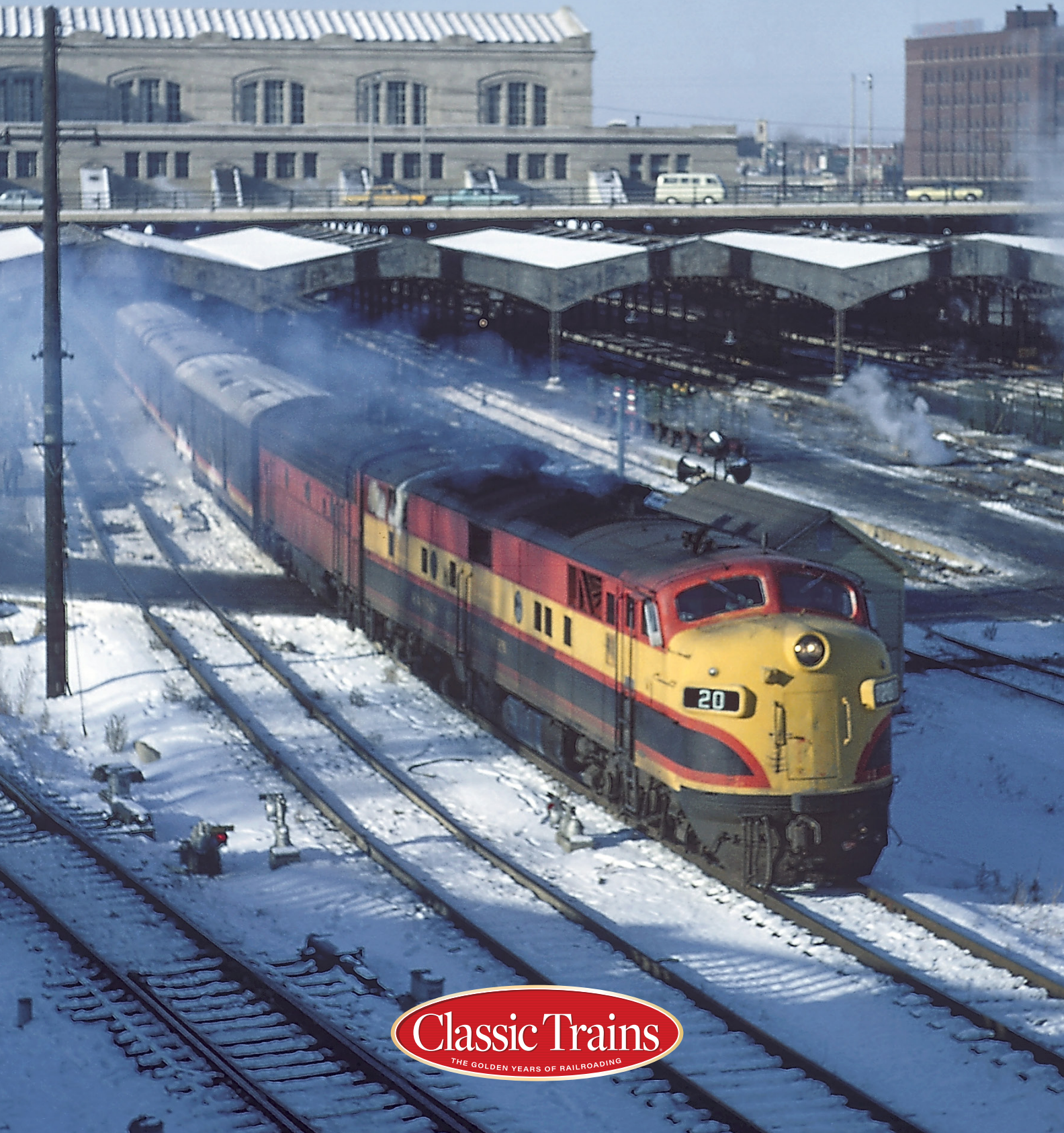
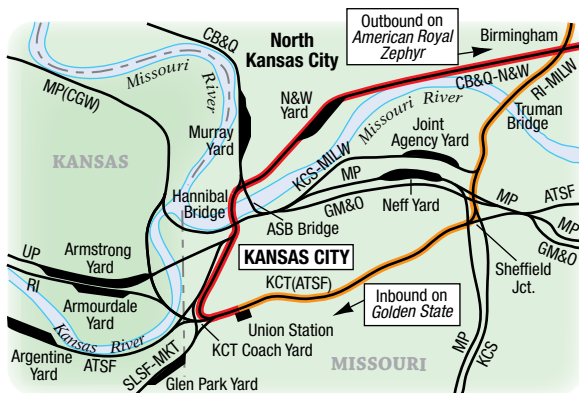


ONE DAY AT...

rail action at a moment in time



Classic Trains
THE GOLDEN YEARS OF RAILROADING



One day at . . . Kansas City

By J. David Ingles • Photos by the author

If you remember when Wilbert Harrison's 1959 hit single "Kansas City" was ranked No. 1 on the record charts, you definitely meet the "majority CLASSIC TRAINS reader demographic." I was still in high school, but that was the first year I saw K.C. in a railroad context, not counting childhood visits to my grandparents. In '59, Dad had learned about a line of dead Santa Fe 4-8-4's and such out at Sheffield Steel on the city's east side, and we made a weekend auto trip down there from Michigan to look them over. Santa Fe was the railroad of his youth, in Oklahoma. And while I remember those dead iron horses, I also fondly remember Gulf, Mobile & Ohio's daily motor train to Illinois—and regret to this day that I didn't have sense enough to say to Dad, "Meet me at the next station—I want to ride it," either at Union Station or out at Independence. It came off in 1960.

