

DELAWARE & HUDSON STEAM p.32

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Classic Trains

WINTER 2023

THE GOLDEN YEARS OF RAILROADING

ALCO LOCOMOTIVES

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THESE DIESELS
FAN FAVORITES?

p.20



plus

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memories by
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IC's distinctive
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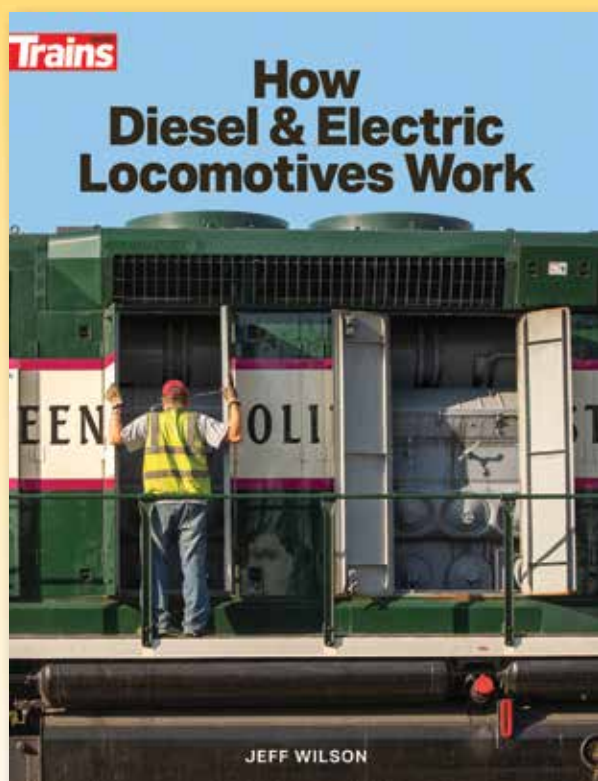


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This Issue



On our cover
Far from its birthplace in Schenectady, N.Y., Alco PA DH-17 poses in Empalme, Mexico, in 1993. Greg McDonnell

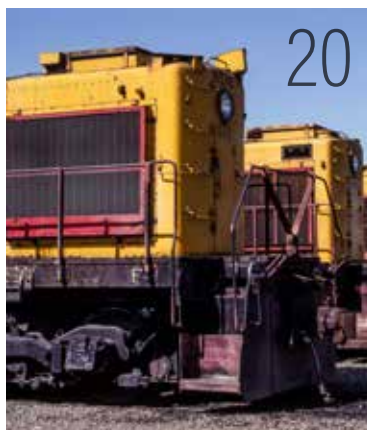
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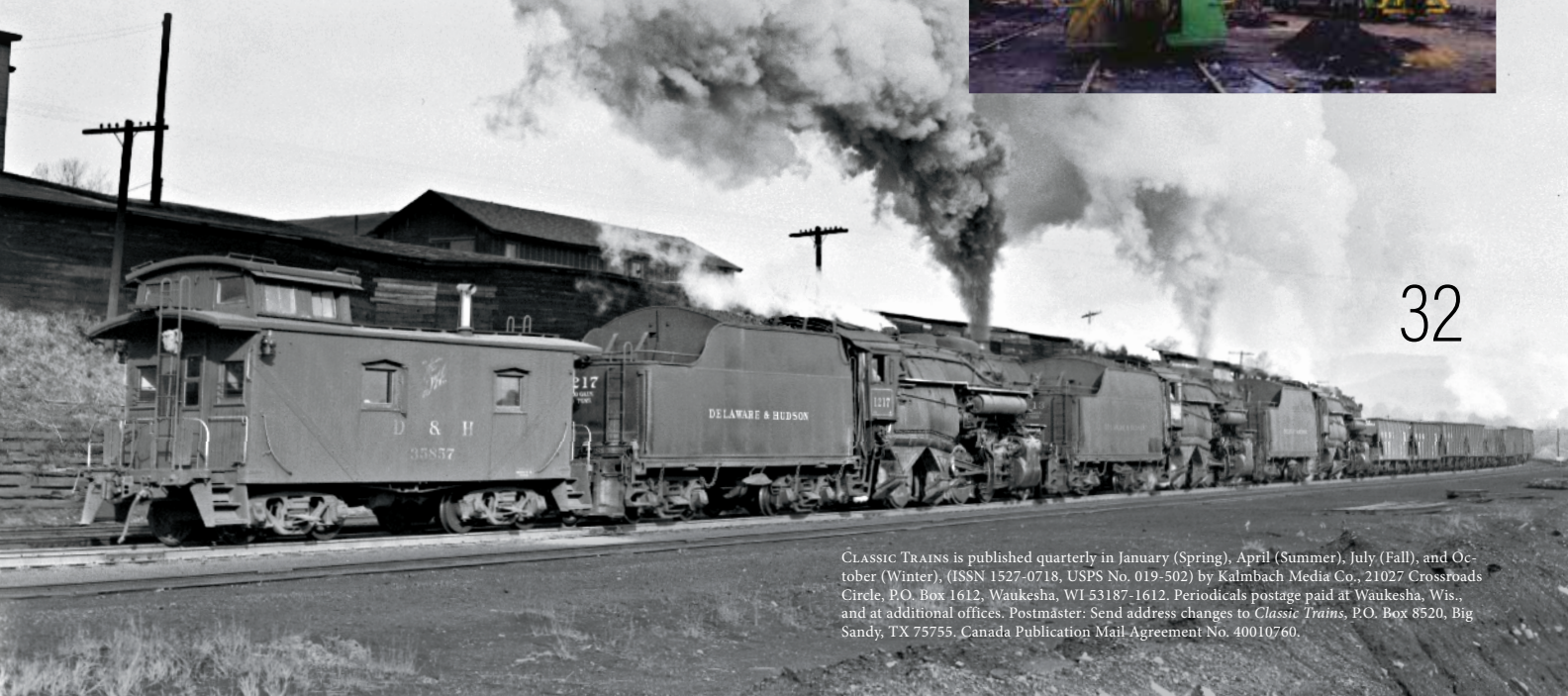
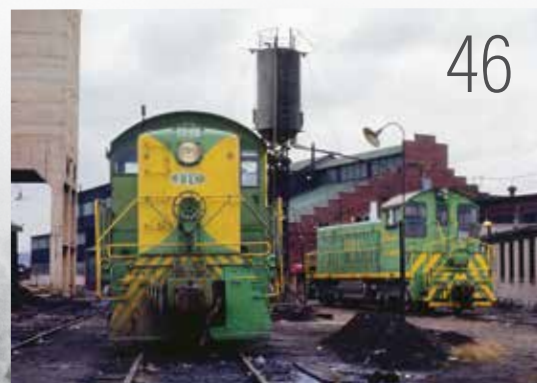
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Growing up Alco

I didn't grow up in Schenectady, N.Y., home of the American Locomotive Co., although I could spell it before any of my peers had ever heard of it. No, I cut my railroad teeth on the Indiana Hi-Rail, which operated over former Illinois Central, Nickel Plate, Pennsylvania, and Wabash lines in three states. While those roads garner more attention in these pages, even Hi-Rail is now a classic of its own.

Those distinctive Alco diesel locomotives – C420s and C424s, RS1 and S3, and those famous RSD15 “Alligators” – could only help Indiana Hi-Rail’s popularity with fans. This issue, locomotive legend Greg McDonnell celebrates the legacy of the American Locomotive Co. (and its Montreal Locomotive Works affiliate) with a look back at *Trains*’ landmark 1993-94 “Alco Safari” series. Greg was thrilled when I asked for a story looking back at this seven-part series, but still not as happy as I was when he accepted the assignment. This was the era of railroading that hooked me for life.

So much has changed in the intervening 30 years that it’s hard not to look back fondly. A vast majority of the more than 250 Alco and MLW locomotives that Greg saw in his travels for that series are no longer earning their keep in revenue freight service. The places and things that I experienced as a young railfan are drastically changed, too. The Hi-Rail line that I grew up along is on its third owner since – and other routes are gone entirely. Railroaders in 1993 had a much greater connection with their predecessors three decades earlier than they do now, too.

They don’t say “Santa Fe” or “Louisville & Nashville” on their flanks anymore, but these Indiana Hi-Rail Alcos have finally become classics of their own.



