Island* was built at Newcastle-on-Tyne, England, in 1914. The vessel crossed the North Atlantic in June 1915, escorted by British destroyers against the threat of German U-boats. Meantime, tracks at Borden were laid with three rails so standard-gauge cars could come onto the island for transloading to narrow-gauge cars until the P.E.I. rail network was converted to standard. A transfer shed was built at Borden to support this temporary arrangement, as were locomotive servicing facilities. The ferry made its first revenue trip from Cape Tormentine on October 15, 1917. The conversion to standard gauge began in Borden and went north to Emerald Junction, then both west to Summerside and east to



The two regular carferries plying between Borden, P.E.I., and Cape Tormentine, N.B., during the author’s visit were the *Abegweit* (left), turning at the Borden slip after loading to cross the Northumberland Strait to New Brunswick, and the *Prince Edward Island* (above), leaving Borden southward on the same day, August 17, 1962. An 8-mile bridge at about the same location opened in 1997 to end P.E.I.’s isolation.



The conveyance universally known as the “Boat Train,” with through Charlottetown–Moncton cars, rolls into Kinkora, 4 miles south of Emerald Junction and 8 miles short of Borden, for a short pause before continuing on to the ferry port. The first coach behind the head-end cars is the “luxury” accommodation, an air-conditioned car with reclining seats.

Charlottetown. The new 67.5-lb. rails had been rolled in the U.S. in 1917, destined for Russia, but were not delivered owing to the revolution there. Regular service on P.E.I.’s converted gauge section started on October 8, 1919.

The effects of World War I delayed further standard-gauging, but new, longer ties were installed in anticipation. Enough laborers were available to make the final conversion in less than 24 hours, and the last narrow-gauge train ran the 52 miles from Murray Harbor to Charlottetown on September 28, 1930. Now cars loaded on P.E.I. could travel throughout North America.

The best of the 3-foot-6 locomotives and rolling stock were sent to Newfoundland, home to an extensive line that would remain narrow gauge until closure in 1988. Many P.E.I. narrow-gauge boxcars were gathered near Royalty Junction, where farmers removed them for their good timber or to be storage sheds. The remainder were burned.

Enter CN, and diesels

Another big change took place on January 1, 1919, when the Dominion



Mixed train M217 from Summerside rounds the west leg of the wye at Emerald Junction before backing up to the station to await train 39's arrival. This is an example of the sharp curves on P.E.I. that, in a test, would help deem a Budd RDC not usable on the island's railway.

government consolidated several carriers, including the Prince Edward Island Railway, into a single organization, the Canadian National Railways.

CN was an early experimenter with internal-combustion motive power, using gasoline or diesel fuel on self-propelled cars, some on P.E.I. Canadian National also was an early operator of diesel yard switchers, and in December 1945 it was decided to dieselize the island's 275-mile system. This was a good choice for CN's first postwar dieselization experiment, as the usual speed for P.E.I.'s short trains on the curvy, light-rail tracks was about 25 mph. Locomotives did not cross to New Brunswick on the ferries, so the P.E.I. fleet was essentially captive. It was determined that 20 units would cover all needs: 18 in the 650 h.p., 75-ton range for road work, plus two smaller 380 h.p. units for yard work, which would be General Electric 44-ton center-cabs.

For the 18 road units, CN ordered 75-ton, 650 h.p. model 75-DE-12c units from Canadian Locomotive Co. of Kingston, Ont., which had a license from the Whitcomb Co. of Rochelle, Ill. The first two Whitcombs arrived on Prince Edward Island in April 1948 and went right to work, but it didn't take long for CN to find out that they "proved to be inoperable in their trials and did not meet our specifications ..."

Back to CLC the two went, plus six more in Montreal awaiting shipment, and the contract was canceled; Rock Island wound up with most of them. This briefly stalled the dieselization experiment, but the two small GEs had arrived in May 1947 and were working well in

Charlottetown yard and on light-rail branches, so CN approached Montreal Locomotive Works in December 1948 to ask that it design and build a unit in the required size. MLW declined, claiming it could not, at that time, design and produce any new models. So in 1949, CN turned to GE and ordered 18 of its proven 70-ton end-cab units, which arrived from Erie, Pa., and were in P.E.I. service by May 1950. Thus was P.E.I. the first province whose rails were all-diesel, 10 years before the rest of the Dominion. On September 23, 1950, the last steam locomotive on the island, 4-6-2 1149, its boiler cold, was pushed onto a ferry at Borden by one of its GE replacements.

Island varnish

P.E.I. passenger service had been mostly on mixed trains, the exception being the daily-except-Sunday "Boat Train," Nos. 39 and 40, between Charlottetown and Moncton, N.B., via ferry across the Strait of Northumberland. No. 39 left Charlottetown at 7:45 a.m. and arrived at Borden, 42 miles west, at 9:35 for the hour-long ferry ride to Cape Tormentine, scheduled out at 10 a.m. Timetables also allowed 20 minutes or more for switching at each ferry slip. Departure from Cape Tormentine was carded at 11:20, with arrival at Moncton, 72 miles west, at 1:40 p.m. Compare train times to see the basic speed difference between P.E.I. track and Canadian National's Atlantic Provinces main line!

The Charlottetown-Moncton trains used modern CN stock with at least one air-conditioned, reclining-seat through coach for the entire rail-boat-rail ride of 126.8 miles. No. 40 was due out of Moncton an hour after 39 arrived, with a Charlottetown arrival at 9 p.m. The train offered no dining service, timetables advising "meal service available on P.E.I. ferry," and the eastbound crossing was at dinnertime. The ferries basically shuttled across the strait, with several sailings each day.