That fast '59 weekend would be the first of many visits to K.C. over the next decade, and I can't say exactly how many preceded the trip I describe here, which was soon after New Year's 1968. Suffice to say I was familiar with Kansas City's layout of railroad yards and engine terminals, and when presented with a rare two consecutive days off from my newspaper job in Springfield, Ill., I planned another trip.

This time, Kansas City was primarily a convenient destination for a ride on my "to do" list: the by-then-endangered Rock Island-Southern Pacific *Golden State*. I'd ridden the Santa Fe, Wabash/N&W, and

Missouri Pacific into K.C. from the east, and so scheduled a Rock Island ride west from Chicago, one night in K.C., and a return on the Burlington. Early on Wednesday, January 3, after work, I slept my way up to Chicago on GM&O 6, the *Midnight Special*, so I could make Rock Island 3's 11:25 a.m. departure from La Salle Street Station. I would be blessed on the morrow with a bright sunny and not uncomfortably cold day, with a light snow cover. One can do a lot worse in January in the Heartland.

My *Golden State* ride was pretty much routine, but I was able to detrain and walk up to take a front-end photograph during the long stop for crew change and servicing at Rock Island, Ill. Behind





The first target of the day, KCS's *Southern Belle*, leaves Union Station at 9:45 (above) for New Orleans. After some quick shots on the east depot platforms, my next port of call was the Katy roundhouse, behind which a Frisco Baldwin V0 (left) worked the back end of a run-through freight off Union Pacific. In a platform photo (far left), Chicago & Eastern Illinois 43 (its only E9) and an E8 of parent MoPac await the 11:30 departure of the *Missouri River Eagle*. Passing by on Kansas City Terminal's main line is a Chicago-bound Santa Fe freight behind GP20's. KCT 52, one of its five remaining (of nine) Alco S2's, waits with a transfer caboose to move east.



An EMD F7A, a re-engined Alco FA, and two GP40's waited for a call at Katy's old stone roundhouse; behind me were two yard switchers.



Staying just out of the Katy roundhouse's shadow is Union Pacific S4 1157, southbound on the Frisco-Katy main with a transfer cut from Armstrong for either or both of the MKT/SLSF yards.



Not far from the Katy roundhouse, a Frisco freight with a mixed consist of a GE U25B and three GP35's is ready to head for Fort Scott, Kans., and then either Springfield, Mo., or Tulsa, Okla.

our three E units (RI E8 646 and SP E9's 6051 and 6054), about all that is visible is leaking steam vapor! Our 13 cars were three express boxcars and an SP baggage car; RI baggage-dorm 820; SP sleepers 9007 (a 10-roomette, 6-bedroom car) and 9401 (12-bedroom), coffee shop-tavern 10409, and coach 2368; plus RI coaches 339, 341, and 310 *Long's Peak*, and lounge 481 *Pacific Shore*.

We had a moderate load of restless riders, and I can recall nothing special about either lunch or dinner in the diner. The "special service charge" of 50 cents for Chicago-K.C. coach passengers that RI assessed was a minor nuisance, by this time kept simply to discourage patronage, and probably at SP's instigation. We covered the portion of the route new to me—west of Davenport, Iowa—after dark, as expected, and were a bit behind our 9:10 scheduled arrival into Kansas City Union Station. I checked into a downtown hotel and next morning secured a rental car for the day. My game plan, as usual, would be keyed to passenger trains (they had schedules) and railroads I didn't see much of in Illinois.

Heading back to Union Station first on that sunny morning of Thursday, January 4, I went inside to take notes from the arrivals and departures board. Walking outside to the Grand Avenue over-



One of KCS's four Alco RS1's, in "Deramus red," heads west from the Joint Agency yard with boxcars for customers near downtown.

pass just east of the depot, I photographed Kansas City Southern train 1, the *Southern Belle* for New Orleans, pulling out at 9:45 with one of KCS's five former Maine Central E7's in the lead. After getting some quick shots down on the east-end platforms, I drove southwest to the Katy's engine facility, just inside Kansas off Southwest Boulevard a bit over a mile from Union Station. Behind the Katy's old stone roundhouse was Frisco's main line, where I photographed 1945 Frisco Baldwin VO switcher 234 at work, a Union Pacific Alco S4 on a transfer, and an outbound Frisco freight. Katy itself, which I think ran only a couple of daily road freights in and out of K.C., had a four-unit road set and two switchers present, an EMD and a re-engined Baldwin.

I had some time before I wanted to be back in the immediate Union Station area for some midday passenger trains and so drove out to the farthest-east facility on my checklist, what we then called "the Joint Agency," whose yard (now called Knoche) and nearby engine terminal served the KCS and Milwaukee Road. There I photographed a "Deramus red" KCS Alco RS1 and, right behind it, a Santa Fe Fairbanks-Morse 1,000 h.p. switcher, returning caboose-light back to Argentine Yard over in Kansas.

The custom in those days was for transfers to deliver cars to other roads' yards, but return to their home base without cars. On another K.C. visit, I remember seeing three or four transfer caboose hops, each from a different railroad, lined up coupler-to-coupler, wait-



Right behind the RS1 comes a Santa Fe FM switcher, heading back to Argentine Yard over in Kansas after delivering an interchange cut. "Caboose-light" homeward treks were the norm.



N&W's North Kansas City roundhouse had been home to Wabash's Lima-Hamilton switchers; after the 1964 merger, former Nickel Plate Alco RS3's took over the yard and transfer duties.



A westbound Santa Fe freight with passenger F units is passing through Union Station as it nears the KCT junctions guarded by Towers 4 and 3.



Seven "Warbonnet" F's lead Santa Fe's eastbound *Chicogean* toward Union Station. The rear end is clearing the Tower 4 crossing of the Frisco.