EDITOR



Former Indiana Hi-Rail Alco RSD15 No. 442 sits at Defiance, Ohio, in 1998. At left is a C424. Everything in this photo – the locomotives, elevator, and boxcar-turned-shed – is gone. Brian M. Schmidt



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A potpourri of railroad history, then and now

HeadEnd



No. 18394 is a standard wooden New York Central waycar, still earning its keep in December 1961. J. David Ingles

CABOOSE CORNER

CSX honors C&O heritage



CSX Transportation continues to release its heritage units through 2023, now including No. 1869 (above) honoring the Chesapeake & Ohio. It mimics the C&O passenger scheme, seen at Dearborn, Mich., in August 1962 (right). Other units released in late summer include Conrail ("Quality" logo) and Louisville & Nashville.

Above, CSX Transportation; at right, J. David Ingles



General Motors, but not quite Cadillac

Electro-Motive Division products on Santa Fe and Burlington Northern snake through the complex maze of trackage at Tower 55 in Fort Worth, Texas, in May 1984. They are, of course, corporate cousins to the Cadillacs advertised high above, the "Division" being one of General Motors. Crews of rival Southern Pacific even used the "Cadillac" moniker for its EMD SD7 diesel locomotives, being much more comfortable for engine crews than the steam locomotives they replaced. J. David Ingles

Montreal RSC24 diesel locomotives

Conceived of cannibalism, these diminutive diesels served more than a decade

Montreal Locomotive Works RSC24

diesel locomotives were “conceived of cannibalism.” So went a claim in the April 1977 issue of *Trains*. In 1958 Canadian National Railways sent FPA2s 6761 and 6755 and FPB2s 6851 and 6855 back to MLW for upgrade and repowering with new 12-251B prime movers, making them mechanically similar to the new CN FPA4s and FPB4s under construction at the same time. The 12-244 engines removed from the four passenger locomotives were de-rated to 1,400 hp and installed in four custom-built RSC24s.

Weighing just 238,450 pounds, they were relatively gentle on the light rails with their A-1-A, six-wheel trucks. They sported an 18-inch short hood on their 46-foot, 4-inch frame, housing the electrical cabinet and also providing some protection in the advent of a grade crossing collision. Their diminutive size made them capable of handling 275-foot-radius curves!

The four units were originally assigned to Montreal, not far from their birthplace. No. 1802 was wrecked at Point La Garde, Quebec, in May 1969 and subsequently retired. No. 1801 was selected for cannibalization in 1975 to keep the last two, Nos. 1800 and 1803, in continued operation. The remaining three were transferred to the Maritime provinces and held down assignments out of Halifax, N.S., particularly on the Middleton and Caledonia subdivisions, which were laid with rail as light as 56 pounds. CN's last 244-powered locomotives, Nos. 1801 and 1803, were retired in 1975; 1800 lasted on the roster until May 1976.

The units were oddballs on the roster, the last



RSC24 No. 1801 displays the later black-and-red paint scheme. Two photos, Brian M. Schmidt collection



The diminutive RSC24 diesel locomotives look like a switcher, but with a stubby nose.

244-powered locomotives on the vast CN system. And the plan for their eventual replacement was already in place. RS18s Nos. 3861 and 3865 were re-equipped with six-wheel trucks. And the trucks from the RSC24s were slated for future conversions to enlarge the light-stepping locomotive

fleet for CN's branchline network.

On Oct. 31, 1975, No. 1803 shuffled off to retirement at Moncton, New Brunswick, and No. 1800 was retired in May 1976. This brought a close to the RSC24 diesel locomotives' chapter in history.
— Brian M. Schmidt



Colorful coil covers

A string of boring black Elgin, Joliet & Eastern steel coil cars displays a myriad of colors with their covers. This scene was recorded on the Santa Fe at Streator, Ill., in April 1981. Roads identified include Chicago & North Western, Norfolk & Western, Chessie System, EJ&E, and Milwaukee Road, in addition to the multiple shapes presented. J. David Ingles



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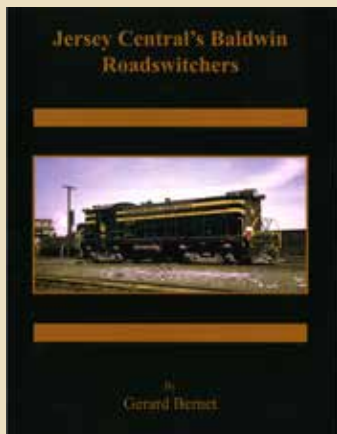
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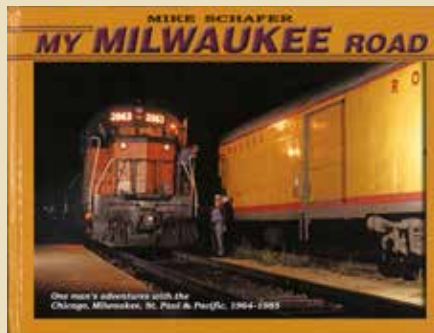


Jersey Central's Baldwin Roadswitchers

By Gerard Bernet. Steel Road Press, P.O. Box 4231 Metuchen, N.J., 08840-4231. 72 pages. \$36.75.

The Central Railroad of New Jersey had an eclectic diesel locomotive roster including Alco, Baldwin, Electro-Motive, and Fairbanks-Morse models. This softcover book covers Jersey Central steam (primarily 200-series 2-6-2T and 4-6-4T tank engines), its Baldwin RS12s, and leased Jersey Central AS616s, the latter two subjects with explanatory text to accompany the photos. The book includes a variety of photos, including color and action views, and a detailed table of RS12 specifications. One curious disconnect is that the steam locomotives are frequently seen on passenger trains while the boiler-equipped diesels are not. A brief note in the beginning of the book clarifies that the Baldwin diesels were replaced in their intended Elisabeth-Newark passenger service role by RDCs just a year into service. Color photography covering only the diesels is included at the end and fills 22 pages.

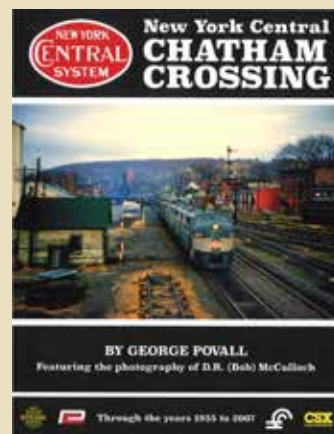
— *Brian M. Schmidt*



My Milwaukee Road

By Mike Schafer. White River Junction Productions, Lee, Ill., 160 pages. \$69.95.

There is no shortage of photographic coverage already on the Milwaukee Road. This all-color, hardcover book provides a welcome expansion of that coverage. It chronicles the Milwaukee Road in northern Illinois and southern Wisconsin with a hearty dose of Schafer's railfan tales mixed in. Photography covers not-always-seen places like Waterloo, Wis. and Ladd, Ill., along with favorites like Davis Junction and Rondout, Ill., and Duplainville and New Lisbon, Wis., to name a few. As expected with Schafer's extensive railroad publishing resume (he started with Kalmbach in 1971!), photos are clear and sharp. A detailed, color map of Rockford, Ill., is included, but regrettably there are no such maps of Chicago or Milwaukee. Otherwise, a black-and-white map from a timetable printed on page 4 will have to suffice to orient readers. The book ends, predictably, with a caboose photo, and a tease for a forthcoming Volume 2 covering northern Wisconsin, Minnesota, Iowa, and Montana. — *B. M. S.*



New York Central Chatham Crossing

George Povall. SilverLake Images LLC, P.O. Box 714, Harrison, N.Y., 10528-0714. 80 pages. \$50.

An integral part of the vast New York Central system, the Boston & Albany has captured the hearts of railfans and historians for generations. This softcover book examines the west end of the B&A around Chatham, N.Y., located between Albany and the Massachusetts state line. The book opens with three pages of history and a detailed map of railroad facilities in Chatham. It then delves into five chapters covering New York Central (42 pages), Rutland (3 pages), Penn Central (8 pages), Conrail (10 pages), and CSX Transportation (9 pages). Clearly, then, the book is skewed to the classic era. The color photography is derived from the work of D. R. "Bob" McCulloch with later Conrail and CSX images supplied by author Povall. The earliest identified images were shot in 1956 and a significant portion of the NYC photos were shot in the 1950s. This volume provides an interesting look for fans of the New York Central and its Boston & Albany route. — *B. M. S.*

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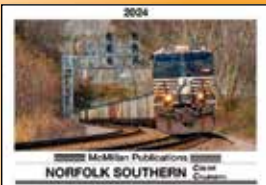
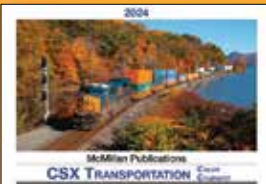
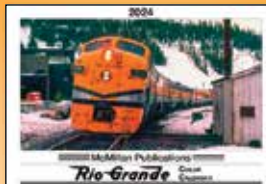


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Head End

OBITUARY

Michael J. Del Vecchio, railroader, editor, and writer died Thursday, Aug. 31, after a lengthy battle with cancer. He was 63.

