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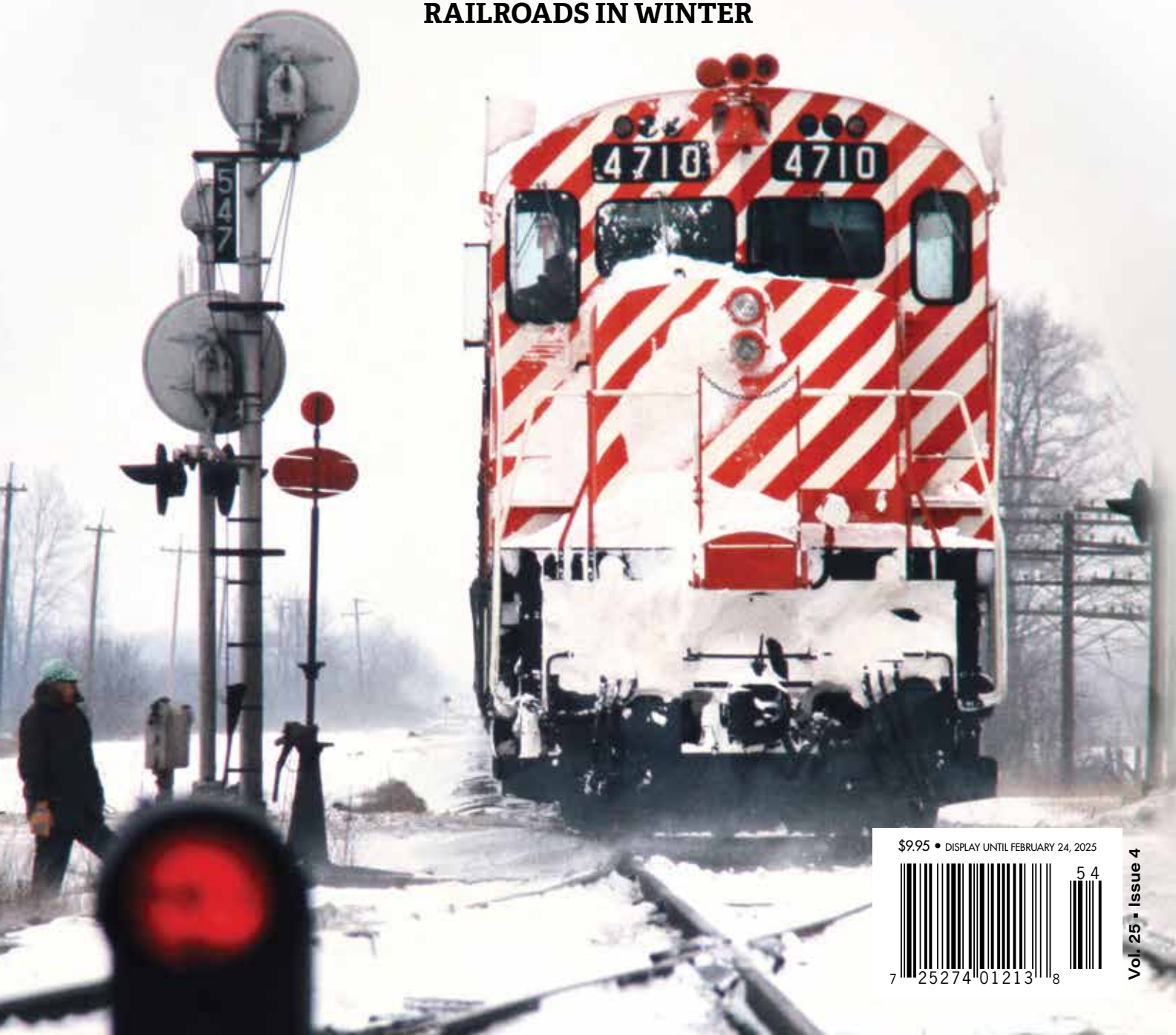
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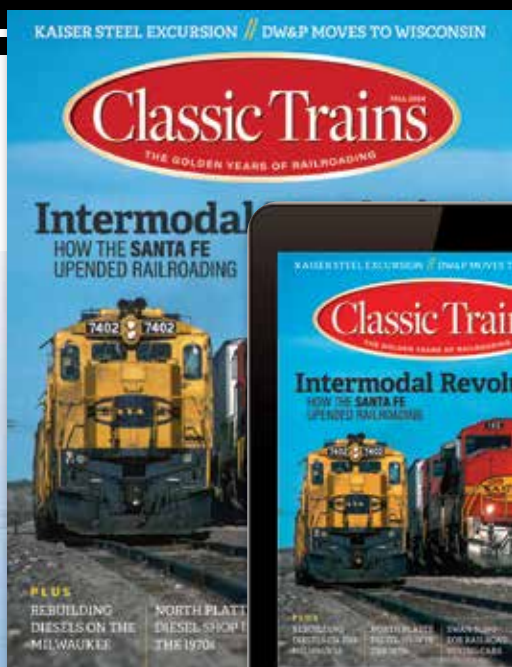
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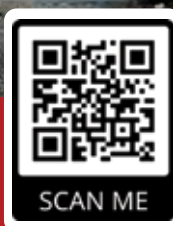
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This Issue



On our cover
CP No. 4710 leads a west-bound at Kent Bridge, Ontario, on April 5, 1975.
John Bjorklund, CRP&A collection, Bjorklund-36-26-09

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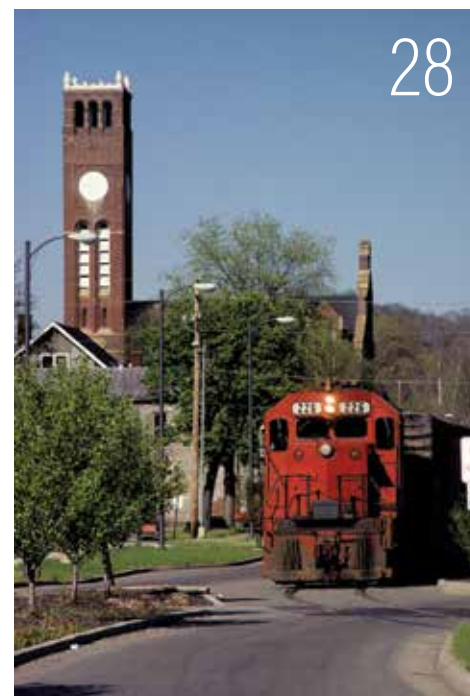
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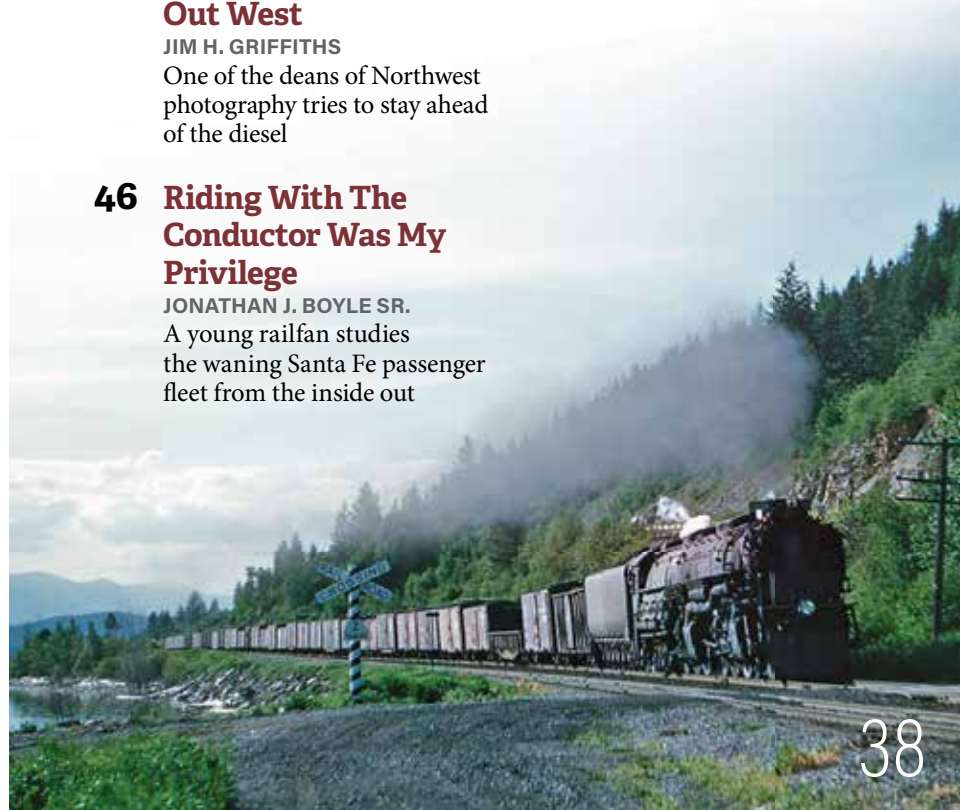
A young railfan studies the waning Santa Fe passenger fleet from the inside out



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Still has the connections

"We Have the Connections" was the long-time tag line of the Detroit, Toledo & Ironton. It was a north-south railroad in an industry with a largely east-west orientation. Roving railfan Mike Schafer tells of his memorable 1979 encounter with Henry Ford's road on page 28.

Soon after Mike's visit, however, the fortunes of the DT&I began to change. In 1980 the Grand Trunk Western acquired and merged the DT&I into its largely east-west Michigan network. Through the next decade-and-a-half, GTW management lost interest in its new direction and slowly whittled away at the former DT&I network. (First to go was the line to Ironton that Mike photographed on his visit.) In 1997, the Trunk decided that it had enough and spun off a large portion of the former DT&I south of Diann, Mich., to the Indiana & Ohio, with the backing of shortline conglomerate RailTex.

But things are looking up again for the former DT&I. Indiana & Ohio, now under Genesee & Wyoming auspices, is building traffic at a new (2019) intermodal facility at Jeffersonville, Ohio, between Columbus and Dayton, in partnership with Canadian Pacific. It also serves a growing steel industry at Delta, Ohio. And new power is coming online in 2024 in the form of secondhand GE C40-8Ws.

The DT&I has always been a favorite road of mine — and I'm glad to share some of it here in this issue with you.


EDITOR



Indiana & Ohio GP50 No. 5011, decked out in Genesee & Wyoming-orange, rests at the former DT&I Ford Park Yard in Lima, Ohio, in 2013. The future is looking bright (again) for the former DT&I main line. Brian M. Schmidt



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FIRECROWN



A potpourri of railroad history, then and now

HeadEnd



Grand Trunk Western transfer caboose 75055 was rebuilt from a boxcar, providing a warm, dry place to ride during rough weather.
Jim Hediger

CABOOSE CORNER

Heritage in the South



CSX Transportation is reviving the colors of three classic southern lines: Georgia Railroad; Seaboard Air Line; and Nashville, Chattanooga & St. Louis. Each is numbered for its respective railroad's founding. All three units are General Electric ES44AC models. Georgia Road, affiliated with the Atlanta & West Point and Western Railway of Alabama, later joined the Family Lines system; it was famous for its 1980s mixed train service. SAL merged with Atlantic Coast Line in 1967 to form Seaboard Coast Line; it acquired GE U30B units just before the merger. NC&StL merged into Louisville & Nashville in 1957. Three photos, CSX Transportation

RRHMA: New turntable, café car restoration

BNSF turntable from Cicero, Ill., moved to Silvis shop complex

BNSF Railway has donated the turntable from its Cicero, Ill., yard to Railroad Heritage of Midwest America for use at the group's Silvis, Ill., shop complex, RRHMA has announced.

The 135-foot former Chicago, Burlington & Quincy turntable will become the largest preserved U.S. turntable in the U.S., and is needed to handle Union Pacific Challenger No. 3985, under restoration at Silvis, as well as UP 2-10-2 No. 5511. The turntable that once served the Rock Island facility in Silvis was removed years ago, with the turntable pit filled in.

Canadian Pacific had previously donated a former Milwaukee Road turntable; that 110-foot turntable will now be re-gifted to the Tennessee Valley Railroad Museum in Chattanooga.

Additionally, Railroad Heritage of Midwest America has begun restoration work on former Union Pacific café-diner-lounge No. 5016. Plans are to restore the car to operating condition for future excursion train use.

No. 5016 was built one of 10 lunch counter café-lounge cars built by St. Louis Car Co. between August 1959 and January 1960 numbered 5007 to 5016. They were constructed for use on the *City of Portland* and *City of Los Angeles* streamliners.

After the advent of Amtrak, the car was retired in May 1972. It had a varied history after that. It was sold to the Stockton Terminal & Eastern later in 1972, where it remained until it was donated to San Francisco's Golden Gate Railroad Museum in 2003. In late 2003 it was sold to Rail Journeys West; then was resold to Empire Builder Private Cars the following year. The car was sold back to Union Pacific in 2004 for possible use in use in the Steam Program and moved to Cheyenne, Wyo., in 2005 where it was stored. It was donated to RRHMA and moved to Silvis in November 2022. UP has two identical cars in its business train fleet: it retained car No. 5015 and later named it *Overland*, and reacquired car 5011 in 1989 and named it *City of Denver*. — Steve Glischinski



EBT reopens long-dormant trackage

Train at Friends reunion becomes first to operate on newly restored section of main line

A Friends of the East Broad Top

special became the first train to operate on a section of newly restored main line trackage to the south of the railroad's Rockhill Furnace headquarters.

About 200 people were onboard the seven-car train that ran Saturday evening after the end of regular operations, as part of a dinner-train event for Friends of East Broad Top members that included a catered buffet at the Colgate Grove picnic site. The trip included about 1.3 miles past the previous end of track; EBT wanted the Friends group to be the first to ride on the newly restored trackage because the group's donations have made the restoration possible. As it has in previous campaigns, the Friends' fundraising efforts have far surpassed their goals. The group announced in June that it had raised \$1 million since the Foundation began reviving the railroad in 2020. For 2024, the



The Oct. 5 Friends special was the first train to operate over the rebuilt trackage. Dan Cupper

**Contractors unload the turntable at the
Silvis, Ill., shop complex in October 2024.**

Railroad Heritage of Midwest America



2,100-member group set a goal of \$220,000 but the amount donated by the campaign's end in October was \$361,000, or 164 percent of the goal. The Friends board announced that all funds raised over the formal goal would go toward buying track and roadbed material to further speed the extension work.

This is the first segment to be restored that has not seen trains of any kind since 1956. The railroad had previously restored the mile of track from the shops to a crossing, but only for speeders and light work trains.

The 33-mile railroad, a National Historic Landmark, carried coal, ore, and timber until shutting down in 1956. The Kovalchick family bought it and revived a 4½-mile segment for steam tourist service from 1960 to 2011, and a nonprofit, the Foundation, bought most of the property in 2020 for restoration and historical and educational purposes.

The foundation's first task was to reopen the tourist portion of the route north of Rock-hill Furnace, which it accomplished in 2021. It achieved another milestone by restoring one of its six Baldwin 2-8-2 Mikado steam locomotives in February 2023. — *Dan Cupper*

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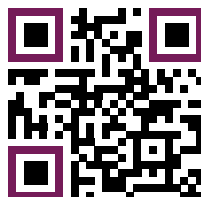


Historic Grapevine, Texas grew up around the railroad and embraces its railroading heritage. Traveling to Grapevine by train is a breeze. Amtrak

lines connect major cities to Fort Worth, where you can connect to Trinity Metro TEXRail bound for Grapevine. The Grapevine Vintage Railroad (GVRR) offers round trip excursions from the Historic Cotton Belt Depot and provides passengers a glimpse into the past of railroading. ***We await your arrival!***



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5 traits of the Detroit, Toledo & Ironton

See what set this automotive artery apart from its neighboring Rust Belt railroads

The DT&I was formed in 1905 with the combination of the Detroit Southern and Ohio Southern railroads. In 1920, automobile tycoon Henry Ford acquired the road, popularly to ensure a new River Rouge bridge could be built to ensure water access to his new Rouge Steel complex in Dearborn, Mich. The DT&I later passed to Pennsylvania Railroad ownership and eventually to independent operation. In 1980, Grand Trunk Western acquired the DT&I for its modern Flat Rock Yard in southern Michigan and access to numerous automotive factories in the region.

All-EMD Power: Early in the era of dieselization, railroads would pick and choose locomotive models from various manufacturers based on price and availability. The New York Central and Southern Pacific, for example, each purchased units from six diesel locomotive manufacturers. Few Class I railroads could claim to be one-builder roads, but one was the DT&I. Its all-EMD roster spanned from the SW1 in 1941 to the GP40-2 in 1979. In comparison, the Clinchfield Railroad was almost all-EMD, excepting seven General Electric U33C units that only lasted a few years on the roster. The DT&I did lease non-EMD units on occasion: Lake Superior & Ishpeming GE U25C units during the winter when the ore boats didn't run and Toledo Terminal Alco switchers.

Gong-style Nose Bells: The all-orange locomotive fronts were broken up only by the appearance of a gray, gong-style bell at the top of the nose on the 38- and 40-series diesel models. Another railroad known for this style of bell, also on its second-generation EMD units, is the Chicago & North Western.