Right behind the *Chicogean* comes the *Tulsa*, passing another freight led by passenger F's.

ing east of "the Narrows" near the ASB and Hannibal bridges over the Missouri River for a freight to clear so they could all continue home from their deliveries to the MoPac or Joint Agency yards. (Translating the bridge names, that's Armour-Swift-Burlington, *i.e.*, two meatpackers and a railroad, and shorthand for the Hannibal & St. Joseph, a CB&Q predecessor.)

A quick stop at MP's Neff Yard next door netted a run-through New York Central GP20 in the fuel racks. It must've felt right at home, since NYC's GP20's and MoPac's legions of GP18's all lacked dynamic braking. After shooting a red KCS GP7 and a Milwaukee FM H16-44 working across the Joint Agency yard, I drove west to Norfolk & Western's roundhouse in North Kansas City. This had been home for Wabash's dozen Lima-



The round-end observation-lounge-buffet car on Burlington's *Kansas City Zephyr* is right behind the RPO-baggage because the train will combine with another at Galesburg, Ill.



Running late, UP's *City of St. Louis* comes down off the top level of the Kaw River bridge. Kansas City Terminal's coach yard is at left.

Hamilton switchers, which the road re-engined with Alco prime movers from traded-in FA's in 1962. After the 1964 merger, N&W replaced them with former Nickel Plate RS3's, several of which were on hand.

It was then time to get back to a point just west of Union Station on the Kansas City Terminal main line, right by the throat to the coach yard and roundhouse. This is also where the westward approach to KCT's double-deck Kansas ("Kaw") River railroad bridge begins. (Today, the new KCT/BNSF Santa Fe Junction flyover gets airborne about here.) First, a westward Santa Fe freight showed up behind "Warbonnet" passenger F's, quickly followed by the two eastbound Santa Fe passenger trains I expected, led by No. 12, the *Chicagoan*, from Dallas, behind seven perfectly set

up F units (an A unit on each end, B's in between). Right after 12 came No. 212, the five-car *Tulsa* from its Oklahoma namesake, behind E8M No. 80. Both were on time, making the advertised connection from the terminating *Tulsa* to the Chicago train work perfectly.

Burlington 36, the *Kansas City Zephyr*, was next, departing Union Station behind E9 9987A at 12:20 p.m. for Chicago. It would combine at supertime at Galesburg, Ill., with the *Nebraska Zephyr*, becoming the front portion, which explains why the KCZ's round-end observation-lounge was first up behind the RPO-baggage car. As another westward Santa Fe freight loped through behind more Warbonnet F's (F3 No. 16L leading), Union Pacific 10, the *City of St. Louis*, rumbled down off the Kaw Bridge's top level. Due into Union Station at 10:15,

the train had been pegged accurately on the A&D board to arrive at 12:20. The A-B-A yellow E units would be swapped out for blue N&W power for the run to St. Louis. Before I left, CB&Q 20, one of three daily nameless Omaha-K.C. locals, which had been due in 12:10, backed past after wyeing at KCT's Tower 3, with an E8 ahead of four cars. The turnaround set up the same consist's departure as train 21 at 5 p.m.

This finished the daytime passenger action I cared about on this winter's day. I had skipped the 11:30 departure for St. Louis of MoPac 16, the *Missouri River Eagle* (behind the C&EI E9 and MP E8 duo I'd shot at the platform), out of the station's east end, and I didn't see the eastbound *Golden State*. It was expected in, the A&D board said, at 12:20, which would've made it 50 minutes off sched-



Half of Santa Fe's eight brand-new FP45 passenger units presented themselves at the Argentine Shop; also on hand: an E8M and FM switchers.



Run-through Cotton Belt-Southern Pacific power kept home-road units company at Rock Island's Armourdale engine terminal. A Whitcomb 70-ton switcher was in the storage line.



Fresh in from Decatur, Ill., and Moberly, Mo., in mid-afternoon was this westbound Norfolk & Western freight, entering the yard at North Kansas City behind a GP40 and three GE's.

ule. Late trains often get later, though, and I'd seen the train around Chicago numerous times. Likewise, the arrivals between 2 and 3 p.m. of MP 17, the westbound *Missouri River Eagle*, and N&W 203, the *City of Kansas City*, were not worth hanging around for, as they were familiar to me in St. Louis.

Therefore, I next checked out a few more engine terminals, over in Kansas City, Kans.: UP at Armstrong (highlights being Alco RS27 676 and GE U50 34); Santa Fe at Argentine (a brand-new FP45 quartet and E8M 84); and Rock Island's Armourdale (RI and Cotton Belt-SP run-through GP35's; RI EMD switchers; and stored Whitcomb 70-tonner 1007). As daylight began to wane, I drove by North Kansas City again and found an N&W freight arriving from Moberly, Mo. The Joint Agency's engine terminal this time presented a nice KCS three-builder switcher lineup (Alco-EMD-Baldwin), all in the previously standard black with white trim; a KCS road quartet with two GP30's; and the same MILW H15 as earlier, No. 419, at work, this time much closer to me and my camera.

The sun was almost down around 4:15 out at Birmingham, Mo., when I shot N&W 212, the *City of Kansas City* returning to St. Louis, as the tiny two-car train slammed across the diamonds



Two of KCS's 20 GP30's and two F-unit boosters rest on a Joint Agency service track; behind the camera: an Alco-EMD-Baldwin switcher trio.

of its double-track main (shared with CB&Q) and the double track shared by Rock Island and Milwaukee. I stopped by Neff Yard again in twilight, finding Kansas, Oklahoma & Gulf F7 844, in MP's solid "Jenks blue," the best photo subject (f 2.8 at $\frac{1}{15}$ second). With three-plus rolls of Kodachrome exposed on the day, it had been a profitable "24-hour layover" between two trains new for me.

