

NEW SERIES: A railfan's rail career, from signal helper to president p. 76

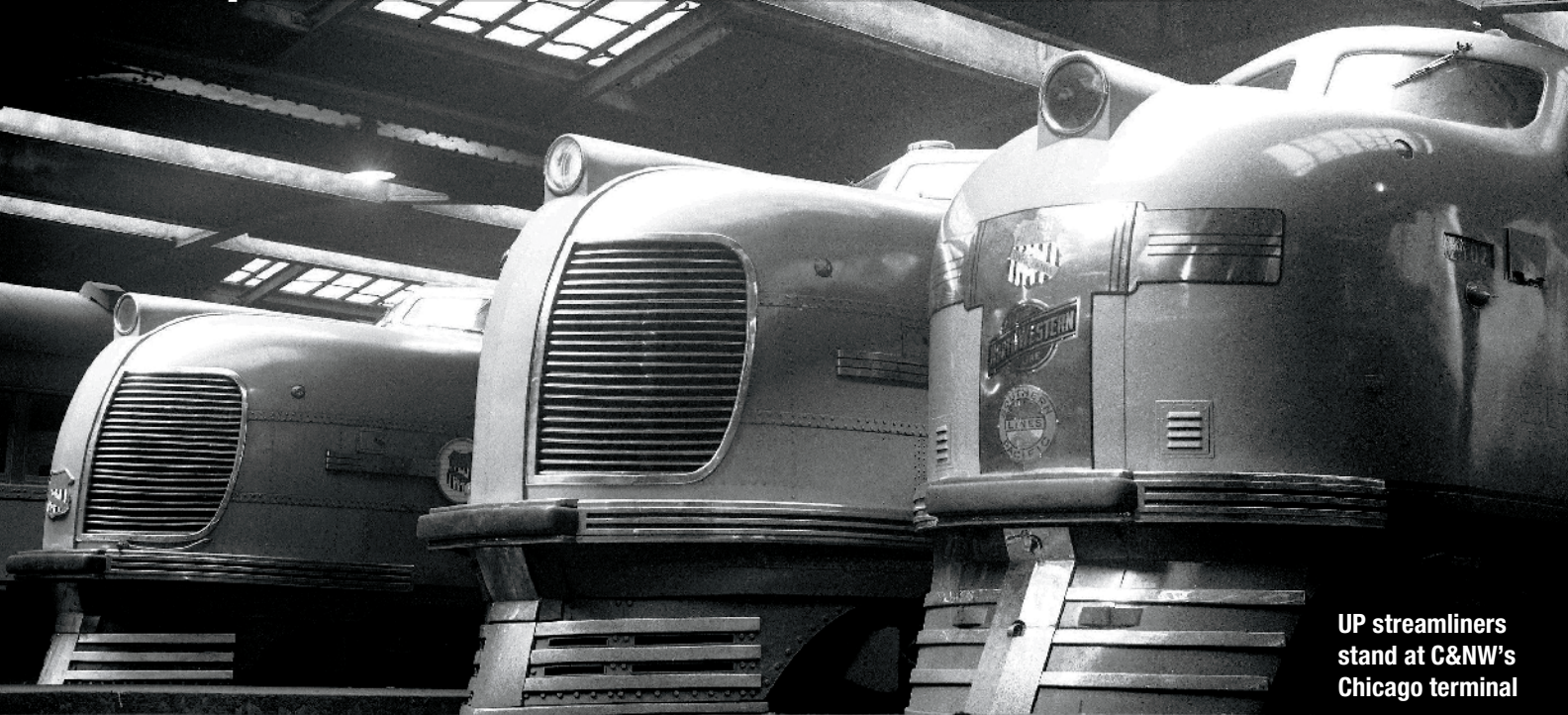
Classic Trains®

Fall 2017

THE GOLDEN YEARS OF RAILROADING

Chicago in the 1930s

Unseen photos of early streamliners and classic steam p. 20



UP streamliners stand at C&NW's Chicago terminal



Inside Los Angeles Union Station p. 34

Seaboard Coast Line: 1967's new railroad p. 46

A 10-year-old's train rides p. 58 Three-railroad hot spot p. 66

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Vol. 18 • Issue 3

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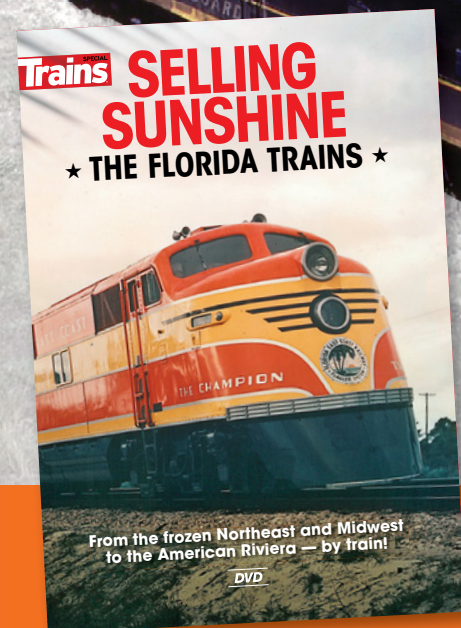
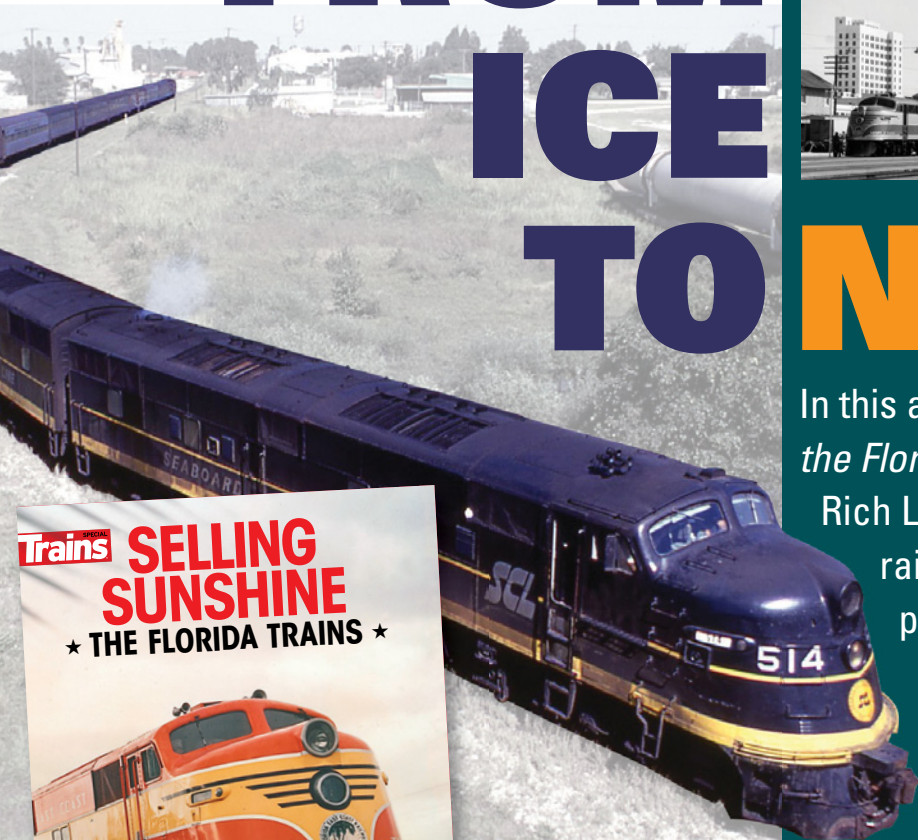
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“New Railroad” to fallen flag



The merger of the Atlantic Coast Line and the Seaboard Air Line railroads 50 years ago, explained by Larry Goolsby beginning on page 46, was something new in railroading. Unlike previous unions, Seaboard Coast Line combined two truly large, relatively healthy carriers that covered mostly the same territory and had been fierce rivals. SCL's self-proclaimed moniker — “the New Railroad” — was fitting. In 1967 Seaboard Coast Line was in a class by itself.

But not for long. Other, much bigger parallel mergers soon followed, including the disastrous Penn Central (1968) and the successful Burlington Northern (1970). In fact, as Goolsby relates, within a few years SCL's identity began to gradually fade into Family Lines gray as managers worked toward yet another merger, Seaboard System, which was even shorter-lived. The SCL flag officially fell only 15 years after it was raised — and *that* was 35 years ago now . . .

* * *

Also in this issue [page 76], we launch a new series, “The Best of Everything,” by Chris Burger. Like many of us, Chris fell in love with railroading at an early age, but he turned his passion into a profession, rising to a high level of railroad management before retiring. All along he retained the wonder we all have for trains. “The Best of Everything” (he'll explain the title) is a retrospective on a life as thoroughly entwined with railroading as any. We hope you enjoy it.

Robert S. McGonigal
 Editor



A Seaboard Coast Line freight, with piggyback loads up front, hustles north at Coleman, Fla., in July 1974. This is SCL's “S Line,” ex-Seaboard Air Line trackage 5 miles south of Wildwood.

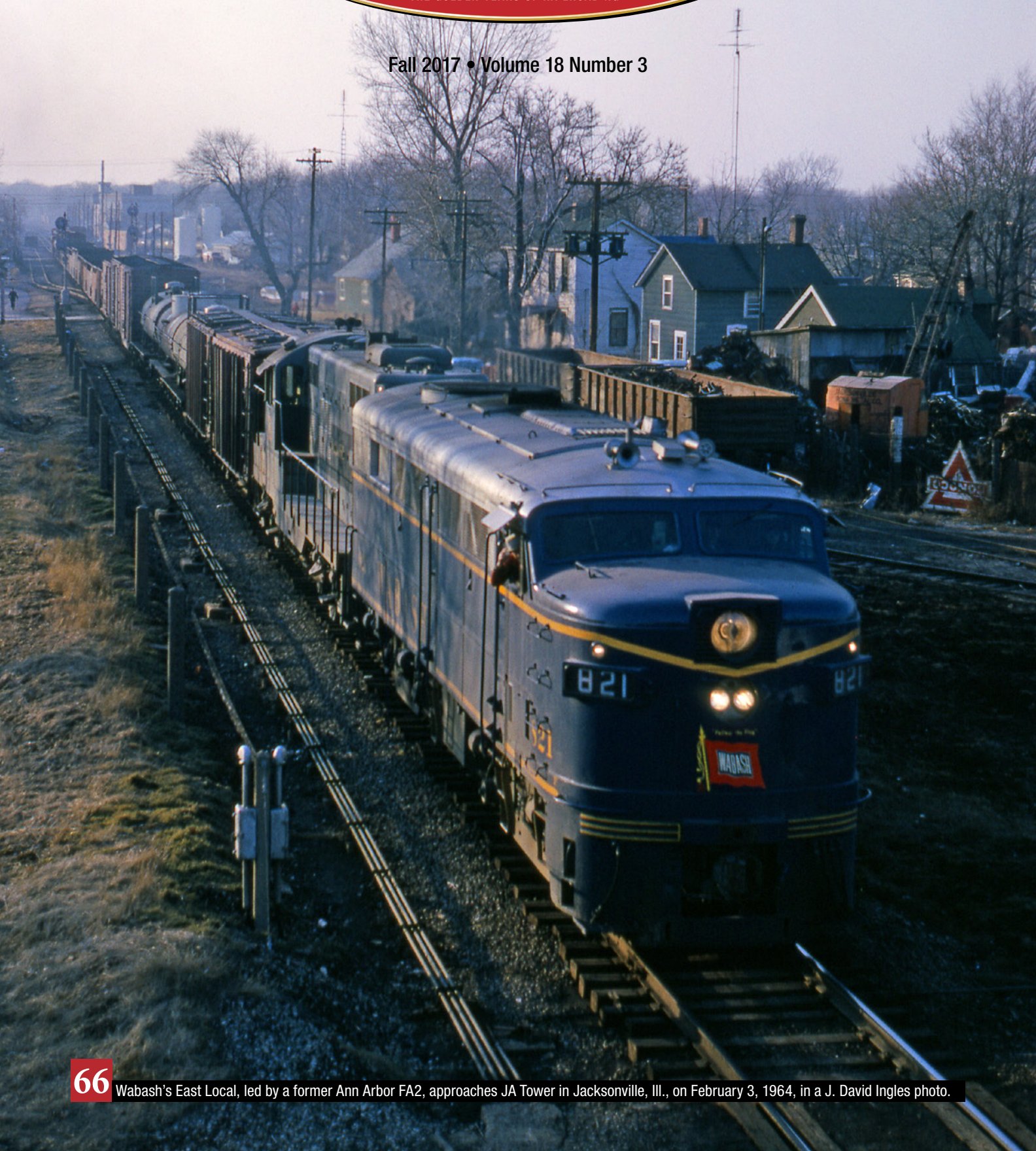
Ralph W. Bostian

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THE GOLDEN YEARS OF RAILROADING

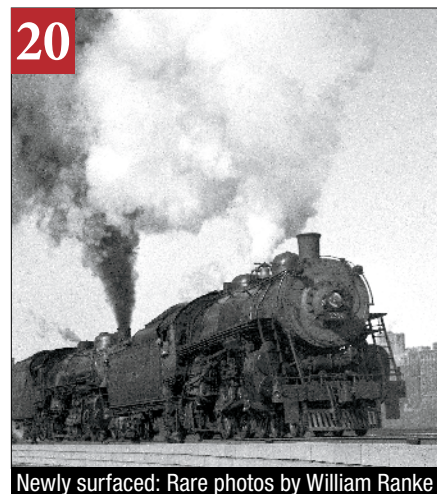
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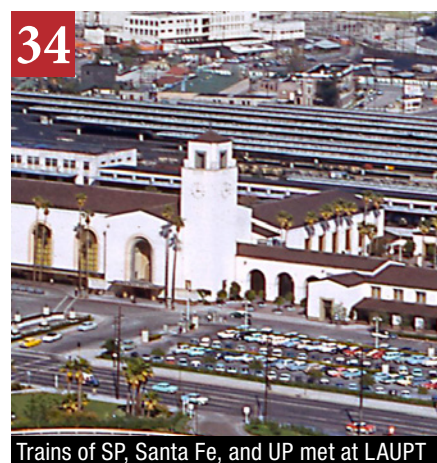


FEATURE ARTICLES

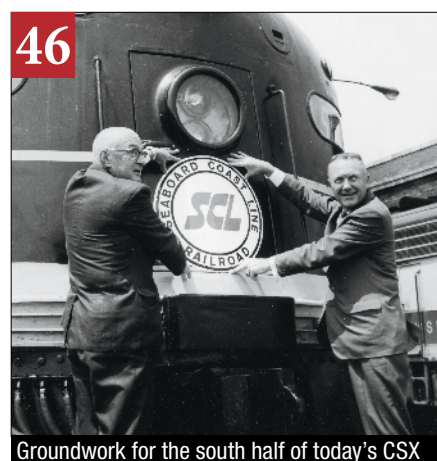
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Photographer William Ranke concentrated on action shots and special events
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- 64 What's in a Photo? Erie in The Bronx, 1940** • Jerry A. Pinkepank
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- 66 3 Years in a 3-Railroad Prairie Crossing** • J. David Ingles
Jacksonville, Ill., was home during my mid-1960s college years
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Boyhood exposure to New York-area trains would grow into a railroad career



Newly surfaced: Rare photos by William Ranke



Trains of SP, Santa Fe, and UP met at LAUPT



Groundwork for the south half of today's CSX



Southern Wisconsin on the verge of big changes

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- 91 Bumping Post** Gare Centrale: Canadian National modernizes in Montreal

On the cover: Three Union Pacific Streamliner sets — two *City of Denver* trains and one *City of San Francisco*, line up at Chicago & North Western's Chicago Passenger Terminal on January 5, 1938, in a William Ranke photo from the Mike Raia collection (page 20).

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Salt Lake diesel conclave

9,000 h.p. in six F units from two railroads



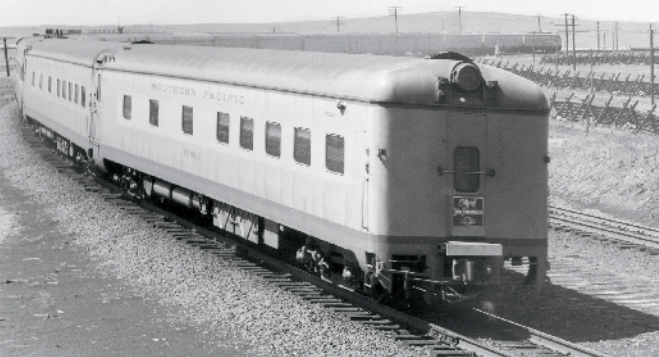
This **A-B-B-B-B-A** assemblage of Western Pacific and Rio Grande F units at Salt Lake City, circa 1966, may look unusual, but it was routine. Both roads' diesels were serviced at D&RGW's Roper Yard in South Salt Lake, and it was expedient to combine power sets when moving them between Roper and Salt Lake Union Depot. The three D&RGW Fs (right) are for the *Prospector*, due out at 5:15 p.m.; the WP trio will leave after 10 on the *California Zephyr*.

Joseph W. Snider

Keeping up appearances

Southern Pacific 9041, on the westbound *City of San Francisco* on the Union Pacific at Sherman, Wyo., in June 1954, is not and never was an observation car. It's a 10&6 sleeper built with a rounded roof end and side corners simply to give the rear of the train a finished appearance.

W.H.N. Rossiter



Western & Norfolk?

A mix-up in a Norfolk & Western paint shop produced this gondola, pictured in 1967. Not only does it have "W&N" on its flank, but, since each stencil contained both a word and the character it stood for, it's lettered WESTERN AND NORFOLK!

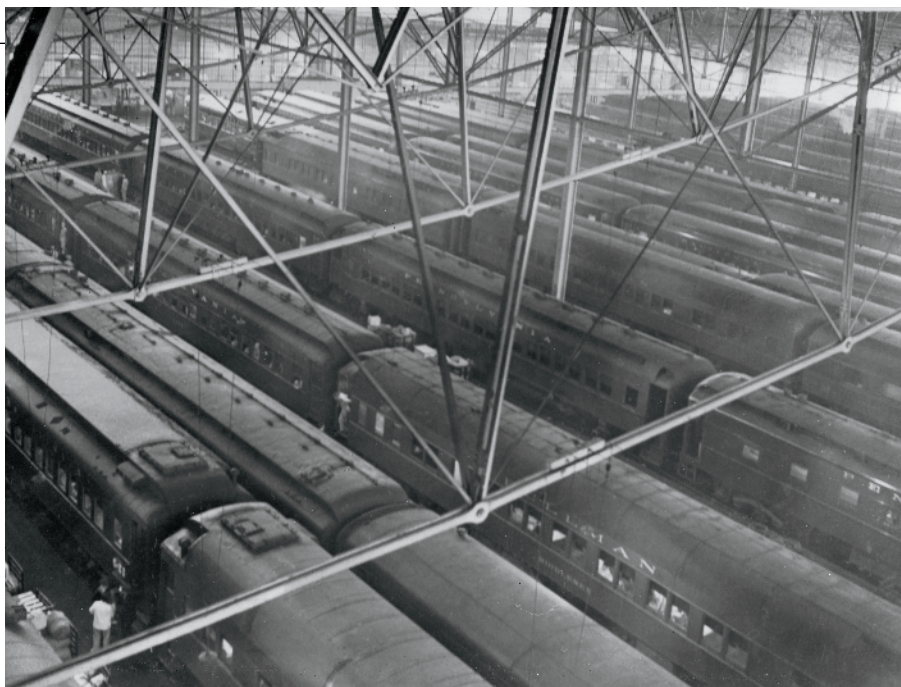
J. David Ingles



Steam revival in Duluth

Lake Superior Railroad Museum has returned Duluth & Northeastern 2-8-0 No. 28 to operation. The 1906 Alco was Duluth, Missabe & Iron Range 332 until its 1955 sale to the short line, which was famously all-steam into 1964. The Consolidation saw occasional service until 1972, then went to the museum in Duluth. D&NE successor Cloquet Terminal began restoring the 28 in its own shop in 2011. LSRM took over the project in 2014, and will use the 2-8-0 on its North Shore Scenic Railroad, an ex-DM&IR line.

Steve Glischinski



St. Louis during the war

This photo, taken in St. Louis Union Station about 1943, illustrates as well as any how busy the railroads were during World War II. At least 16 trains, and just a couple of vacant tracks, are visible. Only a few lightweight cars are to be seen amid the sea of heavyweight coaches, sleepers, and diners.

Wayne Leeman collection

Obituaries

William L. Withuhn, historian, museum professional, journalist, author, shortline executive, preservationist, and engineering consultant, died June 29 in Burson, Calif., at age 75 after a long illness. He was best known for his nearly 30-year career at the Smithsonian's National Museum of American History, where he was curator of transportation. Withuhn authored several major articles for *TRAINS* on steam locomotive technology and preservation, plus three for *CLASSIC TRAINS* including "A Locomotive for All Seasons" in *FANTASTIC 4-8-4 LOCOMOTIVES*.

Fletcher Swan, photographer, World War II veteran, and lifelong Santa Fe fan, died April 12 in Pasadena, Calif., at age 94. His two articles for *CLASSIC TRAINS*, "Top Secret Presidential Special" [Winter 2007] and "The Flying Irishman" [WORKING ON THE RAILROAD], dealt with his 1940s Santa Fe employment.

Warren McGee, railroader, World War II veteran, historian, and photographer, died June 7 in Livingston, Mont., at age 102. He worked in train service for NP and BN for 35 years and was a leader in preserving Montana rail history. McGee was profiled as the "Great Photographer" in our Fall 2003 issue.

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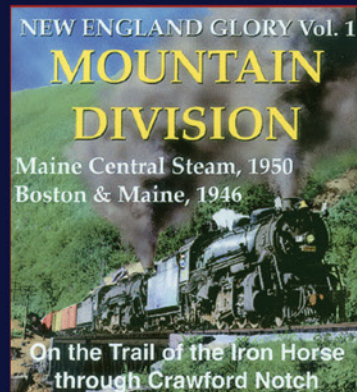
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For Rexall, go north

I can't believe you'll ever do an issue better than Summer 2017 with the "Special Trains" theme. I especially liked Kevin P. Keefe's "Prescription for Prosperity" [page 26] on the Rexall Train, as I had never heard of it before.

Chuck Weinstock, Pittsburgh, Pa.

Although the Rexall drugstore chain may have disappeared in the U.S., not so in Canada. In 1996, the Katz Group of Edmonton, Alberta, bought the fading Rexall operations in Canada and built it into a central and western Canada operation of more than 450 corporately owned and franchised Rexall and PharmaPlus stores. In 2016 Katz sold the operation to San Francisco-based McKesson Corp., but it has maintained both the Rexall and PharmaPlus identities and many branded store items.

Bruce Curry, Ottawa, Ontario

Now it's GPS units, not riders

Having just retired from a company that built substations for electric utilities, I could relate to the issues of shipping a transformer across the country that Bill Metzger described in his fine "High, Wide, and a Long, Dirty Haul" [page 76]. Nowadays, riders have been replaced with GPS devices on transformers and likely other critical loads. A few years ago, I was directed to a website to track transformers for a project I was on as they went from the Gulf Coast to Chicago. The website showed the last reported location on a map; of course, I checked their progress every hour or so.

Joseph J. Birsa, Plum, Pa.

I hope CLASSIC TRAINS readers will get to read more of Bill Metzger's train-riding experiences. His Michigan power, Grand Trunk Western GP9 4448, was a sister of Bill's first engine-ride unit, GT 4449. Both were among 16 EMD GP9s Canadian National bought in 1956-57 for its Montreal-Portland, Maine, line. The 11 freight-service units of the 16 had dynamic brakes to help on the mountainous route. All wore the CN system's green and gold with GRAND TRUNK spelled out on the long hoods. With the 1961 introduction of CN's "wet noodle" logo, GTW and the New England Grand Trunk shared a common "GT" version,



The only special for the Michigan State game of October 12, 1968, is ready to leave Ferry Yard.

William E. Botkin

leading to confusion that persists today. Grand Trunk's Geeps later were transferred to subsidiary Central Vermont, but kept their GT markings, and both lines' units ran interchangeably for years. The 4448 and many other GT and CV GP9s were transferred to GTW not long before Bill's special move, part of a three-way swap in which GTW SD40s went to Duluth, Winnipeg & Pacific and all 15 DW&P Alco RS11s went east to the CV.

Scott A. Hartley, Broad Brook, Conn.

Specials at Ann Arbor, Mich., in 1959" [page 66] brought back memories of when I was a student at Michigan in the late 1960s. By fall '68, the only football special for the Michigan State game on October 12 was this one [above], a nine-car GTW train from East Lansing pulled by GP9s 4901/4915. By then, the wooden Ferry Yard office had been replaced by a metal structure, and the semaphore train-order signal by a color-light signal. The Wolverines beat the Spartans, 28-14.

William E. Botkin, Centennial, Colo.



Shriners on the rails

The photos on page 53, of a 1968 Shriners special from Chicago to St. Louis on the Norfolk & Western, reminded me of an article in October 1953 TRAINS about 19,000 Shriners and 300 horses going to Miami, Fla., on 52 specials for the June 1952 convention,

all arriving and leaving within two days. Only the railroads could have done that, and it's an amazing feat that would be hard to duplicate today.

Bob Stewart, Franklin, Tenn.

Last Army-Navy run in 1992?

Regarding the "Bumping Post" photo [page 107] of PRR's Army-Navy game specials, for many years starting in 1962, I took photos of those trains at what became Penn Central's and then Conrail's Greenwich Yard. And while you surmised that 1991 might have been their final year, this train [below] — with two Amtrak F40s, four Amcoaches, and private cars *Blue Ridge* and *Mountain View* — was operated to the December 5, 1992, game. It was the only one I saw that year.

Frederick Ciociola, Atco, N.J.

Wolverine football finale?

Jerry A. Pinkepank's "What's In a Photograph?" analysis of "Eight Football

If you apply your "What's in a Photograph?" title to the "Bumping Post" photo, you'll see the car next to the letter "B"



One more year? This Amtrak special was the only train operated to the 1992 Army-Navy game. It's pictured at Greenwich Yard, Philadelphia, during the game, which Army won, 25-24.

Frederick Ciociola

track is painted in the maroon and gray colors of Seaboard Air Line's *Orange Blossom Special* of the early 1950s.

Robert J. Wayner, Brooklyn, N.Y.

The Super C test on NYC

I read Steve Patterson's "Santa Fe's Super C Speed Tests" [page 20] with much interest as I, as a New York Central employee, was involved in a lot of what he describes. The second test, incidentally, left from NYC's 130th Street yard, not 30th or 40th as is often reported. The late Jim McClellan and I worked all day in the office, ate dinner together, then took a taxi up to join the train.

Looking back over 50 years, we probably should have gotten the operating department to give our train a priority designation, such as SVX-1, instead of simply Extra 3024 West. How we got stabbed outside Toledo is still a mystery, given the number of division officials waiting for us at Airline Junction. The rider coach was behind the power, for us to bunk in, but we spent the 19 hours in one of the locomotive cabs. You have no idea how welcome Mr. Reed's business car's shower was after we got to Chicago.

Ira Heisler, Monmouth Junction., N.J.

Supporting the Siskiyou

Dick Dorn is an excellent writer as well as photographer, evidenced by his "Surprises on the Siskiyou" report of following the SP office car special [page 34]. Is it not interesting that as late as 1976 Southern Pacific was still trying to drum up freight business on the line?

Dave Klepper, Jerusalem, Israel

A "fuel-ish" interruption

The L&N student special pictured on page 52 in "Photo Section" brought back memories of a similar, but longer, trip on C&O in April 1967. My fiancée, a teacher in Louisville (we now have been married for 50 years!), chaperoned a coach of 7th graders on a trip to Washington, D.C. I was living in Ashland, Ky., and boarded the 14-car special there when it stopped for servicing. The trip was uneventful. We arrived about 8 a.m. and had a fun day touring. We left for Louisville about 7 p.m., but somewhere between Orange and Charlottesville, Va., we stopped unexpectedly. The diesels were out of fuel! We sat for six hours before an engine came to tow us into Charlottesville for refueling, but we got to traverse the New River Gorge in early daylight. We arrived

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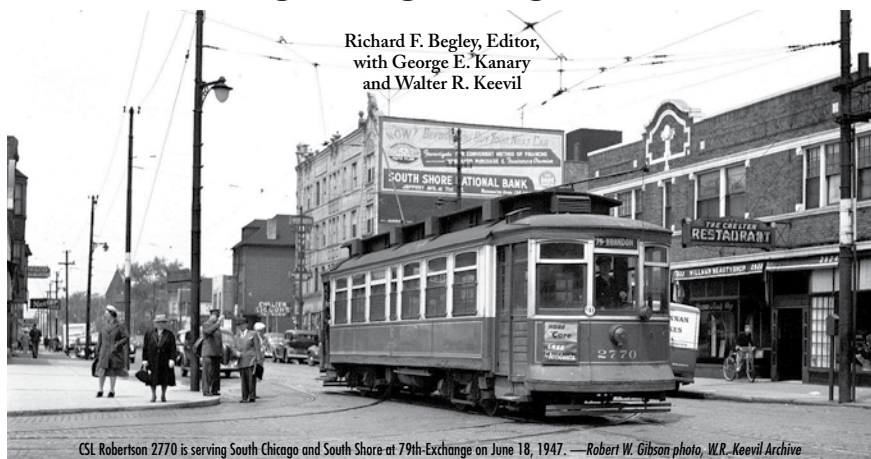
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with George E. Kanary
and Walter R. Keevil



CSL Robertson 2770 is serving South Chicago and South Shore at 79th-Exchange on June 18, 1947. —Robert W. Gibson photo, W.R. Keevil Archive

Chicago is a city of neighborhoods, with residents self-identifying as being from, for example, Hyde Park or Albany Park or Beverly or Uptown.

