EVEN MORE

FALLEN FLAGS REMEMBERED

Classic Trains
THE GOLDEN YEARS OF RAILROADING

BANGOR AND AROOSTOOK RAILROAD Serving NORTHERN MAINE

CENTRAL OF GEORGIA

ERIE

T.P.&W.

SPOKANE PORTLAND AND SEATTLE RY.

THE TEXAS T AND P PACIFIC RAILWAY

A supplement to CLASSIC TRAINS magazine

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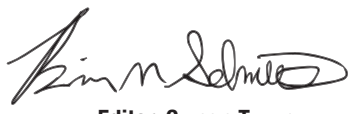
Even more flags that fell

Back in the early 1950s, at the height of what we consider railroading's "classic era," there were more than 100 so-called Class I railroads. The designation was bestowed by federal regulators on rail carriers grossing at least $1 million in annual revenue. They ranged in size from more than 12,000 route-miles down to less than 100, but in a sense all had equal standing in the big family of "major" railroads. Each carrier had its own way of doing things, its own motive-power policy, its own style of passenger service, its own equipment paint scheme, and so on.

Today, corporate mergers and other changes have cut the number of Class I railroads to just seven almost incomprehensibly large systems. As an industry, railroading is far healthier now than it was in the mid-20th century — but the efficiencies that have produced that prosperity have also made the railroad landscape almost desertlike in comparison to the rain-forest diversity of the past.

In this package, our third collection of past installments of Classic Trains magazine's "Fallen Flags Remembered" series, we look back at six companies that, as corporate entities and cherished institutions, have passed from the railroad scene.



Editor, Classic Trains

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Bangor & Aroostook

Aided by Lionel, Bangor & Aroostook's 1950s refrigerated boxcars raised the railroad's profile. Art Mitchell; Jerry Angier collection

Bangor & Aroostook: Maine's potato road

This intrastate Class I railroad linked the largest eastern United States county with two nations

By Jerry Angier

PREVIOUS PAGE: Bangor & Aroostook E7 11 pulls a short train at Caribou, Maine, in 1960. The railroad had two such units built by EMD in 1949. Dan Pope

Northern Maine's Bangor & Aroostook Railroad was a relative latecomer to the American railroad map, being organized under the General Laws of Maine on February 13, 1891. There had been earlier efforts, but this one succeeded in linking northern Maine to the central Maine city of Bangor and the country's rail network.

First was the Bangor & Piscataquis, incorporated on March 6, 1861, to build northwest into Piscataquis County toward Moosehead Lake and Greenville, seeking lumber and farming traffic. B&P also would have a western connection with what would become Canadian Pacific. B&P's eastern connection was with the European & North American (later a part of Maine Central) in Old Town, just north of Bangor. The first train ran on 5-foot, 6-inch-gauge track the 40 miles from Old Town to Dover and Foxcroft on December 14, 1869; B&P was standard-gauged in 1877 to conform with its E&NA connection.

From 1870 to 1890, potato production in Aroostook County increased 60-fold despite high freight charges and circuitous routes to major markets. A Houlton man, Albert A. Burleigh, figured that with county support, Aroostook could have its own railroad. His plan was to finance construction with money loaned on the credit of the county. The idea

swept "The County" like wildfire, and the Bangor & Aroostook would be born within a year.

Some local perspective: Aroostook (Ah-ROOS-took), is a county, the largest east of the Mississippi River at 6,821 square miles. It spreads across the full breadth of northern Maine and extends 130 miles along the state's eastern border south from Madawaska, across from Edmundston, New Brunswick, Canada. The Aroostook River sort of cuts the county in half, running east through Caribou and Fort Fairfield.

It also should be noted that those of us living in Maine always have referred to the railroad as "the B&A." Until 1915, everyone knew the pike by that label, but down in the more populous part of New England, New York Central's subsidiary across Massachusetts, the Boston & Albany, was gaining recognition with those initials, so in the mainstream railroad world, Maine's B&A became "BAR," for its reporting marks.

Under Burleigh's plan, the new railroad would start north from a junction with the B&P in Brownville and head for Houlton, Presque Isle, and Caribou, with a branch from Dyer Brook Plantation (Oakfield) to Ashland. B&A leased the B&P on April 1, 1892.

During mid-April 1893, construction forces installed the first B&A switch at Aroostook Junction in Brownville, and the great undertaking was begun. In spite of dense forests, black flies, food shortages, and unpredictable weather, the first train reached Houlton, in a snowstorm, on December 16, 1893.

Track-laying continued northward from Houlton in 1894 at up to a mile and a quarter a day through Mars Hill to Presque Isle. Caribou was reached on December 17, 1894, and meantime the branch to Fort Fairfield was completed. The Patten–Sherman line (southwest of Island Falls) was opened in 1896, Caribou–Limestone in '97, Caribou–Van Buren in '99, and the Ashland Branch to Fort Kent in December 1902. A line from Fort Kent west to St. Francis was built in 1909, and the next year, the final line in far north Aroostook County, Van Buren–Fort Kent.

Further expansion included a low-grade cutoff between Squa Pan on the Ashland Branch and Stockholm (southwest of Van Buren) on the main line; a branch to Presque Isle; and—east of Brownville—a 28-mile low-grade line, known as the Medford Cutoff, between

Curiously, this pre-1962 map, from a railroad-issued magazine, omitted some place names.

B&A's four F3B's didn't last long after this 1949 A-B-A publicity photo, being sold to the PRR. Bangor & Aroostook

South Lagrange and West Seboois. With those, the B&A had a two-track main line almost all the way from Millinocket to the Bangor area.

Two other important lines would be built. A large paper mill, which would become known as Great Northern Paper, was developed in Millinocket, and the B&A built a spur from Millinocket station to the mill in 1899. GNP soon became B&A's most valued customer and remained so for decades. In 1904, B&A President Franklin Cram was trying to find a way to build a line to a seaport outside the area served by Maine Central so the B&A could control the freight rates and provide GNP a through route to an ice-free port. Surveyors marked a route between South Lagrange and Searsport, and the Northern Maine Seaport Railroad was incorporated December 1, 1904, to build the new line to the sea. It was leased to the B&A on June 27, 1905, and finished by that November. As part of the Searsport line, B&A established an interchange with Maine Central in the town of Hermon, 6 miles west of Bangor, called Northern Maine Junction. This would eventually lead to abandonment of the line from South Lagrange to Old Town.

Another major undertaking was to establish a system backshop, near Milo. It was such a desolate location that the railroad also built a town there, which become known as Derby. The shops remain in operation today.

The last new B&A rails laid were those of the international link from Van Buren across the St. John River to St. Leonard, N.B., by the Van Buren Bridge Co., completed May 1, 1915, to link with a Canadian National predecessor. B&A could now prosper by moving paper, potatoes, and lumber products to tidewater at Searsport, to Canadian Pacific at Brownville Junction, to Maine Central at Northern Maine Junction, or into Canada at St. Leonard.

MODEST VARNISH AND SMALL STEAM

Bangor & Aroostook's passenger service was a modest affair, although the railroad took good care of its passengers. Two through Bangor–Van Buren trains a day in each direction carried most of the

No. 170, one of three 1907 Rhode Island 2-8-0s, works at Millinocket on January 20, 1948. Ray F. Higgins

business, and a daily local ran each way between Milo and Greenville (west of Brownville, also on CP). An Oakfield–Fort Kent train connected with a local to St. Francis, which during Prohibition became known as "the Gin Train" because Fort Kent is across the St. John River from Claire, N.B.

The B&A continued to make money through the Depression and into the 1950s. With new roads being built in northern Maine, however, rail freight and passenger business began to suffer, so the B&A took an unusual tack. On November 23, 1936, the first bus operated by the newly formed Bangor & Aroostook Transportation Co. left Limestone for Presque Isle. This was the beginning of the end of B&A's rail passenger service, which finally went to all-bus on September 4, 1961. It wasn't that the railroad didn't try, as it introduced three lightweight passenger coaches and two 6-section/4-double-bedroom/6-roomette sleepers in 1949. These cars were the mainstay of the Aroostook Flyer and the Potatoland Special. B&A's bus service ended in January 1984.

B&A steam locomotives were not large. After the 1920s, the roster consisted mainly of 0-8-0's, 2-8-0's, and 4-6-0's, plus 5 4-6-2's and 15 4-8-2's including 5 from the New York, Ontario & Western. The Maine road jumped at the diesel in 1947, receiving four gray-and-off-white F3A's and two F3B's. Seven more F3's (5 A's, 2 B's) followed in 1948, and then 14 units in '49: 4 NW2 switchers, 2 E7A's for the two mainline passenger trains, and 8 BL2's for local freight work. The B&A was not quite all-EMD, though, buying 5 GE/Cooper-Bessemer switchers from the New Haven in 1951. Bangor & Aroostook was fully dieselized in less than four years, as the last steam ran on July 22, 1951, on the Greenville Branch, after delivery of 12 GP7's that were shared with the Pennsylvania Railroad. Five GP9's in 1954 finished B&A's "first-generation" fleet.

Freight business thrived into the late 1950s, when the railroad—helped by toy-train-maker Lionel's version—became famous for its red-white-and-blue refrigerated boxcars for potatoes that proudly proclaimed "State of Maine Products." But even those colorful cars couldn't

The blue and off-white of GP7 63 (on exchange to PRR in Cleveland in 1961 at top) gave way to solid blue, as on BL2 51 at Northern Maine Junction in 1971. Top: William D. Volkmer; above: Harry L. Juday

turn the tide, as the numbers on the accounting sheets were getting closer to a break-even point each year.

DIVERSIFICATION AND SHRINKAGE

In an effort to diversify, Bangor & Aroostook Railroad in 1960 became Bangor Punta Corp., acquiring a commercial finance company; a manufacturer of sea skiffs; and a large engineering, manufacturing, and foundry firm in San Francisco.

Bowing to trends, the railroad began to shrink its physical plant in 1962, abandoning the Greenville Branch, but the future seemed to brighten on October 2, 1969, when F. C. "Buck" Dumaine bought the railroad from Bangor Punta. The B&A no longer had to pay dividends to Bangor Punta, which was good, because revenue declined to a drastically low level in 1970. It took a lot of belt-tightening, as well as leasing a large number of non-mechanical refrigerator cars for fresh fruit and vegetable traffic. Regardless, the next few years saw the end of potato traffic. B&A tried to keep the business, but it was dependent on its rail connections, and a big one to the south, Penn Central, didn't deliver loads in a timely manner, while trucks did.

Meantime, there were bright spots. In December 1976, the B&A began the annual "Turkey Train" to distribute a free turkey to every employee, a tradition that lasted until 1994. In 1983, President Walter Travis worked with the mechanical department to design a new locomotive paint scheme. After a few schemes were tried, the former dark blue with gold trim (which had succeeded the original but hard-to-see gray and off-white, then an attractive blue and off-white) began to disappear in favor of a vermilion, black, and gray livery that carried into the mid-'90s. The eight GP38's from 1966–67 got the new paint first, and then the first-generation F3's and BL2's. Owing to good care by the mechanical forces, B&A's first-generation units made it well into the 1990s, and some even still operate in 2009.

Preserved in museums or on tourist lines are two of the BL2's (54 and 557, given its original number and named American Railfan) and two of the F3 locomotives (Nos. 44 and 46).

By the early '90s, owing to dwindling revenue and soaring operating costs, it was time for major changes. The first, in 1994, was the purchase from CP of the line from Brownville Junction west through Greenville to Sherbrooke, Quebec, after CP had received permission to abandon the Canadian portion.