I turned in the rental car and got back to Union Station in time to make the 8:15 p.m. departure of Burlington 56, the *American Royal Zephyr* for Chicago, on which I enjoyed the comforts of a roomette for coach fare plus \$5 or \$10. The train was advertised to carry a Slumber-coach, but the car was CB&Q 481, formerly named *Savanna*, built by Pullman-Standard in 1948 with 6 roomettes, 8 duplex roomettes, 1 compartment, and 3 double bedrooms for the *North Coast Limited* and I believe still painted in Northern Pacific's two-tone "Loewy green." The consist I noted after detraining at Chicago Union Station on Friday morning showed 14 cars behind four E units, but keep in mind that like the day trains, the overnight *American Royal* combined at Galesburg, with No. 30, the *Ak-Sar-Ben Zephyr* from Lincoln, Nebr. A routine ride south on GM&O's 11:10 a.m. *Limited* got me back to Springfield in comfortable time to go to work in late afternoon. ■



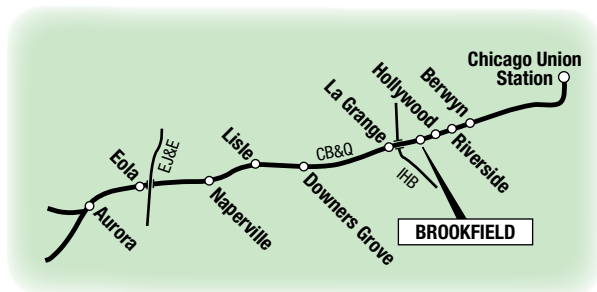
The dual-railroad character of the Joint Agency is seen in this yard job, with a Milwaukee FM H16-44 and a Kansas City Southern transfer caboose; today it's a KCS-IC&E facility.



Last action shot of the day: N&W 212—a "Pocahontas region" GP9 pulling the former *Blue Bird* baggage/lunch-counter/lounge and a coach—slows a bit for the diamonds at Birmingham, Mo.

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One day at . . . Brookfield, Ill.

By Ed DeRouin • Photos by the author

The year was 1965, and spring had finally arrived. After a long winter, I was ready to get back out trackside. My first years of railroad exploration had been of Chicago's downtown trackage and passenger stations; I got around on rapid transit and commuter trains. This Saturday in May would be the same, but the territory was new for me. While I had ridden the Chicago, Burlington & Quincy main line to Aurora several times ["Unexpected Fan-Trip Adventure," Fall 2008], I needed a closer look.

The skies had not yet cleared when I boarded a southbound CTA train at Howard Street, at the Chicago-Evanston border. A change at Belmont to a Ravenswood train allowed me to detrain at the Loop "L" station at Quincy and Wells, which shortened my walk to Union Station by four blocks. I purchased a round-trip ticket on the Burlington to Riverside, 11 miles out, and boarded train 203, to depart at 9:55 a.m.; at this time, suburban trains operated on about a 90-minute headway. Twenty minutes after departure, I was standing on the Riverside platform under a brightening sky.

My hand-me-down camera, no lon-

ger of interest to my dad, was a fixed-focal length, manual 35mm of German make with the name VIRGIN pressed on the body. Its fastest shutter speed was 1/250 second. As I viewed the mix of rapidly changing clouds, I consulted my exposure guide. I didn't own a light meter, so my photography was a function of my interpretation of lighting conditions and the light-vs.-*f*-stop relationship found in the table Kodak printed on the inside of the film box. In those days, I was shooting Kodachrome 64.

Riverside was an interesting place, but I was worried that it was a poor location for shooting eastbound trains later in the afternoon. Owing to an elevation to the west, the trains would descend without much warning. Not seeing any headlights and certain my trek would be fast, I decided to walk west. Although walking the tracks would be quicker, I took the safer course and used surface streets, as fast trains and two bridges do not mix—just west of Riverside, the railroad crosses the Des Plaines River and above First Avenue.

I quickly was reminded of my logistical error. East of Riverside, streets closely paralleled the CB&Q right of way, but to the west they took a mean-



After detraining at Riverside and missing two trains by taking a circuitous route west, my first good photo was of outbound “dinky” 209, leaving Brookfield behind E8 9974.



A local freight approached from the east on track 1, but the inbound combined *Empire Builder* and *North Coast Limited*, due into Chicago at 1:40, was coming faster from the west behind four E units on track 2, and the *North Coast's* observation lounge just cleared the local's Chinese-red GP7. Visible to the west is a Brookfield municipal water tower, at Maple Avenue, and home signals for the Congress Park interlocking, near the Indiana Harbor Belt underpass.



My first shots of both a Burlington GP20 and GP30 came in one frame, of 919 and 959 leading a westbound freight (top). Carrying the markers (above) is one of the 65 stylish, sloped-cupola, aluminum-painted cabooses ("waycars" to CB&Q men) built by the Q's Havelock (Nebr.) Shops in 1954 (35) and '60 (30), in series 13525-13589. The eastbound freight whose headlight is visible in the photo to above was setting out for the IHB interchange, and by the by, it headed east for Cicero Yard behind three of the Q's 36, four-year-old GP20's. (Burlington's GP30 ranks totaled 38, 30 from 1962 and 8 from '63.)





dering course, not rejoining the tracks again until Hollywood, the next station 0.73 rail-miles west, located in eastern Brookfield near the famed Brookfield Zoo. During my longer-than-expected hike, train 11, the combined *Nebraska Zephyr* and *Kansas City Zephyr* (out of Chicago at 11 a.m.) and train 97, Q's hot Twin Cities-bound freight, roared by westward.

At Hollywood, the skies darkened a bit. My shot of the westbound *North Coast Limited* (out of Chicago at 12:30) was disappointing, as my estimation of the lighting and the rapidly shifting clouds converged at the wrong moment. This location presented a similar problem as Riverside, as westbound trains would descend on short notice. So with no train in sight, I bought lunch at the nearby Cock Robin and then walked a half-mile west to the Brookfield station, anticipating the afternoon parade of intercity passenger trains.

The Burlington delivered.