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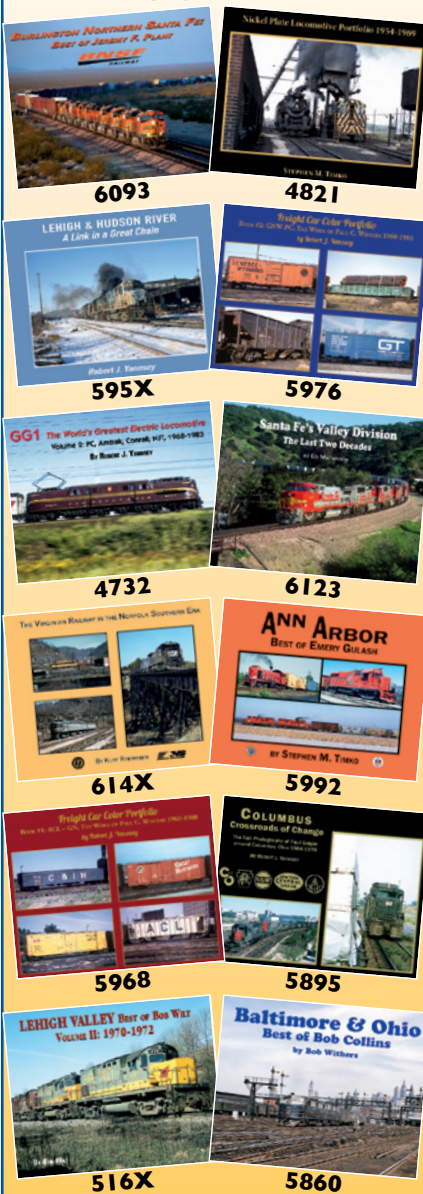
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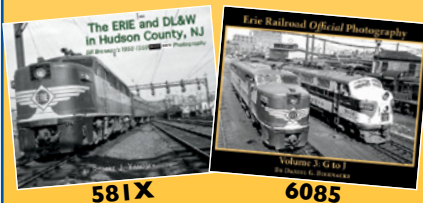
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in Louisville at 6 p.m. instead of noon. In the L&N photo, I see no auto newer than the early '50s. Could it be 1951, not 1961?

Lou Jaquith, Lexington, Ky.

¶ Closer examination of the markings on the back of the print reveals the photo was used in August 1961 *TRAINS*, but was received in our offices in March 1954, so with people wearing overcoats, it is likely from the winter of 1953-54. — R.S.M.

Dodge City premiere

The centerspread photo [page 54] of the Santa Fe train for the premiere of the movie *Dodge City* has special memories for me. My father Fred Mallonee and I were in the crowd when the train arrived (we're not in this picture, though). We wouldn't have missed that occasion, as we regularly went to the station from our home to watch Santa Fe's streamliners, by this time (1939) mostly handled by diesels in "warbonnet" colors.

Given the movie's theme, Dad handcrafted for me a fringed leather vest with a painted sunflower design on the back and the Kansas state bird on the front. I kept it until donating it several years ago to the Fort Dodge Historical Museum, where it is displayed. The celebration lasted several days, with a parade down Central Avenue with all the stars riding in decorated open convertibles. As young teens, my friends and I were amused that one of the lesser stars mostly nipped bootlegged libations, as Kansas then was a dry state. I later married a railroader, Robert Brittin, an agent and dispatcher for the Central Vermont (and later an author), which of course handled the *Washingtonian*, a passenger train popularly called "the Bootlegger."

Marcia Brittin, Denver, Colo.

NC&StL lives . . . in Cuba!

David Iбата, whose remembrance of the Nashville, Chattanooga & St. Louis was the Summer "Fallen Flags Remembered" entry [page 16], will be happy to know that NC&StL "stripes" survive in Cuba. Last February, I was on a Chris Skow Cuban rail safari. We stopped at a Santa Clara park to see what was billed as former dictator Fulgencio Batista's armored private train, of four boxcars and a gondola. The boxcars' stripe looked familiar, and sure enough, "NC&StL" initials were cast into their truck frames! The paint was recent, but the Cubans had followed the stripe pattern perfectly.



A Cuban boxcar has NC&StL-style striping, and also NC&StL initials on its truck frames!

J. W. Swanberg

Also, regarding Henry Frick's "Swan Song for New Haven Mail" in "The Way It Was" [page 97], I took a slide of another New Haven RPO variant a year before NH's inclusion in Penn Central. NH bought some heavyweight Maine Central RPOs and put them in service after a hasty identification change. My January 27, 1968, slide of NH 3295, ex-MEC 608, at New Haven shows the car still in MEC green, with newly applied McGinnis-era letters in a complementary yellow.

J. W. Swanberg, Guilford, Conn.

It could be inferred in David Iбата's NC&StL history that "the NC" never reached St. Louis. In a way, it did, but only briefly and only over in East St. Louis, Ill. In 1870 the St. Louis & South Eastern reached East St. Louis from Evansville, Ind. NC took control of StL&SE in 1879, but the StL&SE was transferred to Louisville & Nashville in 1880 when L&N obtained two-thirds ownership of the NC. By January 1881 the entire NC, including the ex-StL&SE across Illinois, was part of the L&N and on L&N's map.

Ron Goldfeder, St. Louis, Mo.

¶ Author Iбата agrees: "L&N consumed what would've been NC's East St. Louis extension, as NC hadn't effected a Nashville-Evansville physical connection before the L&N takeover."

Campaigning in 1960

I was age 9 during the 1960 presidential campaign, but I remember it as much as a 9-year old can. I enjoyed J. David Ingles' "Whistle-Stopping in the

Got a comment?

If you have a comment or correction, write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

1960s" [page 68] for its history as well as for its trains. Another passion of mine is automobiles, so I'd be remiss if I didn't point out that in the photo at the bottom of page 70, showing John F. Kennedy riding in a white Buick, the car is a 1959 model, not 1960 as in Dave's caption.

Jim Bryan, St. Louis, Mo.

Four of two kinds

In the early 1960s, New York Central suffered an incident similar to the two Erie Lackawanna boxcars with the same number pictured on page 6 in "Head End." In the freight-car reclamation area of its Beech Grove (Ind.) shops, NYC hired students in summer to fill in for vacationing employees. A foreman gave a kid some car-number stencils for five freshly painted cars, for simplicity let's say cars 1 to 5. The kid went down the line stenciling 1, 2, 3, 4, 5. Then the lunch whistle blew. Upon returning, he picked up the stencils and started down the other side of the cars, again stenciling 1, 2, 3, 4, 5, in numerical order! So except for the middle car, four cars wore a different number on each side. This gave switch-



Bill, Marcia, and June Bunge on Kinzua in '57.

Fred Bunge, Bunge family collection

men, car clerks, yardmasters, trainmasters, and customers fits for months.

Ted Shradly, Orleans, Mass.

Small world on Kinzua

I usually skim magazine articles I'm not really interested in, but I was reading through every article and caption in this issue on special trains. Well done!

Then I got to Ken Kraemer's "Running Extra' Adventures" on 1960s excursions in "The Way It Was" [page 95]. On page 96 is his photo of the Erie special on Kinzua Viaduct. Wait! I've seen this view before. My mother had given me 35mm

slides my late father Fred had taken over the years for me to scan so she could view them on her laptop. Several were of a family train trip to Kinzua. If you look to the left of the lead RS3 in Ken's photo, the woman you see is my mother! All three of us, including my sister, were there, posing for the slide Dad took [left].

Bill Bunge, Shippensburg, Pa.

Two Freedom Trains

Kevin P. Keefe's salute to the 1975-76 American Freedom Train [page 12] motivated me find my own photos of the Freedom Trains of two different eras. On February 25, 1948, the Freedom Train was parked on Pacific Electric tracks in Los Angeles' Exposition Boulevard. On December 26, 1975, I took my family to see the American Freedom Train at the L.A. County Fair Grounds near Pomona.

Marvin A. Moss, North Hills, Calif.

"Specials" corrections

- Page 71: The lead E7 on John F. Kennedy's C&O special was 107, not 101.

- Page 90: Ross Rowland's High Iron Co. was in Lebanon, N.J., not Pa. ■

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When the hump yard looked like the future

Remembering a school field trip in the heyday of carload railroading

In February 1959, I went on the greatest field trip a second-grader could ask for. It wasn't to a zoo or a museum or a park. No, in her wisdom, my teacher, Miss Nancy Fiegel, decided we should visit New York Central's new \$14 million Robert R. Young Yard in Elkhart, Ind.

It was likely because of me. I probably talked incessantly of trains, much to Miss Fiegel's distraction. But I give her credit for arranging one heck of a class outing.

Thus it was that on a gray, snowy day, I saw the future. Approximately 25 of us kids packed into a school bus and rode 21 miles to the big show. The thrill of the day was visiting the terminal trainmaster's perch in the top of the hump tower. There, peering down through huge windows, we watched as the hump switcher pushed boxcars, hoppers, and gondolas over the hill. We marveled at how each car would roll free to the retarders then down into the various tracks of the classification bowl. Like magic.

Later that morning we were led into the bowels of the tower, to a room filled with huge computers. I later learned this was General Railway Signal's Class-Matic technology. I distinctly remember being handed a wonderful souvenir (for an 8-year-old): a handful of IBM punch cards the computer was spitting out at a furious rate.

I've been thinking about the Elkhart hump — and those punch cards — a lot lately as CSX and Norfolk Southern have announced one hump-yard closing after another. CSX said it was phasing out humps at five locations: Atlanta; Hamlet, N.C.; Cumberland, Md.; Toledo; Louisville; and Selkirk, near Albany, N.Y. The 21,000-mile railroad's stated goal is to



New York Central, which hosted Keefe's 1959 school visit, was a leader in adopting electronic hump yards. This is the tower at NYC's Avon Yard in Indianapolis, dedicated in September 1960.

New York Central

get down to only five humps, and that list likely will be pared to three or even two. In May, NS said it would end hump operations at DeButts Yard in Chattanooga.

Back in 1959, no one would dream that these high-tech wonders, replete with computers, electric retarders, and glassy towers, could possibly be declared obsolete. They were as exciting as *Sputnik* and the atomic sub *USS Nautilus* — real New Frontier stuff.

In those days, magazines and newspapers were fed a constant stream of press releases about new hump yards. The new facilities also were basic fodder for the prolific railroad author S. Kip Farrington, whose books were a p.r. man's dream. With titles such as *Railroading from the Head End*, *Railroads at War*, and *Railroads the Modern Way*, Farrington presented American railroads as an unstoppable, utterly modern enterprise.

Here, from 1958's *Railroads of the Hour*, is Farrington's breathless take on Southern Pacific's improved Englewood Yard in Houston: "All the tower operator

has to do is to press a button indicating the track to which he wants each car to be assigned; the electronic brain, controlling the automatic switching system, does the rest of the job."

The "electronic brain." In the vernacular of the 1950s, it was almost a science-fiction term. Farrington, too, had seen the future.

Actually, the idea of allowing freight cars to roll freely down a hill into a classification yard was not new. In his 1912 book *Freight Terminals and Trains*, author John A. Droege traced America's first gravity hump to a Pennsylvania Railroad yard near Greensburg, Pa., in 1882. The "summit yard," as it was called at first, has a long pedigree.

For a few decades, "rider" humps were the norm, staffed by armies of brakemen who would ride the cars down into the yard, setting the hand brakes as they rolled. Automation of a sort came in 1924 on the Indiana Harbor Belt at Gibson, Ind., using the new technology of electro-pneumatic retarders. But this system relied on presets, which slowed cars only at limited fixed points and couldn't allow for differences in car weights and designs, not to mention the weather.

By the 1950s, railroads began moving to automated retarders built either by GRS or Union Switch & Signal and con-

IN 1959, AUTOMATED HUMP YARDS WERE AS EXCITING AS SPUTNIK AND THE ATOMIC SUBMARINE NAUTILUS.

trolled by huge analog computers. Receiving the new technology were some of the most famous yards in railroading, including NYC's Frontier in Buffalo and Avon in Indianapolis; Southern's Norris in Birmingham and Inman in Atlanta; UP's Bailey Yard at North Platte; and Atlantic Coast Line's at Waycross, Ga.

But as freight shifted away from car-load traffic, the bubble would inevitably contract, if not completely burst. In his analysis of yards in the June and July 2002 issues of *TRAINS*, author Edwin Kraft noted that of 152 hump yards operating in 1975, only 70 existed by 2001. A signature moment was the closing of massive Potomac Yard outside Washington, D.C., in 1990, when Richmond, Fredericksburg & Potomac was absorbed by CSX. The hump was practically the first thing removed.

So CSX's hump-yard initiative is hardly new. It's been going on for decades as unit trains, shipper-owned fixed consists, and pre-blocking continue to obviate the need for hump after hump. "The typical hump yard is like the production line for the Model T," wrote Kraft. "If you look at a yard like a factory that builds trains, it's terribly inflexible."

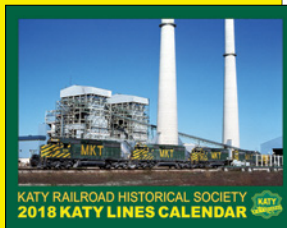
It will be a long time before the last hump yard closes. In the West on BNSF and UP, where distances between major yards are vast, the big yards still hold sway. As one Western Class I operations official told me, "When properly managed, with good cost control, hump yards are still the best way to handle large quantities of cars. I would think it's more cost-effective than flat switching."

But he is working in the wide-open spaces. In the Midwest and East, where the economies of scale aren't so forgiving, we'll continue to see humps close, tracks and switches cannibalized, and the dirt hauled away. The spectacle of the free-rolling boxcar and the piercing scream of the retarder will fade. The next generation of second-graders, if they're lucky enough to get a railroad field trip, won't enjoy nearly as good a show. ■

KEVIN P. KEEFE joined the *TRAINS* staff in 1987, became editor in 1992, and retired in March 2016 as Kalmbach Publishing's vice president, editorial. His weekly blog "Mileposts" is at ClassicTrainsMag.com.



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The wreck of *The Federal* Washington, D.C., January 15, 1953



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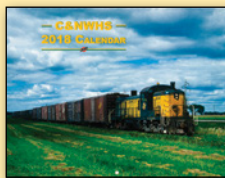
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Pine Tree State cooperation

We're at Burnham Junction, Maine, 13.6 miles northeast of Waterville, in July 1957 as Maine Central train 12, the Bangor-Boston *Flying Yankee*, led by E7 No. 707, pauses at 2:45 p.m. One of the two MEC "deluxe streamline coaches" at rear is a through Van Buren-Boston car off the Bangor & Aroostook at Bangor. The E7 and coaches date from joint Boston & Maine-MEC management times in the late '40s. From Portland, the train uses B&M on to Boston. To the right, express is being handled for the 33-mile Belfast & Moosehead Lake. MEC quit passenger service in 1960, but Burnham still has tracks: Pan Am's MEC main line and a remnant of B&ML, which runs tourist trains east of here.

Barney L. Stone, Krambles-Peterson Archive





A “Little Jewel” of a railroad

The Soo Line left its mark in Midwest railroading • By Steve Glischinski



A classic A-B-A F7 trio, led by WC-owned 2230B, is at Greenwald, Minn., on the “Brooten Line” on October 1, 1978, bound for Superior, Wis.

Steve Glischinski

Seemingly hidden away in the north-central U.S., the Soo Line and its affiliated Wisconsin Central Railway did not receive the attention lavished on bigger neighbors Chicago & North Western and Milwaukee Road. Soo did not host a streamliner, went freight-only in 1968, and was bought by Canadian Pacific, which long had controlled it, in 1990. Soo public relations man Wallace W. Abbey chronicled the railroad in his 1984 book, *The Little Jewel*, a title meant to evoke its ability to generate profits for CP but apropos in many other ways.

Yet Soo left a big mark in railroading. In 1960, it merged the Minneapolis, St. Paul & Sault Ste. Marie, the WC, and the Duluth, South Shore & Atlantic, another CP-controlled regional [“The Upper Peninsula’s Railroad,” Winter 2015 CLASSIC TRAINS], into what it called the “New Soo.” Like the Monon, it adopted its pop-

ular monicker as its official name: Soo Line Railroad (“Soo” being the pronunciation of “Sault”). Before and after the merger, Soo proved you could make a profit in territory where others struggled. It did so through conservative management of its limited resources and an emphasis on customer service.

Soo’s history dates to the September, 29, 1883, incorporation of the Minneapolis, St. Paul & Atlantic. It was the brainchild of Minneapolis milling interests anxious to find a way to ship their products east without going through the expensive and congested Chicago terminal. The millers’ answer was a direct 500-mile line from Minneapolis to a CP connection at Sault Ste. Marie, Ontario.

Construction began in April 1884 at Cameron, Wis., and “the Sault” (two like-named cities in Michigan and Canada) was reached in December ’87. Orig-

nally the road reached Minneapolis by trackage rights on the Chicago, St. Paul, Minneapolis & Omaha from Turtle Lake, Wis. This was remedied when a subsidiary, Minneapolis & St. Croix, was built from Turtle Lake into Minneapolis, and the route opened in January 1888. Simultaneously the Minneapolis interests incorporated the Minneapolis & Pacific to build west to bring wheat from the Dakotas to the Twin Cities’ mills.

Like many rail ventures of the era, all three encountered financial problems, but CP propped them up, mandating they be consolidated. Thus began Soo’s long relationship with Canada’s first transcontinental railway, as on June 11, 1888, the MStP&A, M&StC, and M&P were joined to form the Minneapolis, St. Paul & Sault Ste. Marie Railway. The nickname “Soo Line” quickly emerged.

The “first” WC

Wisconsin Central Railway was incorporated February 4, 1871. Ground was broken June 15 at West Menasha (now Neenah) for a line to Stevens Point. It would reach Ashland, on Lake Superior, in 1877, and WC was granted nearly 1 million acres of land for finishing the line. WC reached St. Paul in 1884, Chicago in 1886, and Superior in 1908.

WC seemed to be an “also ran,” though, as its routes were longer than its competitors’. In 1889 the transcontinental Northern Pacific contracted with WC to handle its trains from St. Paul to Chicago, and in 1890 NP leased the WC. NP subsidiary Chicago & Northern Pacific



The fireman on Pacific 2717 leans out for orders for train 5 at Paynesville, Minn., in March '54.

James Kreuzberger photo, Steve Glischinski collection



J. David Ingles

Soo Line recognized the value of WC's routes and in 1908 acquired a majority interest, then leased the property on April 1, 1909. Under the agreement, WC remained a separate entity and Soo did not participate in its profits or losses, nor did it pay rent. However, the roads gained traffic from each other, and WC gave Soo access to Chicago. Although the combined system was known by the Soo Line name, WC continued a separate existence with its own officers and stockholders until the 1960 amalgamation. For trackside observers, ownership of locomotives was easy to spot, as WC's had four-digit numbers but Soo's just three digits. Steam-engine tenders wore the "dollar sign" Soo emblem, and diesels' flanks had SOO LINE spelled out,

Duluth, South Shore & Atlantic was incorporated in 1887 and consolidated several iron-ore roads in Michigan's Upper Peninsula. Spanning from the Twin Ports of Duluth-Superior to Sault Ste. Marie, "The South Shore" had branches tapping the copper-rich Keweenaw Peninsula beyond Houghton-Hancock and to St. Ignace on the Straits of Mackinac. From there, carferries connected with Mackinaw City on the Lower Peninsula. DSS&A came under CP control in 1890.

Soo was among the first to embrace the 2-8-2 Mikado type, eventually having 48 including secondhanders from the Monon and the Rock Island. They were workhorses across Soo's system, whose breadth from Sault Ste. Marie reached over 1,175 miles after Soo finished a 136-mile branch from Flaxton.

Virtually all first-generation Soo diesels were four-motor B-Bs, exceptions being four each Alco RSC2s and RSC3s (A1A-A1A, later converted to B-B) and a lone SD9. Soo had a GE 44-tonner, seven Baldwins, and five Fairbanks-Morse H12-44 switchers to dent the EMD-and-

Alco roster. DSS&A had dieselized during 1945–52, and in the merger Soo inherited its 16 Baldwins (including four center-cab transfer units) and eight RS1s. Everyday Soo steam ended February 15, 1955, when 2-8-0 468 tied up at Neenah.

The last steam locomotive Soo ran was 4-6-2 2719, on a June 21, 1959, Minneapolis–Ladysmith (Wis.) excursion. Preserved in Eau Claire, Wis., the Pacific would return to steam occasionally beginning in 1998, and hauled excursions in Wisconsin and Minnesota until 2013. She is at the Lake Superior Railroad Museum in Duluth. Preserved in Superior, Wis., 2-8-2 1003 also was activated, beginning in 1996; privately owned, she is in the Wisconsin Automotive Museum in Hartford. A third Soo engine, 0-6-0 353, steams annually each Labor Day weekend at the Western Minnesota Steam Thresher's Reunion in Rollag. Soo was generous in donating steam locomotives to towns and museums, and at least 19 survive, in four states, including three 2-8-2s and seven 4-6-2s, but the list has no 4-8-2s, 4-8-4s, or DSS&A engines.

Heavyweight varnish

While passenger service was not a big part of Soo's business, the road strived to maintain quality service, and with partner CP, offered Canadian connections. In 1889 MStP&SSM inaugurated the Minneapolis–Sault Ste. Marie *Atlantic Limited*, among the first trains with vestibule sleeping cars; its last remnant came off in 1960. Soo and CP in 1904



Pine tree-like nose stripes and switcher black are displayed at Schiller Park, Ill., in fall 1960.

J. David Ingles



Modern mainstays: Two GP38-2s and a GP30 handle train 909 at Bradley, Wis., July 16, 1979.

Steve Glischinski

began the overnight Twin Cities–Winnipeg *Manitoba Express*, which in 1928 was renamed *Winnipeg* and lasted 39 years. It was the last “pure” Soo passenger train when it quit in March 1967.

“Pure”? Soo offered “mixed train” service, as seats in cabooses, on a select list of freights until September 1986, ending an era dating to early times in which almost all trains on branches in sparsely populated North Dakota carried passengers. Soo also ran Milwaukee Road's *Copper Country Limited*, with Milwaukee equipment, on the train's northerly 77 miles between Champion and Calumet, Mich., a service begun in 1907 and inherited from DSS&A. The train was discontinued March 8, 1968.

Soo and CP in 1923 inaugurated the summertime Chicago–Vancouver (B.C.) *Mountaineer*. In the off months, the train was the St. Paul–Moose Jaw, Sask., *Soo-Dominion*, its cars going on CP's *Dominion* to Vancouver. Beginning in 1933, the *Mountaineer* rode C&NW east of St. Paul, and *Soo-Dominion* cars went to Chicago on C&NW's *Viking*. After being off during World War II, it resumed in 1947, but service east of St. Paul ended in 1950. The *Soo-Dominion* quit in December 1963, the through service to western Canada going via Winnipeg. The *Mountaineer* then was part of the *Winnipeg*, until 1965. Soo was the last road to finish a Twin Cities–Twin Ports line, in 1912, and by the 1920s ran the *Duluth-Superior Limited*, trains 62 and 63. The route was in a pool with NP and Great Northern, but Soo withdrew first, in 1961.

Any lightweight cars on Soo trains (apart from the road's two 1948 ACF baggage cars and one business car) were owned by Pullman, CP, or other roads as Soo stuck with heavyweights. Soo did rebuild some heavyweights for its Chica-

go–Duluth train, which gained the name *Laker* on June 3, 1951. It had through cars to St. Paul from Owen, Wis., and from Spencer, Wis., to Ashland. The *Laker's* last run was January 16, 1965.

The “New Soo”

Upon the December 31, 1960, merger that created Soo Line Railroad Co., former DSS&A President Leonard H. Murray took the helm. Known for being frugal, Murray held the presidency until 1978. A master of using the minimal resources at his disposal, he continually improved Soo's revenues while controlling costs and increasing traffic.

Soo invested heavily in its physical plant, installing welded rail on grain branches as well as main lines, expanding CTC signaling coverage, and purchasing new equipment. Soo also adopted a colorful new image designed by Abbey: a white (actually light gray) with red ends and black lettering on the diesels, and various colors on freight cars. GP9 550 was the guinea pig for the new livery, but in 1962 two new Alco RS27s in the bright colors arrived. They were followed in '63 by 22 EMD GP30s, which rode on trucks from Soo's 22 traded-in Alco FAs. Later came 10 GP35s, 4 GP40s, and in 1968, 10 GE U30Cs. The Alcos and GEs were “orphans,” though, and Soo then stuck with EMD, buying its first six-motor units, SD40s, in May 1969 and eventually having 78 SD40s and -2s.

EMD's 2,000 h.p. GP38-2 was perfect for Soo's secondary lines and locals, and the model began replacing the F units in 1977. In a one-time occurrence, the first 10 of the road's eventual 53 GP38-2s had the big “SOO” on the flanks in red, not black. The old three-digit/four-digit numbering scheme became history after those first 10. With the U30s next at



800–809, Soo renumbered the GP38-2s from 790–799 into the 4400s. During 1987–89, Soo bought what would be its last new power: 58 SD60s and 5 SD60Ms, all in the 6000s. The last 21 units came in a new “Candy Apple Red” with reflectorized white lettering, which would be applied to older units, but ultimately Canadian Pacific’s red would win out.

Thus did Soo Line overnight, and un-

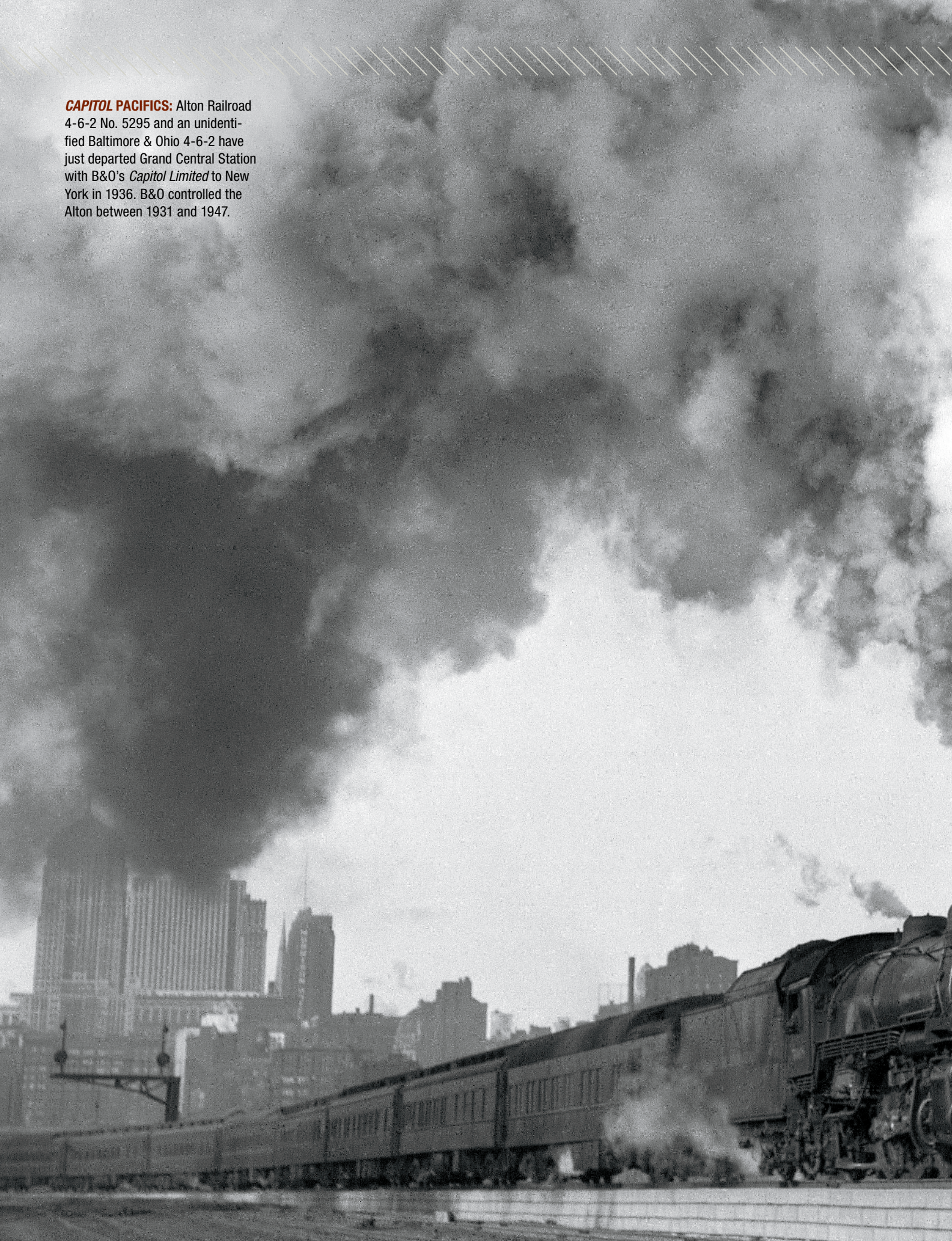
Canadian Pacific, which long had a 56 percent stake in Soo, said it would sell its interest, but in 1990 reversed course and instead took full control. Thus while Soo still exists legally (*i.e.*, “on paper”), and most of its original lines remain in operation by CP or Canadian National (which purchased WCL in 2001), to observers it is all Canadian Pacific. Nevertheless, while perhaps not visible and despite being under Canadian ownership, the “Little Jewel” continues to shine. ■

Soo Line fact file



www.ClassicTrainsMag.com CLASSIC TRAINS 19

CAPITOL PACIFICS: Alton Railroad 4-6-2 No. 5295 and an unidentified Baltimore & Ohio 4-6-2 have just departed Grand Central Station with B&O's *Capitol Limited* to New York in 1936. B&O controlled the Alton between 1931 and 1947.