He is best known as an associate editor at *Railfan Magazine*, and later at the industry publication *Railway Age*.

He was born Michael Joseph Del Vecchio, Jr. — he said he was actually the III, but his grandfather didn't have a middle name — on July 29, 1960, in Dover, N.J. He moved to Baltimore in 1979 only to return home on the weekends to do construction jobs at his high school. He soon returned to stay.

Del Vecchio became interested in railroading at about the same time he started learning photography. Soon after he could be found exploring the local rail yard with camera in hand. Joining the Dover Fire Department in 1978, he saw a state photographer set up a tripod and paint with light at the scene of an auto accident.

More than the shutter clicked with him that evening. He noted having the shutter open was a good way to control shadows. Throughout the next few years, Del Vecchio packed his Heiland flash gun and No. 2 flashbulbs wherever he went.

A chance meeting with Howard Pincus got him involved with the Tri-State Chapter of the National Railroad Historical Society. Ultimately, he became the president of the chapter during his 27-year relationship with it. He was instrumental in getting numerous excursions off the ground and as well as preserving equipment. The writing bug bit him and he soon signed up for the NRHS chapter's journal editor's job.

Weekly get-togethers with other fans routinely turned into slide shows. He already knew *Railfan* Editor Jim Boyd, who was a regular. The latter came to a meeting one night with printer's proofs of the latest issue of *Railfan & Railroad*, and asked Del Vecchio to look at it. Boyd soon offered him the job as the fledgling magazine's first associate editor. While on staff, he took great pride in being one of the instigators of the 50th anniversary celebration at General Motors' Electro-Motive Division.

In 1996 he jumped to the associate editor position at *Railway Age*, which included the job of engineering editor at *Railway Track & Structures*. The commute was too much, however, and he went freelance, which paid off when he was writing marketing brochures for the Morristown & Erie Railway.

He soon found himself as an M&E trainman, and earned qualification through NJ Transit. He also found himself working with movie companies looking for technical advice on productions that included *Rocket Boys*, *Fried Green Tomatoes*, and *True Lies*.

He was on the job when he saw aircraft hit the first of the two World Trade Center towers on Sept. 11, 2001.

Del Vecchio was once asked what made him so enthusiastic about everything he did.

"It's just the way I'm wired," he said. "I just love what I'm doing. I'm having gobs of fun."

He is survived by his wife, Christina. — *David Lustig*



Del Vecchio at work on the Morristown & Erie in New Jersey in 2005. Greg McDonnell

OBITUARY



John E. Bromley, railroader, historian, and painter, died Oct. 7, 2023, aged 81.

Bromley is best remembered in railroad circles as Union Pacific's director of public affairs, the railroad's media spokesman for 25 years. He was instrumental in *Trains'* 55th anniversary issue in

1995. Upon his retirement in 2005, the railroad appointed him as its director of historic projects, a position created specifically for him. Moving his office from Omaha across the Missouri River to Council Bluffs, Iowa, he was responsible for the railroad's extensive archive material and preservation efforts at the Union Pacific Museum.

A 1964 graduate of the University of Nevada at Reno, and a U.S. Navy veteran, Bromley worked for a number of Nevada newspapers before joining the Union Pacific in 1980.

To work for the railroad was not just a job to Bromley, who, when not grabbing his "Go Bag" to head out to yet another incident that required him to be the face of the railroad to the press and other organizations, actively strove to put it in a positive spotlight.

Upon learning the company would be returning the "wing" decals to the nose of its locomotives, he was on the telephone to a number of photographers he knew to get pictures of them around the system. He was also involved in the company's series of Heritage locomotives, recognizing railroads absorbed by the UP over the years.

On his off time, Bromley, an accomplished artist, painted railroad scenes, many of which adorned Union Pacific Christmas cards.

A compassionate soul, when he was informed the railroad was shutting down an outlying corporate office in another state, Bromley flew out to give the news personally, instead of letting the employee know with a phone call.

Bromley is survived by his wife, Pat; numerous grandchildren and great grandchildren; his sister; and his beloved dog, Dilly. — *David Lustig*



John Bromley in May 1995.



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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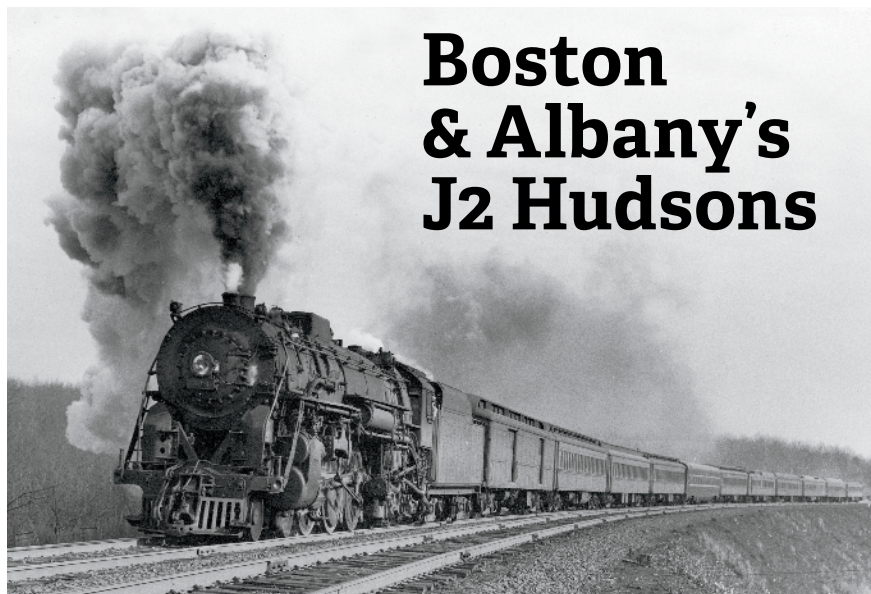
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Head End

Boston & Albany's J2 Hudsons



Boston & Albany's 4-6-4 No. 606 is westbound on Charlton Hill in between Worcester and Springfield, Mass., with the *Advance Knickerbocker* in an undated photo. J. H. Williams

From the moment the New York Central absorbed the Boston & Albany Railroad via lease in 1900, you can imagine the company's executive team vowing to hang on to as much independence as possible. The B&A was a proud railroad, with roots that ran way back to 1835, a legacy of operating in the rugged Berkshires (hardly the "Water Level Route"), and an attitude that mirrored that of its home state: independence. Thus until 1951 did the B&A name continue to appear on cars and locomotives, mostly notably on the 20 4-6-4 J2-class Hudsons assigned to such storied NYC trains as the *New England States* and the Boston section of the *Wolverine*.

The B&A was justifiably proud of its 4-6-4s. After all, as assets of an NYC subsidiary, they had a kinship with steam royalty. "NYC's Hudsons were America's best-known steam engines," wrote historian George H. Drury. "They were many in number and ran through populous territory. NYC had an active public-relations department, and model manufacturers (including Lionel and American Flyer) copied them in practically every scale — and they were fast, powerful, and good-looking."

The Boston & Albany's J2 Hudsons certainly looked like typical NYC Hudsons, with their unmistakable symmetrical front ends, cast pilots, and all-around clean lines. But a closer look revealed important differences. Most notable was the including of a square sandbox, a homely alteration made in 1936 and '37 that nonetheless expanded the engine's supply of

sand, something very useful in the hills of western Massachusetts. Ditto the engine's 75-inch driving wheels, better to dig in with than the Central Hudsons' 79-inch drivers. Early on, B&A's Hudsons had rather squat tenders with four-wheel trucks, although most gradually were switched out for standard NYC 12-wheel tenders. Finally, NYC management allowed the B&A to forgo the traditional 5200 series and number its 4-6-4s as 600-619, although after 1951 some would later be renumbered in NYC's 5400 series to work Central's Harlem and River divisions. Worth mentioning is the fact that B&A split its order of Hudsons evenly between Alco-Schenectady and Lima, deliveries made between 1928 and 1931.