In the next 2 hours, 20 minutes, I photographed 10 trains. The first, on film frame No. 15, was "dinky" 209, led by E8 9974, making its 1:30 p.m. stop at

Brookfield. I ventured a block west of the station and caught the eastbound combined *Empire Builder* and *North Coast Limited* as a westbound local freight passed behind a Chinese-red GP7. While multiple tracks and trains posed issues of composition, the sky stabilized and, following the table printed inside the film box, I confidently set the *f*-stop.

Next came a westbound freight led by a GP20 and a GP30, models I hadn't photographed before. I then noticed, off to the west, an eastbound freight on Track 3, the southernmost main. As its headlight got closer, and then moved away, I realized the train was setting out cars on the Indiana Harbor Belt interchange track at Congress Park, the next station to the west.

As an 18-year old with varied interests, I began to formulate my return into the city—I did not want to be late for my date that evening. At 2:10 p.m., E8 9976 led eastbound dinky 220 into Brookfield, but I decided to wait for the next one. It was a good decision, because shortly after 220 departed, train 22, the *Morning Zephyr* from the Twin



At 2:10 p.m., E8 9976 approaches Brookfield with "dinky" 220, but I decided to ride the next one. This turned out to be a wise choice, since I would've missed the photos on the next two pages. Some of these bilevels still work for Metra, but today, midday trains have at least six cars.



Was I glad I stayed at trackside? You bet! For, soon after dinky 220 left on Track 3, the inbound *Morning Twin Zephyr*, due into Chicago at 2:40, flashed by on Track 2, trailing dome-observation-parlor-lounge *Silver Terrace* or *Tower*, Budd-built in 1952 for the *Kansas City Zephyr*.



I was back on the Brookfield platform when the inbound *California Zephyr*, due into Union Station at 2:05 p.m., rolled by with 12 cars in the charge of two E7's, its customary three dome coaches and a dome dormitory-buffet-lounge ahead of the diner, four sleeping cars, and the obs.

Cities, flew eastward trailing a blunt-end observation parlor-lounge purchased for the *Kansas City Zephyr*. Right behind it was train 18, the *California Zephyr*, running a bit late behind two E7's. Next was the westbound combined *Empire Builder/Afternoon Twin Zephyr* behind four E8's and/or E9's, blowing through Brookfield within a dozen min-

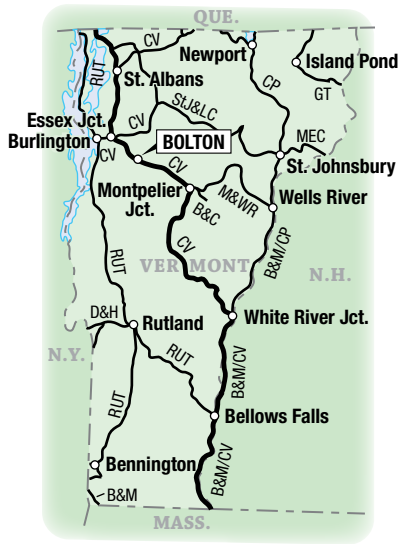
utes of getting the highball out of Union Station. Last, for me, was the outbound *California Zephyr*, behind E8's 9942B and 9967, scheduled out of Chicago at 3:10 and on-time through Brookfield.

I had an uneventful wait for my ride east, train 224, which I boarded at 3:51. At 4:20 I was out of Union Station, headed for the CTA, home, a quick clean-up,

and my date. While I learned something about the Burlington this day, more education would come a week later when, upon reviewing my slides, I learned more about the relationship between shutter speed and *f*-stops. In the future, whenever conditions allowed, I would set the shutter at 1/250 and halve the *f*-stop. ■



With almost too many domes to count, the outbound combined *Empire Builder/Afternoon Twin Zephyr* (top) was next, crossing Salt Creek behind four E's. By now, I was almost out of film, and my next photo (above, of the outbound *California Zephyr*) was the last of my outing.



One day at ... Bolton, Vt.

Photos by Mert Leet



October 1953 found Chicago-area resident Mert Leet on a family vacation in Vermont, amidst the usual splendid fall color. Central Vermont, whose single-track main line bisected the state, was still a heavy user of steam, although it had purchased Alco diesel switchers as early as 1941. Parent Canadian National first assigned diesel cab units to through CV freights in 1953, but the locals were still in the charge of some of the 16 class N-5-a 2-8-0's built by Alco at Schenectady in

the 1920's ["Connecticut's Other Railroad," Winter 2004 CLASSIC TRAINS].

When Mert saw smoke, he'd break from normal sightseeing activities and get trackside (the same was true on business trips in the Midwest). On Friday, October 16, such occurred at Bolton, a small place 54 miles south of the Canadian border and, on the CV, about halfway between stations at Essex Junction (near Burlington) and Montpelier Junction (outside the state capital).

Turns out the local freights were

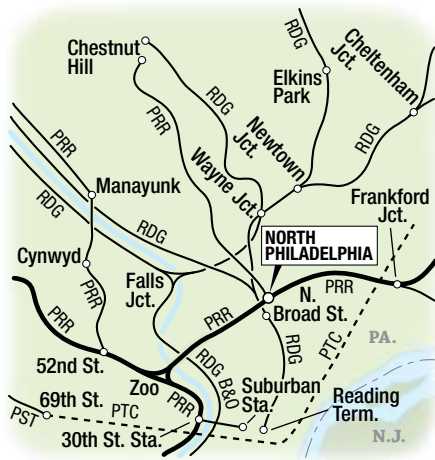
meeting, and Mert stationed himself at the south switch of the passing siding. First, the southbound, behind engine 470, crept up on the main line and stopped. Soon its northbound counterpart showed up, in the charge of sister 469, and clattered by into the siding. After it passed, the southbound's brakeman realigned the south switch and climbed aboard as the 470 headed out.