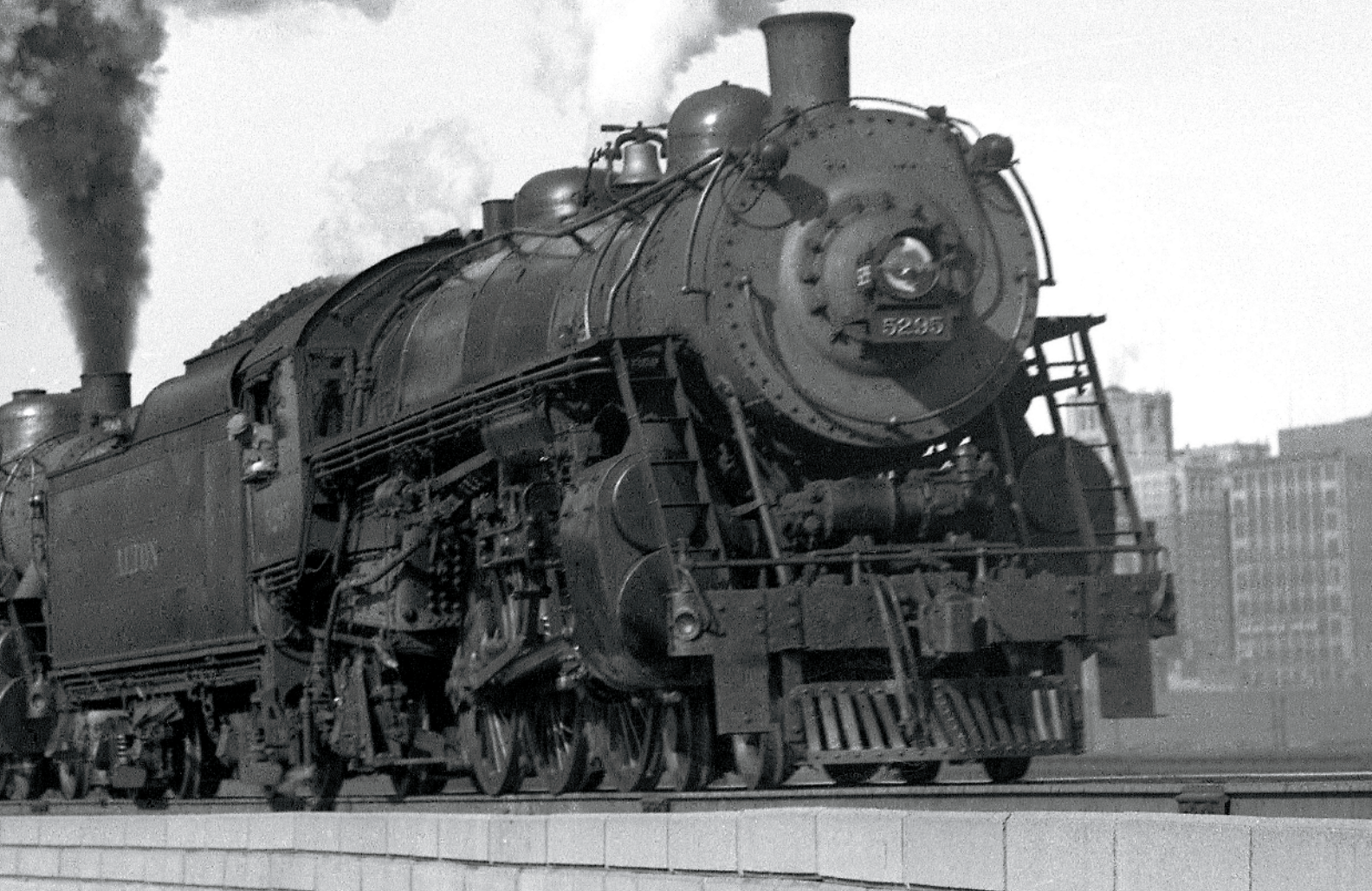


Chicago

IN THE 1930s

At a time when most rail photographers were taking static “engine pictures,”
one man was capturing the dynamic scene in the Railroad Capital

Photos by William Ranke • Text by Mike Raia





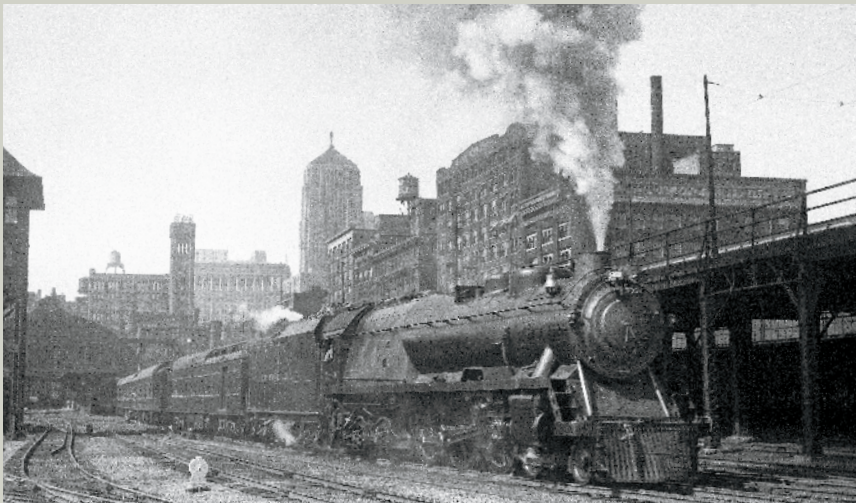
ORIGINAL HIAWATHA: Milwaukee Road Atlantic No. 3 charges out of Chicago Union Station with the *Afternoon Hiawatha* to Minneapolis. The train is just about to cross Canal Street. A favorite spot for generations of railfans, this location is unrecognizable today because of recent construction projects.



THE ROCK'S APACHE: Beautifully turned-out Rock Island 4-8-2 No. 4013 has the Chicago–Los Angeles *Apache* in hand on the long tangent between La Salle Street Station and Englewood on November 15, 1936.



K4 IN THE COLD: Just over a mile out of Union Station, Pennsylvania K4s Pacific 5353 leads the *Liberty Limited*, PRR's top train from Chicago to Washington, D.C., on a frigid February 19, 1935.



CAPITOL HUDSON: B&O 5360, one of four experimental 4-6-4s the road built in the mid-1930s, pulls out of the Grand Central Station trainshed with the *Capitol Limited* on June 27, 1936.



GREEN RACER: Nearly new C&NW Hudson 4002 brings a train into Chicago on March 27, 1938. Painted green with yellow striping, the nine E-4s were used mainly on the east-west main line.

Chicago in the 1930s was a turbulent time. The Great Depression had taken its toll on the city and the country. Chicago was extremely hard hit because of its large manufacturing base. Unemployment reached record levels, and the city parks became a refuge for the unemployed and homeless. The railroad industry — another major element of the Windy City's economy — had also hit hard times. Many carriers sought bankruptcy relief.

In the middle of the decade, the country started down the long path to recovery. The railroad industry also began to show signs of life. Heavyweight passenger trains gave way to new streamliners as the industry sought to increase its passenger revenues. Another big change for the railroads was the introduction of the diesel-electric locomotive. Steam was starting to give way to modern diesels on passenger trains. It was during this time that William Ranke began photographing the railroad scene in Chicago.

William Ranke was born in Fort Wayne, Ind., on January 8, 1886, to parents John and Nine Sweetanhan Ranke. When he was a child, the family relocated to the Quad Cities area of Illinois and Iowa. He married Maura Nyenhula of



SOUTHERN VISITOR: One of the Gulf, Mobile & Northern's *Rebel* trains has ventured 450 miles off-line for a 1936 visit to Chicago; Ranke caught it at the CB&Q coach yard.



EARLY ZEPHYR: An original three-car *Twin Zephyr* passes the CB&Q coach yard as it sets out for Minneapolis in spring 1936.



CENTRAL SENDOFF:

During the brief hey-day of the streamlined motor train, a crowd is at Central Station on May 17, 1936, for the christening of Illinois Central's *Green Diamond* before its inaugural run to St. Louis.



ANOTHER FIRST: Union Pacific two-unit diesel M-10002 heads toward the setting sun with the first run of the *City of Los Angeles* streamliner on May 18, 1936.

Muscatine, Iowa, on October 19, 1912.

After marriage the couple moved to Chicago and took up residence in the Lakeview area on the city's North Side. Six years later their son Wendell A. Ranke was born.

After the move to Chicago, William Ranke took up employment with his father as a painter and wallpaper hanger. By all accounts he became one of the best and most sought-after wallpaper hangers in the city. The Ranke family became pillars of the area and belonged to various local organizations such as the Masons and Grace Lutheran Church.

During the mid-1930s Ranke took up photography. His earliest work showed scenes of the city including notable buildings such as the Merchandise Mart and Wrigley Field. His Wrigley Field work included scenes of the ballpark during the 1938 World Series and the construction of the iconic scoreboard. His earliest railroad photos appear to date from 1935. The first subjects included Milwaukee Road's *Hiawatha* and Chicago & North Western's *400*, both launched in 1935. From there, railroads became the focal point of Ranke's photography.

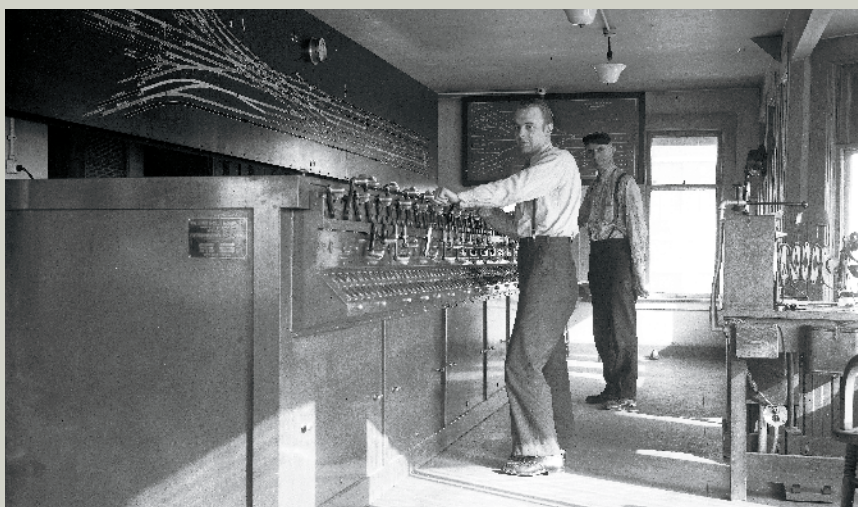
William started photographing the railroads in downtown Chicago. One of

MEN IN WHITE: C&NW's Chicago–Minneapolis 400 got E3 units in May and June 1939; streamlined cars came in September. Two crewmen dressed for work on diesels pose at Chicago on September 18, 1939.





BEST WISHES: Bunting and a sign decorate Milwaukee Road 0-6-0 1452 on the occasion of the retirement of engineer William E. Stockwell, whose railroad career spanned 1883–1939.



TIMELESS TOWER: Tower A2, located 2 miles west of Chicago Union Station, controlled a busy junction of C&NW, Milwaukee, and PRR lines. Today, it's little changed from this 1939 view.



CABOOSE CREW: The men on the platforms of a Rock Island “bobber” caboose have just completed some switching duties in the yard south of La Salle Street Station on June 27, 1936.

his favorite spots was the iconic Roosevelt Road viaduct where he photographed the various railroads from above and below. Another spot was 16th Street, a junction on the Rock Island. This was a good place to capture the parade of New York Central, Rock Island, and Nickel Plate passenger trains out of La Salle Street Station. Other spots included Wolf Point at Canal and Lake streets north of Union Station, where he photographed Milwaukee Road trains; C&NW’s passenger terminal; and Illinois Central’s lakefront station.

Railroad photography in this era consisted mostly of roster shots of locomotives. Ranke made roster shots, but he also photographed trains at stations or in action, as well as railroaders on the job.

The cameras and film of the time were slow. ASA 10 was the norm for film, often resulting in blurred action images. Ranke didn’t let this deter him and continued with action photography. He often selected areas where the trains would be moving slower to minimize the blurring. Ranke also experimented with different types of films. One such film was Kodak’s Panatomic-X, introduced in 1933 with a whopping ASA rating of 32. Ranke also tried a new film, AGFA Superpan Press film, which had a similar



SUPER ON DISPLAY: Santa Fe's new streamlined *Super Chief* is on display at Dearborn Station shortly before entering service in May 1937. Electro-Motive Corp. box-cab diesels from the heavyweight *Super* are standing in for the "Warbonnet" E units, which were delivered in June.

B&O'S BOX-CAB: In 1937, B&O assigned EMC box-cab No. 50 (similar to the two Santa Fe units) and a set of lightweight cars to the Alton, on which the equipment ran as the Chicago–St. Louis *Abraham Lincoln*. Here the *Abe* passes the Pennsy coach yard south of Union Station.





rating. He shot both 126- and 616-size negatives. Ranke created a makeshift darkroom in his home where he often showed younger photographers the intricacies of darkroom work.

Besides darkroom work for himself and others, Ranke also traded negatives with people from coast to coast. Most of these were roster shots. He traded with Paul Eilenberger of Chicago, Gerald M. Best of Los Angeles, R. P. Morris of New York City, and La Mar Kelly of Elkhart, Ind. Ranke also became active in the local railfan community and was a member of the Railroad Club of Chicago. He went on several fantrips during the 1930s and '40s. He took trips on the Santa Fe to Kansas City; Chicago & Eastern Illinois to Danville, Ill.; C&NW to Madison, Wis.; and IC to Clinton, Ill.

Ranke's job allowed him the freedom to photograph special movements during the week. A focal point of his railroad photography was the first runs of new trains. Ranke photographed the first runs of new passenger trains such as IC's *Green Diamond*, Santa Fe's *Super Chief*, C&NW's *400*, and Baltimore & Ohio's re-equipped *Capitol Limited*.

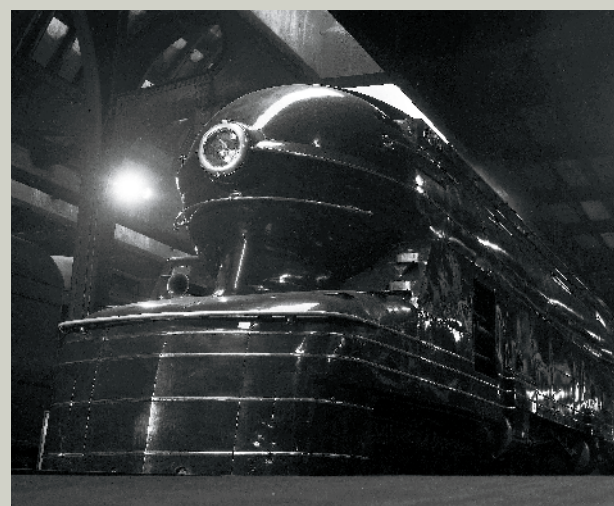
He also documented special events in the Chicago area. These included the



DEMO ON A SPECIAL: The first of Electro-Motive's five box-cab passenger diesels of 1935 were Nos. 511 and 512, which the builder used for testing and as demonstrators. Here the 511 is outbound on the Rock Island at 16th Street with a special train of three *Rocket* cars.



400s, OLD AND NEW: Two generations of the *Twin Cities 400* meet in C&NW's Chicago terminal on September 18, 1939. The new streamlined train is on display for the public, while the heavyweight equipment awaits its final run. Ranke was on hand for many such events.



THE "BIG ENGINE": PRR's colossal 6-4-4-6 is on display in Union Station on November 29, 1940. The only engine of its type ever built, the class S1 spent its short career working passenger trains east out of Chicago.



STREAMLINER LINEUP: On February 14, 1938, the Santa Fe lined up five streamliners in its Chicago coach yard for publicity photos. Ranke was there too, and made this image of four E1 diesels flanking 4-6-4 No. 3460, the road's only streamlined steam engine.



STREAMLINER CONTRASTS: The observation cars of IC's *Green Diamond* (left) and NYC's *Chicago Mercury* stand in the old trainshed at IC's Central Station on November 4, 1939. Although both designs dated from 1936, the IC train consisted of all-new articulated lightweight cars, while the *Mercury* was rebuilt from heavyweight coaches.

Gulf, Mobile & Northern's streamlined *Rebel* motor train, which came to Chicago for display, and the Rexall Train of 1936. Besides special movements and displays, Ranke focused on the regular operations of one Chicagoland railroad.

A large part of Ranke's collection was dedicated to the New York Central. He spent a lot of time photographing the NYC in downtown Chicago and several miles south in Englewood. Ranke befriended a Central engineer from Elkhart. Named Fairley, he was a senior man and often worked the crack passenger trains such as the *20th Century Limited*. Fairley kept Ranke informed about special movements on his road. In several of Ranke's negatives Fairley can be seen waving from the cab.

William Ranke continued his photography until the beginning of World War II. Correspondence shows that he continued trading negatives during this time. In 1946 the Rankes moved back to the Muscatine area to work on the family farm. He continued trading negatives after the move, but he did not go back to photographing railroads.

William Ranke passed away in 1949. His collection remained intact until his son Wendell sold it in the late 1990s. The collection was sold to two people, one of



STEAM AT HIGH NOON: J-1 Hudsons 5321 and 5222 are serviced under the big coal dock at NYC's 63rd Street roundhouse on the South Side near Englewood Union Station. The gritty scene gives no hint of railroad-ing's dieselized, streamlined future.

HUDSON OUTBOUND: NYC J-3 4-6-4 No. 5434 accelerates away from La Salle Street Station (visible beyond the twin signal masts) with a mixed consist of light- and heavy-weight cars on November 23, 1938.



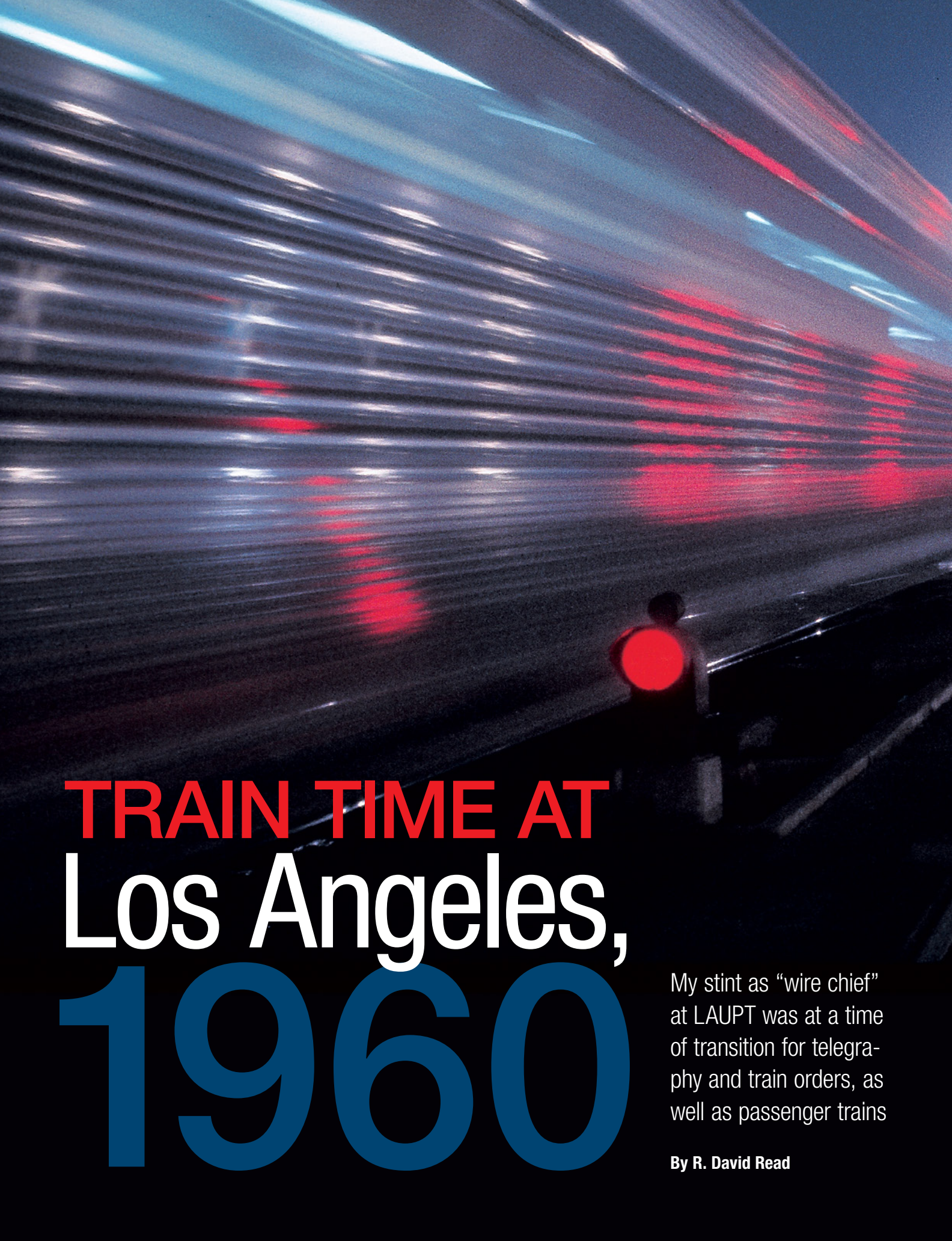
whom was railroad video producer David Goodheart. Upon Dave's passing, the collection was sold to my father, Bill Raia, who died in 2012.

William Ranke's photography was ahead of its time. When most railfan photographers were taking engine pictures, he documented trains in action and railroaders at work. Thanks to him we can get a feel for the dynamic railroad scene during the 1930s in Chicago. ■

MIKE RAIA lives in Chicago with his wife Heidi. Born into a railroad family, he carries on the tradition working at Anacostia Rail Holdings. A lifelong railfan, he has been photographing trains for 45 years. This is his first CLASSIC TRAINS byline.



MERCURY LAUNCH: On November 12, 1939, streamlined J-1 No. 5344 leads the first run of NYC's *Chicago Mercury* to Detroit out of IC's Central Station, used at the time by trains of NYC's Michigan Central and Big Four subsidiaries. A low-profile trainshed replaced the 1893-vintage arch in 1945.



TRAIN TIME AT Los Angeles, 1960

My stint as “wire chief” at LAUPT was at a time of transition for telegraphy and train orders, as well as passenger trains

By R. David Read



Los Angeles Union Passenger Terminal opened in 1939 to serve the passenger trains of southern California's three major railroads: Santa Fe, Southern Pacific, and Union Pacific, replacing Santa Fe's La Grande and SP's Central stations. UP used Central after its depot burned in the 1920s.

LAUPT, commonly "Union Station," was one of the last big-city railroad terminals built in the U.S. Its 16 tracks, above the concourse, were barely adequate to hold all the trains of the era, and when the World War II traffic increase hit, LAUPT was lacking in capacity to handle it all efficiently.

The depot, with its iconic clock tower at the southwest cor-

ner of the head building, faces Alameda Street in the northeast part of downtown. When you enter there, the public waiting room is straight ahead, and beyond it the concourse led to access doors (now gone) to the long pedestrian tunnel, with ramps and stairs to the tracks one level up. To the left from the front corner is the old ticket-window area, closed to the public in the Amtrak era but which has earned the station's owners

A Santa Fe carman watches as one of his road's transcontinental stainless-steel streamliners departs LAUPT on a July 1962 evening.

Stan Kistler



The “Niland Stub,” which ran a month for regulatory reasons after SP combined the *Sunset* with the *Golden State* west of El Paso, clears Mission Tower April 25, 1964 (left). East of Terminal Tower are Santa Fe F7s, E7s for SP’s *Golden State*, and through the smog, *City Hall* (right).

Left, Gordon Glattenberg; right, Alden Armstrong

LAUPT DEPARTURES JUNE 1960 OFFICIAL GUIDE			
TIME	TRAIN NO.	NAME	DESTINATION
ATCHISON, TOPEKA & SANTA FE			
6:45	70	San Diegan	San Diego
9:30	72	San Diegan	San Diego
12:01	20	Chief	Chicago
1:15	124	Grand Canyon	Chicago
1:30	74	San Diegan	San Diego
4:45	76	San Diegan	San Diego
7:30	78^	San Diegan	San Diego
8:00	18	Super Chief/ El Capitan	Chicago
12:45	80	San Diegan	San Diego
SOUTHERN PACIFIC LINES			
1:00	40	Mail	Chicago (via RI)
5:45	51	San Joaquin Daylight	Oakland
5:45	51	Sacramento Daylight	Sac'to (53 from Lathrop)
7:15	99	Coast Daylight	San Francisco
1:30	4	Golden State	Chicago (via RI)
6:20	57	Owl	Oakland
6:40	59	West Coast	Sacramento
8:00	2	Sunset	New Orleans
8:00	75	Lark	San Francisco
11:00	91	Mail	San Jose
UNION PACIFIC			
8:00	116	City of Las Vegas	Las Vegas
11:15	10	City of St. Louis	St. Louis (via Wabash)
4:30	104/ 108	City of Los Angeles/ Challenger	Chicago (via Milwaukee Road)
10:15	6		Cheyenne*
Notes: Daily unless noted. Boldface indicates P.M. ^ = Sundays and 7 major holidays only * = At Cheyenne, becomes train No. 8 to Omaha			

a lot of revenue from frequently being rented out as a location for television and motion-picture filming. (L.A. County Metropolitan Transportation Authority, which runs the area's light-rail and subway lines, in 2011 bought the depot — now officially Los Angeles Union Station — from a firm descended from Santa Fe/SP ownership.) In a building behind the ticket-window wing, a stairway off the ground-floor baggage room led to the top floor, on which was the “UD” desk in the telegraph office, where beginning in 1960 I worked as Santa Fe's wire chief.

Stub-end inefficiency

Because LAUPT is a stub-end terminal, most incoming trains headed in, which necessitated several switch moves to get equipment in the clear. (Santa Fe's *San Diegans* were an exception; in 1960, they backed in from nearby Mission Tower, although this would change.) Being a stub-end facility was less of a problem then, when LAUPT saw only two dozen trains a day, all intercity, than it has become. Today the weekday departure count is 70 Metrolink commuter and 19 Amtrak trains (plus the triweekly *Sunset*), although push-pull operation of local trains helps the situation. These counts exclude trains of the one Metro light-rail and two subway lines that have stops at or close to Union Station.

After arrival and unloading, the passenger-carrying cars would be pulled out to be taken to their coach yards. Next, the head-end (mail and express) cars were pulled away to be taken to their intended terminals.

Conversely, a departing train would have to be built in the reverse fashion, the passenger cars first shoved into place and the switcher allowed to escape, followed by the same drill for the head-end cars and finally the motive power. All this required a lot of switching. Keeping everything running smoothly was in the

hands of the staff of Terminal Tower — SP and Santa Fe employees technically “on loan” but paid by LAUPT — at the throat where the 16 tracks reduced to 6.

The Santa Fe-staffed Mission Tower, not far beyond Terminal Tower but around a curve to the east, is where the outbound routes divided. The *Chief* fleet and other Santa Fe trains for the Second District to Pasadena and beyond turned left (north) at Mission Tower on the west bank of the concrete-lined Los Angeles River, soon crossing it to head east.

Santa Fe coach-yard moves and trains for the Third District route via Riverside to San Bernardino turned right at Mission, sharing a multi-track line 25 miles to Fullerton. About 3 miles south of Mission along the river was first Santa Fe's (now Amtrak's) coach yard, then Redondo Junction roundhouse and tower. Here the freight line for the L.A. port left the passenger-and-freight line, which next passed Hobart Yard, Santa Fe's largest area facility, en route to Fullerton.

This city's depot area is where the Fourth District, better known as the Surf Line, diverged south to San Diego. The Third District, today part of BNSF's “Transcon” freight route to Chicago, in 1960 hosted all Santa Fe through freights plus the *Grand Canyon* and incoming train 7, the *Fast Mail Express*. (Counterpart No. 8 left via Pasadena and the Second District. Although not on LAUPT train boards, 7 and 8 were in ATSF timetables.) East of “San Berdoo” was the assault on Cajon Pass, shared with track-age-rights tenant UP, which had its own line from Mission Tower to the city of Riverside. UP's passenger trains crossed the L.A. River at Mission Tower to hug the east bank, opposite Santa Fe's line.