Locomotives did not routinely cross on the ferry with the cars. In 1951, three CLC-built, Fairbanks-Morse-design model H12-44 1,200 h.p. diesels arrived on P.E.I. to join the little GEs as power for the sometimes head-end-heavy Boat Train and long freights. In March

1958, CN sent RDC3 No. D-302 to P.E.I. for a brief test on the Boat Train, but the Budd's under-carriage equipment dragged on the ferry-slip ramps at low tide, and several curves on the line to Charlottetown were too sharp for it. (The RDC migrated elsewhere on CN, and would be No. 6302 and later VIA Rail 6220.)

Mixed trains — freights with usually a combination coach-baggage car, alone or with express cars, trailing — had served P.E.I. well and at one time had covered all branches, but rail passenger service on the eastern part of the island had been shifted to buses in 1955, with baggage and express going by truck. The "flagship" surviving mixed in 1962 was



Westbound mixed M251, the return leg of the run from Charlottetown to Tignish, approaches the red-and-yellow Hunter River station in late afternoon. Orders and mail will be the only business here today. For a 1962/1984 comparison of trains here, see the May 1990 issue of TRAINS.



the Tignish–Charlottetown turn, which began its leisurely 231-mile round trip as M252 at 7:30 a.m., running, like the Boat Train, daily except Sunday. It was scheduled into Emerald Junction, 85.1 miles east, at 12:40 p.m., and after spending more than an hour there, it went on 30.4 miles to Charlottetown.

Its return west as M251 was due out of the capital at 5:45 p.m. and, after a carded 25 minutes at Emerald Junction, would depart at 7:40 and toddle back into Tignish a bit after midnight. The few passengers usually on board contributed little revenue to the railroad but were rewarded with a ride in a vintage wooden relic with green plush walkover seats,

A Charlottetown–Borden freight is 7 miles out of the capital, passing through Winsloe with FM 1636 in charge. The trailing 70-tonner is in tow, bound for Moncton’s shop.

windows that opened, and access to the latest island gossip.

The only other mixed left when we visited in '62 was a Summerside–Borden turn, M217 in the morning and M218 on its return. It left Summerside at 7:45 a.m. and was carded for 45 minutes at Emerald Junction before going south to Borden. After a scheduled hour at the port, it was due back into Summerside at 2 p.m.

Gulliver's opposite

To begin our P.E.I. visit, Carol and I sailed across the Northumberland Strait aboard carferry *M.V. Abegweit*, a 10,000 h.p. diesel-electric 6,694-ton, 372-foot-long vessel in service since 1947. *Abegweit* could carry 16 railroad cars or 134 automobiles, even through heavy sea ice. It was fascinating to watch the ferries being loaded and unloaded at Borden, especially the Boat Train.

The railroad's shop was in Charlottetown, and I found it full of 70-tonners, plus a couple of the FMs. The well-kept gray limestone station, also home to the island railway's offices, was an important element of the capital's downtown.

P.E.I.'s countryside made a different impression on me, perhaps similar to what Lemuel Gulliver — principal character in Jonathan Swift's book *Gulliver's Travels* — may have experienced, but in the opposite way. I was the small person who had landed on a vast HO-scale model railroad layout. All the trains and buildings were full size and as diverse as you might find on the average model layout. The trains were short but had a variety of different style freight cars, trailed by a wooden combine. The little GEs were unusual, compared with the road-switcher or cab-unit types then common on most railroads. These little trains trod light rails, curving through neat landscapes past colorfully painted small-town stations. It all seemed to be a well-thought-out model layout.

P.E.I., despite its relative isolation and independent mindset, was subject to the rising popularity of motor vehicles and improved roads, just as on the mainland.

Afternoon action on August 16 at Royalty Junction, 5.3 miles out of Charlottetown, where the line to the island's northeastern region diverges, includes an eastbound freight getting orders and mixed train M251 for Tignish passing with six cars. The FM unit on the freight is returning from Borden after leading the Boat Train for Moncton there from Charlottetown in the morning.





Charlottetown yard was the heart of P.E.I. railroading. In a view of the station area from a second-floor window (top) in the island railroad's general offices (lower right), the cars for mixed M251 to Tignish are at the right. The conductor for M251 stands beside the coach and sign stating the obvious, since by 1962, the morning Boat Train was the capital's only other passenger service (P.E.I. had one other mixed train).

P.E.I. rail ridership sharply declined during the 1950s and into the '60s. In 1961, 53,660 rail cars crossed on the ferries, of which 21,500 were empties and 7,000 were passenger and mail-express cars. Dominating the majority outbound loads were 7,634 cars of potatoes and 1,068 of livestock.

The long mixed to Tignish would be cut to three days a week in April 1964

and canceled in April '67. The Royal Mail contract — the lifeblood of marginal rail operations everywhere — was canceled in September 1969, and all express and less-than-carload freight shifted to Canadian National trucks. The reclining-seat, air-conditioned coach on the Boat Train was replaced with an older combine in 1968, and that service, on and off the island, made its last run on October 25,

1969. Freight traffic was also declining rapidly — even the mighty potato was riding on rubber, not steel, wheels.

The 70-tonners were phased out starting in 1962, replaced by 13 1700-series RSC13 1,000 h.p. MLW road-switchers with A1A trucks. With six axles, these larger units better spread their heavier weight over the light rail. Then in 1975, CN's Moncton shop began a program to



By 1962 the only GE 44-tonner on P.E.I., No. 2, works a customer in Charlottetown on August 15. CN had 6 of the little GEs; the initial two — painted green as “road units” — were first assigned to P.E.I., but No. 1 wound up a continent away, on Vancouver Island, British Columbia.