Next was the sale of the railroad to Iron Road Railways Inc. in March 1995—the beginning of the end for the B&A as we in Maine knew it. Iron Road's eventual failure was helped by a partially failed recapitalization; a 15 to 20 percent drop in revenue owing to service problems with cars destined to former Conrail points after the 1999 split of CR to NS and CSX; and the 1997 change that saw the Association of American Railroads go to an automated car-hire system. Historically, the B&A had enjoyed the use of funds collected on behalf of other carriers for interline moves for a period of 30 to 90 days, but with the change, it faced a cash drain of millions, and had to come up with up to $5 million to clear the accounts.

These were the major factors that forced Iron Road into bankruptcy on August 15, 2001. After receiving several offers, the bankruptcy court in Boston approved the sale of the B&A to Rail World, of Chicago, headed by former Wisconsin Central Ltd. President Ed Burkhardt. The sale closed for $55 million on January 9, 2003, and after 111 years, the Bangor & Aroostook ceased to exist, as the property assumed Rail World's new name, the Montreal, Maine & Atlantic Railway.

B & A FACT FILE

(comparative figures are for 1930 and 1992)

Route-miles: 614; 414
Locomotives: 81; 45
Freight cars: 3,435; 2,835
Passenger cars: 83; 6 (business cars)
Headquarters city: Bangor, Maine (Northern Maine Junction)
Notable passenger trains: Aroostook Flyer, Potatoland Special
Recommended reading: Bangor & Aroostook, by Jerry Angier and Herb Cleaves (Flying Yankee Enterprises, 1986); Bangor & Aroostook—The Life of a Maine Railroad Tradition, Angier and Cleaves (Fleet Graphics, 2009)
Sources: Train-Watcher's Guide to North American Railroads (Kalmbach, 1992), and author's materials, including Bangor & Aroostook's 1930 annual report.

Last livery: GP38 83 leads five older Geeps south on train ON-28 at Island Falls in October '84. Ron Johnson photo, courtesy Jerry Angier

FALLEN FLAGS REMEMBERED

Classic Trains
THE GOLDEN YEARS OF RAILROADING

CENTRAL OF GEORGIA

Central of Georgia

Central of Georgia—'The Right Way'

Of Savannah origins, the railroad first became, as it expanded, "A hand full of strong lines"

By Allen Tuten

Columbus, Ga., 1960, from left: E7 810 in the later green, in off the *Man O' War*; E8's 812/811 from the *Seminole*, to be relieved by 808's duo. Howard Robins, Central of Georgia Railway Historical Society collection

PREVIOUS PAGE: Central of Georgia debuted the streamliner *Nancy Hanks II* (reusing an 1890s name honoring a trotting horse) in 1947. It is seen on a July exhibition run to Atlanta. Walter M. Pharr

The builders of the Central of Georgia Railway's earliest predecessor lines, beginning in my hometown of Savannah, could not have imagined that their railroad would eventually extend across Georgia into Alabama, barely into Tennessee, and, briefly, just inside Florida. But they persisted in assembling smaller roads into "A Hand Full of Strong Lines," a slogan used on early public timetables depicted by an outstretched hand, with prominent cities in the palm and fingers, and Savannah at the wrist.

The city's location on the Savannah River about 20 miles from the Atlantic Ocean had provided it with a prosperous port since 1733. The river, navigable as far north as Augusta, Ga., was used for freight, mostly cotton, to travel to the Port of Savannah for shipment abroad.

A century later, in 1833, construction of the South Carolina Canal & Railroad Co. between Hamburg, S.C. (across the Savannah River from Augusta), and Charleston, S.C., caused concern among Savannah's leaders. Worried that the new

Mountain 490 (Richmond, 1920), one of 32 CofG 4-8-2s, heads out of Macon Terminal Station toward Atlanta on March 5, 1949, with the five-railroad Jacksonville–Chicago *Dixie Limited*. Central of Georgia Railway Historical Society collection

railroad would divert traffic, they sought to build their own. On December 20, 1833, the Central Rail Road & Canal Co. of Georgia was chartered to build a railroad or canal from Savannah west to the Ocmulgee River at Macon, and the first rails were laid at Savannah in December 1835 amid great fanfare. Just as construction began, the charter was amended to allow banking privileges, and the company's name was changed to the Central Rail Road & Banking Co. of Georgia.

The specific route to Macon caused disagreement, with some wanting a more direct "southern" route, and others preferring a less direct "northern" route, which was better from an engineering standpoint. Management eventually chose the latter, in part owing to plantations in the region from which slave labor could be obtained for construction, and from which shipments of cotton would be made. The selection of this route likely was the inspiration for the railroad's later slogan, "The Right Way."

The company had financial problems and labor issues, but construction continued, reaching the east bank of the Ocmulgee, across from Macon and 190 miles from Savannah, in October 1843. At that time, the Central Rail Road was thought to be the longest railroad in the world under single ownership.

With the line in operation, expansion continued across Georgia through construction of new lines and the lease or purchase of existing companies. Access

A typical late '40s publicity shot has two of CofG's nine F3A's, wearing the original blue, gray, and black, rolling along on lightly ballasted track amidst lush foliage with kudzu encroaching. Central of Georgia, Central of Georgia Railway Historical Society collection

to Atlanta came through the Macon & Western Railroad, while the South Western Railroad built a line from Macon to Albany, Ga., and crossed into Alabama at Eufaula, on the west bank of the Chattahoochee River. Columbus, also on the Chattahoochee, was reached by a connection to the South Western Railroad.

Near the end of the War Between the States, the main stem of the Central between Macon and Savannah received significant damage from Gen. William T. Sherman's troops on their March to the Sea.

The wartime blockade on Savannah had stopped all port activities and limited further development. That changed in 1872 when Central Rail Road President William M. Wadley purchased the Vale Royal Plantation, 273 acres of riverfront property on the Savannah River just north of the city, where docks, warehouses, railroad yards, and industries were built. Two years later, the Ocean Steamship Co. was formed as a Central Rail Road subsidiary. Its initial fleet of six ships allowed the railroad to reduce dependency on private ship owners to get products to northern ports.

With the "hand full of strong lines" stretching across central Georgia, management turned attention to Alabama,

purchasing a line to Montgomery in 1879. Birmingham was reached in 1888 via the Columbus & Western, which had two tunnels just east of Birmingham. One of those, Oak Mountain Tunnel, is thought by some to be the site of John Henry's legendary competition with a steam drill.

"FAMILIAR" COFG: BORN 1895

In 1888, the Central Rail Road came under control of the Richmond & West Point Terminal Railway & Warehouse Co. That firm's financial dealings and the resulting lawsuits sent the Central Rail Road into receivership, but also removed it from control of the giant Richmond Terminal Co. On November 1, 1895, the Central of Georgia Railway (until the end, just "the Central" to many) emerged as a new, independent company.

During and shortly after the reorganization, several smaller railroads, some of which had been subsidiaries, were absorbed into the "new" CofG, including the Chattanooga, Rome & Southern, which extended the system to its northernmost point at Chattanooga, Tenn. CR&S built south to Carrollton, Ga., and the Savannah, Griffin & North Alabama built from Griffin north to Carrollton, resulting in a 200-mile branch off the CofG's Atlanta–Macon main line.

The Central barely reached not only into Tennessee but also Florida. Its line from Columbia, Ala., west to Dothan was built by the Chattahoochee & Gulf, and a branch extended the route to Lockhart, Ala., next to the Florida border, in 1904. Soon 2-mile spurs from Lockhart reached to Paxton and Lakewood Fla., but they were gone before World War II. CofG's zenith in mileage is believed to be 1,944, around 1930.

In east-central Georgia, CofG controlled several railroads which were often referred to as the "Central Short Lines": Wrightsville & Tennille, Wadley Southern, Louisville & Wadley, and Sylvania Central. They often shared equipment, much of it hand-me-downs from the CofG, and the "down home" operations with aging steam locomotives and wooden combines on mixed trains, often run daily except Sunday, became popular with railfans.

IN ILLINOIS CENTRAL'S CAMP

IC acquired CofG control in 1909 through purchase of stock from E. H. Harriman, although the Central was operated as a separate company with its own facilities, operations, and administrative offices. IC opened a route from Jackson, Tenn., to Birmingham via trackage rights and new construction, to connect with the CofG. It was during IC's ownership that several Midwest-to-Florida passenger trains, including the Seminole, began operating over CofG.

Central of Georgia entered receivership in 1932, which continued until 1948 when it was reorganized, no longer controlled by the IC.

The Savannah & Atlanta Railway, which ran from Savannah northwest to a connection with the Georgia Road at Camak, Ga., was purchased in 1951 ["Fallen Flags Remembered," Winter 2012 CLASSIC TRAINS]. CofG operated S&A as a separate company, though they consolidated 70 miles of nearly parallel mainline trackage out of Savannah (about half each CofG and S&A) in 1962.

In the mid-1950s, the St. Louis-San Francisco Railway (Frisco) began buying CofG stock, soon acquiring a majority ownership, but without ICC approval. Ultimately, the ICC ruled against Frisco and ordered it to sell its CofG stock. Southern Railway acquired that stock and exercised control on June 17, 1963.

COTTON, FRUIT, AND COAL

CofG enjoyed a variety of freight traffic, much of it agricultural owing to the moderate climate and favorable growing conditions. Cotton, the original commodity, was shipped from middle and south Georgia to Savannah and loaded onto ships bound for northern mills. Orchards around Fort Valley were served by seasonal sidings, with blocks of Fruit Growers Express refrigerator cars taking peaches to northern cities. Other fruits and vegetables not requiring refrigerated transport were shipped in Central's vast fleet of ventilated boxcars.

The availability of timber resources, mainly southern yellow pine, contributed to the growth of the paper industry in the Southeast. On-line mills at Savannah, Macon, Rome, Coosa Pines (40 miles east of Birmingham), and near Augusta, received pulpwood racks and wood-chip cars from area woodyards, with finished paper products shipped out in boxcars. Coal was mined near Birmingham and Chickamauga, with much of it used by CofG for locomotive fuel or sent to Savannah as fuel for steamships.

Central of Georgia was basically an east-west road, with the predominant

route being between Birmingham and Savannah via Columbus and Macon, 440 miles. Most CofG freight traffic was to or from Savannah. Operationally, traffic heading away from Savannah was considered westbound, with odd-numbered trains, while traffic moving toward Savannah was considered eastbound, with even-numbered trains.

BIG APPLES AND VARNISH

When the Central of Georgia was organized in 1895, it had 214 steam locomotives of the 4-4-0, 4-6-0, and 2-6-0 types. The roster was expanded in the early 1900s with 2-8-0s, 2-8-2s, 2-10-2s, 4-6-2s, 4-8-2s, and, briefly, 2-6-6-2s. Many of these acquisitions were during Illinois Central control, and many of CofG's new locomotives were based on IC designs, or acquired from the IC.

The Central's only modern steam engines were eight Lima 4-8-4s, Nos. 451–458, received in 1943 and used in both passenger and fast freight service. Designated the K class, they were nicknamed "Big Apples," but would have only a 10-year life, as all were retired in July 1953.

Dieselization began in 1939 with the arrival of SW1 No. 1, which was joined by about 40 more switchers from EMD, Alco, Baldwin, and Fairbanks-Morse.

Diesels for mainline use began arriving in 1946 when eight E7A's replaced steam on through passenger trains. In 1947, two intra-line streamliners were added, Nancy Hanks II between Savannah and Atlanta [Spring 2012 CLASSIC TRAINS], and the Man O' War between Columbus and Atlanta. To help with these, two more E7A's came in 1948, along with two E8A's in 1950, Nos. 811 and 812, which were used in pool service with Illinois Central on the Seminole. The E8's, like the E7's, came in CofG's distinctive blue, gray, and black scheme with orange trim, but later were painted in IC's brown and orange, although they kept Central of Georgia lettering. In later years they could be found on virtually any IC train, being spotted as far from the Seminole route as St. Louis, Mo., and Sioux City, Iowa!