Most Southern Pacific trains crossed the river at Mission Tower, then turned north to skirt the sprawling Taylor Yard, where SP passenger engines were based. At Burbank Junction, the Coast Line for



The expanse of LAUPT is evident in this March 1958 view from L.A. City Hall. The cylindrical frame in center is a “holder” for storing natural gas.
Alan M. Miller



A Santa Fe RS1, having backed north of Mission Tower, shoves *El Capitan*'s consist toward Terminal Tower in 1956 (left). Each road did its own switching at LAUPT; Santa Fe's other five RS1s worked in Chicago. Terminal Tower is all aglow in this 1962 night photograph (right).

Above, Gordon Glattenberg; right, Stan Kistler

San Francisco split from the San Joaquin Valley Line over Tehachapi to Bakersfield and points north (westward by SP timetable). Coast Line trains tunneled through the Santa Monica Mountains to Simi Valley to attain the line along the ocean to Santa Barbara and points beyond. San Joaquin Valley trains left the San Fernando Valley and struggled up Soledad Canyon to Antelope Valley toward Mojave and Tehachapi.

Going “straight ahead” (east) at Mission Tower were SP trains for the Sunset Route to Texas and eventually New Orleans. Golden State Route trains diverged north at El Paso to meet the Rock Island Lines in northeastern New Mexico. Leaving the L.A. Basin, Sunset Route trains crossed Santa Fe's Third District at

Colton Tower (today, a recently built fly-over is there), then tackled the grades of Beaumont Hill and headed across desert lands to Yuma, Ariz., and beyond.

Just busy enough in “UD”

By 1960, rail passenger traffic was dwindling, with fewer and shorter trains. Even the most pro-passenger railroads had come to realize that fighting government-subsidized highways and aviation facilities, and the Interstate Commerce Commission, was a losing battle. Nevertheless, LAUPT still hosted considerable traffic — see the “Departure Board” on the opposite page. (SP's *San Joaquin* and *Sacramento Daylights* were combined to Lathrop, Calif., as were Santa Fe's *Super Chief* and *El Capitan*, to Chicago, on a

seasonal basis.) UP had four departures, one carrying both the *City of Los Angeles* and *Challenger* names. A third was the *City of Las Vegas*, an attempt to attract more passengers. Launched in 1956, the train was renamed *Las Vegas Holiday Express* in 1961 and, on a reduced frequency, lasted until 1968.)

In addition to the aforementioned trains 7 and 8, Santa Fe ran six daily and one Sundays/holidays *San Diegos*, plus frequent specials, many down the Surf Line to Del Mar racetrack. Similarly, SP operated trains 90 and 91, named simply *Mail*, which stopped everywhere to work mail and express. With an 18-hour schedule, they drew few revenue passengers, catering to employees riding on a pass.

So, what was a Santa Fe wire chief do-

RESCUING A STRANDED CUSTOMER

As mentioned on the previous page, in 1960 Santa Fe would run frequent excursions on the “Surf Line,” route of the *San Diegans*. One popular series of these specials was a daily round trip, during horse-racing season, from Los Angeles to Del Mar for patrons of the racetrack there. The train would depart LAUPT in time to be at Del Mar before the first race, and a returning special would leave for L.A. about an hour after the last race.

One evening as my second-trick duty at UD ended, I headed as usual for Alameda Street to catch my bus home. Once out of the depot, my attention was drawn quickly to an individual who was scrambling about in the dirt and shrubbery surrounding the terminal. I stopped to inquire what his problem was — most folks still had some empathy for their fellow human beings in 1960 — and he explained that he’d “lost his shirt at Del Mar” but that he’d buried some change in the bushes so, if necessary, he could dig it up to catch a bus to his home in Glendale. The fare was about 15 cents. His search was coming to no avail. If this was a scam, he’d stumbled onto a unique way of panhandling, but I dug into my pocket, came up with 15 cents, and bade him good night. — *R. David Read*

ing in a big passenger terminal, albeit in an “invisible” telegraph office? When LAUPT opened, it was expected that passenger reservation requests from outlying agencies would be funneled into UD, then sent downstairs to the proper reservation desk on LAUPT’s main level for fulfillment. A bank of “Gill Selectors” in glass-enclosed cabinets was testimony to the volume of Morse traffic that had flowed through UD. (A Gill Selector was an electromagnetic relay device that could be keyed-up when a remote office wanted to signify it had Morse traffic for the relay office.) By 1960, though, telephones had taken over — reservations were handled by “reservation bureaus,” and the Gill Selectors had gone silent.



In late pre-Amtrak times, UP’s *City of Los Angeles* (top) rounds the curve from Mission Tower and passes Terminal Tower on the last lap into LAUPT. On December 29, 1963 (above), E9 956 climbs Cajon Pass with 116, the *Las Vegas Holiday Express*, a.k.a. the “Gamblers’ Special.”

Top, Bob Krone; above, Gordon Glattenberg

UD still maintained teletype circuits to Santa Fe’s “GS” office plus SP and UP relay offices for transmitting routine train consists and other reports. Further, Morse traffic to and from Santa Fe’s “K” office still notified which locomotives and cars, by numbers, would be assigned to each departing train. The telegraphers at K were reasonably proficient Morse operators, and it was a pleasure to work with them. I suspect that because Santa Fe wire chiefs still were expected to be accomplished in Morse, this had bearing on staffing requirements. The regular staff was just two people: the wire chief, who also was the train-order operator, and a daytime-only teletype operator.

From UD, one looked right at the

umbrella sheds covering the station platforms. To the north was the sprawling U.S. Post Office Terminal Annex. UD’s north wall was covered from floor to ceiling with the aforementioned banks of Gill Selectors, next to which were three train-order desks and communication devices for operators of the three roads to contact their train dispatchers. Each road had its own forms and procedures for dispatching. In earlier days, the desks were staffed with individuals conversant with all three railroads, but by 1960 staffing had shrunk to one individual who handled all three assignments.

To offer an understatement and perhaps a generalization, train dispatchers could be a demanding breed. In their

opinion, their needs were paramount to everyone else's. UP's dispatchers were in Las Vegas; SP's were elsewhere around L.A.; and our Santa Fe dispatchers were in San Bernardino. Dispatchers did not demand equal time — they expected exclusive rights! It took diplomacy and sometimes, sadly, downright rudeness to keep their demands in check.

Since UD was a terminal office, all departing and arriving train conductors had to log on to the register. Outbound crews would be furnished copies of their running orders; inbound conductors would log in and deliver delay reports and other messages for UD to transmit to their road's offices having jurisdiction over passenger trains. Compared with other relay offices where I'd worked, UD's being passenger-only meant it was not a heavily trafficked communication center, but it was busy enough to keep boredom at bay.

Keeping time

Since the 1880s, when North American railroads had instituted "standard time" across arbitrarily defined time zones, the maintenance of correct time on a continental basis was a prerequisite for accurate train operations. This made it mandatory that all railroad employees involved in train movements had to carry an accurate timepiece, and all register stations had to have a "standard clock."

To keep all this synchronized, Western Union would transmit a daily time signal to all stations. The signal was obtained from the U.S. Naval Observatory and sent each morning to every railroad station across the continent. The local time of the transmission was dependent on the geographical location, *i.e.*, in which time zone the station was located. To facilitate the transmissions, every relay office was charged with patching all wayside stations into the network to receive this signal. The signals would begin at 11:56:00 a.m. EST. A one dot corresponding to 1-per-second signal would be transmitted, then a 5-second pause. At 11:59:55 a five-second-long dash would be sent, and this signal's termination meant it was 12 noon. The intent was that all standard clocks and individual pocket watches be "spiked" accordingly. Even in 1960, this all might've been seen by some as an antiquated procedure, but it was reasonably effective.

Why do I dwell on this? All standard clocks scattered about LAUPT were controlled by a "master clock" in UD. When this clock "spiked," all others in the



The numbers on the end of LAUPT's unusual but recognizable platform umbrella sheds (top) tell us that Santa Fe's combined *Super Chief/El Capitan*, led by F7 340, has arrived on Track 12. In late '63 (above), two PAs back a *San Diegan* past Mission Tower before heading south.

Top, Bob Krone; above, J. David Ingles

LAUPT network were wired to be automatically updated. This included the heralded clocks on the lofty pinnacles of the bell tower of LAUPT's exterior. In the ensuing decades, the idea of wiring secondary clocks to a master clock became common for schools, hospitals, and the like, but when it was adopted at LAUPT, it was unusual.

Although UD is long gone, I suspect that somewhere in the bowels of the building that old master clock still performs its original function. The various means by which master clocks controlled secondary clocks would require an entire essay, as they were proprietary to their manufacturers and not always compatible, so those are topics for another day.

Eventually my assignment at UD ended. My reminiscences of my time there are based on two distinct impressions: It was the last position at which I routinely handled traffic via Morse telegraphy, and it was the last post at which I was engaged in train-order procedures. The end of both these practices had been prophesied, and their demise in the 1960s would swiftly become reality. ■

R. DAVID READ worked for both AT&SF and SP. He left railroading in the '60s, became an electrical engineer, and began freelance writing. His first two CLASSIC TRAINS features, on his 1950s SP experiences, appeared in Spring 2009 and Summer 2015. He died in 2015.

Coulda, woulda, shoulda

Recently discovered transit and
passenger-train designs suggest a path
Electro-Motive chose not to take

By Greg Palumbo • Artwork from the author's collection



We've all uttered those three simple words of regret at some point in our lives: "Coulda, woulda, shoulda." I *could* have bought a 1967 L-88 Corvette; I *would* have bought it if I'd known its future value (and I'd been a little more flush with cash); I really *should* have bought that car. . . . We all have regrets about the paths we did not take.

So here's a thought: What if GM's Electro-Motive Division — the world's leading commercial manufacturer of heavy-duty diesel-electric locomotives for five decades — had entered the rail transit arena?

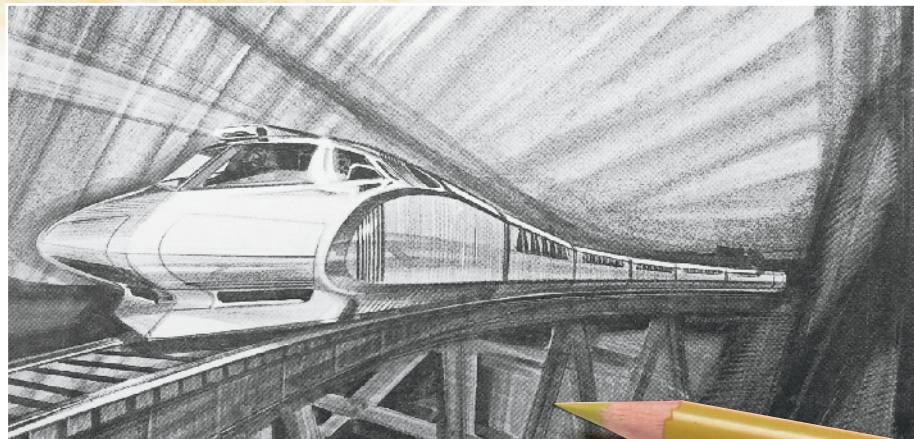
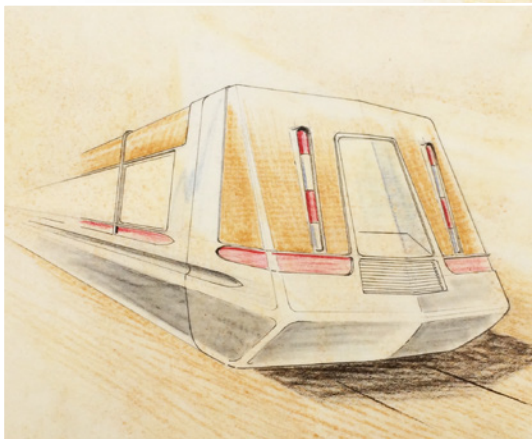
The question isn't as outlandish as you might think, for before EMD gave up market share to General Electric in the 1980s, the division was controlled by General Motors with the goal of dominating the rail transportation market. It's the same goal that Caterpillar/Progress Rail (the corporate successor to EMD after GM sold it off) and GE both hold today.

Although EMD's main output was locomotives, that was far from its only product line. Over its long history, EMD also produced equipment for the military, tug and tow boats, transit buses, oil rigs, standby power plants, plus a few more I've probably missed.

EMD and its parent also collaborated on passenger trains. The futuristic *Aerotrain* of 1956 was developed jointly between GM Research & Development and EMD Engineering. As we know from the history books, the *Aerotrain*, like



Recently discovered color sketches done by EMD Styling Group staffer Jack Pellicane depict early-1960s concepts for a line of rapid transit trains. Pellicane was also likely involved with EMD's "Turbelex" train (below), which also never got off the drawing board.



most of the ultra-lightweight designs, was far from a hit with railroads and their passengers, and only two trains (and three locomotives) were ever built.

After the *Aerotrain*, EMD was looking for another way to stay in the passenger market. With the Chicago Transit Authority's elevated rapid-transit system (the 'L' to us Chicago natives) in its back yard, and the market potential of the vast New York City subway network, EMD styling engineers were given the task of coming up with modern carbody proposals that the Sales Department could pitch to the various large urban transit agencies.

Heading this design effort was the talented Jack Pellicane, who worked for the Electro-Motive Styling Group from sometime in 1961 through the end of 1965. His role was to work hand-in-hand with the Sales and Engineering departments in developing concepts and styling proposals.

Pellicane eventually went on to work in the aerospace industry, where he designed various products. As you can see by the proposals on these pages, he was not only a talented illustrator but also a gifted visionary.

Pellicane's recently discovered sketches reveal how serious EMD was about entering the rail transit market. We will most likely never know what derailed the project, but my educated guess is that EMD just couldn't sell the capital expansion to its parent company after the failure of the *Aerotrain*.

Another factor that probably nixed the decision to enter the rapid-transit market was the resources that GM had allocated to the development of the GP30 locomotive, unveiled in October 1961.

Another development that most likely involved Pellicane was a little-known joint development between EMD and Allison Engine, a GM-owned firm that supplied the aviation industry. That locomotive was known as the "Turbelex" and utilized a T-45 Allison gas turbine engine. Per the brochure that was used as part of the "pitch" to GM, the estimated cost of developing this locomotive in the early 1960s was around \$4.5 million.

Coulda, woulda, shoulda. There is no doubt in my mind that EMD could have developed an advanced lightweight locomotive for the passenger market, would have developed the product given adequate funding from GM, and really should have entered that market. Had this happened, U.S. passenger railroads might not have turned to European locomotive builders to supply their need for new power.

Sounds like that 1967 Corvette I couldn't afford . . . ■

GREG PALUMBO is retired from a 30-plus-year career with Electro-Motive. An authority on EMD artwork and advertising, he has had two previous articles in CLASSIC TRAINS, both of which were about those subjects.

Detroit's Fort St. roundhouse area in the '40s

The Detroit River has always been a rich transportation corridor, never more so than in the immediate postwar years. In this photo and the one on the following pages, the river is lined on both the U.S. and Canadian sides with dense railroad facilities, ferry slips, truck terminals, and warehouses. The river is a highway for Great Lakes shipping, enough to make it the world's busiest waterway, according to a 1945 report by the Pere Marquette Railway, which stated, "More tonnage than that of the Panama Canal and Suez Canal combined, in peacetime."

View north, 1948

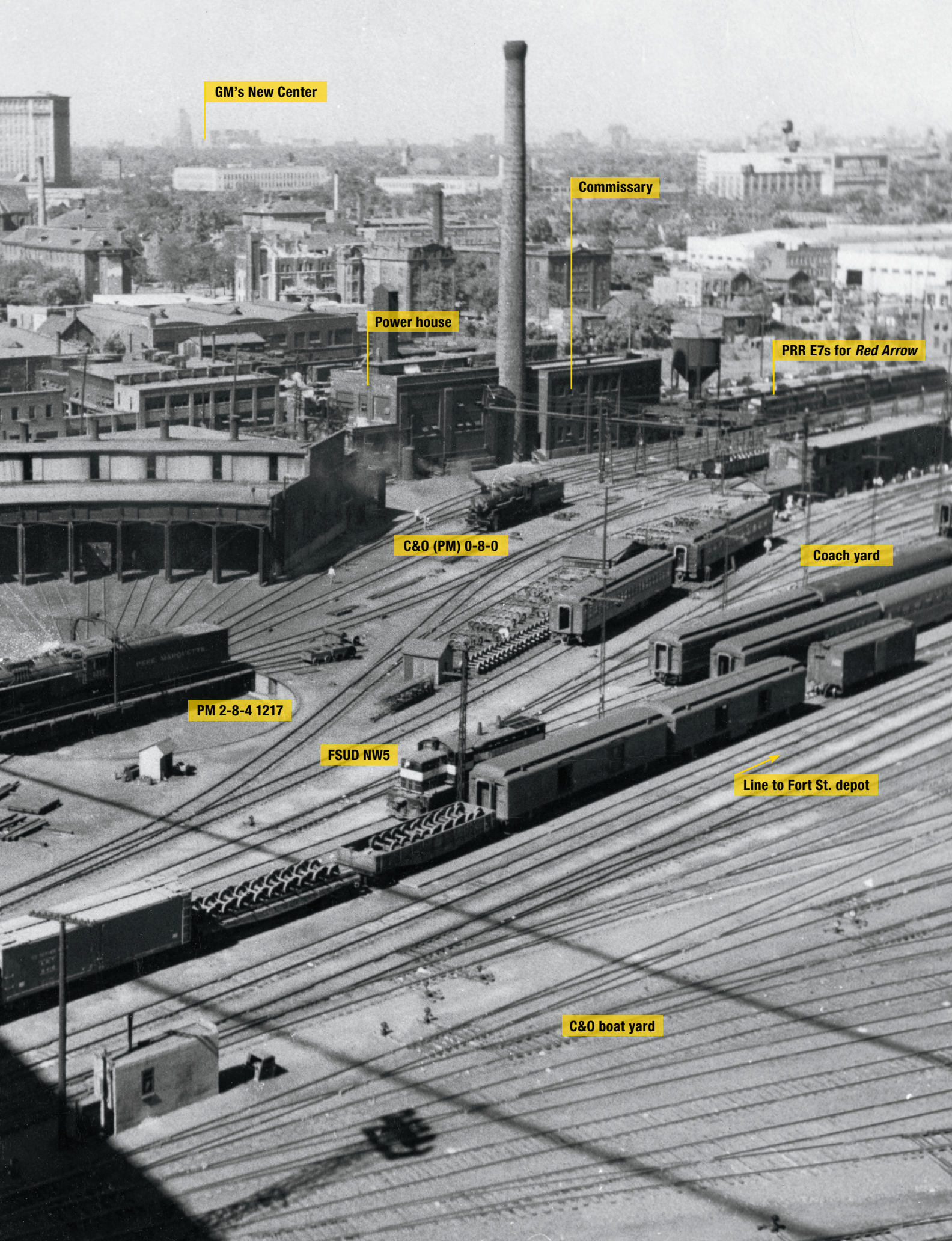
The photo at right, taken from the Ambassador Bridge on August 31, 1948, shows the sprawl of what was by then Chesapeake & Ohio's 21st Street terminal (C&O absorbed PM in 1947). In the foreground are the empty tracks of C&O's Boat Yard. Cutting through the middle of the image is the double-track main line to Fort Street Union Depot in downtown Detroit, which at the time served the passenger trains of C&O, Wabash, and Pennsylvania (plus Baltimore & Ohio until 1946, when it moved to Michigan Central Terminal).

At center is one of FSUD's two rare Electro-Motive NW5 diesel switchers (only 13 were built). Beyond is the 28-stall C&O roundhouse, with 2-8-4 No. 1217 riding the 100-foot turntable; pausing on a tail track is an 0-8-0. At upper right, past the powerhouse and along Jefferson Avenue, is a Pennsy A-B-A E7 trio, to go out on the overnight Detroit-Washington (D.C.) *Red Arrow*.

Visible in the distance are two landmarks of Detroit's near west side Corktown neighborhood: the cathedral of St. Anne's Detroit and the 18-story office tower atop Michigan Central Terminal, which served New York Central and Canadian Pacific, plus B&O until the C&O affiliation of 1963. On the horizon is General Motors' huge New Center headquarters with its 30-story Art Deco-style Fisher Building.



John T. Olson



GM's New Center

Commissary

Power house

PRR E7s for Red Arrow

C&O (PM) 0-8-0

Coach yard

PM 2-8-4 1217

FSUD NW5

Line to Fort St. depot

C&O boat yard

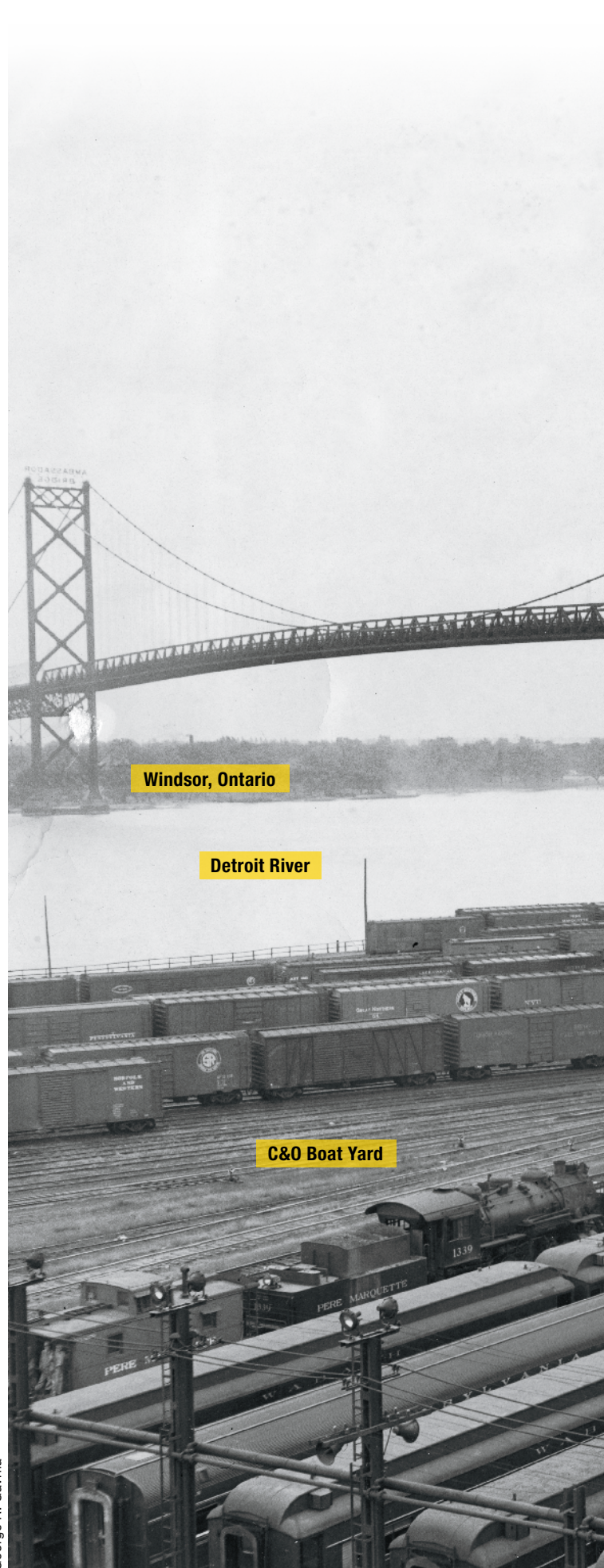
View south, 1949

Our second photo, taken September 23, 1948, from the PM coaling tower, shows the Ambassador Bridge's 1,850-foot suspension span over the river; the entire structure, which opened in 1929 as a privately owned toll bridge, is 1.75 miles long. At the far right center is a PM 2-8-4 dragging 10 decommissioned 0-8-0 switchers west, destined for the scrap line at Wyoming Shops in Grand Rapids. Two train crewmen ride the back platform of the caboose.

In center, a Wabash carferry is dockside. The freight cars visible are in both the Wabash and C&O boat yards; C&O's ferry slips are out of the photo to the left. Both roads had their own cross-Ontario operations, and their ferries interchanged with both Canadian National and Canadian Pacific.

The 21st Street coach yard in the foreground is nearly full with cars lettered for Wabash, Pullman, PRR, and C&O, including coach-combine 1402, one of three built for the never-to-run *Chessie* and unique on C&O's roster after the other two were sold. The 1402 would run in Michigan until the Amtrak era. Some cars pictured will be on C&O's *Sportsman* to Newport News, Va., and *Pere Marquettes* to Grand Rapids; Wabash's overnight *St. Louis Limited*; and PRR's two *Arrows*, the *Red Arrow* to D.C. and the *Chicago Arrow*, which used Wabash to Fort Wayne, Ind., then PRR to Chicago. This train, though, will make its last run the day after this photo, as PRR ceded the Motor City-Windy City trade to New York Central, whose ex-Michigan Central route was shorter and faster. — Kevin P. Keefe

KEVIN P. KEEFE, retired publisher of *CLASSIC TRAINS*, writes articles and the "Mileposts" column [page 12] for us.





AMBASSADOR
BRIDGE

Ambassador Bridge

Fireboat station

Wabash Boat Yard

Wabash car ferry

Train of dead 0-8-0s

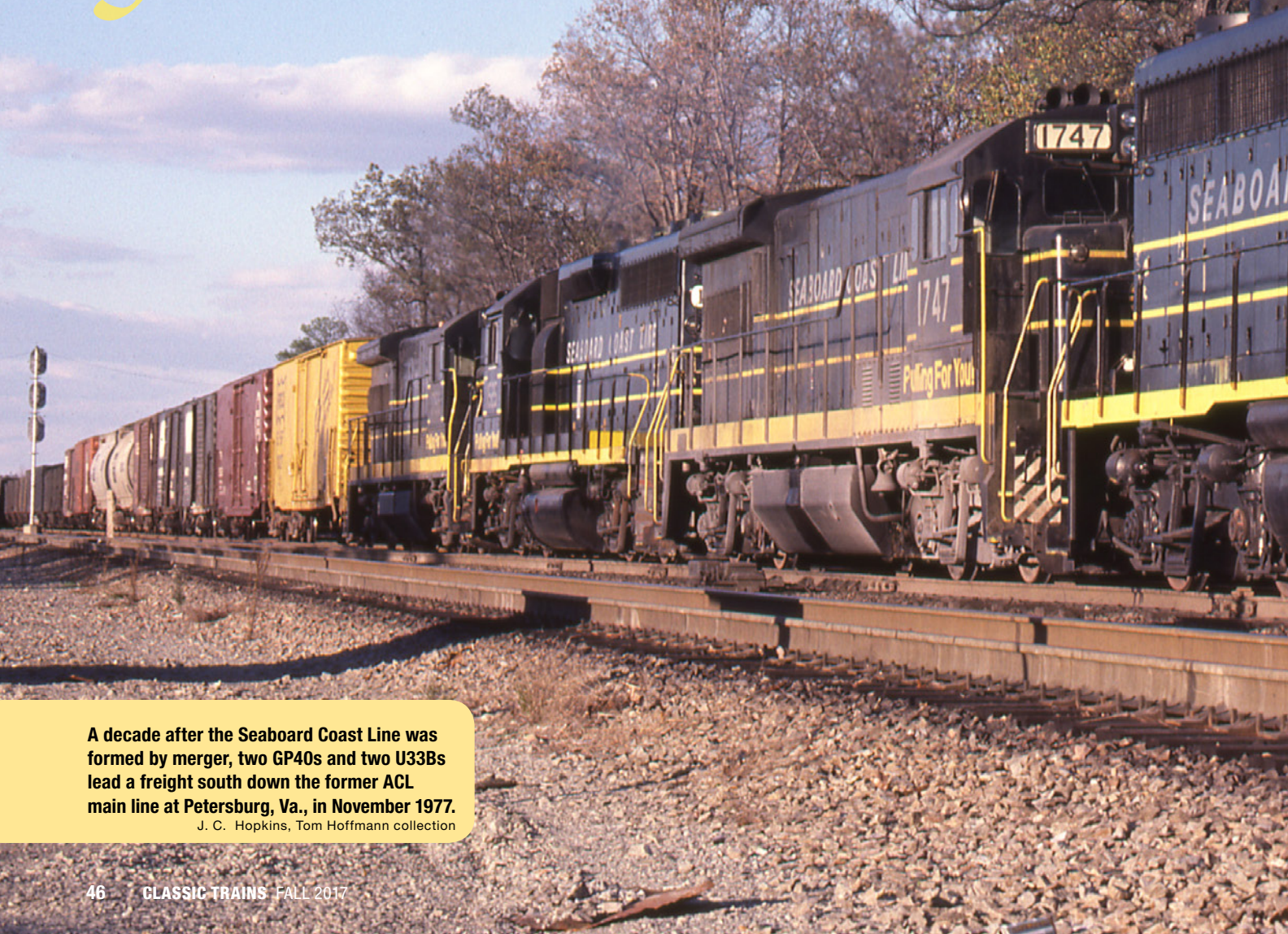
FSUD NW5

FSUD coach yard

C&O combine 1402

Car washers

The South's New *of 1967* R



A decade after the Seaboard Coast Line was formed by merger, two GP40s and two U33Bs lead a freight south down the former ACL main line at Petersburg, Va., in November 1977.