Trackage Rights: Recognizing it could gain some efficiency by sharing rail lines, the management of the DT&I opted to run on trackage rights on neighboring parallel rail lines where appropriate. In the 1960s it abandoned its own route between Leipsic and Lima, Ohio, in favor of the closely parallel Baltimore & Ohio Toledo Division for 26 miles between those points. Farther south, in 1902 predecessor Ohio Southern obtained trackage rights, again over the B&O, to connect with the Iron Railway, completing a



A DT&I Cincinnati trackage-rights train crosses the Great Miami River at Dayton, Ohio, on Aug. 25, 1977. Note the gong-style bell on the lead unit's nose. Two photos, David P. Oroszi

through route to Ironton on the Ohio River. The trackage rights extended 13 miles from Jackson to Bloom Junction and lasted until successor Grand Trunk Western abandoned the Ironton route in 1982. Another namesake city, Toledo, was reached by way of a branch line until 1965, when the DT&I acquired trackage rights on subsidiary Ann Arbor Railroad and abandoned its own route to the Glass City. Finally, in 1955, the DT&I obtained trackage rights into Cincinnati via Pennsylvania Railroad (and successors), from Springfield to open a new interchange gateway in the Queen City with railroads from the South.

Concrete Everywhere: In the early 20th century, the north end of the DT&I underwent a dramatic transformation under the ownership of Henry Ford, who sought to streamline his automobile business's supply chain. Much of that transformation was done with concrete: bridges, signal masts, and even catenary supports. Yes, the DT&I was (briefly) electrified along its 34-mile Dearborn (Mich.) Branch. Many of the concrete arches stand today over Canadian National diesels. Farther south, the railroad opened the 56-mile Malinta Cutoff between Durban Junction, Mich., and its name-



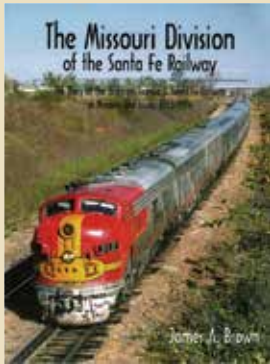
A northbound freight passes a concrete-mast signal at Carlton, Mich., on May 20, 1980, a legacy of the Henry Ford era on the northern end of the railroad.

sake Ohio community. The project reduced mainline mileage by 20.5 miles and included the construction of a number of concrete bridges and overpasses. This is one of the most significant traits of the Detroit, Toledo & Ironton.

Mileposts on the Code Line: You'll rarely be lost along the DT&I as the road often marked code line poles with mileposts and fractional distances between. This makes it much easier to identify locations in photos along the route.

— Brian M. Schmidt

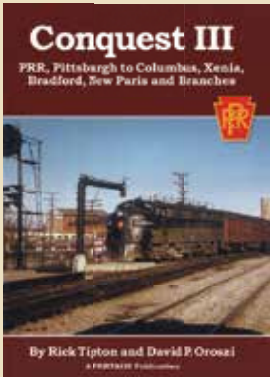
Reviews



The Missouri Division of the Santa Fe Railway

By James A. Brown, Santa Fe Railway Historical and Modeling Society, Midwest City, Okla., 208 pages. \$60.

The Santa Fe's Missouri (and Iowa) speedway is well documented in this new softcover book. Supporting the narrative are over 270 images and maps, plus appendices covering assigned locomotives and service facilities, and an extensive bibliography. The Santa Fe has a broad following that will be well served by this publication. — *Brian M. Schmidt*

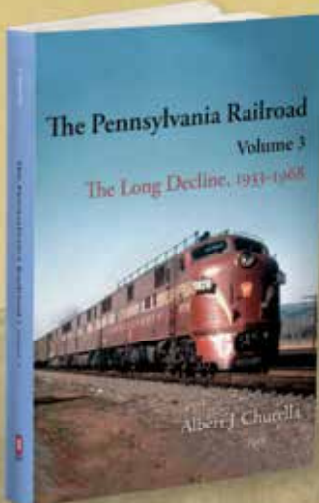


Conquest III

By Rick Tipton and David P. Oroszi, Pennsylvania Railroad Technical and Historical Society, Lewistown, Pa., 515 pages. \$139.

This third installment of the comprehensive Conquest series covers the Panhandle main line from Pittsburgh to Columbus, as well as Xenia, Bradford, and New Paris, Ohio. It features an impressive 980 photos, maps, and charts documenting the railroad in detail. An included CD provides 42 additional high-resolutions maps. It is a valuable reference for any fan of the Pennsy's western reaches. — *B.M.S.*

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Amtrak *Floridian* service remembered

The first direct Amtrak service between Florida and the Midwest lasted less than a decade



The *Floridian* stops at the Louisville Auto-Train terminal in 1979. Tom Post, David P. Oroszi collection

Amtrak's 'Floridian' provided direct service between Florida and the Midwest for almost a decade. The train was first known as the *South Wind*, a name inherited from predecessors Pennsylvania Railroad, Louisville & Nashville, and Seaboard Coast Line. With the issuance of Amtrak's first in-house timetable on Nov. 14, 1971, the name was changed to *Floridian*.

The train provided the only Amtrak service to such cities as Louisville, Ky.; Nashville, Tenn.; and Montgomery, Ala., in its time.

Prior to Jan. 23, 1972, it called at Central Station on Chicago's lakefront, owing to initial routing on the Illinois Central north of Kankakee. After that date, the train switched to a former Pennsylvania Railroad route via Logansport, Ind., and began serving Chicago Union Station with much of the rest of Amtrak's fleet.

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Due to the deteriorating condition of Penn Central's track in Indiana, the train saw various routings that at times included PC, Louisville & Nashville (ex-Chicago & Eastern Illinois), and L&N (ex-Monon). Then, on Aug. 1, 1974, the *Floridian* switched to the L&N (ex-C&E) via Evansville and Danville, Ill., bypassing both Louisville and Indianapolis. On April 27, 1975, it moved to the L&N (ex-Monon) via Lafayette, still bypassing Indianapolis. This would remain the *Floridian*'s routing until the train succumbed to budget cuts in October 1979.

The track woes led to multiple schedule changes through the years. When Amtrak inherited the train, it operated on a two-day, one-night schedule. However, that would change to a two-night, one day schedule to better accommodate connections in Chicago.

At the Florida end, the train operated in two sections, one to Tampa/St. Petersburg and the other to Miami. To access St. Petersburg, the *Floridian* had to navigate street trackage through Clearwater. At various times in the 1970s, the train operated combined with the East Coast's *Silver Star* south of Jacksonville.

One oddity in the train's operation was a combination with the Auto-Train Corp. brief



The southbound *Floridian* at Hohman Avenue in Hammond, Ind. Randy B. Olson, David P. Oroszi collection

extension to Louisville beginning in November 1976. With it, the *Floridian* shifted its Louisville service to the Auto-Train's facility there. The joint operation south of Louisville ended in September 1977. (Amtrak would later recycle the *Floridian*'s numbers, 52-53, for its own *Auto Train* operation between Lorton, Va., and Sanford, Fla., debuting in 1983.)

For its entire existence, the *Floridian* operated with steam-heated Amtrak heritage equipment. In the early years, power came from secondhand E units until Amtrak's own problem-plagued EMD SDP40F diesels took

over. Later operations saw use of new EMD F40PH diesel locomotives, but always with a steam-generator car or E unit for steam heat.

Now, in late 2024, Amtrak plans to revive the *Floridian* name by temporarily combining the *Capitol Limited* and *Silver Star* into a single route. The service will carry Nos. 40-41. This restores a one-seat, albeit circuitous, trip from Chicago to Florida. The change is being made during planned work on the Hudson River tunnels, and provides additional functionality on the *Star* route during the time it does not serve New York Penn Station. — Brian M. Schmidt



As the end of the year is coming fast around the bend, it's time to get on board with your annual giving. Your donations, bequests and estate gifts to the Friends of Cumbres & Toltec Scenic Railroad ensure that rail cars and historical documents are restored and preserved. Your gift supports our work session crews and keeps our operations on track. The Friends are the engine that keeps the Cumbres & Toltec Scenic Railroad a world-class experience both now and for generations to come. Do you hear that whistle blowing? It's a hearty thank you ringing out across this beautiful land.

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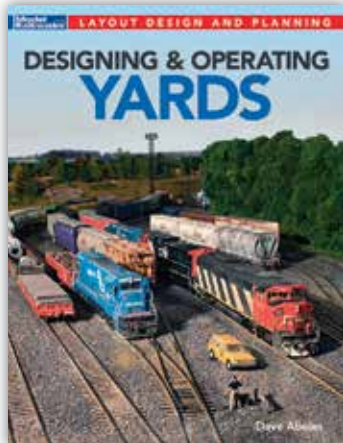
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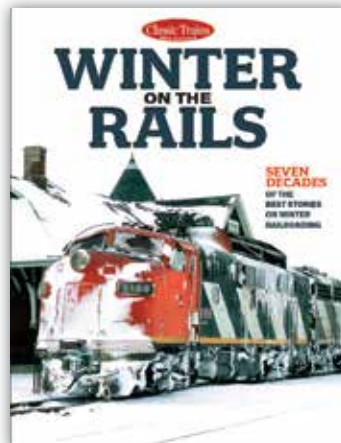
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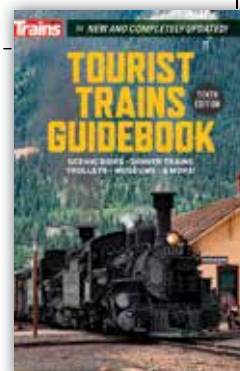


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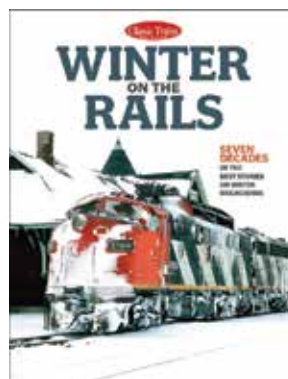


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New York Central 4-8-2 Mohawk No. 3001 hustles a passenger train through Bay City Junction in Detroit.

Ernest L. Novak, New York Central System Historical Society collection

READY FOR THE SPOTLIGHT: NYC 3001

We may not have a Hudson, but this Mohawk is the next best thing

The steam community is in a happy state these days with the news that New York Central 4-8-2 No. 3001, one of the NYC's famed Mohawk engines, might be restored to operating condition by the Fort Wayne Railroad Historical Society, operators of famed Nickel Plate Road 2-8-4 No. 765.

The announcement came Oct. 9 at a press conference in Elkhart, Ind., at the National New York Central Museum, in which the museum ceremonially conveyed the 3001 and some other assets to the FWRHS. It also marked the beginning of an initial fund-raising campaign that includes a \$100,000 kickoff challenge grant with a goal of raising \$500,000 by May 3, 2025. The proceeds will be used to

prepare and move the 4-8-2, presumably to FWRHS's facility at New Haven, outside Fort Wayne.

As plans stand, the restored 3001 would run on the Indiana Northeastern Railroad, which already hosts NKP 765 on the Fort Wayne group's "Indiana Rail Experience" excursions. The route includes 46 miles of ex-NYC (formerly Lake Shore & Michigan Southern) between Steubenville, Ind., and Coldwater, Mich., track that saw Mohawks in service. To top it off, FWRHS is restoring a number of former NYC passenger cars.

Ultimately, says FWRH's Kelly Lynch, the full restoration of No. 3001 will cost something in the neighborhood of \$4.3 million. Plans for rehabilitation received

a boost after an inspection of the engine by consulting firm FMW Solutions and negotiations with the city of Elkhart, which owns the museum. These initial efforts were funded in part by retired Norfolk Southern and Amtrak CEO Wick Moorman.

The inspection team found no insurmountable obstacles to getting the 3001 back in shape, although Lynch acknowledges that the 4-8-2 is "worn out" and will need a lot of work, much of it yet to be revealed as the engine gives up its secrets in the shop. Lynch says that the organization hopes the 3001 will move to its new restoration location by the end of 2025.

A not so incidental fact: the 3001 is a

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Kelly Lynch of the Fort Wayne and 765 group at October's press conference, attended by various news media in Elkhart. Kevin P. Keefe



In Texas, 3001 posed as "Texas & Pacific 909" along with Dallas Union Terminal 0-6-0 No. 7. *Classic Trains* collection

sister engine to the most famous Mohawk of all, NYC No. 3005, the main character in the drama known as "The Mohawk that Refused to Abdicate" (see page 75), the David P. Morgan/Philip R. Hastings safari that appeared in book form in 1975. Both the 3001 and 3005 were part of the same order of L-3a engines that began arriving from Alco in late 1940. Alas, despite its heroics in Morgan's story, the 3005 appears to have been retired between March and June 1956 and promptly scrapped.

But not the 3001. The fact that it was saved — almost alone among larger NYC power — is a minor miracle, one that occurred in what can only be described as freak circumstances. Retired and ready for scrap in 1957, the Central ended up selling the engine to an embarrassed Texas & Pacific Railroad to replace a T&P 2-10-4 that had suffered significant vandalism on display at the state fairgrounds in Dallas. Posing as "T&P 909," the 3001 took up residence at the fair, and was later moved to the Age of Steam Museum. In 1984 it came to Elkhart in an equipment swap.



No. 3001 shows off its clean lines at the Elkhart museum in 2014 after a cosmetic restoration. Robert S. McGonigal

There it was, back at home, on the museum grounds adjacent to the former NYC main line. And now there are plans for a new lease on life, earning the 3001 all kind of social-media variations on the phrase "refuses to abdicate." Does this merit all the fuss?

Of course! Of all the major mid-century railroads retiring steam, none engendered as much lament and condemnation as the Central, for the simple fact that it got rid of almost every steam engine it ever had. The company's most infamous decision — laid directly at the feet of NYC President Al Perlman — was to scrap all its fabled J-class Hudson passenger engines, among the most beloved locomotives of all time. Ditto NYC's amazing 4-8-4 Niagaras.


But somehow a couple of 4-8-2 Mohawks slipped through Perlman's grip. The other survivor is No. 2933, a utilitarian L-2d engine built way back in 1929 and donated by NYC in 1962 to the Museum of Transportation in St. Louis. With its cluttered boiler and footboard pilot, the 2933 is more emblematic of the drag-freight era than the rarified high-horsepower milieu of the 3001. Both are worthy representatives of NYC steam; Central ultimately had 600 4-8-2s on the roster, more of the wheel arrangement than any other railroad.

Of the two, only the 3001 deserves the moniker "thoroughbred," maybe even as much as the more famous Hudsons. The L-3a engines were elite dual-service stars that handled passenger trains or time freights with equal aplomb. And as freight engines, the Mohawks almost certainly delivered more dollar value to NYC's stockholders than their more glamorous cousins.

In his book on the subject, "Know Thy Late Mohawks," published in 2022 by the NYC System Historical Society, author Tom Gerbracht made some bold claims: "The late Mohawks, with changes and improvements, would prove to be the most versatile and longest-lasting modern road locomotives on the Central's roster. They were most likely the best dual-service two-cylinder steam locomotives of the modern age."

Maybe the best case for the 3001 comes from Morgan himself, who, as the young editor of *Trains* Magazine encountering the 3005 in 1955, had this to say: "An L-3a looks like a passenger engine. After all, from the drop-coupler pilot back to the third pair of disc drivers she smacks of Hudson design in a blueprint that resists straight lines and luxuriates in smooth contours and subtle, feminine curves. She is grace and speed, an aristocrat of multiple-track main lines."

Great point, David. Maybe we don't need a Hudson. Maybe the unlikely survival of 3001 is the best answer to Al Perlman's perfidy. With a little luck and perseverance, Mohawk No. 3001 will be the NYC engine we've all been longing for.

For information on contributing to the restoration of NYC 3001: www.americanloco.org 



KEVIN P. KEEFE joined the *Trains* staff in 1987, became editor in 1992, and retired in 2016 as *Kalmbach Media's* vice president of editorial. His bi-weekly blog "Mileposts" is available at *Trains.com*.

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Mean-and-green

Mean-and-green Missouri-Kansas-Texas GP40 No. 227 heads north out of Texas City, Texas, along the levee in July 1988. Katy had two slugs, Nos. 500 and 501, one of which is second out. Note the fifth unit is a former Illinois Central red-and-white with Katy patches on the flanks. The tank farm is for Arco Pipeline, now operated by BP. Union Pacific acquired the fan-favorite Katy in 1988.

Laurence Peralman



Challenges & rewards

PHOTOGRAPHING RAILROADS IN THE WINTER

BY SCOTT LOTHES // Photos from Center for Railroad Photography & Art collection



Ron Hill made several visits to the Great Western Railway when it was still running steam in the 1960s. He was out with his Leica M3 and 50mm Summicron lens on the bright day of Dec. 27, 1961, to record 2-10-0 locomotive 90 steaming west for Loveland with a trainload of sugar beets, negotiating the shoefly at the U.S. Highway 87 crossing.

Ronald C. Hill, Hill-19-02-35

Of our four primary seasons, winter might present the most challenges for railroaders as well as railroad photographers. Snow and ice can wreak havoc on train operations and the workers tasked with carrying them out. For photographers, just getting trackside can be difficult, as winter's inclement weather can restrict access and even pose safety risks. Once there, white-out conditions can make photography all but impossible, yet a lack of snow can leave the winter landscape looking bleak and dull. Extremely cold weather can freeze a camera's mechanical

workings and quickly drain its batteries. And being out on a raw winter day is often just unpleasant.