CofG also operated IC's streamliner City of Miami between Birmingham and Albany and two trains between Atlanta and Albany, linking the Louisville & Nashville and Atlantic Coast Line: the Cincinnati–Miami Flamingo and the Cincinnati–Florida Gulf Coast Southland. For a time, a through Atlanta–Panama City (Fla.) Pullman was operated via Dothan, Ala., in conjunction with the Atlanta & St. Andrews Bay.

Officials pose with CofG's best-known "off-line calling card" of the 1950s, 50-foot PS-1 boxcars painted black with a big aluminum oval, nicknamed "blimp" or "football."

Central of Georgia, Central of Georgia Railway Historical Society collection

CofG RS3 119 hostles parent Southern's office car 6 at Augusta Union Station in June 1966.

Jerry A. Pinkepank; J. David Ingles collection

Central's first diesel road freight units were nine EMD F3A's in 1947–48, followed in 1949 by five FM H15-44 road-switchers. The latter were not successful in road service and were soon assigned to branchline duty. Beginning in 1950, CofG filled its roster of road-switchers with 15 GP7's, 39 Alco RS3's, 11 GP9's, and 8 GP18's, plus a single SD7 and 6 SD9's. Four each of the GP7's and RS3's were equipped with steam generators for passenger service.

Most of the early road diesels were painted in the blue, gray, and black, a scheme that would continue until 1959 when locomotives began receiving a simplified Pullman green scheme, referred to by some fans as "collard" green, with yellow striping. The GP18's were the only locomotives delivered in green. Early switchers were black with white lettering

and the red rectangle on the cab.

After the Southern takeover in 1963, Central's diesels began receiving Southern's black-and-imitation aluminum "tuxedo" scheme, although with Central of Georgia lettering and keeping their original road numbers. Five new GP35's in December 1963, and then 10 SD35's in 1966, were delivered in this scheme, with the high short hoods preferred by Southern. Beginning in the late '60s, Central of Georgia on the flanks was replaced by Southern with small "CG" initials. CofG's GP7's and GP9's were renumbered into Southern's series, but other Central units kept their numbers.

Probably Central of Georgia's best-remembered freight cars were the 50-foot PS-1 boxcars that were black with a large aluminum oval—called a "blimp" on the stencil drawings, often a "football" by train-watchers—on each side. The Central had two groups of these cars, built in 1954 and 1956.

SOUTHERN-ERA CHANGES

Southern Railway control in 1963 resulted in many immediate changes, as CofG offices and operations in shared terminals were closed or consolidated with Southern facilities. CofG's three operating divisions—Savannah, Macon, and Columbus—remained autonomous (although the Savannah Division was consolidated with the Macon in 1964) until September 1967, when they were absorbed into Southern's Atlanta, Macon and Birmingham-Mobile divisions.

The Central of Georgia Railway ceased to exist in 1971, when Southern merged it, Savannah & Atlanta, Wrightsville & Tennille, and Georgia & Florida ["Fallen Flags Remembered," Spring 2012 Classic Trains] into the new Central of Georgia Railroad.

Today, CofG's main route, from Savannah to Macon to Columbus to Birmingham, remains important to Norfolk Southern. Other lines remain—Millen to Augusta, Macon to Atlanta, and Macon to Albany—but most of the other portions of the independent CofG are either run by short lines or have been abandoned. CofG's riverfront property in Savannah, sold to the State of Georgia in 1958, now is the Ocean Terminal of the Georgia Ports Authority.

The regional system that touted itself as "The Right Way" and grew to almost 2,000 route-miles at its peak, now has been a "Fallen Flag" for half a century.

CofG FACT FILE

(comparative figures are for 1929 and 1961)

Route-miles: 1,944; 1,745
Locomotives: 331; 139
Freight cars: 10,170; 9,513
Passenger cars: 262; 107
Notable passenger trains: Nancy Hanks II, Man O' War, City of Miami, Seminole, Flamingo, Southland
Headquarters city: Savannah, Ga.
Special interest group: Central of Georgia Railway Historical Society, 2400 Pleasant View Road, Pleasant View, TN 37146; www.cofga.org.
Recommended reading: Central of Georgia and Connecting Lines, by Richard E. Prince (Prince, 1976); Images of America: Central of Georgia Railway, by Jackson McQuigg, Tammy Galloway, and Scott McIntosh (Arcadia Publishing, 1998); Central of Georgia Steam Locomotives and Trains, by James H. Goolsby Jr. and Albert M. Langley Jr. (Union Station Publishing, 2006)
Sources: Historical Guide to North American Railroads (Kalmbach, 2000) and author's data.

Displaying the pre-Southern look of CofG yard diesels is S12 No. 311, one of 10 Baldwins of 4 models, at Columbus, Ga., in November 1960. Norm Herbert, J. David Ingles collection

Central's penultimate group of new diesels was five GP35's, 210–214, delivered in December 1963. The 213 posed at Augusta in March 1966. Jerry A. Pinkepank, J. David Ingles collection

FALLEN FLAGS REMEMBERED

Classic Trains
THE GOLDEN YEARS OF RAILROADING

ERIE

Erie Railroad

"The Work of the Age"

The Erie Railroad grew from New York — city and state — looking west

By Robert E. Mohowski

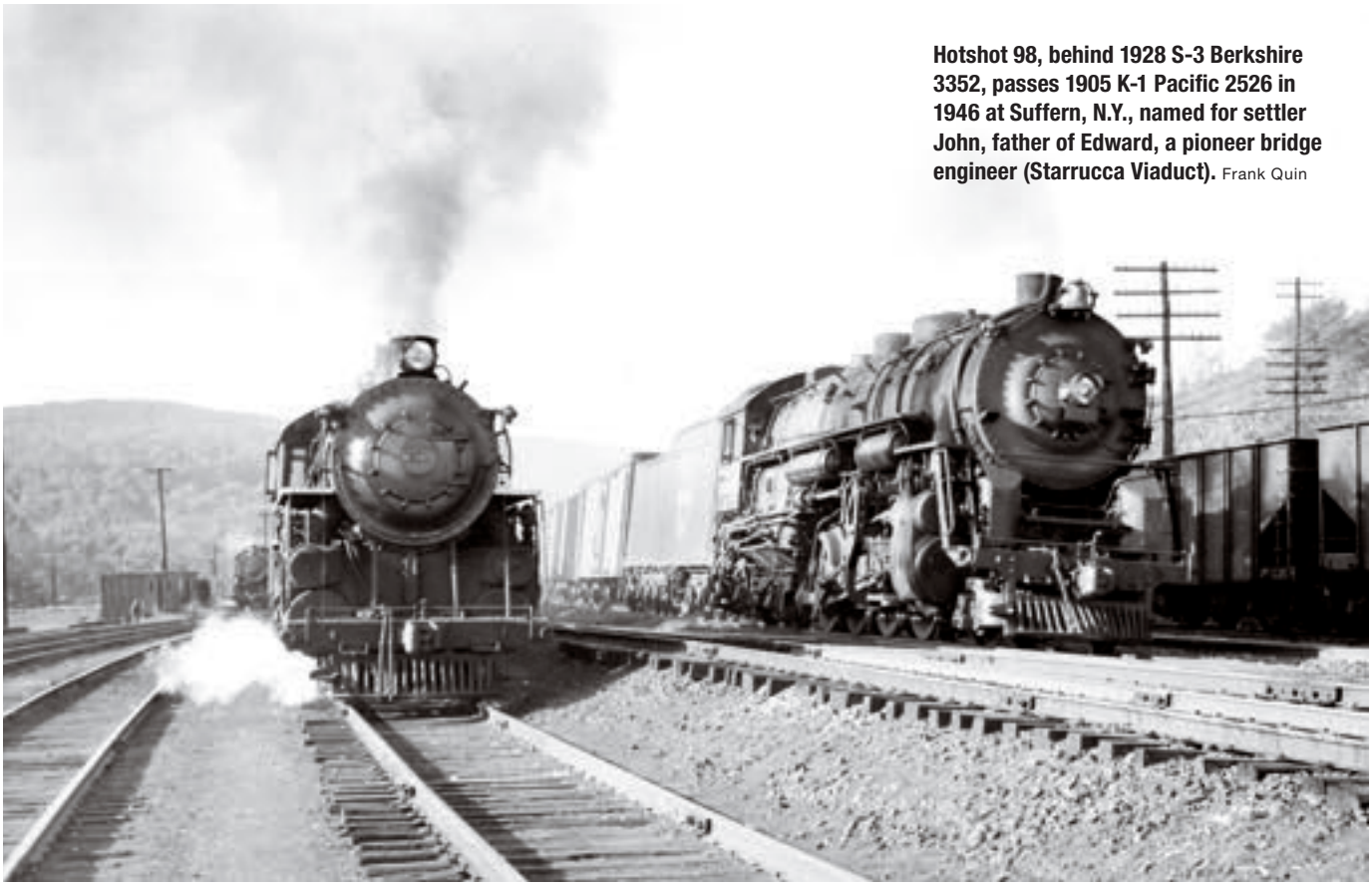
One of Erie's six FT quartets from 1944 heads west at Hancock, N.Y., May 12, 1956. Erie wound up with 81 EMD freight cabs and 60 from Alco. Bob Krone

PREVIOUS PAGE: A westbound Erie passenger train rolls through Lima, Ohio, in November 1960 behind an Alco PA and EMD E unit. Tom Gildersleeve

The title above is a quote, a proclamation by New York City's Common Council upon the opening of the 300-mile New York & Erie Railway in 1851, "Erie" referring to one of the Great Lakes. New York City had become the natural gateway to the west decades earlier. The city's excellent harbor, the Hudson River, and the Mohawk Valley provided a premier access route to the Great Lakes. Thus was the Erie Canal, completed in 1825, the first thoroughfare for the westward-seeking "Course of Empire" energy of the young United States. The canal's success reinforced, if not initiated, New York's proprietary adoption of the "Empire State" slogan.

To gain support for his "ditch," New York Gov. DeWitt Clinton had promised the downstate counties their own transportation corridor, and in 1829 visionary promoter William C. Redfield explored what became the route of the New York & Erie. He issued a pamphlet proposing this "Great Railway" between the Hudson and Mississippi rivers. This was also the year of the *Stourbridge Lion*'s mechanical success at Honesdale, Pa., thus lending credibility to Redfield's project. Sharing his vision, and co-incorporator of the NY&E in 1832, was Eleazar Lord, of Piermont, N.Y., a promoter, land owner, business leader, and eventual three-time president of the railway.

Despite the canal lobby's efforts to



Hotshot 98, behind 1928 S-3 Berkshire 3352, passes 1905 K-1 Pacific 2526 in 1946 at Suffern, N.Y., named for settler John, father of Edward, a pioneer bridge engineer (Starrucca Viaduct). Frank Quin

stall the nascent railway, celebrated engineer Benjamin Wright was employed to find a route from Piermont, 24 miles north of New York City, to Port Jervis, and then up the Delaware River and over mountains, through the state's Southern Tier and on to Lake Erie and the national interior. In an age when sections and states jealously protected their commercial and transportation interests, New York initially confined the route within its borders with a 6-foot gauge to prevent diversion of traffic and profits among neighbors (broad-gauge remnants would exist into the 1880s). Eventually it would establish better terminals than Piermont (on the Hudson) and Dunkirk (on Lake Erie), and seeing the logic of interchange, convert to standard gauge. Wright said $4,726,260 would build the route, but almost six times that would be required. Ground was broken December 7, 1835, by James Gore King, NY&E's second president, at Deposit, N.Y.

Moody's 1949 *Investor's Manual* reported the early Erie as being ". . . characterized by a succession of scandals, frauds, and mismanagements, in the face of which it maintained a surprising stability . . ." and further, ". . . it was not able to completely recover from the heavy financial burdens incurred earlier."