J. C. Hopkins, Tom Hoffmann collection

50 years ago, the merger of two longtime
rivals formed the Seaboard Coast Line

By Larry Goolsby

ailroad





Saturday, July 1, 1967, dawned muggy and overcast in my hometown of Woodland, Ga., and stayed that way — fairly common summer weather for west central Georgia. I had just spent much of June along the Atlantic Coast Line's Western Division main line that ran through town and at the yard and junction at Manchester, 7 miles north. I knew ACL was merging with the Seaboard Air Line on July 1 and that I had to finish getting my favorite railroad on film. The Seaboard Coast Line Railroad was finally happening, nine years after the two companies announced their intention to merge, surprising industry observers and making news for being a parallel combination of two reasonably healthy competitors.

My real interest that day, though, was the Atlanta NRHS chapter's annual *Peach Special* steam excursion from Atlanta into middle Georgia and return, this year behind Southern Railway 2-8-2 No. 4501. I had never seen the 4501, so spent much of the day chasing the *Special*. Back home that evening, I figured I better take a record shot of the now-former ACL on Merger Day, and caught the northbound local at dusk with a GP7 leading two F units and a train of hoppers from the nearby sand pits.

My rather nonchalant observance of SCL's opening day was fitting for the early weeks of "The New Railroad" (as SCL's ads styled it), as least from my limited Georgia vantage point. I saw my first relettered SCL diesel in mid-July (an ex-Seaboard E unit in Atlanta), the first repainted freight car later that month, and the first new cars (40-foot boxcars from Pullman-Standard) in September. For a while, everything from equipment to operations looked mostly the same.



Beginning in 1938–39, the SCL merger partners fronted their passenger trains with colorful diesels. In two February 1953 photos, Coast Line E units congregate at Richmond's Broad Street Station (top), and a Seaboard train is ready to depart the road's Miami station (above).

Two photos, R. R. Malinoski

The pace of change picked up soon. Locomotives were all relettered and renumbered by the end of the year. Fully repainted units appeared, dressed in a slight variation of the black, aluminum, and yellow scheme that ACL had used for a decade. A distinct SCL identity became clearer as new high-horsepower units began pulling longer and faster trains, and intermodal and bulk commodity unit trains became steadily more common. A holding company, Seaboard Coast Line Industries, was formed just two years into the merger to begin a corporate streamlining process that, less than two decades later, culminated in the southern half of CSX Transportation.

A merger 10 years in the making

This evolution from slow beginnings to a major force in southeastern railroading had its roots a full decade before the SCL merger itself. In August 1957, W. Thomas Rice became ACL's new president, replacing the venerable Champion McDowell Davis and bringing a distinctly more youthful and modern outlook to an industry whose troubles were begin-

ning to mount. Railroad executives in the mid-to-late 1950s felt challenged at nearly every turn — disappearing passenger revenues, outmoded regulations, truck and pipeline competition. Most saw little immediate recourse except to seek merger with each other and reduce the duplication and overlap that were the legacy of railroading's better times.

"Champ" Davis had unsuccessfully pursued the Florida East Coast Railway for years, hoping to give ACL its own line into Miami, but if he had other merger ambitions he kept them to himself. Tom Rice took the throttle expecting that ACL would continue seeking an FEC merger, but in June 1958, facing a reluctant Interstate Commerce Commission and other ongoing obstacles, ACL dropped its quest. Still, a merger remained high on Rice's list of solutions for a clouded future — "the only one within our premise to initiate," as he put it in 1960.

Seaboard president John W. Smith no doubt had a similar outlook. Smith, who had been in office since 1952, had overseen significant modernization and financial stability since his company had

emerged from bankruptcy in 1946. Nevertheless, SAL annual reports of the early 1960s often looked to the future with caution, and repeatedly expressed strong hopes that the proposed SCL merger would allow economies to improve the combined companies' outlook. Only in the mid-1960s did Seaboard admit to some real optimism about growth prospects in its southeastern territory.

Rice and Smith apparently began meeting about a possible merger not long after the FEC decision, if not before. Which one initiated the conversation is not known, but both men clearly felt that joining their companies was necessary and achievable. Following a final decision over lunch in Richmond, Va., in mid-1958, they announced on September 29 that preliminary indications pointed to substantial savings through merger. The news attracted wide notice; most prior mergers had been end-to-end and between relatively weak carriers, allowing the combined railroads to extend their territory and link new markets more effectively.

But ACL and Seaboard duplicated each other's territory almost exactly across their six states — Virginia, North and South Carolina, Georgia, Alabama, and Florida — with similar major end-points of Richmond, Jacksonville, central and south Florida, Atlanta, and Birmingham. There were numerous parallel routes among ACL's 5,743 miles and SAL's 4,122, and their central Florida trackage could pass for the proverbial plate of spaghetti. Moreover, they had been fierce rivals for over a century, and observers had trouble believing the two were talking marriage. Both were also in satisfactory financial condition and benefiting from the growing Southeast economy. But both also knew they could do far better by eliminating unnecessary trackage, combining stations and yards, using faster routes between major points, and getting more productivity out of their labor forces and equipment fleets.

Two consulting companies tapped to evaluate the merger's potential, Coverdale & Colpitts and Wyer, Dick & Co., reported their results in April 1960. Within five years, they said, the combined railroads could be saving over \$38 million annually and could operate with 11 percent fewer miles and 15 percent fewer employees. Both boards of directors gave their approval, and the necessary



Reflecting an industry trend, both roads adopted simpler liveries in the late '50s. ACL F7s at Birmingham in 1966 (top) display the utilitarian look that SCL would use. Even after going to off-white on passenger units, SAL remained more colorful, as seen at Richmond in '59 (above).

Top, J. David Ingles; above, Jim McClellan

applications were filed with the ICC. Rice and Smith signed letters dated July 1, 1960, "To our friends and patrons" that introduced an illustrated pamphlet appealing for public support. While the companies' attorneys began presenting testimony at the ICC, meetings for ship-pers were arranged in major cities to provide information and answer questions.

Planning for success

Planning also began among both railroads' managers to put in place the thousand details a combined system would require, ranging from organization charts to operational changes. Rice would later recall this process as one of practical cooperation and determination to succeed, without the kind of "team" hostility that would later plague Penn Central. Whether this description was

overstated or not, the actual implementation of the merger certainly appeared to avoid any major difficulties.

Meanwhile, after numerous hearings

through 1961, the ICC examiner handling the case recommended approval to the full Commission, but objections from the Southern, FEC, labor unions, and other parties delayed a final ruling. Southern had fought the merger from the beginning, saying the new company would hurt its competitive standing. SOU demanded one of the railroads' routes into central Florida to tap the Bone Valley phosphate region, and said ACL should divest its holdings in the Louisville & Nashville. FEC feared that a merged railroad would hurt the substantial Miami traffic ACL gave it at Jacksonville.

The full Commission ultimately agreed only to keep in place Southern's existing ACL trackage rights and to guarantee FEC full interchange rights at Jacksonville. It also let the merged company retain ACL's L&N stock and the leases ACL and L&N held of subsidiaries Clinchfield and the "Georgia group" — the Georgia Railroad, Atlanta & West Point, and Western Railway of Alabama. The ICC also mandated protections for other railroads to limit traffic diversion and maintain competition. While refus-

PARALLEL LINES

SCL was the first major "parallel" (as opposed to end-to-end) merger of two relatively healthy railroads.

ing Southern's wish for a line into central Florida, the ICC did allow SOU subsidiary Central of Georgia trackage rights over the ACL between Albany and Tifton, Ga., linking Central to an SOU line and forming a new through route between Birmingham and Jacksonville. Southern never took up the offer, instead opting in 1968 to create the new route using upgraded lines of the Georgia Northern and Georgia & Florida, two short lines also in its fold.

On December 2, 1963, the full Commission approved the SAL-ACL merger, effective April 10, 1964. But the objections and delays were far from over. Southern, FEC, the U.S. Justice Department, and the Railway Labor Executives' Association appealed the ICC ruling in

federal court, which in May 1965 said the ICC had failed to satisfy certain provisions of the Clayton Antitrust Act. The ICC joined the Coast Line and Seaboard in appealing to the U.S. Supreme Court.

Merger at last

Two more years of legal wrangling followed, but on April 10, 1967, the Supreme Court dismissed all objections. A merger date of July 1 was set, and the two partners placed advertising in major newspapers across the Southeast urging readers to "say goodbye to . . . [two] successful railroad[s]" and welcome the new Seaboard Coast Line. Rice was named

president with Smith as chairman of the board. Operational plans were dusted off, details for merging computer systems were tested, and new office letterhead and equipment stencils were readied. On June 30 Tom Rice and John Smith posed for photos in Richmond placing an SCL herald on the nose of an ACL E unit, and the next day SCL was a reality.

A new division structure was effective at once, although new employee timetables did not appear until September 1. Several division superintendents were shuffled around the system, a number of former Seaboard officials were moved from their Richmond offices to ACL's Jacksonville headquarters, and many employees at the more than 60 duplicate agency locations had to take positions elsewhere. Overall though, the number of employees who had to undergo significant dislocations was not that great.

Understandably, there was some bad feeling among those who had to move to keep their jobs, or become subordinate to a former peer from the other railroad, or found their seniority diminished in combined craft rosters. Some former Seaboard officials in particular felt aggrieved as their territory underwent more shrinkage and the SAL Richmond headquarters was downsized. The quip that SCL meant "Still Coast Line" wasn't very funny to many in these groups.

Negotiations for new labor agreements with operating employees lagged beyond the merger date, being completed in 1968. The terms mainly held reductions to attrition, and were governed by the so-called "Orange Book" after its bright covers. Through it all, even though many offices retained their former roads' memorabilia and reflected the attachment employees had for them, most SCL workers wanted the new company to succeed.

Rationalizing the physical plant

A high priority of the new SCL was to reduce track miles and duplicate facilities. The railroad took quick steps with some of the easier targets, such as closing several passenger stations in Florida and abandoning overlapping branches and parallel lines. For example, of the two roads' routes between Charleston, S.C., and Savannah, Ga., ACL's high-speed main was an easy choice over SAL's freight-only line with its many bridges through swampy terrain. New connecting tracks were built in places like Callahan, Fla., which enabled Seaboard-route passenger trains to access ACL's line to Jacksonville Terminal and avoid a long

SAL's John Smith (below, left) and ACL's Tom Rice pose with an SCL herald on June 30, 1967, the day before their two companies merged. Magazine ads (right, from August 1967 TRAINS) touted the combination.

Below, W. E. Griffin Jr. collection





July 1, 1967

RF&P to Alexandria, Va.
and Washington, D.C.



"STILL COAST LINE"

To many, the dominance of the former ACL after the merger suggested an alternative meaning for the initials "SCL."

© 2017, Kalmbach Publishing Co., CLASSIC TRAINS, Bill Metzger
 Not all lines shown



U18B 1848 and MATE 3221 with phosphate cars cross Six Mile Creek between Tampa and the Bone Valley mining region on a hot July 18, 1974.

Ralph W. Bostian

trek through Jacksonville's streets.

Another prompt change was combining duplicate agencies in the same locations, most of which was accomplished during 1967. Over the next several years this process, combined with declining branchline mileage, fewer loadings at local sidings, and the demise of the train-order system, contributed to widespread disappearance of depots. These iconic structures had once been vital to house operators copying train orders, handling local shipments, and selling tickets to passengers. As these functions faded, many of the buildings vanished too. Tasks still needing local attention were turned over to mobile agents who drove from town to town in specially outfitted vans.

A number of yard operations were combined or altered as well. Seaboard yards were closed or downgraded at Richmond and Jacksonville, while the ex-SAL Savannah yard was expanded and ACL's reduced. SAL yards were also retired in favor of L&N facilities that ACL was already using in Atlanta, Birmingham, and Montgomery. The ex-ACL yard at Waycross, Ga., was rebuilt and expanded, and a new intermodal facility was built west of Jacksonville where the consultants had originally proposed a super-yard to replace ex-ACL and SAL yards in Jacksonville and Baldwin. Several Florida diesel shops were consolidated into the ex-ACL Tampa facility, and a new phosphate ship loading operation replaced three outmoded ones in the Tampa Bay area.

Streamlining operations

As SCL trimmed its physical plant, the railroad also took prompt advantage of new route options. Most north-south freight traffic began favoring the former ACL from Richmond to Savannah and the ex-Seaboard in most of Florida. ACL also got the nod for most traffic going between Florida and the Midwest, using its Waycross-Manchester-Birmingham line rather than Seaboard's indirect trackage to Montgomery.

But even when track stayed in place, traffic shifts allowed some lines to be downgraded, saving on maintenance and signaling costs. As the 1970s progressed and individual carload business began to fade, more and more branches and lightly used routes began to disappear, especially where they had been thickest in the Carolinas and Florida. Nevertheless, during the '70s SCL did not undergo anything like the more radical line removals that dominated the early 1980s.

Passenger trains stayed largely on their pre-merger routes except for the winter-only *Florida Special*, which bypassed Jacksonville by moving over to ex-SAL rails south of Callahan. Two passenger-train route changes recommended by the consultants were never implemented; one was moving the *Silver Comet* from Atlanta's Terminal Station to Union Station via a belt line route, ending a long backup move. The other proposal would have rerouted the *South Wind* at Bainbridge, Ga. (on ACL's Montgomery-

Waycross line), onto the Seaboard south to Tallahassee, Fla., then east to Jacksonville. The route would have been shorter but would have required several new high-speed connection tracks.

The trend toward unit trains and high-volume shippers, already under way before the merger with piggyback, auto-rack, and phosphate trains, accelerated in the late 1970s. Solid coal, grain, and chemical trains began to appear, and these long-distance, time-sensitive movements benefited from the more direct routings and single-line handling now available. Carload business was still significant, especially for forest products like pulpwood and wood chips, but even those commodities were now typically loaded at large corporate facilities rather than traditional small-town team tracks. SCL met shipper needs with a wide variety of new and rebuilt freight cars (including its specialized fleet of low-profile, high-density phosphate hoppers), all wearing ACL's old color schemes.

Merging motive power

The Coast Line and Seaboard may have been similar in size and geography, but their two motive power fleets had significant differences. ACL's roster was dominated by first-generation EMD units, although recently leavened by new, mostly C-C high-horsepower models from EMD, GE, and Alco. Seaboard's stable was majority-EMD but Alco and Baldwin were quite prominent — with a



In September 1974, Pinoca Yard near Charlotte, N.C., hosts a car of pulpwood and a set of five EMDs that includes a GP7 still in SAL paint.

Ralph W. Bostian

1936-vintage EMC/St. Louis Car Co. railcar for added spice. Long strings of F units were ubiquitous on the ACL, but SAL favored hood units for its road freights and had traded in its EMD and Alco freight cab units prior to the merger. Seaboard had some late-model high-horsepower units too, but most were B-Bs except for 20 SDP35s assigned to local and secondary passenger trains. The two fleets also had mostly different brake systems and multiple-unit connections, although their GP40s and E units quickly began appearing together.

While SCL adopted ACL's basic black scheme, rumor held that Seaboard's "Jolly Green Giant" color, the bright green used for its final groups of new power in 1966 and '67, was actually a proposed hue for the coming merged railroad. In any event, glossy black prevailed until the 1977 adoption of the L&N-inspired gray Family Lines colors, although the slogan "Pulling for You!" was added to engine cabs beginning in 1974. Meanwhile, it took until the mid-1970s for all former SAL units to be completely repainted.

Inherited units aside, SCL's main motive power focus was more new power for the growing traffic levels it was experiencing. The first new purchase was 15 GE U33Bs, similar to the U30Bs both railroads had bought just before the merger. They were soon joined by more

U33Bs plus over 100 U36Bs as well as nearly 90 GP40s and GP40-2s. SCL did not buy any GE C-Cs at first but did take a group of EMD SD45s and SD45-2s. With its road freight needs covered, SCL also began renewing its lighter-duty road-switcher fleet, acquiring large numbers of EMD GP38-2s and GE U18Bs.

The 1970 delivery of one large block of U36Bs, SCL's favorite for fast intermodal duty, happened to include a unit numbered 1776. Knowing the nation would soon celebrate its 1776–1976 Bicentennial, SCL realized that a No. 1776 in special patriotic paint could both honor the event and garner a lot of publicity. This 1776 was already in service before the concept was finalized, so SCL had General Electric pull unit 1813 out of an early 1971 order and dress it in an unmistakable red, white, and blue scheme complete with a presidential seal, nighttime spotlights, a brass bell, and other adornments. The two units swapped numbers, and the second 1776 was dedicated in May 1971. It began a highly publicized tour around the SCL system, always leading when publicity events were involved but otherwise often tucked into consists to prevent damage from collisions or other mishaps.

The 1776 did most of its touring on home rails, but in 1972 it traveled to California to join similarly painted Santa Fe equipment. SCL kept



GP40 1550, at Richmond in January 1970, displays the "Jolly Green Giant" scheme that SAL adopted shortly before the merger.

Howard J. Wyatt, Krambles-Peterson Archive

the mostly white unit spotless inside and out for years. It was the first Bicentennial unit, and spawned scores of imitators from former Southern Pacific 4-8-4 No. 4449 and the *American Freedom Train* to industrial switchers and cabooses.

Crew cabs and rebuilds

As SCL began coordinating its motive power with Louisville & Nashville under the late-1970s Family Lines alignment, the partner railroads began a new round of purchases in 1978. SCL's acquisitions were a mix of four- and six-axle power, including GE B23-7s and C30-7s plus 45 EMD MP15ACs — the only end-cab units SCL would buy new.

SCL turned heads with a group of ten B-Bs from GE in late 1978, the 2,250 h.p. BQ23-7 model. The units were standard

LAND OF BIG AND BABY U-BOATS

All 125 U36Bs were built for service on SCL (17 for Auto-Train), and SCL bought 105 of the 115 U18Bs built



On December 20, 1967, six months after the merger, all three E units on the southbound *Everglades* at Alexandria, Va. (on the RF&P), carry SCL lettering. The ex-ACL train was part of SCL's robust New York–Florida fleet.

C. G. Parsons, Tom Hoffmann collection

B23-7s but with a large “crew quarters” cab (hence the “Q”) that could seat all five crew members then required on local runs. The BQs were a unique forebear of caboosless trains, but crews disliked them and they were ultimately converted to cabless B units.

SCL's own diesel shops were not idle. Starting in 1971, the railroad rebuilt several locomotives into “slugs,” or units with traction motors but no prime movers; SCL also bought a group from GE, which labeled them MATEs (Motors for Additional Tractive Effort). They were used for low-speed, high-tractive-effort assignments, and came in switcher and road versions. But the most notable home effort came in 1979 with the GP16 program, a ground-up rebuild of SCL's aging fleet of GP7s and 9s into essentially new locomotives.

Although SCL had acquired some 160 new B-B road-switchers earlier in the 1970s, that group replaced Seaboard's many Alco RS and RSC models, and more new power was still needed for local and yard jobs. The GP16s were designed to fill that gap, and were based on six similar locomotives rebuilt for the Clinchfield in 1978 by Illinois Central Gulf's Paducah shops. SCL's units, rebuilt at the former ACL shop in Tampa, were given a 1,600 h.p. 645 prime mover, remanufac-



SCL was years ahead of the pack when in 1971 it had GE paint new U36B 1776 in a special scheme to honor America's Bicentennial. The celebrity is at Petersburg, Va., in February '76.

J. C. Hopkins, Tom Hoffmann collection

tured trucks and traction motors, modern control and braking systems, low noses, and Family Lines paint with the owning railroad's initials on the cab. The program turned out 155 units before ending in 1982, with all assigned to SCL minus a handful for Clinchfield and the Georgia group. The rebuilds worked another 15 years for SCL and its successors, and many still run on short lines.

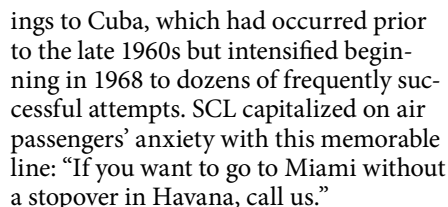
Passengers remain a priority

SCL was blessed with a strong passenger market between the Northeast and Florida, one that held its own year-round despite new Interstate highways and jet airliners. Both ACL and SAL (with partners Richmond, Fredericksburg & Potomac and Pennsylvania) had served this route with well-equipped streamliners, and SCL continued nearly all of them. These trains reached Miami and Tampa/

St. Petersburg directly, and connecting trains carried through cars to Sarasota, Venice, and Naples along Florida's west coast. Other trains connecting with the eastern runs served Portsmouth (Norfolk), Va.; Wilmington, N.C.; Augusta, Ga.; and Montgomery, Ala.

SCL also operated the New York–Atlanta/Birmingham *Silver Comet*, the Jacksonville–Tallahassee–New Orleans *Gulf Wind* (with L&N), and the alternating *City of Miami* and *South Wind* via different routes between Chicago and Florida. While the *City of Miami* held its own through the SCL years, the *South Wind* suffered when Penn Central converted its portion to a coach-only Chicago–Louisville train in 1969. South of Louisville, the *Wind's* new version carried just one sleeper (Louisville–Miami) and only a café-lounge on the SCL segment for food service.





Amtrak assumed operation of SCL's remaining long-distance streamliners — the *Champion*, *Silver Meteor*, *Silver Star*, and winter-only *Florida Special* on the east coast, and a now-daily *South Wind* between Chicago and Florida. While SCL still believed in quality passenger service, the railroad decided it couldn't afford replacing a car fleet that was mostly 20 to 30 years old. In a final goodwill gesture, on May 1 SCL issued one more public timetable of its own, looking just like previous issues to help minimize passenger confusion.

Meanwhile, SCL kept a positive focus on its east coast flagship trains. Tom Rice made clear he would continue supporting passenger service as long as patronage warranted. The railroad kept upgrading the streamliners' services and equipment, including domes and Slumbercoach sleepers from Baltimore & Ohio and 11-double-bedroom sleepers from Chesapeake & Ohio. SCL also leased 11-double-bedroom cars from Union Pacific, mostly for use on the seasonal *Florida Special*. With the demise of the Pullman Company in 1969, SCL sold its sleeping cars to Hamburg Industries of North Augusta, S.C., then leased them back for operation.

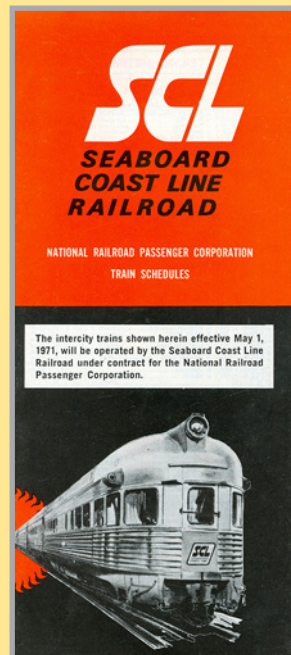
SCL promoted these trains with substantial advertising, especially in the Northeast. SCL particularly emphasized the *Florida Special* with its candlelight dinners, fashion shows, and other recreation activities. One publicity highlight came during the spate of airplane hijack-

Amtrak's arrival did not mean the end of privately operated passenger service over the SCL. In December 1971, Auto-Train Corp. inaugurated service between Lorton, Va. (just south of Washington), and central Florida using passenger cars plus auto carriers for the riders' automobiles. The concept was popular but not well capitalized, and a series of derailments weakened *Auto-Train's* capacity. An ill-conceived Louisville–Florida second route further hurt the company, and it ended operations in May 1981. Amtrak, of course, picked up the idea and continues to run full *Auto Trains* today.

Incidentally, passenger excursions and steam specials were not unknown on the SCL, even though they were only a shadow of Southern's vigorous steam program. The railroad fielded several runs of Clinchfield 4-6-0 No. 1, hosted

part of the *American Freedom Train's* tour, and helped run the *Chessie Safety Express* in 1981. Also through 1970, SCL operated the central Florida "Railroad Rambles" diesel-powered excursions that ACL had begun in the 1960s.

Beyond the many external changes, SCL kept busy with internal overhauls that would have their own far-reaching effects. The Seaboard Coast Line Industries holding company formed in 1969 resulted from confidence that the merger was going well and that further corporate consolidation could yield even greater efficiencies. SCL's immediate goal was to rationalize the relationship with L&N, which dated back to ACL's majority L&N stock purchase in 1902. ACL and L&N had a common board chairman and several joint yard operations, and ACL en-



A 1970 ad (top) reflects SCL's enduring commitment to its Florida passenger fleet. The road's final public timetable, dated May 1, 1971, listed the Amtrak trains on SCL lines.

Ad, ACL&SAL RRs Hist. Soc. coll.;
timetable, CLASSIC TRAINS coll.



A C30-7 wearing Family Lines attire works with two EMDs in SCL black on a piggyback train just south of Petersburg, Va., in November 1979.

Curt Tillotson Jr.



SCL's GP16 program rebuilt 155 old GP7s and 9s into virtually new locomotives during 1979–82; GP16 4700 leads two other units at Atlanta in May 1981 (left). SCL was the only buyer of GE's "crew quarters" cab BQ23-7; "Q-boat" 5131 is at Lawrenceville, Ga., in June '82 (above).

Two photos, George Hamlin

joyed the steady dividends from L&N's coal revenues, but overall the companies were managed and operated separately. Nevertheless ACL had for decades referred to both the L&N and their jointly leased subsidiaries (Clinchfield and the Georgia group) as the "family lines."

In 1971 SCLI acquired nearly all of L&N's remaining stock, and in 1973 began formally using "The Family Lines System" marketing label for SCL along with the other five companies. A unified paint scheme for freight cars appeared in 1974, although a new image for locomotives and cabooses wasn't adopted until 1977. The equipment had a common logo and colors but with identifying initials

for the owning company.

Formalizing the long-standing relationship with L&N resulted in transferring a number of L&N personnel from the Louisville headquarters to Jacksonville, combining more terminals, expanding run-through operations and locomotive pooling, and aligning other operations such as sales and marketing. The move was not technically a merger since the two corporate identities remained, but many of the changes looked like one in all but name.

While the L&N stock purchase was clearly SCL's most significant acquisition, along the way SCL also absorbed two Carolinas short lines that had long been

important traffic feeders, Piedmont & Northern in 1969 and Durham & Southern in 1976. SCL also continued subsuming the operations and equipment of two more subsidiaries that remained technically separate, Gainesville Midland in Georgia and Columbia, Newberry & Laurens in South Carolina.

One other bit of merger news came in late 1977, when SCL and Southern Pacific announced they were holding "exploratory discussions" about affiliating their respective holding companies. SP began acquiring SCL stock, but in May 1978 SCL decided to end the talks. SP nevertheless kept buying more SCL stock until the ICC, at SCL's behest, put an end to

the takeover attempt. Nothing further came of this brief prospect of a transcontinental system, but the two railroads did pool motive power for a while, and as early as mid-1977 an SCL U36B-MATE-U36B consist had tested over SP.

Cementing another merger

The Southern Pacific episode perhaps cemented SCL's determination to seek its own next merger partner rather than wait for another outside attempt. In September 1978, just weeks after ICC halted SP's moves, SCLI and the Chessie System — the holding company for B&O, C&O, and Western Maryland — announced they were discussing a possible affiliation. What followed mirrored in many ways the course of the ACL-Seaboard merger nearly two decades earlier — applications to the ICC, objections by other railroads (led again by Southern Railway), and protective conditions as the price of regulatory approval. Incidentally, the 1978 announcement came in concert with a number of top management changes, notably the appointment of Prime E. Osborn as chairman and CEO of SCLI, replacing W. Thomas Rice. Rice was named chairman emeritus, having led his company to the verge of what appeared to be another successful merger.

The SCLI-Chessie merger proposal proceeded quickly, with regulatory approval announced in September 1980. The combined holding company was labeled CSX, derived from "C" for Chessie, "S" for SCLI, and "X" for planned additional transportation investments such as barge lines. For the moment the merger action stopped there, and SCLI and Chessie continued to operate separately. The combination coincided with the 1980 passage of the Staggers Rail Act, which significantly deregulated railroad operations. Freed from most of the ICC's minute oversight and slow responses, railroads began to negotiate rates freely with customers, pull up unprofitable lines with less delay, and advance more quickly toward additional mergers.

Staggers opened the way for an interim next step in SCL's Family Lines structure — a full merger of the FL members. Clues that this was afoot included repainted freight cars appearing with no Family Lines lettering — just reporting marks and numbers. In late 1982, SCL announced formation of the Seaboard System Railroad (SBD), which put all



Diesels at Wildwood, Fla., in mid-1986 wear SCL, Family Lines, and Seaboard System liveries. SBD's stylized "Double-S" logo, seen on ex-L&N U23B 2766 (at left), lasted only four years.

George Hamlin

the Family Lines components into a true single company. SBD repainted locomotives and cars and moved in other ways to unify the sometimes-random Family Lines appearance of the late '70s, but in 1986 CSX formed CSX Transportation, which combined the Seaboard System and Chessie and began another image transformation. With motive power consists now mixing Chessie schemes with the many unrepainted SBD units, it would be years before the CSXT change resulted in much external uniformity.

