

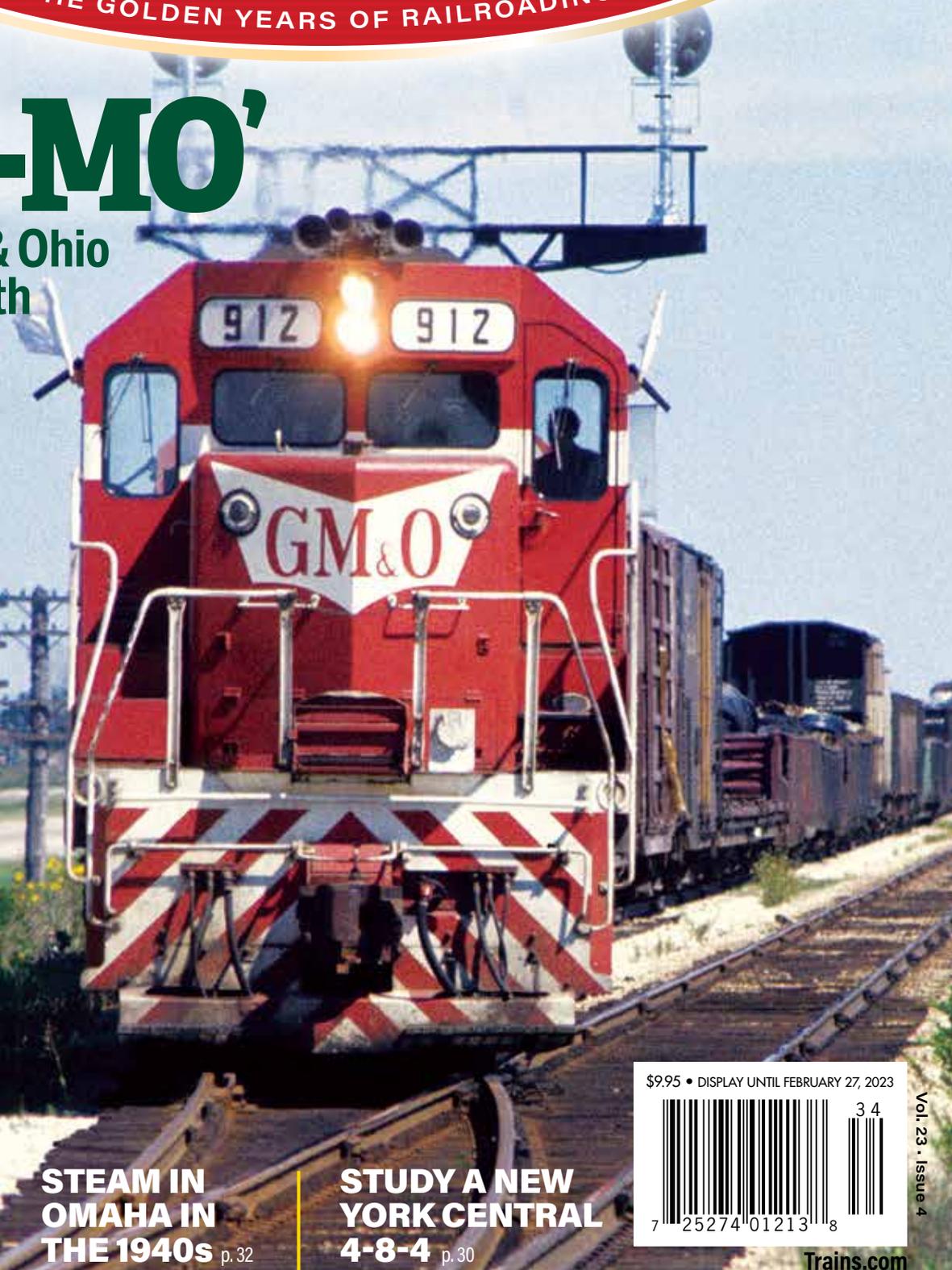
Classic Trains

WINTER 2022

THE GOLDEN YEARS OF RAILROADING

'GEE-MO'

Gulf, Mobile & Ohio
memories with
**Mike
Schafer** p.20



plus

**CANADIAN
ROCKIES IN
COLOR** p.42

**STEAM IN
OMAHA IN
THE 1940s** p.32

**STUDY A NEW
YORK CENTRAL
4-8-4** p.30

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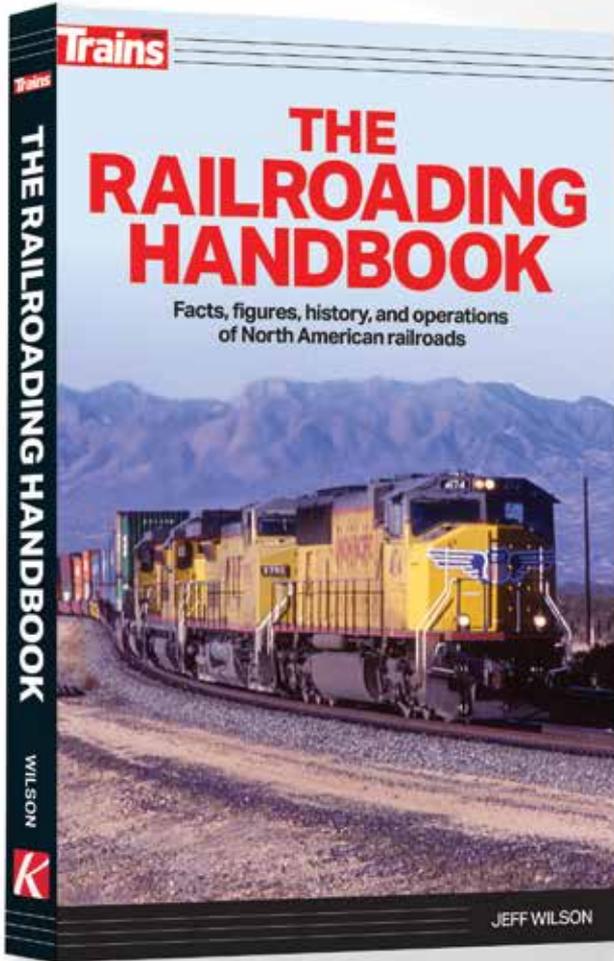


Vol. 23 • Issue 4

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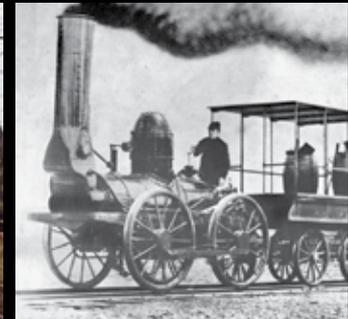


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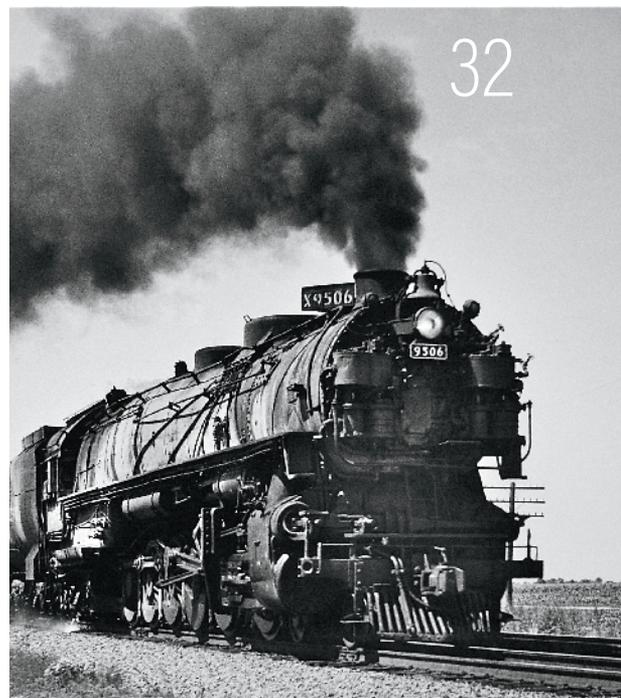
Two steam-powered passenger trains converge on a small Indiana town



On our cover
GM&O's "Long Arm Local" exits the siding at Lincoln, Ill., in 1973. Doug Steurer, Mike Schafer collection

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The next generation?

Winter gives us time to reflect and ponder. This winter, I find my thoughts focusing on what comes next — who are the next readers of *Classic Trains* and where do they come from?

For me, that's an existential question.

There is no shortage of enthusiasm for trains from the younger generation. (No, that doesn't include me anymore.) I see them out photographing steam excursions each year. I see them flocking to the last of their kind signals: position lights, searchlights, and semaphores. And I see their photos on Instagram. But I don't know how enthusiasm for the 261 or searchlights translates into an interest in the Milwaukee Road.

I went to Colorado in 2015 for *Trains'* 75th anniversary tours and came back a stronger fan of the state, and especially its narrow gauge railroading. Growing up reading *Model Railroader*, almost every issue included a layout or product based on them. To me, it seemed like a cartoon or almost a fairy tale, and that turned me off of the history there, too. But after traveling there and seeing firsthand I understand better its mystique and history.

I didn't grow up in the age of the Nickel Plate Road or the *20th Century Limited* or even Chessie System. No, I remember Indiana Hi-Rail Alcos, fresh new Amtrak Superliners, and the final years of SD40-2s in mainline service. Yet, here I am, as unabashed a fan as any about those things that I never saw and can likely only experience on the printed page.

So, how do we make that connection for the younger crowd? Because, without them, there isn't much clear track ahead for any of us.



EDITOR



Cumbres & Toltec Scenic 489 steams in the Cumbres, N.M., yard in 2015. My visit here led to a tremendous interest in narrow gauge railroading. Brian M. Schmidt



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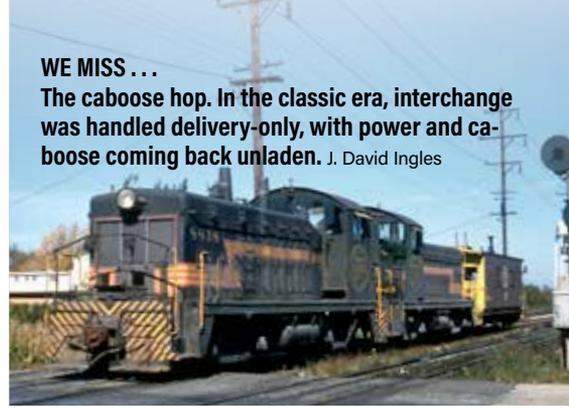


A potpourri of railroad history, then and now

HeadEnd

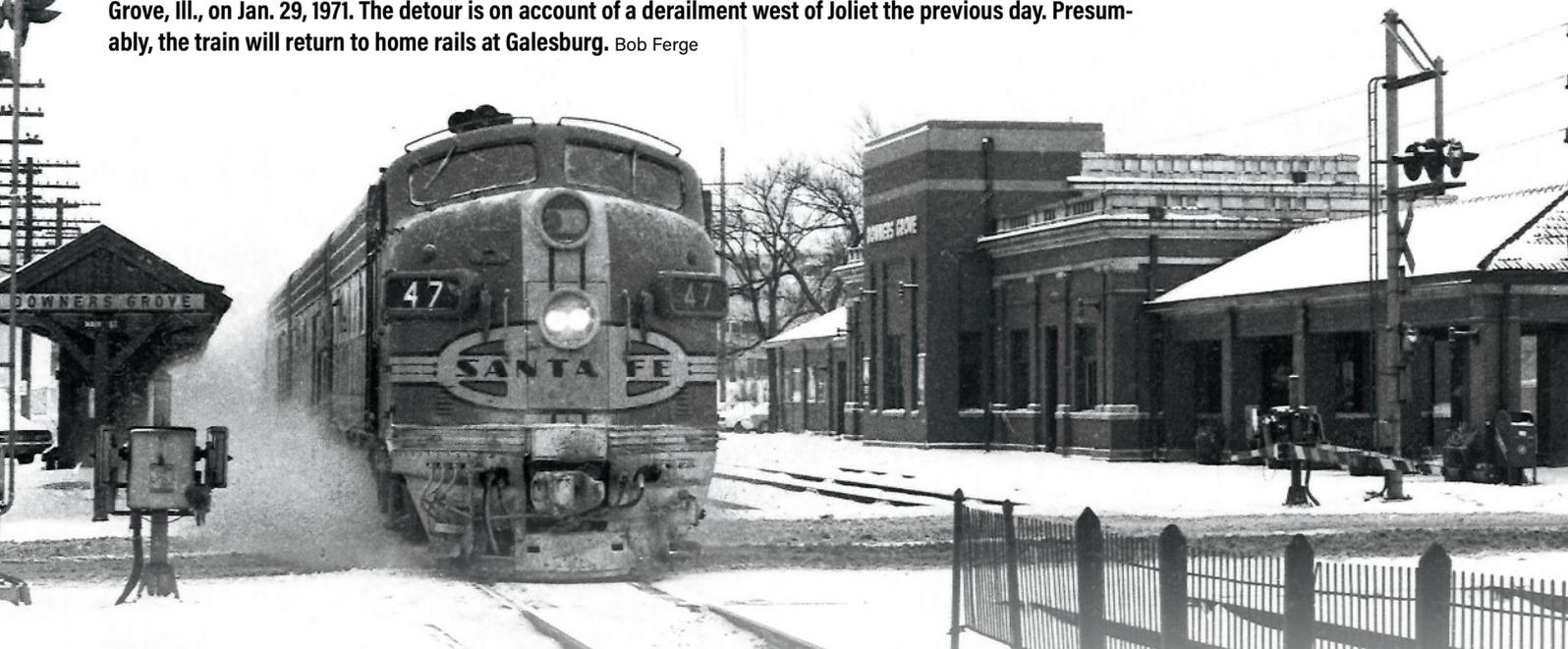
WE MISS . . .

The caboose hop. In the classic era, interchange was handled delivery-only, with power and caboose coming back unladen. J. David Ingles



Strangers in the snow

Santa Fe's El Capitan rolls west on the Burlington Northern's triple-track "Racetrack" at Downers Grove, Ill., on Jan. 29, 1971. The detour is on account of a derailment west of Joliet the previous day. Presumably, the train will return to home rails at Galesburg. Bob Ferge



No business like snow business

Canadian National tested its "Snow Fighter" in the winter of 1980-81 at Montreal's Taschereau Yard. According to the railroad's press release, the machine is a "1,000-hp yard switch engine equipped with adjustable plow-type blades and wings on one end and a two-stage blower/loader on the other end, all controlled from the cab."

When enough snow is accumulated, it will be loaded in a gondola positioned on an adjacent track."

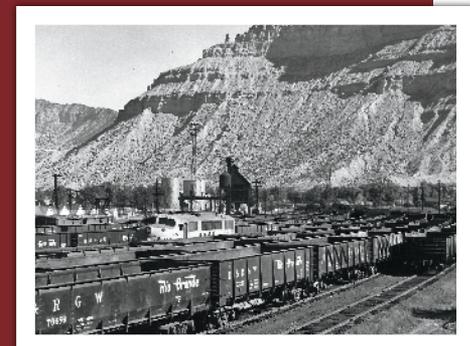
We recognize this, of course, as an Alco S-series switcher with a big snow blower. In the black-and-white photo, the safety stripes sure are reminiscent of subsidiary Central Vermont's locomotives.

Canadian National



Odd man out

A single Rio Grande FT is apparently lost in a maze of empty drop-bottom coal gondolas at Helper, Utah. The cars are to be loaded in Carbon County, a major coal-producing region at the time. Don Sims



IRM hosts EMD centennial celebration

Under leaden skies, rainwater pools on the walkway of Progress Rail EMDX SD70ACe-T4 demonstrator No. 7723. On the passenger platform at the Illinois Railway Museum, a much earlier product of Electro-Motive Division rolls to a stop with the museum's caboose train.

Its rain-soaked carbody shining, SD24 No. 504, built in 1959 for the Chicago, Burlington & Quincy Railroad, is one of several classic diesels operating as part of EMD's 100th anniversary celebration, honoring current and past employees of Electro-Motive Division and Progress Rail.

"We are here today celebrating the 100-year anniversary of EMD," says Marty Haycraft, senior vice president of Caterpillar Inc. and president and CEO of Caterpillar's Progress Rail. "There are not very many chances where you get to have a celebration of 100 years in business. It is really about celebrating the employees and our customers that have allowed us to get here. EMD is known for innovation, technology, sustainability, and customer focus and we are here to celebrate that with our employees."

The Aug. 20 event included the museum's classic *Nebraska Zephyr*

trainset operating behind E5 9911A. The caboose train featured the CB&Q SD24 in the morning, followed by EMD's first GP7, Chicago & North Western No. 1518. The GP7 had just had its nose and stripes repainted by shop forces at IRM.

Also on display was the first SD7 built, Southern Pacific No. 1518 (yes, the same number as the C&NW Geep), and Canadian Pacific SD40-2F "barn" unit No. 9023, a recently rebuilt former Central Maine & Quebec unit sent to IRM for the event. — *Steve Smedley*

Chicago & North Western F7 No. 411; Amtrak AEM7 No. 945; Santa Fe FP45 No. 92; and Canadian Pacific SD40-2F No. 9023 line up. The first three are from the IRM collection; the CP unit is active. Russell T. Sharp



Nashville Steam raises more than \$200,000

Nashville Steam raised more than \$200,000 toward restoration of Nashville, Chattanooga & St. Louis No. 576 during a matching-grant fund drive this summer, the organization has announced. Beginning in May, all donations of \$250 or more toward work on the 4-8-4, built by Alco in 1942, were matched through a program sponsored by The Candelaria Fund and the Wick Moorman Charitable Foundation.

"This grassroots effort to bring back an iconic piece of our history has been made possible by our donors, members, and friends across the country and here at home," Shane Meador, president of Nashville Steam, said in a press release. "Thanks to all of our generous supporters, we are closing in on our remaining total restoration funding needed to complete the project as the overhaul cruises beyond the halfway point. We could not be more grateful for the sustained and

generous levels of support that we have graciously received."

In August, a fund drive marking the 80th anniversary of the locomotive's construction, dubbed "80 for 80," matched donations of \$80 or more. That drew individual donations ranging from \$80 to \$20,000, totaling more than \$50,000.

The funds are intended for installation of firebox staybolts and rivets, removal and rebuilding of the tender trucks, and reinstallation of the locomotive's recently rebuilt driving wheels and running gear. The organization estimates that, barring unforeseen issues, the locomotive could see a test fire in fall 2023. The current cost to complete the overhaul is estimated at about \$350,000.

For more information on the project or to donate, visit www.nashvillesteam.org. — *David Lassen*

CP donates turntable to Railroading Heritage of Midwest America

Canadian Pacific has donated the former Milwaukee Road twin-span turntable from Bensenville, Ill., to Railroading Heritage of Midwest America for use at its Silvis shop complex. On Sept. 8, 2022, the turntable, constructed in 1937, was successfully split in two and loaded onto trucks for the move across Illinois to Silvis. Project managers Erik Hoofnagle and Dennis Daugherty coordinated the move for RRHMA.



A former Milwaukee Road turntable is removed from Canadian Pacific's Bensenville, Ill., yard for installation at the former Rock Island shops.

While Silvis once had a turntable that served the Rock Island shop complex, it was removed and the turntable pit filled in decades ago. RRHMA plans to install the turntable in the footprint of the original, but the pit will have to be enlarged since the Rock Island turntable was 90 feet while the Milwaukee Road table is 110 feet.

Hoofnagle says the organization plans to repair any steel that needs replacement, sandblast and paint the table before installation. CP also donated the turntable ring and clips, which will be installed after a new concrete pit is poured. A set of plans for the pit was preserved and copies made available to RRHMA. The turntable will allow the organization to easily turn locomotives and other equipment at Silvis.

RRHMA President and Chief Operating Officer Steve Sandberg thanked Canadian Pacific for the donation, and donors who came forward at the last minute when plans came together to acquire and move the turntable. Also participating in the move was TN Track Services of Peoria, Ill.; Smith Specialized Heavy Haul, which provided truck transportation; and Cranemasters, which provided the cranes to lift the table.

With the donation, it will be possible to see a Milwaukee Road steam locomotive on its "home road" turntable again. RRHMA owns and operates Milwaukee Road 4-8-4 No. 261, based in Minneapolis, which often rode the table when it pulled trains between Bensenville and Omaha and the Twin Cities in its days of regular service between 1944 and 1954. Sandberg has said that the Northern will visit Silvis at some point, although Minneapolis will remain its home base.

RRHMA is seeking donations for the upgrading and installation of the turntable at the RRHMA website, at 261.com, and the RRHMA membership and donation page. — *Steve Glischinski*



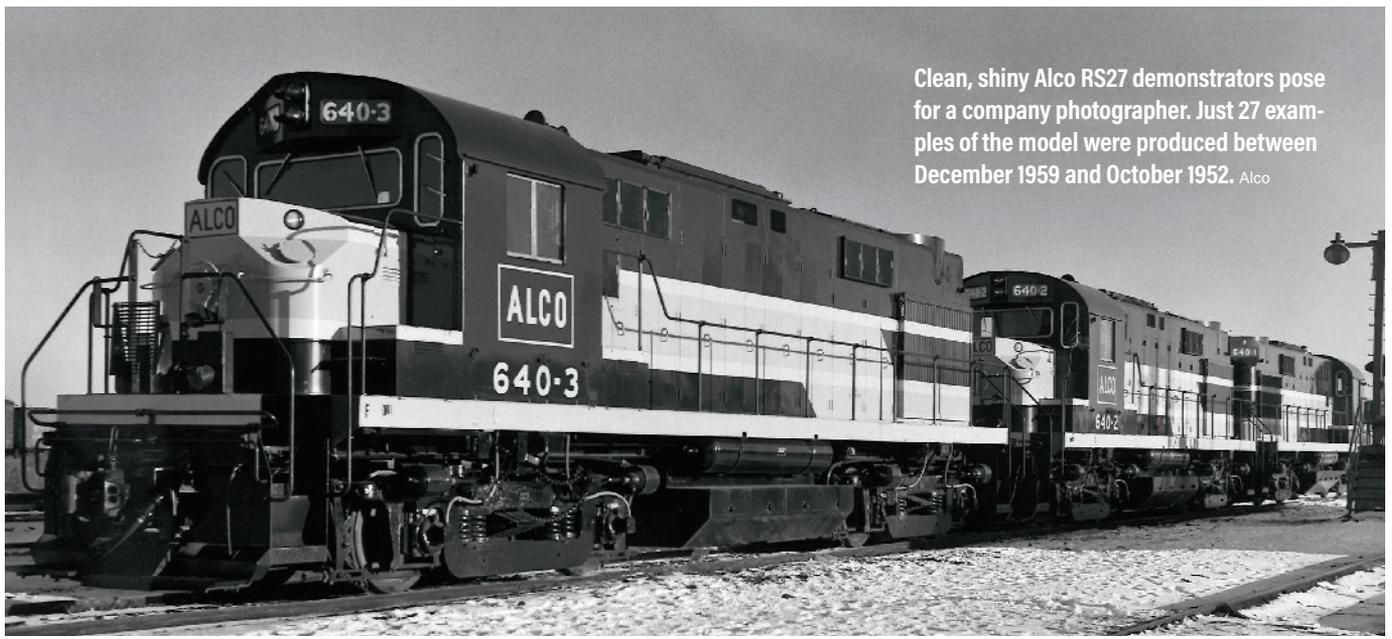
Turntable parts are loaded onto a truck for donation and delivery to Silvis, Ill.

Two photos, Railroading Heritage of Midwest America

Pennsy in Missouri?

St. Louis, Iron Mountain & Southern has repainted former Pennsylvania E8 No. 5898 in the classic pinstripe scheme. The locomotive, built by EMD in La Grange, Ill., in 1951, was purchased from the Reading, Blue Mountain & Northern Railroad in 1998. *Steve Smedley*





Clean, shiny Alco RS27 demonstrators pose for a company photographer. Just 27 examples of the model were produced between December 1959 and October 1962. Alco

Alco RS27 — a diesel that didn't

It's tough when professional engineers create a decent locomotive that builds on successes of the past and still nobody really wants it. That was the Alco RS27, also referred to as the DL640.

Its 16-cylinder, 251B prime mover pushed out 2,400 hp. Coincidentally, only 27 were built between December 1959 and October 1962. But think about what was being offered by the competition in that period — EMD's GP20 and later GP30 and the revolutionary new GE U25B. In hindsight, the Alco never stood a chance.

Nonetheless, Alco had high hopes for its latest creation. Five were built as demonstrators, another four went to Chicago & North Western, 15 to the Pennsylvania Railroad, a pair to Soo Line, and a single unit to Green Bay & Western. That was it. Capable, but nothing to make management stand up and take a second look.

The demonstrators came in a maroon-and-gray paint scheme with gold stripes. All units had a distinctive one-piece windshield above the nose.

When nobody came back for additional orders, the units became instant roster oddballs. Neither fish nor fowl, they soldiered on, in time many were sold off to other operations. Four of the five demonstrators were refurbished and were released to Union Pacific in yellow. C&NW's units were traded back to Alco for new C424s. A few others went to Canada, first to Montreal Locomotive Works and later to Devco Railway.

Alco later redesigned the RS27 into the more popular C424 and C425 with, notably, a two-piece windshield.

Interestingly, however, their design proved quite durable, and while the majority are gone, today two survive on the Minnesota Commercial Railway roster. — *David Lustig*

Amtrak Empire Builder at Milwaukee, 1976



At the head end are SDP40F diesels Nos. 575 and 563, built by EMD in May 1974. No. 575 sports the later body style with a flat nose. The train is snaking through the Florida Street S-curves south of the Milwaukee station.



Visible mid-train are two domes, separated by a coach. Both domes are Budd-built cars while coach No. 4551 is from St. Louis Car Co. The Milwaukee skyline is partially visible overhead.

OBITUARIES

Don Heimburger, longtime railroad publisher and author, died June 10, 2022, at age 75. An avid model railroader, the Urbana, Ill., native started *S Gaugian* magazine when he was 15 years old. He worked as a newspaper reporter while earning a journalism degree from the University of Illinois in 1969. He was drafted into the U.S. Army in 1970 and served as editor of the newspaper at Fort Knox, Ky., for two years. He was also a press representative to the Illinois Central Railroad. Heimburger was the author of more than 14 books, on subjects including the Baltimore & Ohio, Illinois Central, Wabash, and East Broad Top.