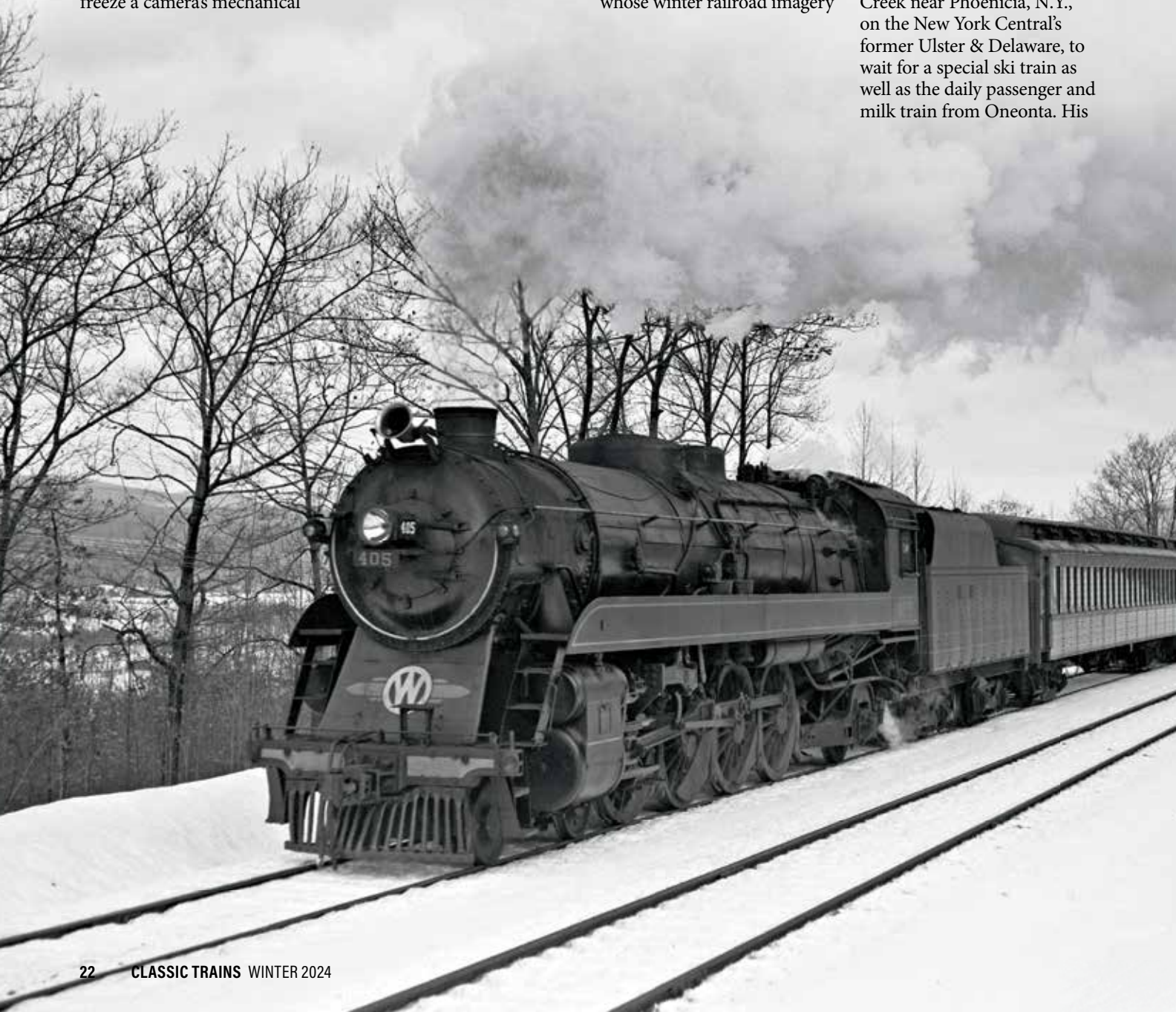
Yet for as long as photographers have been pointing cameras at tracks and locomotives, they have sought to do so during the coldest months of the year. For its many challenges, winter offers some of the greatest rewards. Cold weather can be sublime for steam locomotives, making visible every breath of their cylinders and valves, and turning their labors into grand spectacles. Snow-fight-

ing efforts can produce some of the most dramatic visuals in all of railroading. Newly fallen snow can transform almost any setting into a wonderland. For all of winter's trials and tribulations, its potential for brilliance — fleeting as it might be — keeps photographers coming back.

In our ever-expanding collections at the Center for Railroad Photography & Art, every photographer approached winter to some extent. While many seemed to tolerate it, a few truly embraced it, perhaps none more than Richard Steinheimer, whose winter railroad imagery

in the American West is the stuff of legend. Shirley Burman, his widow and long-time caretaker of his photography, remembers with a chuckle how, on one of their first dates, he asked her, "What size snowshoe do you wear?"

Others, like Donald W. Furler, took winter in stride but may not have relished it to the extent Stein did. Furler made great use of cold weather for epic exhaust plumes in his trademark steam actions shots, but he could find it pretty unpleasant at times, too. In March 1940, he waded into deep snow along Esopus Creek near Phoenicia, N.Y., on the New York Central's former Ulster & Delaware, to wait for a special ski train as well as the daily passenger and milk train from Oneonta. His



typewritten notes on the sleeve of one his negatives from that frigid day include these words: "Blurred account camera shutter froze. Train hour or more late."

In this winter edition of "Archive Treasures," we share just a few of our many, many favorite images in our collections from the coldest season. The photographers who ventured into snow, ice, wind, and freezing temperatures to record these views give us a broader understanding of railroading in the elements, while helping us better appreciate the railroaders who braved these conditions — day and night, over and over again — to keep the trains running.



The winter of 1978-79 was especially strong in the Upper Midwest, and John Gruber chased several plow extras from his home in Madison, Wis. He found some of the human drama of railroading that he so often sought on the Milwaukee Road's Madison & Portage branch on Jan. 27, 1979. The north-south line runs through several cuts that are especially subject to drifting in the prevailing westerly winds. Here, one train has gotten stuck in the snow, and another train's crew is attempting to rescue it. Two photos, John E. Gruber, Gruber-08-159-045 and Gruber-08-159-053

A New York, Ontario & Western employees' special lured Donald W. Furler trackside on a snowy Dec. 1, 1940, to record one of his trademark action shots of the train racing east from Scranton to Weehawken behind Y1-class 4-8-2 405 at Mamakating, N.Y. Donald W. Furler, Furler-03-086-04



A Grand Trunk Western plow extra heads west at Vickeryville, Mich., on the bright day of Feb. 11, 1979, clearing snow with their Russell plow dubbed "Bertha." This was the GTW's line to Muskegon on Lake Michigan. John F. Bjorklund, Bjorklund-58-26-05





"Rotaries on Hill!" proclaims Richard Steinheimer's handwritten note on the mount for this slide from Feb. 22, 1993, which shows one of Southern Pacific's legendary steam rotary plows clearing snow from Track 2 on Donner Pass at Crystal Lake, Calif., on Feb. 22, 1993. Richard

Steinheimer, Steinheimer-Burman-BL-220

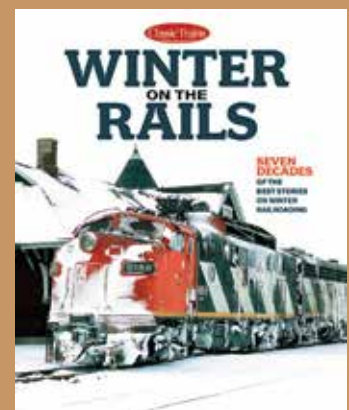


In the 1980s and 1990s, photographer Richard Steinheimer frequently embedded himself with Southern Pacific's snow-fighting crews on Donner Pass to record the daily drama of their work to keep the railroad open in winters with several hundred inches of snow. On March 7, 1985, he was riding west with a spreader behind SP 4317, passing a flanger heading east and "taking off" into Tunnel 41 on Schallenger Ridge near Eder, Calif. Richard Steinheimer, Steinheimer-Burman-AM-107



Photographer Leo King crouched low for a dramatic portrait showing the plow and nose of Alaska Railroad FP7 1506 as snow swirled, circa 1970. King served in the Air Force in Alaska and recorded the Land of the Midnight Sun's signature railroad in all seasons. Leo King, King-02-038-002

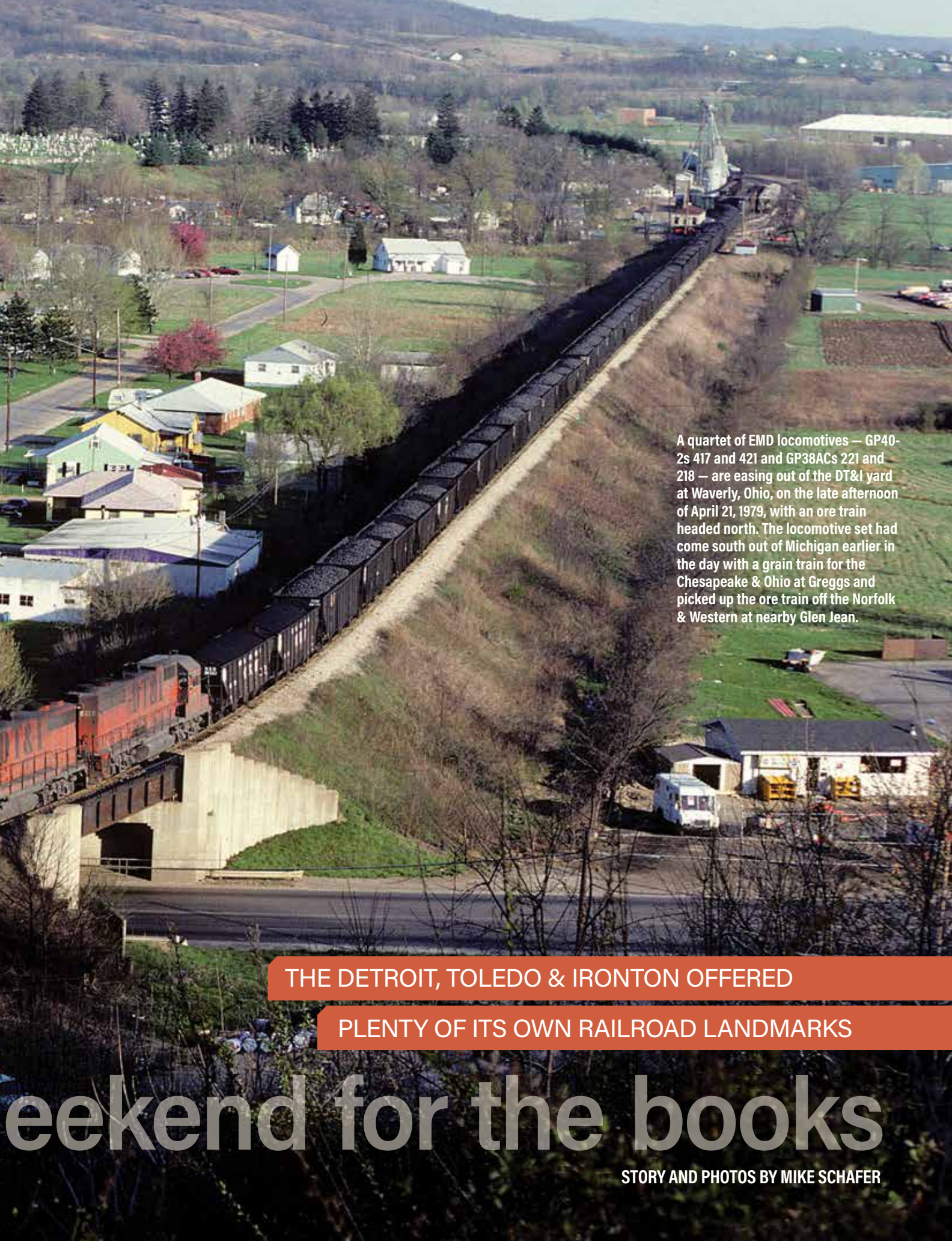
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A train-chasing w



A quartet of EMD locomotives — GP40-2s 417 and 421 and GP38ACs 221 and 218 — are easing out of the DT&I yard at Waverly, Ohio, on the late afternoon of April 21, 1979, with an ore train headed north. The locomotive set had come south out of Michigan earlier in the day with a grain train for the Chesapeake & Ohio at Gregg and picked up the ore train off the Norfolk & Western at nearby Glen Jean.

THE DETROIT, TOLEDO & IRONTON OFFERED

PLENTY OF ITS OWN RAILROAD LANDMARKS

weekend for the books

STORY AND PHOTOS BY MIKE SCHAFER



We caught up with a southbound grain train holding the main for a northbound mixed freight, whose tail end has cleared the main. The grain train's crew has lined the switch and will have their train under way shortly. We spent some time talking to the crew, who told us the train would be handed over to the N&W near Glen Jean.

Back in the 1970s when I lived and worked in Milwaukee (at the former publisher of this magazine, ironically), the Detroit-based Michigan Railroad Club occasionally had me come to Detroit to do a slide-show presentation. It was during these trips I met three railfan buddies who also became close friends: Jim Thomas, Fred Crissey, and the now very and unfortunately late John Bjorklund.

While railfans back then were scouting out well-known railroad landmarks the

likes of Southern Pacific's Tehachapi Loop, Union Pacific's Sherman Hill, and Conrail's ex-Pennsylvania Railroad Horseshoe Curve, we were preferred the less-traveled paths of lesser-known railroads.

After my presentation to the MRRC on April 20, 1979, Jim, John, Fred, and I struck out to — of all places — southeastern Ohio, directing our focus mainly on the Detroit, Toledo & Ironton Railroad. Tied into Detroit's automobile empire, the DT&I's 365.5-mile main line connected Detroit with Ironton, Ohio; an 18-mile branch off the main line at Diann, Mich.,

served Toledo, Ohio. My Detroit buddies had covered the north end of the railroad — and even I had gotten a photo or two a few years earlier in the Detroit area. Below Michigan, however, it was still new territory for all of us.

Late on a Friday evening, after my show to the MRRC, the four of us piled into Jim's van for what was essentially an overnight drive south to the south side of Springfield, Ohio. We knew train DC-7 — a hot, joint DT&I/Conrail run-through between Detroit and Cincinnati — was catching up with us, and we wanted to be sure to document its passage. The train showed up with a trio of DT&I's orange GP35s (I love orange locomotives), and the chase was on.

Next stop: the DT&I's junction with Penn Central's ex-Pennsylvania Railroad Pittsburgh–St. Louis main line at South Charleston, Ohio. Here, our DT&I train turned west, entering the PC main line's passing track. The train was held briefly for Amtrak's westbound *National Limited*. Once Amtrak cleared, our DT&I left the scene and we returned to our focus on the DT&I main line.

Rambling south, we caught up with a southbound DT&I grain extra holding the main line near Washington Courthouse, waiting for a northbound. The southbound crew had already lined up the passing track for the northbound train and we were now on the ground enjoying the sunny morning. Naturally, we began jawing with the friendly crew members, who explained the grain extra — specifically its cars — were going to be handed

Looking both ways at Summit



The southbound grain train we would chase later in the day is seen at Summit, doubling the hill south of Bainbridge, Ohio.



Southbound Detroit-Cincinnati joint DT&I/Conrail train DC-7 has turned west onto Conrail's Pittsburgh-St. Louis main line at South Charleston, Ohio, and is now under way after holding for Amtrak's westbound *National Limited*.

over to the Norfolk & Western at Glen Jean, Ohio, and the DT&I motive power was going to backtrack a short distance to Waverly to pick up a northbound ore train. Score! We would have DT&I action the rest of the day!

Still waiting for the northbound, we foraged for more information about the line south of here, and the crews noted that they still had to deal with "doubling the mountain" ahead. Doubling the mountain? Here in the Midwest, a region that all my friends from the East and West coasts refer to as "flyover" country, we were going to do some mountain climbing! Score! Once the northbound train — a general freight handled by a pair of DT&I GP35s — ran the pass, we were on our way again, keeping up with our grain train.

As we and the grain train continued southward, Ohio topography became ever more pronounced. At a location near Spargusville, the train came to a halt and the crew cut their train into two sections. We were advised by the crew to head for a location named Summit. Yes, we found it.



Train DC-7 has cleared the junction between the DT&I and Conrail near Springfield, Ohio, and is heading west behind Amtrak's *National Limited*. The position-light signal is a clue that this is former Pennsylvania Railroad trackage.



This railroad pinnacle was a bit cluttered with trees, weeds, a gravel lot where obviously there was some local trucking going on. But with all the trees and such, one couldn't see the whole scope of things, that is until I climbed up a short escarpment and discovered a view that reached miles out to the faraway bottom of the DT&I main line's climb, where our train's rear end stood. Breathtaking!

We photographed the action and, with



the two segments joined, our train continued to Greggs— near Glen Jean — where the train was turned over to the Chesapeake & Ohio in the Scioto River valley. Once the handover was made, the DT&I units headed back north a short distance to Glen Jean to pick up the ore train from the N&W and head to Waverly for a crew change.

Waverly gave us an opportunity to search for a good vantage point for the ore train's departure back

north, and we scored big time with a nearby overlook. And thus ended a splendid day of fanning a railroad that was largely new to me.

We overnighted at Jackson, Ohio — location of the DT&I shops and another yard — and celebrated this most prosperous day with cocktails, steak, and cigars.

Well, we were down this far on the DT&I (313.4 miles from Detroit), so we might as well go all the way to the end: Ironton, Ohio.