Line abandonments were on the move again too in the SBD and early CSXT years, and went well beyond the branch-line cuts to which SCL had largely confined itself. In short order former SAL main lines were eliminated or severed between Petersburg and Norlina (N.C.), Savannah and Montgomery, Savannah and Jacksonville, Atlanta and Birmingham, and Wildwood and Auburndale, Fla. Former ACL through routes fell between Florence and Robbins, S.C. (near Augusta, Ga.), and between Thomasville, Ga., and Dunnellon, Fla. The rumor mill often reported that CSX wished it had some of those lines back when later traffic increases or detour needs arose.

Epilogue

The great majority of the Seaboard Coast Line still exists today and forms the core of CSX's service in SCL's six southeastern states. Indeed, SCL upholds the southern portion of the "Iron Triangle"

(Chicago–New York–Jacksonville) CSX has identified for its core high-speed, high-volume routes. Short lines operate substantial ex-SCL mileage, including several state-owned segments, and Florida owns two ex-SCL lines out of Orlando and Miami for commuter trains. Amtrak continues to operate multiple trains, including the always-sold-out *Auto Train*, on the New York–Florida route.

Despite the loss of charming rural branches, the absence of cabooses and local depots, and the jarring sight of freights that look about the same in Georgia as in Ohio and Michigan, Seaboard Coast Line's core routes and traffic patterns firmly anchor CSX's presence across the South.

Back in Woodland, I moved away years ago but return often to watch and photograph its frequent trains. The rail, signals, equipment, and freight consists are all very different from 50 years ago but still are a vibrant and successful example of big-time railroading. Traffic on the line — part of CSX's Midwest–Florida corridor — is always straining track capacity, and just this spring the railroad began adding a second track between Manchester and Woodland. Tom Rice and John Smith might agree that in my hometown at least, "The New Railroad" label still fits. ■

LARRY GOOLSBY has long been active in the Atlantic Coast Line and Seaboard Air Line Railroads Historical Society. His three previous CLASSIC TRAINS bylines have been about ACL, SAL, and Piedmont & Northern subjects.

FAMILY PATRIARCH

The first locomotive to carry Family Lines lettering was Clinchfield's fantrip 4-6-0 No. 1.

My very own mixed train

A 10-year-old Wisconsin boy absorbs the details of the railroad,
and becomes aware of the big changes in his world

By Gregg Condon



Still in steam, the Mineral Point mixed rolls through southern Wisconsin in 1954.
Unlike many mixeds, this one had a combine up front *and* a caboose on the rear.

Don Ross, M. L. Powell collection



Thunder rolled across Jordan Prairie and the leaden sky was dark for a mid-afternoon in August. A steady rain pattered on the sills of a half dozen open windows and on the platform beyond the open end door of the swaying passenger car, one of the Milwaukee Road's distinctive rib-sided baggage-coach "combines" on the mixed train that plied between Janesville and Mineral Point in southern Wisconsin.

The coach seats were set up in facing pairs, and I propped my feet on the vacant one in front of me. I nestled deep into the well-worn cushions and drank in the ambiance. I'd always been active and intense on prior trips, but today's dark and melancholy sky prompted an attitude of reflective repose. The only thing I was intense about was the knowledge that I must stick to the business of storing up memories. It was the summer of 1957, and I was 10.

The only other passengers were four bib-overalled railroad retirees

occupying a pair of facing seats across the aisle and a couple of rows back. For me, the accumulation of a wealth of memories was only just beginning; their storehouses were full. They talked in deliberate and muffled tones about the great days of their lives on the railroad — days when passenger trains ran full, and carried mail and express, and adherence to schedule was paramount because both society and railroaders' pride depended on it. Now one rough voice opined, "Trains are coming off everywhere; tracks are being ripped up; I don't know why a young man would go to railroading anymore."

His observation corroborated my own experience. Indeed, my own urgency about riding this train as often as possible was born of the knowledge that it would be up for discontinuance "some-time within a year." So, ever since that dread announcement in spring, I'd been

the Milwaukee's most frequent passenger on round trips between Brodhead and Monroe — towns a scant 16 miles apart, nestled amongst the curvaceous topography of America's Dairyland.

The scenario was usually the same. I'd realize it had been a week or two since my last train trip. I'd ask Mom if I could be paid 50 cents for mowing the lawn. With a 50-cent piece gripped firmly in hand, I'd run the two blocks to the old brick depot on Main Street. Forty-two cents got me a round-trip ticket west to Monroe. With 8 cents in change, I'd jog over to the Standard Oil station for a bottle of pop, at the last nickel pop machine I knew of. That left 3 cents from the lawn-mowing job. Back to the depot I'd go, to sit on the old Railway Express Agency baggage wagon with my back to the station's cool brick wall. With much discipline I'd put the bottle of pop aside, waiting to savor it on the train.

TAKING IN MY SURROUNDINGS

The wait for the train was pure pleasure. The depot was an intense focal point of the railroady atmosphere I dearly loved. Inside, the ancient Regulator clock ticked away the history of Brodhead's railroad. It had been ticking away the hours 50 years earlier when my grandparents had bought round-trip tickets to Monroe to get their marriage license. Back then, passenger trains made three round trips a day between Milwaukee and Mineral Point, and two round trips on the branch from Brodhead northwest to New Glarus. Several freight trains were sandwiched in between, all coming and going in clanging, whistling, delightfully smoky profusion.

The staccato clacking of the telegraph had been ceaseless, train order after train order to keep the wheels a-rolling, and telegrams representing the only intercity communication besides the U.S. Mail. So hot were the wires with Morse that in Brodhead a separate telegrapher was employed in addition to the ticket and freight agent. Not only that, three tricks of telegraph operators were needed to keep information flowing 24 hours a day. Now the telegraph sounded only a few times a day, and Herb Ripp's job title, "Agent/Operator," revealed that one man could handle all depot duties.

More delights filled the time waiting for the train. A World War II poster still adorned the waiting-room wall. "Rolling to Victory," it proclaimed, and portrayed Uncle Sam roller-skating with a boxcar strapped to each foot. The wooden freight platform's worn and battered surface told the tale of the lifeblood of commerce in my hometown. Next to the cheese warehouse across the street, wooden-bodied, colorfully painted refrigerator cars were being loaded. A drainpipe under each car corner dripped with meltwater from the ice blocks inside.

The old coal shed for locomotive fuel, unused these past three summers, was still full, ready for the next steam engine that would never come. Already the wooden water tower had been pulled down. Its concrete footings brought to mind joyous memories from 1952, '53, and '54 when I'd gleefully stand track-side and watch the fireman pull down the spout to fill the tender of an old Ten-Wheeler with a rush and a roar of water.

Nearby was the handcar house, just plain cute in its kid-sized proportions. Even the track itself was fascinating. Every cracked, crooked, and sun-bleached



It's 35 years after the author's rides at age 10, and his hometown Brodhead depot has become a museum, but the scene is the same — we look east, waiting for the Mineral Point mixed.

J. David Ingles

tie, exuding the distinctive aroma of creosote, told the story of passengers in a hurry, of boys off to war, of the urgency of the mail, of solid trains of livestock, and loads of milk and tractors and cheese. Deciphering the dates on the rusted webs of the rails was an archaeological avocation all its own. I knew firsthand that the oldest rails in town, from 1880, were in the siding next to South Side Park, and that the newest I could find in the main track were from 1916.

With the blast from a diesel locomotive's air horn far away to the north, my explorations would cease. It was on the 23-mile branch from New Glarus, and soon the blasts would become incessant as the train would roll down along what everyone still called Race Street, blowing for every crossing along the way. (It had become West 3rd Avenue in a 1920s city-wide relabeling.) The occasional through passenger from Janesville to Monroe or beyond would be miffed and riled as, upon arrival at Brodhead, he'd been ordered to detrain and wait the two hours while the train made the side trip up to New Glarus and back.

"You can't stay on the train for the New Glarus portion of the trip," Mr. Ripp would explain. "The branch isn't insured for passengers anymore." One ruffled salesman leaned on my baggage wagon and bemoaned, "They're trying to drive business away!"

Indeed they were. Only last year the connections at Janesville had been contrived so the Mineral Point trains just missed connecting with the mainline Chicago-Madison trains.

THE ROUGH HAND OF CHANGE

This degradation of service was a far cry from a mere five years before when Mother, Grandpa, and I had ridden all

the way to Milwaukee. On that glorious autumn day the steam locomotive had proudly *whooshed* into town with all the hauteur of a dignified if sooty royalty. The mail still rode the trains, and the Railway Post Office car was sandwiched between the locomotive tender and the passenger coach. I'd seen the RPO often as Mother would hastily scribble the conclusion to a letter and we'd hoof it to the depot to post it directly on the train. A flurry of action ensued. Passengers got off. Others got on. On-lookers got in the way. Tradition still prescribed that the social event of the day was to "go down by the depot when the train comes in."

The steel tires of the baggage wagon gritted and crunched along the concrete platform, groaning under the weight of mail sacks, express packages, and suitcases. We got on, too, and found the last two vacant seats in the whole coach. There being three of us, I sat on the chair arm of a coach seat all the way to Janesville, and during the fast gallop from there eastward I learned of station stops

**Back to the depot
I'd go, to sit on
the old Railway
Express baggage
wagon, saving my
nickel pop for on
board the train**

new to me: Milton, Whitewater, Waukesha, Wauwatosa. When Uncle John met us at the Milwaukee depot he gasped, "The sight of that beautiful locomotive darn near made me swallow my toothpick!"

That was in 1952. By 1954 the rough hand of change had been at work. The RPO had become a

"HYPO" (highway postal truck). The RPO car and comfortable coach were gone in favor of a spartan car that was half coach and half baggage car. Built in the railroad's Milwaukee shops in the 1930s, the car had seats, coal stoves, kerosene lamps, and even straight-pipe toilets taken from 1880s coaches recently scrapped.

Now the passenger crowds were gone. The depot spectators were gone, too, just as surely as had vanished the shoulder-to-shoulder Saturday night crowds of farm folk on Main Street. Train ridership was confined to the few who didn't drive, and to a seasonal few such as my grandpa who clung to the 1920s view that automobiles were not meant to be driven in winter. (The first time we'd drive to



At Janesville, Hudson 133 is in with train 117 from Milwaukee ca. 1950 (left), a connection for No. 21 for Mineral Point, which with 4-6-0 1105, will leave after the Chicago-Madison *Varsity* goes through. In 1954 (right), a 4-6-0 and combine head to the west yard to pick up freight cars.

Left, A. C. Kalmbach, courtesy Milwaukee Road Historical Association; above, CLASSIC TRAINS collection



Ten-Wheeler 1038 takes on coal at Gratiot before continuing to Mineral Point. It's 1954, and soon a diesel will shorten the stop at this junction.

Russ Porter, Tom Hoffmann collection

church in spring, we would invariably forget about the car and walk home, later wondering where it was!)

Oh, special circumstances could still bring the crowds back to the rails in 1954. Take the Thanksgiving Day blizzard, for instance. Roads were impassable — a foot and a half of snow, temperature at 20 below, a brutal west wind. A fickle public was only too glad to embrace the railroad that morning, and many coach seats were occupied. The train slammed, banged, and jolted through the snow drifts and the wheels made the dry grinding sound known only to the coldest snow. Coal smoke and snowflakes flew past the windows in fitful spirals and swirls. Crossing Highway 11 at Juda, we saw an unbroken blanket of snow. Not a wheel had turned on 11 that morning.

MAKING THE MOST OF 42 CENTS

Now in 1957 I was riding the train every couple of weeks. A 10-year-old buying a train ticket and leaving town alone didn't raise an eyebrow in those days. Why to Monroe? As service was slowed, simplified, and downgraded, the "Brodhead train" no longer ran east of Janesville; a separate train did that for a while. The New Glarus train that had come out of Janesville every morning to run up the branch had been discontinued. What remained was a pair of daily mixed trains, carrying both passengers and freight between Janesville and Mineral Point, one train in each direction. They

met in Monroe, so an enterprising boy from Brodhead could ride there and immediately catch the opposite train home. Often the crew of one train would give me a message for the other crew, so I'd have legitimate reason to climb into a locomotive cab.

I preferred to make the trip alone, fearful that rowdy companions would elicit a decree of banishment to unaccompanied kids. Bob Dorr was good to ride with. He was six years older than I and also a serious student of railroading. One time, a sizable band of my classmates joined me, thinking that my tales of high adventure on the rails sounded enticing. Most of the dirty dozen came armed with pea-shooters, just the kind of maladventure I feared.

A wild firefight broke out between factions at opposing ends of the car. Chucky Keen took errant aim and let fly his most ballistic shot. A sailor traveling home on leave took the projectile squarely in the eye. A dozen breathless combatants were much relieved when his reaction was good-natured. To test my familiar waters, thus muddled, I rode again the next day. A thousand peas had been quietly swept from the floor. Nobody said a word to me — my rail adventures could continue.

My youngest travel companion was my cousin Jeff. We rode one clear, freezing winter day and chose seats a calculated distance from the coal-fired stove as best befitted our desired temperature. We were 8 and 10, and made sure to be well-

behaved, lest disapproving adults trifle with our emerging autonomy.

On one solo summer trip, I leaned far out of the window to play locomotive engineer. Soon I was hit in the face with a liquid spray. I looked up — clear sky; couldn't be rain. It hit me again, so I strained farther out to look ahead. The baggage door of the express portion of the car was open and the REA man was relieving himself to the winds. Thoroughly grossed out at having been peed on, I scurried to the Dixie Cup dispenser and ran what seemed to be a gallon of cold water over my head.

On another trip, friend Terry Anderson selected a large lump of coal from the bin next to the stove. He threw it into the toilet, from where, in the uncomplicated course of the plumbing, it made a speedy emergence onto the track. Upon detraining back in Brodhead, our little group of adventurers hightailed it back out of town along the rails. By and by Terry found the lump of coal and gleefully took it home to display on his bedroom dresser. Cherishing a lump of coal that had been through a toilet, of course, made eminently clear sense to boys our age, and the rest of us only wished we'd thought of it first.

THE UNKNOWN FUTURE

I didn't know it yet, but destiny had it in store that on a June morning in 1958 I would be the last passenger to get off a Milwaukee Road train in Brodhead, politely letting Bob Dorr precede me down



In July 1952, 4-6-0 1062 is ready to leave Mineral Point's 1856 station, in use until 1984. It's Wisconsin's oldest, and today is a museum.

Paul Larson



Also preserved today, as the Lafayette County Historical Museum, is the 1889 Darlington depot. After steam, SD7 508 was a branch mainstay.

Mike Schafer

the steps to the platform. I would snap a black-and-white picture with a cheap camera and wonder why an 11-year-old boy would be the only citizen with the presence of mind to record so historic an event, considering that the coming of the railroad 102 years earlier had been the sole impetus to the founding of the city. Moreover, I certainly couldn't have predicted that yet another decade hence, in the late 1960s, I'd park my Mustang at the depot on a Friday night's return trip from college and ask Herb Ripp if there were any other agents in depots along the line with whom he could Morse a few words so I could hear the telegraph one more time.

My interest in the historic technology was more than passing. I'd studied Morse Code with Mr. Ripp as part of a Boy Scout merit badge. He good-naturedly complied, and even as I heard the enchanting rhythm of the sounder echoing off the cavernous walls of the old depot, I fought back a sentimental tear, knowing this was the final encounter of my boyhood love affair with the telegraph. Tragedy then came. At home a scant hour later, our phone rang. Herb Ripp had fallen dead of a heart attack.

But all that was far ahead in the unknown future, and I never wasted time trying to plumb the mysteries of the unknown. Usually on those solo trips of 1957, I'd just sit and daydream about the past and the stories my family told of the great days of railroading in Brodhead. Of the day in 1857 when my mother's grandparents had emigrat-

ed west from Whitewater, Wis. Of the basketball specials taking townsfolk and team to other communities in the school's athletic conference, with someone invariably producing a bottle of illegal spirits to be passed around. My grandfathers, both convinced that the survival of Christian civilization depended upon the strictest adherence to the highest standards of behavior at all times, would be repulsed by the giddy imbibers. Of the weekly scenario played out at Broughton's Opera House, where the show would begin precisely at 7 p.m. and experienced townsfolk would wait with suppressed grins for the jumping-out-of-their-wits by the out-of-town performers when at precisely 7:05 the engineer on the "down train" from New Glarus would blow his whistle as he passed the stage door!

My reverie was jerked back to the reality of 1957 as lightning flashed and thunder rolled across the Sugar River valley as we approached Brodhead from the west. The train made a hollow rumbling across the old bridge. The drizzle still pounded the windowsills and danced through the open door. "Nearly home," I thought, "and nearly finished with another train ride."

I wondered why all the "neat stuff" had to come to an end. I hadn't seen anyone crank-start a Model T in downtown Brodhead since 1951. There hadn't been a horse-drawn milk wagon making deliveries anywhere since 1952. We hadn't had milk at school in those cute half-pint glass bottles since probably first grade. I hadn't seen a steam locomotive or heard the whistle of one since

1954, and now they were going to get rid of the Brodhead passenger train.

SAVORING THE "NEAT THINGS"

But for now, I'd savor those "neat things" that remained: this passenger train, connecting not merely the few miles between Monroe and Brodhead, but spanning the far greater chasm between the era of my childhood and the youth of my grandparents, back when all the world was young. Yes, I'd appreciate this train, swaying through the weeds at a steady 25 mph, wheels clicking and clacking over the rail joints in none-too-urgent rhythm, rain beating on the old metal roof.

And I could appreciate our '37 Chevy, too old to be "cool" to anyone but Grandpa and me. We still had our awesome cast-iron, wood-fired cookstove in the kitchen, where Mom spent many labor-intensive hours. Grandpa, nearly 80 now, still ran his store. When my train would stop, I'd run a block through the rain to walk home with him after he closed up for the day. I knew these things wouldn't last, either, but I still had 'em and I'd take time to cherish 'em as a hedge against their future scarcity.

Less than a mile to go now. The diesel ahead burred a soft chant. The combine gently rocked. I was 10 . . . and the thunder rolled. ■

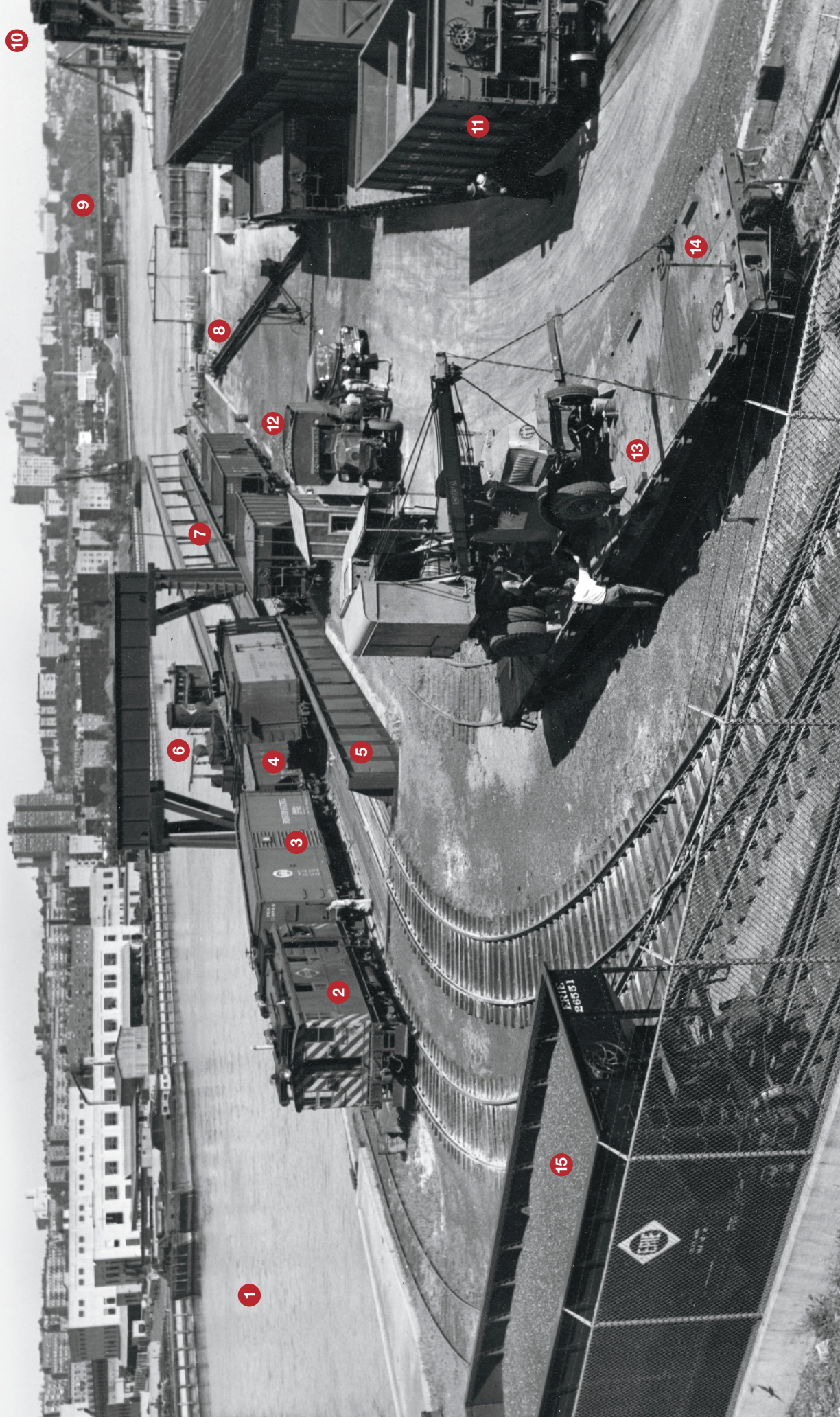
GREGG CONDON is a retired Professor of Business Communications at the University of Wisconsin-Eau Claire. A lifetime railfan and model railroader, Gregg authored a feature on the Iowa Traction in the November 2005 issue of TRAINS, but this is his first CLASSIC TRAINS byline. He and his wife Pat live in Menominee, Wis.; Gregg is active in the Soo Line and Milwaukee Road historical societies.

Usually on those solo trips of 1957, I'd just sit and daydream about the past and the great railroading stories I'd heard

Erie's Harlem River freight station, circa 1940

Several railroads maintained facilities around New York Harbor that were reached only by carfloat

Text and research: Jerry A. Pinkepank and Philip M. Goldstein • **Photos:** Erie Railroad



New York Harbor presented many locations where connection to the national rail network was only by carfloat, in addition to line-haul interchange by water, break-bulk services to piers, and lighterage to and from ships. All these services used railroad-owned marine equipment; in 1961 the "fleet" consisted of 78 tugboats, 242 carfloats, 402 lighters, and 83 derrick-equipped "stickboats" and self-propelled floating hoists. This location is at 149th Street in The Bronx, a quarter mile west of New York Central's Mott Haven coach yard and a half mile south of Yankee Stadium. In 1990, the Oak Point Link, a 1.9-mile freight line connecting the former New Haven Railroad Hell Gate Bridge route with the former NYC Hudson Division, was built on pilings along the riverfront here; CSX trash trains are the principal traffic on it.

1 Harlem River. Not a true river, this narrow tidal strait separating Manhattan from The Bronx provided the means for the New Jersey-terminating railroads to provide direct service, by carfloat, to The Bronx. Originally, four railroads shared a common Harlem Transfer facility, but in 1906 one of them, the Lackawanna, acquired exclusive use, and the Erie, Baltimore & Ohio, and Central of New Jersey built their own. Erie's was the last one built, in 1927, and the only one that used a straight track plan rather than a circular freight house. The Erie freight house here is out of sight to the right; city pickup and delivery trucks worked its street side.

2 Erie locomotive No. 19. Alco, GE, and Ingersoll-Rand built this 300 h.p., 66-ton, diesel-electric box-cab switcher in September 1928. The Harlem River freight stations were home to many pioneer diesels because of New York City's Kaufman smoke abatement law of 1925. CNJ 1000, considered the first commercially successful diesel, was stationed at CNJ's Harlem River facility. The safety striping on No. 19 was first applied in 1938.

3 Pennsylvania X29 boxcar. While this could be a regular "full" carload, freight house merchandise often moved on rates that

allowed as little as 20,000 lbs. to be considered a carload and to be handled as Less than Carload freight (LCL). A car loaded at a PRR freight house somewhere west destined to The Bronx, where PRR did not maintain its own facility, would be interchanged to the Erie at Jersey City. Railroads uniformly used 40-foot cars at freight houses so that ramps would line up — fork lifts or hand trucks might go across three cars on ramps with freight to or from the fourth car over. The X29 was an LCL staple on the PRR.

4 Loaded hopper car. This indicates No. 19 is pulling arriving cars off the carfloat. The refrigerator car next to it is probably an empty that 19 will push aboard as its next move.

5 Float bridge. The shoreward "hinge" is located under the locomotive. At the water end, a pontoon allowed the bridge to adjust to tidal changes. The gantry provided lifting power to make final adjustments to match the deck of an arriving carfloat.

6 Tug Johnson City. Built in 1914 by Manitowoc Shipbuilding & Drydock, Manitowoc, Wis., as the *Alice Stafford* for Erie Land & Improvement Co. for carfloat service at Chicago; transferred to Erie Railroad proper for New York Harbor service in 1931.

7 "Station" carfloat. This type of carfloat had two tracks flanking a central platform, which was covered by a roof. (An "interchange" carfloat had three tracks and no center platform). The platform allowed LCL freight to be handled to and from the cars at locations that did not have their own freight station, hence the name. That capability was not needed here since there was a freight house, but this float bridge was designed to serve only carfloats with two outer tracks, so there was no point in sending a three-track float here. The narrow turns and swing bridges on the Harlem River meant that tugs could handle only one carfloat at a time, but that usually sufficed for Erie's one round trip a day here. Interchange moves went from Jersey City via the East River

without navigation hindrances, but Harlem Transfer moves used the shorter route via Spuyten Duyvil and the Harlem River.

8 Portable conveyor. Employed here to transfer coal dumped from hopper cars into motor trucks for local delivery.

9 McComb's Dam Bridge. This is typical of the swing bridges that limited carfloat handling on the Harlem River.

10 Gantry crane. 30-ton capacity; used to handle heavy flatcar loads on the team tracks adjoining the freight house.

11 Hopper car with cross braces. Found in older hopper cars, cross braces tended to get damaged by clamshell buckets during unloading from above and so were avoided in later cars.

12 Coal truck. This 1920s-vintage Mack is waiting to be weighed at the scale house. Like other hoppers here, it is carrying

anthracite, the coal of choice for home heating; its hard surfaces readily reflect sunlight, and so appear light-colored in the photo.

13 Flatcar. Men are checking the blocking and bracing of its load, a crane mounted on yet another 1920s Mack truck, indicating that the crane was loaded here for outbound shipment.

14 Tall-stem brake wheel. Capable of being lowered to deck level to clear a load that required it.

15 Hopper car, no cross braces. Erie 26551 is a 50-ton capacity car with two bottom gates; 70-ton cars had three. Limited track capacity means it must wait to be switched to the conveyor for unloading.

PHILIP M. GOLDSTEIN maintains, with Paul Strubeck and others, a number of New York rail and water transportation websites on Trainweb, indexed at www.freightroffny.com, including one specifically on Erie's Harlem Transfer.



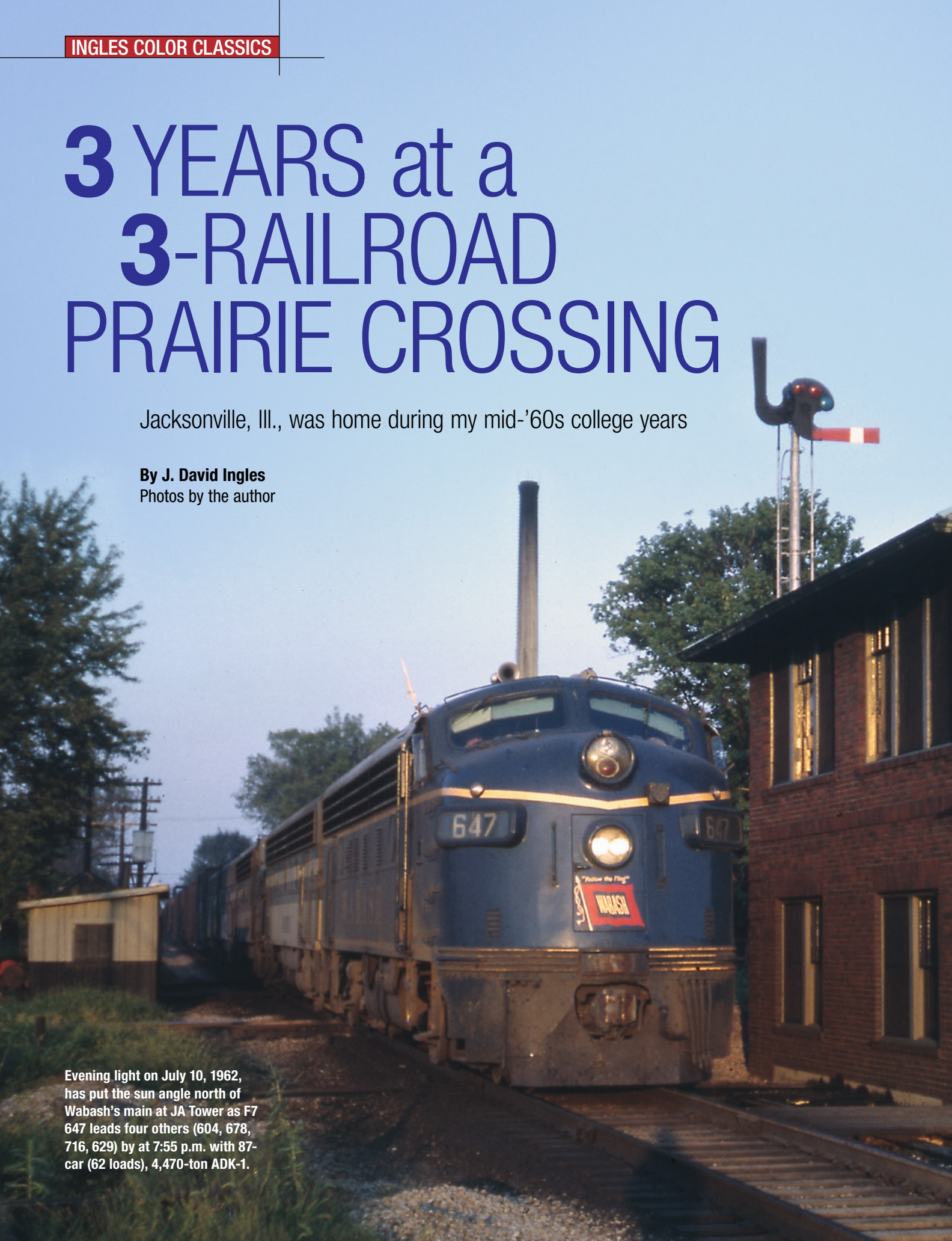
Erie tug *Rochester* moves a three-track ("interchange") carfloat up the East River circa 1940. It's likely bound for the NH's Harlem River Yard, the route to which did not have vertical clearance issues. *Rochester* later had its pilothouse cut down to reach Erie's Harlem River station.