Such was the character of Erie through the 19th century. Construction would be sporadic for years as funding was tough to acquire because of sectionalism, political roadblocks, internecine conflicts, and business depressions, but Lord was able to get state legislative aid as the advantages of the route were increasingly recognized. His plan of state grants to match public subscription solved one financial crisis.

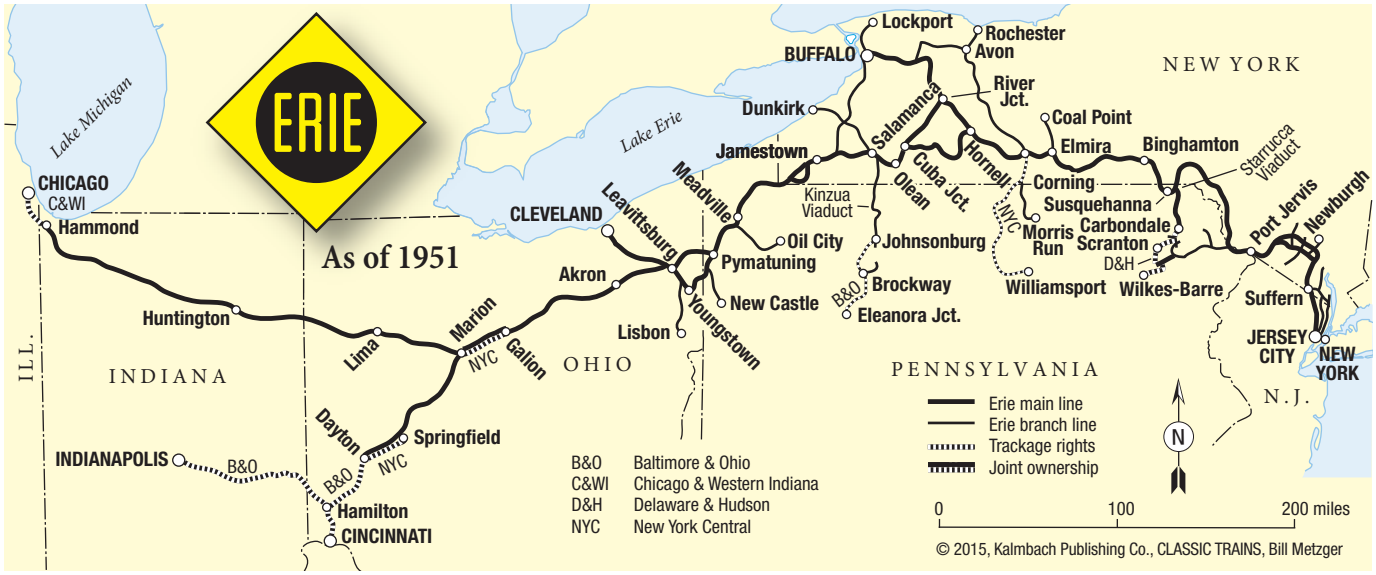
Early railroading was rife with trial-and-error in funding as well as construction technology. Lord's curious idea of putting the roadbed up on piles to meet topographical irregularities, wetlands, and winter snows was a prime example. Before this was deemed impractical, some 100 miles were up and much money had been spent. Stationary engines were considered to pull trains up steep grades.

The first train ran in June 1841 over the 18 miles between Piermont and Ramapo (present-day Suffern). That fall, service opened to Goshen, 28 miles farther west. However the company was broke again, and for the third time Lord assumed the presidency. He pressed for legislation to complete the route.

The NY&E reached Port Jervis at the end of 1847 and Binghamton in '48, the latter segment including the magnificent Starrucca Viaduct. Dunkirk was now but 250 miles away. With the completion of each mile, the builders were expanding the technologies: the limits imposed by grades, a need for strong yet flexible roadbed for ever-heavier locomotives, construction methodology and machinery, surveying skills, bridge- and viaduct-building, and iron-working.

All were met with increasing know-how and confidence. In fact, the first iron rails manufactured in America were used on the NY&E. The line reached Dunkirk in 1851, and for a time the NY&E was the longest railroad in the nation. On board the first through train were U.S. President Millard Fillmore and Secretary of State Daniel Webster, who, for a better view, rode in a rocking chair on a flatcar.

The 1850s and 60s saw additions and line improvements, if not financial success. Leasing of the Paterson & Hudson River and the Paterson & Ramapo made for a more direct route from Ramapo to the Hudson River. Work began on a tunnel under Bergen Hill for even better access at Jersey City, where subsidiary Long Dock Co. built NY&E's own waterside facilities: Pavonia Avenue Terminal.



Eventually yards would extend north into Weehawken and be served by one of the harbor's largest rail marine fleets. Ferry routes to lower Manhattan were added, and a network of branches began reaching into northern New Jersey and southeastern New York.

To the west, new lines reached north to Buffalo and Rochester. Through service to Chicago was established via western connections, and Superintendent Charles Minot added to Erie's impressive "list of firsts" with the creation of train-order operation, which became an industry standard. Raising capital, though, still was seldom easy, and in the 1850s, Daniel Drew, Jay Gould, Jim Fisk, and Cornelius Vanderbilt offered aid. This led, however, to their manipulation of Erie stock and the line's reputation as the "Scarlet Woman of Wall Street." In 1859 came receivership (the first of four) and reorganization as Erie Railway in 1861.

BEYOND THE EMPIRE STATE

The developing Pennsylvania anthracite region offered large volumes of traffic in response to the Civil War's industrial and military requirements, and the Erie reached south into the Lackawanna Valley with two routes that became the Jefferson and Wyoming divisions. These lines eventually connected with other roads for general freight interchange as well as coal. Farther west, the Tioga and Bradford divisions tapped bituminous coal beds. As locomotive fuel changed from wood to coal, Erie's coal-mining subsidiaries moved their product for all customers on home rails. By 1860, Buffalo was surpassing Dunkirk as a lake port and rail hub, and the Erie enjoyed a good Buffalo passenger business.

Jay Gould, as an Erie board member and president during 1867–1872, left a mixed legacy. Having transcontinental ambitions, he rebuilt the Erie after the Civil War and pushed it toward Chicago. The Atlantic & Great Western, organized by Ohio interests, was largely funded by British capital and after its reorganization as the New York, Pennsylvania & Ohio, was leased to the Erie in 1883. Its earlier acrimonious relationship with the Erie included a battle to remove Jay Gould from the presidency. The A&GW served highly valuable coal and oil fields and extended the Erie main line west from Salamanca, N.Y., 300 miles to Marion, Ohio, with branches to the important cities of Cleveland and Dayton. Marion, on the main line, would become Erie's western hub. Acquiring A&GW brought a host of challenges to the Erie, partially contributing to its second bankruptcy, from which it emerged in 1878 as the New York, Lake Erie & Western. A key achievement was finishing the conversion of main lines to standard gauge in 1880, but it would be five more years before branches and yards were changed.

Equally important was reaching Chicago if the line was to compete effectively with the Baltimore & Ohio, Pennsylvania, and New York Central. This was accomplished in 1883 under President Hugh J. Jewett. In 1873, the Chicago & Atlantic Extension Railway was formed by the Erie, the old A&GW, and other interests. By completion in 1880 it had become the 270-mile Chicago & Erie, from Marion to Hammond, Ind. From there, the Chicago & Western Indiana, owned by several roads including the Erie, gave access to the new Dearborn Station and western freight connections. At 1,000 miles, NYLE&W was not the shortest route between New York and Chicago, but it had a relatively low-grade profile compared with its competitors and would establish a good reputation for moving time-sensitive freight as well as, owing to its broad-gauge beginnings, oversize loads. It also boasted a fine salt-water terminal. Erie's passenger services offered quality if not the most modern accommodations to a loyal following, and the route's scenery was among the best in the East.

Crisis again loomed, however, with the 1893 financial panic. NYLE&W fell, as did many other roads. There was still the crushing burden of debt from the Drew and Fisk era, plus recent labor strikes, low freight rates, and ruinous competition. In 1895 the company was reorganized for the third time, now as Erie Railroad. It soon came under J. P. Morgan's anthracite roads "community of interest," and with the new century came an improved national economy. Erie's tonnage soared, and income followed. The capable Frederick D. Underwood arrived in 1901, at Morgan's request, to lead the Erie into an era of reconstruction and improvements. He also had the friendship and financial support of E. H. Harriman.

20TH CENTURY IMPROVEMENTS

Under J. M. Graham, engineering V.P., three major route improvements reduced grades and made for more competitive transit times. The Bergen Archways project, just west of the Jersey City terminal, put four tracks through the

GE A-B-B-A test-lab 750, ancestor to the 1959 U25B, rolls west at Burbank, Ohio, on August 9, 1957, during its 1955–59 stint on the Erie.
Frank and Todd Novak collection

Palisade Ridge, reducing a bottleneck; the original double-track tunnel became freight-only. Underwood bought some of the largest steam locomotives of the era, including three 2-8-8-8-2 triplexes, naming some for notable engineers. Recognizing the loyalty and reliability of others, he created the "Order of the Red Spot." Upon his idea, the first railroad employees' magazine appeared in 1905.

One of the 1920s consolidation efforts to come out of the post-U.S. Railroad Administration period was that of the Van Sweringen brothers [Spring 2005 Classic Trains], who began buying into the Erie in 1922 as they wished to add a direct line to New York to their Nickel Plate Road, Chesapeake & Ohio, and Pere Marquette. In 1927 they charged John J. Bernet, a proficient railroader, to administer the Erie, and he continued the program of betterments begun by Underwood. The road became more efficient by scrapping hundreds of worn freight cars and more than 400 old locomotives, and by the addition of modern devices to cut fuel consumption by half.

Bernet brought in 2-8-4s (Erie eventually had 105), which assured a continued share of fast freight business. His 2½-year tenure, while certainly improving the Erie (it also paid the first preferred stock dividend since 1907), would not insulate it, however, from the economic storm of the 1930s. The Van Sweringens' parent holding company went bankrupt with the Crash, the component roads were sold, and the two brothers died in the mid-1930s. Charles E. Denney, a Bernet protege from the Nickel Plate and highly respected in his own right, led Erie through the Depression.

Gross revenue dropped from $129.2 million in 1929 to $72 million in 1936. C&O refused to guarantee a $6 million government loan to pay taxes, vouchers, and bond interest. Denny and Cleveland lawyer John A. Hadden were appointed trustees overseeing a comparatively smooth fourth reorganization, completed in 1941. Simplification of Erie's affairs included a reduction in the number of affiliated or leased properties, and both debt and annual fixed charged were cut by half. Robert E. Woodruff became president in 1939, taking Erie through the war years. The road's efforts gained high praise, and its finances were in excellent order, allowing more modernization. Erie's first diesel switcher came in 1926, and FT road units in 1944. The FTs significantly improved performance, maintaining Erie's competitive position by eliminating the need to cut tonnage for Ohio grades and add helpers in New York. In January 1954, K-1 Pacific 2530 made Erie's last steam run.