Fortunately, the Ironton turn out of Jackson on Sunday morning, April 22, allowed us to reach our goal. A single

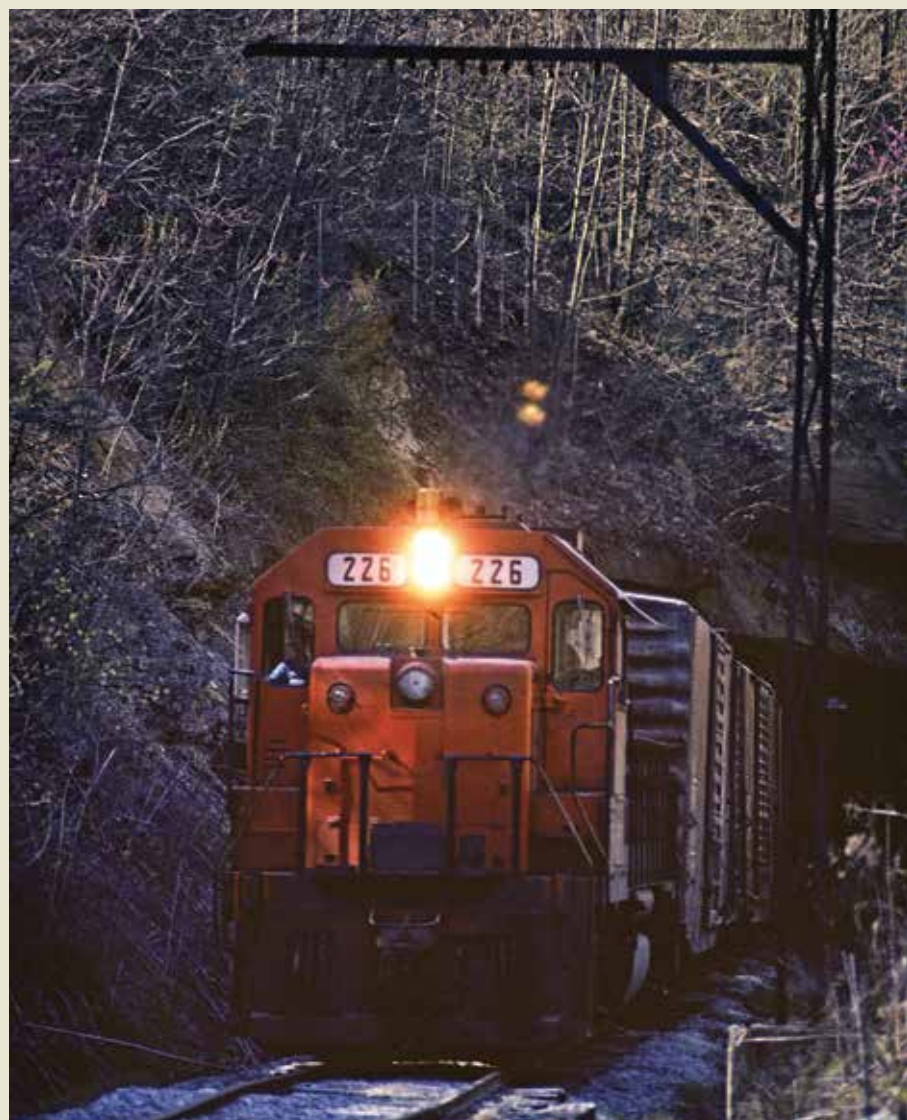


I'm at Summit, looking down northward toward Bainbridge as the grain train's locomotives pass beneath me, heading back to the rear section of the train — which can be seen if you look closely near the top of the photo.

Lone GP38AC 226 is assigned to the Jackson-Ironton, Ohio, Sunday local on April 22, 1979. It is shown exiting the Vesuvius/Royersville Tunnel near Ironton.



The coke train off the N&W is seen at DT&F's yard at Waverly during a crew change. While this was going on, we scouted out the area for a good shot of the train resuming its trip northward. The result was the overlook view on pages 48-49 that turned out to be the shot of the day.





We declared our DT&I rendezvous to be one of our most enjoyable railfan road trips. Left to right: Mike Schafer, John Bjorklund, Fred Crissey, and Jim Thomas.

unit handled the job, which for the first 23 miles or so miles out of town used Baltimore & Ohio trackage to Bloom Junction, then home trackage the rest of the way south to Ironton.

The line wound its way through some pretty remote territory, including some single-lane roads where we had “meets” with livestock. And, are those wisps of smoke in the woods from stills? That said, the local served a surprising number of small industries buried in the woods (no, not distilleries).

The bottom end of the DT&I is famous for its tunnel. We set up at its south portal, caught the train emerging, and followed it into downtown Ironton where, after wandering the streets of the city, our train tied up. Chasing the local really made the day, but we had plans to cover

Conrail’s ex-New York Central main line into West Virginia and headed off in the direction of the Mountain State — but that’s another story.

From there, we headed for U.S. 23 and aimed ourselves for the long drive back to Detroit. But wait! We made one more stop late in the afternoon to photograph a DT&I freight in northern Ohio at the impressive trestle near Quincy, Ohio.

A splendid conclusion for what I have since considered to be one of my best weekends ever for train scouting — and none too late. This prompted the four of us to pose in front of Jim’s van as the sun set. Today, most of the trackage described in my story has been abandoned, not to mention most of the DT&I itself. 📷



The Jackson-Ironton local spent considerable time working the IMC (Industrial Materials Corp.) Bondclay Plant at Bondclay, Ohio. The place was a surprise to us, as it was buried in the remote hills of southern Ohio. Date: Sunday April 22, 1979.

The passing of the DT&I local across the Chesapeake & Ohio main line and past the C&O depot to tie up at the Ironton facilities signaled us to venture eastward to Kenauga, Ohio, and Point Pleasant, W. Va. At those places, we had a date with Conrail's unremarked, ex-New York Central main line down into southern West Virginia.



The Ironton local is back in civilization as it rides through the streets of Ironton. We were unaware of street-running that DT&I had in the city, and the chase here made for several good shots.



Michigan Central Station Detroit, between April 1949 and 1951



BY JERRY A. PINKEPANK // Photo by Jack C. Petgoldt, *Classic Trains* collection

This is in honor of Ford Motor Co.'s re-opening of the station complex June 6, 2024, the start of a "phased re-opening" as the heart of a 30-acre technology campus, with the concourse to feature restaurants, retail, and more. The station and office building opened in 1913 at the crest of the two-track Detroit River Tunnel (see "A Tale of Two Tunnels," September and October 1964 *Trains*). The office building was a principle administrative center for Michigan Central, owner New York Central, and the early days of Penn Central. I got my paychecks from this building in 1965 and 1967-68, before and after my Army service. I was a regular patron of the *Wolverine* and the Detroit section of the *Empire State Express* in and out of this station during my 1962-1965 school years at Columbia University. Trains stopped using the station in 1988; the offices had closed before that. The result was decades of neglect and vandalism that made the ravaged station a leading symbol of the collapse of the city.

Ford purchased the station in 2018 and began a six-year renovation, clearly sending a message that Ford's hometown was not dying.

1 Office tower; in later years the computerized payroll activities for the entire New York Central were handled here along with many other administrative activities.

2 Train gate head house; platforms accessed from here by an under-track tunnel. This structure and the crosswise one behind it survive.

3 Bush concrete train shed; this form of train shed, instead of a high arched shed spanning all tracks, was designed by the Lackawanna Railroad's Chief Engineer Lincoln Bush for the Hoboken Terminal of 1907; Bush patented it. Several such sheds were built for other railroads in following years. This structure has been demolished.

4 Cleveland Mercury in layover, having been turned after its 10:40 a.m. arrival and its scheduled 5:40 p.m. departure. Observation car *Detroit* is from the original July 1936 *Mercury*. The sun angle indicates it is high noon.

5 Observation car from the April 1949 re-equipment of the *Twilight Limited* and *Chicago Mercury*, or possibly from the *Wolverine*, which was also re-equipped in 1949. When the new Budd-built trains arrived, the *Twilight*, which had been an exception as a LaSalle Street Station train in Chicago when all other Michigan Central trains used the Illinois Central station, was shifted to the IC station so that just two sets of equipment could cover both the *Twilight* and the *Chicago Mercury*. The noon lighting precludes this car being on either train because the eastbound *Chicago Mercury* didn't arrive until 2:40 p.m., to be turned for the 4:45 p.m. departure of the *Twilight*. The westbound *Wolverine*'s time at Detroit



Two color photos, Eugene Van Dusen, Jerry A. Pinkepank collection

was 6:20 to 6:40 a.m. The position of the car indicates it has been cut off and set aside, probably as bad order.

6 Class H-10a 2-8-2 No. 2232 just cut off from a tunnel-bound freight train; built February 1923 as Michigan Central 132. The safety valves have lifted from the sudden lightening of the load.

7 Detroit River Tunnel Co. third-rail electric motors 166/167 class R-1a, built April, May 1914 as 7506/7507, are seen on February 1, 1953, having got into position to tie on to a tunnel-bound freight in a repeat of an event happening many times a day until electric operation ended in December 1953, passing the torch to GP7 "tunnel motors". In the summer of 1963, a labor agreement eliminated the tunnel motor operation; road crews subsequently handled their trains through.

8 Third rail ends much east of where 2232 cut off; this more easterly location allowed longer freights to change to electric power without blocking conflicting moves at the west end of the station.

9 15th Street tower, controlling all switches at the east end of the station.

10 Tunnel-bound freight train on Feb. 1, 1953, from a comparable engine change location to that in the main photo. In both of the above photos, there are very small pantographs nestled between the rooftop air reservoirs that allow low current to be gathered across gaps in third rail caused by complex switch layouts. In the top photo, the overhead truss structures carry the overhead rail-like conductors which these pantographs contact. Both of the above photos were made from opposite sides of the Bagley Street overpass.

11 Pre-tunnel Michigan Central main lines from MC's Third Street Station at the Detroit River waterfront, at the time of these photos still used for interchange and freight-house traffic. These tracks are now gone.

12 Main lines to the tunnel; there is a sustained 2% grade against westbound trains, and 1.5% on the Canadian side against eastbounds. The vertical curve from level track to the 2% descending grade is just beyond the farthest switch, where the retaining wall separating the old mains from the descending tunnel mains begins.

BY JIM H. GRIFFITHS // Photos by Henry R. Griffiths, Jr.

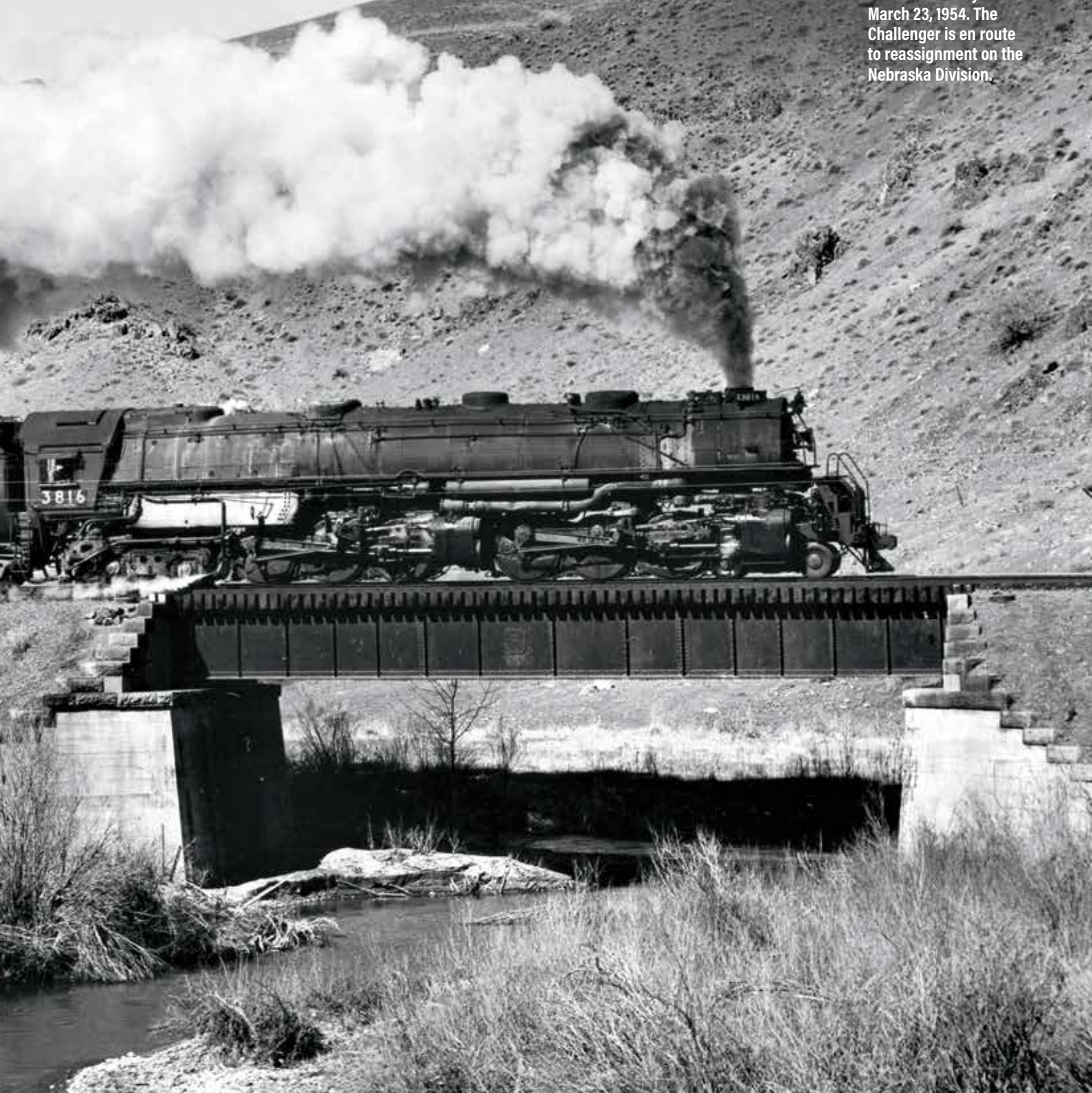
Chasing steam out West

with Hank Griffiths



ONE OF THE DEANS OF NORTHWEST
PHOTOGRAPHY TRIES TO STAY
AHEAD OF THE DIESEL

Union Pacific Extra 3816
East pulls a short
freight in Oregon's
Burnt River Canyon on
March 23, 1954. The
Challenger is en route
to reassignment on the
Nebraska Division.



Henry R. (Hank) Griffiths Jr. continues his pursuit of photographing steam on Western railroads as 1954 rings in. New diesels are arriving on all major lines except a few holdouts such as Norfolk & Western. By the end of 1954, diesels on Union Pacific, Hank's favorite road, will exceed rostered steam for the first time in the railroad's history.

With the arrival of a new baby boy and with a daughter who is now 5 years old, family time is more important than ever to Hank. This could equate to less time in the field photographing. Picking up the time challenge, though, Hank's wife Ruth and family grandmothers Grace and Hannah provide a bit of family relief, helping Hank find the time for his steam photography.

Hank is out early in the year on a typical cold, dismal January day and catches the Boise Yard assigned 0-6-0 on the Barber local switching at Gate City Steel east of Boise. This is the last week of steam at UP's Boise Yard — in two days' time EMD NW2 diesels will handle the local task.

A couple of photo jaunts with daughter Mary Lou in March bring surprising results: a long line of dead steam around the Nampa roundhouse, ready to be shipped east. Traveling further west on a second forte in March, the family duo catches steam operations in Oregon's Burnt River Canyon. Henry receives a real grounding later in the day when they catch up to a westbound extra, only to find that diesels have replaced 4-6-6-4 Challengers on the point and Mallet helpers on the rear.

The main photography event of the year is the Griffiths' annual summer vacation traveling through central Idaho, eastern Washington, and western Montana which with obliging wife Ruth included not only shots on the Camas Prairie Railroad (CSP) and Northern Pacific but also a ride for Hank on the CSP Logger, from Orofino, Idaho, to Headquarters and return.

With the change from summer to early autumn, Hank travels from Boise to Burns, Idaho. It has been five years since Hank photographed the Oregon & Northwestern Railroad. By 5:30 a.m. Hank has arrived at Trout Creek and with cameras ready, he begins the chase to Summit with steam on the point and on the rear. A great finale to the year, with shots of a private operator logging operation thrown in.

For more Henry R. Griffiths Jr. photography, see "Gem State Steam Gems" in the Spring 2024 issue of *Classic Trains*.





← Train No. 25, the westbound *Mail and Express*, operates a short consist overpowered by 4-8-4 No. 818. The pair of mail and express trains are the last stand for Oregon Division passenger steam power.

↘ A nine-car second section of the NP *Mainstreeter* glides along the shores of Lake Cocolalla at a speed of 60 mph on June 14, 1954. Power for the train is class A5 No. 2681, a 4-8-4 originating from the last order of NP Northerns erected by Baldwin. This is the only passenger steamer Hank encountered in the two days of photographing the Northern Pacific.

↓ Union Pacific No. 4436, an 0-6-0, crosses state Highway 21 east of Boise on the Barber Branch. Having completed switching at Gate City Steel, 4436 will recouple to its eight-car train including a wood caboose. Boise Yard limits extend to end of track in Barber, allowing the Boise Yard crew to switch the branch this Jan. 14, 1954.



→ Camas Prairie's Headquarters Logger will make a round trip between Orofino and Headquarters, Idaho, on this June 16, 1954, day, with a set of 2-8-2s, one on the point and the other cut in ahead of the caboose.