All is quiet at the Charlottetown enginehouse, also the island’s locomotive shop, with two FM-design H12-44s and several U.S.-built GE 70-tonners in evidence on the evening of August 16. Most of CN’s 18 GE 70-tonners, in series 26–43 by this time, were assigned to P.E.I.

convert 38 1,800 h.p. MLW RS18s (Canada’s version of an Alco RS11) into RSC18s by installing A1A trucks from retired RSC13s and 24s. They were reduced to a 1,400 h.p. rating and reclassified MR-14, serving on many branch lines in the Maritimes, with seven going to P.E.I.

Despite newer locomotives, traffic losses continued to mount, and CN became less concerned with maintenance. The result was more frequent derailments. Island residents began to think CN wanted to shut down the railroad, and they were right. The federal government allowed for rail deregulation in 1987, just in time for CN to request abandonment of all P.E.I. lines. There were the usual protests from the Provincial Government and some individuals, but on July 12, 1989, the National Transportation Agency approved abandonment on P.E.I. When CN arranged to have a

\$200 million one-time subsidy paid to the Provincial Government to improve roads on the island, Provincial officials withdrew their opposition.

The end came on December 28, 1989, when RSC18s 1750 and 1786 eased across the connecting apron at Borden into the ferry *M.V. John Hamilton Gray* for the trip across the Strait of Northumberland, ending 114 years of rail service on Prince Edward Island.

A physical connection to the mainland, called the “Fixed Link,” had been a dream of island dwellers for decades. In 1892, a British group had proposed an 8-mile tunnel. John Diefenbaker, Canada’s Prime Minister during 1957–1963, said in an election campaign speech that a

causeway was to be built with a road and railway, but it was not until three decades later that the link finally materialized, as a highway-only bridge. The 8-mile, \$1.3 billion Confederation Bridge, begun in October 1993, opened for traffic on May 31, 1997, connecting Cape Jourimain, N.B. (near Cape Tormentine), with Borden, P.E.I., essentially the same points as the old ferry route.



Today the green potato fields are split by weed-grown strips of gravel, not track, but the green gables of Anne’s white farmhouse, now a national landmark, still stand out against the deep blue sky as seagulls circle overhead. The little mixed trains winding through the green hills, though, are only a fond memory. ■

national landmark, still stand out against the deep blue sky as seagulls circle overhead. The little mixed trains winding through the green hills, though, are only a fond memory. ■

For the 2011 Illinois Traction Society convention, Illinois Railway Museum lined up center-door car 101, a “Tangerine Flyer” train, and a freight led by class B motor 1565.

Two photos, Mike Schafer



The Illinois Terminal spirit lives on

Rolling stock, structures, and a historical group all contribute • **By Mike Schafer**

For a modest-sized railroad, the Illinois Traction System, later Illinois Terminal Railroad, left a prodigious legacy. Although the road is best known as the largest (in terms of miles spanned) electric interurban railway in North America, its history included more than a half century of steam and just over 40 years of diesel operation.

All facets of IT history are thoroughly documented in both word and photo and freely shared by a devoted special interest group, the Illinois Traction Society, which in spring 2016 celebrated its 30th anniversary. The group has nearly

500 members, and its all-color magazine, *The Flyer*, keeps IT aficionados informed.

Where best to go to see surviving celebrities of the system? Hands down, visit the large Illinois Railway Museum (IRM) at Union in McHenry County, 60 miles northwest of Chicago’s Loop off U.S. Highway 20. (Illinois has three Unions, including a tiny one north of Lincoln that was on IT’s main line.) IRM has more than a dozen IT items.

The museum boasts a complete, operating “Tangerine Flyer” interurban train typical of those that plied IT’s Peoria–St. Louis main line during the 1920s. On

the freight side, IRM has one of IT’s compact class B electric freight motors, No. 1565, and one of its six GP7 diesel-electrics, No. 1605, restored to the latter-day livery as pictured on page 18.

There’s more. IRM has a center-door car from the suburban route between St. Louis and Alton, Ill., plus a “bridge car” that shuttled commuters between Granite City, Ill., and St. Louis. Kept under cover at IRM’s expansive facilities is a rare IT sleeping car, the *Peoria*.

Other museums host a smattering of IT equipment, notably the Museum of Transportation near St. Louis. One item is a large class C electric freight motor, the system’s signature interurban-era freight power. It also has some traditional IT interurban cars, plus a White rail-bus used on the non-electrified Alton–Grafton, Ill., line.

Two of IT’s eight PCC cars survive. No. 450 is at the Ohio Railway Museum in Worthington; No. 451 is at the Connecticut Trolley Museum, East Windsor.

Although the Monticello Railroad Museum in east central Illinois, 16 miles

Illinois Traction Society members gather at one of IT’s signature Spanish-style depot-substations, at Union, Logan County, Ill., on what once was IT’s Peoria–Lincoln main line.



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CLASSICS TODAY



IT's headquarters (left) was home to the *St. Louis Globe-Democrat* newspaper for a time and now serves several purposes. The road's beautifully preserved Peoria terminal (above, in 1979) houses the city's police department.

Three photos, Mike Schaffer

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A64KT

west of Champaign, has no traditional IT interurban rolling stock or locomotives, it does house two IT Fairmont motorcars, and the museum's trains operate on a segment of former IT main line.