With the show at Bolton over, Mert and Mary Leet resumed their "normal vacation activities."—*J. David Ingles*





CV locals meet at Bolton: First the southbound, with 2-8-0 470, eases up on the main and stops (above). Its brakeman lines the south siding switch for its northbound counterpart, which arrives (top) behind sister 469 and takes the siding. After it clears, 470 starts up (left) and the brakeman, having realigned the switch, climbs aboard (right) as the train heads out.



One day at . . .

North Philadelphia

By James A. Neubauer • Photos by the author

In 1965 I was working as a writer and audio-visual specialist for Rotary International in Evanston, Ill. The service club held its district governors seminars at the Lake Placid Club in upstate New York in May, and I rode New York Central's *New England States* from Chicago to Albany to attend one of the conferences. From Albany, I rode a bus north into the Adirondacks, but coming out afterward, it was a different story—the delegates had their own, all-sleeping-car NYC special train out of Lake Placid.

I had a roomette in a Southern Pacific 10-roomette, 6-double bedroom car off the *Sunset Limited*. The special connected at Utica with eastbound and westbound NYC mainline trains. I was headed east, and upon arrival at New York's Grand Central Terminal in the morning, I met up with an old Army buddy and rail hobbyist, Les Dean, who had arranged an itinerary to see as much railroading as possible on the long Memorial Day weekend.

Les met me on arrival. Forsaking New York City, we took the subway to Hoboken, N.J., and spent the first day riding "something exotic," the former Delaware, Lackawanna & Western local (this was five years after the Erie

Lackawanna merger) from Hoboken Terminal out to Branchville, N.J., and back. I stayed overnight in a hotel; Les went home.

The next day, Sunday, May 30, we transferred to New York's Penn Station, where we caught Pennsylvania Railroad train 121, the *Mid-Day Congressional*, to 30th Street Station, Philadelphia. From nearby Reading Terminal, we then took Reading Company train 7, the *Pottstown Express*, out as far as Norristown, riding the front platform of the lead Budd RDC. At Norristown, we caught a Brill "Bullet" on the Philadelphia Suburban Transportation Co.'s high-speed, third-rail line to 69th Street Terminal in Upper Darby.

At 69th Street, we connected with Philadelphia Transportation Co.'s Market-Frankford subway-elevated line, which took us back to center-city Philadelphia. From the Pennsy's Suburban Station (named for the destinations of its trains, not its downtown location), we then rode a Budd Silverliner M.U. commuter train out to Chestnut Hill, end of the line but still within the city of Philadelphia.

On our return trip, we rode only as far as North Philadelphia, where the Chestnut Hill branch joined the New





The first train I saw during my couple of hours at North Philadelphia on Sunday, May 30, 1965, was a baseball special bringing fans in for a Phillies game at nearby Connie Mack Stadium. The special unloaded at the normally eastbound platform (left) and was carrying at least one head-end car, typical of PRR's "move it now" practice. Toward the end of my visit, both the *General*, bound for Chicago, and the *East Coast Champion*, for Miami (above, left and right, respectively) and running a bit late, were at the westbound platform together. (North Philly had two double-facing platforms, one for each direction.) The "*Champ*" will exchange its GG1 for diesels at Washington Union Station for the trip on the Richmond, Fredericksburg & Potomac to Richmond, Va., where it will gain the rails of its sponsor, Atlantic Coast Line.



Freight action during my Sunday visit was limited to a pair of locals. After the baseball special's appearance, a Baldwin switcher (above) trundled west with five coil-steel gondolas. That's the Chestnut Hill branch's separate North Philly station to the left. Soon an Alco RS11 (left) rolled through on a westbound platform track with a local.

York-Philadelphia main line. We spent the last couple of hours there, before I had to head for home, watching the parade of Pennsy trains pass on the eight tracks through the station.

Not since the years I spent as a youth on the platforms of Englewood Union Station in Chicago, watching New York Central Hudsons and Niagaras battle it out with doubleheaded Pennsylvania K4s Pacifics, had a station been so exciting for me. Pennsy's magnificent GG1 electrics, when they dug in and got their trains rolling again, were almost as thrilling to watch as steam had been at Englewood.

"North Philly" had trains to and from just about anywhere on the vast PRR.



The sun popped out for the arrival of the *Silver Meteor*, bound for Miami via Richmond and the Seaboard Air Line, behind one of PRR's handful of latter-day Tuscan red GG1's, the 4907 (above). While the *Meteor* made its station stop, a train of Silverliner electric M.U.'s diverged onto the Chestnut Hill branch (right); Connie Mack Stadium is visible in the background. After the suburban train cleared, the *Meteor* left on time at 5:20 p.m. (below); its next stop: 30th Street Station, PRR's primary intercity terminal.



The railroad kept this important corridor fluid—PRR was known to attach mail cars to the rear of a chartered special train run by someone else just to keep the traffic moving. At North Philadelphia, one didn't have long to wait to see a train with every sort of equipment: head-end cars, coaches, lounges, diners, sleepers, and observation cars would breeze up to the high-level platforms, make a brief stop, and upon a wave of a conductor's arm or two quick tugs on a communication cord, would quickly get rolling again.

This visit was on the middle day of the three-day Memorial Day weekend—railroading, after all, went on round the clock no matter what the calendar said, especially if there was a mail contract to fulfill. At the end of the day, as I recall, I was the only passenger to board the pride of the Pennsy, train 29, the *Broadway Limited*. It appeared to be devoid of passengers; businessmen who patronized the *Broadway* didn't do





After the *Meteor*, the next intercity train to show up was the New York-bound *Sunland*, (above), a maid-of-all-work off the *Seaboard* that originated in Tampa, Fla., 27 hours before its scheduled 6:14 stop here.

so on a long holiday weekend.