One thing that observers generally agree upon: the Boston & Albany Hudsons were likely the cleanest, shiniest 4-6-4s on NYC property. The B&W shop forces at the Beacon Park engine terminal near Boston had a reputation for fastidiousness when it came to washing or wiping down steam power. Some of that might be because, as operating territories go, the J2 had it relatively easy on a 200-mile railroad, Boston to Albany. Perhaps this gave roundhouse forces more opportunities and time to keep the engines clean. "They were the most fussed over, prettied-up engines on all (NYC) lines and just maybe the whole USA," wrote Alvin F. Stauffer and Edward L. May in their book "Thoroughbreds."

Alas, Boston & Albany's J2 Hudsons suffered the same fate as all the NYC Hudsons: every last one of them was scrapped. — Kevin P. Keefe

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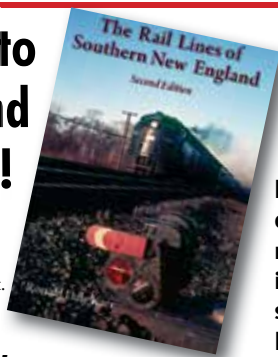
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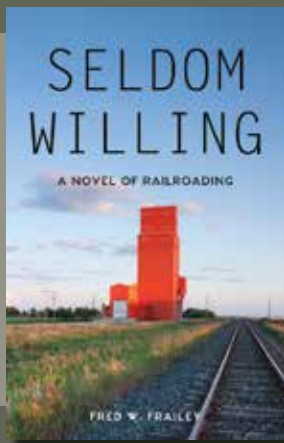
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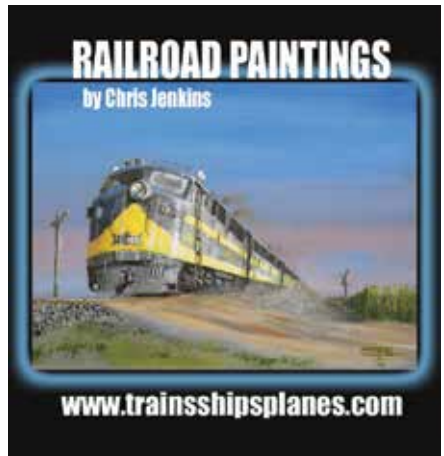
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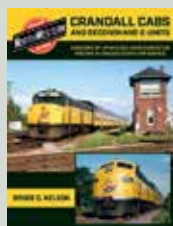
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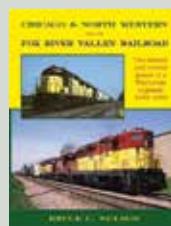
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Raritan River caboose No. 7 servers as an office at Farmingdale, N.J. Dick Hague

Raritan River survivor

What a pleasant surprise to see the Raritan River cabooses pictured. It brought back memories of almost 70 years ago that I rode my bicycle over the Outerbridge Crossing bridge from Staten Island to watch Pennsylvania K-4s and Raritan River 0-6-0s shove freights up Bergen Hill with those neat yellow cabooses in tow.

Today No. 7 can be found at the New Jersey Museum of Transportation (home of the 3-foot-gauge Pine Creek Railroad) in Farmingdale, where it serves as the office. — *Dick Hague, Loveland, Colo.*

The gem of Gemco

On my first Gemco Yard visits, the new automobiles were still being loaded in special boxcars. Within months, though, the first bilevel auto racks began arriving, with many GM and Southern Pacific "suits" on hand. In my time at Gemco, there was always an assistant trainmaster assigned to the yard. In a kinder, gentler era he would give me a slip of paper with a car number of inbound parts needed by the plant to see if I could locate it on my bicycle. Clerks and the switch crews working there were usually friendly, too.

Yard activity would greatly vary, being slow in late summer when the plant was retooling for the new model year. I can remember a whole crew, locomotive, and caboose being sent to deliver a "shutdown car" to the plant. Once this was a tank car of gasoline so each new auto could get a few gallons. Also, the Chatsworth Hauler brought the plants parts cars and auto racks to be loaded from Taylor Yard, taking away the finished autos. Many of those parts cars moved in dedicated auto

parts service, serving all of the big three automakers.

The Van Nuys GM plant is long gone, but Gemco Yard still serves a couple of locals the Union Pacific bases there. Being just old enough, I remember seeing steam locomotives in use on the Coast and Valley lines along with the Burbank Branch, but I've never come across a photo of a steam locomotive at Gemco.

Jack Corrick, Boulder City, Nev.

U.S. steam in France

I've been delighted to discover the feature about the American-built French National Railways (SNCF) type 141R steam engines. I must add that those engines were also much loved by crews, as their cab fitted with seats, among other features, was a major improvement over French practice. They proved to be a major help for the huge postwar needs.

French manufacturers were unable to provide new steam locomotives in sufficient numbers in 1944-1947 due to raw material and manpower shortages, but were nevertheless turning out engines to

French and German designs.

The American-built 141R were the last steam engines to haul a passenger train in November 1972, and they hauled their last freight in late March 1974. This was the last steam train operated by SNCF.

Olivier Wurmser, Évry, Essonne, France

An Alaska connection

I enjoyed reading David Lustig's recollections of the Alaska Railroad. I too was able to experience the railroad in June 1986. One major difference was I was successful in getting a cab ride on the "Moose Gooser" thanks to my experience working on equipment at the Orange Empire Railway Museum in Perris, Calif.

Ken Kemzura, Newhall, Calif.

Minnesota nice

I think this issue is my all-time favorite. There is a great article on the C&NW in Eau Claire; an article on another Midwestern favorite, the Rock Island; a great article on the Alaska Railroad at about the same time I was in the Air Force stationed in Anchorage; an article on the Grand Trunk in Vermont, with first-generation diesels in the best CN paint scheme; and finally, an article on steam in

France, which I visited in 1969 on a college economics trip. Whew!

So I had to write to you giving my thoughts. Keep giving us the classic stories and articles for us old timers. The crew at *Classic Trains* is doing a great job!

Bruce N. Johnson, Lindstrom, Minn.

An incomplete FM tale

David Lustig's piece on page 10 is incomplete. Santa Fe H12-44TS is no longer at the California State Railroad Museum; it now resides at the Illinois Railway Museum in Union, Ill.

Bryan Moseley, Albuquerque, N.M.

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.



A look back at the Alaska Railroad "Moose Gooser" from the locomotive cab. Ken Kemzura

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Knoxville 1975 steam summit

A first-time attendee makes lasting memories at an NRHS convention

Driving south recently on Interstate 75, nearing the Kentucky/Tennessee line, an upcoming offramp caught my eye, causing me to make a quick turn to the right. "Next exit, Jellico."

Jellico! A town I likely never would have known were it not for a memorable July 30, 1975, steam excursion behind celebrated Southern Railway 2-8-2 No. 4501. The fantrip was part of the annual National Railway Historical Society convention, back when it was a really big deal, not to be missed.

The Knoxville convention was sponsored by the Old Smoky Chapter, NRHS, and it had a lot going for it: two round trips behind the 4501, plus an excursion on Louisville & Nashville to Jena, Tenn., behind Clinchfield 4-6-0 No. 1, an ancient (1882), diminutive, but spiffy engine revived for a time by CRR boss Tom Moore, there to fly the Family Lines flag.

For those who wanted to arrive and depart in style, there was the "Tennessee Special" out of Washington, D.C., and return aboard the "Blue Ridge Special," part

of the trip via Roanoke on Norfolk & Western. The convention trains were pulled by green-and-gold Southern passenger E8s 6906, 6905, and 6903, the latter equipped with a steam whistle.

If I make all this sound a bit overwhelming, I should explain that this was my first NRHS convention, and likely my first exposure to a large crowd of fans in one place at one time. Only 24, I was pretty green, using vacation time from my job writing ad copy for Kalmbach. I had a companion to share it with, my pal John B. Corns, who a few years later would become chief photographer for Chessie System and later CSX.

John and I had a ball making the most of our chief obsession at the time: steam. The 4501 was in the prime of its excursion career, still dazzling everyone with its apple green-and-gold paint job. Mainline steam was comparatively rare in those days, and for a lot of us

this engine was still the Main Event. At this point in history, the Southern Steam Program was in full stride.