For the interurban archeologist seeking surviving IT artifacts, Illinois and St. Louis are rife with good examples. One may start in downtown St. Louis at the system's seven-story former headquarters and freight and passenger terminal — the Midwest Terminal Building (today the Globe Building) — on North Tucker Boulevard at Delmar. Occupying an entire block, the building served IT between 1932 and 1982 and has a bas relief of an interurban car above the main entrance.

Trains tunneled out of downtown to just short of Cass Avenue and then, after a bit of street-running on Hadley (still visible, with catenary supports still standing), entered IT's elevated line (still standing) leading to the other major area landmark, McKinley Bridge [page 18].

Named for the founding father of the Illinois Traction System, William B. McKinley, this joint rail-automobile bridge across the Mississippi River has been rebuilt into a pedestrian-friendly vehicular span.

Throughout central Illinois, many former IT structures still stand as lonely sentinels. The 1910-era Spanish-design depot-substations built under IT's visionary General Manager H. E. Chubbuck are the most distinctive and interesting. Aside from Logan County's Union, they are at Bondville, Buffalo, Harristown, Fithian, and Mackinaw, the latter two restored and repurposed.

Other depots and substations, many dating from the system's infancy, remain elsewhere. IT's "new" (1930) Peoria terminal station on South Adams Street just

south of the city center is a must-see, as it has been kept in top shape by the city. Although the ILLINOIS TERMINAL RAILROAD casting on the building's front has been obliterated, some of the interiors have been restored to as-built design. Similarly, the original Illinois Traction System office at Champaign, right next to the new intermodal Amtrak/bus station (named, appropriately, "Illinois Terminal"), has been faithfully restored.

A significant salute to IT history comes from Respondek Railroad Corp., which operates a number of switching railroads. Respondek's standard locomotive livery is based on the IT's final diesel paint scheme. Owner Terry Respondek is a former IT employee devoted to keeping the spirit of the Illinois Terminal alive. The same bright green IT livery is found on Norfolk Southern "Heritage" EMD SD70ACe No. 1072.

The interest in Illinois Terminal history remains high, perhaps not surprising when one considers the railroad's textured history of steam, electric, and diesel operations and its survival into the 1980s — and the survival of many of its elements to the present. 📌



Respondek Railroad Corp. has adopted a version of IT's final paint scheme for its locomotives, modeled here by three GP7s.

A Family Railroad Fun Guide

Ride this train!



NYC Pacific 4742 has a Hudson Division commuter train in hand above Harmon, N.Y., in 1940, a decade before author Smith's ride.

Frank Quin

The night I fired on the New York Central

A ride on a 4-6-2 with a commuter train was a thrill soon surpassed by a turn in the fireman's seat of a Mohawk

In May 1950, when I was a senior in high school, I had the ultimate railfan experience. Somehow my father had become acquainted with a fellow who was a fireman on a New York Central commuter run out of Harmon, N.Y., 33 miles up the Hudson River from Grand Central Terminal. Would I like a ride in the cab of the locomotive? Well now! And so it was arranged.

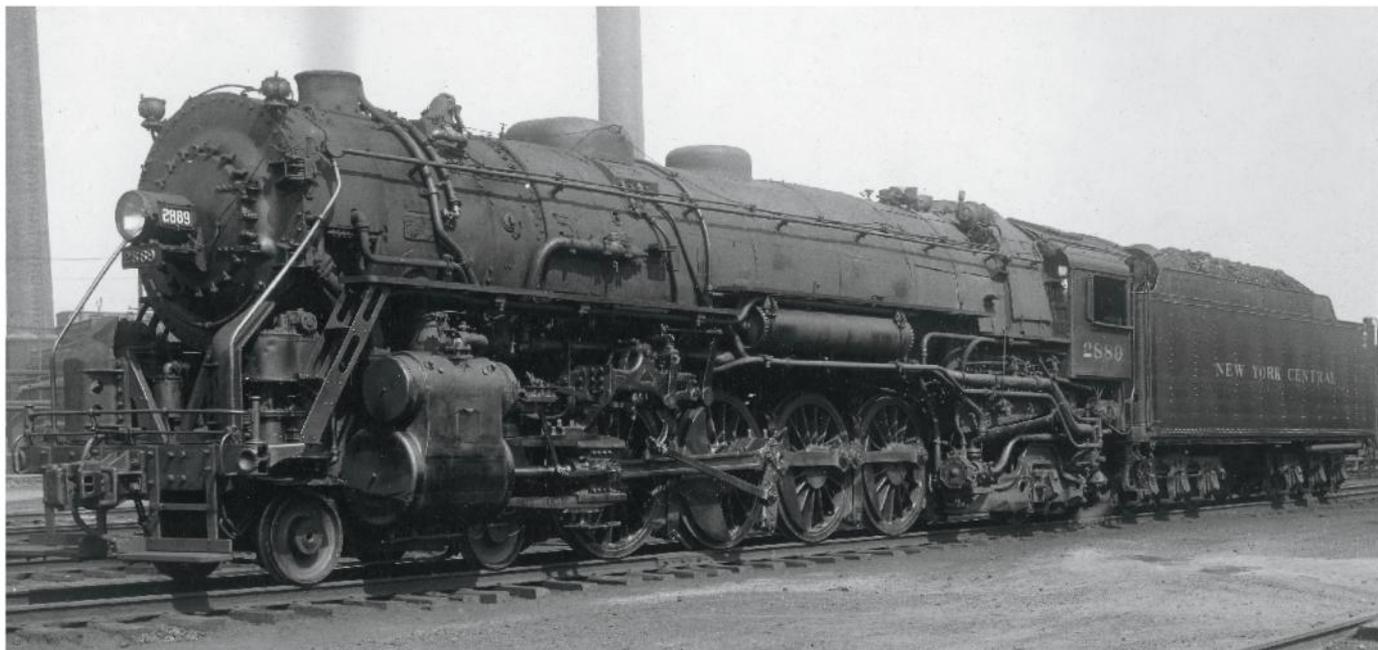
We ate an early supper and drove to the Harmon station in time to meet the Poughkeepsie local arriving from New York about 6:45 p.m. The electric motor