Hays T. Watkins Jr., a soft-spoken Kentuckian who made the CSX merger a classic success, died July 29, 2022, at the age of 96. In 1978, Watkins, chairman of the Chessie System, approached Seaboard Coast Line about a union. He and SCL's new CEO, Prime F. Osborn, negotiated the deal. Two years into the merger, Osborn, 67, retired, and Watkins became CSX's sole CEO. One of Watkins' greatest achievements was the transformation of the railroad into a multi-modal corporation. He bought a gas company to hedge against rising fuel costs, and with it came a pipeline company and the nation's largest barge line. Then he formed a trucking subsidiary and bought Sea-Land Service, the world's largest container line. Watkins retired in 1991 after a 40-year career that spanned some of the industry's most tumultuous years.

William F. Howes Jr., a longtime Baltimore & Ohio, Chessie System and CSX official, author, and president of the Railway & Locomotive Historical Society from 1994 to 2003, died in Jacksonville, Fla., on July 30 at the age of 83. In his career with B&O and Chessie System, he enjoyed a front-row seat at one of the most pivotal stages of Eastern railroading. He also was instrumental in two of the most successful railroad public-relations projects in the 20th century: Creation of the Chessie System Chess-C cat logo in 1972, and planning and operating the popular series of nearly 100 Chessie Steam Special excursions in 1977-78. During Howes' period as R&LHS president, he played a major role in addressing the direction of the organization, overseeing a period in which it turned from long-held plans to create a museum, found a home for its archives, and sharpened its focus on publications, including its magazine, *Railroad History*.



No. 676, a former demonstrator now wearing Montreal Locomotive Works' logo, was rebuilt and de-rated to 2,000 hp for work on Roberval & Saguenay in 1971. Two photos, David H. Hamley



Penn Central RS27 No. 2400 rolls down Main Street in West Brownsville, Pa., in 1970. The Pennsylvania Railroad was the largest buyer with 15 units, which went to PC in 1968.

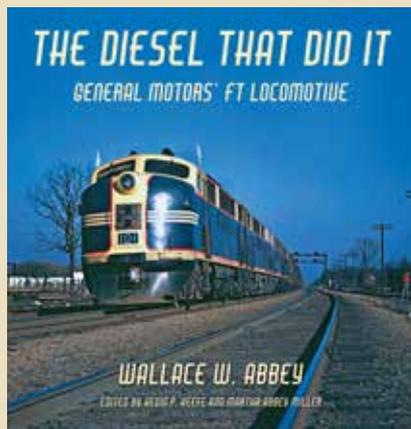


Turning to look south, a third dome, another Budd Co. product, is apparent in the consist. In the distance are signals for Washington Street interlocking where the Chicago & North Western passenger main crosses.



A smooth-side baggage car brings up the markers on the 13-car eastbound train departing Milwaukee compass south for Chicago. Four photos, J. David Ingles, Brian M. Schmidt collection

Reviews

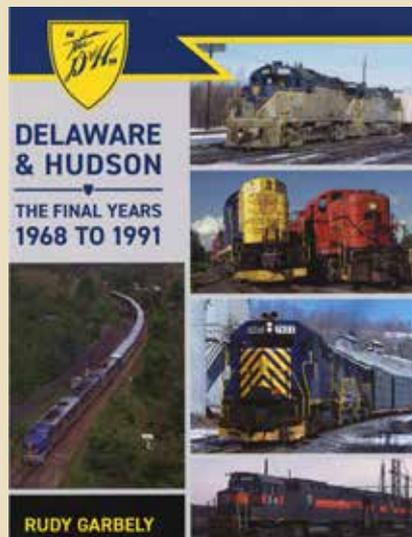


The Diesel That Did It: General Motors' FT Locomotive

By Wallace W. Abbey. Indiana University Press, Bloomington, Ind. 220 pages, \$49.

It's hard to overstate the importance of the diesel locomotive, and particularly its mass-production, to the railroad industry. This posthumous release, finished by daughter Martha Abbey Miller and collaborator Kevin P. Keefe, covers the creation of the Electro-Motive FT locomotive and the revolution that followed as the industry switched from steam to diesel. The book includes 13 chapters and a foreword by *Trains* magazine diesel locomotive expert Greg McDonnell. It is illustrated with more than 140 classic black-and-white images from the author, Santa Fe, and other sources.

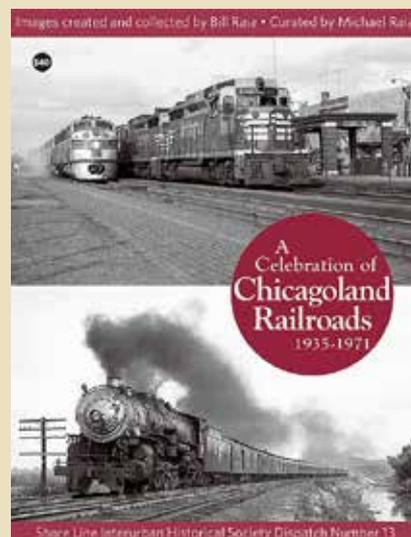
The Diesel That Did It is a welcome resource for those interested in diesel locomotives, railroad technology, and even the Santa Fe. — *Brian M. Schmidt*



Delaware & Hudson: The Final Years, 1968 to 1991

By Rudy Garbely. The Garbely Publishing Co., Dingmans Ferry, Pa. 416 pages, \$90.

This volume picks up D&H history in 1968, taking it through the road's 1991 acquisition by Canadian Pacific. The book is divided into five chapters, based on the railroad's management and ownership. The text is driven by interviews with surviving D&H employees. The book provides an especially apt recounting of the industry in the 1970s and 1980s, including details of the acquisition and subsequent bankruptcy by Guilford and labor relations. Short sidebars tell interesting tales that are not central to the main narrative. The book is profusely illustrated, largely in color, and includes a bibliography, index, and 40-page appendix reproducing employee timetables from the greater D&H system. This is a fine addition for any fan of the D&H, anthracite railroading, or the behind-the-scenes of railroad business. — *B.M.S.*



A Celebration of Chicagoland Railroads, 1935-1971

Shore Line Interurban Historical Society, Lake Forest, Ill. 132 pages, \$40.

Don't be thrown by the name of the publisher: this collection of images from throughout the Chicago region goes way beyond interurbans. Anchored by the work of Soo Line veteran Bill Raia, this softcover encompasses steam, diesel, and electric and includes virtually every railroad, every station, and seemingly every train. It's all here: Burlington *Zephyrs*, Milwaukee Road *Hiawathas*, Santa Fe streamliners, Soo Line and Rock Island freights, all three Insull electric lines. In addition to Raia's images, you'll see the work of other notables such as Paul Stringham, Joe Collias, Jim Scribbins, and Paul Slager. Excellent maps, crisp layout, and generous captions help make this an ultimate guide to Chicagoland in the classic era. — *Kevin P. Keefe*

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Read biweekly commentary by our columnist Kevin Keefe, who reflects on the places he's been, the people he's met, and how railroading's history impacts the industry today.



Diesels That Didn't

Everyone knows the successes, but what about the locomotives that didn't make the grade? Read about more online!

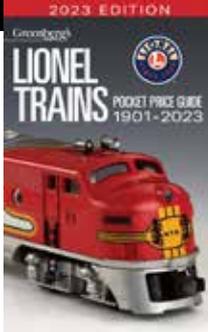
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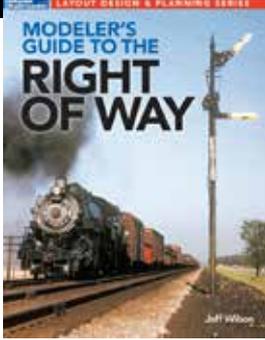
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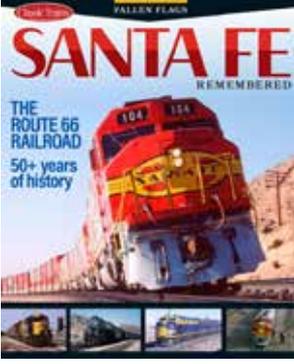
MODELER'S GUIDE TO THE RIGHT-OF-WAY

This book takes you trackside for a deep dive into the equipment and practices that get railroads across the landscape. Get the details that keep railroads running: track and roadbed, grade crossings, defect detectors, communication lines, and more!



SANTA FE REMEMBERED

Celebrate the famed Santa Fe Railway with a new special issue from the Fallen Flags series! Learn about this railroading institution from the era's best authors: Wallace W. Abbey, David P. Morgan, Lloyd Stagner, and more!



EAST BROAD TOP

Take an in-depth look at Pennsylvania's famous East Broad Top Railroad. This 84-page special issue from *Trains* magazine examines the history, locomotives, rolling stock, and miraculous comeback of the beloved narrow-gauge line.



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.

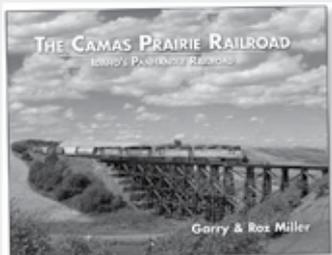


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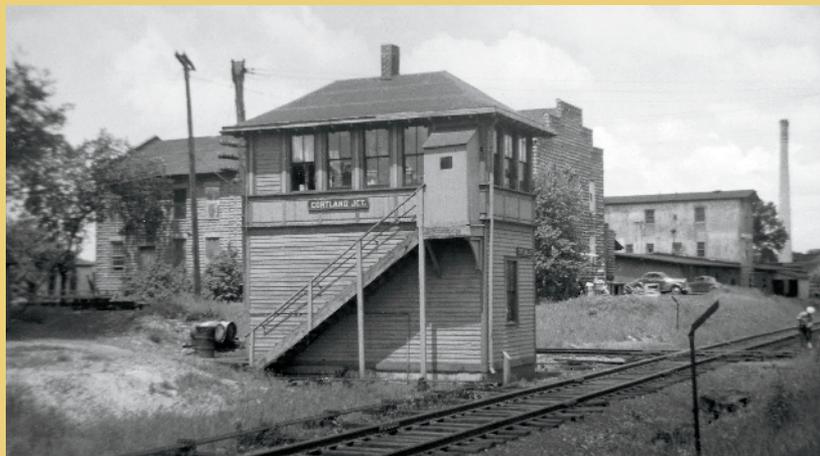
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Fast Mail

Letters from readers on our Fall 2022 issue

Cortland Jct. introduction?



I wonder if I ever met author David Marcham on one of his vacation relief assignments at Cortland Junction. If I did, a belated thank you for tolerating a young boy who loved trains.

I grew up in Cortland, N.Y. When I received my first bike with its mobility, the two railroad yards were the first choice of adventure.

I discovered Cortland Junction where the Lehigh Valley and Lackawanna crossed. Many summer afternoons I would ascend the steps and spend an afternoon pestering the operator with questions. If it was David, or any other operator, they were exceptionally tolerant and fostered my lifelong enthusiasm for railroading.

Some memories never fade!

John R. Iacovino, Wallace, N.C.



I happened to be in Athens in September 2022 as a Lehigh Railway train arrives into Norfolk Southern's Sayre Yard. It is shown crossing Main Street in Athens, passing the foundation of the former Athens Tower. The line is now single track.

Don Jilson, Lowman, N.Y.

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SUPER Continental, indeed

In April and May 1988, my wife and I did a Toronto-to-Vancouver round-trip by rail. We went west on the VIA Rail *Canadian*, spent two weeks touring the West Coast, then returned on the *Super Continental*.

On the *Super*, we celebrated our 30th wedding anniversary and the dining car crew broke out a bottle of wine, on the house, and served a great meal.

These trips were awesome and we are still married after 64 years.

Bob Kehrer, Stanley, N.Y.

Fort Worth & Denver train 7

The center spread photo on pages 42-43, and again on page 46, is indeed Fort Worth & Denver train 7, but it is not the *Texas Zephyr*. Train 7 was the secondary train on the Denver-Dallas route. At one time it was known as the *Gulf Coast Special*, but by 1958 it was just the "other" train, regardless of the fact that on this particular day it was sporting the originally assigned *Texas Zephyr* power. Train 7 was the only one of the four daily trains that would have passed the Quanah station in daylight during December. So, its passage lives on in these fine photos.

Dennis Opferman, Fort Worth, Texas

Just the facts, man

▪ The trailing Union Pacific locomotive on page 26 is a turbocharged GP9B.

William Morrison

▪ The correct name of the Jack Webb movie referenced on pages 32-33 is "The D.I."

Brian McCord, Alameda, Calif.

▪ The caption at the bottom of page 50 should say Interstate 20.

Joel True, Altamont, N.Y.

▪ The Aldene Plan mentioned on page 52 diverted Jersey Central passenger trains to Newark Penn Station where passengers could transfer to Pennsylvania Railroad or PATH trains to Manhattan.

Michael Caramanna

▪ On page 72, I believe this train is west-bound arriving at Avery, unless the two Little Joes are used as rear-end helpers. However, I was a dispatcher at Deer Lodge, Mont., and don't recall using Joes as rear end helpers out of Avery.

Chris Urban, Brandon, Iowa

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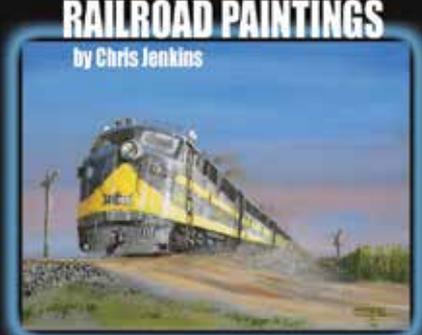
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Formative years at Glendale

I enjoyed Kevin Keefe's column "For Steinheimer, it all started in Glendale."

It all started in Glendale for me too. I was born there in March 1947 and I grew up in Eagle Rock, a northeastern Los Angeles suburb about 5 miles east of Glendale. On warm summer nights I could hear steam locomotive whistles from the area around the Glendale depot of the Southern Pacific.

My engineer father Harold began work early and was able to get home by about 5:30 p.m. He would gather up me and my younger brother David and we would drive over to the Glendale depot to watch the final suburban stop of the southbound *Daylight*. I will remember peering up the track toward the next closest stop, Burbank. The first sign of the train's imminent arrival was the figure-eight spiral of the headlight. Soon one could hear the locomotive, a thrilling sound to a young boy. Then the great GS-4 engine would roll through the arrival track and come to a stop. It was thrilling beyond measure for me.

Years later, at Railfair 99 at the California State Railroad Museum in Sacramento, the sole surviving GS-4, No. 4449, was in attendance. I crouched down opposite the firebox so that my eyes were at the level of a child's, and, sure enough, I could see the flames of the oil fire licking away. Several years ago I commemorated my memory in two paintings. The first, in watercolor, I entitled "A Monarch in Glendale." The man in the maroon sweater would be my father, and the taller of the two boys standing with him would be myself, with David the other.

The second painting, in oil, depicts Dad pointing out a feature next to the left-side cylinder. With their backs turned to the viewer, the taller boy in bluejeans is myself, the other David.

I daresay that sometimes when we were present at Glendale depot, Mr. Steinheimer may well have been there too. As I said, I enjoyed Mr. Keefe's column tremendously. Thank you for running it!

Paul B. Ohannesian, Vancouver,
British Columbia

Got a comment? Write us at Fast Mail, Classic Trains, P.O. Box 1612, Waukesha, WI 53187-1612; email: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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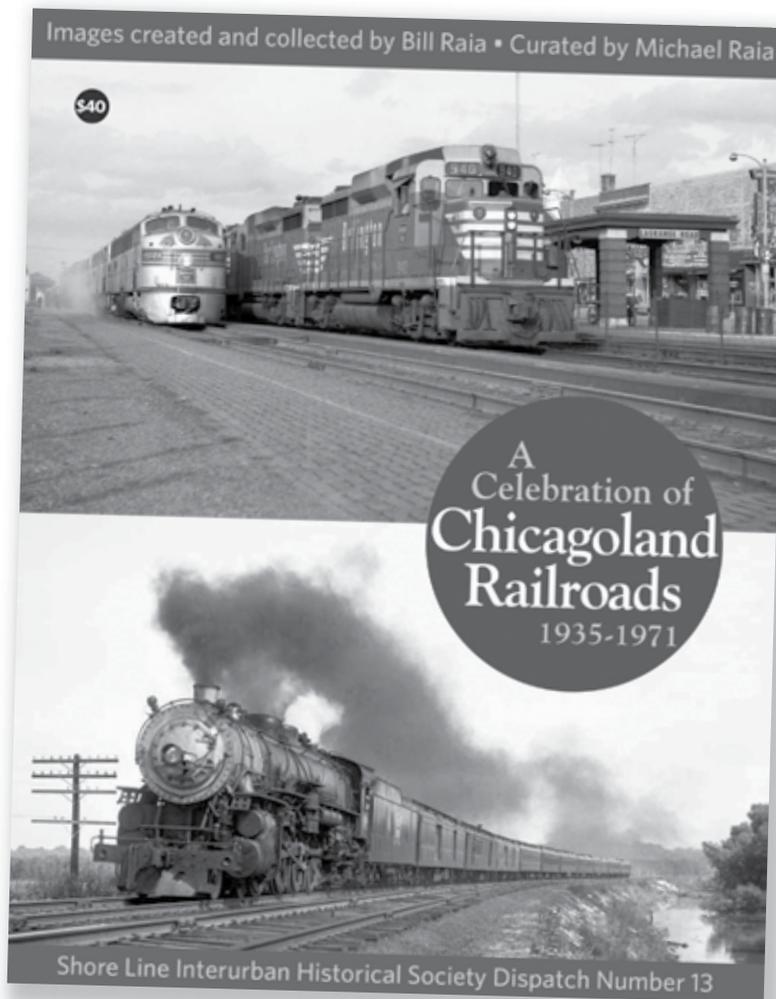
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For Mike Schafer, there's always a shot

Train photography led to a career in railroad journalism

Although I've never been great with a camera, I've enjoyed a life immersed in railroad photography, thanks to my good fortune at being able to edit railroad magazines for much of the past 40 years. I've had my favorites, of course, but I've tried to be as neutral as possible when it

came to photographers. Serving the story or the topic comes first, choosing who gets the credit line is second. That's the goal, anyway.

But it hasn't always worked out that way. When you spend a career sifting through tens of thousands of 8x10

black-and-white prints and 35mm color slides, you start looking for that one approach — that certain signature — that not only makes your life as an editor easier but also means “great photograph.” Quite often that search led me to Mike Schafer.

Mike and I sort of grew up together in this business, even though we came at it from different directions. He was one of those young lions of railroad photography who began emerging in the late 1960s and blossomed in the '70s, often in the pages of *Trains* and other magazines, as well as on the slide-show circuit. In fact, it was thanks to the latter that Mike and I first met in 1972.

It was a Saturday night in Detroit, and I found myself taking an elevator up to the top floor of the venerable Fort Shelby Hotel, there to see a Michigan Railroad Club program being presented by Mike and his colleague, Jim Popson, of the Northwestern Illinois Chapter, NRHS. That show, “Chicago Is ... My Kind of Railroad Town,” blew me away with its use of dual projectors and synchronized sound, something I'd never witnessed before.

I introduced myself after the program. We were nearly the same age — I was 21 — and we immediately hit it off, so much so that he quickly accepted my invitation to come to Michigan State and give the same show to our campus railroad club. Fate was good to us: we'd work together often in the years to come, first at Kalmbach Publishing in the mid-1970s and later at *Passenger Train Journal* when I was managing editor and he was art director. I think having easy access to his incredible archive of passenger images gave *PTJ* a distinct elan in those days.

Which brings us to this issue of *Classic Trains*, in which Editor Brian M. Schmidt has assembled a Schafer showpiece, Mike's tribute to the Gulf, Mobile & Ohio on pages 20-29. This is the Schafer style I've always known and loved: beautifully composed images of a Midwestern railroad that, while not in its prime any more, still compels. As he so often does, Mike captures the essence of the GM&O with railroad pictures, not train pictures.

Mike's instinct for composition can be credited partly to his genes: artistic talent runs in his family, from his late father, Don Schafer, a tool-and-die maker whose drawings left Mike “astonished,” to his half-brother Mark Schafer, a graphic designer who has counted the Chicago Cubs among his clients. He describes his



It's 12:20 p.m. and the *California Zephyrs* meet right on time at Phillips siding, south of Sacramento, Calif., in July 1969. No. 17 hums past No. 18 in the hole in a flash of stainless steel and reflected orange-nosed Fs. The photographer, aboard No. 18, gets the shot. Mike Schafer

sister Maureene as a talented artist; her daughter, Mike's niece, is an art teacher.

And it was an aunt, Bert Magnuson, who led Mike to what became his calling, the 35mm slide. "She entertained us kids with slide shows of stuff she shot while serving as a Navy nurse during the Korean War, plus family-related photos," Mike explains. "I was fascinated by the color slide format and took my first railroad slide on Nov. 27, 1964, a scene at Santa Fe's Chicago engine terminal. I was sold on the photography thing."

But beyond genetic predisposition, a successful artistic career is also made up of influences. Perhaps the prime one for Mike was the late Jim Boyd, the celebrated photographer who edited *Railfan* magazine for decades and in some ways came to personify the genre. Mike met Jim around 1964, after the latter graduated from Milwaukee's now-defunct Layton School of Art. The two became fast friends.

"I met Jim when he joined our local model railroad club in Rockford," Mike

recalls. "At our Friday night meetings, he brought his projector and did slide shows. I was blown away.

"We did a lot of railfanning with J. B. through the rest of the 1960s, and he was always happy to share photography tips, mostly having to do with composition. He was a wizard at it."

Meanwhile, Mike went on to make his passion "official" by graduating from Northern Illinois University with a degree in art and art education. From there he followed the usual track of the railroad photographer, doing roster shots of diesels

until — unsatisfied — he began to widen his horizons, literally.

"I began experimenting with action scenes, attempting to get to a location long enough before the train so I could scope how I might compose the scene. I look for elements in the location that can enhance the photograph — trees, water, interesting buildings, whatever I can do to avoid just another mundane, three-quarter view."

I imagine a situation in which we drive up to a scene and I scowl and say "there's nothing here." For Mike, there's never "nothing here."

Exhibit A might be the photo on page 28, showing GM&O train 233 hustling through Stanford, Ill., behind a pair of F units in summer 1972. This image says a lot about how Mike operates: his decision to shoot on the "wrong" (or shadow) side, his perspective from a very low angle, his use of the grade-crossing sign to frame the image, and his embrace of all those jarring angles from the grain-elevator complex. Nothing mundane here.

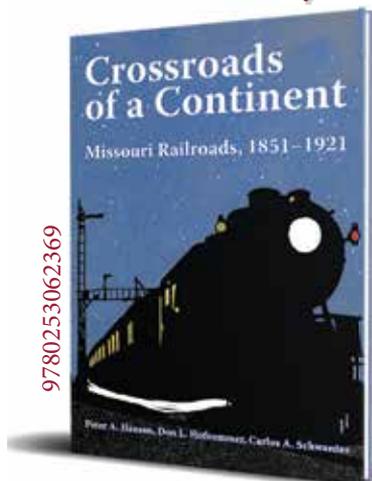
When I think about being out on the road with Mike — and we've had a couple of memorable road trips of our own — I imagine a situation in which we drive up to a scene and I scowl and say "there's nothing here." For Mike, there's never "nothing here." There's always a good shot somewhere, somehow. ■



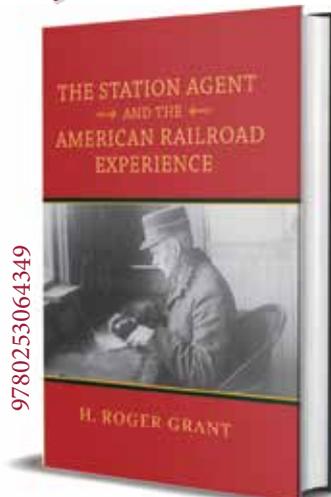
KEVIN P. KEEFE joined the *Trains* staff in 1987, became editor in 1992, and retired in 2016 as Kalmbach Publishing Co.'s vice president, editorial. His blog "Mileposts" is at www.Trains.com.



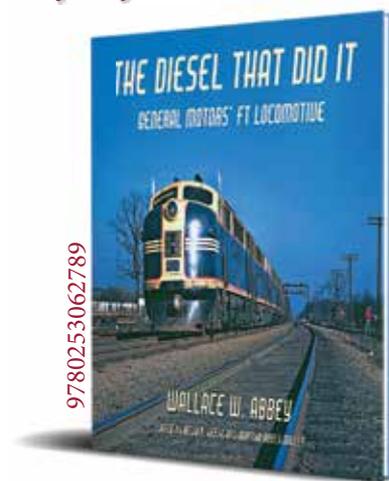
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Railroad divided

Louisville & Nashville GE U23B 2715 leads a short southbound freight through Woodland Junction, Ill., in March 1977. The location marks a significant demarcation on the one-time Chicago & Eastern Illinois, a largely two-sided operation. L&N owns and operates trains on a line to the south-east, connecting to the greater L&N network at Evansville, Ind. Missouri Pacific owns and operates to the southwest the track in the foreground, linking to the greater MoPac system at Thebes, Ill. The two roads own jointly the 82.4 miles north to Chicago. Mark A. Hinsdale





GMI&



We're at Pontiac, Ill. in May 1971 as a clean-looking northbound Amtrak *Abraham Lincoln* marches out of town after making its station stop. In the foreground is Illinois Central's depot on the road's Minonk-Otto, Ill., branch.

O *memories*

LOOKING BACK ON A RAILROAD LOVE AFFAIR
THAT DOVETAILED WITH A PUBLISHING CAREER

BY MIKE SCHAFER // Photos by the author





We're immediately south of Joliet Union Station just after daybreak on a summer morning in 1967 as the *Midnight Special* makes its station stop. E7A 100 and E8 100A have a hefty 18-car consist in tow that includes two RPOs, three heavyweight coaches, and sleeper *Timothy B. Blackstone*.

It was a black-and-white world when I had my first encounter with the Gulf, Mobile & Ohio. It was a Saturday in 1963. I was 14 and, yup, I had already (and unwittingly) entered what eventually would be a career wrapped around railroad photography and writing. My older sister, Maureen, was chaperoning my railfan buddy Parry Donze, his kid brother Mike, and me on a train trip into Chicago for a day of shopping in the Loop.

We were aboard Illinois Central train 12, the Sioux City-Chicago *Hawkeye*, which we had boarded at our hometown of Rockford, Ill., at dawn for the 105-minute ride into Chicago. Those last 45 minutes into Central Station were of special interest to Parry and me, what with all the fascinating junctions our train negotiated.

At one point — which years later I would learn was Bridgeport, on Chicago's near southwest side — number 12 slowed to a halt. We pressed our faces against the window on the right side of our car to see what was going on ahead. Shortly, a bright red-and-maroon passenger train glided into sight, joining onto our main line to cross the lift bridge ahead of our train.