That evening in observation-lounge-sleeper *Mountain View*, only one other passenger and I were on hand to enjoy our martinis. When I went to the dining car, the wide door opened to reveal a vast emptiness . . . with, of course, a steward and four waiters, resplendent in white uniforms, at their duty stations as always. As I entered, the waiters came to attention with military precision, and one swung a chair out from under the table: "Here, sir?"

The prime rib was superb. I noticed the change from electric to diesel power at Harrisburg, and I thought the E units had to work much harder than the GG1 did to get a wheel on No. 29. The smooth acceleration just wasn't there anymore; with the diesels, it seemed labored.

On an empty train at night, there isn't much to do. I was fast asleep in my roomette by Altoona. I think it was near Valparaiso, Ind., that I awoke the next morning. I quickly dressed and went for breakfast. At Hobart, the train went into emergency and used up its cushion of time waiting for a signal to change. Somebody had stabbed the *Broadway*! Nevertheless, we arrived at Chicago Union Station on time.

I was fortunate to ride several all-Pullman trains: the *Night Ferry* from London to Paris; Illinois Central's *Panama Limited* between Chicago and New Orleans; Union Pacific's *City of Los Angeles*; Southern Pacific's *Lark* from Los Angeles to San Francisco, and Santa Fe's *Super Chief*. It's the *Broadway Limited*, though, that stands out. ■



As a “Clocker” for New York made its station stop (at right in photo above—note the Pullman sleepers in parlor-car use on the rear), the Florida-bound *West Coast Champion* showed up to share the westbound platform with a Clocker for 30th Street (at left in middle photo). Minutes later, the Clocker’s GG1 (No. 4910, at right, below) accelerated past the 4894 on the *Champ*, heading for Zoo, where most Chicago and St. Louis trains diverged west, skipping 30th Street (hence North Philly’s importance).





One day at . . . Marion, Ohio

By Robert L. Davis Jr. • Photos by the author

In June 1970, longtime friend John Lassahn and I, both Penn Central employees in Philadelphia, decided to travel to Marion, Ohio, whose busy interlocking offered an amazing variety and volume of freight traffic on four railroads. On the city's west side sat Union Station amidst multiple diamonds where PC's former Big Four (New York Central) Cleveland-Indianapolis line, and the parallel Erie Lackawanna Chicago main, crossed north-south lines of Norfolk & Western and Chesapeake & Ohio. The N&W line was the Columbus-Bellevue-Sandusky route of the old Pennsylvania Railroad, which N&W acquired in the 1964 merger to effect a connection of its traditional lines with the Nickel Plate Road; the C&O line was its coal funnel from Russell, Ky., to Toledo, Ohio, on Lake Erie. EL's AC tower, whose control cabin sat two floors off the ground on a metal framework northwest of the EL/PC-N&W diamonds, controlled the interlocking; this was, of course, former Erie Railroad territory.

John and I selected the weekend of June 13-14 for the trip, giving us a chance to see as much action as possible in daylight on two of the longest days of the year. As Penn Central employees we could ride PC trains on our passes, so we secured roomettes from Philadel-





9:15 a.m. Erie Lackawanna train NYCB, the “New York Cannonball,” with an F7A and an F3B, three box cars, a caboose that will detach with cars en route, then seven TOFC flats and another caboose, is twisting across the PC tracks from EL’s yard and is about to hit the C&O diamonds. It is the sixth train we see after our 8 a.m. arrival at the station, following C&O 164, N&W Advance 78, PC NY-8, a C&O hopper train, and the westbound EL manifest whose TOFC trailers are visible at right (a 122-car mixed freight with 19 TOFC flats and 23 reefers, behind a GP35 and two SD45’s). The Cannonball will run on the paired PC (Big Four)-EL track as far as Galion.

9:59 a.m. Chesapeake & Ohio 47, the Ashland-Detroit section of the *George Washington*, rumbles away from Union Station, an hour and a half late. Behind B&O E8 1465 (ex-C&O 4009) are a B&O food-bar coach and a C&O coach, similar to what we had the morning before. In better times, C&O’s Detroit train was the *Sportsman* from Washington, but now, the “George” name suffices for all varnish left on the (non-Pere Marquette) C&O: Washington or Newport News to Cincinnati, Louisville, Detroit, and even St. Louis via partner Baltimore & Ohio.



10:44 a.m. Looking ferocious with its long hood leading, dual-control-equipped N&W SD45 1726 nears the EL and PC diamonds with train 78. Behind are SD35 1563 and 115 cars, including 27 auto carriers and 10 TOFC flats. The Bellevue-Columbus trackage is ex-Pennsy.



10:52 a.m. No dual controls here—EL 1014 is running “backwards” as it leads sister RS3’s 1033 and 1023 (still in Erie black) out of the yard with Marion-Mansfield freight 92. The train’s 100 cars are mostly auto-parts boxcars for Fisher Body, but it has 6 TOFC flats, too.



12:14 p.m. C&O dynamic-brake-equipped GP7’s 5889 and 5822 sandwich B&O GP30 6970 on a southbound train of 190 hopper cars: 188 L&N, 1 Katy, and 1 Frisco! This is our fourth freight since EL 92; in between were PC’s BC-7, C&O 190, and an eastbound EL manifest.



12:18 p.m. Erie Lackawanna SD45 3606 and GP35 2565 thump the C&O diamonds and pass Union Station as they get under way with a 67-car merchandise train that includes 20 reefers and 9 TOFC flats. In the background, EL's Dayton branch heads off to the left, and beyond, Penn Central train BR-2 waits its turn at the home signal.



12:31 p.m. But first, a westbound 99-car EL freight shows up behind SD45 802, U25B 2506, and RS3's 1040 and 1051. EMD built the lead unit in 1966 as demonstrator 4352, one of three; Delaware & Hudson bought 'em, but in early '69 swapped 'em to EL for three GE U33C's.