uncoupled, moved off, and a Pacific backed down and coupled on. Sure enough, there was Dad's friend in the cab looking out for me. He got down and took me to the conductor who punched my ticket to make the ride legal.

I was soon looking out of the cab from a jump seat and waving goodbye to Father and my envious brother. To my everlasting regret, despite Dad's and my great love of photography, there was no camera with us that night. The locomotive's number is lost to history. But the experience is seared in my memory.

The gently hissing monster suddenly came to life and off we went. It was a fast start, but to the crew's surprise the north signal was blocked. They were annoyed at having to slow to a crawl and commented on the unusual combination of colors that faced us. The board cleared just as we were drifting up to it. With a ripe word for the towerman, we got down to business. Whatever the glitch was, I gathered it didn't happen very often.

Once we were past Peekskill, around the bend and through the tunnel below Camp Smith, the speed picked up. My



Mohawk 2889 stands at the Harmon engine terminal in 1937. Firing an engine like this down the NYC main line was a treat for a teenage boy.

Donald A. Somerville

teeth were rattling and ears straining with a vibration and roar I'd never before experienced. The engineer and fireman managed to talk despite the noise, and I was too full of questions to be shut down for very long. My host was a good teacher. He answered everything I asked and offered some fine points that added even more flavor. He pointed to a gauge: 80 mph. Had I ever gone that fast before? Yes — in an airplane!

Suddenly conversation broke off. The two men were concentrating. We slowed down somewhat. The engineer dropped his arm and the fireman released a lanyard. There was a slight jolt and a spray of water at the sides as the scoop under the tender dropped into the track pan and began taking water. Then came another hand signal. The fireman retracted the scoop. The whole process seemed awfully gimmicky to me. I remember yelling to the fireman, "What happens if that lanyard rope breaks?" His less-than-comforting answer was that it had never happened to him. Great!

There were a few station stops before Poughkeepsie. I leaned out to watch as we pulled into them. There were lots of wives, dogs, and children at each. I sure enjoyed all the envious stares of the kids waiting on the platforms for daddy. It reminded me of my trip through the streets of Salem, Mass. in the cockpit of *Miss X*, a wingless B-17, in 1946. I was king of the mountain once again.

At last we were at Poughkeepsie. I fol-

lowed the crew into the yard office for orders. Apparently they often had a freight or passenger job back to Harmon. I hoped we'd get a big Niagara. Instead, we were to run back on a Mohawk with no train. This didn't seem very exciting, but it turned out to be fortunate for me.

The gradeless run between Poughkeepsie and Harmon with a large, unencumbered 4-8-2 on a comfortable spring evening had to be the easiest duty a steam crew could draw. From the standpoint of what to do to amuse their guest, these fellows had a situation where there should be no sudden demands for steam or air. And probably, since we were on the local track, and eastbound locals were mostly done for the day, they'd have clear signals all the way to Harmon.

No sooner had we gotten out of Poughkeepsie than I was asked if I'd like to fire for the trip back. Well, now, if you really twist my arm!

I was enthroned on the fireman's seat and shown the water glasses, a couple of gauges, and some valve handles. These were to be the tools of my new trade. There were a lot more scattered around, but I was told not to worry about them.

In five minutes I had mastered which valve did what to which indicator and I was busily making it possible for the Mohawk to loaf along at 40 or 50 mph. I remember being most impressed by the stoker. I could quickly "shovel" heaps of coal with the mere flick of a wrist on a valve stem. Who said firing a steam loco-

motive was backbreaking work!

The fireman kept his eye on me, and the water levels, of course, but he hardly said anything mile after mile. The engineer, a dour sort, pretty much ignored the event. I think my boss took over the reins again below Peekskill. I glowed with his comment that I seemed to have a good feel for steam railroading. I wondered how well I would have fared if there had been a real train behind us . . .

Then we were back at Harmon. I proudly climbed down with the crew, my red bandanna nicely sooted up as a souvenir along with the rest of me. Next, a few minutes in the crew room — and it was all over.

The fireman drove me home. We talked railroading all the way. I asked why he didn't go on longer runs. He said he could make almost as much money with this commuter gig while sleeping in his own bed each night. I found it hard to believe that anyone would pass up a chance for the longest possible ride in a locomotive cab. This guy made it sound like *work*, of all things!

I recall his saying that all steam would soon be gone in the eastern regions of the New York Central. I should ride again before it was too late. Yes, I'd love to. But I never did. College and the military were soon upon me. I was still in Korea when the last fire was dropped on the Central's Hudson Division. A newspaper clipping from home tolled that death knell for me. — *Craig Smith*

Typing on the P&LE

How busy was the McKees Rocks freight office? Just listen!