Parry and I got quite excited, as we couldn't figure out just what railroad we were looking at. At this point, we knew our train shared track with Santa Fe, but Santa Fe trains were unmistakable. What was that exotic, colorful railroad whose passenger train we had just witnessed? We referred to it as the "mystery railroad."

Fast forward to March 27, 1964. That was the date of my first-ever true railfan trip. Three older high-school buddies — Dale Jacobson, Wayne Kuchinsky, and Jack Fiene — who were

members of the Rockford-based Forest City Model Railroad Club that I had joined in 1963 — invited me to accompany them on a trip, by train, to Joliet. They had been there before and spoke of Union Station there as a railfan's dream. Three busy railroads — Santa Fe, Rock Island, and Gulf, Mobile & Ohio — crossed one another at a 16-diamond intersection right at the depot. This I simply couldn't pass up.

I had glimpsed Santa Fe and Rock Island trains before on earlier trips to Chicago, but never GM&O, although I had seen some black-and-white photos of the railroad's equipment. For whatever reason, they struck me as having two-tone green locomotives and passenger cars.

We made our way to Chicago by way of The Milwaukee Road and then the Rock Island to Joliet. I was blown away by Union Station there and we didn't have to wait long for the action to begin. Dale noted that GM&O's *Alton Limited* out of Chicago would be due shortly. Aha, my first look at the "Gee-Mo" in person!

We were set up on the platforms as the station loudspeakers blared out, "GM&O passenger train to St. Louis now arriving on Track 1." And then the *Limited* swept into the station. I was stunned. In front of me was the most colorful passenger train I had ever seen, with red and maroon bands of color set off by yellow striping and lettering. This was my mystery railroad! And thus began my love affair with the GM&O.

Getting to know the Gee-Mo

Later in 1964, I befriended a new member of the Forest City Model Railroad Club. His name was Jim Boyd and he had just



Salad choices on GM&O diners in 1971 included either a half head of lettuce with dressing or fruit cocktail out of a can, just like our 1950s mothers used to make! This scene is from aboard the northbound St. Louis-Chicago *Limited* just prior to Amtrak.

moved from Dixon to Rockford to take on a job as news film editor for WTVO-TV. At our Friday night club meetings, it became routine to end the evening with Jim showing the slides he had shot during the previous week. Wowed by the impact of train shots in glorious color, I switched to slides by the end of the year.

The year 1965 launched a whole new era for me, as Boyd taught me the ropes of color photography as well as writing for publication. In February, Jim drove Parry and me into Chicago-land for a day and evening of photography, which concluded at Joliet with night photos of GM&O action. These were among my first after-dark photos.

At about this same time, I had also begun my quest to ride and photograph passenger trains wherever and whenever possible, and this certainly included the GM&O. Thus came another turning point, GM&O-wise.

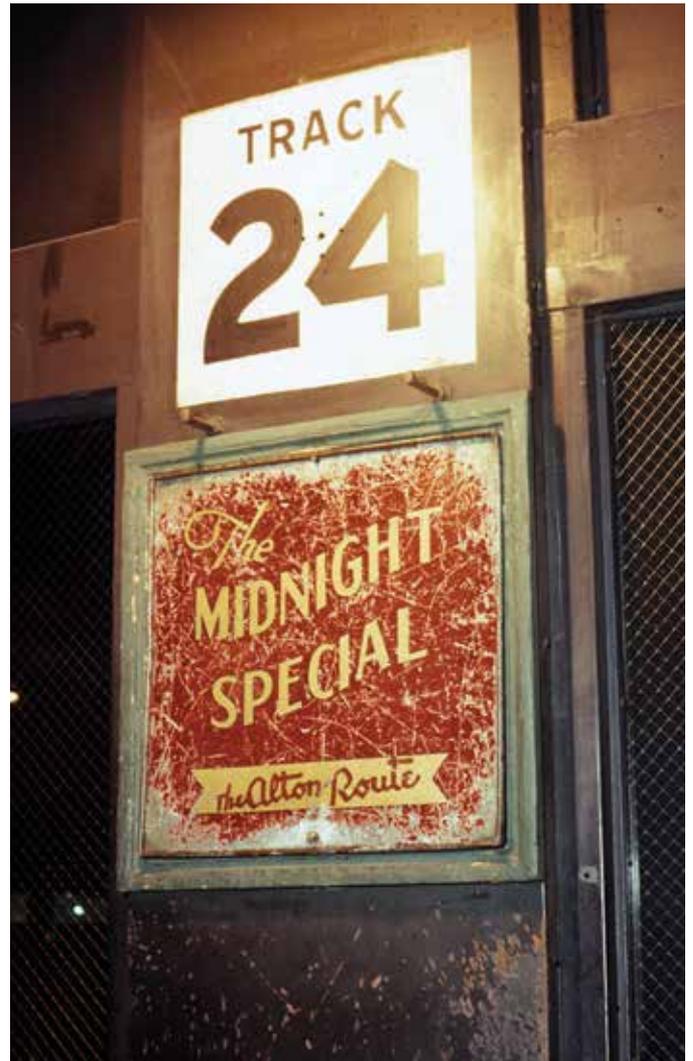
During a trip between Joliet and Chicago on GM&O's *Abraham Lincoln* in December 1965, I met railfan Joseph J. Petric. We became steadfast friends, a friendship that has lasted to this day (he helped proof this feature).

Joe's family hailed from Joliet, and his father worked for the GM&O at the railroad's South Joliet Yard and engine terminal. Joe helped hone my focus on the GM&O, and we did many a trip aboard and at trackside on the GM&O. On a couple of occasions, Joe's dad, Joseph Petric Sr. — when he was hostling locomotives at South Joliet — would pose locomotives for us.

GM&O was the winner in a once-hotly contested passenger corridor — Chicago-St. Louis — in the early 20th century. At this rail corridor's peak, four railroads — GM&O, IC, Wabash, and Chicago & Eastern Illinois — provided through passenger service between those two major cities. Because GM&O had the straightest, fastest route, and it served Springfield, the Illinois state capital, and Bloomington-Normal, an urban area with multiple colleges, it was the survivor in this competition. It's also why Amtrak retained the route.

That said, riding the GM&O became a ritual for both pleasure and travel needs. The railroad's passenger trains still sported heavyweight coaches and diner-lounges, plus two streamliner train sets built in 1935 for Baltimore & Ohio and the B&O-controlled Alton Railroad, a GM&O predecessor.

Our favorite fun routine was making lunch or dinner "turns" between Chicago and Bloomington. One could head south out of Chicago or Joliet on the *Limited* for lunch and return on the



The worn and weary sign for the *Midnight Special* at Chicago Union Station was used almost to the last run of the train on April 30, 1971. GM&O was the only railroad then using CUS that didn't own a portion of the station, but rather was a tenant at the facility.

northbound *Abe Lincoln* for desert. In the evening, we could head south on the *Abe* for dinner and return on the *Limited* for pie-and-coffee desert.

The *Midnight Special* overnight to St. Louis was a great way to spend a nearly full day photographing around St. Louis Union Station before heading back to Joliet or Chicago on the *Limited*.

The ancient, heavyweight diner-lounge cars — built in 1924 for the new *Alton Limited* — that ruled on the *Limited* and the *Abe* into the 1970s served top-notch food. Our favorite was a menu item called "Disjointed Chicken." It was always an excellent choice, and we never failed to get a laugh out of the name.

The diner had a maitre d' who wore a double-breasted jacket with coat tails! These rolling museums lasted into Amtrak until mid-1971 when one of the diner-lounges was bad-ordered because of a rusted-out frame.

The few last years I spent focusing on the GM&O pending its merger with IC were much rewarding, even after the merger went through, as not much changed for the first few years of the marriage.

The GM&O was a railroad rife with first-generation motive power: Alco road-switchers and cab units along with Elec-



Motive power — in this case F3 882 — for GM&O's Joliet commuter train was stored at the South Joliet roundhouse along with switchers that worked South Joliet. The photographer's father, Joseph J. Petric Sr., was the roundhouse foreman at South Joliet. Joe Petric, Mike Schafer collection



A Chicago-Kansas City train has arrived at Bloomington in 1971. Alco switcher 13 is working the yard on this day. One of the high-rise residential halls of Illinois State University can be seen between.

tro-Motive cab units as well as oddball power like Baldwin cab units, though they rarely, if ever, made it north of St. Louis. But, in the mid-1960s, GM&O took delivery of a fleet of new EMD products: GP30s, GP35s, and SD40s, some of them for the railroad's new coal trains between Percy Mine near Sparta, Ill., and new power plants near Joliet and Chicago's South Side.

Back then, diesel spotting for us was akin to big-game hunting. Many of us had grown up with F units, Geeps, Alco cab units and road-switchers, and new locomotives were huge news. We usually had to wait for monthly reports in *Trains Magazine* and the then-new *Extra 2200 South* newsletter.

Ignorance is bliss, though. On a sunny Thursday afternoon in the summer of 1966, Dale Jacobson and I made a quick drive down to Joliet. The timing couldn't have been better. Shortly after we arrived, GM&O's new State Line coal train, returning empty from a trip to the power plant on Lake Michigan on Chicagoland's far south side, showed up behind a bank of sparkling new GP30s and GP35s. The units were trailing a string of bright red Commonwealth Edison coal cars.

It made for an exhilarating sight as the train eased across the Rock Island diamonds, past Joliet Union Station, and UD tower. We pretty much ignored the Santa Fe freight behind a set of F units holding for a signal on the north end.

Expanding the exploration

In my home state of Illinois, there were several interesting lines outside the Chicago-St. Louis main line. A personal favorite was the Washington Branch, which took off westward from the Chicago-St. Louis main line at Dwight, interchanging with Santa Fe; New York Central; and Chicago, Burlington & Quincy at Streator. Beyond, the branch continued westward to Varna, where it split with one leg going to Lacon, Ill., and the other to Washington — surprisingly close to Peoria without going there. Rather, GM&O served the Peoria Gateway via a branch that ran north out of Sherman, Ill., (Springfield).

Then there was the ex-Alton line to Kansas City, which diverged from the Chicago-St. Louis main line at the Bloomington station. This route — known as the "Jack Line" (for Jacksonville, Ill., where it crossed and interchanged with the Burlington



GM&O had its own commuter train to Joliet. By the time I arrived on the scene, it comprised a single F3 and three coaches. It earned the nickname "The Plug" because, in steam days, it stopped at every water plug on the route. The train is shown loading at Chicago in 1973.

and Wabash) was perhaps best known for its doodlebug run. It is presumed to be the latest-surviving and longest interstate passenger routing in the U.S. regularly protected by a gas-electric train. It survived into 1960.

It was an all-day trip end to end that kept alive a facet of pre-World War II America. Features on it appeared in Kalmbach's *Model Railroader* and several times in the *Gulf, Mobile & Ohio Historical Society's* magazine, the *GM&OHS News*.

Early in the 20th century, Alton built what became known as the Air Line between the Chicago-St. Louis main line at Iles/KC Junction (Springfield) and Roodhouse, Ill. This sped up Chicago-K.C. trains, thus demoting the Bloomington-Roodhouse route to secondary mainline status. It thus became known as the Jack Line, lorded over by the local bearing the same name.

Another favored run by us chasers was the daily Bloomington-Peoria (actually, the Peoria & Pekin Union Yard in East Peoria) runs, trains 232 and 233. Even past the ICG merger, elderly F units were the norm, making this train a target for railroad photographers from as far away as the East Coast. I was happy to act as a guide for them.

Astute readers are beginning to realize my personal coverage of the GM&O was pretty much limited to former Alton Railroad lines in Illinois. Here and there I made up for that, though at times after the GM&O-IC merger. In the late summer of 1971, during a marathon cross-country photo expedition, friend Mel Patrick and I made a special stop at Sparta, Ill., where much of



Alco RS1 1126 has been posed on the turntable by South Joliet enginehouse forman Joseph Petric Sr. on a May 1969 evening. Son Joe Jr. took care of the open-flash lighting. Joe Petric, Mike Schafer collection

the 1967 hit movie, *In the Heat of the Night*, was filmed. Starring Sidney Poitier and Rod Steiger, the film's story took place in Sparta, Miss., thus filming could be done without having to change signage, particularly at Sparta, Ill., on GM&O's ex-Mobile



... it thus became known as the **Jack Line**,
lorded over by the Jack Line local.



Amtrak's southbound Milwaukee-Chicago-St. Louis *Prairie State* has just departed the C&A station and BN interlocking at Bloomington on a brisk, sunny morning in the late fall of 1971. Bloomington yard and shops are in the distance. Today, only a single track remains.



Train time at GM&O's ex-Chicago & Alton depot in Bloomington, Ill. It's the summer of 1971 before Amtrak imagery took hold for good. The northbound *Abe Lincoln* has just arrived from St. Louis. Note the parlor car attendant sporting his starched white jacket at the last car.



The old Chicago & Alton depot at Bloomington, pictured in the distance in the top photo, also served as the dispatcher's office for the Northern Division. Here, a dispatcher works the desk on a September evening in 1972. Note the track diagrams at right.



It's a dreary February morning in 1972 as train 94 out of Kansas City pulls into the yard at Bloomington. Venerable F units handled this early morning run right up to the end. After the train has been switched, it will continue to Brighton Park Yard in Chicago later in the day.

& Ohio main line. We overnighted here, enabling Mel to set up one of his famous action night shots [see "Photo Section," September 1982 *Trains*].

The following day, we paid a visit to the GM&O operator at Sparta, specifically to see Poitier's autograph that supposedly he signed on the interior station wall. Yup, it was there, as the depot agent pointed out. For all I know it still is, as the town has nicely renovated the classic depot.

Mel and I continued on to our ultimate destination, Washington, D.C., via Atlanta. En route, we made a couple of GM&O-related stops to photograph some former Mobile & Ohio buildings. Had I known what I know now, we might have paid more attention to the GM&O shops at Iselin, Tenn., near Jackson.

In early 1972, three of us ventured south of St. Louis on GM&O's former Mobile & Ohio main line through southern Illinois. Another visit I made to this area with friends Dave Ingles and Bill Wylde netted a rail inspection car trip over Alto Pass between Murphysboro and Tamms, Ill. [see "Ghost of the Little Rebel," September 1981 *Trains*]. Yes, there are places in Illinois that are rugged enough to require tunnels or helper action.

A few years later, Dave and I made a trip to Kansas City, following ICG's ex-GM&O main line to photograph still-standing



Based on a well-known black-and-white photo by C. V. Simon of the southbound *Rebel* at Murphysboro circa 1945, I did this watercolor to sell at a GM&OHS meet. A woman came up to me at the meet, took one look at the painting, and bought it on the spot. She paid me with a check and her last name was Tigrett. She was related to Isaac Tigrett of Gulf, Mobile & Ohio fame!



Train 233 out of Bloomington cuts across the Illinois farmlands in the late summer of 1972, passing through Stanford and other burgs until it reaches San Jose (pronounced San Joz) where it will pick up cars off the local out of Springfield. There it will turn north for East Peoria.



We're at Front Street and Russell Avenue in Tamms, Ill., on GM&O's former Gulf, Mobile & Northern line between East St. Louis and Jackson, Tenn., in spring 1972. A southbound freight is working a spur while some real horsepower strolls nearby.



Flying the flags of an extra, new GM&O GP30s and GP35s ease across the Rock Island diamonds at Joliet Union Station in August 1966, handling one of the Gee-Mo's two new coal trains. This is an empty State Line train, the rear end of which is just coming off the Elgin, Joliet & Eastern, which handled the trains between State Line Generating Plant at Hammond, Ind., and Joliet.

depots, including one that featured the shell of a GM&O F3 on display with it. Alas, traffic on the line was sparse, though future acquisitions and mergers would change that.

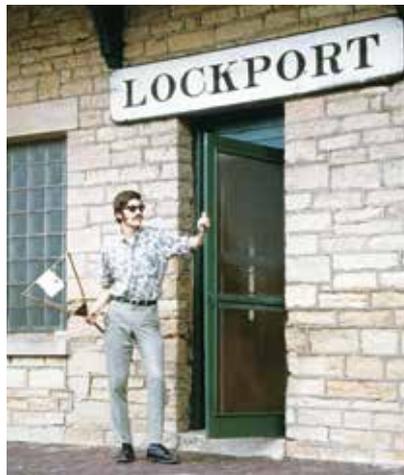
In the 1980s, several of us had chances to explore former GM&N lines in the South as part of a GM&OHS convention in Mobile, Ala. As part of the event, the Society operated a fan trip over the former GM&N-GM&O main line between Mobile and Citronelle, Ala., at that time operated by short line Gulf & Mississippi (Mobile & Gulf was a short line that connected with the GM&O at Buhl), which appropriately had motive power painted in a quasi-GM&O scheme.

An historical society is born

With the 1970s came a merger that wiped out the GM&O and IC. The new Illinois Central Gulf came to being on Aug. 10, 1972, and with it a clear vision that the creation of a couple of new railroad historical societies was in order.

The same year, a group of people met at a restaurant near Joliet Union Station, and the Gulf, Mobile & Ohio Historical Society was launched under the direction of Dick Wallin, Dave Ingles, Bob Schramm, Charles Volkar, Bob Zimmerman, and Joseph J. Petric. It was in part the brainchild of a friend I met in 1970 when the photography studio I worked for processed his photos ... which were of trains, and quite well done.

His name was Doug Steurer and he had recently graduated high school. His wish was to skip college and go to work on the railroad — and that he did. By the end of the summer of '71, he had become a tower operator for the GM&O in the Chicago area!



Robert Schramm was a GM&O operator and one of the railroad's biggest fans. He was one of founders of the GM&OHS. He is about to hand up orders to an approaching train at Lockport.

It didn't take long for Doug to become passionate about the GM&O, and he did some beautiful photography of the railroad before he was killed in a traffic accident en route to work in fall 1972.

The GM&OHS blossomed from the get-go, in part thanks to artist Jim Windmier, who designed and for several years produced the *GM&OHS News*, which remains in production. Over the years, I served GM&OHS as a director and, until recently, editor-art director of the *News*.

The GM&O remains an all-time favorite railroad for me, and it's one of the railroads prominently represented on my 1,600-square-foot, double-deck HO railroad. Today, former GM&O lines carry Union Pacific freight traffic from St. Louis to Chicago along with a raft of higher-speed Amtrak trains. Former GM&O trackage now carries Kansas City Southern trains from Kansas City to central Illinois while other lines have been blended into today's Canadian National lines acquired from IC.

CN? Whoda thunk?! ■

MIKE SCHAFER worked at Kalmbach Publishing Co. for the first 10 years of his 52-year career in railroad journalism, followed by PTJ Publishing and Interurban Press (1980-1990) and later was part owner of Andover Junction Publications (1990-2005). Working closely with Kevin EuDaly's White River Productions, Mike formed his own company, the Illinois-based White River Junction Productions, in 2005. He's editor of four railroad historical society magazines having retired as editor and art director of Passenger Train Journal earlier this year.



What was that exotic, colorful railroad whose passenger train we had just witnessed? We referred to it as the **“mystery railroad.”**

EXPLORE THE HISTORY OF A STEAM LOCOMOTIVE

1 NYC 5344: AS BUILT
Hudson 5344 poses for a broadside builder's photo at American Locomotive Co.'s Schenectady plant in November 1931. She was the last-built member of the J-1e subclass, and one of only two J-1 engines with roller bearings on her driving axles. The streamlining of railroad equipment was still three years in the future. *New York Central*



New York Central 5344 in four photos

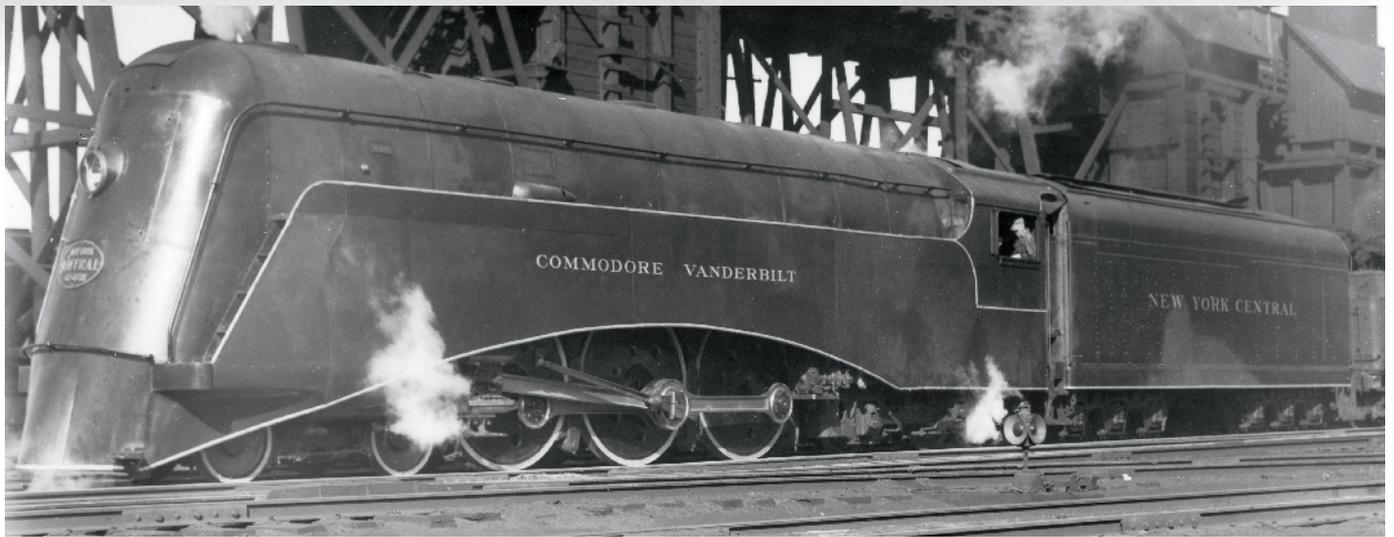
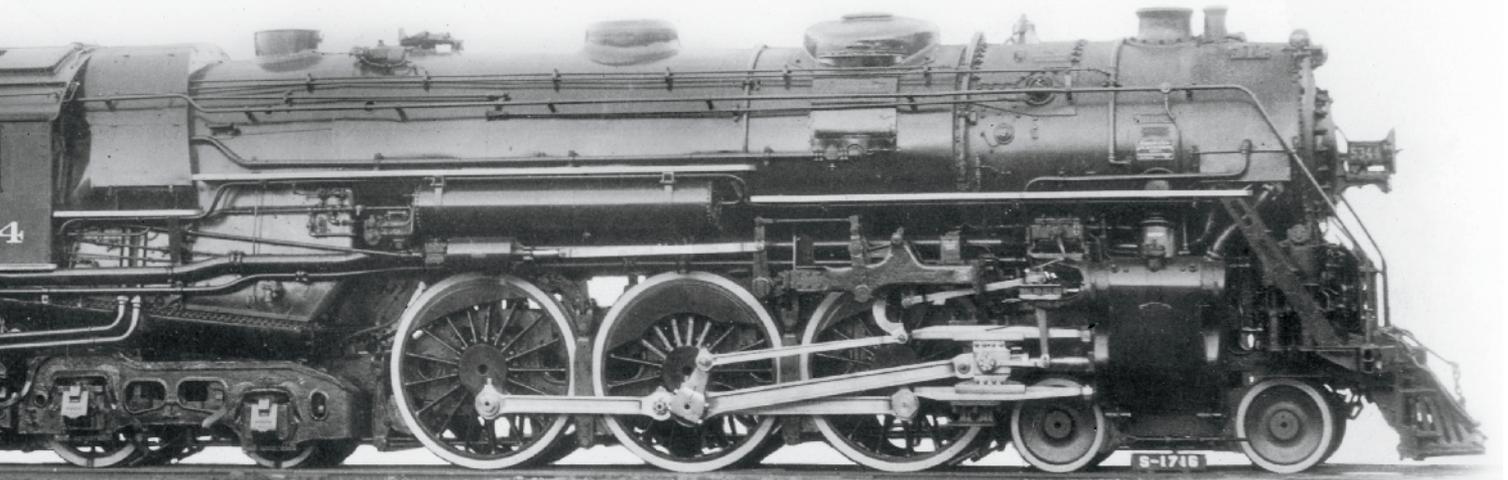
BY ROBERT S.
MCGONIGAL

New York Central's 275 4-6-4 Hudson-type engines are among the most celebrated of all steam locomotive classes. That they powered the famous *20th Century Limited* ("The world's greatest train") would be enough to ensure them a place in history. No wonder Lionel's postwar J-1 was one of the best-selling toy trains of all time. Adding to the Hudsons' mythic status is the tragic fact that not one of them was saved for posterity, making them the most notable locomotives to have vanished without a trace. One member of the Hudson clan — J-1 No. 5344 — stands out from the rest. These four photos tell its story.