In 1951 Erie celebrated its 100th anniversary with well-received events including a two-day re-enactment of the first train through between Piermont and Dunkirk. An actor played Daniel Webster riding on a flatcar. Erie, which claimed its entire main line had radio communication, prospered until the mid-'50s when Hurricane Diane, better highways, an economic slowdown, and regulatory hindrances conspired to

Erie hauled New York commuters on five routes. Top: RS2 950 and Stillwell coaches are at Ridgewood, N.J., on November 17, 1955. Middle: Riders detrain from two PA-led trains at Jersey City on March 22, 1957. Above: On the same morning, ferry *Jamestown* docks to reload for Manhattan. Three photos, Bob Krone

ERIE FACT FILE

(comparative figures are for 1929 and 1959)

Route-miles: 2,316; 2,215
Locomotives: 1,122; 484
Passenger cars: 1,368; 535
Freight cars: 44,916; 20,028
Headquarters city: New York, N.Y. (after 1931, Cleveland, Ohio)
Special interest group: Erie Lackawanna Historical Society, 290 W. Prospect St., Hudson, OH 44326; www.erielackhs.org
Notable passenger trains: *Erie Limited, Lake Cities, Midlander*
Recommended reading: *Erie Memories*, by Edward J. Crist (Quadrant Press, 1993); *Erie Lackawanna, Death of an American Railroad*, by Roger H. Grant (Stanford University Press, 1994); *Men of Erie*, by Edward Hungerford (Random House, 1946).
Sources: Above books plus *Historical Guide to North American Railroads*, by George H. Drury (Kalmbach, 2014); *Handbook of American Railroads*, by Robert G. Lewis (Simmons-Boardman, 1956); *Between the Ocean and the Lakes*, by John S. Collins (Collins, 1899).

reduce net income. Erie originated just half its freight, and its New Jersey commuter service incurred ever-larger losses.

In 1956, President Harry Von Willer saw sharing facilities and coordinating operations with neighboring Delaware, Lackawanna & Western as a way to reduce costs and ensure survival. This cooperation allowed abandonment of Erie's Jersey City passenger terminal in favor of the Lackawanna's at Hoboken, thus reducing exorbitant New Jersey taxes; permitted joint use of a single 75-mile route west of Binghamton; and saw elimination of other duplicate services. It was clear that more redundancy existed. That same year, the Delaware & Hudson announced it was interested in a three-way merger, but after further talks and study, it pulled out. The merger of the Erie and the DL&W occurred October 17, 1960.

Erie served its six-state region for 128 years with reliable transportation, commercial opportunities, jobs, tax support, and economic benefit and stability. Many portions of its system remain busy today, attesting to the visionary achievement of its founders and those who kept it going. Its emblem, a diamond enclosing a circle — which we have on good account represented the four points of the compass surrounding a globe — was a fitting vision of its service.

FALLEN FLAGS REMEMBERED

Classic Trains
THE GOLDEN YEARS OF RAILROADING

SPOKANE PORTLAND AND SEATTLE RY.

Spokane Portland & Seattle Ry.

SP&S: The Northwest's Own Railway

Spokane, Portland & Seattle pushed GN and NP into UP and SP territory

By Jerry A. Pinkepank

SP&S is also called the "North Bank Road" for its signature scenes along the Columbia as here, in October 1955, as a 4-8-4 rolls toward Pasco. Donald Sims

PREVIOUS PAGE: With two SP&S F units, the Portland section of the *Empire Builder* departs Portland Union Station. In the distance is the Boadway bridge over the station tracks and Willamette River. Jim McClellan

The Spokane, Portland & Seattle Railway was the product of sparring during 1905–1909 between "Empire Builder" James J. Hill of the Great Northern and Edward H. Harriman of the Union Pacific and Southern Pacific, by which Hill's GN, as well as Northern Pacific (which Hill controlled at the time), got much-improved access to Portland, while UP got access to Seattle. The fight continued after Harriman's death in 1909, with Hill extending SP&S into Oregon to allow GN's eventual access to California by connection to Western Pacific. GN and NP owned the SP&S 50-50 and in the 1920s considered running it as a joint facility with no separate identity, but decided not to because online people viewed it as a local enterprise, to be supported instead of "outsider" lines UP and SP — hence its slogan, "The Northwest's Own Railway."

The start was the Portland & Seattle Railroad, incorporated in August 1905 by GN and NP to build jointly owned lines from both Seattle and Spokane to Portland. NP had a Seattle–Portland route but it was inefficient, relying on a carferry across the Columbia River between Kalama, Wash., and Goble, Ore., 39 miles downriver from Portland. UP's Harriman had 19 percent control of NP

stock at the time and was strongly opposed to this, but the NP board outvoted him; Hill had 25 percent of NP's stock and the support of a majority.

Hill and Harriman, however, worked out a trade in which UP and NP in 1908 jointly built the new line between Tacoma and Portland, including the bridge over the Columbia River at Vancouver, Wash., that eliminated the Kalama ferry. GN was given Seattle–Portland trackage rights over NP and the joint line, while UP built its own line between Tacoma and Seattle. In return, Harriman stopped his efforts to block joint NP-GN Spokane–Portland construction, which was accomplished during 1908–10. The Portland & Seattle was renamed Spokane, Portland & Seattle Railway in 1908. The inclusion of "Seattle" reflected the fact that Seattle–Portland issues were still in negotiation.

The new SP&S "North Bank Road" between Pasco, Wash., and Vancouver was a water-level route involving tunnels and rock-filled causeways. The 229-mile line was built in 29 months beginning in October 1905, crews from east and west meeting at Lyle, Wash., on February 22, 1908. This new line included 9 miles of pre-existing UP-controlled road that UP was using as a blocking property but was sold to SP&S. At the Pasco end, SP&S construction began in Kennewick, Wash., across NP's Columbia bridge from Pasco, over which SP&S was given rights and the use of NP's Pasco station and yard. At the west end, the 10 miles between Vancouver and Portland, including big bridges over the Columbia and Willamette [Wil-LAM-it] rivers, were the responsibility of SP&S, a holdover of the intended P&S Seattle–Portland joint line.

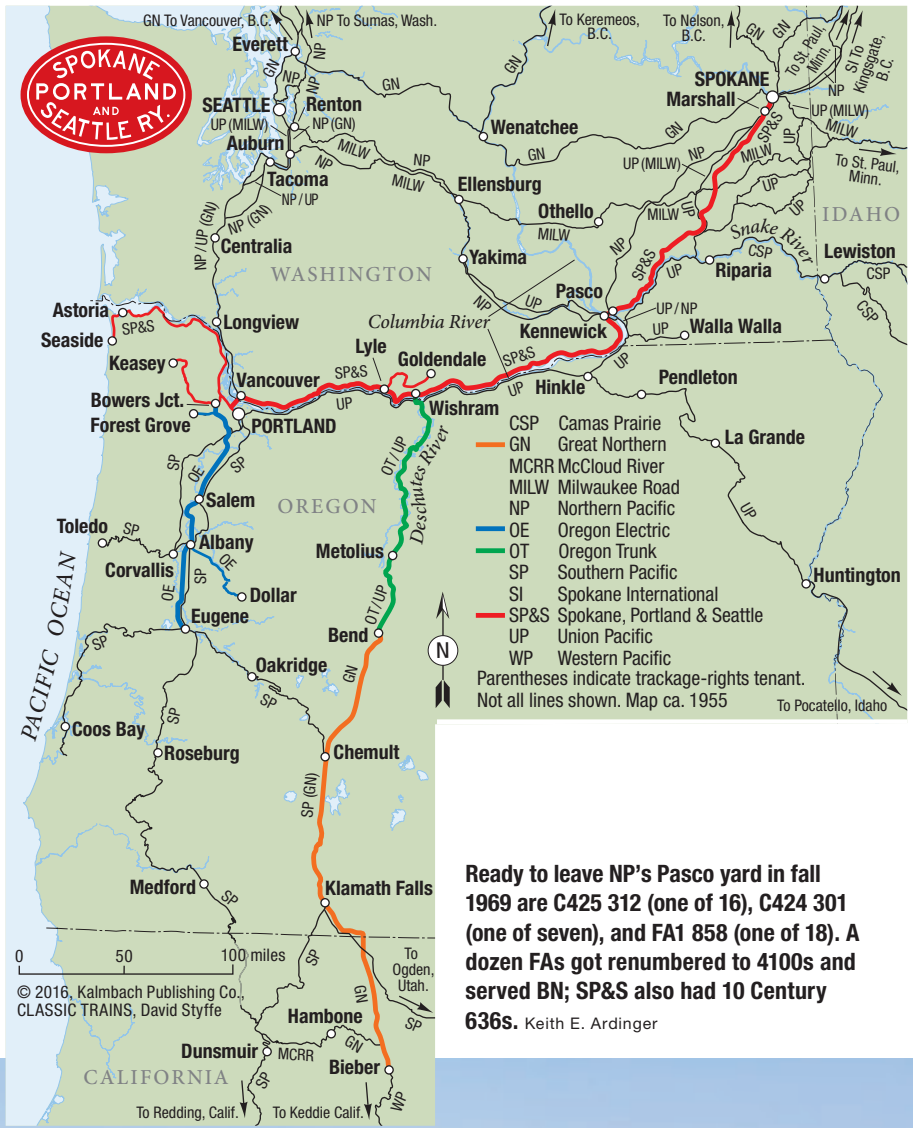
SP&S, NP, and GN service to Portland commenced December 17, 1908, but SP&S was denied access to the Harriman-controlled Union Station and ran its own facility near its new freighthouse and yard at Hoyt Street. Not until United States Railroad Administration directives of 1918–1920 did SP&S trains begin running into Union Station. Post-USRA agreements in 1920 made operation into Union Station by SP&S, NP, and GN permanent. SP&S freights used NP's Vancouver yard and SP&S's Hoyt Street, while GN freights used the UP/SP-controlled Guilds Lake yard, in which GN bought a 25 percent interest. NP freights used, in addition to Vancouver yard, one at Willbridge just west of Guild's Lake. SP&S freights passed Willbridge and Guilds Lake en route to Hoyt Street.

East of Pasco, NP had wanted SP&S to use its line to Spokane by trackage rights, but Hill felt the NP line had excessive grades and curves and wanted a water-level line following the Snake River. SP&S built the latter and placed it in service between Pasco (Ainsworth Junction) and Marshall, Wash., in May 1909, using NP for the remaining 9 miles into Spokane. An SP&S-GN connector from the main line at Fort Wright Junction to Marshall opened in 1910. All of this, like the North Bank to Vancouver, was expensive construction, with benching into the columnar basalt along the Snake, and tunnels. This SP&S Snake River line had almost no local business, though, and that, plus concerns about the long-term stability of the benching, eventually doomed it. Successor Burlington Northern installed CTC signaling on the parallel former NP and abandoned the old SP&S line in 1987. Today it is owned by the State of Washington, and most of it is a trail.

THE "INSIDE GATEWAY"

The Oregon Trunk Railway was incorporated in 1905 to build from the confluence of the Deschutes River with the Columbia, south into Oregon timber country and potentially into California. It came under Hill control in 1908, with Harriman promoting a competing project. Hill's and Harriman's forces conducted legal and physical blocking maneuvers of each other in the Deschutes Canyon until after Harriman died on September 9, 1909. Agreements with the successor UP management were reached in February and May of 1910 that settled things. OT construction could proceed, with UP given trackage rights on the OT where it desired and OT allowed to cross

SP&S's only E unit, E7 750, and one of its three F3As (it also had three F7As), leave Portland Union Station in 1963 for Spokane with the *Empire Builder/North Coast Limited* connection. Dan Pope collection



Ready to leave NP's Pasco yard in fall 1969 are C425 312 (one of 16), C424 301 (one of seven), and FA1 858 (one of 18). A dozen FAs got renumbered to 4100s and served BN; SP&S also had 10 Century 636s. Keith E. Ardinger

above UP's Columbia's south bank main line where OT would be bridging south into Oregon from Fallbridge, Wash. (now Wishram).

The Wishram bridge was placed in service January 5, 1912, and the OT was completed to Bend, Ore., 152 miles from Wishram, in September 1911. Hill died in 1916, but the idea of reaching California didn't die with him. In 1926, with Southern Pacific newly occupying part of the route into Klamath Falls, GN decided it was time to act. NP at first agreed to be part of the project of extending to Klamath Falls but backed out, so GN acted alone, opening the 144-mile line on May 1, 1928. This included 75 miles of trackage rights on SP between Chemult and Klamath Falls, which SP granted in 1927 to avoid parallel GN construction.