At night, most of the equipment for all the trips reposed at Knoxville's Southern station, a handsome Classical Revival depot designed by SR architect Frank Pierce Milburn and opened in 1903. Escaping the smothering heat in the evening, we'd stroll those platforms and imagine we were there for the arrival of the Birmingham Special or the Pelican, an experience made bittersweet by the fact that Amtrak didn't (and still doesn't) serve Knoxville.

But back to Jellico. The convention's Saturday trip was a day-long trek up

One half of a young couple at the photo runby in Jellico, Tenn., has the best view of the oncoming 4501.

Kevin P. Keefe



Southern's 75-mile branch to Jellico, where SR linked up with L&N to jointly serve some coal mines on what was known as the Clairfield Branch. The Southern served the mines out of Jellico, which in those years were experiencing a bit of a coal boom. Today, portions of this line survive as R.J. Corman's Knoxville & Cumberland Gap Railroad.

The 4501 put on quite a show that day, especially on Copper Ridge, the ruling grade over Southern's K&O (ex-Kentucky & Ohio) line, a long stretch of 1.9% grade that had our USRA Mikado pushed to the max. John and I managed to get spots on the open-air car Lookout Mountain and enjoyed a (mostly) refreshing breeze.

The trip also gave us a chance to spend some time with *Trains* Editor David P. Morgan. I saw Dave around the Milwaukee office a lot, but it was quite something else to be out on the property with him. Despite the heat, D.P.M. was in his customary apparel: suit, dress shirt, tie, and Kromer cap. He spent most of the trip seated quietly and unobtrusively at an open-window coach seat.

Near Jellico, the train slowed for a photo runby and most of us detrained. I can't recall precisely where the location was, but it was stretch of straight track, unusual for this territory. Hundreds of us climbed down to the ballast and set up for a conventional wedge shot of 4501 speeding by with our train. I wasn't all that enthusiastic about the photo. I also wish I'd known that, just a few feet away, I could have introduced myself to 16-year-old Jim Wrinn, future *Trains* editor.

Out of the corner of my eye, I saw a young couple waiting to shoot the train.



A trio of Southern Railway EMD E8s assists 4501 near Johnson City, Tenn. Note the steam whistle on the right-rear corner of the lead unit. John B. Corns

As the 2-8-2 came pounding into sight in the distance, the guy hoisted his girlfriend (or his wife?) up on his shoulders so she could get a perspective above everyone else. I turned to Corns and said, "hey, we're getting the wrong shot!" I backed up with my Nikon and tried to compose the pair along with the on-rushing 4501.

The photo was just an impulse, not something I thought much of. But when I got back to Kalmbach, I asked company photographer Art Schmidt to make some prints off my negatives, and one of them was the picture of the couple. I dropped off samples on Morgan's desk and forgot about it. A few weeks later *Trains* staffer Dave Ingles stopped in the Sales Department and surprised me with a page proof of the November 1975 issue. There, prominently on page 3, was my photo of

the 4501 "tag team," alongside the intriguing headline "A Knoxville Fable."

What Morgan had to say about Knoxville was memorable, and worth repeating, for anyone who loves railroading purely for the sake of it: "Hundreds of people gathered of their own means without coercion of discrimination to enjoy something both useful and beautiful — the railroad. The convention reaffirmed the fact that train-watching has come of age as a certified, institutionalized, worthy preoccupation." Amen, Dave. ■



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

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Pike's Peak in the sun

In the 1960s, the Manitou & Pike's Peak operated primarily with five silver diesel-electric locomotive-coach sets, Nos. 8-12. The oldest, No. 8, was built in 1939, while No. 12 didn't come on line until 1956. (Their successors, red Swiss-built equipment, were delivered beginning in 1963.) Of particular interest, the coach is not coupled to the power unit, but rather the train is held together with simple gravity. Further, the power unit was offline for the descent, the operator simply riding the brake for the trip down. Here, an unidentified silver set rests at the railroad summit, 14,110 feet above sea level on a sunny July 1961 day. It has climbed 7,539 feet from the Manitou Springs station, more than doubling its starting elevation.

Brian M. Schmidt collection



AN ALCO SAFARI RETROSPECTIVE

Between



Eureka! Dressed in Southern Pacific Daylight-inspired colors, PA No. 17 idles in the late afternoon sun beside wrecked sister D&H 16 on the Empalme shop lead Feb. 19, 1993.

the lines

BY GREG MCDONNELL // Photos by the author



“Yo.”

Calls from *Trains* magazine editor Kevin P. Keefe never opened with a conventional greeting. “If I had a budget for a big story,” Kevin continued, “and you could go anywhere and do anything, what would it be?” The question caught me off guard, but the answer was simple and unhesitating: an Alco Safari.

The reference might have been abstract in other company, but Kevin immediately understood. Our generation had long ago adopted from David P. Morgan the use of the word “safari” in specific definition and context that traced directly to Steam Safari, the collaborative work of Morgan and photographer Philip R. Hastings first published in the April 1954 issue of *Trains*.

“A pair of hunters take to the Canadian woods in search of a vanishing species” read the subhead of Steam Safari, the first installment of what would become a monumental trilogy chronicling Morgan and Hastings’ search for steam in the U.S. and Canada as dieselization swept the continent and changed railroading forever. The quest began in Montreal in November 1953 and ultimately encompassed three trips through the next two years. Presented in three parts — In Search of Steam, Smoke over the Prairies, and Steam in Indian Summer — the stories were serialized in some 30 issues of *Trains* between April 1954 and August 1957. The magical fusion of Morgan’s prose and Hastings’ photographs would redefine railway photojournalism and inspire generations to come.

Four decades after Morgan and Hastings set out on their legendary steam safari, a new generation of faithful were combing the continent in search of the very locomotives D.P.M. and the good Doctor had been racing to keep ahead of. First-generation diesels in general — and the locomotives of minority builders in particular — were as endangered in the early 1990s as steam had been in the 1950s. Save for museums the rarest of the rare — Baldwin, Fairbanks-Morse, and Lima diesels — were already all but extinct. But those of the American Locomotive



Food vendors, passengers and railroaders crowd the station platform at Empalme as FNM C36-7 424 pulls in with Guadalajara-Nogales train No. 3 on Feb. 16, 1993.

Co., its Canadian affiliate Montreal Locomotive Works, and successor Bombardier were hanging on in scattered strongholds throughout North America.

An Alco safari was a natural.

If the trio of Canadian Pacific 4-4-0s assigned to mixed train duty between Norton and Chipman, N.B., were the Holy Grail for Morgan and Hastings in 1953, the quartet of former Delaware & Hudson Alco PAs that migrated to Mexico in 1978 were the diesel equivalent in 1993. Empalme, the Sonoran former Ferrocarril Del Pacifico division point the PAs called home, seemed as distant and exotic as Chipman had 40 years earlier. If this Alco safari was to be a meaningful quest, there was but one place to begin.

There was a certain urgency to the mission. The PAs had been given up for dead once already. All four were out of service and derelict in Empalme by 1985: D&H 16 was wrecked in a disastrous derailment and rollover in 1981, and the other three were sidelined one by one with fire damage.

Empalme rocked the railway world in early 1989 when D&H 19 emerged from



Waiting on a miracle. The glassless cab windows of D&H 18 — a stripped and derelict hulk — frame DH-17, the only operating PA in the world. Only Doyle McCormack would dare to dream that the 18 would run again. And he'd one day make it so.

the shop in glistening two-tone FNM blue following a thorough overhaul complete with a brand-new 2,400-hp Bombardier/Alco 12-251 engine. In service for less than a year, the locomotive was unexpectedly appropriated by the National Museum of Mexican Railroads and put on display in Puebla. To make up for the loss of "their" PA, shop workers in Empalme rebuilt the 17 in 1991. Released

in FNM blue in August, DH-17 was painted again several months later and debuted on Feb. 28, 1992, in stunning Southern Pacific Daylight-inspired colors that paid tribute to the Pacific Region's Southern Pacific of Mexico (Sud Pacific de México) heritage. Generally assigned to the FNM's Guadalajara-Nogales passenger service, DH-17 was the last active PA anywhere.



Vendors dispense hot and cold food and iced drinks to the passenger of No. 3 during its station stop and crew change at Empalme.