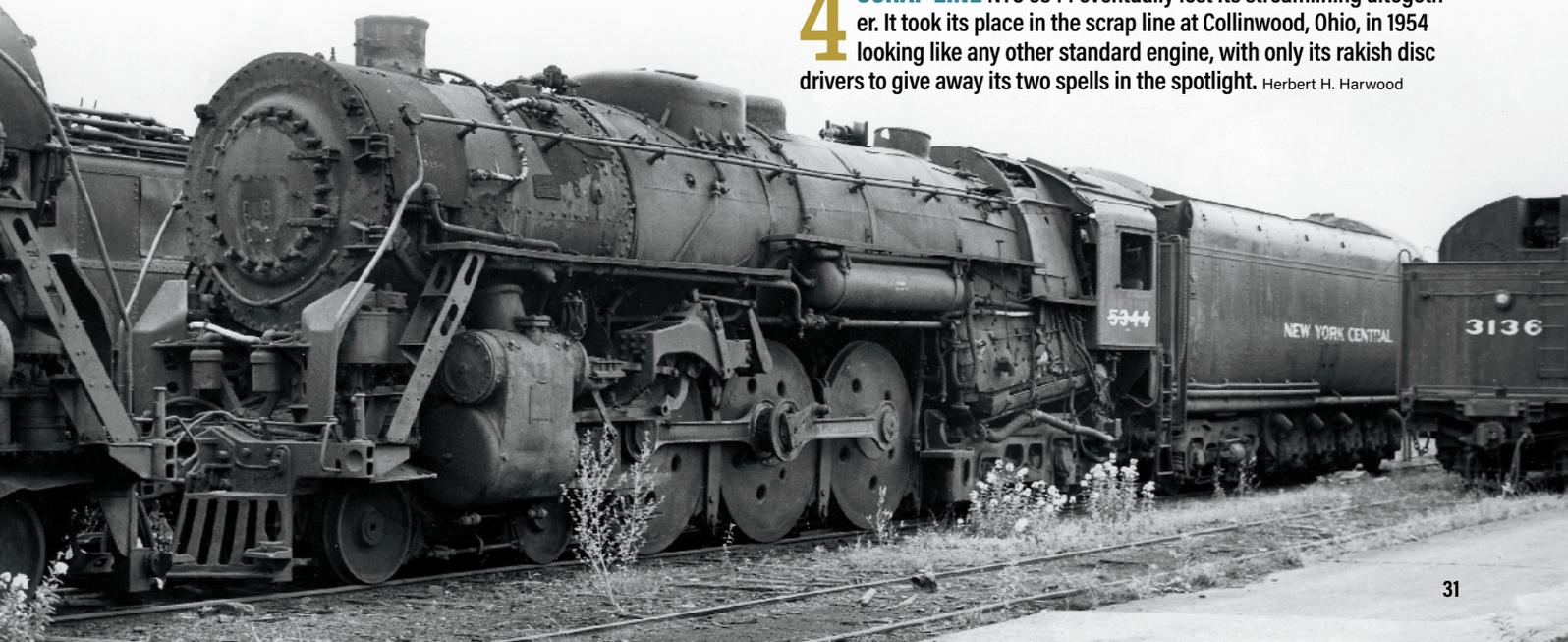
3 1939 STREAMLINING
In 1939, No. 5344 traded its Kantola-designed shroud for a streamlined treatment created by noted industrial designer Henry Dreyfuss. The previous year, Dreyfuss designed an all-new *20th Century Limited*, from J-3a Hudson to boat-tailed observation car. Ten J-3a locomotives got the dashing Dreyfuss styling for *Century* work; the 5344 was the only J-1 so treated, and it was assigned to the *Mercury*. In another distinction, 5344 was the first steam locomotive to be streamlined twice. (Only Baltimore & Ohio P-7 4-6-2 5304 shares this history.) *New York Central*

THAT HELPED LEAD THE WAY IN STREAMLINING



2 1934 STREAMLINING In February 1934, the same month Union Pacific's M-10000 motor train introduced streamlining to American railroading, NYC Equipment Engineering Department staffer Carl F. Kantola designed a cowling for one of his road's J-1 4-6-4s. That November, NYC's newest Hudson, No. 5344, happened to be in West Albany Shops, and was selected to receive Kantola's treatment. The result was America's first streamlined steam locomotive. Though it bore the name *Commodore Vanderbilt*, the engine displayed no road number. Glenn Grabill Jr.

4 SCRAP LINE NYC 5344 eventually lost its streamlining altogether. It took its place in the scrap line at Collinwood, Ohio, in 1954 looking like any other standard engine, with only its rakish disc drivers to give away its two spells in the spotlight. Herbert H. Harwood



A wish fulfilled

One of my most vivid childhood memories had its origin when I was around eight years of age. Like other boys of those times, I was fascinated by the sight and sound of a steam locomotive, but rarely saw one since there were no tracks near our home in Waco, Texas.

However, a visit to Nebraska resulted in our passing through Fremont, a site on the Union Pacific's main line. As I looked out from my rear window seat, I fleetingly caught sight of a huge black locomotive stopped in the town with its train. Of course, as we proceeded down the highway I kept looking back hoping for another glimpse. Curiosity changed to excitement when I realized that the locomotive was slowly moving.

As I continued looking back, I realized that the locomotive was no longer moving slowly but was gaining ground as it followed our car on tracks a stone's throw outside my window. The next few moments solidified the memory which I still carry and treasure.

Filling my field of vision was a smoking rumbling 4-12-2 monster with six drive wheels relentlessly spinning as I watched fascinated. The locomotive continued to out-distance our 1936 Chevrolet and the view outside my window soon changed to a seemingly endless string of freight cars. And then it was gone.

The memory, however, was indelibly implanted.

Ten years later a 1949 trip was made to Nebraska, this time to Lincoln to deal with circumstances relating to my grandmother's death. Omaha was temptingly close, so I was able to gain the use of the family car, this time a 1948 Chevrolet, and started out with great but uncertain expectations.

I chose for my first photo location a bluff overlooking the station tracks and proceeded to record Wabash train No. 11, which had arrived at 8:10 a.m. after leaving St. Louis at 7:15 p.m. the evening before. It had arrived in time to make connections with the UP's *Gold Coast*, scheduled to leave at 8:30 a.m. for Cheyenne and points west.

Then followed a Rock Island 4-6-2 Pacific with No. 26 from Denver and a handsome Rock Island 4-8-4 Northern

with a freight. Next came the first of several UP 4-12-2-led freights and FEF-1 4-8-4s on the *Mail and Express* and an extra. The Burlington *Coloradoan* from Denver arrived at 9:25 a.m., and at 11:59 a.m., the *Nebraska Zephyr* came in from Lincoln.

There was one scene that I could not have anticipated. After milling around the machine for about an hour, a train-load of dignitaries boarded a westbound extra behind the UP's new gas turbine-electric, No. 50.

As the afternoon wore on, it became obvious that much of the action had already happened, so I grew restless. I was also beginning to feel like a hunter who had reached his bag limit. The obvious way to return to Lincoln was how I'd come, the shortest route. Still, I couldn't help but recall that incident from boyhood and wish it could be recreated.

Following the UP main line to Fremont was out of the way, but the possibility of seeing and photographing a 4-12-2 at speed with a long freight was too much to resist.

The distance to Fremont was not great, so I knew that the chances of my wish coming true were small. I kept my eyes on the horizon and finally saw distant smoke to the west. I could only hope concerning its source. I stopped the car and crossed the highway and tracks and waited. I must have cocked the shutter of my camera a half dozen times just to make sure.

I didn't realize what I was seeing until the train was almost on top of me. The battle-worn 4-12-2 roared and thundered past leading 91 rattling freight cars and leaving a trail of smoke.

The episode would have been long remembered even if my hopes for a satisfactory photographic record had not been realized. Subsequent development of the film, however revealed a picture which comes as close to accurately documenting the drama as one could hope. It's one of my all-time favorites and as dramatic as any photograph of that class of locomotive that I've seen. My wish to reinforce a boyhood memory had been fulfilled.

DR. BRUCE F. WILSON is retired from 41 years of general practice and surgery in Terrell, Texas.

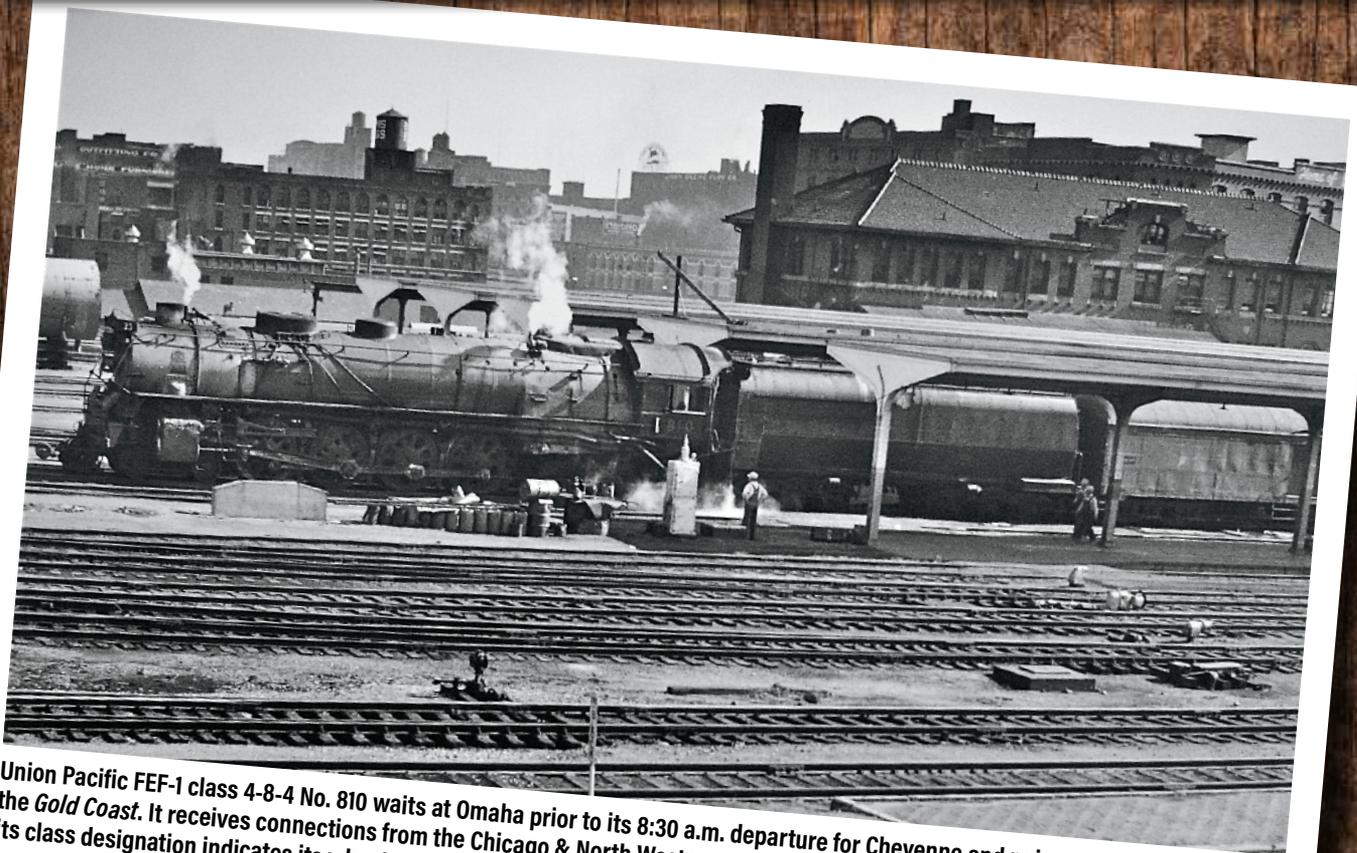
ONE YOUNG RAILFAN EXPERIENCES THE GLORY OF STEAM IN NEBRASKA IN 1949

DR. BRUCE F. WILSON

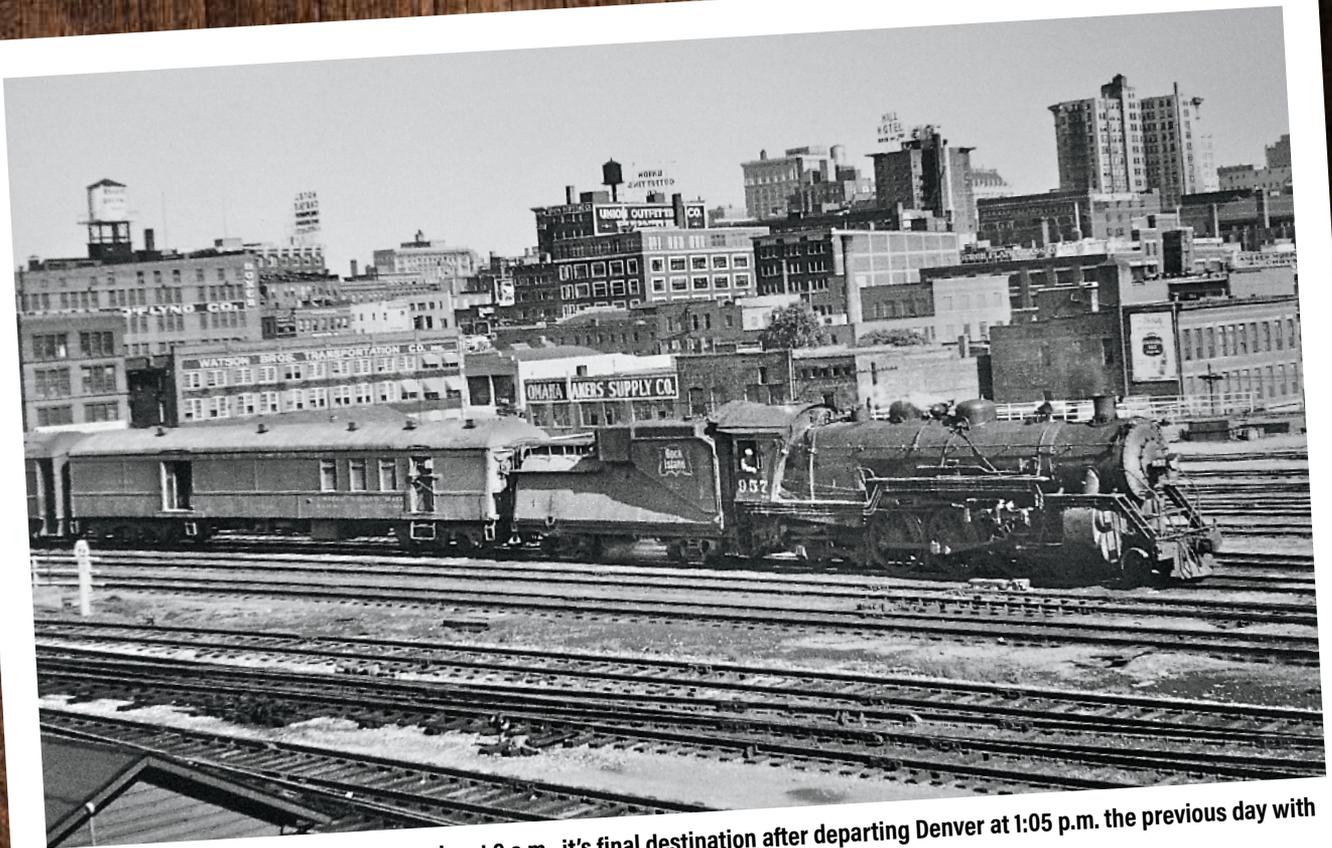
Photos by the author



Wabash 4-6-2 No. 696 left St. Louis with train 11 at 7:15 p.m. the previous evening. Its 8:10 a.m. arrival enables its passengers to make connections with Union Pacific's *Gold Coast*, which will leave Omaha at 8:30 a.m. The J-2 class Pacific is one of 17 such locomotives in the 683-699 series; an additional six J-2 locomotives carried Nos. 1676-1681. All were built by the Wabash.



Union Pacific FEF-1 class 4-8-4 No. 810 waits at Omaha prior to its 8:30 a.m. departure for Cheyenne and points west with train 23, the *Gold Coast*. It receives connections from the Chicago & North Western and Wabash. The locomotive is a 1937 Alco product and its class designation indicates its wheel arrangement: Four-Eight-Four.



Rock Island 4-6-2 No. 957 arrives at Omaha at 9 a.m., it's final destination after departing Denver at 1:05 p.m. the previous day with train No. 26. The P-40 class locomotive is one of 30 such built by Brooks in 1913.



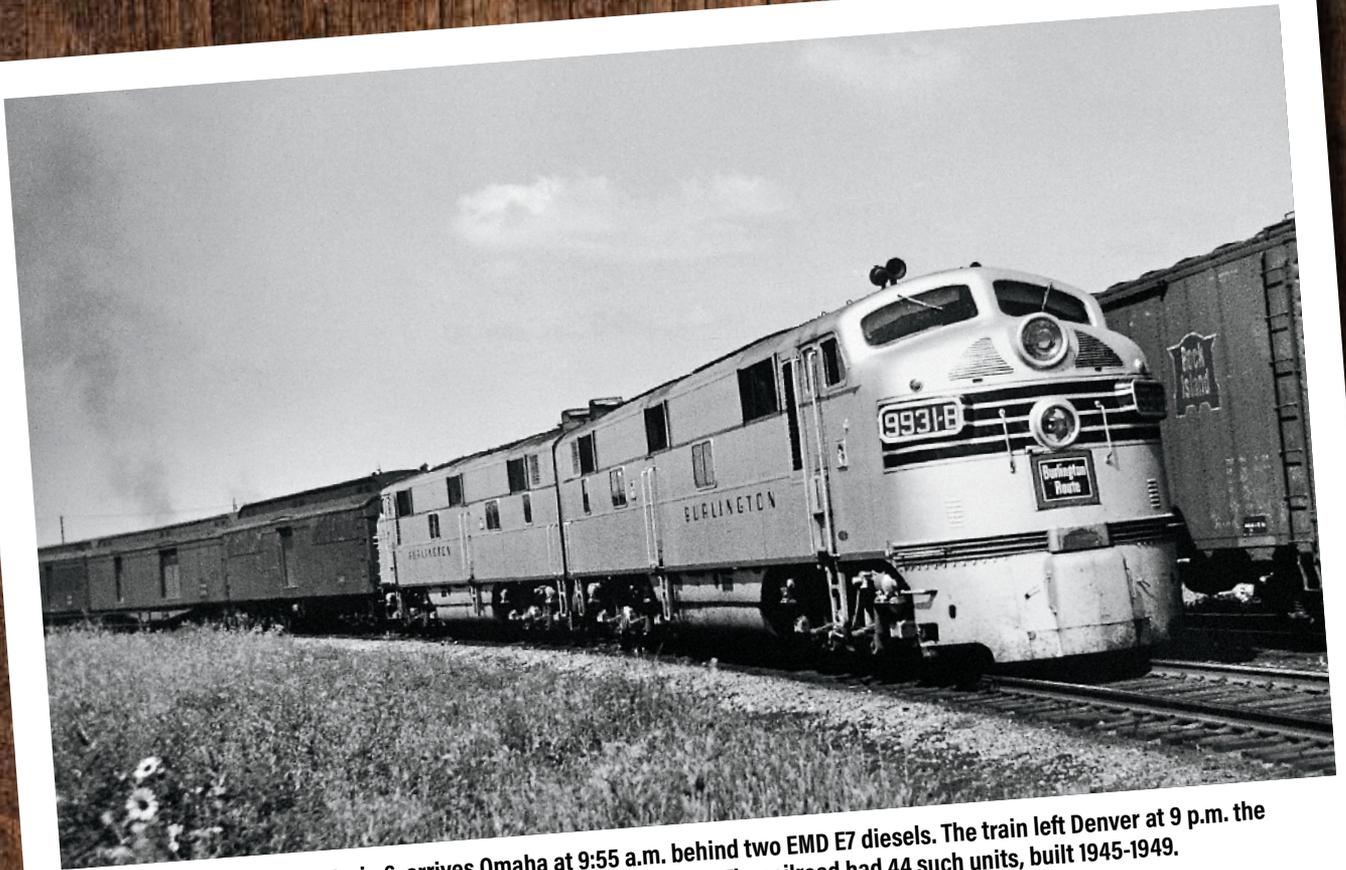
Eastbound Rock Island 4-8-4 No. 5059 moves through the maze of trackage west of the Omaha station with a freight train. The 4-8-4-type was the largest steam locomotive on the Rock's roster, classed R-67B and carrying Nos. 5000-5064 and 5100-5119.



Union Pacific 4-12-2 No. 9056 pulls an eastbound freight through Omaha while an EMD switcher works in the background. The 4-12-2 arrangement became known as the Union Pacific type and was represented by 88 on the roster.



Union Pacific 4-12-2 locomotives 9507 and 9510 lead an extra of some 30 cars west past the Omaha station. Both locomotives are members of the UP-5 class assigned to the Oregon Short Line subsidiary; they were built by Alco in 1930.



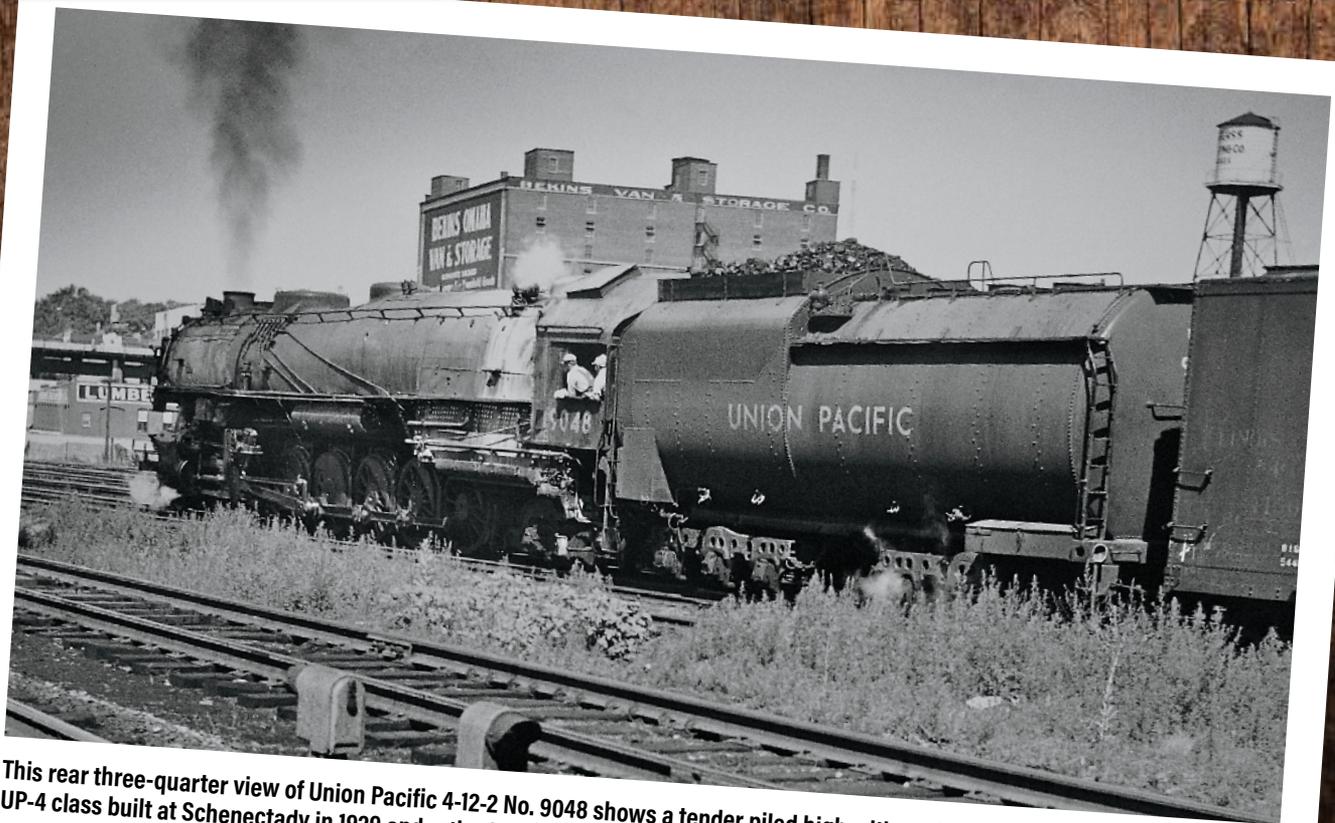
The *Coloradoan*, Burlington train 6, arrives Omaha at 9:55 a.m. behind two EMD E7 diesels. The train left Denver at 9 p.m. the previous evening and is scheduled to arrive in Chicago at 9:30 p.m. The railroad had 44 such units, built 1945-1949.



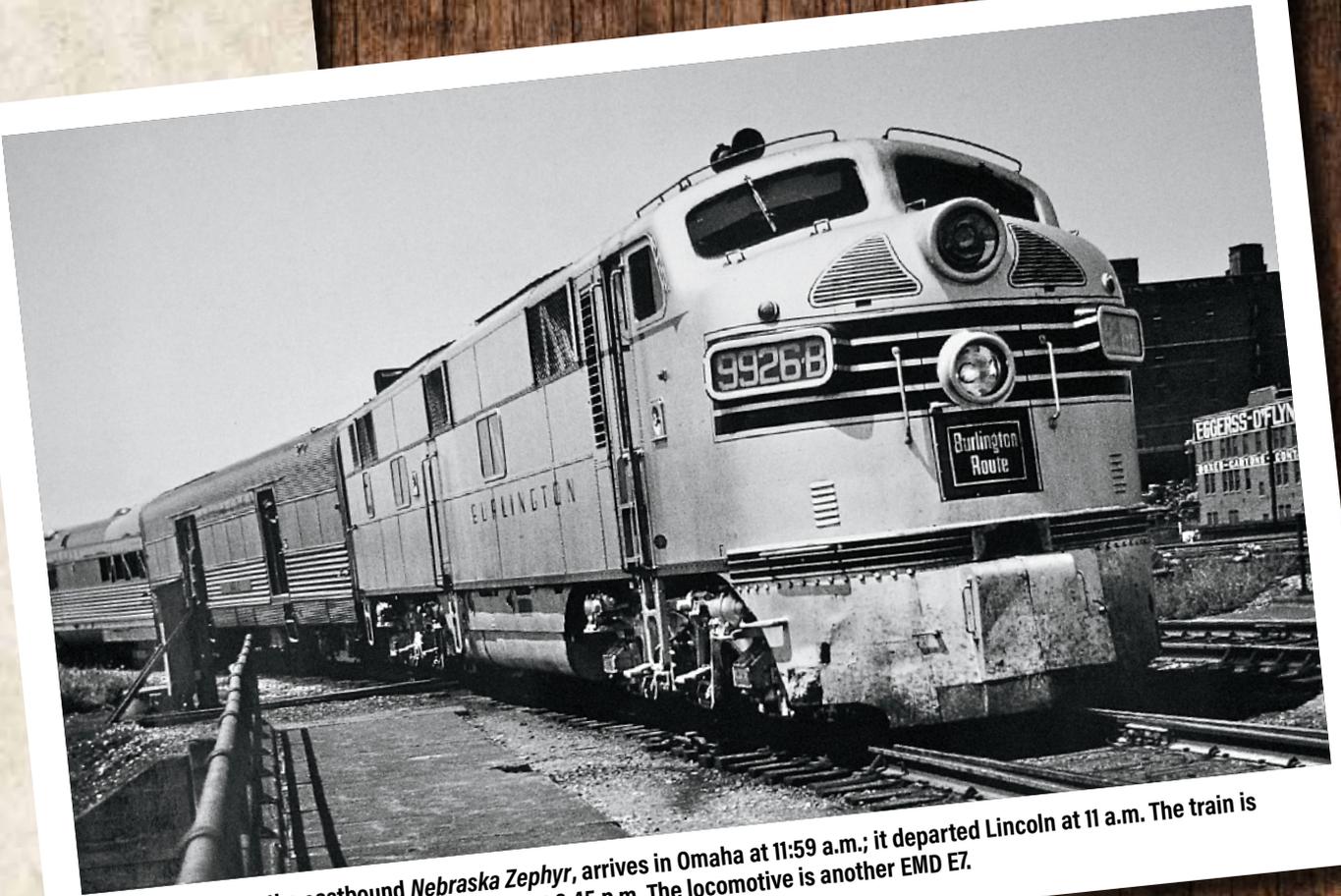
Union Pacific FEF-1 4-8-4 No. 813 leaves Omaha at 9:55 a.m. with train 5, the *Mail and Express*, bound for Cheyenne. It carries only a coach for passengers and no dining or sleeping cars.