This route, one of the last in modern-day U.S. railroad expansion, was completed in 1931 when Western Pacific built north from Keddie, Calif., to Bieber and met GN building south from Klamath Falls. SP&S operated GN trains from Spokane and/or Portland to Bend, but GN operated Bend to Bieber as an isolated 235-mile division, headquartered at Klamath Falls. This "Inside Gateway" route saw one or two through freights per day, their makeup supplemented by on-line lumber traffic. There was never any through passenger service, but

SP&S's first diesel, S2 20 of 1941 (one of nine, plus two S1s), works in Vancouver in 1963.
J. David Ingles collection

owing to the isolated nature of communities along the Deschutes River, SP&S mixed-train passenger service between Wishram and Bend lasted beyond the 1970 BN merger until Amtrak.

OREGON JUICE GIANT

The Oregon Electric Railway began life as a heavy-duty interurban from Portland south up the Willamette valley via Albany to Eugene, but Hill saw it primarily as a source of lumber freight traffic for SP&S, and it was purchased jointly by NP and GN in 1910, with the stock turned over to SP&S in 1911. OE's entry to Portland over city streets was not suitable for future heavy freight operations.

Hill in 1909 had purchased another interurban running west from Portland, United Railways, also with ambitions for future lumber traffic, so a route was put together using an OE branch and the United to allow OE freights to reach the Hoyt Street yards from the west, though it was not until street franchises ended in 1941 that this route, with stiff grades, became the exclusive freight route. OE's passenger business dwindled rapidly in the 1920s with the coming of parallel paved roads, and the last OE passenger train ran in 1933.

With the coming of six OE Alco RS1s in 1945, the SP&S system's first road diesels, the electrification was discontinued. The long-hoped-for lumber traffic, meantime, had developed slowly, and in 1933 GN and NP had considered letting OE default on its debt and go out of SP&S control, but they decided to hold on. An important step in developing lumber traffic was the 1931 construction of the Santiam branch from Albany to Sweet Home and vicinity (jointly with SP to Lebanon). With this addition to traffic originating in the Eugene area and elsewhere, and with the revival of lumber traffic after the Depression and World War II, daily 100-car freights into Portland became the rule, and in 1969 a west wye was built at the south end of the Willamette bridge, permitting OE trains to originate and terminate in Vancouver instead of at cramped Hoyt Street.

Today, although BNSF retains ownership of the OE main line, since 2002 all operations on it have been conducted by Genesee & Wyoming's Portland & Western, with P&W running in and out of Vancouver. BNSF and UP sold the Santiam branch to short line Albany & Eastern in 1998, which still feeds traffic for BNSF from several important plywood and lumber mills via the P&W.

TO THE PACIFIC, ALMOST

The SP&S Astoria branch was rooted in the original 39-mile NP line from Portland to the Kalama ferry at Goble. The eastern 3 miles of this line between Portland and what became the station of Willbridge were crucial to SP&S's Portland entry. The rest of the Portland–Goble line became part of SP&S's Astoria branch when a connecting short line linking Seaside, Astoria, and Goble, opened in 1896, was bought for SP&S in 1906 by Hill, fending off a competing offer by Harriman. From then on, NP continued to own Portland–Goble, though only SP&S operated there.

Hill had visions of Astoria becoming a seaport, but the branch never lived up to its promise. Passenger service, once popular in summer for Portland people going to coastal cabins between Astoria and Seaside, ended in 1952. The line between Camp Clatsop and Seaside was abandoned in 1978 and from Astoria to Camp Clatsop in 1982. In the 1970s an export coal terminal at Astoria was talked about, but never built. In 1997 BNSF sold the Portland–Astoria line to the Portland & Western with underlying land going to the State of Oregon. Except for a tourist trolley in Astoria that uses the track, the line is out of service between United Junction, 10 miles west of Portland, and Astoria. From United Junction to Willbridge it provides P&W with a

Alcos dominated SP&S's diesel roster. The first of six Oregon Electric RS1s, the system's initial road units, brings logs to the Lebanon plywood mill in 1963. RS3 67, one of 29, has parked Oregon Trunk mixed 102's passenger cars at Bend to await the 8 p.m. departure of 103 for Wishram. Top, Ron Sloan; above, John C. Illman

connection between BNSF in Vancouver and the old Oregon Electric main line, via pieces of former SP&S, SP, and OE lines around the west side of Portland.

The 42-mile Goldendale branch opened as a short line in May 1903 and operated in connection with affiliated river steamers. NP, concerned that the line and its steamers would be used by UP to tap Yakima valley traffic, acquired it and the steamers in February 1905, later selling it to SP&S. Always light on traffic, it was abandoned by BN in 1993.

Terminal arrangements at Spokane, and trains using either the SP&S Snake River line or the parallel NP varied over the years, but after 1922 no NP trains used SP&S. After 1942, SP&S freights, carrying mainly GN traffic east of Pasco, used GN's Hillyard as their Spokane terminal. Many Spokane industries on NP routed traffic via SP&S rather than NP, so an SP&S crew handled a Scribner turn from NP's Parkwater (Yardley) terminal to connect with Hillyard freights.

Before World War II, SP&S passenger service between Spokane, Pasco, and Portland mostly was just one through train each connecting with GN and NP, and they handled local stops east of Wishram. After the war there were two trains. During the Depression a single connecting train for NP and GN ran on a schedule not suitable for the day local business, so SP&S established the *Columbia River Express.* After the war it ran only between Pasco and Portland, and SP&S bought lightweight cars for it, with an NP connection relied on for local SP&S passengers east of Pasco. By 1962, SP&S's connectors to GN's *Empire Builder* and NP's *North Coast Limited* were running combined, ditto for GN's *Western Star* and NP's *Mainstreeter.* The *Columbia River Express* came off in 1959.

SP&S's principal classification yard was at Wishram until 1955 when most work was shifted to Pasco to utilize NP's new electronic retarder yard there. In 1958 GN agreed that its Inside Gateway cars could also be switched at Pasco, and Wishram's role was minimized.

SP&S's principal locomotive shop was at Vancouver. Initially a roundhouse, it was supplemented with a four-track, three-level diesel shop in 1949 that replaced the roundhouse after the last steam run on June 23, 1956. Until 1937, SP&S used mainly hand-me-down power from its parents, but in 1937 it received six NP-patterned Alco 4-6-6-4s (two of which were immediately sold to GN for the isolated Klamath Falls line), and two more in 1944. Three Baldwin NP-patterned 4-8-4s were delivered in 1938, one of which, 700, has been restored and runs occasionally out of Portland. In the diesel era, the majority of SP&S's 115 units were Alcos (20 were EMDs and 5 were wartime Baldwin switchers), the parent roads finding their stepchild an easy repository for "minority builder" units.

SP&S FACT FILE

(comparative figures, which include subsidiaries OE and OT, are for 1938 and 1968)

Route-miles: 915; 922
Locomotives: 89 steam, 14 electric; 112
Passenger cars: 100; 48
Freight cars: 627; 3,363
Headquarters city: Portland, Ore.
Special Interest Group: Spokane Portland & Seattle Railway Historical Society, www.SPSHS.org
Recommended reading: North Bank Road, by John T. Gaertner, Washington State Univ. Press, 1990, 1992; Spokane Portland & Seattle Railway, The Northwest's Own Railway, by Charles and Dorothy Wood, Superior Publ., 1974; SP&S, the Spokane, Portland & Seattle Railway, by Ed Austin and Tom Dill, Pacific Fast Mail, 1996
Sources: Books above; ICC and Moody's volumes; Official Register of Passenger Train Equipment; on-line sites

FALLEN FLAGS REMEMBERED

Classic Trains
THE GOLDEN YEARS OF RAILROADING

THE TEXAS T AND P PACIFIC RAILWAY

Texas & Pacific

T&P's 70 Texas types, built by Lima 1925-29, were the road's biggest, most numerous, and best-known power. No. 636 rolls an extra east near Mineola, 79 miles east of Dallas, in 1951. R. S. Plummer

PREVIOUS PAGE: An A-B-A set of F units led by F7 1506 works a westbound freight at Texarkana in 1951. R. S. Plummer

Texas & Pacific: a Lone Star symbol

From Pacific plans to Gould to oil, T&P remained an important player

By J. Parker Lamb

What grew to become the 20th century's Texas & Pacific Railway sprouted from some of Texas's earliest railroads. The Lone Star State's pre-Civil War railroad network included 11 operating companies. One of the earliest was the Texas Western Railroad, chartered in 1850 and soon renamed Vicksburg & El Paso. In 1856 its name changed again, to Southern Pacific Railroad Company. Of course, this SP had no relation to the Southern Pacific incorporated in 1865 in California, although the convoluted histories of their successors later would intersect.

Backers of this railroad envisioned it as part of a southern transcontinental route from the Mississippi River to San Diego. By 1860, construction of 27 miles was completed between Waskom, on the Louisiana border, and Marshall. The eastern connection was planned as the Vicksburg, Shreveport & Pacific, which already stretched from Waskom across Louisiana to the west bank of the Mississippi at Vicksburg (later part of Illinois Central, it is now part of Kansas City Southern's "Meridian Speedway").

The Memphis, El Paso & Pacific, chartered in 1856, planned to start at the Red River near Texarkana and build to a connection with the SP near Dallas, thereby bringing Midwestern traffic into the transcontinental route. Little progress was made before the Civil War, however, with only 57 miles graded and 5 miles of track built, near Jefferson.

Within a decade after the war, these two lines would be fused into one company. In 1870 the Memphis road was renamed Southern Transcontinental Railroad, and in 1872 Congress issued a charter for the Texas & Pacific Railway, which soon acquired both the ST and SP. The new charter approved a route from Marshall to El Paso and San Diego, and required 100 consecutive miles of construction by 1882. Backers hired General Grenville Dodge, who had been chief engineer of Union Pacific's recently completed transcontinental line to Utah.

Work on the T&P began at three points in early 1873 and, within 10 months, 250 miles of new line had been laid: Longview-Dallas, Paris-Sherman, and Marshall-Texarkana. These pieces connected with the two segments built earlier, giving the T&P a strong network in northeast Texas. These successes were abruptly halted, however, by the Panic of 1873 that forced the line's construction firm into receivership in 1875.

One of its last projects was the 1874 Trinity River bridge in Dallas to handle the massive livestock traffic originating on the many ranches to the west. Nearby Fort Worth, a big livestock marketing center, became increasingly dissatisfied with the lack of a T&P connection. Frustrated with the cash-strapped railroad, farmers and stockmen organized and graded the 30-mile stretch between the two cities and laid down ties, allowing the first T&P train to enter "Cowtown, Texas" in July 1876.

T&P's western terminus remained in

Seen from Ten-Wheeler No. 332 on train 20, sister 359 passes with train 27 at Shreveport Junction, La., in 1942. Both are typical of T&P steam: handsome and well-polished. Ed Robinson


1575
1113
1113

Fort Worth for a few years because of a lack of financial backing. But with its extensive trackage, it was growing rapidly as a transportation enterprise owing to its strategic importance in northeast Texas and its connections through Texarkana and Shreveport to major cities such as St. Louis, New Orleans, and Atlanta. It is ironic that Fort Worth, which had to pay to get into the T&P family, eventually became the operating hub for the system.

Although T&P's board of directors included business and political leaders, and was led by President Thomas Scott (who also held the presidency of the Pennsylvania Railroad, 1874-1880), T&P was unable to secure any federal assistance to build through west Texas and on toward California. However, in January 1880 the road's future would change abruptly with the seating of two new directors, Jay Gould and his associate, Russell Sage.