Kevin gave a green light to the budget. Maureen granted all-important spousal approval to the odyssey — with a single surprising condition: “If you’re going to Mexico,” she decreed, “I’m coming along.” The Alco safari was on.

‘EUREKA’

It was pouring rain as AeroMéxico flight 465 touched down at Aeropuerto Internacional de Guaymas on Valentine’s Day 1993. Alejandro (Alex) Torres, manager of the Ferrocarriles Nacionales de México shop at Empalme, was there to meet us at the gate and drive us to our accommodations. I’d been keeping in contact with Alex and keeping tabs on the 17 in the days leading up to the trip. The fact that the locomotive had been stuck in Nogales for a few days was cause for concern. “The PA came in last night,” Alex offered as we drove through the rain. That’s all I needed to hear.

The rain was gone and the sky a glorious blue when, early the next morning, we drove up the palm tree-lined road leading to the Empalme shop; past the skeletal hulks of D&H PAs 16 and 18 and service tracks crowded with Alco RSDs, MLW M420TRs, Bombardier M424s and GE U-Boats, Dash 7s, and Super 7s. And there it was, the “genuine article” as DPM would say: DH-17, a bona fide, living, breathing Alco PA. The only operating PA on the planet.

“Eureka.” The celebratory one-word telegram that Morgan and Hastings had



Shop workers Jesus Rodriguez and Hector Vazquez put wads of cotton waste to good use as they wipe the road dust from DH-17 outside the Empalme shop on Feb 15, 1993.

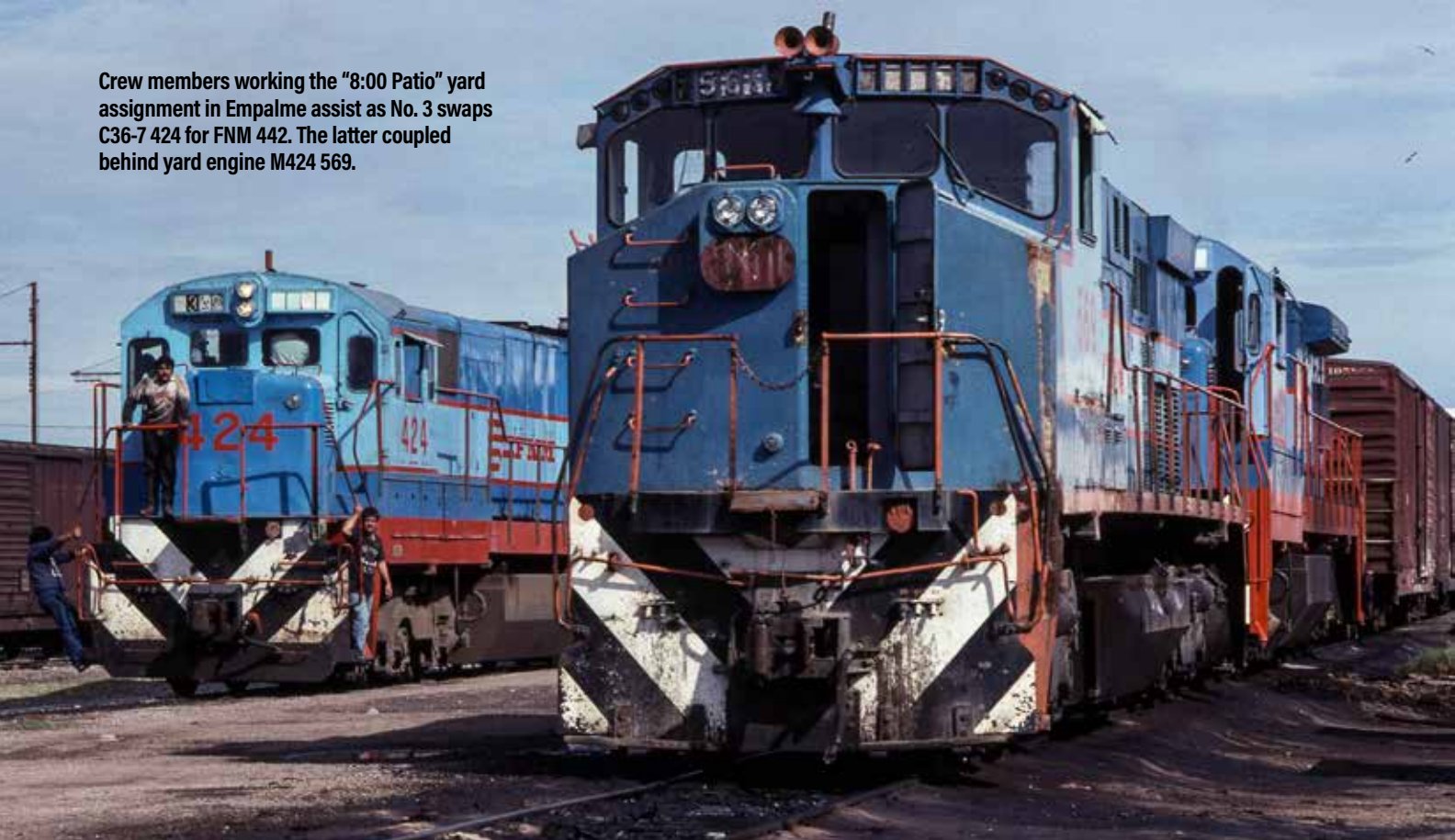
jointly dispatched from Chipman to Milwaukee upon encountering CP 4-4-0 136 under steam flashed in my mind as I stood in the presence of No. 17. Lost in the moment, entranced by the long, elegant machine before me and captivated by the beat of the Alco 251 engine idling within, I paused to consider the circumstances that put us in this magical place on an unlikely mission. Right about the time I reckoned it couldn’t be any better, Jesus Rodriguez and Hector Vazquez emerged from the shop with a bucket of water and wads of cotton waste and began wiping away the light coating of dust the PA had picked up on the road from Nogales.

A telegram being impossible, I found a phone and dialed Milwaukee. Dispensing with conventional formalities, I uttered a single word when Kevin picked up: “Eureka!”

WAITING ON A MIRACLE

D&H 16 and 18, the two derelict PAs on the scrap line at Empalme, were by far the saddest locomotives we encountered. Worst of the two, D&H 16 bore the scars of its 1981 rollover accident: a crumpled cab and dented nose; structural members were buckled, its signature grilled headlight casing cracked in two. Both had been out of service since 1981.

Crew members working the "8:00 Patio" yard assignment in Empalme assist as No. 3 swaps C36-7 424 for FNM 442. The latter coupled behind yard engine M424 569.



Picked clean of all mechanical components and wiring, robbed of their stainless-steel carbody panels, Alco 251 engines, main generators and A1A trucks, the skeletal carcasses were propped on freight car trucks and left to rot in the Sonoran sun. Guardian angels kept the scrappers at bay and rumors persisted of negotiations to repatriate and restore at least one of the hulks. Standing in the gutted cab of D&H 18 or amid the mangled steel of No. 16's empty carbody made it clear that accomplishing such madness would require nothing short of a miracle.

Even as Alex and I eased the 17 alongside the hulks for a poignant PA family portrait, one of the greatest diesel dramas of all time was unfolding. Curator Bill Withuhn had been working behind the scenes for years to acquire one of the wrecked PAs for the Smithsonian Institution. Negotiating a successful deal would take years, during which time Doyle McCormack of Southern Pacific Daylight 4449 fame would join in and up the ante with an offer to take the second PA.