↓ Having secured a train pass some weeks back, Griffiths is now ready to ride the westbound loads to Orofino on the Headquarters Logger. Assigned train power are two 2-8-2s, LA&SL No. 2703 and OWR&N No. 2100, each rated for 900 tons on the 2% grade.



→ An 80-car eastbound freight powered by Z6 4-6-6-4 No. 5116 meets a passenger extra behind A-B-A F7s at Athol on June 13, 1954. The newest equipment on the extra is the trio of passenger F7s, yet the consist is almost entirely made up of older, six-axle heavyweights, possibly hauling troops to the West Coast.



↑ Northern Pacific No. 5138, an Alco-built Z8 class 4-6-6-4, hits 55 mph on an eastbound at Hope, Idaho, traveling the water-level grade along Lake Pend Oreille. In tow this June 13, 1954, are 98 cars destined for Missoula.



↑ Oregon & Northwestern 2-8-2 No. 1400, which had recently assisted 2261 to Summit, has returned to Trout Creek on Sept. 21, 1954. With the tender topped-up, the steamer, originally built by Richmond for the Longview, Portland & Northern and purchased secondhand by O&NW, takes 15 cars out of Trout Creek. The cut of cars will be set out at the Summit siding; No. 1400 will then return for the remaining tonnage of all log loads destined for the Edward Hines mill just south of Burns.

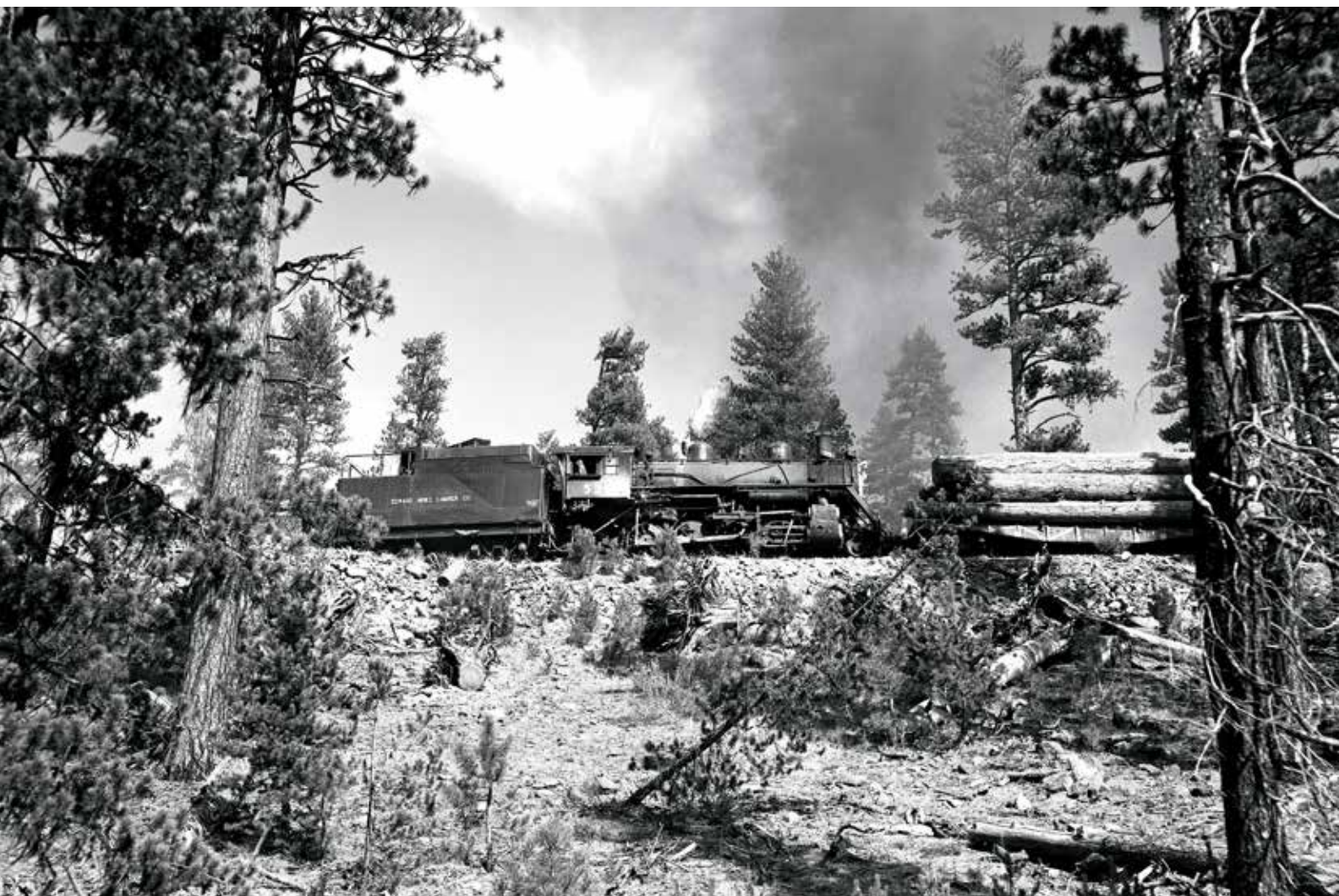


↙ O&NW No. 1400 has 15 cars tied to the drawbar as it climbs the 2.6% compensated grade south toward Summit. It is not all lumber and logs originating out of the Edward Hines Mill at Seneca, as indicated by the empty UP 40-foot double deck stock cars first out.



← No. 1400 pulls upgrade through the cut just north of the Summit tunnel, which was completed by Edward Hines Lumber Co. in 1929. The tunnel ridge separates the watersheds of Poison Creek flowing south and a tributary of Trout Creek flowing north. Note the vertical curve leading up to the north-end tunnel entrance.

↓ Griffiths caught an empty Edward Hines Railroad log train heading into Bear Valley at Seneca. After a short wait at Load Out, the Logger, now fully loaded with 30 cars of Ponderosa pine logs, heads west toward Seneca. With no wye located at Load Out, No. 529 heads west working the steamer in reverse toward Seneca.



RIDING with the CONDUCTOR

[was my privilege on the Santa Fe]

July 15, 1966, was a typical summer day in Fort Madison, Iowa: hot and sticky with a familiar whiff of creosote on Santa Fe's Illinois Division. Armed with a Kodak Instamatic camera and some flashcubes, I was accompanying my great uncle, Russell W. Boyle, for my first time on his run from milepost 232.4 to Chicago's Dearborn Station and return. He had hired out in 1937, had written the rulebook decades before, and by virtue of seniority served as a conductor in passenger service. At age 11, I felt privileged to be riding with the conductor and I never lost that feeling in the many trips that followed in the eight years prior to his retirement.

While I was certainly blessed to have parents who had taken my sister and I on such trains as the *Chief*, *Denver Zephyr*, *Golden State*, *Grand Canyon*, *Nebraska Zephyr*, *Texas Chief*, and *Zephyr-Rocket*, those travels paled in comparison to my 1966 trip with my uncle. It was a completely different proposition, surpassing all the other experiences. It kindled in me an even greater appreciation for passenger trains while there was still time to ride some of the great ones, and do it with the finest railroader I ever knew.

I didn't know at the time that exactly 10 years before (to the day) the new all Hi-Level edition of the all-coach flagship *El Capitan* had entered service. Originally numbered trains 21 and 22 as had been its single-level predecessor, it was renumbered in 1958 when first combined with the *Super Chief* (in non-peak times) to match the all-Pullman flagship's numbers of 17 and 18. With summer riders on the *Cap* often hovering around 500, the trains were running separately during the vacation season, and that day it happened to be running as First 18, followed closely by Second 18, the *Super Chief*. Between 9 and 10 a.m., Fort Madison was a busy place on the Santa Fe as it hosted not only trains 18 but also No. 2, the *San Francisco Chief*, and No. 24, the *Grand Canyon* as they made their eastbound appearances.

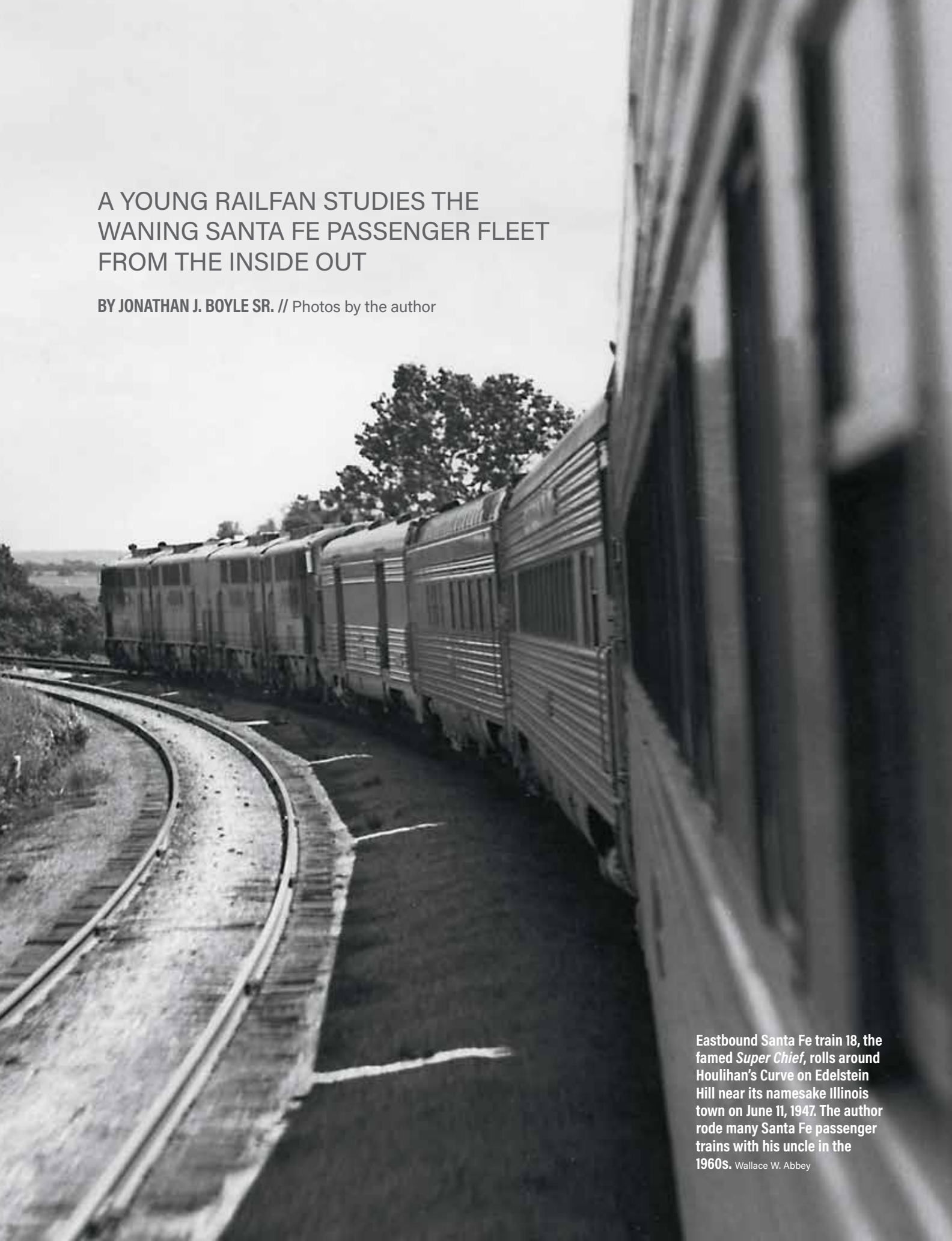
My great uncle lived about a block from the "uptown" station where passenger crew changes took place — that is, conductors and brakemen. The engine crews changed a lit-



Our last trip together found conductor R.W. Boyle, pictured with me, working as flagman on Amtrak's *Texas Chief*. Always remaining a Santa Fe employee, he worked non-Santa Fe equipment in those fledgling years of Amtrak operation. A case in point is the ex-*California Zephyr* dome sleeper observation lounge shown.

tle less than two miles west at Shopton. The city also was unusual in that it had two passenger stations located next door to one another. The other one was the Chicago, Burlington & Quincy depot.

Walking to the station, we hiked across the "Q" tracks and mounted the steep steps to the second-story conductor's room. After Uncle Russell retrieved his needed trip paraphernalia, we walked back downstairs, where he compared his Hamilton pocket watch against the Santa Fe's clock (surprisingly regulated by the addition or subtraction of paperclips to its pendulum) and signed the conductor's book. We

A black and white photograph taken from the perspective of someone on a train, looking out at another train. The train in the foreground is on the right, with its side and windows visible. In the distance, another train, identified as the Santa Fe Super Chief, is curving around a bend on a hill. The train consists of several locomotives and passenger cars. The landscape is hilly with some trees and a clear sky.

A YOUNG RAILFAN STUDIES THE WANING SANTA FE PASSENGER FLEET FROM THE INSIDE OUT

BY JONATHAN J. BOYLE SR. // Photos by the author

Eastbound Santa Fe train 18, the famed *Super Chief*, rolls around Houlihan's Curve on Edelstein Hill near its namesake Illinois town on June 11, 1947. The author rode many Santa Fe passenger trains with his uncle in the 1960s. Wallace W. Abbey

then walked outside the building and back into the waiting room's ticket counter, where he purchased my ticket from the agent. As he put it, he was "arranging transportation for this young man"; no free rides here.

With the arrival of our train, we stepped into the conductor's office on the lower level of the coach. Leaving about half an inch of water in a Dixie cup to safely handle his cigar and pipe ash on his "desk," we passed the restrooms and luggage storage racks and quickly mounted the steps to the upper level as we smoothly got underway. We had a consist that was strictly Hi-Level, other than the head-end cars, to use Santa Fe's term for the double-deck cars. The coaches were interspersed with the extra-spacious dining car (serving a capacity of 72, twice that of the *Super's*) in addition to the Top of the Cap lounge featuring the lower-level Kachina Coffee Shop. (Years later the refurbished cars were popularized as Amtrak's "Pacific Parlour Cars"). As we worked our way back, I was introduced to everyone from the chair and lounge car attendants to the dining car steward and waiters to the rear brakeman.

Soon we crossed the railroad's

Fort Madison bridge over the Mississippi River, for decades touted as having the world's largest swing span, then we headed toward the trip's first stop, Galesburg, Ill. In those days Galesburg also sported the same two railroads' passenger stations, although not side-by-side, and the city ultimately would be served by one edifice in the Amtrak era. Chillicothe was next, where freight crews changed. Streator came and went and soon we were at the last scheduled stop, Joliet.

Chicago's Dearborn Station was indeed ancient, but I didn't give it that much thought as I was boosted up into the cab of F7A 313 to meet the engineer and fireman. We then signed in and went upstairs to the rooms supplied for the passenger crews, popularly known as the "boar's nest." After stowing the locker with unnecessary baggage, we went across the street to eat.

By that time, the *San Francisco Chief* had arrived, carrying at its tail-end the business car *Atchison*. Another benefit of "riding with the conductor" was being able to access trains and their cars around the station and on the property as well as advance knowledge when special equipment was to arrive.



A cold, clear Feb. 4, 1968, found train 23, the *Grand Canyon* pausing westbound at Fort Madison. Time was running out not only for the burly and photogenic Alco PAs but for a number of Santa Fe's roster of well-known passenger trains, including the *Chief*, an institution for nearly 42 years.



The combined eastbound *El Capitan/Super Chief* negotiates Houlihan's Curve near Chillicothe, Ill., in the 1950s. Wallace W. Abbey

Built in 1949 by Pullman-Standard, the *Atchison* was first called the *Santa Fe*. It was renamed *Atchison* in 1957 when the Budd Company supplied the railroad with two more streamlined business cars, named *Topeka* and *Santa Fe*. Touring the business car, I found it furnished with white carpeting, dining as well as sleeping accommodations, and a color television, still uncommon at the time.

In that era, trains, especially on the Santa Fe, routinely featured unique regularly assigned equipment. Train 2, for example, was allotted a full dome-bar-lounge with crew dormitory facilities placed ahead of its 46-seat diner. Next in the consist was a sleeper lounge, offering one double bedroom and four drawing rooms. That day's train found a pre-war car assigned, either *Denehotso* or *Puye* to provide those services.

Built in 1938 to function as observation cars for the *Chief* and second streamlined *Super Chief*, respectively, they were squared off in the late-Fifties at Pullman's Richmond (Calif.) shops to be compatible with mid-train service. They worked on the *San Francisco Chief* until 1968 along with *Vista*-series former postwar *Super Chief* observation cars, similarly re-built in Pullman's Calumet shops in 1956. After Santa Fe's 1964 purchase of additional Hi-Level coaches for the *El Capitan*, the train began to provide upper-level coach service with the surplus cars on its San Francisco route between Chicago and the Bay Area.

All too soon, it was time to start our homeward journey. With a departure time slightly earlier than that of the *Super Chief* and *El Capitan*, train No. 15, the westbound *Texas Chief*, joined the two flagships, all backed in to adjoining bumper posts. It was an impressive sight indeed, with both versions of 17 carrying lighted drumheads. By that time, they were the only Santa Fe trains still routinely carrying them, and they would be gone by 1969, removed because of the threats of both vandalism and theft.

Although old, Dearborn had some nice features for passenger train fans. The upstairs waiting room looked out over the trainshed through plate glass windows offering panoramic views of arrivals and departures. The bumper posts were adorned with glass identification signs for departing trains. In the Santa Fe's case, they matched the train's drumhead, whether still in use or not.