Gould had just completed, in 1879, his acquisition of the Missouri Pacific system and was looking for new opportunities. When Scott decided to sell his T&P holdings a year later, Gould and Sage snapped them up. Gould became president and immediately formulated an ambitious expansion plan for T&P, which fit perfectly into his MP system, whose St. Louis, Iron Mountain & Southern connected with T&P at Texarkana. One of Gould's first moves, in 1881, was to build a line north from Fort Worth to Sherman, giving T&P a second route to Texarkana as well as a direct connection at Denison, Texas, with the recently completed Missouri, Kansas & Texas, which Gould had acquired in 1880.

Meantime, Gould directed Chief Engineer Dodge to begin an all-out effort to lay rails through the vast and nearly uninhabited desert of west Texas. Construction crews reached Big Spring, 267 miles, in April 1881 and Sierra Blanca (522) on December 16, 1881. However, it was at Sierra Blanca where Gould's dream of a transcontinental railroad evaporated. He had been bested by Collis P. Huntington, another determined and ruthless railroad tycoon. Huntington's eastward construction crews had passed through Sierra Blanca three weeks earlier, on November 25, en route to their

EMD F7's and a GP7 flank a steam-era water column at T&P's Lancaster Yard in Fort Worth, Texas. Linn H. Westcott

own "last spike" ceremony of the Sunset Route at the Pecos River (west of Del Rio) in January 1883.

Under the banner of the Galveston, Harrisburg & San Antonio, controlled by Huntington and T. W. Pierce, construction crews had left El Paso in June 1881 (when the T&P crews were a few miles west of Big Spring). When it was clear that Huntington was winning the race for a transcontinental line, a series of court battles ensued, followed by nefarious delaying tactics (including sabotage) by each construction crew, and finally by personal negotiation between the two principals. Gould's legal case was based on T&P's 1870 charter to build to San Diego, whereas Huntington's Southern Pacific charter allowed him to meet the T&P at the Colorado River (between California and Arizona).

When the T&P (prior to Gould's takeover) had failed to gain congressional support for its western construction, Huntington said he could build a transcontinental line without any government assistance. Since there was no challenge to this plan at the time, his position was that the original T&P charter was no longer in effect. Although Gould would have settled for joint ownership of the 90 miles west of Sierra Blanca, Huntington was unwilling to budge, and was eventually victorious in the courts. Thus, although T&P maintained yards and other trackage in El Paso, it operated trains west of Sierra Blanca on an 1881 trackage-rights agreement that continued in effect until the 1996 takeover of Southern Pacific by Union Pacific.

After completing his line to the west, Gould turned eastward and completed T&P's own line from Waskom to Shreveport (in lieu of the VS&P line) and, of more importance, pushed on to New Orleans by acquiring short railroads and constructing connecting segments. Other than building and acquiring several feeder lines, the New Orleans-Dallas-El Paso route represented the geographic limits of the T&P, although the Marshall-Texarkana stretch was probably the busiest segment since it was used by both east-west and north-south traffic from connecting MP lines.

Gould's railroad empire crumbled in the mid-1880's. One by one his roads entered receivership: Wabash (1884), T&P (1885), MK&T (1888), and International & Great Northern (1889). He was able to maintain MP control of only two, T&P and I&GN (east and south Texas lines)—both critically important to MP operations. The T&P connection was tightened during a 1923 reorganization in which T&P issued preferred stock to MP in exchange for mortgage bonds, giving the parent company more than 50 percent of common stock and all the preferred stock. So, even though its operations were thoroughly integrated with those of its parent, T&P represented a semi-autonomous subsidiary.

Shielded by a state law that required all railroads operating in Texas to have an in-state general office, T&P exhibited "Texas pride" with its own motive-power department and shops (Marshall and Fort Worth), and its own identity on rolling stock. The earliest rendition of the T&P herald was a stylized diamond with the names of its four major terminus cities on the sides (Texarkana, El Paso, Shreveport, New Orleans).

Like many Texas roads, T&P was blessed by the discovery of oil at both

Diesels on the *Texas Eagle* at Big Spring, Texas, in 1962 show T&P's MoPac parentage: E7 No. 2009 and an F7B wear MP-style *Eagle* colors, while the trailing E7 is in the new "Jenks blue." R. P. Meyer, J. David Ingles collection

ends of the state. The massive east Texas fields around Ranger were opened in 1918, and a few years later the Permian Basin of west Texas (Midland-Odessa) began producing. During World War II, T&P was one of the major originators of tank-car trains headed to the coasts.

T&P's independent-minded motive-power department holds the distinction of ordering the second of Lima's "Super-Power "steam locomotives of the mid-1920's. Its I-1 class 2-10-4 heavy freight design, first produced in 1925, was named the Texas type. Eventually the road would acquire 70 of these large engines, representing almost 20 percent of its 372 locomotives in 1929. Styling was also important to T&P motive-power people. The road's larger engines generally carried British-style capped stacks and Elesco feedwater heaters on their smokeboxes (adorned with a diamond herald) and, when needed, air-pump shields on the pilot deck (also with the herald). Most passenger power sparkled with dark blue boiler jackets, accented with striping on tender sides and running-board skirts.

Along with its parent, T&P began dieselizing just after World War II with mainly EMD power: switchers in 1946, E7 passenger units in '47, and F7 freight cabs in '49. The blue-and-white schemes for cab units were similar to MP's, but yard and road-switcher units wore "Swamp Holly Orange" with black trim. The last GP9's, and GP18's, had a unique and attractive blue-and-gray striping, but in the 1960's, MP's new "Jenks" solid blue began to prevail on the T&P, although the diamond herald was applied to T&P-owned units until trust certificates expired, after which some MP-style "buzzsaw" emblems read Texas Pacific Lines.

In 1956 MP began systematic purchases of T&P stock with a goal of 80 percent ownership that would allow consolidated tax returns for the two companies. Ironically, one of the last large blocks of stock included 12,000 shares from the estate of Frank Gould, grandson of the flamboyant tycoon. By 1957 MP owned 77 percent of T&P and there was talk of merger but, on public perception grounds, it was not pursued. However, in 1976 the semi-independent status of T&P was finally brought to an end after a 30-year legal battle for recapitalization of the MP system's holding company. In the end, the new Missouri Pacific Corp. absorbed its three major railroads, MP, T&P, and Chicago & Eastern Illinois.

In another large slice of irony, the Fort Worth-Sierra Blanca line that represented so much of Jay Gould's dreams in the 1880's became a key segment in one of the nation's premier transcontinental routes in 1996 when Union Pacific, after swallowing up MoPac and Western Pacific in 1982, also acquired Southern Pacific. The ex-T&P line between Texarkana and El Paso is an extremely attractive route, as it is almost 250 miles shorter than the competing line using Cotton Belt and Sunset Route lines, thus providing some final vindication for the ghost of Gould over his one-time nemesis.

T&P FACT FILE

(comparative figures are for 1929 and 1975)

Route-miles: 1,956; 2,139
Locomotives: 372; 153
Passenger cars: 234; 0
Freight cars: 9,517; 13,366
Headquarters; Fort Worth, Texas
Special interest group: Missouri Pacific Historical Society, P.O. Box 330427, Fort Worth, TX 76163
Notable postwar passenger trains: Texas Eagle, Louisiana Eagle
Recommended reading: Texas & Pacific, by Don Watson and Steve Brown (Boston Mills Press, 1978)
Source: Historical Guide to North American Railroads (Kalmbach, 1999)

FALLEN FLAGS REMEMBERED

Classic Trains
THE GOLDEN YEARS OF RAILROADING

Toledo, Peoria & Western

TP&W: Illinois' comeback kid

This storied east-west railroad has survived devastating accidents and even a murder

By J. David Ingles

A typical TP&W mixed diesel trio of C424 800, GP40 1000 (an ex-EMD loaner), and GP35 900 leads train 21 west of El Paso on February 21, 1970.
J. David Ingles

PREVIOUS PAGE: Toledo, Peoria & Western GP30 700 leads GP18 600 and an Alco at East Peoria, Ill., in February 1965.
Lloyd Transportation Library collection

Four events highlight the history of the Toledo, Peoria & Western: two spectacular accidents, a visiting steam locomotive, and a murder. Remarkable is that the TP&W rebounded from the negative incidents to last through 1983, when it was merged into the Santa Fe Railway. After three years, though, Santa Fe wanted out, and the regional came back, using its old name, and today survives under its third post-Santa Fe owner.

TP&W's early years were marred by a disaster when, in the darkness of August 10, 1887, a 15-car excursion train carrying 800 people from Peoria to Niagara Falls plunged through a small, fire-weakened trestle east of Chatsworth. The telescoping wooden cars caught fire as they piled up, and more than 80 passengers died. Today a historical marker along U.S. 24—a half mile across fields south of the wreck site (long ago made a culvert)—commemorates the tragedy.

What would become the TP&W originated with a desire to link the Illinois River at Peoria with the Mississippi River, first at Warsaw, Ill., then Oquawka, 45 miles upriver. The Warsaw line saw little track laid, and in 1849 the Peoria & Oquawka was chartered. Three years later, the P&O Eastern Extension ("P&O East") was chartered to the Indiana border, laying the foundation for the TP&W's cross-Illinois character.

Oquawka was ambivalent about a railroad, so P&O aimed for East Burlington, Ill., 10 miles downriver, and after what in 1855 would become the Chicago, Burlington & Quincy tied into the P&O at Galesburg, P&O in 1862 became a CB&Q property. Meantime, P&O East opened to El Paso (an IC connection) in 1856 and to Chenoa (on an Alton predecessor) in 1857, the year it finished building an Illinois River bridge at Peoria. In 1859 it reached State Line, Ind. (later Effner), meeting the Logansport, Peoria & Burlington, and P&O East was renamed to LP&B in 1861. In an 1864 foreclosure, one of several, LP&B took the new name Toledo, Peoria & Warsaw, and constructed a yard and shop in Peoria south of where Union Station would be. The enterprise would never get close to Toledo, Ohio.

The road reached Warsaw in 1868, in conjunction with the Mississippi & Wabash (which wound up in the Wabash family), and they jointly owned the Keokuk & Hamilton Bridge Co. The name Toledo, Peoria & Western first appeared in a December 1879

reorganization. The Peoria bridge was replaced in 1890 and Keokuk's in 1915 (a double-deck rail-highway span that still carries railroad traffic).

Besides expansion, an objective became to haul east-west traffic bypassing busier Chicago and St. Louis. Overhead traffic has fluctuated in importance, but Peoria grew and began to originate manufactured goods by rail. Including adjacent East Peoria and neighboring Pekin, Peoria became a rail gateway on its own, served in 1960 by a dozen Class 1's.

TP&W's bridge-traffic era took a long time to blossom, because in 1893 the Pennsylvania Co. purchased a controlling interest, soon joined by CB&Q as joint owners. This meant TP&W handled only local traffic because its owners also served Peoria. TP&W began to starve.

COLORFUL LEADERS

Three TP&W presidents rate mention. George P. McNear took over in April 1927 as sole bidder after a 1926 foreclosure when PRR/CB&Q gave up. McNear overhauled the property and restored profitability. He discontinued a CB&Q connection at Burlington, Iowa (the old Oquawka route), and built one at Lomax with Santa Fe. In July 1928 he opened a new yard in East Peoria, sold the Peoria facility to terminal road Peoria & Pekin Union, with which TP&W was not on good terms, P&PU being owned by other Class 1's. McNear also got off P&PU tracks west of Peoria by securing rights on CB&Q and Rock Island's Peoria Terminal to Hollis (near Sommer).