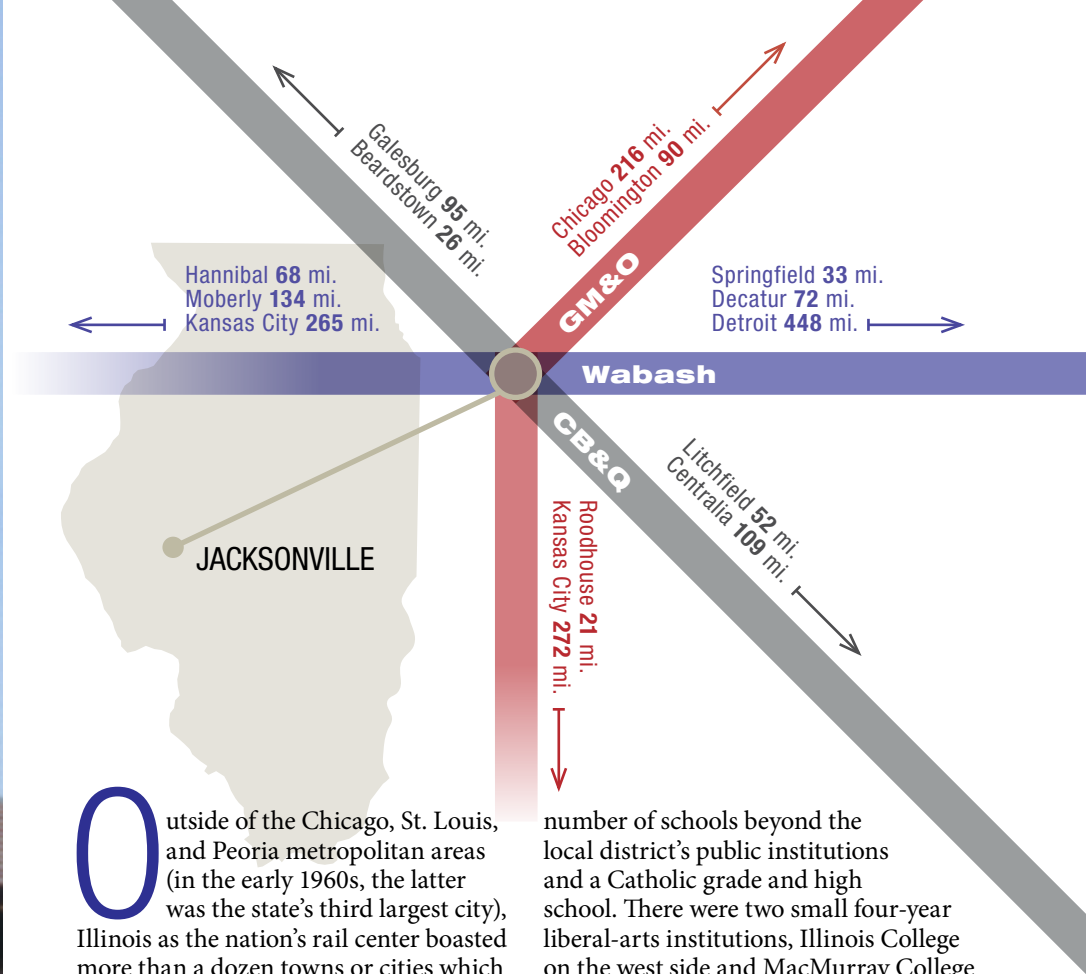
3 YEARS at a 3-RAILROAD PRAIRIE CROSSING

Jacksonville, Ill., was home during my mid-'60s college years

By J. David Ingles
Photos by the author

Evening light on July 10, 1962, has put the sun angle north of Wabash's main at JA Tower as F7 647 leads four others (604, 678, 716, 629) by at 7:55 p.m. with 87-car (62 loads), 4,470-ton ADK-1.





Outside of the Chicago, St. Louis, and Peoria metropolitan areas (in the early 1960s, the latter was the state's third largest city), Illinois as the nation's rail center boasted more than a dozen towns or cities which had an interlocking plant where tracks owned by three or more railroads intersected. One was Jacksonville, home to 25,000 or so and the seat of Morgan County a half hour west of the state capital, Springfield (which itself had three such interlockings among its nine).

I'd never been to "J'ville," as locals call it, until November 1961, when I was scouting small Midwestern colleges that were recruiting students. For a town of its size, J'ville was, and remains, quite the education center with an inordinate

number of schools beyond the local district's public institutions and a Catholic grade and high school. There were two small four-year liberal-arts institutions, Illinois College on the west side and MacMurray College on the east side, plus Illinois' state-run schools for the "blind" and "deaf," as the labels of that era stated. There was even a Nursing School at the local hospital (now Passavant Area Hospital — Passavant dates from 1875, and the Nursing School functioned for 80 years before being sold to MacMurray in 1982). After a year of college out west and some hometown junior-college courses, I'd decided to find a smaller school to finish work toward a Bachelor's degree.

"Mac," for short, which dated from



Train Master 550, built as FM demonstrator TM-1 and intended for use by Wabash on through freights, nears JA Tower as it leaves town with the East Local on Thursday, February 22, 1962.

Map illustration (top) by Lisa M. Schroeder



Steam-generator-equipped GP7 457, assigned to the local road-switcher, crosses Lafayette and Brown streets as it pulls cars interchanged from CB&Q back to home rails on November 3, 1962.



Rolling downhill east of the tower, KB-6's Extra of April 7, 1962, is led by a rare "perfect" F7 quartet; Wabash bought only nine F7Bs.



Brand-new U25Bs 506 and 508, plus three F7s, are a block west of JA at 4:45 on June 25, 1962, with ADK-1's Extra of 99 cars for 4,090 tons.



Leased Ann Arbor RS1 21 returns to Wabash rails on February 4, 1962, after interchanging a boxcar to GM&O, whose depot is at right.

1848 and was named in 1930 for James E. MacMurray, a college trustee and former state senator, had been a women's college until 1955 and was increasing its male student body. After considering similar colleges in Illinois, Missouri, and Iowa, after that November '61 visit I selected Mac, then with about 1,000 students; I was accepted and enrolled in February 1962. I'll admit that Jacksonville's being at the intersection of three railroads, and my having a railfan friend, R. R. "Dick" Wallin, nearby in Springfield helped my decision-making. All Mac students lived in dorms, and I spent the next three-plus years (including two

1962 summer school classes) in J'ville, earning a B.S. degree in Business-Economics in May 1965.

The men's dorms were across Hardin Avenue from Gulf, Mobile & Ohio's Bloomington-Roodhouse (Ill.) "Jack Line" branch, which had hosted a Bloomington (Ill.)-Kansas City motor car until April 1960. Three blocks north was Wabash's Decatur-Hannibal (Mo.) main line, the 10th District of the Decatur Division, while Burlington's Beards-town-Paducah (Ky.) "southern Illinois coal line" cut through the north and east ends of town. Both had been freight-only since motor-car days themselves — the



As seen from U.S. 36, the "Mark Twain Special" of May 5, 1962, crosses Hadley Creek west of Barry, Ill.; today I-72's bridge blocks this view.



The two locals, each on a siding, meet by the freight house at Main Street on June 11, 1962. Behind F7 622 and GP7 474 on the West Local is Lima switcher 410, returning to Kansas City after getting an Alco 244 engine at Decatur. On the East Local are a Train Master and a GP7.



Clean-up is all but done the day after the January 21, 1964, pile-up of mostly coal cars, which spared the East Street watchman's shanty.



Reflecting the fall 1964 merger, ex-Nickel Plate GP9 487, assigned to the Meredosia road switcher, is parked downtown on May 2, 1965.

nearest "real passenger trains" were on GM&O and Illinois Central through Springfield. Wabash's JA Tower sat on the south side of the main line between the "Q" and GM&O diamonds, and those two lines crossed each other three city blocks south, above East College Avenue about halfway between the dorms and JA tower. The Burlington-GM&O crossing by then was an automatic interlocking which had replaced a staffed tower in the 1950s. Each railroad had a single-track main line through the JA interlocking, and a trio of adjacent connecting tracks allowed all three to interchange with each other, which they did.

Wabash was the big player

Norfolk & Western absorbed the Wabash and three other roads during my senior year at Mac, on October 16, 1964 (I was in the tower on the 15th for part of "second trick," 3 to 11 p.m.). For brevity here, I'll generally use just "Wabash" when referring to the line that provided the majority of J'ville's railroad action. The Wabash's emblem led to the term "fallen flags" for railroads merged away, beginning with the 1974 series in TRAINS of thumbnail histories by Editor David P. Morgan and me.

Wabash fielded three "Red Ball" time freights, to use its promotional term, in

each direction, plus two Decatur-Hannibal (Outer Depot yard) peddler freights ("East Local" and "West Local," depending on direction), and originated a week-day road switcher. This was a turn west to Bluffs on the main and up the branch to Meredosia, covering some of what was the state's first railroad. The Hannibal locals often would meet in or near J'ville.

The road-switcher job normally rated a Geep, but in my MacMurray years some unconventional units were briefly assigned, including an Alco RS1 of subsidiary Ann Arbor (opposite page), another RS1 on short-term lease from Chicago & Western Indiana, and after the



Burlington train 73, with SD7s 308-310-300, soars above both U.S. 67 and Mauvaise Terre Creek on J'ville's north side March 24, 1963.



Lone steam appearance: CB&Q 2-8-2 4960 nears JA on September 25, 1963, ferrying between Beardstown and Centralia schoolkids' specials.



With reefers up front, not coal cars, 73 crosses the GM&O January 15, 1964, behind SD7s 302-301-321; above 301 is the “blind school’s” stack.

merger, a Nickel Plate Geep (previous pages). Bluffs had had a small yard and enginehouse for the 2-6-0s that ran north to Keokuk, Iowa [“Keokuk Line’s 15 Minutes of Fame,” Spring 2011 CLASSIC TRAINS], and outlasted other Wabash steam into 1955, but when Meredosia’s Illinois River bridge was condemned in 1959, J’ville became home base for the new turn job.

Previously Wabash had numbered its Red Ball scheduled freights in the 80 and 90 series, but by 1962 it was using alphanumeric symbols. Jacksonville saw ADK-1, DK-1, and DK-3 westbound (A for advance, D for Detroit or Decatur, K for Kansas City), and KB-2, KD-4, and KB-6 (B for Buffalo) eastward. After my time at Mac, Norfolk & Western began Decatur–North Platte, Nebr., through freights with Union Pacific, with ADK-1 and KD-4 becoming TC-1 and TC-2 (TC for “Transcontinental”). As traffic grew, TC-3 and TC-4 were added.

Routines, and the unusual

The Q had one scheduled freight in each direction, 73 south (timetable west) in midday and 66 north in the evening, plus a J’ville turn each weekday from Beardstown. GM&O ran only a triweekly local on the Jack Line, north from Roodhouse on Monday, Wednesday, and Friday and south from Bloomington the next day. The trains were officially 76 north and 75 south, but were always called simply “the Jack local.”

The accompanying photos highlight not only examples of daily routines, but also some of the unusual occurrences during my Mac days. I saw, and chased



Viewed from a boxcar on the Wabash connection, with the “blind school” at far left, GP7 257 passes JA with the Beardstown turn returning from Anderson-Clayton on Valentine’s Day 1964.

the one appearance by steam, CB&Q 2-8-2 4960 (opposite page) ferrying between local schoolchildren’s specials. GM&O detoured mainline Bloomington–Roodhouse–Kansas City freight 93, with F units, down the Jack Line a time or two owing to a mainline blockage.

The one public passenger train I saw during my J’ville years was Wabash’s “Mark Twain Special” excursion (page 69) from Decatur to Hannibal, Mo., on Saturday, May 5, 1962. Dick Wallin and his fiancée Lorine were chasing it west from Springfield, so my Mac railfan buddy Charlie Mote, who lived down the hall from me, and I rode with them, chasing the special to Hannibal. From there, they drove south to St. Louis to visit Dick’s parents, so Charlie and I rode

Continued on page 74



I’m a new Mac “alum” on June 7, 1965, as Q SD9 366 leads 73 out of town toward U.S. 36.

All present, honk your horns



1

After getting his orders inside JA Tower, a crewman reboards CB&Q's Beardstown local coming in from switching Anderson-Clayton Foods.



2

Burlington Route's local pulls north past GM&O's Jack Local.



3

Both Q 73 and the GM&O can cross the Wabash; 73 will go south first.

Proving the old saw in railroading that at any given junction, hours of inactivity will yield to “everyone showing up at once” is this photo sequence on the afternoon of Saturday, February 15, 1964, at JA Tower. First, CB&Q’s Jacksonville Turn from Beardstown returns from its main mission, switching the Anderson-Clayton Foods plant on the southeast edge of town, behind Chinese red SD7 310 (photo 1). He takes the west side track north of the interlocking, where GM&O RS2 1506, on the Jack Line Local, sits on the east siding (2) with interchange from the Q. Then the Q’s daily Centralia-bound road freight, 73, behind an all-black GP7-SD7 consist of 253-301-303, shows up (3), and I shift position to west of the tower . . . and as 73 hits the Wabash diamond, there to the east (4) sits Wabash’s Hannibal, Mo.-bound West Local! After 73 passes and the GM&O follows, I go up into the tower to warm up and shoot the Wabash train (5), behind 495, the road’s last GP9 and one of three with dual controls and a steam generator. After he gets off the main line downtown, second DK-3 comes through (not pictured) with F7s 699 and 698 and U25B 500. He goes on 10 miles to Chapin, the next passing siding, to meet KB-6, which I shoot at JA from northeast of the tower (6) 25 minutes after DK-3 passed. KB-6’s power is F7s 622-723-656; that’s photographer Charlie Mote up on the CB&Q train-order signal ladder by the tower. A bit later, Wabash’s East Local, with GP7 473 and F7 709, will arrive to end a busy two hours. — J.D.I.



4

Wabash’s West Local has to wait for CB&Q 73 and then the GM&O to clear JA.



5

GM&O’s Jack Local has crossed the Q and headed on south, so it’s Wabash’s turn.



6

After meeting second DK-3 at Chapin, KB-6 rumbles east through JA.



East State Street, February 1962: No. 1519 was among a handful of GM&O RS3s with (seldom-used) steam generators. Today the depot is Lonzerrotti's Italian Restaurant.



GM&O's Jack Local, having interchanged with CB&Q, straddles the Wabash before heading south in May 1962. He'll likely switch at Mobil Chemical before leaving town for Roodhouse.



On April 19, 1962, as seen from Hardin Avenue, GM&O 75, with F3 800A instead of an Alco, is over the Mauvaise Terre Creek tributary that crosses Mac's campus north of the men's dorms.

Continued from page 71

the special back. It consisted of GP9s 494 and 495, a combine, and nine coaches, making passenger stops in Jacksonville and Springfield. We got no J'ville photos because when chasing it west, we had to have Dick pick us up ahead of it to get to Barry, beyond the Illinois River, which U.S. 36 crosses 5 miles south of the railroad. And on the return from Hannibal, when we disembarked by the J'ville freight house (the passenger depot was long gone), it discharged a handful of us and quickly pulled away.

Diesels and derailments

Daily motive power tended to be the "same old." GM&O's Jack Local had an RS2 or 3 (or two), although a single F3 subbed a few times. CB&Q 73 and 66 rated SD7s and/or 9s, sometimes with a GP7 in the consist. The Beardstown turn had a lone GP7 or SD7. Wabash provided the highlight motive-power change beginning in May '62 when it received 15 GE U25Bs to assist its 100-plus F7s and the occasional FM Train Master on the Red Balls. A GP7 or GP9, often with an F7 or a Train Master, handled the locals.

I suppose it was inevitable during my Mac time that a derailment would occur nearby, and Wabash obliged on January 21, 1964, when several cars of coal in a mainline freight stumbled off the rails in the middle of town. A few of us were playing cards in someone's dorm room,



The only time I caught GM&O switching its freight house, on the south side of College Avenue, was on this foggy March 1962 afternoon with RS2 1512 doing the work.

but we didn't hear a thing, probably owing to the spilled coal muffling some of the noise. There were no injuries, and the main line was reopened the next day, with a Q hook from Hannibal assisting Wabash's from Decatur. Worse, on merger night, Wabash had a fatal head-on collision at Griggsville, 30 miles west.

I didn't have a car in town my first two years at Mac, but I had no complaints railroad-wise owing to the variety of action. One of the Wabash towermen, local resident Charlie Marks (recently deceased), became a friend with whom I stayed in touch long after he saw the handwriting on the wall and, after the merger, moved his family to Roanoke, Va., taking a position at N&W's motive-power desk. Like most of us, I have a lot of other Mac memories about the usual college activities of sports, beer, girls, road trips, and oh yes, classes. I also remember watching on the dorm's one TV, a black-and-white set in the basement common area, during the October 1962 "Cuban missile crisis," and the "where" and "who from" of learning of President Kennedy's assassination in November '63 . . . but it's the railroad events that linger larger in the memory bank. **■**

J. DAVID INGLES joined TRAINS' staff in May 1971 and retired in 2007, but has been Senior Editor of CLASSIC TRAINS (now part-time) since its launch in 2000.



It's 1:10 p.m. Sunday, March 24, 1963, and a problem on the main line has Bloomington-K.C. freight 93, with 37 cars behind F7 813A and F3 800A, detouring through J'ville to Roodhouse.



They won't m.u., so the Jack Local's RS3, crossing Routt Street on April 1, 1963, may have failed, with F3A 810B to the rescue. At least the Alco is heading toward Bloomington shop!

The best of everything



In one of Burger's most-prized photos, the steamboat *Alexander Hamilton* paddles up the Hudson River past an NYC caboose at the Mt. St. Vincent station in 1962.

Boyhood exposure to trains in the New York area planted a seed that grew into a railroad career

By Chris Burger • Photos by the author

My longtime employer, the Chicago & North Western Railway, had a memorable advertising slogan in the early 20th century: "The Best of Everything." When I think about my life in railroading, from signal helper to president and CEO, and the jobs, experiences, and people — especially my understanding and supportive wife and daughters — along the way, I think the North Western's old slogan sums it up as well as anything could.

There's no trace of a railroader, or a railfan, in my family tree, and it's always been assumed that I caught the bug from watching Long Island Rail Road's steam-powered local switching the Durkee pickle factory near our house in Elmhurst, N.Y., and visiting the Pennsylvania's huge Sunnyside coach yard with my grandfather when I was about 3. After a short ride on the IRT's Flushing line, we could watch the PRR yard activity plus the New Haven and LIRR main lines from the Roosevelt Avenue bridge.

My family moved to Dedham, Mass., a Boston suburb on the New Haven's Midland Branch, when I was 6, then back to White Plains, N.Y., when I was 16. I finished high school there, then went to Providence College in Rhode Island. In the summer after my freshman year, I

got my first railroad job, in New York Central's signal department. More about all that — and the 21 jobs with 17 moves on NYC, New Haven, C&NW, Central Vermont, and Midwest short lines that followed — in subsequent articles.

Railroad operating jobs and a young family didn't leave much time for photography in the 1960s, '70s, and '80s, and I've tried to make up for some of that in retirement. My earliest rail photos date to 1954 with a Kodak Brownie Hawkeye, progressing to my dad's Argus C3 and a succession of 35mm film and then digi-



Burger was an NYC management trainee when he posed with new auto-racks for company photographer Ed Nowak in 1963.

tal cameras. I didn't get serious about it until college where, in 1958, I met railfan Jim McMahon. He talked me into getting a better camera (a Yashika YF), and we teamed up on photo trips. It wasn't long until I was truly hooked.

Photographic role models

Later I got to know Phil Hastings and John Gruber through Wisconsin's Mid-Continent Railway Museum, and Dick Steinheimer through his calendar work for C&NW. Discussions with John on trips as we shared strong feelings about photography led to my involvement in the creation of the Center for Railroad Photography & Art in 1998. Other photographers who've been role models and inspirations to me include Jim Shaughnessy, who stopped by my CV office one day with some of his steam photos (asking if I had a few minutes to look at them (of course!); the late Don Wood, whom I met through our mutual friend, the late rail artist Gil Reid; and Gary Knapp, whom I got to know in my CV days.

When I was an NYC management trainee I was privileged to spend a day with company photographer Ed Nowak. He passed along tips on steam photography, which I was soon able to employ on the Army's railroad at Fort Eustis, Va.

Three late rail artists — Reid, Ted Rose, and Russ Porter — became good friends of mine and influenced my photography to the point where I've been accused of making my photos look too much like paintings.

Speaking of role models and inspirations, my best railroading memories are of the people I worked with, up and down the chain of command. Railroad-ing requires — and produces — a unique kind of person. I've always been proud to be a "rail," and of the contributions that my generation made to keep the industry afloat during the difficult 1960s, '70s, and early '80s, and I did my best to inspire that same pride in the folks with whom I worked.

Action along the Hudson

Getting back to photography, the pictures here are out of place chronologically, but include one of my all-time favorites, a photo that stirs memories of Hudson River boat rides with the grandfather who triggered my railroad interest. They're from the now-closed Mt. St. Vincent station, 13 miles from Grand Central on NYC's Hudson Division in August 1962, when my summer job was extra board telegrapher-leverman. Most of the work was at interlocking towers, but I was called on this weekend to direct passengers owing to trackwork taking their usual track out of service.

At the time, more than 100 first-class trains were scheduled through Mt. St. Vincent each day, including mail-and-express, commuter, and intercity passenger trains. Freight extras to and from the yards on Manhattan's West Side were mixed in, too. The five tracks were numbered 6, 4, 2, 3, and 1. Tracks 4 and 2 were signaled for eastward moves, 3 and 1 for westward. Track 6 was a running track for freight and mail-and-express trains to and from the West Side freight line, which diverged from the passenger mains at Spuyten Duyvil, 2½ miles east.

The Mt. St. Vincent station primarily served the college of that name, so only a handful of trains were scheduled to stop there. On a weekend there were five each way, and since only one track at a time was out of service and it was summer vacation time, I didn't expect there'd be many passengers to direct. In fact, I don't recall any. The college grounds sloped down toward the river, and provided a nice location for photos, especially looking downriver with the George Washington Bridge in the distance.

The surprise of the weekend was the



Another photo from Burger's 1962 weekend at Mt. St. Vincent shows a mail-and-express train on track 6, with the Hudson River and George Washington Bridge in the background.



Photographer's luck: Just as a freight from the West Side line approaches the station, the Pacemaker from Chicago sails through, with Burger in the perfect spot to catch the meet.

Hudson River Day Line's steamboat *Alexander Hamilton*, splashing its way upriver past a caboose hop on track 6 stopped under the station's pedestrian overpass. Not much in the photo had changed since the boat was built in 1924 by Bethlehem Shipbuilding, 15 years after caboose 19339 had been crafted at NYC's Despatch Shops in East Rochester, N.Y., and 18 years after Central's third-rail electrification was placed in service.

The boat made round trips between New York City and Albany, later shortened to Poughkeepsie, until 1971. I had last ridden it in the late 1940s and didn't know it still existed until that day in 1962. It caught fire during a storm in 1977 while in storage and sank at its dock.

I probably paid more attention to the traffic on track 6 than the other tracks, since freight and mail-and-express trains were less common and a lot more interesting than passenger trains, especially the multiple-unit commuter runs. I did, however, catch train 2, the *Pacemaker*, with its regular observation car on the rear. In a stroke of photographer's good luck, on this day No. 2 met a westbound freight right in front of me.

The freight, probably symbol LS-1 to Chicago, or a section thereof, had entered track 6 at Spuyten Duyvil upon the arrival of mail-and-express train 854 from Harmon, due there at 12:05 p.m.

These were challenging but also fascinating and rewarding years to be a railroader. I don't think any of us at my level in the early 1960s realized just how bad things really were — or would become. After all, our company, the New York Central, was "The Road to the Future," a leader in computer applications, a pioneer in centralized traffic control, busy hiring and training a new generation of managers, led by the visionary Alfred E. Perlman. What could possibly go wrong? Of course, we would soon find out, and become part of the changes that transformed and ultimately saved the industry. ■

CHRIS BURGER, retired since 1998, lives in north-central Indiana with his wife Rita. This is the first entry in his "The Best of Everything" retrospective series.



Where ACL and SAL flags still fly

North Carolina museums preserve the legacy of SCL's predecessors • **By Larry Goolsby**

The Southeast has many railroad museums that preserve and interpret the region's rich rail history. Among them are a number that celebrate the Atlantic Coast Line and Seaboard Air Line. Choosing superlatives is always a risky venture, but several stand out.

The Wilmington Railroad Museum, located along the redeveloped Cape Fear riverfront in the historic section of downtown Wilmington, N.C., is housed in one of the last remaining buildings of the ACL's former extensive headquarters complex here. Wilmington is ACL's original corporate home, dating back to predecessor Wilmington & Raleigh in the 1830s, and remained the headquarters city until ACL moved to Jacksonville in 1960. The museum has a superb collection of interpretive displays and artifacts inside the former ACL Warehouse B building, and is anchored outside by ACL Ten-Wheeler 250. The 4-6-0 often pulled passenger trains between Wilmington and Fayetteville, N.C., one of four Coast Line routes into the port city.

Wilmington had a fifth railroad line, Seaboard's route northwest to Hamlet, N.C., home to two museums celebrating the SAL's legacy. Hamlet is just as small as its name implies but was perhaps the location most closely associated with the Seaboard. Five lines converged there (and still do), primarily SAL's main line from Richmond and two routes south to Savannah, Ga. Seaboard maintained a large yard and shop northeast of town, including a 1950s hump installation.

Hamlet's most recognizable feature, though, is the huge L-shaped, "witches' hat" passenger station where the Richmond main line crosses the route from Wilmington to Monroe, N.C. As part of the city's ground-up 2004 restoration of the 1900-built structure, the station was moved across the Wilmington–Monroe main and repainted in its original colors. The restoration included a large museum space featuring displays and a model layout of the depot and vicinity. The station is adjacent to a new visitor center and a separate building that houses a replica of the 1839 *Tornado*, Seaboard's second locomotive. The depot is also a stop for Amtrak's New York–Miami *Silver Star*.

Also beside the station are two exam-



ACL items highlight the Wilmington Railroad Museum in the road's former headquarters town.

Larry Goolsby



Hamlet, N.C., is the location of a huge, beautifully restored station at the crossing of SAL lines.

Jim Langston

ples of more modern Seaboard equipment, SDP35 1114 and a unique steel-sided rebuild of a 1920s standard wood caboose, both authentically painted and lettered. They are owned by a second museum in Hamlet, the privately operated National Railroad Museum and Hall of Fame at 120 East Spring Street. This museum was begun decades ago by retired Seaboard employees, and many of its displays reflect the workaday life of railroaders in the SAL and SCL eras.

North Carolina is known for another notable museum, the state Transportation Museum at Spencer. Although housed in a Southern Railway steam locomotive shop complex, NCTM has a good selection of equipment from the state's other railroads. ACL is represented by aluminum-and-purple E3 501, one

of two pioneer 1939 ACL E units assigned to the *Champion*; the sleek diesel is operable and pulls passengers around the museum grounds from time to time. Other ACL equipment includes Ten-Wheeler 1031 and several pieces of rolling stock. NCTM's Seaboard items include Decapod 544 and a wood caboose.