For a few months right out of college in 1972, I worked as a freight clerk on the Pittsburgh & Lake Erie Railroad. My usual assignments were either on the seventh floor of the corporate headquarters office, P&LE Terminal on Pittsburgh's South Side, or 20 miles downstream along the Ohio River at Aliquippa, Pa., home of Jones & Laughlin Steel Corp.'s sprawling Aliquippa Works. Occasionally I was assigned elsewhere, including Port Perry, where P&LE converged with Baltimore & Ohio, Union Railroad, and Penn Central (formerly Pennsylvania), and Homestead, site of U.S. Steel's Homestead Works and the Mesta Machine Co., which was known for operating fireless 0-6-0 steam engines into the late 1960s.

Big Steel had not yet fallen on hard times. The Pittsburgh freight office was, of course, the busiest spot on P&LE, with supervisor Seymour Greenfield in charge, overseeing 10 or more clerks working at teletypes to key in waybill data and spitting out punch tapes that were used to keep track of car numbers, weights, freight charges, destinations, and routings.

The Aliquippa office, located in the West Aliquippa freight station, was also a busy place, with two agents and three clerks. The next smallest station I worked at was McKees Rocks (Homestead and Port Perry were one-person operations), which employed two agents and a clerk. McKees Rocks lay just three miles west of P&LE Terminal.

In addition to P&LE through and local trains, variety there came in the form of hotshots of the B&O/Chessie System, which held overhead trackage rights on P&LE for East Coast-Chicago freight traffic; and three short lines. They were the P&LE-affiliated Pittsburgh, Chartiers & Youghiogheny; the Pittsburgh & Ohio Valley on nearby Neville Island; and the Pittsburgh, Allegheny & McKees Rocks, which connected with the P&LE right in front of the tiny carrier's combination freight/yard office.



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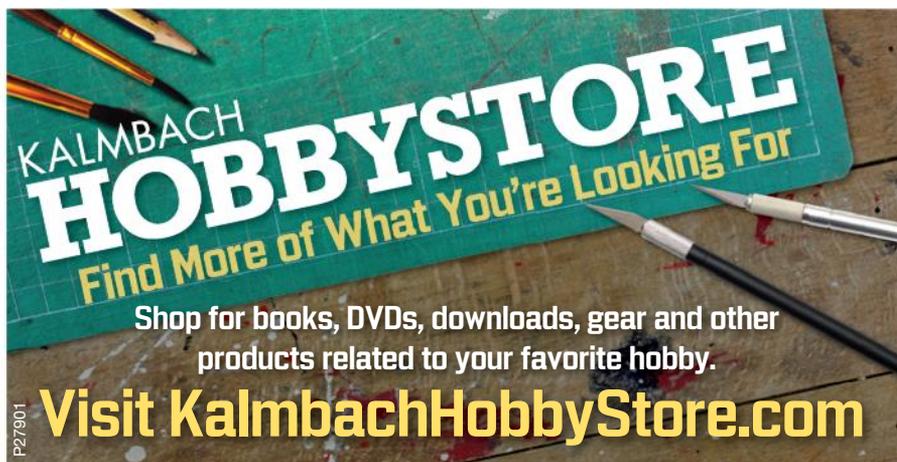
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PA&McK served the McKees Rocks Industrial Enterprises complex, former site of the Pressed Steel Car Co., which employed a polyglot force of 5,000 immigrants to build freight and passenger cars and trolleys. Pressed Steel Car put the town on the map of labor infamy in 1909 with a violent, bloody strike that lasted nearly two months. The town also was the location of P&LE's locomotive shop and a moderate-sized yard.

One day I was working at McKees Rocks under Agent E. Emerson Nolan and an assistant agent. Even with the steel industry still going strong, there wasn't enough business to really keep three people occupied five days a week, eight hours a day, at that location. By 1972, business at "the Rox" consisted mostly of interchange with the three

short lines. The two smaller ones got service as needed, while PC&Y ran a daily train into and out of the yard, substantial enough to require a P&LE switcher as a rear-end helper on the grade leading up to PC&Y's main line.

When the agents needed to call the main office in Pittsburgh, they invoked a ritual. The one preparing to make the call asked the other, "Ready?" The other would slip a piece of blank paper in an old manual typewriter and start pounding away furiously, churning out gibberish. The oth-

EVEN WITH THE STEEL INDUSTRY STILL GOING STRONG, THERE WASN'T ENOUGH BUSINESS AT McKEES ROCKS TO REALLY KEEP THREE PEOPLE OCCUPIED FIVE DAYS A WEEK, EIGHT HOURS A DAY.

er placed the call while the clacking went on in the background.

After the call ended, so did the nonsense typing. The idea was to make sure that whoever was on the line downtown heard the right sound effects to

suggest that McKees Rocks was a busy, busy place and certainly not a candidate for cutting staff or closing the station. This would, of course, preserve the comfy job both agents knew they had.

Railroaders are nothing if not ingenious. — *Dan Cupper*



Robert E. Caflisch, Helen Caflisch collection

Commuter crossroads

We're at Mayfair, a busy crossing on Chicago's North Side, late on a summer afternoon in 1975. Passing in front of us, obscuring all but the roof of Mayfair Tower, is a Chicago & North Western F7 with an outbound train on what's known to commuters as the C&NW Northwest Line to Harvard, Ill. Waiting in the distance at the Milwaukee Road's Mayfair station is a Northwest Suburban Mass Transit District F40C heading a train on the Milwaukee North Line to Fox Lake, Ill. Today, Mayfair Tower is long gone, C&NW has become Union Pacific, and commuter agency Metra owns the former MILW, but the six diamonds remain, busier than ever with commuter trains, plus some freights, and, on the ex-MILW, Amtrak trains.