McNear was good at business but not with people, and his hard anti-labor stance would set back TP&W severely. After an 84-day strike beginning in late 1941, the federal government, with the nation at war, seized the TP&W in 1942, naming John W. Barriger III as manager. Federal control ended in October 1943, and the 13 unions resumed their strike, which lasted 580 days. After two strikers were killed in a gun battle at Gridley in February 1946, McNear closed the railroad. A year later, on March 10, 1947, he was gunned down hear his home in Peoria; his murder was never solved.

TP&W's next leader was J. Russell Coulter, off the Frisco; he became TP&W president on May 1, 1947. The railroad prospered after the war, as both a bridge line and Peoria traffic originator. Only one other Class 1 went through Peoria—C&NW, which had a north-south line—so TP&W enjoyed hefty interchange traffic with Minneapolis & St. Louis, Burlington, Nickel Plate, Pennsy, and NYC's Peoria & Eastern. Half of Peoria's roads, including TP&W, CB&Q, Rock Island, C&NW, and interurban Illinois Terminal, had their own yards, while six used P&PU's large East Peoria yard. In its imaginative postwar era, TP&W used slogans playing to its initials—"Transcontinental Peoria Way" and "The Progressive Way"—although another, "Links East and West," was more to the point. Color schemes and decorations on its freight cars were almost as numerous as its freight-car types.

Passenger service never amounted to anything after state highways paralleling the TP&W were paved in the 1920s, having been cut to mixed-train service before the 1926 foreclosure. The trains handled mail until 1929; eventually any passengers rode in the caboose, a service that lasted into the 1970s!

Under Coulter, TP&W's track east from East Peoria yard was relocated as part of a flood-control plan for Farm Creek; TP&W gained an easier grade out of the Illinois River valley and a bridge over the Nickel Plate at Farmdale, replacing an interlocking. West of Peoria, TP&W and C&NW bought lineside land and created an industrial park at Kolbe.

Meantime, Santa Fe and PRR began eyeing the property as a natural link, and became joint owners in 1955. TP&W traffic reached all-time highs in the 1950s and '60s, but the modern merger movement put the writing on the wall for it as a bridge line, beginning with C&NW's absorption of M&StL in 1960. Next was N&W's 1964 takeover of NKP and Wabash, which reached Kansas City. Meantime, Santa Fe set up an alternate Chicago bypass route via NYC at Streator, Ill., although TP&W negotiated rights on Santa Fe from Lomax into Fort Madison (Shopton), Iowa, for better inter-

Toledo, Peoria & Western 4-8-4 No. 82 works east past Peoria & Pekin Union's Peoria Union Station in an undated photo during 82's 13-year career. The 1937 Alcos were among the lightest 4-8-4's built. Dave Lewis

TP&W RS2's 201 and 205, among six delivered 1948-49, work west at Sommer on November 10, 1964. They evidence two shades of yellow on the old color scheme. All, plus the lone RS3 of 1950, were delivered to run long-end-forward but were soon "reversed" by the TP&W. J. David Ingles

All three of TP&W's RS11's, built 1958-59, enter Peoria from the west in June 1963. Lead unit 401, with the "newer yellow" trim, would eventually get chop-nosed. Sister 400 is preserved. J. David Ingles collection

change. The Penn Central merger was a big blow—P&E reached NYC's new Avon Yard near Indianapolis, lessening the importance of TP&W's outlet at Effner. When PC went into the new Conrail in 1976, TP&W was forced to buy the 63-mile Effner–Logansport line to keep any bridge traffic left; the last 6 miles, from Kenneth, were on Conrail rights.

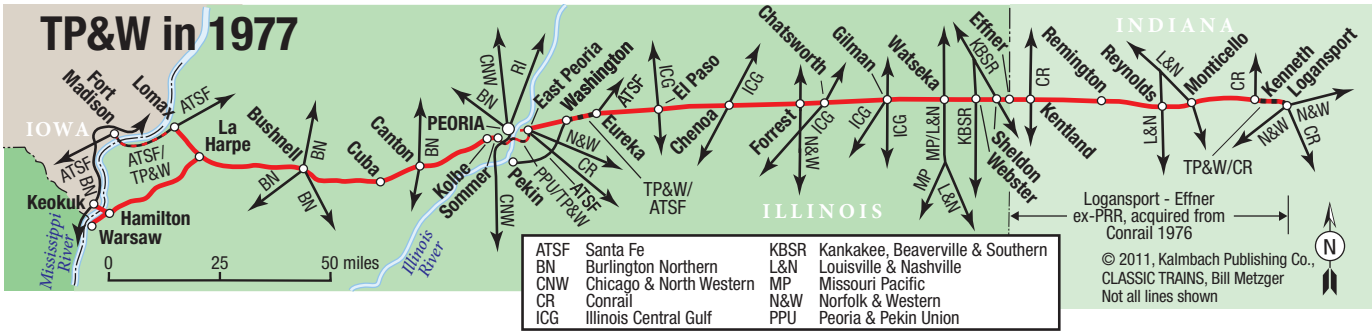
TYPICAL STEAM, ECLECTIC DIESELS

TP&W's early 20th-century steam power was typical: Ten-Wheelers and Consolidations, joined by two Pennsy 2-8-0's and four from Big Four, plus four 2-6-2's from CB&Q in the 1920s, augmented by four new Richmond 2-8-2's in 1927 and then TP&W's ultimate, six light Alco 4-8-4's in 1937. The lithe Northerns lasted only 13 years.

I first became acquainted with TP&W in 1961 when I was about to enter college 70 miles south of Peoria, and friend Dick Wallin introduced me to the late M. L. "Monty" Powell, a TP&W operator. Like our mutual friend Paul Stringham of Peoria, Monty was a true Illinois rail historian, and he would become a TP&W train dispatcher.

As a diesel fan, I was drawn by TP&W's eclectic roster. Its three Lima-Hamilton switchers had been sold in 1958, but it still had 14 units (4 EMD, 11 Alco) encompassing 5 models. TP&W would trade in its two F3's on a GP18 and a GP30, and then, three of its seven RS2's for GP35's (which rode on the Alcos' trucks). The F3's had been an A-B EMD demonstrator duo, but TP&W fabricated a cab and made the F3B into an F3A! (TP&W's shop forces also built all its own steel, bay-window cabooses, six in 1940 and six in the '50s.)

Alco gave TP&W a deal on two new



C424's in 1964, and TP&W got an EMD loaner GP40 in 1969 before finishing its diesel purchases with 11 GP38-2's in 1977–78. Four new SW1500's, two each in 1968 and '70, replaced RS2's around Peoria and also introduced a new red-and-white livery, replacing olive green and gold. TP&W entered 1983, its last autonomous year, with 31 units: 8 Alcos (3 RS11's, 2 RS2's, its lone RS3, and the 2 C424's), and 23 EMD's of seven models, including both GP7's. All wore some variation of red and white. The Alcos, SW1500's, GP7's, and GP18 were sold before the takeover by Santa Fe, which kept the GP30, 40, and 38-2's.

The year 1970 was not kind to TP&W. On February 12, a barge tow took out its Illinois River bridge in Peoria, forcing an ultimately permanent detour via P&PU's bridge downstream when TP&W could not afford a replacement. Then on June 21, a burned-out wheel bearing on a CB&Q covered hopper in 108-car train No. 20 caused it to derail in Crescent City, seven miles east of Gilman. Cars behind it piled up, including nine tanks loaded with liquefied petroleum gas, which erupted in a series of explosions. The resulting fireball destroyed 15 freight cars, 16 businesses, and 25 homes, and damaged numerous other freight cars, seven other businesses, and many more homes. As a result, 66 people were injured, but miraculously there were no fatalities; the fire burned for 56 hours. On the same day, Penn Central declared bankruptcy. Crescent City remembers the disaster with a display pavilion containing bulletin boards with news clippings in a city park.

TP&W in 1980 enjoyed its most shining modern moments. Traffic was holding up, but it was the eve of the deregulation that would help doom the classic "Tip-Up," as many called it. In May 1980, Robert E. McMillan, TP&W's last pre-Santa Fe president, imported a little fun. Also a rail historian and enthusiast, he approved the brief appearance of Fort Wayne, Ind.-based Nickel Plate 2-8-4

Top: TP&W fabricated a cab to make its F3B into F3A 101, pictured with a GP7 in East Peoria on December 4, 1958. Middle: SW1500 306 was one of four that ended a decade-long "no switcher" drought. Above: Car 521, at East Peoria April 2, 1959, was one of a dozen homebuilt steel cabooses. Top and above, M. L. "Monty" Powell, J. David Ingles collection; center, J. David Ingles

Logansport-bound and 12 miles from Effner, TP&W GP38-2 2008 and one of the C424's bracket a Conrail GP30 as they cross a branch of the Iroquois River entering Watseka on May 24, 1980. J. David Ingles

TP&W FACT FILE

(comparative figures are for 1926 and 1981)

Route-miles: 268; 326
Locomotives: 28; 31
Freight cars: 1,267; 587
Passenger cars: 27; 0
Headquarters city: Peoria, Ill. (until 1951); East Peoria, Ill.
Special Interest Group: PeoriaRails Yahoo! Group: http://finance.groups.yahoo.com/group/PeoriaRails/
Recommended reading (and sources): The Peoria Way, by Joe McMillan and Robert P. Olmsted (McMillan Publications, 1984); Toledo, Peoria & Western: Tired, Proven & Willing, by Paul H. Stringham (Deller Archive, 1993); Toledo, Peoria & Western Railroad in Color, by Roger Kujawa (Morning Sun Books, 2007)

765. For a few weeks, the Berkshire worked out of East Peoria, hauling freight, acting as helper east up Farmdale Hill, and pulling passenger excursions.

Three months later, on August 10, began the brief reappearance of passenger service, the state-supported Amtrak Prairie Marksman to and from Chicago via Chenoa and ICG's St. Louis main line. The little train left in the morning from a small metal depot in East Peoria yard and returned in the evening. Rock Island had ended its Peoria–Chicago passenger train at the beginning of 1979, but to many residents, East Peoria wasn't Peoria, and the service lasted only until October 4, 1981.

At the end of 1983, TP&W became part of Santa Fe's Illinois Division. Santa Fe tried to infuse traffic by building Hoosier Lift, an intermodal ramp at I-65 in Remington, Ind., but it couldn't compete with Santa Fe's own Chicago facility. In December 1986, ATSF sold the 33-mile La Harpe–Warsaw/Keokuk portion to short line Keokuk Junction, which dated from its 1981 takeover of RI's Keokuk trackage. In February 1989, Santa Fe sold the Lomax–Logansport line to a group led by Gordon Fuller, which reincarnated the old name: Toledo, Peoria & Western Railway Corp.

Soon, the new TP&W and BN signed a 10-year pact marketing intermodal traffic out of Hoosier Lift, but it never took hold, and the BNSF merger in 1995 made it redundant. As a BNSF merger condition, and for a better interchange than Fort Madison, TP&W gained rights on the former BN from Peoria to Galesburg—the very line its ancestor Peoria & Oquawka had built! In many ways, then, TP&W had come full circle.

The new TP&W's post-Santa Fe history has added chapters. In 1996, Fuller's group sold TP&W to Delaware Otsego, parent of the Susquehanna, and in 1999, DO, with the Susquehanna suffering under the Conrail split, sold TP&W to RailAmerica, which continues to run it, from East Peoria east to Logansport and west to Galesburg. RA saw no future for TP&W's Lomax route, and after a long battle with regulators and a would-be buyer that might have scrapped it, Keokuk Junction parent (since 1996) Pioneer Railcorp in 2005 was awarded the TP&W's 76-mile "west end" (Kolbe–La Harpe–Lomax). So, like the legendary Phoenix, the "classic" TP&W survives, and under two banners.

Classic Trains

THE GOLDEN YEARS OF RAILROADING

Classic Trains

THE GOLDEN YEARS OF RAILROADING

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