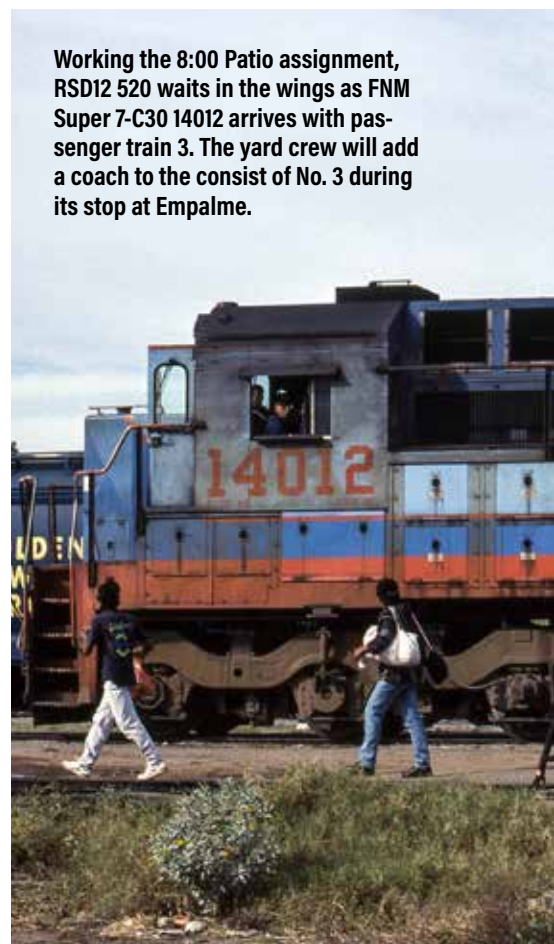
In October 2000, D&H 16 and 18 were loaded on flatcars in Empalme and began the journey home. The absence of trucks was greatest obstacle to restoring the PAs. Without them, restoration would be

impossible. McCormack located compatible General Steel Castings A1A trucks from former Pennsylvania RR Fairbanks-Morse Erie-built B units at a closed Canadian Pacific rail-welding facility in Smiths Falls, Ontario. He traded one set to the Smithsonian for title to D&H 18 and sourced wrecked BC Rail M420B 688 to provide a 12-251 engine, electrical cabinet, air brake racks, and other critical components to rebuild and restore the locomotive to operating condition as Nickel Plate 190.

After the Smithsonian's plans fell through, D&H 16 wound up at the Museum of the American Railroad in Frisco, Texas, where it is being restored to its original grandeur as Santa Fe 59L. Meanwhile, McCormack in 2023 sold the 190 to Genesee Valley Transportation. Its meticulous restoration to full operating condition nearly complete, No. 190 moved from Portland, Ore., to its new home on Delaware-Lackawanna in Scranton, Pa.

The odds against survival of the forlorn PA carcasses in Empalme were formidable. Circumstances that today find one returning to its Warbonnet origins and the other as an operating locomotive in the capable care of the best guardians imaginable is phenomenal.

Working the 8:00 Patio assignment, RSD12 520 waits in the wings as FNM Super 7-C30 14012 arrives with passenger train 3. The yard crew will add a coach to the consist of No. 3 during its stop at Empalme.



OLD SCHOOL RULES

The PAs might have been the marquee attraction in Empalme, but the former Ferrocarril Del Pacifico junction, division point, and shop town stood on its own merit. An unspoiled sanctuary of old-school railroading, friendly railroaders, welcoming people — and by good fortune some of the best seafood in the world — Empalme was a captivating place.

A motley assortment of battered Alcos and MLWs covered yard assignments around the clock: RSD12s, M424s, and exotic looking API620 and BX620 C-Cs resembling nothing that had ever emerged from Schenectady or Montreal. The '620s were a local creation, among 23 FCP RSD5s remanufactured by Empalme shops between 1979 and 1986. Using kits provided by Alco Products and MLW successor Bombardier, Empalme transformed tired, 244-powered RSD5s into pug-nosed 1800-hp API620s (Alco kits) and BX620s (Bombardier kits) packing a brand-new 12-251 engine under a high, boxy hood.

Hanging around the Empalme yard and depot turned back the clock: Train crews flat-switched and kicked cars in a

heavy metal ballet set to the orchestral accompaniment of squealing wheels, clanking of cut levers, the crash of mating couplers, and the deep vocals of 12-cylinder 251s, all choreographed solely by hand signal. Sectionmen and track gangs rattled past on motorcars and trailers loaded with picks and shovels and track tools and wooden barrels of spikes and hardware. Conductors cleaned, refilled, lit, and hung kerosene marker lamps on the rear of cabooses that punctuated every freight train.

Inside the station the operator kept an ear tuned to the dispatcher's phone as he pounded out Form 19 and Form 31 train orders on an ancient typewriter and repeated them back to the DS in one of the oldest rituals of railroading. Train crews paused on the platform to review the flimsy carbon-copied Form 19s, Form 31s, and clearance cards granting them operating authority on a single-track, unsignaled main line governed by timetable and train orders.

The four-times daily arrival of FNM Guadalajara-Nogales passenger trains (northbound Nos. 1 and 3, southbound Nos. 2 and 4) put the Empalme

experience over the top. The platform would be crowded with passengers, food vendors, railroaders, and onlookers as the train rolled in. While train crews changed off and yard crews occasionally added or subtracted a coach or piggyback load to the head end, passengers leaned from open windows or stepped out to purchase hot and cold prepared food, iced drinks, and bottles of Coke from hawkers peddling their wares from trays, homemade carts, and ice-filled tubs. The excitement was palpable and 1993 felt like 1963.

SNOW DAY IN THE SIERRAS, S-SERIES SHANGRI-LA

It'd been decades since the exhaust of Southern Pacific Alcos had last echoed over Donner Pass, but finishing up with the Napa Valley Wine Train FPA4s put us within earshot of SP's legendary Sierra Nevada crossing. We set aside our Alco agenda for a snow day in the Sierras. The rotaries were back in Roseville after being out the previous week, but the flangers and spreaders were still working The Hill. Maureen chose to stay warm and dry in Sacramento.

"It's a rental," I explained to the highway patrolman at the "chains required" checkpoint on I-80. The rain that greeted daybreak at Sacramento had turned to blizzard conditions by Baxter. Without chains, I fully expected to be turned back. "You're Canadian," the patrolman responded, "you know what you're doing. Go ahead." I caught sight of the spreaders near Donner Lake and made Truckee in time to watch a three-unit helper set couple to the head end of a westbound drag.

Deep snow, closed roads, and the lack of footwear and clothing suitable for an unplanned foray into the Sierra winter only enriched the experience. Richard Steinheimer stories and photographs that had immortalized Donner took on new meaning as I stood chest deep in the snow at Soda Springs, listening to the turbocharged howl of eight EMDs descending the west slope in full dynamics and savouring a taste of winter on what Stein dubbed "the granddaddy of all western mountain railroads." Flangers, SP freights, and Amtrak No. 5 kept blood circulating, adrenalin flowing, and the cold at bay.

Closing in on the final days of the trip, there was one item of unfinished Alco business on the docket: an appointment in Stockton with Messrs. McIntosh & Seymour and the all-Alco Stockton Terminal & Eastern. One of the last bastions of 539 power in the land, ST&E stabled a



small fleet of S1, S2, and S4 switchers, all Western Pacific heritage. My heart skipped a beat at the sight of ST&E S4 564, S1 505 and S2s 557 and 560 perfectly posed outside the outfit's nondescript enginehouse on the outskirts of Stockton.

In terms of aesthetics, glamour, or prowess, the weather-beaten S-series ST&E switchers couldn't hold a candle to the PAs of Empalme, the FPAs of Napa, or even the Apache Centuries we'd encountered during the past couple weeks. But they made up for it in character, endurance, and undeniable charm. For those convinced that the rhythmic beat of a McIntosh & Seymour 539 stands as one of the most enchanting in all dieseldom — and you can count me in their number — Stockton was Shangri-la.

SOUVENIR

"I'll run out of good mechanical talent before I run out of Alco parts," Arkansas & Missouri CMO Randy Hannold declared as we wandered through aisle after aisle after aisle in a warehouse packed with a vast repository of everything Alco: from engine blocks and main generators to Pyle headlight assemblies from SP PAs and tiny bushings, belts, and bolts for 539, 244, and 251 engines. "There's something you need to have," Hannold told me as we finished up the tour. And with that, he had warehouse manager Bill Redemske produce a scarred McIntosh & Seymour 539 piston. No small trinket, the 18-inch-high, 12-inch-in-diameter piece of machinery weighed in at about 50-60 pounds.

"What IS that?" My enthusiasm for the artifact wasn't shared by everyone at home. Not at first, anyway. But the 539 piston ultimately received spousal blessing as a piece of industrial art and now sits polished and proudly displayed a few feet from where I'm typing this.

Meanwhile, A&M has run out of neither talent nor Alco parts. Its celebrated fleet of C420s has been supplemented by a few secondhand EMD SD70ACes, but A&M's polished C420s soldier on through the Ozarks.