12:42 p.m. Now it's BR-2's turn. It's not evident, but the two U30B's behind GP35 2380 (still in full New York Central dress) are dead-in-tow. Not to worry, however, as the train—the Bellefontaine-Collinwood (Cleveland) local—has just 24 cars, including 5 auto racks.

phia to Columbus on No. 31, the *Spirit of St. Louis*, our road's overnight train to St. Louis. We changed at Columbus Union Station to C&O train 47, the Ashland (Ky.)-Detroit section of the *George Washington*, for Marion. I don't recall if C&O honored our PC passes, but even if not, the fare for the 46-mile ride between Columbus and Marion couldn't have been much.

The photos you see here are from Sunday, June 14. We saw fewer trains than on Saturday, but Sunday's weather was mostly sunny, so the photos are better and the train variety about the same. Saturday's weather was typical of a Midwestern summer day: warm, hazy, and mostly cloudy, so the slides are on the drab side.

The action on Saturday, however, bordered on the unbelievable, as we recorded 62 trains from the time we stepped off C&O 47 at 8:29 a.m. until calling it a day around 10:30 that night. At times, as many as four trains were waiting for their turns to cross the diamonds, and more than once John and I had to write down train information separately as more than one train was passing at the same time.

Erie Lackawanna provided 21 trains including a Dayton 98 in off the branch via Urbana with two RS3's and an F7A; the westbound "St. Louis Cannonball"



2:47 p.m. After an N&W northbound (with two SD35's and an SD9); PC "plug run" 316 (an E7-E8 duo, a baggage car, a coach, four Flexi-Van flats, and an express reefer); a C&O coal drag; and a 65-car eastbound EL freight, another EL eastbound, with 83 cars, heads out behind A-B-B F3's and C424 2401.



2:58 p.m. This vantage point west of the C&O tracks shows the relation of elevated AC tower and Union Station as PC symbol freight BF-3, behind GP35 2379 and GP38 7803, clatters through with 87 cars. Aren't those pre-EPA-era depot tracks so lovely and clean?

hotshot with three E8's; and a westbound mixed freight behind an F3A-C425-F7B-F3B-SD45 set. EL was hard to beat for putting together mismatched sets of diesels.

C&O added 18 moves, six being locals out and back, but also including passenger trains 46 and 47, a 214-car coal drag for Toledo, and a 154-car southbound ore drag behind an SD35-

F7B-F7B-SD35 "sandwich." PC contributed 15 trains to the count including local passenger/mail 316 and a BF-3A freight west with two F7A's and a U30B. N&W ran 8 trains, including a 204-car coal drag and a southbound of 208 cars with some mixed freight ahead of a long string of empty hoppers. We saw no F units on the N&W (its ex-Wabash F7's rarely, if ever, strayed this way), but the

other three roads all chipped in with at least a few. After recording our 62nd train of the day, we took a short walk down the street to a hotel for some much-needed sleep.

Sunday dawned clear and stayed that way most of the day. The action, thanks mainly to fewer locals operating, was lighter (if you call 33 trains in 9½ hours "light") and the variety of motive power not quite as good as the previous day. EL provided 11 trains including the "New York Cannonball" with an F7A-F3B set, a 92 headed east to Mansfield with 3 RS3's and a lot of empty auto parts cars for the GM Fisher Body plant, and an eastbound mixed freight with an A-B-B set of F3's and a C424.

The 9 C&O trains included the 2 passenger trains and 3 long drags: 160 loads of ore south, 210 loaded coal north, and the longest train of the weekend, a southbound with 221 empty hoppers. PC's contribution of 9 trains included the "plug run" passenger 316 but nothing truly unusual. N&W rounded out the count with 4 trains. We did not get the symbols for many of the freights, except for PC's, which we got later from our company computer. With



3:45 p.m. Two more westbound PC symbol freights, interspersed by a 164-car northbound C&O coal drag, passed through the junction before we walked to the EL shop and photographed this assortment of power. The last two units in this line are slugs, converted in 1965 at the Hornell (N.Y.) shops: B65, from Baldwin DRS-6-6-1500 1150, and B25, from 1931 GE box-cab 25. A tank car obscures B25's profile. At 3:50, we saw, at a distance, an N&W northbound go through.

other railfans on the scene, neither John nor I thought it prudent to go up into AC tower to inquire about the other roads' specifics.

In mid-afternoon we walked west to the nearby Erie Lackawanna diesel shop for a brief visit. The highlight of locomotives present was a Burlington Northern Northern GP30, still in full Great Northern "Big Sky blue" paint just 3½ months after the merger, in front of a string of miscellaneous EL diesels: a GP7, an F3A, and two slugs that had been in hump-yard service (a Baldwin road-switcher, with its cab removed, and a smaller unit).

At 5:27 p.m., we boarded C&O 46 for the short ride back to Columbus to connect with PC train 4, the *Penn Texas*, back to Philly. Marion can still provide the railfan with plenty of action [see following pages], but it would be hard to top the variety and volume we witnessed on that memorable 1970 weekend. 📷



4:29 p.m. Probably the heaviest train of the day we saw was this southbound C&O ore drag out of Toledo, with 160 hoppers trailing B&O GP40 3739 and C&O GP38's 3860 and 3872. The action was slowing down, and the sky was clouding up again, similar to Saturday.



5:13 p.m. Obviously our 5:10 C&O passenger train 46 for Columbus is running late, as EL's "Dayton 97," behind U25B 2522, C424 2408, and RS3 1034 with 99 cars, heads for the branch after backing out of the yard and through the interlocking to wait for the signal. One more train, 70-car N&W freight 86, will go by, at 5:24, just before our C&O ride shows up.

● **More on our Web site**

For a complete list of the trains author Davis saw at Marion on June 14, with the motive power and car counts, visit our Web site, www.classictrainsmag.com