Union Pacific 4-12-2 No. 9503 moves west through the Omaha station with livestock cars up front. Railroads were required to set out stock shipments at certain intervals depending on the animal for feeding, watering, and resting.



This rear three-quarter view of Union Pacific 4-12-2 No. 9048 shows a tender piled high with coal. The locomotive is one of 25 in the UP-4 class built at Schenectady in 1929 and retired 1953-1956.



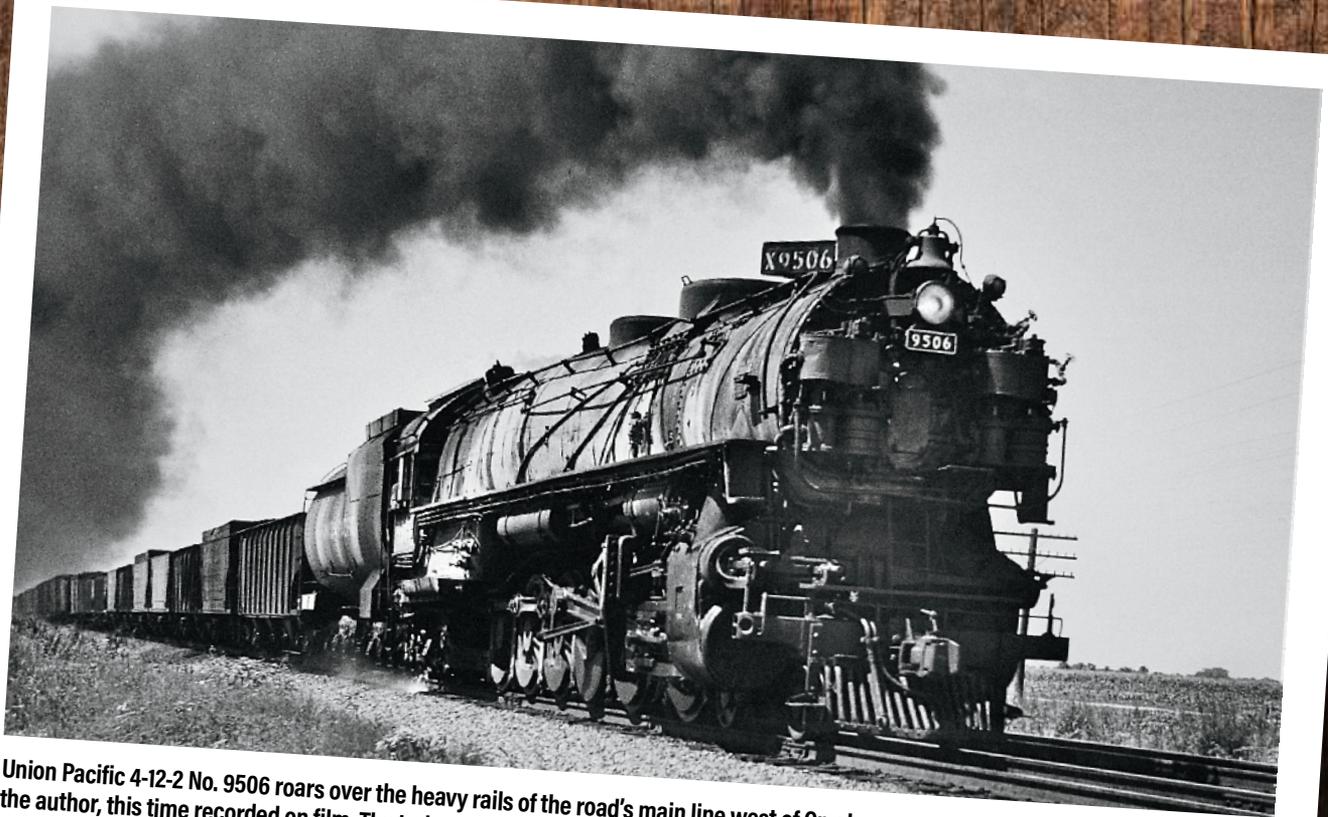
Burlington train 12, the eastbound *Nebraska Zephyr*, arrives in Omaha at 11:59 a.m.; it departed Lincoln at 11 a.m. The train is destined for Chicago, with a scheduled arrival at 8:45 p.m. The locomotive is another EMD E7.



After milling around machine for about an hour, a trainload of dignitaries boarded a westbound extra behind the Union Pacific's new gas turbine electric No. 50. This was an oddball sighting, compared with the myriad of steam and E7 diesels.



Union Pacific FEF-1 4-8-4 No. 806 departs Omaha with a westbound extra. The railroad had just 45 4-8-4s in the FEF-1, FEF-2, and FEF-3 classes. FEF-3 No. 844 is still part of the UP's excursion fleet.



Union Pacific 4-12-2 No. 9506 roars over the heavy rails of the road's main line west of Omaha, recreating a vivid childhood memory for the author, this time recorded on film. The train is a 91-car extra that surely would not have made such an impression by the station.

Great Northern FA1 at Tacoma in 1966

The lumber-laden California connection Second 672 is powered for the 1% grade at Napavine

BY JERRY A. PINKEPANK

Photo by G. J. Bolinsky, collection of Kenneth Ardinger

In 1966, there were two scheduled Great Northern freights each way between Seattle and Portland, Ore. They used Northern Pacific tracks under deals made in the 1900s when James J. Hill, "the Empire Builder," controlled both GN and NP. Southbound, trains were First 672, scheduled from Interbay Yard, Seattle at 2 a.m., arriving Vancouver, Wash. at 8 a.m., and Second 672, leaving Interbay at 1 p.m., arriving Vancouver at 6 p.m. GN's preferred connection at Portland was to the "Inside Gateway" that from Vancouver used trains of NP-GN subsidiary Spokane Portland & Seattle to a crossing of the Columbia River at Wishram, Wash., and SP&S's Oregon Trunk Railroad to Bend, Ore. There, trains of an isolated GN line via Klamath Falls, Ore., reached a Western Pacific connection at Bieber, Calif. However, shippers control routing and many wanted their freight to connect with Southern Pacific or Union Pacific at Portland, so both sections carried Inside Gateway traffic set off to SP&S at Vancouver. Then, most, if not all of the rest of the train was set off at Portland Terminal's Lake Yard, with the power and sometimes local cars terminating at SP&S's Hoyt Street yard just west of Portland Union Station. Portland Terminal was jointly owned by all five of Portland's Class I railroads.

1 GN Second 672

It's rounding the end of the City Waterway (now Foss Waterway) east of Tacoma Union Station, entering the three main tracks used by freight trains heading for the Point Defiance line, the water-level route used then and now by almost all freight trains. In 1966, most passenger trains between Portland and Seattle also used the Point Defiance line, but deviated from the freight mains to serve Tacoma Union Station. Union Pacific has use of the NP between Portland and Seattle as a result of a compromise reached between Hill and E. H. Harriman that allowed NP to build directly to Portland instead of using a carferry across the

Columbia River at Kalama, Wash. This agreement also resulted in the building of the Point Defiance line and Tacoma Union Station, as well as the joint bridge over the Columbia between Vancouver and Portland.

2 GN FA1 276A

Built April 1950, it and 276B were GN's only FA1s. GN had four FA2s all built in November 1950 as the capital budget years ended up straddling the model change. All six units were based at Interbay roundhouse in Seattle. Most, if not all, were "Canadian Commissioned" engines, legal to operate in service to Vancouver, B.C.

3 GP9 from 700-732 series

Built December 1955 through April 1958, and distinguished from other GN pre-GP20 Geeps by having dynamic brakes, it was likely "borrowed" by Interbay from Havre, Mont.-Seattle service.

4 F7, faced for return trip

Hoyt Street had a turntable, but power for 672 was normally three units faced this way to avoid turning. Three first-generation units were heavy power for a mostly level line in 1966, but from south of Chehalis to Napavine, Wash., 162s faced a 5-mile sustained 1% grade over the watershed dividing Puget Sound from the Columbia River.

5 F7, probably to set out at Vancouver

It was likely to be handled by SP&S to the isolated GN Bend-Klamath Falls-Bieber segment, for which Klamath Falls was the modestly equipped maintenance base. Seattle's Interbay roundhouse was the closest GN maintenance point where the air brake kits would be available to do an annual inspection.

6 Dock Street to 22nd Street connection

Since severed by the construction of Interstate 705, just to the right of this point is where the author stood to make the two photos at right.



7 CTC signal gantry

This governs divergence of Union Station route for southbound trains.

8 CTC signal gantry

It has signals protecting the south switches of Union Station from approaching southbounds, like second 672, as well as one signal protecting the north Union Station divergence that crosses the freight main nearest the camera. Three mains were only present passing the station. Otherwise the Point Defiance line was and is two main tracks.

9 Tacoma Union Station

Completed in 1911, it is now a Federal District Court facility.

10 Photographer Bolinsky's vantage point

This was on the old 21st Street bridge over the railroads and the City Waterway. Interstate 705 (built 1983-1988) was built right through where he was standing in 1966, separating Union Station from the Point Defiance mains (then reduced to two). Amtrak had already ceased using Union Station, moving to a small new station on Puyallup Avenue, just north of the curve second 672 is traversing.



11 50-foot, double-door lumber boxcars

Typical of how lumber was handled by railroads in 1966, by the 1980s center-beam flatcars had displaced boxcars for lumber traffic. Instead of the GN and SP cars seen here, most of the moves were on Canadian equipment as British Columbia timber replaced Washington State forests due to Federal Court rulings protecting Spotted Owl habitat and other changes in lumber economics. The plain flatcars may be returning to laminated beam loading points on SP in Oregon.

12 25th Avenue and East D Street

The area along the bluff has been transformed by the construction of Interstate 5 in 1962 (hidden in a cut in this view) and the building of the Tacoma Dome, opened in 1983. A new Sound Transit line completed in 2012 to handle heavy-rail commuter service between Seattle and Lakewood (south of Tacoma) parallel's 25th Street crossing D at grade just east of 25th Street and joins what had been the original NP main between Tacoma and Portland via the Kalama ferry, known as the Prairie Line.

Information from John F. Strauss Jr.'s book Great Northern Pictorial Vol. 6 was useful in preparing this article.



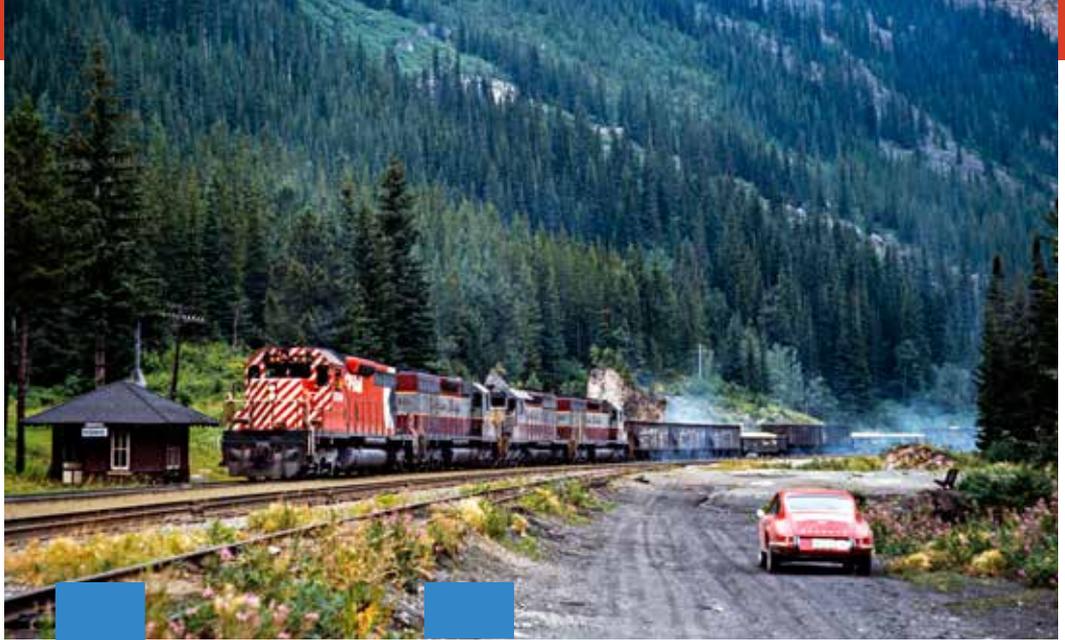
Two Chicago, Burlington & Quincy E units, led by E9 9937, power Amtrak train 199 through Tacoma in December 1972, just a year and a half after the startup of America's passenger railroad. Just ahead, beyond the old 21st Street bridge, is the famous dome of Tacoma Union Station; Los Angeles is the destination via Portland and the Bay Area. Two photos, Jerry A. Pinkepank

Archive Treasures



Three Action Red SD40-2s lead a freight train east beneath the towering Rockies at Hector above Wapta Lake, B.C., on Aug. 8, 1974. Cathedral Mountain stands at left with Mount Stephen to the right.

A mix of F-units and Geeps leads a long Canadian passenger train east between the Spiral Tunnels on Aug. 8, 1966, trailing a long exhaust plume from the steam generator of the first GP9.



Alpine tracks

BY HEATHER SONNTAG

■ In 1966, Ron Hill expanded his vacations from his Denver home, hightailing it through Montana to cruise steep-tarmacked grades and glacier-carved valleys to photograph the Canadian Pacific Railway. Seeing the Great Northern passing by big granite crags of the Lower Rocky Mountains earlier in the 1960s pushed Ron — and his red Porsche — further north to the elevations of British Columbia and Alberta.

After countless long legs behind the wheel, he recalls how “Canadians do a better job with roads than we do.” The border crossing back then? A simple wave-through by the Mounties.

Ron took nearly 20 trips to chase Canadian Pacific trains between 1966 and 2017 in these western provinces. His longest continuous stint took place annually in August between 1969 and 1981. After meeting John Garden (then a barely-30-something CP locomotive engineer based in Revelstoke), Ron added a winter February excursion in the late 1970s.

Although Ron was already frequenting spots along the Lagan and Mountain Subdivisions made famous by CP Special Photographer Nicholas Morant, he credits Garden for introducing him to new vantage points between Lake Louise and Glacier

RIDING HIGH ON THE CANADIAN PACIFIC WITH RON HILL

like none other than “Morant’s Curve.” No matter what year or season, the entire region never failed to impress — or entice! Ron noted how “every trip was a highlight, the mountain scenery spectacular, and there were always trains.”

What initially made Ron’s summer trips both possible and exciting (other than his fast car!) were precisely the number of accessible trackside

spots. With the opening of the Trans-Canada Highway in 1962, a trunk road that often parallels the rails, Ron found photographic opportunities at every turn, pass, bridge, and tunnel.

Writing in 1975 about his time spent in British Columbia for *Pacific Rail News*, he specifically noted that “a scenic viewpoint has been built along the highway overlooking the lower spiral tunnel.” Ron had first photographed from this very viewpoint just four years after the highway opened, capturing *The Canadian* pulled by first-generation diesels.

This “railroad roadside photography,” as Ron jokingly refers to it, granted him access to elevated and train-level views. It also allowed him to replicate a picture-making strategy he honed in the Lower 48: returning to locations within a single jaunt and over the years to rephotograph remarkable landscapes.

Remarkable they are! The visual punch of seeing Canadian Pacific trains snake through abundant natural spaces make Ron's images impactful and alluring.

MORE BIG MOUNTAIN RAILROAD PHOTOGRAPHY

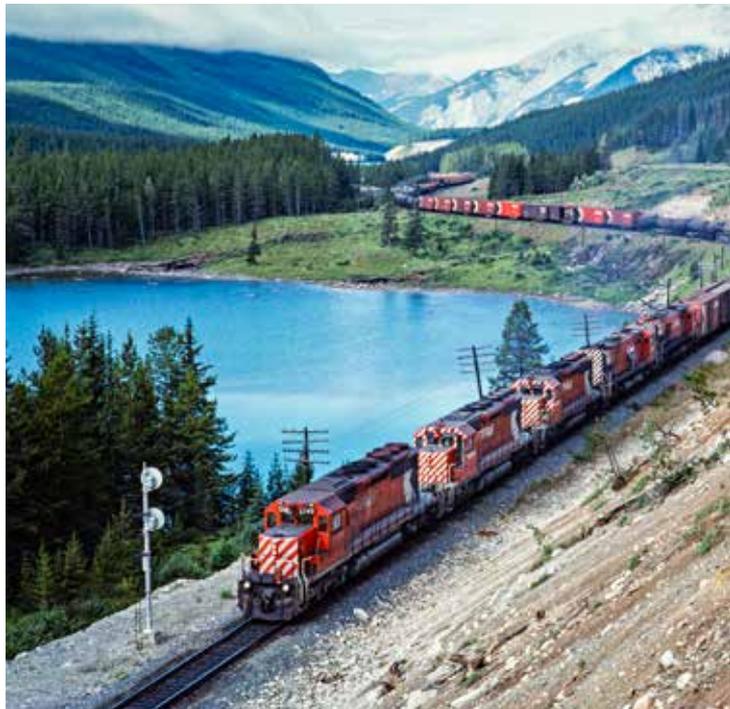
In 2019, Ron donated his 60 years of rail images to the Center for Railroad Photography & Art in Madison, Wis. His impressive collection includes a wonderful series on Canadian railroads with many devoted to the Canadian Pacific Railway, focusing on the alpine regions between Calgary and Vancouver.

As the archivist charged with processing the collection, I humbly admit Ron's camera work marked my first foray into North American railroad photography. I've come to deeply admire his compositions. They combine a sincere focus and attention to trains in a railroading landscape with evident awe and veneration for the natural beauty of the surrounding environment. (Why else would he write an article titled, "CP Rail in Beautiful British Columbia?")

Shot mostly as color slides but also with some black-and-white and color negative film, Ron's photography has what Jeff Brouws – author and CRP&A board member – has identified as a "signature style." Beginning in the early 1960s between Colorado's Front Range and Mount Elbert, Ron's style included "spectacular views of majestic mountain ranges encircling mile-wide valleys with diminutive trains running through them."

In Canada, however, the valleys are less wide than they are long — with views aimed up Yoho Valley, down Kicking Horse Canyon, and across glacial lakes. Everywhere Ron aimed his Leica, Hasselblad, and (ahem!) the very-little-used Nikon, the Rockies imposed.

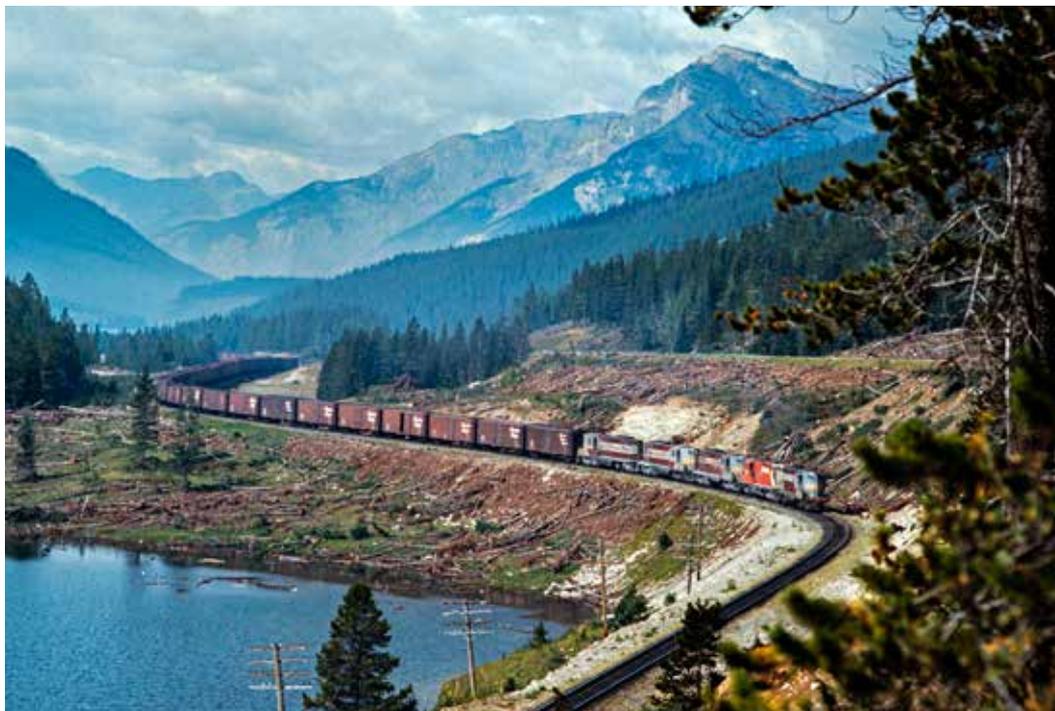
RETURNING TO THE SCENE



Three SD40-2s and two M630s making a combined 15,000 hp lead a freight train east along Sink Lake, B.C., on Aug. 14, 1977.



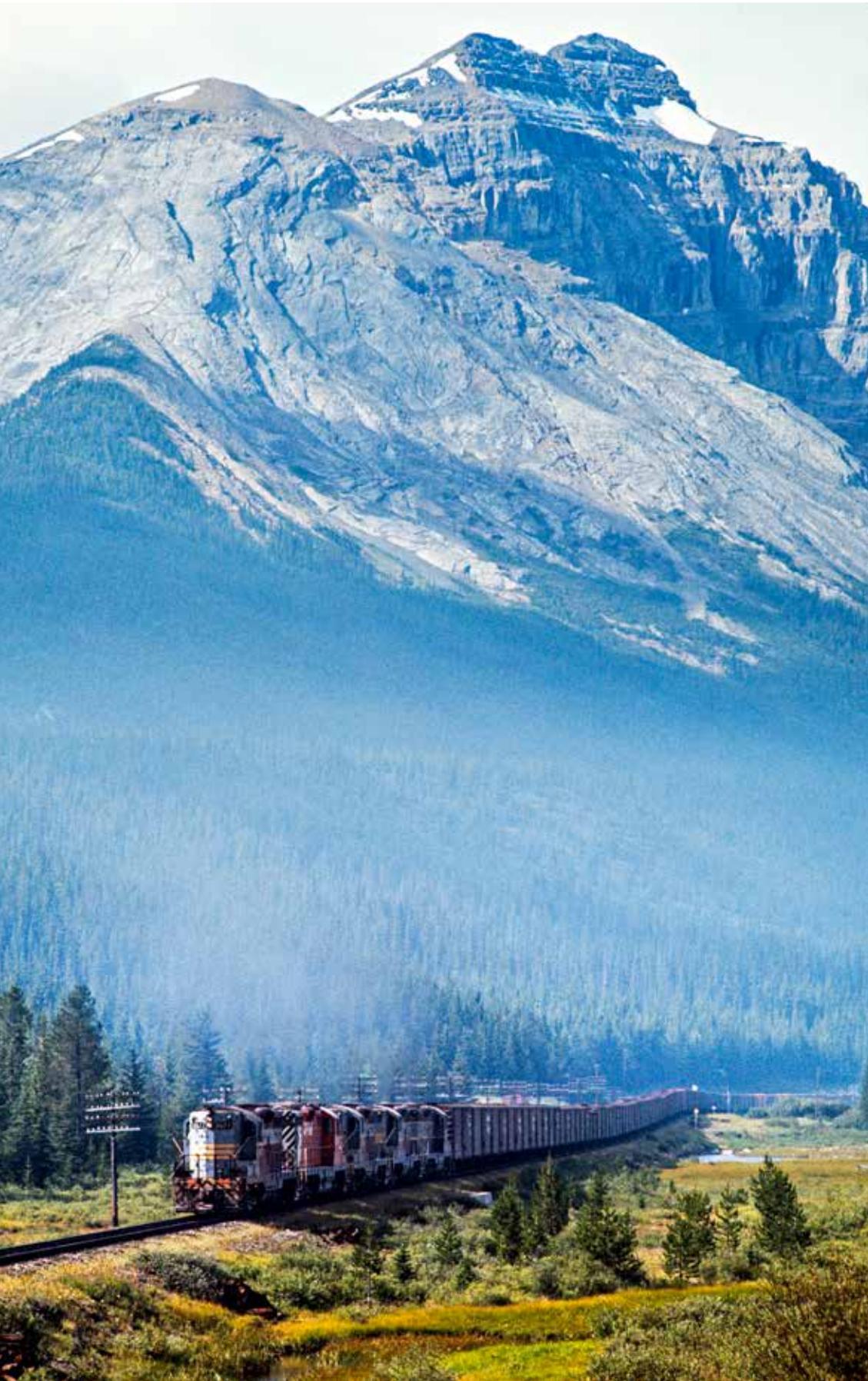
Freight trains meet at the west end of Cathedral on Aug. 17, 1966. The eastward train has a pair of colorful semi-trailers tucked in ahead of the van (Canadian parlance for a caboose), while a quartet of GP9s and a single Fairbanks-Morse unit lead the westward train.



Five GP9s lead a train of boxcars east at Sink Lake, B.C., near the Alberta border on Aug. 17, 1971. Trees from a recent avalanche litter the shore and slope leading up to the Trans-Canada Highway.



A westbound freight train with three SD40s passes rustic the Glacier station on Aug. 13, 1969. The train has just exited Connaught Tunnel bored through Mount MacDonal in the Selkirks; the concrete portal is barely visible above the second hopper car.



Action Red SD40-2s lead expedited train 901 west near Leancoil on Aug. 13, 1978. Mount Vaux stands on the left with Chancellor Peak on the right.



Mist and diesel exhaust mingle in the air beneath Cathedral Mountain as five GP9s lead a freight train east above Wapta Lake, B.C., on Aug. 17, 1981.

These 100-million-year-old rocks appear as pine-forested slopes (sometimes deeply shadowed or punctuated with brilliant shafts of sunlight), often stretched across the entire frame; as glacier-capped peaks ringed with scree; and pulverized as glacial-flour sediment suspended in milky blue-gray meltwaters. Ron masterfully reveals this alpine topography not merely as a backdrop to the railroad but as a force co-existing — and competing against — all forms of motive power.

EXTREME RAILROAD ENGINEERING

When the ceremonial last spike was driven on November 7, 1885, at Craigellachie, Canada's first transcontinental railroad was completed. Or was it?