With another 500-passenger load, my great uncle and his helper-conductor each started at one end of the train. They met mid-train as we crossed the Mississippi River Bridge into Fort Madison, completing what had to have been a super-efficient ticket-lift. The only sad note to the journey came on the short walk home. Idling at the Burlington depot was the spectral last remnant of Minneapolis-St. Louis passenger service remaining on the Q's K-Line, once called the *Zephyr-Rocket*. With a single coach and minimal head-end-equipment, it would be discontinued less than a year later, its moribund presence accentuated when compared to the robust train that had paused mere yards away. Unfortunately, it mirrored what was to come for many pre-Amtrak passenger operations.

A number of trips followed with Uncle Russell, but I re-

Conductor R.W. Boyle's trip record speaks for itself. Still including a diner for the comfort and convenience of the 36 passengers arriving for the final time at Dearborn Station, train 24, the former *Grand Canyon* did itself proud with an on-time arrival at 9 p.m. on May 2, 1971.

member the first as the most memorable. He exhibited palpable pride in his work, reflected in the many letters of commendation received over the years from the Santa Fe as well as grateful passengers.

By the 1960s, Fort Madison's Riverview Park offered a land buffer between the Mississippi River and Santa Fe's double track mainline and the Burlington Route's single-track K-Line. Today's layout is essentially the same, although both sets of tracks now belong to BNSF Railway. Before the park came into being, the river lapped up directly beside the tracks. Viewed from Avenue H that runs parallel to the tracks and the river, a wide panorama is visible from what we called "around the bend" coming from Shopton to the west, all the way past both railroad's stations across the bridge east to Niota, Ill., dubbed East Fort Madison by old-time railroaders. Steam enthusiasts especially are drawn to Santa Fe No. 2913, a Baldwin-built 4-8-4 placed in the trackside park in 1959.

In 1965, flooding on the "Father of Waters" interrupted rail service in a major way, particularly in the Midwest. Resulting unusual movements in passenger

service could be compelling and I was fortunate to witness one in Fort Madison. One day as I was train-watching, I noticed a headlight bearing down on the "Q" station from the direction of Burlington, Iowa, 19 miles north. From a distance it looked like



Dearborn's train shed didn't fit in with its urban surroundings. April 10, 1971, found the Grand Trunk/Canadian National passenger presence still felt at the station with less than a month before Amtrak.

it belonged to a silver-nosed Burlington Route passenger engine. As it grew closer and the following train became visible, the dome-count identified it as the *California Zephyr*. At nearly the same time a quartet of Santa Fe warbonnet F units rounded the bend from the west. They pulled past the AT&SF station and proceeded to back over a cross-over to Burlington rails, where they coupled onto the *Zephyr's* dome observation lounge. Dragging the entire train backward, the whole enterprise soon accelerated onto Santa Fe's eastbound main, disappearing across the bridge toward Galesburg. Unfortunately, no such thing as a camcorder existed, and I didn't even have the Instamatic. Early in 1968, Santa Fe's famous Alco PA diesels were making what would be their final transcontinental appearances. On Feb. 4, I was uptown at the station when westbound train 23, the former *Grand Canyon*, arrived. This time I had the camera and was able to take some memorable shots of the much-revered flat-nosed Warbonnets.

On Nov. 24, 1968, Fort Madison's Santa Fe passenger operation consolidated two stops into one. Uptown's historic station closed and new premises were utilized in what was formerly called Shopton over a mile to the west. The first eastbound train ushering in the new arrangement was No. 2, the *San Francisco Chief*. The previous November saw the *Fast Mail* discontinued, followed by the longtime Midwest stalwarts the *Chicagoan*, *Kansas City Chief*, and *Kansas Cityan*, as well as the *Oil Flyer* the following spring. Then the unthinkable happened and the *Chief* quickly became only a memory. The loss of so many trains along with both the PAs and old station seemed to symbolize the new era of Santa Fe passenger service. It proved to be the last. Three years later, Amtrak came into being.

As mentioned previously, passenger equipment unique to either the railroad in general or a certain train in particular was still a viable concept when I rode with Uncle Russell. The *El Capitan* had its Hi-Levels, coaches that ultimately would be shared with both the *San Francisco* and *Texas Chiefs*. The *Chicagoan*, *Kansas Cityan*, *Kansas City Chief*, and *San Francisco Chief* normally could be counted on for full-domes. In addition to the *Super Chief's* 36-seat diner and luxurious Turquoise Room-studded Pleasure Dome, I was surprised to learn that it also included, at times, coaches and a lounge, both low-level, until I rode on it with the conductor in the summer of 1967. When trains 17 and 18 ran as a joint operation, passengers were allowed the privilege, upon request, to stray from the coach section to sample the fare in the *Super Chief's* diner. Santa Fe dining cars sometimes fostered an elegant, hushed atmosphere. For some unknown reason, a walk through any of its diners always found Uncle Russell doffing his cap.

On occasion, Uncle Russell would bid on a brakeman's turn and I found "riding with the brakeman" a different learning experience. Even as radio communications began to appear on the trains, he never uttered "Highball, Number 9" or anything close. It was always a lantern-swinging highball from a Dutch-door.

One night we left Dearborn Station on No. 9, the *Kansas City Chief*. As soon as flagging duties were completed for the moment, my uncle and I joined the conductor in the full dome, that evening positioned close to the train's end. Although the conductor spoke of his impending retirement with some relish, the main topic of conversation was that night's lead F-unit. Apparently, an experimental beacon had been placed on its roof, aimed straight up, hopefully to give motorists additional warning of the train's impending crossing arrivals. The dome's extra height made visibility of the new phenomenon fairly clear, even from the rear of the train.



Known for its attention to detail, the Santa Fe naturally provided a bumper post sign for the combined *Super Chief/El Capitan* at Dearborn. Prior to 1969 the train carried a matching drumhead. The generic Santa Fe sign shown on the ground to the right was used on the bumper post for train 23 after the *Grand Canyon* lost its name.

The train seemed at the time to be somewhat of a phantom operation (kind of like the eastbound *Chief* or *Fast Mail*), seldom if ever seen; you either rode them on purpose, for pleasure (often as a fan) or out of necessity due to their nocturnal hours of operation. Over the years, several well-known passenger carriers honored Kansas City by naming trains for it: the Burlington had its *Kansas City Zephyr* and the Rock Island its *Kansas City Rocket*, both operated in expected round-trip fashion. However, both Santa Fe passenger trains with the Kansas City names ended up with the quirk of operating strictly westbound: the *Kansas City Chief*, whose eastbound counterpart had been discontinued a decade earlier, and the *Kansas Cityan*, which had always been a westbound phenomenon that ceased to operate east of K.C. in 1957 (its eastbound counterpart originally being the one-way *Chicagoan*).

On the eastbound *Grand Canyon*, I learned another routine duty of a brakeman — at least one passing Joliet Union Station. Each Santa Fe train had to report a car count, popularly called a "soup ticket," to calculate the tariff owed the CRI&P for crossing its tracks. The paper cone previously prepared and stowed over my uncle's ear, under his cap, was thrown from the Dutch-door with surprising precision to land on the platform exactly at the waiting agent's feet. He also had the rare ability to look out of a speeding train in total darkness and quickly discern its location, melding a discerning glance at his Hamilton and years of vast experience in all hours and in every weather condition possible on rails across the Illinois prairies.

Although he later served on Amtrak crews, Uncle Russell remained a Santa Fe employee. Our last trip together was on

Dearborn's Drumheads

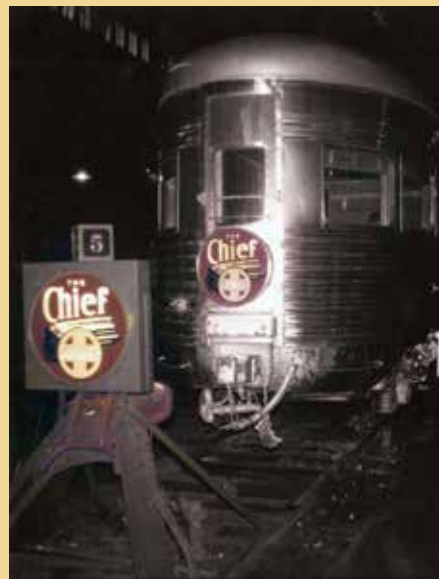
The post-World War II modernization of Dearborn Station's interior introduced an upper level waiting room with large glass windows overlooking the numerous comings and goings at the track-level beneath. No doubt providing a watershed experience viewing what was transpiring in the trainshed below to future passenger train fans, the panoramic views available were a welcome update to the ancient edifice.

By the early 1950s lighted metal boxes had been mounted on the platform bumper posts themselves. Individual framed, changeable glass sign fronts were affixed to them prior to train time to guide passengers to the correct departing train. Until the mid-1950s passenger train aficionados were treated to views of both the departure signs and the trains' drumhead affixed to a round-end observation car, in the case of the Santa Fe, typically identical in design though differing in size. When the *Chief*, *El*

Capitan, *Kansas Cityan* and *Super Chief* lost their observation cars, all continued to carry drumheads except the *Kansas Cityan*, at least for a little while. As time slipped away the only two trains that retained the glowing glass medallions were *El Capitan* and the *Super Chief* or their combined train where they were simply found attached to the rear car, whatever happened to be assigned. All were gone by the end of 1968.

Trains such as Norfolk & Western's *Blue Bird* and, in later years, Erie Lackawanna's *Phoebe Snow* featured familiar lettering similar to their actual tailsigns on the bumper post signage. The evocative departure signs remained faithful on the bumper posts until the station closed after the arrival of Santa Fe's former *Grand Canyon* on May 2, 1971. As train departures continued to dwindle some of the signs reflected only the railroad's name, not the trains'.

— Jonathan J. Boyle Sr



One of the *Chief*'s 1938 sleeper-observation lounges provided the centerpiece for this portrait showing Dearborn Station's bumper post departure sign in conjunction with its signature drumhead.

Amtrak's *Texas Chief*. Arrivals and departures then were scheduled at Chicago's Union Station after the closure of Dearborn Station with the advent of Amtrak. Early years of Amtrak operation sometimes found an odd mix of pre-Amtrak equipment from a variety of railroads, often seemingly hastily arranged. On that particular day he was the brakeman. The rear car turned out to be one of distinction, having operated the majority of its service life on the famous *California Zephyr* jointly operated by CB&Q, the Denver & Rio Grande Western, and Western Pacific. Equipped with three bedrooms and a drawing room, (complete with shower) the dome-sleeper observation lounge offered seating for passengers in the dome, under the dome in a buffet, and in the solarium lounge at the rear of the car. While its exterior was festooned with Amtrak's pointless arrow, the interior had not seen any refurbishment from the days it rolled off the miles from Chicago to California. The car's veteran attendant lamented its deterioration. Pointing out physical problems due to age and lack of maintenance, he was particularly troubled by recurring rainwater leaks in the dome.

As Santa Fe passenger service wound down, R.W. Boyle unintentionally became a figure forever included in the service's concluding chapters. Conductor Boyle presided on the last Santa Fe train to depart Dearborn Station, the combined *Super Chief-El Capitan*, on April 30, 1971. The following day he brought the first Amtrak *Super Chief-El Capitan* into Union Station on Amtrak Day, Saturday, May 1. The next day it was his sad duty to serve as conductor on the last regularly scheduled Santa Fe passenger train, No. 24, the former *Grand Canyon*. It arrived on time at 9 p.m., Sunday, May 2, 1971, at Dearborn Station.

Uncle Russell enjoyed a well-deserved 28-year retirement and could astound me with detailed answers to my exhaustive as well as (I'm sure) exhausting questions about passenger operations. During our last visit, he motioned to the wall clock at 4

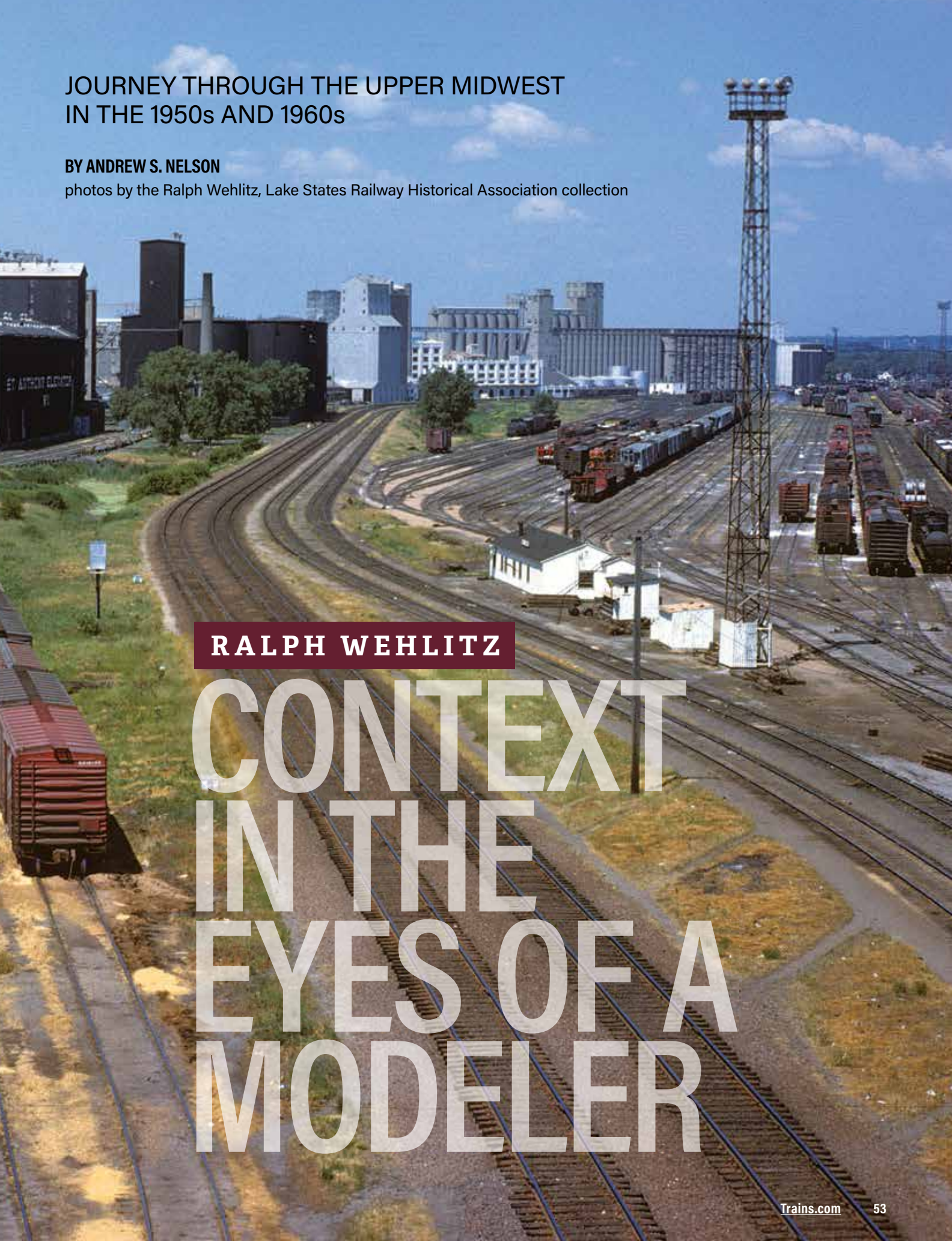
p.m. remembering "it's time for number 12," which, indeed, had been the hour for the *Chicagoan*'s Fort Madison departure prior to its discontinuance 34 years previous. Nine hours later he was gone. I will never forget the lessons I learned from him and his never-to-return era. ■



The main lounge of *Super Chief*'s Pleasure Dome car is shown April 10, 1971, after two decades of service. The ornamental screen shown straight ahead in the center camouflaged most of the steps to the dome and the writing desk at their foot from this perspective. It was an added feature following the car's introduction.

Great Northern NW2 No. 147 threads through tracks of cars at St. Anthony Junction in Minneapolis in 1963.





JOURNEY THROUGH THE UPPER MIDWEST IN THE 1950s AND 1960s

BY ANDREW S. NELSON

photos by the Ralph Wehlitz, Lake States Railway Historical Association collection

RALPH WEHLITZ

CONTEXT IN THE EYES OF A MODELER



A variety of Great Northern and Soo Line diesels are visible at St. Paul Union Depot's engine facility in Minneapolis in 1963.



A Chicago & North Western E unit diesel leads an eastbound passenger train meeting a local freight train with an Alco switcher at the depot in Appleton, Wis., in 1965. This scene, even though relatively close-up, provides a wealth of information for the observant modeler.



Two heavyweight green Duluth, Missabe & Iron Range passenger cars trail an EMD diesel through the Proctor, Minn., yard in 1965.

Back in the 1980s, several members of the Wisconsin Valley Model Railroad Club in Wausau, Wis., each August held what we called “Slide-O-Rama.” Ralph Wehlitz was one of the founding members of the club and would often bring slides he took in the 1950s and 1960s of railroad-related subjects, mostly in northern Wisconsin and Upper Michigan. At that time, I was far more interested in contemporary railroading than facilities and rolling stock from decades before and I did not appreciate enough what I was seeing. But time has a way of making one less myopic, and maybe a little smarter. Case in point: Antigo, Wis.