Hooping up train orders

An Illinois Central coal train gives a student operator a scare

In his article "When Trains Ran Late — and Telegraphers Earned Their Pay" [Summer 2015 CLASSIC TRAINS], the late R. David Read asserted that "hooping up orders wasn't for the faint of heart." He's correct! My first experience was a doozy.

In 1963-64 the Illinois Central was experimenting with 200-car coal unit trains pulled by four GP9s. Those monsters could not fit into the yard at Champaign, Ill. At the tower downtown they had to cross over from track 4 to track 2, the northbound passenger main. A combination of instructions and operating authority would be hooped up to the engine and caboose.

Champaign Tower sat on the east side of the IC between the Wabash and Peoria & Eastern crossings. The crossovers were south of the Wabash from track 4 to 3 but north of the P&E from 3 to 2. One of those coal trains was approaching from the south, and I, a student operator at the time, was standing in front of the tower, order forks in hand.

Around the curve beyond the passenger station came the coal train, totally enveloped in a cloud of brakeshoe smoke. The engineer, apparently realizing he was approaching the switches too fast, had put the train into emergency — to little avail. Although the gradient was small, the mass and speed of the train were more than its braking capacity could handle.

As the train entered the crossover from track 4 to 3, the units and cars began to swing back and forth laterally. The result was that every car was leaning the opposite direction from the preceding and trailing car. From my vantage point, it was a terrifying sight.

"What in the world am I doing here?!" I thought.

The first GP9 leaned in my direction, its high nose hitting the raised hoop. I



The operator at Portage, Ill., hoops up orders to the engineer of an Illinois Central GP9 in 1957. A few years later at Champaign, the same procedure didn't go so smoothly.

William D. Middleton

looked up and saw the face of the engineer — absolutely ashen, eyes wide open, mouth agape, fear telegraphed from every feature.

Hearing the snap of the string on the order fork, I ran down the Wabash tracks as fast as possible. As more weight was on level ground the train began to slow. Finally, as the brakes overcame inertia, there was an incredible explosive roar of steel slamming against steel.

The train stopped, with nothing derailed and no knuckles broken. It then crept off the plant, flat wheels clanking. The student operator removed his heart from his stomach. — Norman Carlson



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Trolleys of Des Moines

Iowa's capital city got its first horse cars in 1868; electric operation began in 1888. Two years later, the various companies providing transit service were consolidated as the Des Moines City Railway. In 1898 DMCR established the Inter-Urban Railway Co. to reach points beyond the city; called Des Moines & Central Iowa after 1922, the company was closely associated with the city lines until 1949. Interests affiliated with Paris, Illinois-based carbuilder

Cummings Car & Coach (successor to the McGuire-Cummings Manufacturing Co.) gained control of the system in 1929, renaming it Des Moines Railway Co. At the dawn of the 1940s, DMR rostered 100 streetcars, 37 trackless trolleys, and 31 buses. A 1949 ownership change brought another new name: Des Moines Transit Co. The absence of "rail" from the new title reflected the postwar emphasis on rubber-tired vehicles, and the last streetcars ran on March 6,

1951. These three photos show cars during the Des Moines Railway era. Above, car 607 (McGuire-Cummings, 1924) is outbound on S.W. 7th Street in about 1948. At upper right, car 713 trundles along the sylvan Douglas Line on September 4, 1939; built by Cummings Car & Coach in 1930, the 40 members of the 700 series were Des Moines' last new trolleys. At right, car 202 (Cummings, 1929) stands outside the carbarn on West 24th Street on July 14, 1940.



Clockwise from top left: T. H. Desnoyers, R. V. Mehlenbeck, F. E. Butts; all from Krambles-Peterson Archive

In the next issue

Winter 2016 Edition



The Life and Times of "Mr. L&N"

A lover of trains since his boyhood in the 1930s, Charlie Castner put his passion to work as a public relations man for the Louisville & Nashville

Riding New York's High Line

Jim Shaughnessy takes to the cab of an NYC RS3 for a trip down the elevated freight line that became Manhattan's popular linear park

Santa Fe's Big Idea

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The Steamy Summer of '57

Friendly Canadian National crews treated a 17-year-old to a series of thrilling steam-locomotive cab rides

Twin Cities Tableau

Dave Ingles remembers a 1967 weekend with the colorful railroads of Minneapolis-St. Paul

Transcontinental 2-10-2s

SP and Baldwin made headlines in 1922 with the "Prosperity Special"

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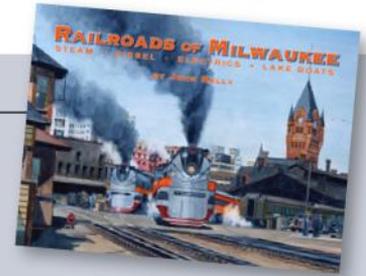


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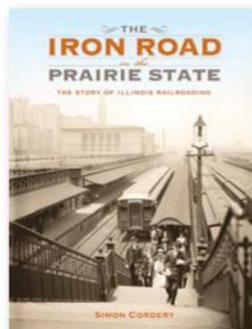
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Railroads of Milwaukee: Steam, Diesel, Electrics, Lake Boats

By John Kelly. Heimburger House Publishing Company, Forest Park, Ill. 708-366-1972; www.heimburgerhouse.com. 9 x 11¼ inches; hardcover; \$61.95.