While uniting the nation, the inaugural mainline run of the Canadian Pacific Railway from Montreal to Port Moody would

not depart for another eight months. Rail service was stalled. Winter snows had arrived. Snowsheds were needed. They were particularly vital in the vertical and narrow Illecillewaet Valley of the Selkirks, where that year's snow accumulation reached nearly 40 feet.

To deflect annual slides of snow and ice brought down steep gradients by the inevitable forces of gravity, CP constructed 31 sheds over the next two years west and east of Rogers Pass to cover the tracks and protect the trains. Originally log-hewn, sheds like the mile-long Laurie Shed would be replaced with concrete in the 1970s.

CP constructed Connaught Tunnel as a response to paralyzing avalanches at Rogers Pass. The major slide in March 1910 buried roughly a quarter-mile of track and killed 63 workers. Blindsided at night by a wall of snow, men had been clearing





A round-end, dome observation car brings up the rear of train 2, *The Canadian*, as it departs Field along the Kicking Horse River on Aug. 13, 1978. Mist shrouds 10,495-foot Mount Stephen in the background. Via Rail Canada would take over operation of CP's passenger trains just less than two months later.

the rails for three days round-the-clock from a previous slide.

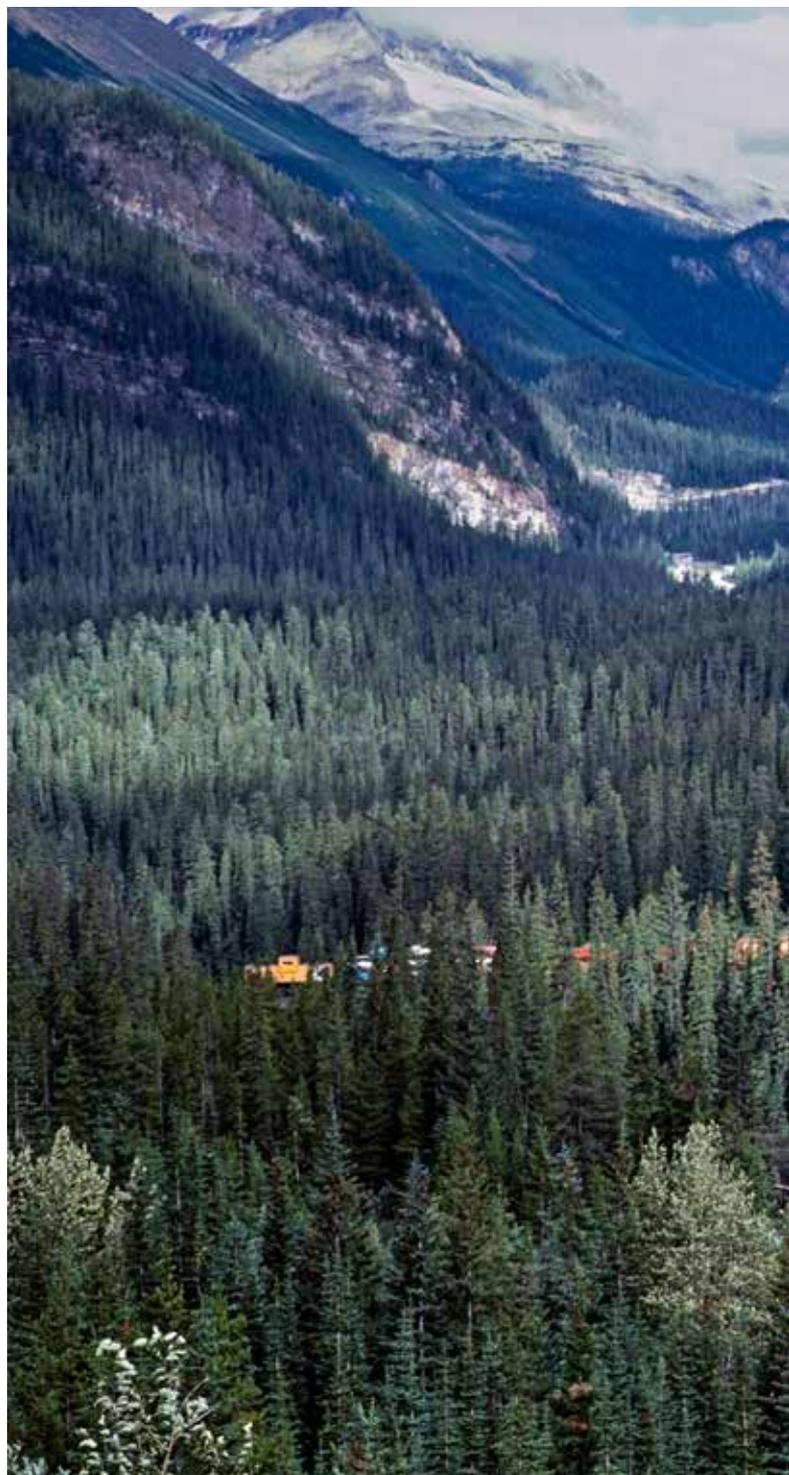
The new tunnel opened in 1916, a major engineering feat that took three years to complete. Workers bored through Mount MacDonald to lay track and diverted a stream from the Illecillewaet Glacier away from the portal.

At five miles long and 20 feet wide, the concrete-lined passage (the longest in Canada until 1988) eliminated 200 degrees of curves. Since the 1970s, the single-track tunnel has handled mostly heavy eastbound freight like loaded trains of potash, sulfur, and coal; westbound traffic typically moves through the nine-mile Mount MacDonald Tunnel.

To the east at and the Continental Divide (highest point on the Trans-Canada Highway), Kicking Horse Pass also presented sheer and potential danger for the railroad. The "Big Hill" descent towards Field, laid as a temporary line in 1884, was notorious for its better-than-4% grade and runaway trains.

In 1907, J.E. Schwitzer, an assistant chief engineer, designed a solution modeled on the Gotthard Railway in the Swiss Alps,

Ron's penchant of returning to the same spot paid a handsome dividend three years later: an eastward train of perfect length appears on either side of the Lower Spiral Tunnel as it climbs Kicking Horse Pass on the cloud-dappled morning of Aug. 14, 1977.



doubling the length of the line and reducing the grade by half.

Completed within two years, 1,000 workers labored around-the-clock to blast out the Lower and Upper Spiral Tunnels.

They used the equivalent of 75 carloads of dynamite to cut and quarry rock for the bores under Cathedral Mountain, bearing a 291-degree turn over 3,255 feet, and under Mount Ogden, with 217 degrees over 2,992 feet.

'IMPORT THE TOURISTS'

What makes Ron's railroad photography visually compelling for me is the combined drama of geologic forces and human

history that forged (and continue to influence) the high-alpine operations of the Canadian Pacific Railway.

For all between the Laggan and Mountain Subdivisions, it's impossible to ignore the landscape only for the locomotives. The two are inextricably entwined, pictured as trains skirting glimmering glacial lakes and powerfully scaling steep grades.

As soon as the tracks were laid, CP began promoting the region's natural beauty through outdoor recreation and tourism. In his book on the Selkirks, Garden (also a former geologist and life-long hiker) notes the Alpinist Club of Canada was conceived in 1883 in a summer meadow "hemmed in by the sur-



rounding vertical scenery” near Rogers Pass by A. O. Wheeler, a land surveyor for the railroad.

CP later helped transport club members from other provinces to the inaugural alpinist meeting in Field at the very reserve expanded by request of the railroad. Mount Stephen Reserve would be renamed Yoho (after the Cree expression for awe and wonder) and become Canada’s second national park.

William Van Horne, named CP president in 1888, famously said, “If we can’t export the scenery, we’ll import the tourists.” Railroad camps, modest stations, and simple meal stops gave way to resort hotels. CP guides would lead clients up peaks named af-

ter men tied to the railroad’s establishment in the Rockies.

As Hill’s railroad-roadside style shows, his “photographing these sublime landscapes and appreciating their transcendent beauty was ... on par with the train watching,” per Brouws. The automobile and expanded highways may have diminished passenger rail service, but the alpine topography still yields unlimited possibilities for the dedicated rail photographer. ■

HEATHER SONNTAG is is associate archivist with the Center for Railroad Photography & Art in Madison, Wis. This is her first Classic Trains byline.

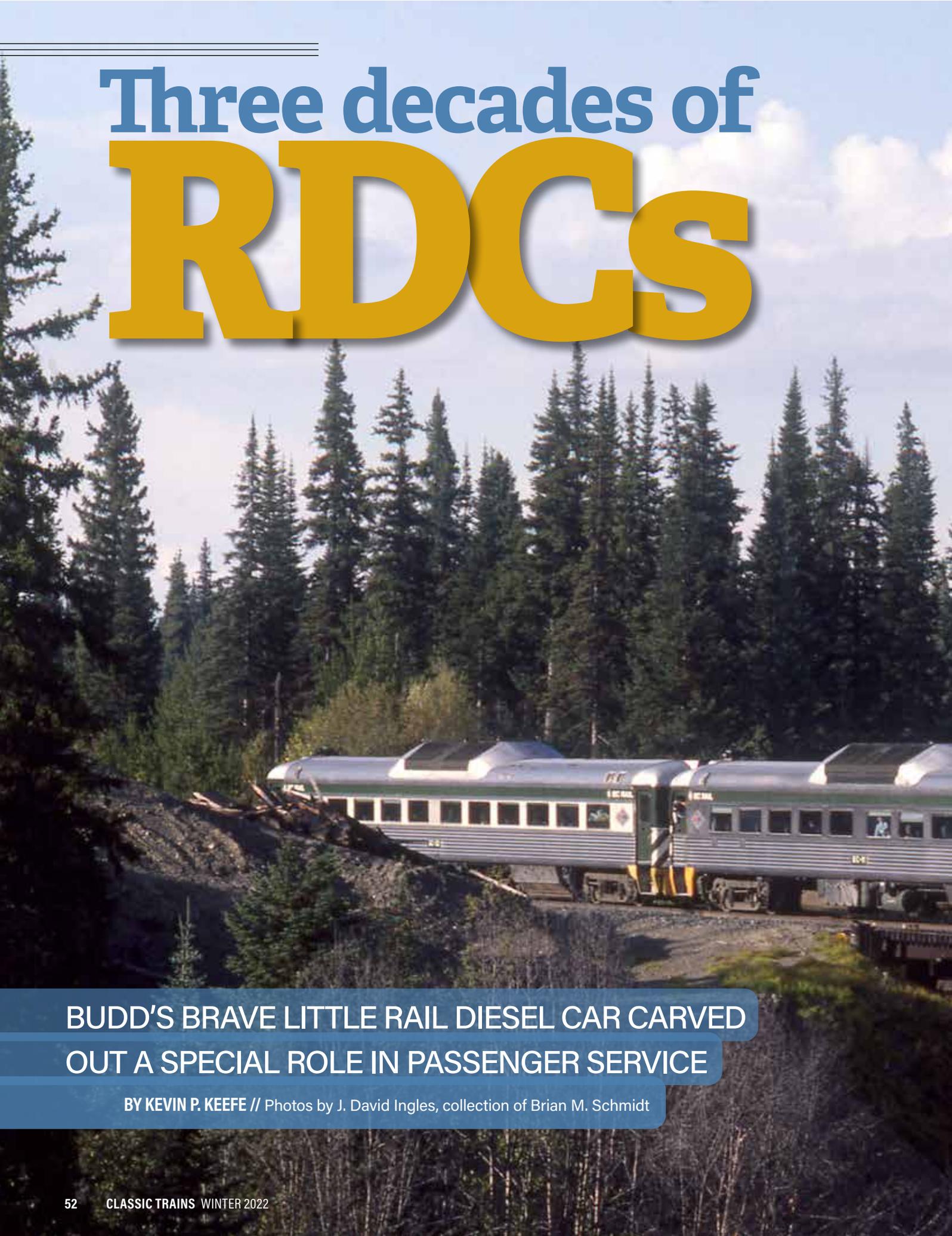


Emerging from the Laurie snowsheds, a freight train curves west along the Illecillewaet River on the west side of the Rogers Pass on Aug. 11, 1980. The railroad crosses the "river of ice" 10 times between Glacier and Revelstoke, B.C.



Well before the advent of distributed power, two remote control "slave" locomotives assist a freight train snaking through Yoho, B.C., on Aug. 18, 1974.

Three decades of **RDCs**

A photograph of a silver and green Rail Diesel Car (RDC) train traveling through a dense forest of tall evergreen trees. The train is moving from left to right across the frame. The background is filled with tall, dark green coniferous trees under a bright sky with some clouds. The train consists of several cars, with the front car being a diesel engine and the following cars being passenger coaches. The train is on a track that appears to be carved into a hillside.

**BUDD'S BRAVE LITTLE RAIL DIESEL CAR CARVED
OUT A SPECIAL ROLE IN PASSENGER SERVICE**

BY KEVIN P. KEEFE // Photos by J. David Ingles, collection of Brian M. Schmidt

Despite the postwar boom in new postwar long-distance passenger trains, by 1949 it was clear that part of the business was in trouble. American railroads remained obligated to operate a dense feeder network of local trains and branch-line service, nearly all of which lost money. Enter the Budd Company, the upstart carbuilder with a brand-new answer: the Rail Diesel Car, or RDC. Powered by a pair of rooftop 275-horsepower General Motors diesel engines, the stainless-steel, lightweight 85-foot RDC promised to cut operating costs. Budd called it “an important step forward in railway transportation.” In his March 1953 “All About the RDC” issue, *Trains* Editor David P. Morgan wrote, “If the RDC record to date means anything at all, it strongly suggests that a fresh examination of the entire passenger business is

in order. No one who’s familiar with RDCs would be apprehensive about the results of such an investigation.”

Several railroads went with the RDC. By the time RDC manufacturing ended in 1962, Budd had constructed nearly 400 of them. Boston & Maine bought the most, more than 100, and made them the backbone of its Boston-area commuter network. Other significant commuter operators included Central of New Jersey, Baltimore & Ohio, New Haven, and Reading. New York Central put its *Beeliners* to work on routes as far-flung as Detroit-Mackinaw City, 300 miles. Canadian Pacific dispatched 55 RDCs all across Canada. The RDC even had a small but memorable role in advanced passenger-train technology. NYC President Al Perlman strapped a pair of GE J-47 jet engines on an RDC and ran it beyond 183 mph across northwest Ohio in 1966. Budd rejiggered some RDCs to create New Haven’s six-car *Roger Williams* trainset.

The RDC also attracted photographers, including the prolific J. David Ingles, former editor of *Trains* and longtime senior editor of *Classic Trains*. Over three decades, Ingles trained his camera on RDCs all over North America, as well as collected RDC images from his father, John S. Ingles, as well as various friends. As the images on these pages confirm, the RDC was a fascinating addition to the railroad landscape.



It's late in the game for the RDC as three-car BC Rail train follows the Fort St. James line and crosses the Muskeg River in north-central British Columbia on Sept. 14, 1987.



Central of New Jersey 560 leads another RDC at Aldene, N.J., on its way to Communipaw Terminal in November 1966.

One of New York Central's "Bee-liner" RDCs departs Detroit's Michigan Central Station for the trip north to Mackinaw City, Mich., in the 1960s.



Trailing exhaust from three pairs of Detroit Diesel engines, Canadian National train 645 roars through Copetown, Ontario, on Oct. 7, 1967. John S. Ingles





Baltimore & Ohio's RDC-equipped commuter train (right) flanks B&O's daily Pittsburgh-Washington, D.C. Speedliner (left) at Pittsburgh's B&O station on March 26, 1962.

Budd meets Bombardier: An MBTA RDC mingles with newer commuter cars at Boston's North Station on Dec. 31, 1979.



Contrasting color schemes: Boston & Maine Budd cars and an RS3 gather at Fitchburg, Mass., approximately 50 miles northwest of Boston, April 1963.





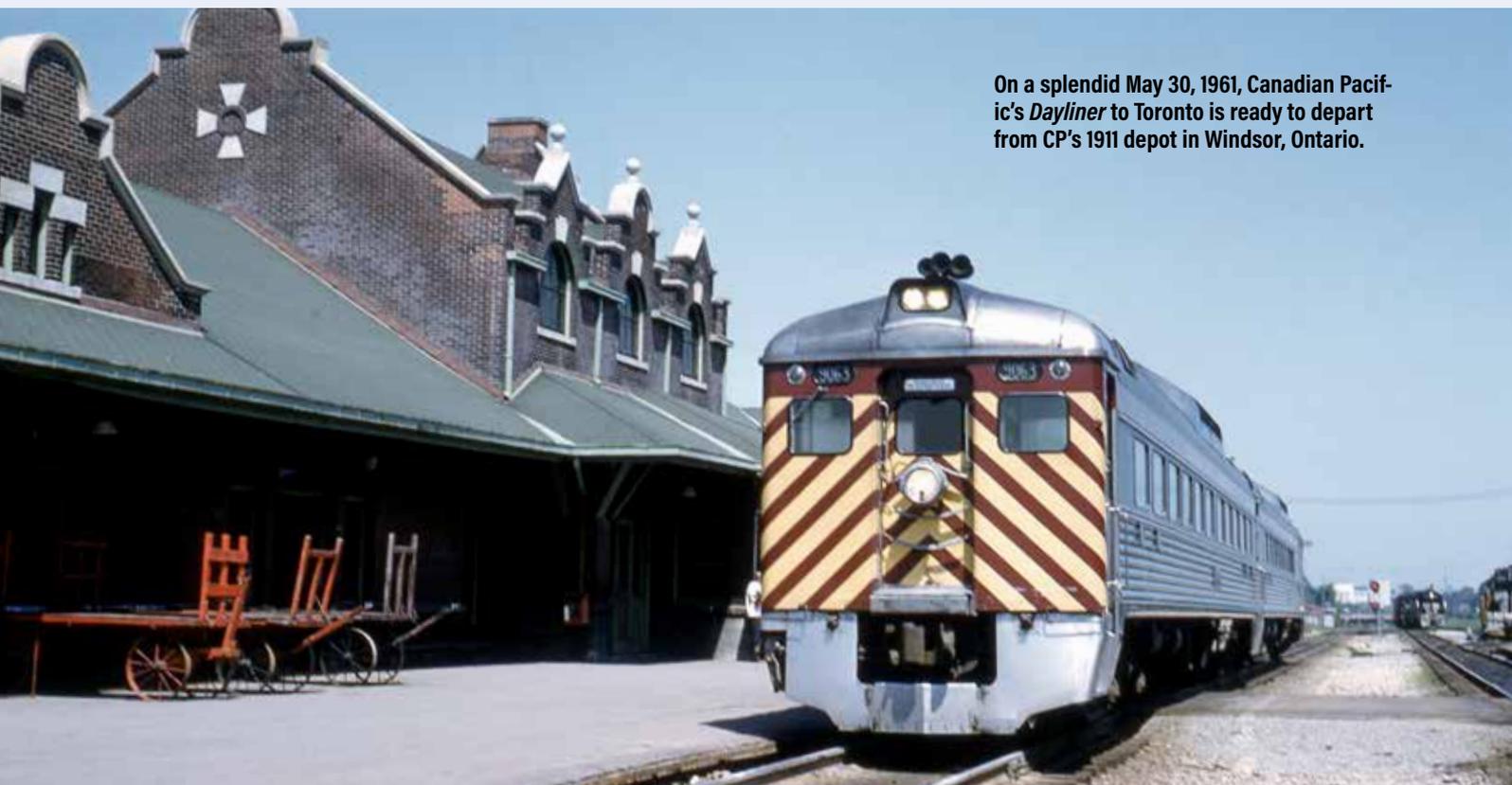
A visit to Toronto finds repainted Canadian National D-200 traversing the busy yard complex in July 1964. How many switchers do you spot?

New York Central M-497, famously outfitted with a surplus GE J-47 jet engines, crests 180 mph at Bryan, Ohio, in July 1966 in high-speed tests. John S. Ingles





Baltimore & Ohio's Pittsburgh commuter train pauses at the old station at McKeesport, Pa., in September 1964.



On a splendid May 30, 1961, Canadian Pacific's *Dayliner* to Toronto is ready to depart from CP's 1911 depot in Windsor, Ontario.

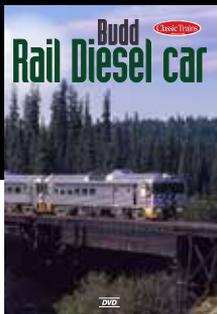


Operating on the ex-Dominion & Atlantic, a pair of Canadian Pacific RDCs poses at Digby, N.S., on May 25, 1978.



Amtrak's train 372, the *Black Hawk*, rolls through Chicago's Bridgeport junction on Oct. 5, 1975. Robert P. Schmidt

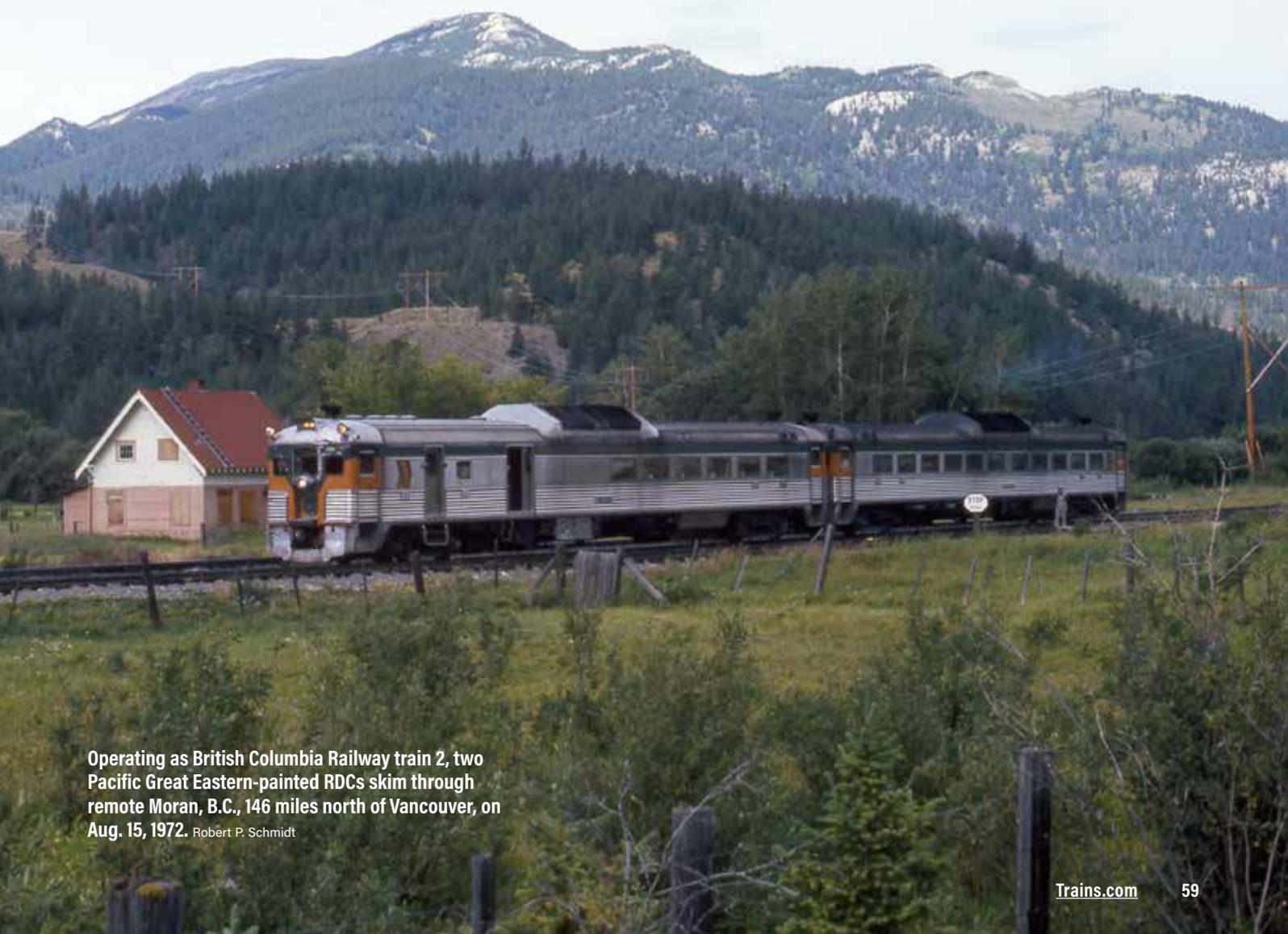




BUDD RDC DVD

Filmmaker Rich Luckin present the story of the Budd Rail Diesel Car from development to today. Learn more about the RDC and its place in passenger train history with this exhaustive documentary. Available at www.kalmbachhobbystore.com.

Santa Fe's two warbonnet RDCs, DC-191 and DC-192 and out of work, await disposition at Topeka, Kan., on Aug. 28, 1969.



Operating as British Columbia Railway train 2, two Pacific Great Eastern-painted RDCs skim through remote Moran, B.C., 146 miles north of Vancouver, on Aug. 15, 1972. Robert P. Schmidt

MEMORIES, &



For six years, I'm proud to say (with apologies to songwriter Johnny Mercer) that "I made my run, and I made my pay, on the Atchison, Topeka & the Santa Fe."

In late 1989, while Class I railroads everywhere were laying off employees in ever-increasing numbers, I was fortunate to find myself being hired (more by accident than by design) by one of the great railroads in American history. Again, to paraphrase the late Mr. Mercer, "I never thought I would see the day when I took a job on the Santa Fe."

MEMENTOS, SOUVENIRS

SIX YEARS UP CLOSE AND PERSONAL
WITH THE SANTA FE MYSTIQUE

BY JIM GIBLIN

Led by a gleaming new Super
Fleet GP60M, Santa Fe's 199
train — hottest on the railroad
— bounds through a curve at En-
cino, N.Mex., on August 17, 1990.

Joe McMillan

According to Keith L. Bryant's and Fred W. Frailey's co-authored book *History of the Atchison Topeka and Santa Fe Railway* (Bison Books, 2020), Santa Fe leadership under the direction of CEO Mike Haverty decided in 1989 to "re-structure" Santa Fe's intermodal traffic. The company placed Vice President-Administration Don McInnes in charge of the new Intermodal Business Unit. McInnes was given total control over both marketing and operations, plus the freedom to hire whom he wanted. As quoted in the book, McInnes said, "We started from scratch." In the same book, Frailey labeled me "a Don McInnes hire," which I am proud to wear.