If you were to drive through Antigo today, you’d never know about the Chicago & North Western’s extensive presence there other than likely noticing the large former C&NW depot. Thanks to Ralph’s foresight, he documented those long-gone facilities. He also documented facilities, buildings, and other railroad-related locations in dozens of other now long-gone places in the Midwest. Ralph’s reasons for his extensive photography were different from most photographers. He is a master model railroader, and his photos are often tied to prototypes he modeled for his extensive HO-scale layout located at his home in Merrill. I see these photos now on the Lake States Railway Historical Association’s online database, and it leaves me with nothing but gratitude for Ralph’s work.

If you were to meet Ralph (he turned 100 in June 2024), your first impression of him would be that he is a “gentleman” both in appearance and manners. He grew up in the Milwaukee suburb of Wauwatosa, soaking in what the C&NW and Milwaukee Road had to offer, taking his first photographs at age 11. He frequently rode his bike from his home in Wauwatosa down to the C&NW’s lakefront engine terminal in Milwaukee to observe steam locomotives in action. He graduated from high school in 1942 and worked at Packard until he was drafted on May 1, 1943. He fought in the Battle of Monte Cassino in Italy, where he lost his left hand to a German shell. After the war, he graduated from college and started a long career as an English and social studies teacher, first in Mellen, Wis., before moving to Merrill in 1954. Ralph is the sole surviving charter member of the Wisconsin Valley Model Railroad Club, founded in Wausau in 1960. He still resides in Merrill in the house he and his wife, Norma, bought in the 1950s and where they raised their daughter, Carol. And his railroad is still in basement.

Special thanks to Paul Swanson and Tim Peterson for their help with this article.



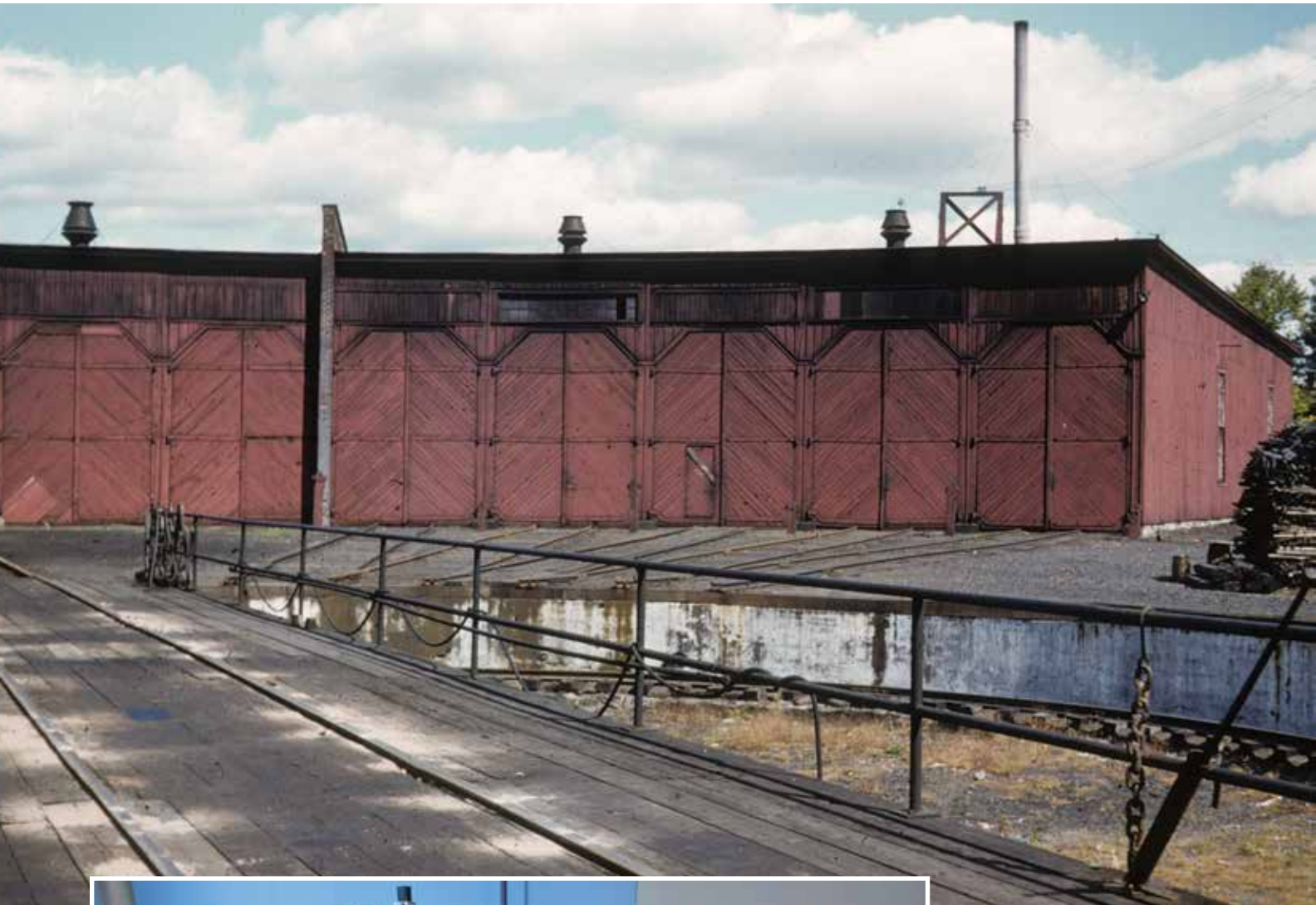


Chicago & North Western class R-1 4-6-0 No. 1331 rests inside the Antigo, Wis., roundhouse with its smokebox open in 1956. Sister 1385 gained fame on excursions in the 1980s.

Shadows encroach on the Milwaukee Road right-of-way at Merrill, Wis., in 1956. Many textures and shapes are visible for the modeler to recreate.



The Soo Line operator at Laona Junction, Wis., rests at his desk in the early 1970s. Large bay windows lend themselves to modeling station interiors.



Above: The Soo Line roundhouse at Rhinelander, Wis., in the 1950s. Left: Ralph Wehlitz built a model of Rhinelander's roundhouse for his HO scale model layout Paul Swanson

Ralph Wehlitz with his model layout circa 1970.



Milwaukee Road Alco RSC2 No. 992 handles cars in the Wausau, Wis., yard in the 1950s.





BY GEORGE W. HAMLIN // Photos by the author

MINIATURE MARKETING ENTITIES

WHEN RAILROADS EMPLOYED MODEL TRAINS
TO PROMOTE THEMSELVES



Overall view of the former B&O O-scale layout at the "Holiday Trains" exhibit area of the Cincinnati Museum Center on Dec. 29, 2023.



Years ago, it was not unknown for railroads to promote themselves via railroad models. This actually began in the toy train sphere of model railroading. Scale model railroading as a hobby emerged from toy trains, which began to come to prominence in the early 20th century. As evidence, I'll cite the fact that Al Kalmbach's *Model Railroader* magazine came into being in 1934.

Predating this was the famous 1931 Lionel catalog. On the cover is New York Central engineer Bob Butterfield, who ran regularly on the Central's famed *Twentieth Century Limited*. The backdrop for the scene is a view of the driving wheels of one of the road's 4-6-4 Hudsons; in his hands, he's holding an example of Lionel's recently introduced 400E steam locomotive. He's showing it to a pair of young boys (in fact, his grandsons). The caption is: "Just Like Mine."

In reality, to use what probably is an idiom from a then-future date, that's a little bit of a stretch. The Lionel 400E had a 4-4-4 wheel arrangement, not the Hudson's 4-6-4 configuration. The type existed in North America; Canadian Pacific eventually had these and referred to them as its "Jubilee" class, but they wouldn't appear until roughly a half-decade after the 1931 catalog was in effect. In fairness, in the years ahead Lionel would produce "scale" versions of the NYC Hudsons as the premier items in its product line; Butterfield probably had retired by this time.

In the post-World War II years, the toy train manufacturer got EMD, along with the New York Central and Pennsyl-

vania railroads, to pay for a portion of the tooling to manufacture its new F3 diesel locomotive, and as a result only the two named railroads got the publicity of having their road names on this new and desirable product in its initial years of production.

But what about railroads that promoted themselves directly via model railroading? The Santa Fe provides an example, in the form of the extensive model railroad it sponsored at what was known as the Museum of Science & Industry in Chicago, and of course utilized models of AT&SF prototypes. This was and is a very popular venue, resulting in many eyes on the Santa Fe's efforts, thus easily justifying the expense as a marketing cost.

Probably the most shining example, however, is the Baltimore &

Ohio's efforts in Cincinnati, primarily for December holiday season display in that city. In 1936, the B&O built a 50- by 25-foot portable O-gauge layout (per their contemporary description of it) for display in the Queen City's gas and electric company's headquarters. During World War II, it served another function, as a public relations tool to attract civilians to enlist in the Transportation Corps. It was later used for training purposes at the Army's Transportation School at Fort Eustis, Va.

In the postwar years it returned to its Cincinnati seasonal home. According to promotional material issued by the railroad in conjunction with later showings, more than 500,000 people were estimated to have seen it during the 1948 winter holiday period.

To put this into perspective, the population of Cincinnati peaked in 1950, at about 504,000. While this doesn't mean that literally every resident visited the exhibit (I suspect there were more than a few who saw it multiple times, and undoubtedly many from areas outside the city limits), it's not impossible that literally half the people living in Cincinnati in 1948 could have taken the trou-



In the 1950s and 1960s, the B&O provided an explanatory leaflet describing the layout and its history.

P-5 Pacific No. 5210 leads the *Cincinnatian* as it paces RDC-2 No. 6552 on the upper level, which represents the B&O's Magnolia Cutoff, at the Cincinnati Museum Center on Dec. 29, 2023.

ble to come view it. That is a publicist's dream, and suggests that the money required for the project was well spent.

I grew up in Cincinnati during the postwar years and spent many happy hours viewing this layout, as well as the HO-scale version that appeared in alternate years during the 1950s until 1961. For what it's worth, it did create an affinity for the B&O in my mind, even though I only traveled on that railroad once, in the early 1960s. After moving away from the area in 1963, I took the trouble to return again specifically to see the O-gauge version twice in the 1970s. It still retained its essential appearance from my earlier experiences, and the *Columbian's* consist I remembered from the 1950s was on view in its proper place when it was not out running on the layout.

Eventually, during the 1980s, the B&O's owner, now CSX, loaned the layout on a long-term basis to the Cincinnati Gas & Electric Co. (more recently Duke Power). The utility company eventually donated it to the Cincinnati Museum Center, which occupies the headquarters of the famed Cincinnati Union

The roundhouse and turntable portion of the layout on display at the lobby of Cincinnati Gas & Electric Co.'s headquarters building on Dec. 2, 1972.

Terminal. Each end-of-the-year holiday season it is set up and billed as the "Holiday Trains" exhibit, in spacious quarters on the Museum's lower level.

Now, having outlasted the entity that produced it, this layout continues to delight Cincinnatians and visitors as it approaches its 90th birthday; who could have imagined this at the time of its inception? Yes, there have been lots of modifications, and equipment representing more recent times has replaced many of the older models.

However, the basic "bones" of the original are still extant and were visible when I visited the Cincinnati Museum Center in December 2023. The outside third rail is still utilized, and portions of the 1950s-era equipment still ride the 1:48-scale rails. Classic "Best and Only"

examples in the form of F3s and EAs shared space in the engine service facility along with an A-B set of Baldwin Shark-noses; the Budd RDC-2 cruised the upper-level "high line."

The *Cincinnatian* traversed the main line, albeit propelled by a standard, non-streamlined 4-6-2; its assigned P7d must have been in the shop. And a portion of the *Columbian's* passenger cars, including the boat-tail observation car *Chicago* that I had seen last in December 1976, itself almost 50 years distant, was still there to behold and enjoy. Long may it continue. ■

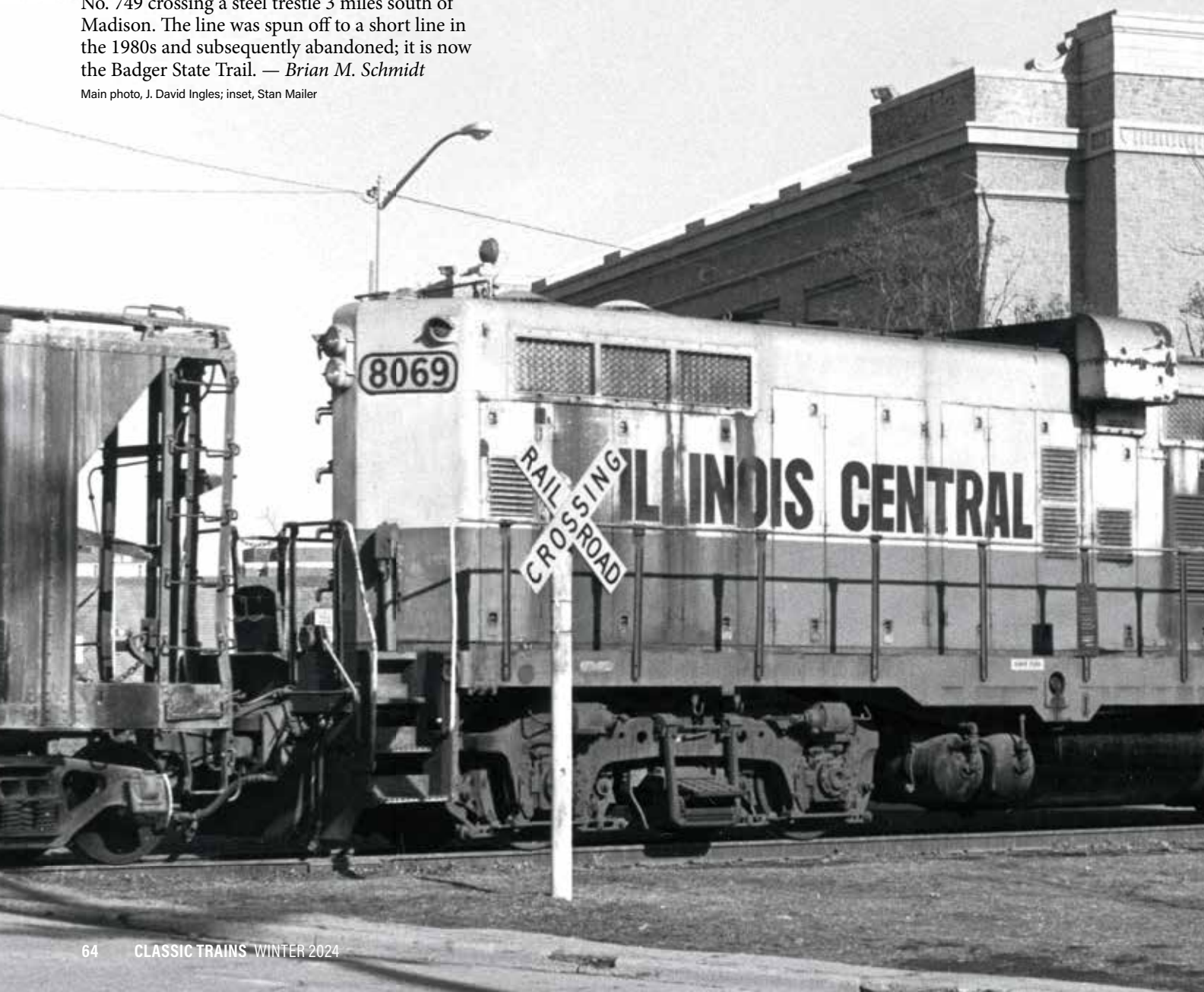
The yard and engine servicing areas of the layout at the Cincinnati Gas & Electric Co.'s headquarters lobby in downtown Cincinnati on Dec. 11, 1976.