Although now bland as railroad towns go, Milwaukee once hosted an astounding variety of trains, railroads, and related marine operations, as portrayed in this appealing picture-driven tribute. The photos and vintage illustrations, many in color, show how much could be packed into one city: rakish orange-and-maroon Milwaukee Road *Hiawathas* (steam and diesel), the C&NW 400 fleet, North Shore *Electroliners* and Milwaukee Electric interurbans; memorable downtown depots; the sprawling MILW shops. Not to mention a waterfront full of GTW and C&O carferries and Great Lakes bulk carriers. There is a serviceable narrative, but the stars are the images, many of them large, all of them beautifully printed. — *Kevin P. Keefe*



The Iron Road in the Prairie State: The Story of Illinois Railroading

By Simon Cordery. Indiana University Press, Bloomington, Ind.; 800-842-6796; www.iupress.indiana.edu. 8½ x 11 inches; hardcover; 240 pages. \$60.

Illinois' role in railroading is so huge that capturing it all in one book presents two options: cover it all in 1,000 pages, or hit the high points. Fortunately, the author has chosen the latter in this breezy but effective overview of the state that gave us railroad lawyer Abraham Lincoln, Pullman, rail labor strife, Electro-Motive, Civil War heroism, Samuel Insull, and a host of other milestones. Not to mention Chicago, which properly looms over the narrative. From the origins of the Illinois Internal Improvement Act of 1837 to the effects of the Staggers Act of 1980, the entire saga is mostly here. In that context,

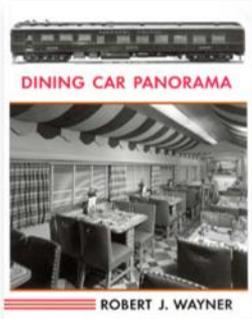
the book is a complement to others that cover these subjects in detail. The various maps, while handsomely drawn, suffer from a lack of railroad company identifiers. — *K.P.K.*

Steel Road Nostalgia: Volume 1, The Northeast

By Gene Collora. Garbely Publishing Co., 973-800-9251; www.garbelypublishing.com. 11 x 8½ inches; hardcover; 96 pages. \$40 plus \$7.50 shipping.



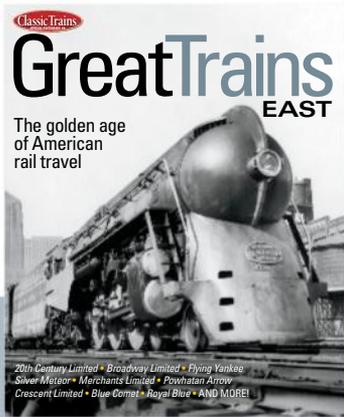
This handsome album presents a selection of black-and-white work by longtime rail photographer Gene Collora. The photos, nicely reproduced one to a page in this horizontal-format book, date from the 1950s and '60s and cover 14 major Class 1 railroads from the pre-merger era, plus Erie Lackawanna and steam-powered short line Brooklyn Eastern District Terminal. Although Collora had a 38-year career on the Long Island Rail Road, coverage is about equal for all carriers. From NYC along the Hudson River to B&O obs cars in a row at Washington to L&NE and L&HR Alcos to a stirring GG1-P5a race at Rahway, the diversity of Northeastern railroading is on full view here. Collora chose a low angle for many of his compositions, to dramatic effect. We look forward to more volumes in the series. — *Robert S. McGonigal*



Dining Car Panorama

By Robert J. Wayner. Railroad Books, 348 E. 4th Street, Brooklyn, NY 11218. 8½ x 11 inches; softcover; 56 pages. \$24.95.

Although hardly comprehensive, this slim volume depicts the variety of dining cars and meal service in the classic era. A scrapbook of anecdotes, photos, and drawings, it shows how the cars shifted with the times, from Santa Fe's *California Limited* of 1908 to Pennsy's *Keystone* tubular train of 1956. It includes elevation drawings and floor plans of some diners, interior photos of others, occasional menus, even some china patterns. Best are the small details: B&O's Deer Park water, NP's Big Baked Potato, the privations of wartime, and the phenomenon of non-run-through diners (if you're headed for San Francisco, don't linger in UP's *City of Los Angeles/San Francisco* dining car after Ogden). — *K.P.K.*



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Top, Robert P. Schmidt; above, Frank Barry

Contrasts in Mexico City

In 1959, five years after the last major passenger terminal opened in the U.S. (at New Orleans), Mexico City finally got a station worthy of its status as the nation's capital and largest city. Buenavista Station, which replaced a 22-year-old "temporary" facility nearby, boasted all the features of a modern, full-service terminal: expansive, glass-fronted concourse; restaurant and soda fountain; waiting rooms and lounges; post and telegraph offices; first-aid room; high-

level platforms for passengers and low-level platforms for baggage, with separate access to each; and 12 tracks, some with a capacity of 20 cars. The six main lines serving the city accounted for 27 arrivals and 27 departures each day. By and large, these trains did not match Buenavista in modernity. In the photo above from August 30, 1959, four steam locomotives depart; from left, they are: Mexicano (FCM) 4-6-2 135 with a train to Veracruz, National of

Mexico (NdeM) 2-8-0 1362 to Balsas, NdeM 4-6-0 884 to Beristain, and NdeM 4-6-4 2708 to Puebla. At the top, a former New York Central observation lounge — one of scores of U.S. cars that enjoyed second careers in Mexico — carries the oil-burning markers of NdeM's *El Fronterizo*, ready to depart Mexico City for Ciudad Juarez on March 17, 1972. Today, Mexico has virtually no intercity rail service, and only commuter trains use Buenavista Station. ■

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