The irony here is that I was hired as much for my trucking experience as my railroad knowledge. Here was a non-railroader recruited and hired by one of America's greatest railroads. As I explained in a 1998 article I wrote for *Trains*, rail intermodal has a unique status. It competes directly with over-the-road motor carriers, soliciting the same customers as the truckers. Traditional rail carload business operates in either a monopoly or an oligopoly, i.e., most traffic has no real competition except for maybe another railroad. By contrast, intermodal

operates in an almost completely open market, with total freedom of access. Obviously, the intermodal arena is a much tougher place to do business. This fact was recognized in the early 1980s by the Interstate Commerce Commission when it deregulated intermodal but kept regulations on carload traffic.

The final paragraph in Bryant's and Frailey's book includes a quote from Kansas journalist William Allen White, originally writing in the *Emporia Gazette*: "The Santa Fe is the best thing that ever happened to Emporia. It is one of the best things that ever happened to Kansas. It is easily one of the best things that ever happened to this land."

And it was also easily one of the "best things" that ever happened to my career. This railroader/railfan/writer had the privilege and pleasure of being an active participant in one of the greatest adventure stories in American railroad history.



CEO Mike Haverty presided over Santa Fe's embrace of intermodalism.

WARBONNET LEGACY

My six-year participation in this adventure continually exposed me, as both employee and railfan, to something called "the Santa Fe mystique." The term conveniently appeared in the April 1996 issue of *Trains* in a headline: "The Santa Fe Mystique: What was it that set Cyrus K. Holliday's railroad apart from all the others?" an essay by William Benning Stewart. Since publication,

Stewart's article has become something of a personal guidebook, helping me to better comprehend and understand my various encounters with what I call "the mysteries of the mystique."

According to Stewart, "the Santa Fe's distinctive advantage — the happy combination of analytical left-brain thinking with right brain creativity — created a rare company that could consistently please the soul of the romantic (and railfans like me) as it profited the sharehold-



Symbolic of the Mike Haverty era on Santa Fe, a group of almost-new Warbonnet GP60Ms gathers at the engine terminal at Corwith Yard in Chicago on May 5, 1992. The railroad ultimately bought 63 examples of the custom model from EMD. Joe McMillan



A massive grain complex forms the backdrop for the 199 train and its four warbonnet GP60s, speeding through the west-central town of Bovina, Texas, 14 miles east of the New Mexico state line, on Aug. 20, 1990. Joe McMillan

ers (not to mention employees like me).”

For me, probably the most fascinating part of the entire essay was his exploration of the left-brain, right-brain phenomenon. Wrote Stewart: “Neurological research indicates that the left side of the human brain processes information analytically and deductively, while the right side is the creative chamber where, as one author put it, ‘metaphors are understood, and emotions realized.’” As a professional transportation manager, it was stimulating for the left brain to be an integral part of the seminal transformation of the intermodal business. To borrow a phrase, Santa Fe boldly went where no other Class I railroad had gone before, into the brave new world of intermodal profitability. This was a paradigm shift like no other in recent memory and Santa Fe did it all with right-brain panache.

And I was there as an participant and contributor. That is what my July 1998 article is all about, what we called Santa Fe’s “Mission Impossible,” or perhaps now more accurately “Mission Accomplished.” After that story was published, one of my Santa Fe co-workers asked me how I could remember so many details of various events. I told him that when I

first came there in 1990, I had a sense we were about to make history. We did just that. And I kept good notes.

Perhaps nothing epitomizes the Santa Fe right-brain experience more than the book *Warbonnets: From Super Chief to Super Fleet* (Pentrex, 1994). Like me, co-author Mark Lynn was a Santa Fe employee when he wrote the book with Dan Pope. Actor and railfan Michael Gross wrote the foreword and began his narrative by simply asking, “What does the word ‘warbonnet’ mean to you?”

Gross answered his own question by saying that for many of us, “it hardly seems possible to imagine the Atchison Topeka & Santa Fe Railway without the distinctive warbonnet (locomotive) paint scheme. The warbonnet is more than just a design, more than just a logo; it’s a feeling.” In a section entitled “Inspiration for a Legend,” Pope and Lynn write, “The

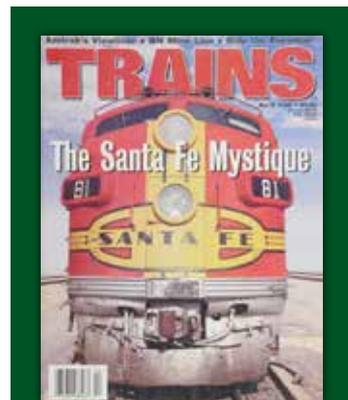
powerful imagery and the superior service of Santa Fe’s premier passenger train would go on to become synonymous with the railroad itself. The mystique that was created still lingers today.”

In my opinion the “right-brain” aura created by that mystique might be best captured by the marketing tag line we used, “From *Super Chief* to *Super Fleet*.” This simple but elegant line spans more than 50 years of Santa Fe Railway history.

And in 1990, how many Class I railroads were using the reputation of their legacy passenger service to market their new freight service? “If image is everything,” wrote Pope and Lynn, “then the Santa Fe has it all.”

LIVING THE LEGEND

Here are some of my favorite right-brain recollections that included “The Paint Scheme.”



Cover of April 1996 *Trains*, containing William Benning Stewart’s original “Santa Fe Mystique” story.

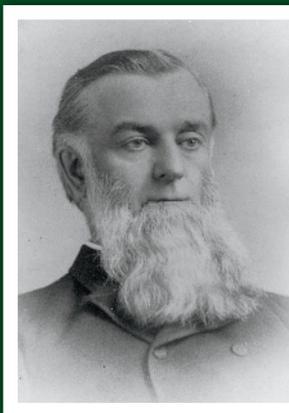
In spite of numerous Santa Fe cab rides, I never had the pleasure of riding in a warbonnet locomotive. However, I did help operate a passenger train pulled by two of them. In summer 1991, Santa Fe operated a series of so-called "Employee Appreciation Specials." I participated in the festivities at Corwith Yard in Chicago. Those of us in the Intermodal Business Unit who were still qualified conductors were "encouraged" to volunteer.

Our little four car train consisted of a generator car, a *Regal*-series sleeper, dome car 60, and track inspection car *William Barstow Strong*. Car 60 was a full dome, originally numbered 506 and the first in a series of eight cars (506-513) delivered by Budd in 1952. Six of these cars were assigned to the original *El Capitan*. After 1956, these six cars were assigned to the *Chief* and later the *San Francisco Chief*. After 1971, cars 507-513 were sold to Auto-Train, a sale managed by friend and former Santa Fe senior executive Jack Barriger.

Pulled by two recently delivered EMD GP60Ms sporting the new warbonnet paint scheme, our "Baby Chief" had more class and style per pound than anything I had seen in a long time. (Chalk one up again for *The Mystique*.) The train ran down the Chillicothe Subdivision

main line to Joliet Union Station (a portion of the original route of the *Super Chief*) stopping well short of the Metra/Rock Island crossing, where the power uncoupled, ran around the train, and pulled us all backward to Corwith. The people in the track inspection car got a real treat since they had a front-row seat watching the GP60s pull the train on the north-bound leg. (A cosmic connection here for me that day was the fact that Joliet was where I boarded the *Super Chief* in June 1968 for my first Santa Fe train trip. The memories that day were flying fast and thick.) Since this was still a Santa Fe owned and operated passenger train, the most important requirement for operating employees was to always wipe down the handrails before passengers boarded or alighted.

My final up-close and personal experience involving The Paint Scheme came in spring 1995. Someone decided we needed a qualified pool of management conductors. My name popped up at the top of



William Barstow Strong, whom the author calls one of America's greatest railroaders. *Classic*

Trains collection

the list and I reported to Corwith for a week of intensive training. After we had all completed the rules and safety training, we had several days of real hands-on training. I had been through all this about 15 years earlier on another railroad, but I had forgotten how much a knuckle weighed when you are trying to carry it back umpteen car lengths. And in this age of plug-and-play devices, one still

has to change out an air hose the old-fashioned way.

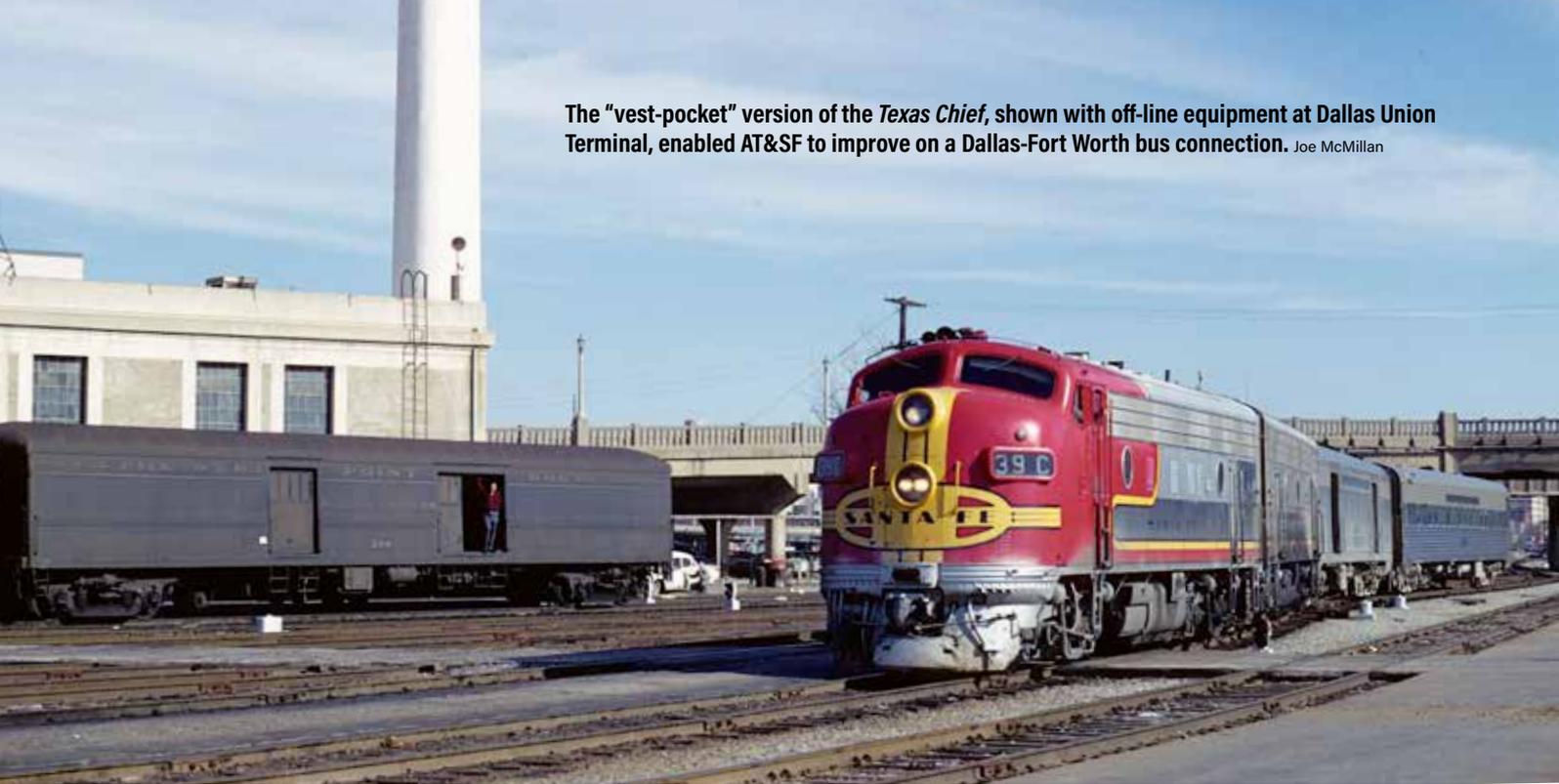
The final chapter of our training involved learning how to fuel and sand a locomotive. Ordinarily this task is performed by qualified mechanical department personnel, but in the event of some kind of work stoppage the few qualified maintenance staff on hand would be busy repairing and maintaining locomotives. So, this operation would be strictly "self-serve." It was a long, tiring day but also great fun. Afterward, I felt a kinship with

Santa Fe's *Chief* behind "Blue Goose" 4-6-4 No. 3460 turns through a curve at McCook, Ill., April 20, 1946.

Wallace W. Abbey, Center for Railroad Photography & Art collection



The “vest-pocket” version of the *Texas Chief*, shown with off-line equipment at Dallas Union Terminal, enabled AT&SF to improve on a Dallas-Fort Worth bus connection. Joe McMillan



the singing conductor from the movie “Harvey Girls,” who sang, “It’s a treat to be on your feet all day on the Atchison, Topeka and the Santa Fe.”

Our “training” locomotive turned out to be one of the early GP60s still wearing the world’s most beautiful paint scheme. This was one of those instances where the right brain and left brain were having a food fight inside my head. I came close to raising my hand and asking our instructor if we could wash the locomotive first, but fortunately discretion here was the better part of valor.

One of the most treasured items in my personal collection of Santa Fe souvenirs is a small, two-inch-thick, seven-ring black binder with the words, “General Code of Operating Rules: The Atchison, Topeka and Santa Fe Railway Company” embossed in white letters on the cover. There is also a black-and-white outline of two Santa Fe warbonnet locomotives pulling a manifest train on the cover. This turned out to be our Santa Fe conductor class official memento of achievement.

A RIDE TO REMEMBER

According to author Stewart, for anyone who ever encountered the Santa Fe and brought to it their unique needs — practical and poetic — “the Santa Fe Railway offered both first-class transportation and first-run entertainment.” My favorite Santa Fe employee experience provided overwhelming amounts of both.

Probably my all-time Santa Fe career

highlight was a business car trip in May 1991, generally following the route of former train 116-16, the Dallas section of the *Texas Chief*. By this stage in my career, I had moved from pricing analyst to intermodal marketing manager for Mexico. The Intermodal Business Unit had scheduled a business-car trip from Dallas to Chicago for one of our larger intermodal customers, C.H. Robinson. In addition to their domestic business, Robinson was one of the few intermodal customers at the time with sales offices in Mexico. I was assigned to the trip as the Intermodal Business Unit’s subject matter expert on Mexico. Left-brain abilities got me on the train and right-brain capabilities allowed me to enjoy it.

We would be operating on the rear of a Dallas to Chicago intermodal train, so we boarded the train at Santa Fe’s Zacha Junction intermodal terminal in East Dallas. The first few miles of the trip north would be over a unique section of rare Santa Fe mileage, the northern end of the Dallas Subdivision of the Southern Region (from MP 62.6 to MP 111.2). According to the book *Warbonnets and Bluebonnets* (McMillan Pub-

lications, 2004), Santa Fe in 1954-55 built a 46.7-mile cut-off from Dalton Junction at MP 386.6 on the Fort Worth Subdivision main line southeast down to Zacha Junction at MP 62.6 on the Garland Sub.

The cut-off opened in December 1955 and soon the *Texas Chief* gained a new Dallas connection. This replaced an existing bus connection between Fort Worth and Dallas. Trains 115 and 116 were established to handle through sleepers and coaches and included a full diner and lounge. Nicknamed the “Dallas Chief,” these “vest-pocket streamliners” operated daily between Gainesville on the main line and Dallas Union Terminal via Zacha Junction over the new connection. The Dallas section finally came off in 1968,

one of the last intercity passenger trains to serve Dallas Union Terminal. The entire Garland Subdivision and the Dallas Sub from Dalton Junction down to Union Terminal, including the Zacha Junction intermodal terminal, was sold to KCS in 1992.

It turned out that I would be the only Santa Fe official on the train, along with one other person from Robinson, until we got to Kansas City. There the train would fill up with



One of the author’s treasured mementos from his Santa Fe years, the railroad’s rulebook, bound in black with warbonnet graphics. Jim Giblin collection

Santa Fe and Robinson people for the ride to Chicago.

By 1991, Santa Fe still had four lightweight business cars on the roster. The business car assigned to our train was named *John S. Reed* to honor the respected (I say legendary) former president of the Santa Fe. Constructed by Pullman-Standard in 1949, the car lacks a traditional observation platform. The lounge area at the rear is fully enclosed with a conventional diaphragm installed over the rear door. In addition to the steward's room, the car contains four bedrooms.

After I checked in with the on-board service manager, I was informed the business car was full and I would be assigned to the back-up car for sleeping accommodations. The so-called backup turned out to be *Regal Spa*, part of a fleet of about a dozen lightweight intercity passenger cars retained by Santa Fe after 1971. This collection of cars formed a large part of the train that accompanied Santa Fe 4-8-4 No. 3751 on its epic transcontinental round-trip in 1992.

Regal Spa was one of 15 4-4-2 sleepers manufactured by American Car & Foundry for the *Super Chief* and delivered in October 1950, all with the *Regal* prefix in the car name. After delivery Santa Fe operated four *Regal*-series in each direction on the *Super Chief*. *Regal Spa* now carried ATSF number 68, which hit home with me since my first trip on a Santa Fe long-haul passenger train had been in 1968.

The *Regal*-series sleepers carried two

drawing rooms, located in the middle of the car, with bedrooms and compartments on either side. My accommodation was referred to as "Bedroom E" on the trip's passenger manifest. It turned out to be Drawing Room E. Thirty years earlier this space had been the most expensive single accommodation on the *Super Chief* (after the en-suite double bedrooms in the *Indian*-series sleepers). It still provided two nights of first-class sleep all the way to Chicago.

After a relaxing night, we rose for breakfast. The *Mystique* was already waiting in ambush for me with the full treatment. The dining car was originally ATSF 600, a basic Santa Fe 36-seat 85-foot diner, one of seven supplied by Pullman Standard in 1950 for the re-equipping of the *Super Chief*. Sometime after delivery these cars were re-equipped with Budd outside swing-hanger trucks. For this trip, the tables had been rearranged to run parallel with the car down the interior middle.

Two of the first lightweight dining cars delivered to Santa Fe from Budd carried names of southwest Indian pueblos. The *Cochiti* was delivered by Budd in 1937 and ended up at the California State Museum, where it is proudly displayed today. The *Awatobi* was delivered by Budd in 1938 but unfortunately was scrapped in late 1971. After these two cars were delivered, Santa Fe dining cars never again carried names, just numbers. Now we had a grand exception to that practice.

During the recent rebuild/rehab pro-

cess someone came up with the great idea of putting a name on this last Santa Fe-owned dining car. Not just any name, but probably the most appropriate name one could imagine: Fred Harvey. Upon entering the car, the table was set for breakfast. As we sat down, I noticed the full treatment of linen, silver, glassware, and, of course, the China set (think breakfast on the *Super Chief* circa 1969). It was the legendary Mimbreno pattern complete with



A Santa Fe warbonnet F7 assigned to the Dallas section of the *Texas Chief* congregates with one of its EMD cab-unit cousins, a Burlington E8 running on the Fort Worth & Denver, at Dallas Union Station on May 19, 1965. Joe McMillan

authentic back stamp.

As I waited for breakfast to be served at track speed — enjoying the orange juice and my first cup of coffee — it occurred to me that at that moment I was a patron in the last Santa Fe Railway-owned dining car, still operating along the Santa Fe, or anywhere else in the world for that matter.

The Mimbreno pattern was designed for the 1937 *Super Chief* by Mary Colter.

She had been the interior designer for most of the Harvey hotels and restaurants and made history again as the interior designer of what would become one of the most famous passenger trains in the world.

A word about the track inspection car, the last car on our train. Sometimes these cars are referred to as theater cars because of the theater-style seating in the rear. Santa Fe's car is symbolically and

specifically named after Santa Fe President William Barstow Strong. In my opinion, Strong does not get the credit he is due in profiles of great railroad leaders. In the July 1998 issue of *Trains* was a story called "Railroad Titans: Eleven men who left an enduring legacy for North American railroading." Strong was tied for 10th place with Southern's Graham Claytor. In first place was Great Northern "Empire Builder" James J. Hill.

Four new warbonnet GP60Ms — including a cabless B unit — haul an eastbound all-piggy-back train near Gallup, N.M., on Oct. 4, 1991. Elrond Lawrence





Santa Fe's train 15, the *Texas Chief*, departs Fort Worth behind a quartet of warbonnet F7s on May 11, 1969. Riders in the full-length dome were deprived of a full-forward view thanks to placement of the car behind the train's Hi-Level coaches. Steve Patterson

REMEMBERING WILLIAM BARSTOW STRONG

A word about Strong. When the expanding Atchison, Topeka & Santa Fe recruited Strong from CB&Q to be its general manager, the Santa Fe was a smallish line that extended west through Kansas and hauled mostly grain. Strong drove the railroad onward, into Colorado, over Raton Pass to Santa Fe, N.M., thence all the way to California.

Next, Strong's Santa Fe bought the Chicago & St. Louis Railroad, which ran southwest from Chicago, and from Kansas City he built eastward. The resulting connection at Ancona, near Streator, Ill., brought Santa Fe into Chicago. When Strong was finished, his road stretched from Chicago to the Pacific and Gulf Coasts; in fact, for some 70 years, it would be the only railroad that stretched from Chicago to California. "Santa Fe all the way" wasn't just a slogan, it was a real advantage. More than anyone else, today's Santa Fe was the creation of Strong.

After an excellent steak dinner, our train speeding eastward in the darkness, I retired to the comfortable front-row seats in the *Strong*. Open platform cars are interesting but

it's hard to beat the sheer awesomeness of the observation end of a theater car moving at speed.

My favorite after dinner drink is still an amaretto on the rocks, in a short glass. I picked one up from our bartender and headed back to the *Strong*. Soon I was sitting comfortably in that front row, with the track lights lighting up the darkness, listening to the scanner as the train rolled north at track speed.

The stretch we were riding on was one of the most historically significant pieces of track in Santa Fe history. According to System Timetable No. 2, the main line between Chicago and Kansas City was classified as the Chillicothe and Marcelline subdivisions of Santa Fe's Eastern Region. In reality, it was the original right-of-way of the Chicago, Santa Fe & California Railway. Under Strong, Santa Fe would build the shortest and fastest track between Kansas City and Chicago, completed Dec. 31, 1887.

The route was originally laid out as only a 400-mile straight line. The final design and engineering were and still are extraordinary. But its historical significance is even more important. When this route was completed, it gave the Santa Fe an ad-

vantage over every railroad in the West. For 70 years, Santa Fe would be the only one that really did go "All the Way" from Chicago to California.

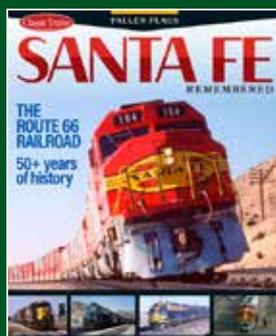
CONNECTING WITH MEXICO

Santa Fe had been one of the U.S. railroads featured in the January 1993 TRAINS story "The Mexican Connection," by Paul D. Schneider. My job as account manager was to help implement that connection and make it commercially viable.

The most challenging, historically significant, and personally perilous chapter of my Santa Fe career involved setting up Santa Fe's first trans-border double-stack service between Long Beach and Mexico City. This chapter was heavy duty left brain all the way. Santa Fe had been asked by K-Line to assume operational responsibility for their Long Beach to Mexico City double-stack train, which crossed the international border at El Paso. The only problem was, at the time, Santa Fe had absolutely no operations of any kind south of the border.

The railroad south of the border was still owned by the Mexican government, so technically we were a private U.S.-based company negotiating with an agency of a foreign government. We walked gingerly through a jurisdictional minefield, compounded by cultural and language differences.

After commuting from Chicago to Mexico City about every other week for almost 18 months, we finally had our signed contract, with Spanish and En-



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glish copies. It was hand delivered by my Mexican compadres to the Santa Fe booth at the Intermodal Expo in Atlanta. They had all been our guests at Santa Fe's Annual Expo Mansion Dinner the night before. Several years later Don McInnes came up to me and said, "we appreciate what you did for us in Mexico."

In spite of overcoming the challenges in getting the contract signed, we still had to set up the physical mechanics of the service. During this phase of the project the most difficult thing for me was trying to get Santa Fe's accountants in Topeka to set up a Santa Fe station number for our operation at FNM's Pantaco Intermodal Terminal in Mexico City.

My proudest souvenir of this chapter in my career was a gift from my Mexican counterparts. During our final visit to their offices in Mexico City, they presented me with something of an honorific. They knew I was a railfan and they were all impressed both by my knowledge of Mexican language and culture. When we entered the conference room there, I saw something placed in the middle of the table, still wrapped in its original tissue. It

was an original copy of something called *Los Ferrocarriles de Mexico 1837-1987*.

This oversize, hardcover book appears to be the official history of the Mexican National Railways, written in Spanish, celebrating the 150th anniversary of the railway. After the acknowledgments there is a two-page letter from then Mexican President Miguel de la Madrid on presidential stationery, bound into the book. I have never seen another copy outside of Ferrocarriles Nacionales de México's general offices in Mexico City.

ALWAYS A SANTA FE MAN

All good things must come to an end. We knew Santa Fe could not survive on its own, so it was no surprise when the merger with BN was announced in 1994. I had already decided that if they offered me my current position I would probably go to Texas. However, that was not to be.

Frankly, I did not want the BNSF opportunity to tarnish my Santa Fe memories. Santa Fe was unique. BNSF would be just another bureaucratic corporation.

The final chapter in my personal story came a few years ago after I received an

email from Fred Frailey. He had been commissioned by the University of Nebraska Press to "complete" the original 1974 Santa Fe history from the original publication date to the consummation of the merger with BN in late 1995. He requested my assistance and I referred him to my July 1998 *Trains* intermodal article.

As a result, I am quoted on pages 368-369 and my 1998 *Trains* story made it to the notes at the back of the book. So now my exploits are part of the "official" published record. My favorite page is the one right after the title page, which reads, "For the men and women who built and operated the Santa Fe Railway."

The first time I saw and read this it took me a moment to digest the meaning. And then it dawned on me: Fred was talking about me, among so many others. I was, had been, and will forever be one of those men and women. ■

JIM GIBLIN lives in Downers Grove, Ill. He dedicates his story to friend and mentor the late Dr. Edwin P. "Pete" Patton of the University of Tennessee-Knoxville. This is his first CLASSIC TRAINS byline.

Still resplendent in Super Fleet paint, a GP60M leads a pair of older Geeps on train Q-LANY at Lockport, Ill., on May 16, 1992. Joe McMillan



Train time at Corydon, 1950

May 6, 1950, was a busy day down at the depot in the small, southern Indiana town of Corydon (population 1,964). The town is located in a hilly, picturesque part of the Hoosier State, 15 miles north of the Ohio River and west of Louisville, Ky.

Two railroads served Corydon: the Louisville-St. Louis line of the Southern Railway, and the 7.7-mile short line Louisville, New Albany & Corydon.