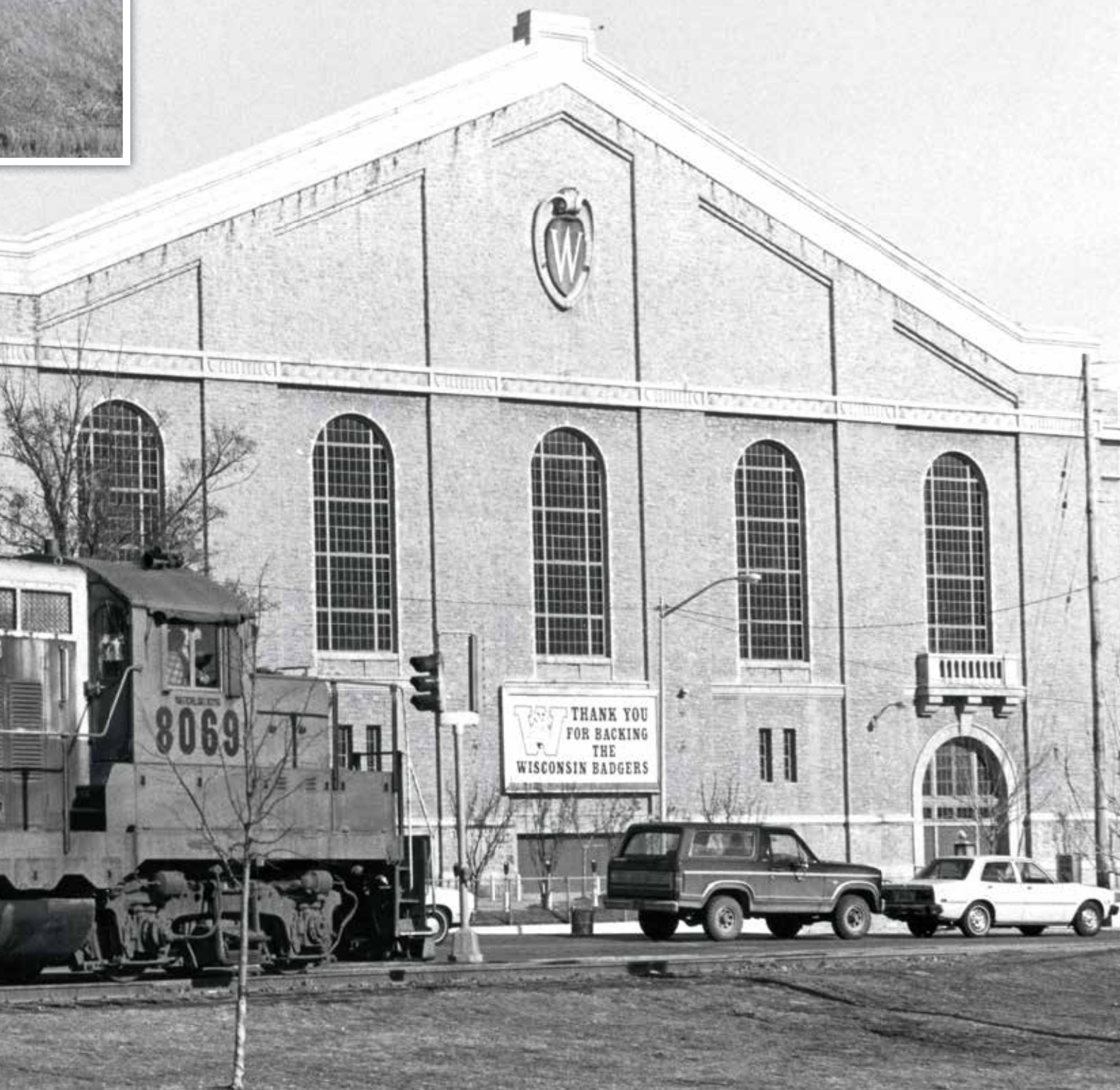


'IC Where It Shouldn't Be'

As railroad systems have expanded, industry observers have had a hard time accepting their newfound reach. For example, Burlington Northern in Florida following its 1980 acquisition of Frisco and Canadian National in New Orleans, courtesy its 1999 merger with Illinois Central. And speaking of the IC, long before it took the CN to the warm climates, it had a branch to Madison, Wis., which *Trains Magazine* chronicled in a February 1971 Stan Mailer article by the same name. Shown here is Central GP10 No. 8069 passing the Wisconsin Badgers' Camp Randall Stadium in the 1970s. Above is 4-6-0 No. 749 crossing a steel trestle 3 miles south of Madison. The line was spun off to a short line in the 1980s and subsequently abandoned; it is now the Badger State Trail. — *Brian M. Schmidt*

Main photo, J. David Ingles; inset, Stan Mailer





The Georgetown Branch

A college encounter with an urban line on borrowed time



In summer 1982, three college friends and I moved out of our dorms on the George Washington University campus and into a townhouse in Georgetown. Walking to school and just wandering the neighborhood, I was fascinated by the tracks embedded in Water Street under the Whitehurst Freeway's elevated structure. I assumed the tracks were moribund, cut somewhere west where they entered their own right-of-way.

Then one night, riding the bus back to our townhouse, about a block after passing under the freeway I heard the thrum of an EMD 567 block idling. Outside my bus window, close enough for me to reach out and touch, was a Baltimore & Ohio GP30. I honestly wondered if I was dreaming, having dreamed of trains coming down

B&O GP30 6960 trundles down the Georgetown Branch with caboose in 1982. Charles W. Freericks

the street I grew up on when I was little ... but no, this was absolutely real.

The Georgetown Branch ran from a junction with the B&O's Metropolitan Line near Silver Spring, Md., to Georgetown, following the Chesapeake & Ohio Canal for its final leg. Originally intended

to include a bridge to Virginia west of Georgetown, the branch was relegated to become a minor line when that bridge wasn't built. The branch reached Georgetown in 1910. One of its main purposes was to carry coal into Washing-

ton, D.C., coal that had been coming in via canal barge. It also served some local industry. Well into at least the 1950s, there was a small yard of team tracks between

the Potomac River and the Whitehurst.

The branch lost most of its traffic over the decades as the trolley system for which it supplied coal switched to the regular electric grid; industry in Georgetown, meanwhile, was replaced with expensive residential buildings. Still, the branch soldiered on, supplying coal to the General Service Administration's steam plant. That is, until 1985, when trucks replaced the trains and the line was abandoned.

Despite living blocks away, I only managed to photograph the Georgetown switcher once. In July 1982 a high school friend came to visit, and I was showing him around when we happened to wander down to Water Street. There was a GP30 with some coal cars, shoving slowly into the GSA plant. While my friend was not a railfan, he well knew my passion for

Outside my bus window, close enough for me to reach out and touch, was a Baltimore & Ohio GP30.

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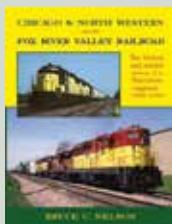
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The Way It Was



The Georgetown Branch's tight confines are clearly evident. Charles W. Freericks

trains, and the two of us sprinted together back to my house to get my Canon AE-1. Utterly wasted in the D.C. humidity, we arrived back on

I remember the GP30's thrum echoing under the old freeway as it neared our position.

Water Street to find the Georgetown switcher waiting for us in the spur. I grabbed a shot there and then set up under a giant stone arch, the vestigial remains of an aqueduct that once crossed the Potomac, allowing canal traffic to reach Virginia.

I remember the GP30's thrum echoing under the old freeway as it neared our position. I was psyched, thinking this was going to be a great shot. Moments later, the switcher was echoing even louder in the confines of the stone arch. As was standard practice, the crew had put a flare in the front coupler to warn the traffic on Water Street. And then they were gone, up the branch.

At the time, I assumed I'd shoot the train again many more times, but my senior-year studies and lack of knowledge when the train ran thwarted those plans. At least I got it this one time ... at least I got to experience the magic of the line running through the heart of D.C.'s tony Georgetown neighborhood this once. — Charles W. Freericks

Close encounters of the 'Bo' kind

The romance of the hobo lifestyle was far from the reality

During summer 2023, I volunteered for a couple of months as a conductor at the National Railroad Museum in Green Bay, Wis. It was an enjoyable time, regaling experiences of railroad-ing in the past 50 years, especially watching the expressions on kids' faces.

One topic the museum emphasizes to youngsters is the romance and lore of hobos and their role in railroad history. There are strategically placed signs around the grounds featuring hobo signs left at numerous locations along the nation's railroads, informing the itinerate traveler about local conditions. "Bad water," "Jail," "Good place to hop a train," and "Don't even stop here" were just a few the museum displayed for the visitors.

I took it a few steps further with my own personal encounters with these riders of the rails, leaving out the more unpleasant aspects. The life of a hobo has been romanticized over the years, the allure drawing daring adventurers to this challenging lifestyle. The National Hobo Museum in Britt, Iowa, hosts its Hobo Days every second weekend in August, an event that draws thousands. But it's not as romantic as some would have you believe, at least not to those of us who have encountered these people at work.

Railroaders don't encounter hobos all that often. Most 'Bos prefer to go about their travels in obscurity, being ever so cautious not to be noticed. I recall about 30 years ago that someone wrote a book about the romance of the rails, a book that inspired some to pursue the nomadic railroad life. They later found one of those wanderers wedged between the loaded lumber bundles and bulkhead wall of a flatcar, meeting his demise when the load shifted his way. I guess he hadn't paid

much attention about where to sneak a ride in relative safety.

About this same time my employer, the Milwaukee Road, issued a notice warning crews about two gangs who rode the rails out in the Dakotas and West. I remember the gangs wore red or blue bandannas to designate their affiliation, were said to be primarily composed of veterans, and were considered extremely dangerous, do not approach!

Assigned as a trainmaster in the early 1980s at the Milwaukee's yard in Bensenville, Ill., I was in a company car on the access road to the east end of the yard. Driving down the road I spied a young 'Bo walking toward the yard, so I stopped, rolled the window down, and said, "You can't get through now, there's a train sitting on the crossing." Enough said. As I pulled away I watched the guy reach into his coat and grab a knife, so I stepped on the accelerator. Back at the office I called the gumshoes (railroad police), who contacted the Franklin Park Police Department, whose officers nabbed the guy walking along Manheim Road. Turns out he had just been released from prison in West Virginia for knifing a gumshoe on the C&O. Oh, the lore of riding the rails and the innocence of some people.

I recall a few less-threatening experiences. For instance, I used to see a 'Bo around Christmastime for several years in Savanna, Ill. I'd encounter him down by the roundhouse in the old switch tender's shanty when I'd pick up our locomotives to take to the train. This guy told me he had family in Savanna and he'd always head back home to see them over the holidays. He didn't smell too bad and

Most 'Bo's prefer to go about their travels in obscurity, being ever so cautious not to be noticed.

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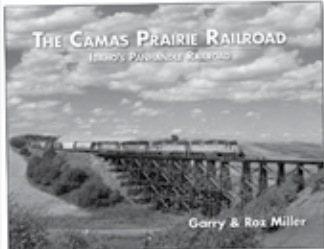
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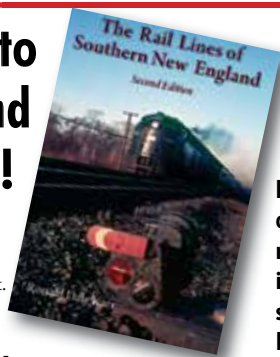
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The Way It Was

never put the pinch on me for money, so I'd give him a pack of cigarettes as a Christmas present.

Then there was the experience at the east end of Savanna Yard as I was tying power onto my train. I remember we had two FP45s because the angle cock for the air was set back from the front, over the lead wheels on the fireman's side.

I heard "hey mister, hey mister" in broken English and leaned over to look across the couplers. "Does this train go to Chicago?" asked a guy in a Spanish accent, probably in his mid-30s.

"Yeah, it does," I replied. "Me and my mother are going to ride in that boxcar," he said. I looked beyond him and there was this little lady, just as grungy as her son, maybe in her 50s. I never saw them again.

When I was the trainmaster/road

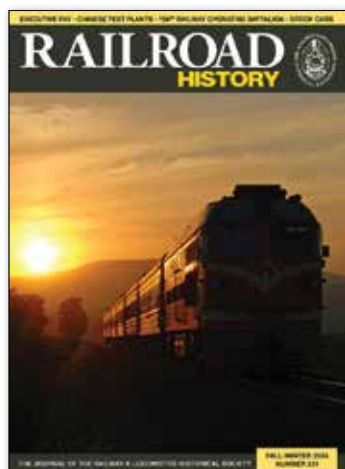
Opening the cab door, I was almost floored by the most gut-wrenching smell you could imagine.

foreman at Ottumwa, Iowa, my territory stretched southwest almost to Kansas City. Consequently, I rode trains between those two cities from time to time. As our train would exit Knoche Yard, slowly winding its way around the northwest leg of the wye and passing under the Interstate 435 bridges, we'd be set upon by what seemed like dozens of 'Bos making their way toward Chicago.

And then there's one that I can still (unfortunately) smell to this day in my mind. I was on a westbound train rounding a curve near Spaulding, Ill. As is common practice, as well as required by the rules, I looked back over our eight locomotives and train to watch for any abnormalities and noticed a figure in our rear unit, an EMD SDL39 being deadheaded west. I asked the engineer if we had anyone riding with us (deadhead crew, traveling engineer, mechanical department?). Nope.

"Well, there's someone back there," I said, and I told him I'd check it out when we got to Davis Junction, where we had a pickup. At Davis, I

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cut the engines off so we could reach up into the North Yard for our cars and then headed up into the locomotive to see who was aboard. Opening the cab door, I was almost floored by the most gut-wrenching smell you could imagine.

On the floor, spread out with his sleeping bag, was a 'Bo maybe in his 30s. I asked him who told him he could ride the locomotive and he said since it was cold out, he found his way into the cab. He even had the heater and sidewall strip heaters going full blast. I told him to lay low and departed as quickly as I could. It was nauseating and I wanted to be as far away from that guy as I could get.

Back on the head end I related my investigation to the hogger as well as the ambiance that destroyed my sense of smell. The engineer was content to leave the situation status quo for now — Savanna roundhouse could handle it. My guess is that SDL39's cab was never completely purged of the stink and probably still has a funky odor to this day as it rolls out its remaining miles in South America.

Once again: Oh, the lore and romance of the life of a hobo.

— Art Danz

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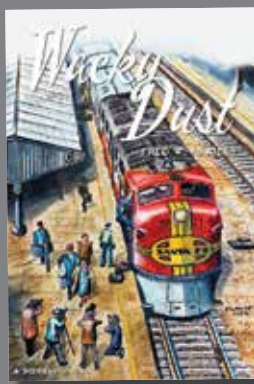


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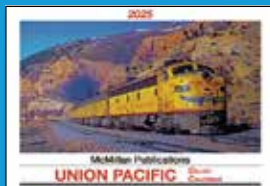
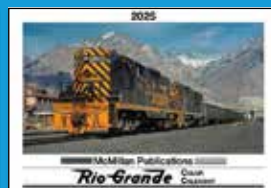
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Surviving New York Central Steam Locomotives

The few, the proud, the preserved // BY BRIAN SOLOMON



Class L-2d Mohawk No. 2933 shows off its 2017 restoration at the National Museum of Transportation near St. Louis in 2018. Ron Goldfeder



No. 999, the famous 4-4-0, resides at the Museum of Science & Industry in Chicago. Brian Solomon

Of the thousands of steam locomotives once operated by New York Central System and its components only a few survive. Yet, Central is still far better represented than some other eastern carriers, among them the Erie, Lehigh Valley, and New Haven, for which there are no surviving steam examples. Those interested in seeking out New York Central steam have to cast a wide net to find the remaining engines. Some are well preserved and easy to find; others are among the most obscure in North America.

Two examples of its 19th century steam survive. Most famous is engine 999, built by New York Central & Hudson River Railroad's West Albany Shops in 1893. Originally equipped with 86 inch drivers for its lightning fast speed run with the *Empire State Express* on May 10, 1893, where it was reported to have hit the im-

possible speed of 112.5 mph, this legendary machine was preserved with more practical 70-inch wheels. Since 1962, this has been a prominent display at Chicago's museum of Science & Industry. The older, and more obscure 4-4-0 is former Boston & Albany 39 *Marmora*, the last surviving engine built by B&A's master mechanic Wilson Eddy. Built in 1876 at Springfield, Mass., this was one of the 'Eddy Clocks' renowned for excep-



Switcher 6721 is displayed at the Utica, N.Y., Amtrak station. Joe Nugent

tionally smooth running. It survived on the property until 1908, when it was acquired for study by Purdue University, and in 1951 was conveyed to the National Museum of Transport at Kirkwood, Mo., where it survives to the present day.

Several examples of New York Central's early 20th century steam survive. This includes a rare example of a 4-4-2 Atlantic type on display in the Detroit, Toledo & Milwaukee Roundhouse at The Henry Ford at Greenfield Village, in Dearborn, Mich. Originally Michigan Central 254, this was built in 1902 by Alco Schenectady, and later this was NYC 8085. There are two examples of NYC 0-6-0 switchers; Michigan Central 8764, later NYC 6894, built by Alco-Pittsburgh in 1912, survives on the property of Indiana's Whitewater Valley Railroad at Connersville, Ind.; NY-C&HR RR 621, later NYC 6721 is displayed at the Utica, N.Y., Union Station. This engine was damaged by a runaway

freight car in 2015 and cosmetically restored in 2020.

The two surviving 2-8-0 Consolidations reside in unlikely places hundreds of miles from New York Central territory. NYC&HR 2976, built by Alco Brooks in 1910, was sold to Santa Fe component Kansas City, Mexico & Orient in 1927 and is preserved as Santa Fe 2522 at the Major County Historical Society Railroad Museum, located on highway 58 a mile and one half east of

Fairview, Okla. The museum is open on Thursday and Fridays May through October, other times by appointment.

More difficult to access is Lake Shore & Michigan Southern 2-8-0 5780 that, along with former Indiana Harbor Belt 4-6-0 109, rests along the shore of Eagle Lake in Maine's remote Allagash region and can only be accessed by canoe.

All of the railroad's modern steam (built after 1925) was relegated to scrap after diesels took over in the 1950s, except for: Class L-2 4-8-2 Mohawk, built for the Big Four in 1929, and became NYC 2933 in its later years, which resides at National Museum of Transport at Kirkwood, Mo.; and the famous L-3a Mohawk 3001, built by Alco in 1940. After retirement, this spent decades in Texas before relocated to Elkhart, Ind., in 1984, and in October 2024 was conveyed to the Fort Wayne Railroad Historical Society for proposed operational restoration (see page 14). — *Brian Solomon*

Next Issue



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Mohawk mystique

In the mid-1950s, in the waning days of steam on the New York Central, *Trains* Magazine Editor David P. Morgan and his friend, the accomplished photographer Philip R. Hastings, had a memorable encounter with a NYC Class L-3a 4-8-2 Mohawk (see page 14) in Shelby, Ohio. The Mohawk had seen better days and was assigned to a lowly mixed freight nearly 100 cars long. Just another worn-out steam engine limping painfully along with a long, heavy freight. What happened that day stunned Morgan and Hastings and resulted in one of the finest articles to appear in *Trains*, “The Mohawk that refused to abdicate” from the September 1956 issue. Philip R. Hastings photo

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