Very Honorable Mention

While not a museum, a Very Honorable Mention in the Tarheel State goes to Rocky Mount, which, in addition to its impressive restored former ACL passenger station and office building downtown, has on display ACL office car 303 (rebuilt from a Pullman in the now-closed Rocky Mount shops) and ACL's one-of-a-kind "Whopper Hopper," a 1964 experimental covered hopper that



Sleek ACL E3 501 (top) pulls trains around the museum in Spencer, N.C. SAL SDP35 1114 (above) is on display near the Hamlet station.

Top, Robert S. McGonigal; above, Jim Langston

helped kick off the “jumbo” freight car era. The depot also provides space for the ACL & SAL Historical Society’s archives.

Leaving North Carolina and heading south, several more locations are worth seeing. In Jacksonville, CSX maintains its corporate offices in the former ACL building on Water Street. Completed in 1960, the shallow-V-shaped building is still a dominant presence on the downtown riverfront. At nearby Jacksonville Terminal, whose headhouse has been preserved, ACL 4-6-2 1504 is on display. The classic USRA Pacific recently underwent a full cosmetic restoration, funded primarily by grants from TRAINS magazine and CSX. Also at the station is a Pullman observation car, reportedly from a Seaboard wrecking outfit.

Examples of other locations with ACL and SAL equipment or stations include the Southeastern Railway Museum in Duluth, Ga.; the Okefenokee Heritage Center in Waycross, Ga.; the ACL station and train display at Fort Meade, Fla.; passenger equipment at the Gold Coast Museum in Miami; and the station and *Silver Meteor* observation car in Naples, Fla. The Naples station was built by Seaboard but later sold to ACL.

Equipment built new for the Seaboard Coast Line has also been preserved, notably SD45 2024, returned to operating condition in 2016 by the Southern Appalachia Railway Museum in Oakridge, Tenn. The 2024 is one of the few remaining of this model still with its original 20-cylinder prime mover. 📌

LARRY GOOLSBY thanks Jim Langston for his assistance with this article.

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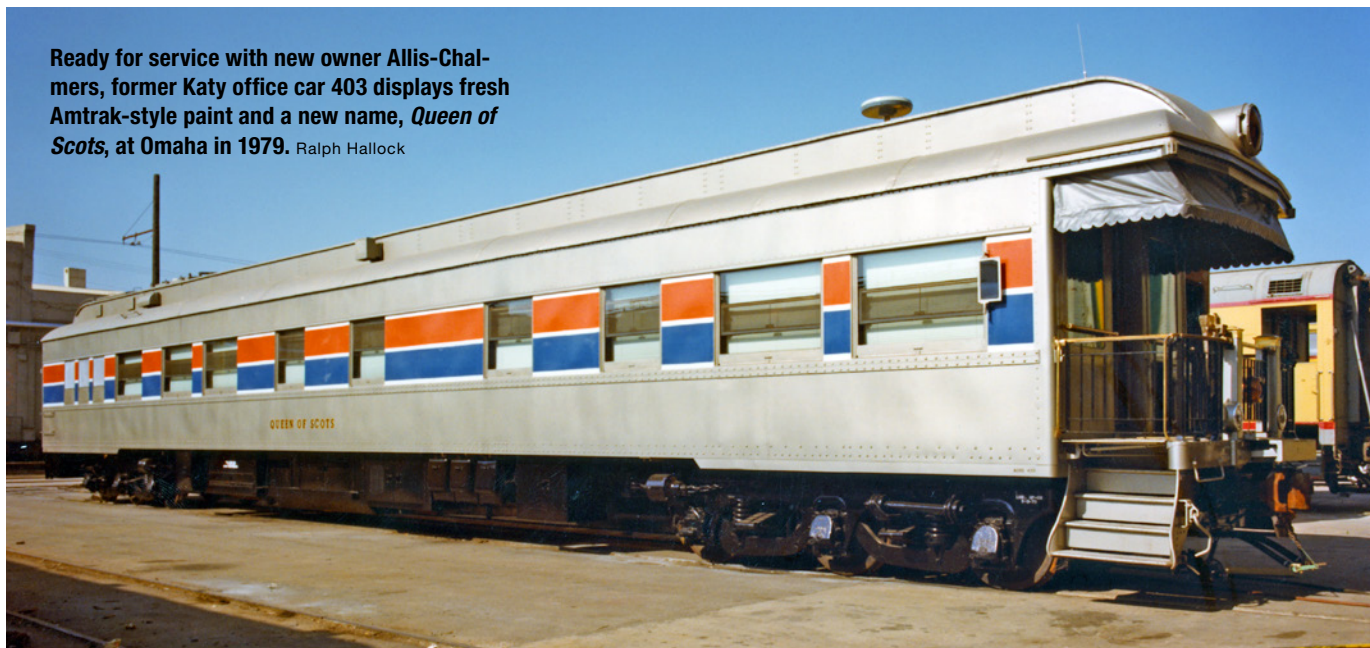


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Ready for service with new owner Allis-Chalmers, former Katy office car 403 displays fresh Amtrak-style paint and a new name, *Queen of Scots*, at Omaha in 1979. Ralph Hallock



Playing with a private car

Fish stories from Canada, courtesy of Allis-Chalmers

From 1972 to 1980 I was General Traffic Manager for Allis-Chalmers, a manufacturer based in the Milwaukee suburb of West Allis. A-C's business lines included agricultural equipment; construction equipment; power generation and transmission equipment; and machinery for use in factories, mills, mines, and refineries. Four decades have passed since this story evolved, A-C is no longer in business, and its upper management folks have passed on, so it is safe to relate this tale.

In 1977 I received a phone call from the Milwaukee Road asking that we remove our two business cars being stored at its shops in Milwaukee. This was the first I had heard of these cars. An inspection revealed that both were in poor condition, unfit for mainline service. I recommended to management that we dispose of both cars. The answer: "Get rid of them, but get a car we can use."

Thus began a lengthy search for a satisfactory car. After trips to Louisiana and Texas on the company plane, we negotiated a trade with the Texas Tank Car Co. of our two cars and a small amount of cash for ex-Missouri-Kansas-Texas business car 403. At that time Amtrak required any cars on its trains be painted in the Amtrak color scheme, so we moved

the car to Kansas City to be painted, and then to Union Pacific's Omaha shops for some required mechanical upgrades and interior "improvements."

Redecorating the interior was the province of Mrs. Scott, the wife of A-C's board chairman, president, and CEO, along with her interior decorator consultant. While setting up the new décor, they changed the car's identification from MKT 403 to the name *Queen of Scots*.

Some decisions ensued. A beautiful solid walnut dining-room table with six chairs, and four leather barrel chairs from the solarium area "had to go."

"What should I do with them?" I asked.

"Just get rid of them."

My son, who had been the security rider on the moves from Texas to K.C. and Omaha, had just graduated from college, taken a job in California, and bought a house. "Can I give these items to him?"

"Sure," I was told, so we shipped them to California.

The redecoration of the interior was essentially a disaster. The

beautiful walnut paneling was covered with wallpaper; the furniture was changed; and the lounge couch was placed parallel to the length of the car so those sitting on it looked out the side windows rather than the rear windows. The bathroom fixtures were not secure, and the mirror had to be removed from the wall before any trip. In 1979, upon completion of this work, the car was moved to Milwaukee, and we met with the top brass to display it and discuss how we would use it.

At this meeting I made what I thought was a facetious suggestion that we take the car up to Canada, park it near a lake, and use it as a base camp for a fishing trip. That turned out to be the

greatest idea since sliced bread, and set me off on one of the weirdest assignments any traffic manager ever had.

Northward, ho!

After consulting with my contacts at CP Rail and Canadian National, I made scouting trips to Manitoba and Ontario to look at potential sites to park the car. I settled

**SINCE IT APPEARED
WE MIGHT BE
STOPPED ON THE
BRIDGE FOR A WHILE,
I WENT UP TO THE
COMBINE, GOT MY
FISHING ROD, PUT ON
A LURE, AND TOSSED
IT INTO THE STREAM.**

on a small gravel-pit siding at Reba, Ont., on a branch line 133 miles north of Thunder Bay.

Nearby was the Reba River and several lakes with great fishing. I located a local trapper who had a couple of boats we could use and who could be our guide. To get there, one flew to Thunder Bay and took CN's triweekly Sioux Lookout mixed train. We detrained at Reba and spent the night at a cabin on the trapper's property. The next day we would flag down the train about 10:12 a.m. to return to Thunder Bay, arriving at 4:50 in the afternoon.

On the first trip up there to check things out, the mixed stopped about halfway to Reba owing to a work train being on the line ahead, and we had to wait for it to clear. We stopped with the combine's baggage door on a small bridge over a stream. Since it appeared we might be there a while, I went up to the combine, got my fishing rod, put on a red-and-white daredevil lure, and tossed it into the stream. On my second cast I got a hard strike, but the fish too big for me to land while on the train. One of the crew walked onto the bridge beside the car and took my rod to the shore, where I was able to get to the stream and land a 10-lb. Northern pike. The engineer was quite happy to take it home.

With arrangements made, I had to take Mr. Scott's chief of staff and another vice president up there on a dry run to check things out. After their approvals, we scheduled two one-week trips with the car. I then hired three retired Milwaukee Road employees. One was a former passenger-car department manager named Walter, who would handle movement and operation of the car; the other two were from the dining-car department, a chef and a porter. We had the car moved to Thunder Bay and parked it next to the yard office for security.

The day prior to the first trip we flew to Thunder Bay and went shopping for supplies we'd need for the week. We also had two new outboard motors plus gas, air mattresses, sleeping bags, and the like in a boxcar in which Walter and I would sleep while at Reba. The first three customer guests and a member of the A-C sales department arrived and stayed at a motel. The next day, Monday, we boarded the car, which was attached to the mixed, and departed on time at 7:30, arriving Reba about 1:50 p.m. We immedi-



CN's mixed for Sioux Lookout, Ont., is ready to depart Thunder Bay in 1979. The usual combine has been joined by A-C's *Queen of Scots*, which will be set out 133 miles up the line.

Ralph Hallock



***Queen of Scots* stands with two support boxcars on a side track at remote Reba, Ont., where Allis-Chalmers guests enjoyed a few days of fishing, cocktails, and dining in the wilderness.**

Ralph Hallock



Author Hallock, right, dines with customers and other A-C staff on the *Queen of Scots* in September '79. The table and chairs are new, and wallpaper covers the original wood paneling.

Ralph Hallock collection

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THE WAY IT WAS

ately jumped onto boats and went fishing, returning about 6 p.m. for cocktails and dinner. While the guests were dining, I stayed outside, fileting and packaging the fish so the customers could take them home.

The second day was spent fishing, with a shore lunch that included freshly caught fish. The activities on day three, Wednesday, were similar: fishing until about noon, when the second group of three customers and the A-C rep arrived by floatplane, which took the first group out. We then entertained the second group, riding the mixed back to Thunder Bay on Saturday. The next Sunday we flew to Thunder Bay to do a repeat of the preceding week.

A couple of months after these trips, I accepted another job, as I could see where Allis-Chalmers was going. Sure enough, within a few years the once-mighty company had sold off most of its business lines. It was fun while it lasted, though.

A postscript: In about 1990 we learned the new owners of MKT 403 were restoring the car, and my son no longer needed the items that had come from it, so we arranged a deal in which the original furniture pieces were returned to the car. Subsequently the car — back in Pullman green and lettered as MKT 403 — has seen frequent use, often in company with restored Milwaukee Road 4-8-4 No. 261, based in the Twin Cities. — *Ralph Hallock*

Maybe there's something in Saugus

A 16-year-old's quest to find something unusual at a familiar location



Saugus, Calif., 1964: From blunt trucks to tapered stack, SP S2 No. 1332 was a sight to see.

David Lustig

It was love at first sight. She was 23. I was 16. I looked at her clean lines and strange trucks along with the name of my favorite railroad on her flank. I cocked the shutter and advanced the film on the 35mm Argus C3 camera my father had bought me, carefully focused, and clicked the shutter.

She was attractive for a diesel switcher. At least to me. Perhaps it was that we both were from New York, she from Schenectady and me from Manhattan, and both of us were born in the 1940s.

But until that time I first saw her, I had never given her a thought.

By the early 1960s, my family had moved to California, and my parents were building a weekend cabin in the mountains 50 miles north of Los Angeles. Over a two-year period, except for the poured concrete foundation, everything from cinder blocks to the wooden center beam that peaked the roof was brought up, piece by piece, in and on top of our white 1960 Rambler station wagon. It was hard work, but to my father it

was a great “fun” project. His family didn’t always agree, but we hung in there — my mother, my sister, and me.

The route we took was north on the Hollywood Freeway until it stopped at Sepulveda Pass, then past Newhall and Saugus before heading up Bouquet Canyon Road, finally turning left on Spunky Canyon Road to a little enclave of homes.

The trip was always of particular interest to me. Just about where the freeway ended, we would parallel the Southern Pacific main line that went through Palmdale, Lancaster, and Mojave, then over the Tehachapis and into the San Joaquin Valley. On that route was my favorite spot on the line — the little town of Saugus (today part of Santa Clarita).

There was no yard at Saugus, just some side tracks. It was also one end of a secondary line that led to just north of Oxnard on the Coast Line. Saugus was the official border between SP’s Los Angeles and San Joaquin divisions. A typical two-story SP station stood guard.

On the south end of the gaggle of side tracks, the railroad often assembled retired equipment headed for the scrap-pers. As we approached Saugus, I never knew what I would see there, always wondering out loud to make sure my father would stop if there was anything I could photograph.

Indeed, there almost always was something at Saugus. One time it was a line of wooden cabooses, including one without a cupola lettered PACIFIC ELECTRIC; another time it was a bunch of old wooden boxcars; once it was a tired-looking steam-powered pile-driver with a Vanderbilt tender. To my parents it was



When she was young, SP 1332 wears her original tiger-stripe livery at Tucson in 1948.

Arnold Menke

junk. To me it was fascinating.

I never saw a locomotive in the Saugus junk line . . . until February 2, 1964.

As we rounded the curve that hugged the railroad, there she was. SP Alco S2 No. 1332 was sitting forlornly, with no other equipment to keep her company. I knew she was not a local girl, for SP had few S2s in Southern California in those days, and definitely none in that low of a number series.

After taking a picture — just one, since for me Kodak Plus-X was expensive — I walked around her for a few minutes. She had plenty of scrapes and scars, but I didn’t care. The 1332 now was “my” engine. I patted her cab as if to tell her she had done her job well and she could retire in peace. Chuckle if you will, but for a naïve 16-year-old, it was an important moment.

My thoughts were broken as my father called to me from the car; it was time to go.

Next time we drove up to our cabin, I hoped 1332 would still be there, but I never saw her again. All I had was my memory and a badly developed print from my mediocre negative. It was my favorite railroad picture.

It still is. — *David Lustig*

Something borrowed, something blue

In New York State, a pretty RDC with an identity crisis

Budd Rail Diesel Cars were usually rather plain creatures, unadorned except for the ends and letterboards, which generally carried the owning road’s name and heralds. After all, the fluted stainless-steel car sides were attractive enough and required no protection with paint, and RDCs were most

often assigned to commuter or secondary trains, thus not meriting fancy liveries.

The RDC in the photo on the following page, however, is a welcome exception in its attractive two-tone blue colors, including the window band. It is No. 11 here, but it started life in 1953 as New Haven Railroad No. 37, becoming Penn

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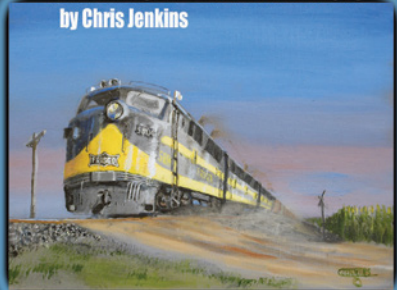
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THE WAY IT WAS



Two shades of blue, and an unusual "M CENTRAL" logo, adorn freshly shopped RDC No. 11 at North White Plains, N.Y., on June 3, 1977.

J. W. Swanberg

Central 37 after PC took over the New Haven in 1969. It became Amtrak No. 11 after 1971, often running in New Haven, Conn.-Springfield, Mass., shuttle service. Then it was acquired by New York's Metropolitan Transportation Authority for service on Conrail's Harlem and Hudson lines. Some of the passenger equipment in the MTA's PC/CR commuter service bore the MTA's "M" logo, with CENTRAL sublettering denoting assignment to ex-New York Central Railroad territory (even though the NYC had been gone since the 1968 Penn Central merger), and this is the case with the borrowed-and-blue No. 11. It was overhauled and painted by Master Mechanic Ed Whitney at the North White Plains, N.Y., shop, and it emerged in its new livery there on June 3, 1977.

Nonetheless, the 11 is a pretty RDC, indeed. It made its first run after overhaul from Brewster, N.Y., to Dover Plains and back on June 13, 1977, connecting with service between Brewster and New York's Grand Central Terminal.

Today, the 11 is long gone, and no RDCs survive on Metro-North, the arm of MTA that now operates ex-NYC and NH commuter lines. But the Dover Plains service has been extended 5 miles north to Wassaic. Grand Central service is handled by dual-mode GE Genesis locomotives and Bombardier coaches that run right through between Wassaic and GCT, while midday and weekend shuttles between Brewster and Wassaic consist of short push-pull trains powered by new Brookville road-switchers.

"M Central No. 11" is perhaps a curious title, but the two-tone beauty showed that an RDC didn't have to be a plain Jane. — J. W. Swanberg

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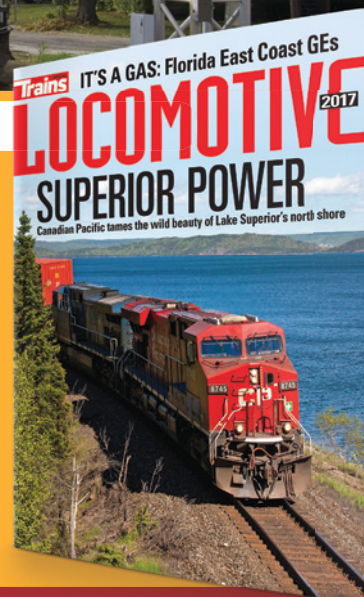


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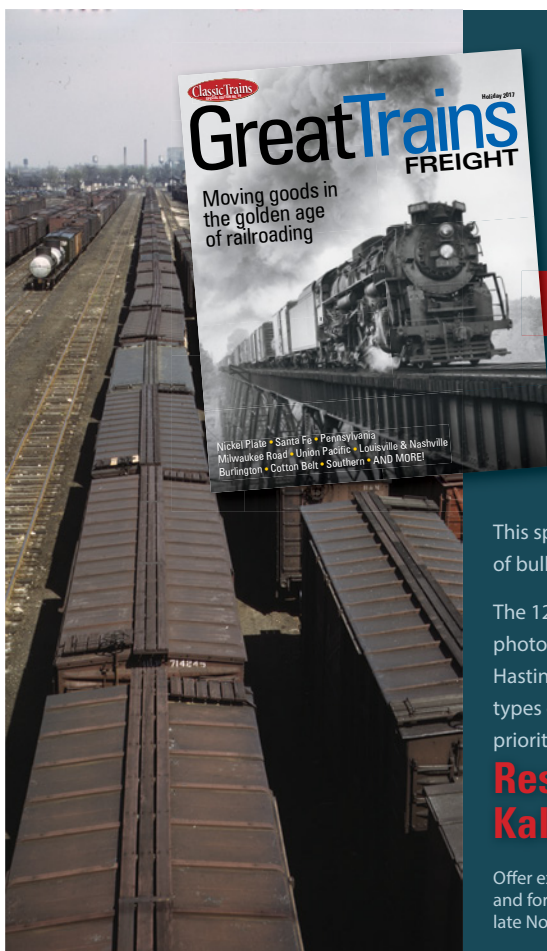
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P30351

Notable cars in New Haven



In a bid to monopolize transportation in southern New England, the New York, New Haven & Hartford Railroad gained control of numerous street and interurban railways in the early 20th century and combined them into three companies operating in Connecticut, Rhode Island, and Massachusetts. The Connecticut Company consisted at its mid-1920s peak of 14 divisions with nearly 400 route-miles throughout the Nutmeg State. By the end of 1937, streetcars had given way to buses on all but the two biggest divisions: Hartford and New Haven.

Hartford's cars quit running in July 1941, but New Haven's got a reprieve after Pearl Harbor. By then the increasingly run-down Connecticut Company had become by far the largest operator of open-type trolleys, used mainly to carry crowds to Yale University football games. New Haven's last streetcars pulled into the barn on September 25, 1948.

Above, 1911-built open car 1474 is outbound at the Broadway station near the university on August 2, 1942, when there were still 80 such antiques on the property. *At top right*, one-of-a-

kind parlor car 500 — built by Brill in 1904 as an open-platform “drawing room car,” rebuilt at Hartford in 1914, and used mainly on inspection trips across the Connecticut system — is at Broadway in the early 1940s on a special run for railfans. *At lower right*, open car 1459 poses for photos on the East Haven River trestle during a July 5, 1942, railfan outing; three years later, this section of line would be acquired by the Branford Electric Railway Association, which is still going strong in 2017 as the Shore Line Trolley Museum.



Left and above, Barney L. Stone; top, George Krambles; all from Krambles-Peterson Archive

In the next issue

Winter 2017 Edition



Santa Fe Goes to War

When World War II produced a flood of Chicago-California traffic, the Santa Fe met the challenge with line improvements and new locomotives

Emergency Surgery on an Alco PA

A retired Delaware & Hudson motive-power man relates how he and his team performed a major transplant on a celebrated diesel

From West Virginia to Montana

How a single set of cars helped two states celebrate their centennials

The Shaughnessy Files

Jim reflects on the major role his father played in fostering his railroad interest in the 1940s and '50s

Bird's-Eye View

Rock Island's backshop at Silvis, Ill.

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Chris Burger recalls his earliest encounters with steam, and how a great railroad artist made the memories visible

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By Doug Riddell. Richmond, Fredericksburg & Potomac Railroad Historical Society, P.O. Box 9097, Fredericksburg, VA 22403. www.rfandp.org. 8½ x 11 inches; hardcover; 218 pages. \$60 plus \$7 shipping.

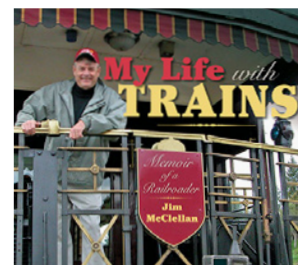
Rich in anecdotes told and photographed by the people who worked on Eugene Garfield's 1971-1981 red, white, and purple collection of recently sidelined passenger cars and new locomotives, author Riddell's story of how the gaudy Lorton, Va.-to-Sanford, Fla., car-carrying overnighter was born, flourished, struggled, and eventually died, succeeds in touching all those bases. The ex-Seaboard Coast Line (and later Amtrak) engineer's breezy text uses former employees' personal accounts to highlight the camaraderie and challenges of the snappy-uniformed on-board staff's execution of innovations like movies and buffet-style dining. But he also doesn't skimp on describing missteps leading to A-T's bankruptcy and demise: management lapses, derailments, and why the ill-fated joint venture with Amtrak to Louisville, Ky., failed. Advertising samples, on-board hand-outs, and more than 400 photos help convey the feel of how the original differs from its successful Amtrak reincarnation, though it is clear the author consciously chose images based on quantity rather quality in an effort to make this a definitive work, rather than risk omitting any aspect. Equipment tables with photographs help set the book apart as a serious reference effort, though it could have been improved with a chronological chapter structure and an index. — *Bob Johnston*



My Life With Trains

By Jim McClellan. Indiana University Press, Bloomington, Ind. (800) 842-6796; www.iupress.indiana.edu. 9½ x 8½ inches; hardcover; 336 pages. \$45.

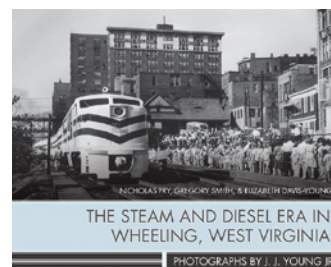
Jim McClellan was probably the most influential railroad executive of the past 40 years who wasn't a CEO. In a varied career that included jobs at NYC, Penn Central, Amtrak, FRA, USRA, Southern, and, ultimately, Norfolk Southern, McClellan had a hand in the industry's progress at nearly every critical juncture. Lucky for us, he also loved to take train pictures. Here he covers this wide-ranging professional life, copiously illustrated with his own color photos. The narrative includes juicy anecdotes about the creation of Conrail, his relationships with Al Perlman and Bill Brosnan, and his own "who me?" experience running a cow-and-calf yard diesel. Among the 257 photographs, arranged geographically, are dozens of classic-era diesels and paint schemes on freight and passenger trains — Erie Lackawanna, PRR, Wabash, Santa Fe, Illinois Central, Soo, SP, you name it — often taken from his privileged perch in either the locomotive cab or from the rear vestibule. McClellan, who died in 2016, has left us a vivid memoir of a railroad life well lived. — *Kevin P. Keefe*



The Steam and Diesel Era in Wheeling, West Virginia: Photographs by J. J. Young Jr.

By Nicholas Fry, Gregory Smith, and Elizabeth Davis-Young. West Virginia University Press, Morgantown, W.Va. (800) 621-2736; www.wvupressonline.com/books 10 x 8½ inches; hardcover; 224 pages. \$49.99.

Photographer J. J. Young created muscular black-and-white images of railroading all over the Northeast, but as this terrific collection shows, his heart was in his hometown of Wheeling, W.Va. Here are 178 of his best, taken from the 1930s through the 1960s. They depict a variety of railroads up and down the Ohio River near Wheeling, including such nearby Ohio locations as Mingo Junction and Steubenville. These powerful and often unconventional action photos show an amazing variety of trains, steam and diesel, on Baltimore & Ohio, Pennsylvania, Wheeling & Lake Erie, Pittsburgh & West Virginia, and New York Central, plus a smattering of local industrial lines and interurbans. Young's depictions of B&O's mighty EM-1 2-8-8-4s alone are worth the price of the book. — *K.P.K.*



IN THE OCTOBER ISSUE

SPECIAL REPORT How the stack car almost didn't work

Testing transit:
New York City subway cars
rack up miles and test data;
how you can participate

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Eight years later, how federal
spending did or didn't work

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Trains

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By Robert J. Yanosey. Morning Sun Books, Inc., 9 Pheasant Dr., Scotch Plains, NJ 07076; www.morningsunbooks.com. 10 x 8 inches; softcover; 96 pages. \$39.95.



This all-color album opens with photos of a sparkling 4912 at the Chicago Railroad Fair and closes with 4904 pulling an ex-NYC office car freshly relettered Penn Central. In between is a dazzling assortment of images showing mostly single-striped GG1s on all sorts of trains, in terminals, and even wrecked. The attractive layout features more than 140 photos, about half of which are big enough to get their own page. Virtually all PRR electric territory is covered, with New York/New Jersey and the Harrisburg/Lancaster County area dominating. A companion e-book, with more photos, is also available. — *Robert S. McGonigal*

Smoke Over Oklahoma: The Railroad Photographs of Preston George

By Augustus J. Veenendaal. University of Oklahoma Press, Norman, Okla. (800) 627-7377; www.oupres.com. 11 x 8 inches; hardcover; 208 pages. \$29.99.



Preston George covered Oklahoma railroads like no one else in the 1940s. This handsome book, the first devoted to his work, presents more than 150 of his black-and-white photos, mostly from the Sooner State, with some from neighboring states. There's a smattering of diesels, and a chapter on stations and interurbans, but steam shots predominate. Substantial captions accompany the photos, which are bracketed by a 22-page history of Oklahoma railroads and a 4-page biography of George written by his daughter. Although its photo reproduction might have been better, this is a fine tribute to a great lensman. — *R.S.M.*

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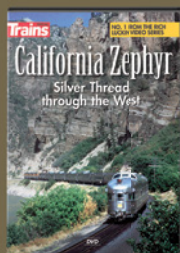
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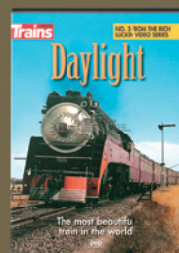
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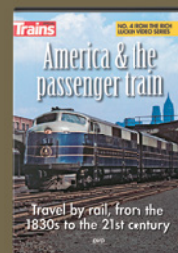
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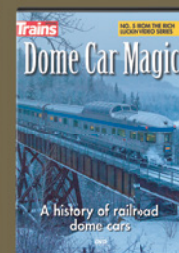
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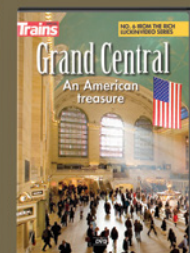
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Two photos, Canadian National



CN modernizes in Montreal

Canadian National in the 1920s was saddled with three separate stub-end terminals in Montreal, a legacy of its multi-railroad ancestry. Construction of an all-new replacement at the south end of Mount Royal Tunnel began in 1929, only to be suspended two years later because of the poor economy. Work resumed in 1939, and Central Station (Gare Centrale to Quebec's many French-speaking residents) opened on July 14, 1943. The new terminal possessed 14 tracks, 4 of which were through tracks, all served by, unusually for Canada, high-level platforms. These photos, taken just before opening, show the exterior of the street-level head building (above, looking southeast toward the St. Lawrence River) and the light-filled main concourse. Subsequent development of the air rights above the tracks has all but hidden the building from view, but Central is still busy with VIA and Amtrak intercity trains and local commuter services. **1**

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