On this cloudy spring day, Milwaukee-area railfan and artist Russ Porter caught on film a wonderful moment in time. On the left is westbound Southern Railway train 24. It's a remnant of a Louisville-East St. Louis, Ill. run that was cut back to Princeton, Ind. The train is pulled by grimy, green-and-gold Ps-2 Pacific No. 1231.

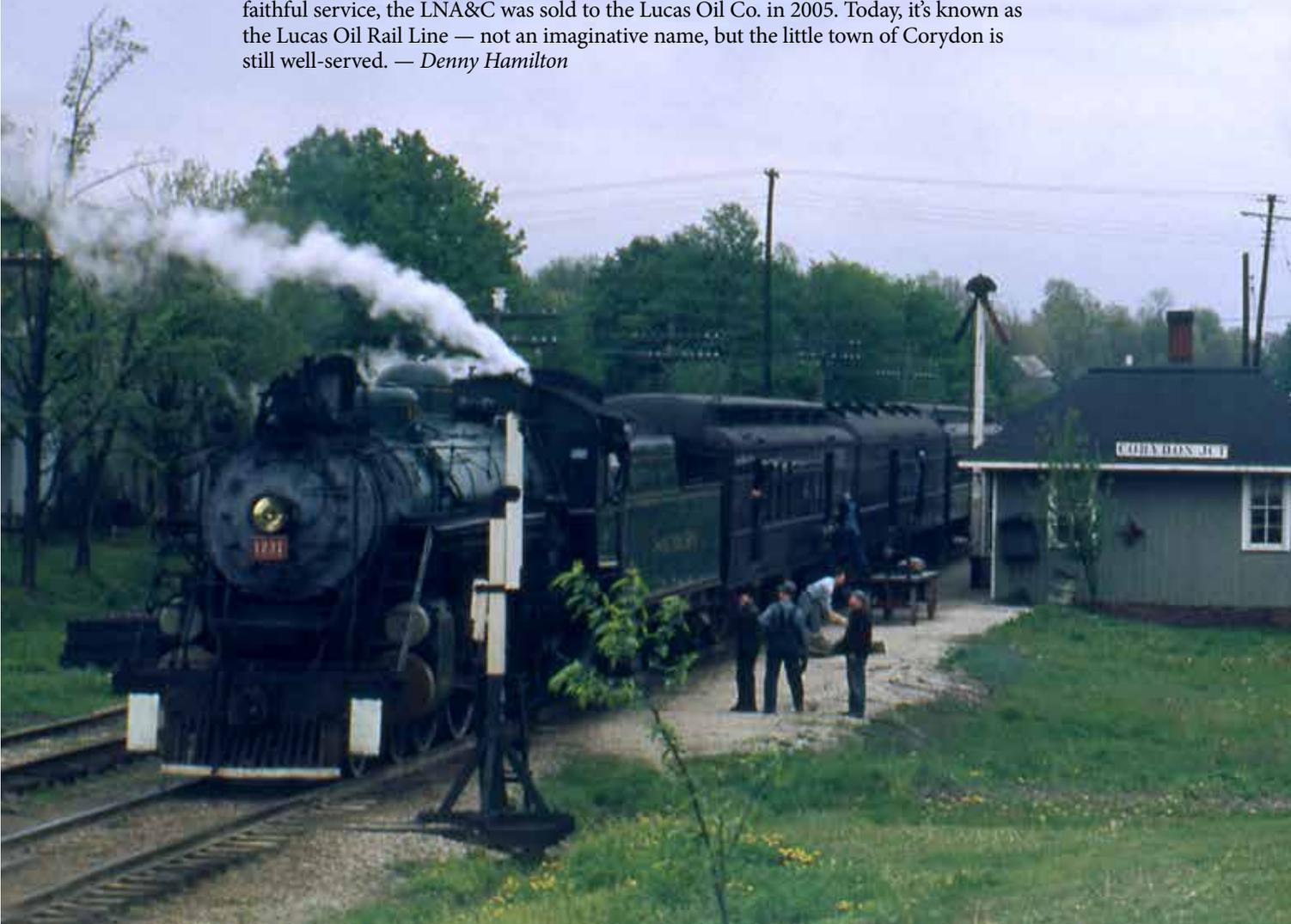
On June 14, 1953, this 4-6-2 will pull the last steam-powered passenger train on the Southern Railway. Shortly after the engine's arrival in Princeton that day, her fires will be dropped and she'll be shoved onto the scrap line.

But this day, the Railway Post Office it has in tow appears to have a healthy load of mail and the car is being worked at both ends.

On the other side of the depot, LNA&C 4-4-0 No. 9, the *Corydon*, with its name painted on the side of its green tender, is delivering boxcars to the connection. The 9 was one of three 4-4-0s serving the short line at this time.

Also, who can overlook the teenage boy shoving a push mower up the hill in the foreground? Even with his hard workload, who today wouldn't love to trade places with him to be part of this moment in time?

Today, the Southern line still lives under Norfolk Southern, and after 119 years of faithful service, the LNA&C was sold to the Lucas Oil Co. in 2005. Today, it's known as the Lucas Oil Rail Line — not an imaginative name, but the little town of Corydon is still well-served. — *Denny Hamilton*







When Santa rode the Pennsy

Memories of riding a Pennsylvania Railroad Christmas special in the 1950s



Westbound Pennsylvania Railroad train 89 departs Fort Wayne for Chicago in 1946 on the route of the author's Santa train ride. Allen

Bauer; inset, Jim Kindraka collection

There is an indelible link between kids, trains, and Christmas; even the mighty Pennsylvania Railroad found a way to offer a Santa train ride to kids.

Growing up in 1950s Fort Wayne, Ind., I remember the Pennsylvania Railroad as a prominent player in the city's life. Also prominent was Fort Wayne's main department store, Wolf & Dessauer, a six-story downtown building, not unlike other city's downtown department stores of the era. After Thanksgiving, it was where Santa "lived."

My memories of their toy department seem as if drawn from the set of *Miracle on 34th Street*. Indeed, the building itself sat on one of downtowns principal corners and in December, on one side was hung a huge lighted Santa's sleigh and reindeer, while the other side boasted a lighted two-story wreath. (Thankfully, the displays survived and during today's holidays are still a prominent and proud display in Fort Wayne.)

In 1956 and 1957, Wolf & Dessauer got together with the Pennsylvania Railroad to sponsor a train, *The Santa Claus Special*, several P70 coaches filled with children and their parents. The route was west from the Baker Street Station, about 20 miles west to Columbia City. There, the locomotives ran around the train and pulled it back to Fort Wayne.

Just after leaving the station, the train stopped next to a caboose decked out as the home of a certain North Pole resident. Santa Claus boarded the train and

walked its length greeting all the kids as it rolled along at a leisurely 20 or 30 mph. In 1956 my dad took me on *The Special* and, of course, I told Santa I wanted a train! Coincidentally, my first American Flyer train set magically appeared under the tree that year.

At the end of that Santa train ride, as we slowed to a stop, the conductor announced our trip was over and we should exit the train. The happiness was broken by a loud scream, "NO!"

A little girl had somehow missed seeing Santa Claus, suddenly her screams and sobbing filled the coach. Sixty-five years later, I remember being scared. The train stopped, bewildered people stood up, my dad put his hand firmly on my shoulder. Suddenly, the little girl ran the length of the car screaming "SANTA!"

Yes, Santa miraculously appeared in the aisle at the far end of the coach. I have no idea if he was alerted to come or if he just stepped out of the restroom, but either way, the day was saved!

Years later, when I discovered my "I rode the..." button in an old box of childhood memorabilia my now-departed mother had foisted on me, the memories flooded back. I pinned the button to the apron I wear at my modeling bench; I wear it almost daily.

Each Christmas season, when I hear Francis Church's famous editorial, I will always believe, "Yes Virginia, there IS a Santa Claus..." And on one special day, he rode the Pennsy! — *Jim Kindraka*

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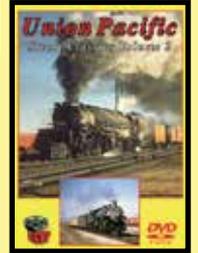
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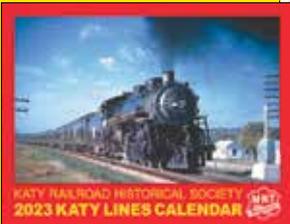
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The Way It Was



Milwaukee Road train 21 appears between Plymouth and Elkhart Lake, Wis. Locomotive 172 is a Brooks-built class F3 4-6-2. John Sachse

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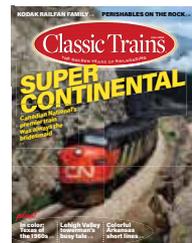
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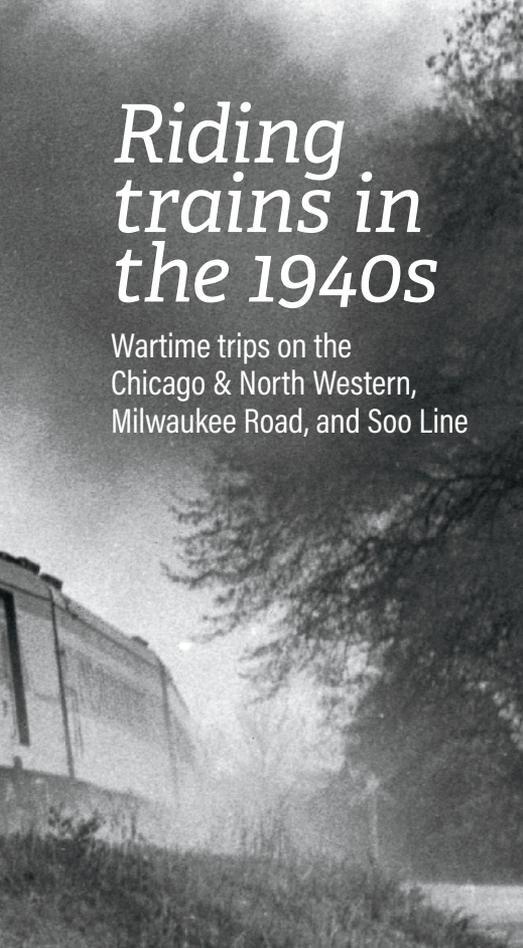
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Riding trains in the 1940s

Wartime trips on the Chicago & North Western, Milwaukee Road, and Soo Line



During my pre-school and primary school days we lived on the South Side of Chicago near 76th Street and Coles Avenue. My father worked at the Wisconsin Steel Division of the International Harvester Co. making steel for the war effort and for civilian use following the completion of the war.

My fascination with trains resulted from a number of experiences in those years. My brother and I spent hours viewing the beautiful O scale layout that had been donated to the Museum of Science & Industry by the Santa Fe Railway. I also remember the Railroad Fair that was held in Chicago following WWII and our annual trips to downtown Chicago to visit "toylands" at the department stores which featured display layouts designed to sell Lionel and American Flyer train sets for Christmas.

And there were the numerous train trips we took during the time we lived in Chicago. My parents grew up in the Horicon-Mayville, Wis., area. My grandfather had been an engineer for the Milwaukee Road and I had an uncle that fired for the Soo Line out of Ashland and North Fond du Lac at various times during his career.

Because of gas rationing and other considerations, we always took the

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Trains editor, David Morgan, so named the NP in 1985

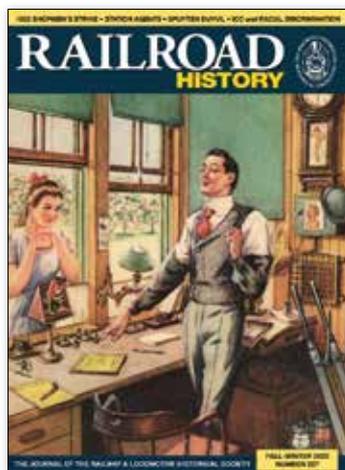
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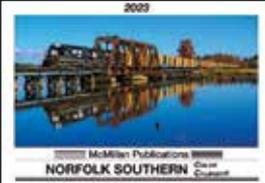


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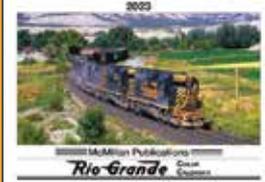
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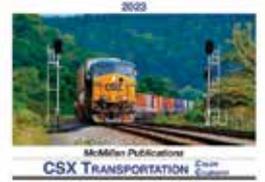
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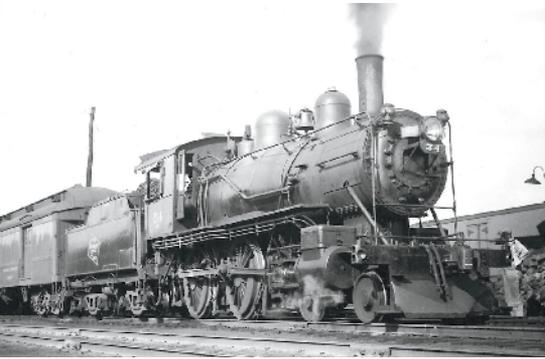
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The Way It Was

train to visit relatives in Wisconsin.

Most trips were on the Milwaukee Road: a *Hiawatha* to Milwaukee and then a local to Horicon. The local usually consisted of an Atlantic pulling three cars, a combined RPO-baggage car, and two coaches. One highlight of these trips were the sweeping curves into Chicago Union Station and the Milwaukee Road depot in Milwaukee. If you were sitting on the appropriate side of the coach you would get



Milwaukee Road 4-4-0 No. 34 at Dubuque, Iowa, with a passenger train. The type is typical passenger power from the time of the author's journeys. Keith D. Pregler

a spectacular view of the engines and cars that formed the consist of the train you were riding in the 1940s.

Traveling at night during the war was particularly interesting. Because of the blackouts in effect you would step off the train onto a dark platform. One trip to visit relatives in Horicon during the holidays found us taking the Chicago & North Western 400 from Chicago to South Beaver Dam, Wis. Because we were in the holiday season the train was crowded. I still have a vivid memory of stepping onto a dark platform and wondering if we would ever find our suitcases (we did).

In August 1945 we traveled by Soo Line to visit my uncle in Ashland, Wis. By this time the war had concluded in Europe but peace had not come to the Pacific. As a result, blackout regulations were still in effect. We left Chicago on train 17 at 5:50 p.m. and arrived in Spencer, Wis., at 2:31 a.m. I still have a memory of a bright light coming down the tracks as we stood on the platform waiting for our connecting train 117, scheduled for an 8:15 a.m. arrival in

Ashland. I thought the train was going to run us over as it approached.

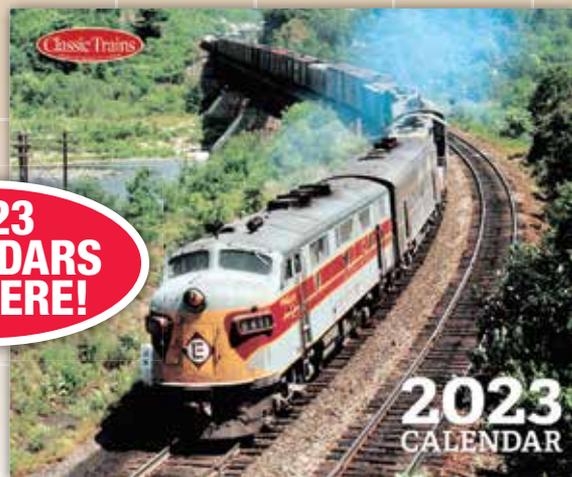
VJ Day occurred while we were in Ashland. The return trip to Chicago was not as dramatic as the trip to Ashland. I am not able to know exactly which trip this event occurred on, but I do remember a kind serviceman giving up a seat so my mother, brother, and I would have seats together.

We continued to ride trains to visit relatives in Horicon. Each return trip proved more difficult as tears were shed when we had to board the train to return to Chicago. Finally, In December 1948, we moved back to Horicon. My mother, brother, and I proceeded my father by a few days. That was my last trip on the Milwaukee Road.

I remember waiting for my father to arrive in Horicon after his last trip on the Milwaukee Road, too. A gentle snow was falling as I waited by the living room window for his arrival.

Since these early times of riding trains in the 1940s, I have had have been on excursion railroads, but that is for a later reflection. — Pat Lyons

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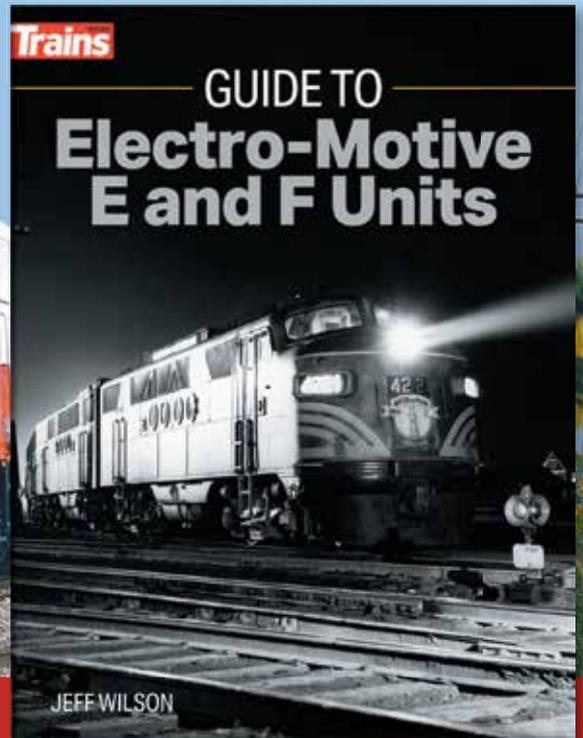
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Railroad mail service on the Burlington

Working the mail at Omaha was no small task for a college student in the 1950s

I was able to secure part time employment with the railroad mail service on the Burlington during the mid-1950s. This occurred both in summer and during the heavy Christmas mail seasons. This was with the help of my father, who was a traveling auditor for the Chicago, Burlington & Quincy, which eventually brought us to live in Omaha, Neb.

At the time I was trying to save money for college, and it was one of my secret dreams to one day have a career as a railway postal clerk riding the rails. So, I entered the world of mail handling, working as a sub or extra hand on one of the three shifts, usually nights 11 p.m. to 7 a.m. at the Burlington mail facility.

Omaha was on the Burlington's east-west main line out of Chicago, and it became the place the post office chose to have a regional mail sorting and distribution center for destinations branching out in all 4 directions. It was located next to the Burlington passenger station and contained three or four floors of work area. Underneath the building at track level was a partially enclosed area for railroad personnel to sort the mail sacks that would come down through a metal chute from the postal sorting areas. At the dock the sacks

The big thrill for me was to meet the trains when they arrived and to take part in the loading and unloading of mail.

would then be sorted by train number and loaded onto the appropriate mail carts awaiting train arrivals. We also had a cart designated for the star routes (motor truck) which was delivered to a separate building nearby. There the mail would be assigned to various vehicles for delivery to non-rail towns in Nebraska and Iowa. The star route mail would have to be closed out at the dock by around 3 a.m. for early truck departure. As part of

our dock sorting area, we had a heated lunchroom that doubled as a place to play cards when things got slow on the night shift. Also, off to the side there was a storage area for empty mail bags that served as a place to catch a few winks on slow nights.

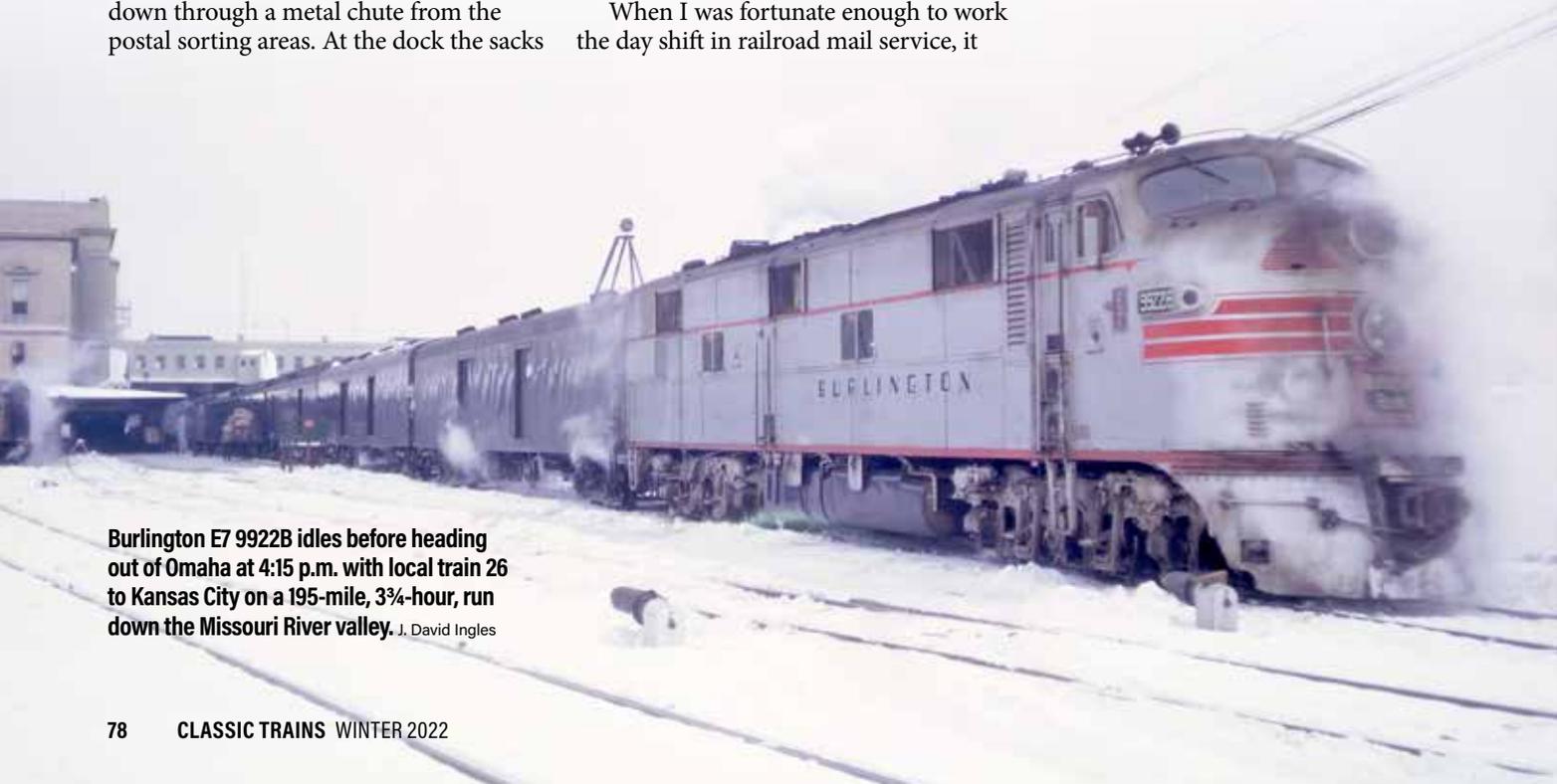
The big thrill for me was to meet the trains when they arrived and to take part in the loading and unloading of mail. We serviced trains between Chicago and Denver, and south to Kansas City and north to Minneapolis. Of course the *California Zephyr* went all the way west but carried no mail. From the *Denver Zephyr* we would occasionally unload heavy pouches of coins from the Denver Mint (very hush-hush information).

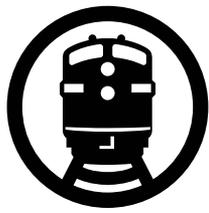
When I was fortunate enough to work the day shift in railroad mail service, it

was exciting to see the arrival of the over-night fast mail from Chicago carrying mail from there and points east. There were usually several fully loaded storage cars that would be switched to the siding underneath the post office where the conveyor belt was located. The crew would then drag the bags from the cars onto the belt for transfer upstairs to the post office. I remember at the end of the season looking at my knuckles that developed calluses from the way we would have to grab the canvas bags. I never had calluses on the top of my hands before. Occasionally, we would receive a car or two of bags filled with mail-order catalogs, like Sears. Boy, were those heavy! And sometimes there were cars that originated in New York or other eastern cities that contained mail for further sorting and distribution from Omaha. The mail handling by railroad personnel did not include first class mail except to assist in the loading and unloading of trains in the station. First class mail was escorted to and from the post office by postal employees on a special elevator.

This concludes my memories of a very special time in my life. It was great to be a part of the railroad mail service and its portion of U.S. commerce during the 1950s. — Edward D. Gansz

Burlington E7 9922B idles before heading out of Omaha at 4:15 p.m. with local train 26 to Kansas City on a 195-mile, 3¾-hour, run down the Missouri River valley. J. David Ingles





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Variety in Toronto

The eight Class R-1 suburban cars were originally built (by Ottawa Car 1924-25) for the Hydro Electric Power Commission of Ontario. From July 1930, Toronto Transit Commission used them on the 10-mile Richmond Hill suburban line, left, which was owned by the Village of Richmond Hill (TTC had been contracted to provide operations/maintenance services on this line). Last day of rail operation on this line was Oct. 10, 1948.



The 2508, a member of the 1921 order of “Big Witts” from Canadian Car & Foundry was among the cars that allowed TTC to retire many former Toronto Railway cars, top right. Operation of the Witts on the Kingston route began in 1939 and was made possible by shifts in car assignments due to the delivery of TTC’s new PCC cars. Rush service on the Yonge Street route required up to 70 Peter Witt motor-trailer trains, bottom right.

TTC’s postwar planning identified Yonge as the first route for the subway system. The ground-breaking was held at this intersection on Sept. 8, 1949. The subway opened on March 30, 1954, with the Yonge streetcar service ending at 2 p.m. that day. This location is about a quarter-mile (as the crow flies) from Toronto Union Station. Left, R. V. Mehlenbeck; upper right, George Krambles; lower right, J. W. Vigrass; all, Krambles-Peterson Archive collection





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Canadian Pacific

Grand and transitional

Canada saw tremendous growth toward the end of the 19th and into the early 20th century as immigrants flooded the wide-open country. Many looking for new opportunities came by train and passed through this station at Toronto.

This is the second Toronto Union Station. The first was built in 1858 by the Grand Trunk Railway near Front and York streets. Traffic growth made it obsolete by the early 1870s.

This station opened near the location of the first in 1873. Initially, passengers had to fight the elements on arrival and depart

ture. Eventually, however, the great iron-and-glass train shed seen here was constructed with roofed extensions at either end.

The train pictured is ready to roll, perhaps to Kingston or Montreal. Note the pride of the crew as its class G1 4-6-2 simmers at the head of the heavyweight consist.

This Union Station lasted marginally longer than its predecessor, until 1927. Today's Toronto Union Station was finished in 1920 but it would take another seven years to open it to traffic, giving this edifice time for a long goodbye. ■

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