EMPIRE BUILDERS

By all appearances, the two green-and-yellow former Central Vermont RS11s working in the concrete canyons of "elevator alley" in Buffalo, N.Y., had their best years behind them. Rolled out of Schenectady in August 1956 as Duluth, Winnipeg & Pacific 3600 and 3604 — and traded back and forth between CN subsidiaries DW&P and CV

throughout their Class I railroad careers — the high-hood, notched-nose Alcos had long ago turned in their final performances hauling tonnage through the wilds of northern Minnesota and racing New England hotshots through the mountains of Vermont to the Connecticut shore. Their "CV" logos carefully altered to "GV" by owner Genesee Valley Transportation and cabs sub-lettered "DL&W" for GVT's nearby Depew, Lancaster & Western operation, DLWR 3600 and 3604 were consigned to the less than glamorous business of fulfilling the terms of a contract to shuffle boxcars and covered hoppers in and out of the aging Conagra flour mill on the edge of the Buffalo River.

Appearance proved deceptive. Faded paint and a rust-streaked tattered look disguised a promising future. More than mere hangers-on, DLWR 3604 and 3600 were at the vanguard of what would soon become one of the most progressive and successful regional railroad operations in the land. For the 37-year-old RS11s, better days were ahead. The pair would soon get glistening coats of GVT's Alco demonstrator-inspired corporate colors, full DL&W lettering, GVT/DL&W heralds, and road numbers 1800 and 1804.

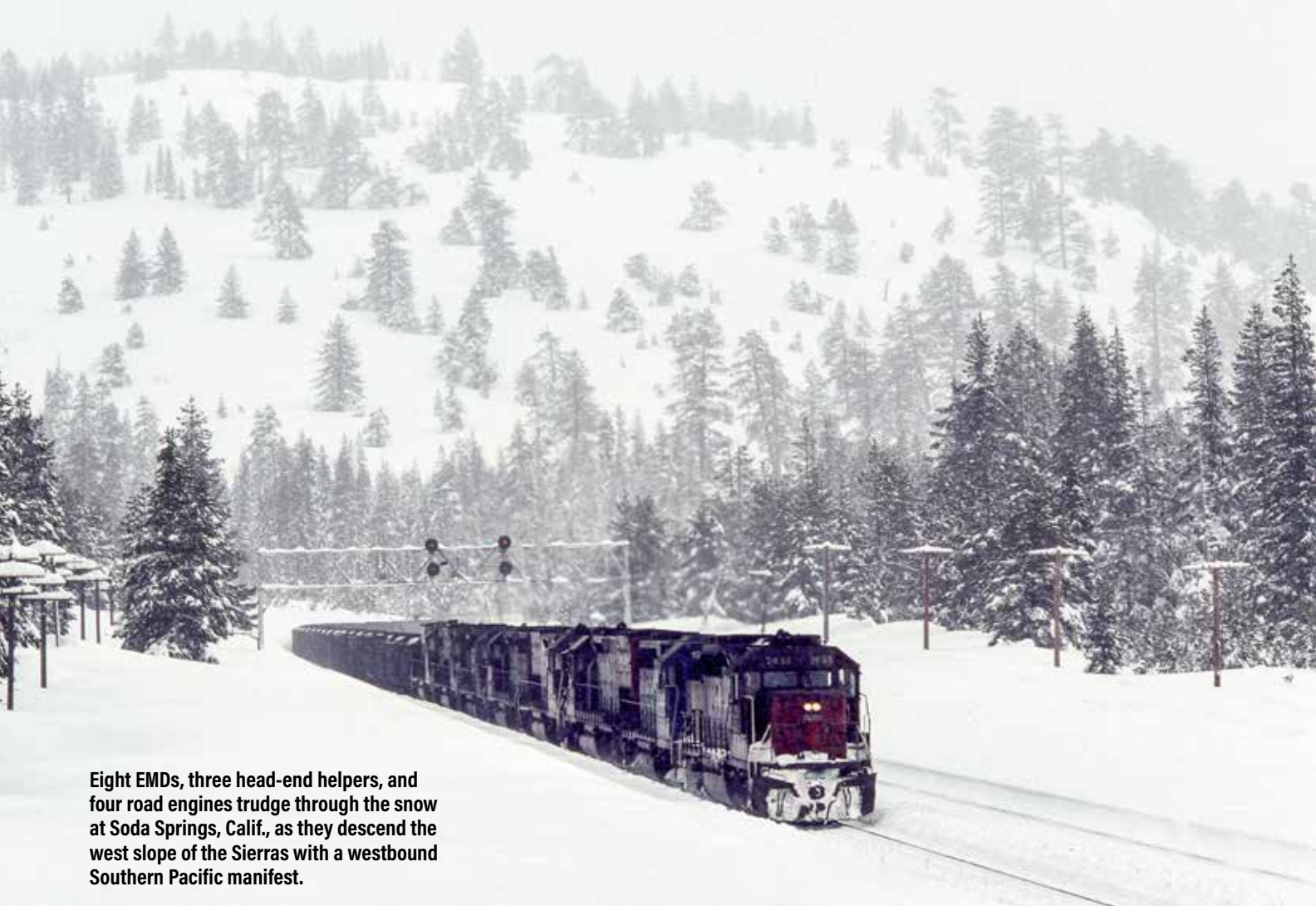
Genesee Valley Transportation got its start with the 1988 acquisition of the two Central Vermont RS11s and its foot in the door with the 1989 DL&W startup on three miles of county owned, onetime Delaware, Lackawanna & Western main line between Depew and Lancaster, N.Y., followed by the contract with Conagra. From the seeds of that simple startup would soon blossom a 318-mile regional railroad network including five short lines in two states, with no fewer than 35 operating Alco/MLW diesels. GVT's selection of Schenectady- and Montreal-built locomotives came not from any sentimental attachment, but because they were the most cost-effective, fuel-efficient, and capable locomotives for the job. The two green RS11s set the standard.

All that was in the future. For all we

knew on that September afternoon, the veteran Alcos at Conagra were notable for little more than the fact that of 426 RS11s built, they were among a handful still in existence. We headed east with our sights set on the former BC Rail, ex-Erie Lackawanna C425s at work on Genesee Valley's latest startup, the Mohawk, Adirondack & Northern, little realizing that the RS11s in the rearview mirror were more than mere survivors; they were empire builders.

Former VIA Rail Canada FPA4s 71 and 73 bask in the California sun at Napa. No. 71 and sister 70 will work the evening Wine Train.





Eight EMDs, three head-end helpers, and four road engines trudge through the snow at Soda Springs, Calif., as they descend the west slope of the Sierras with a westbound Southern Pacific manifest.



McIntosh & Seymour lives! Stockton Terminal & Eastern S2 560, S1 505, S2 557, and S4 564 repose outside the Stockton, Calif enginehouse. All four are Western Pacific alumni.



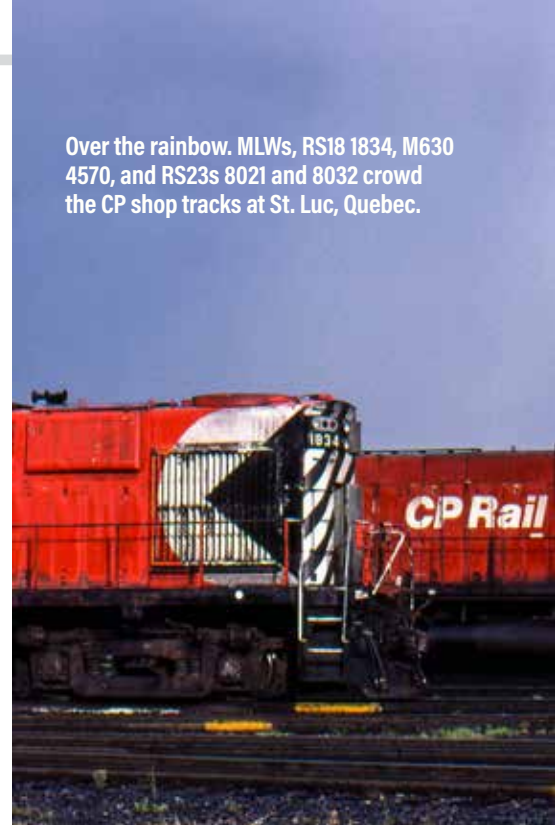
Polished from the tip of its low nose and high-mounted brass bell to the rear of its long hood, Arkansas & Missouri 46 leads a quartet of pristine C420s hurrying through Greenland, Ark., with the northbound Fort Smith turn.



From used McIntosh & Seymour 539 pistons (left) to new-in-the-box Alco parts of all sizes, Arkansas & Missouri's diesel shops have it all.



Empire builder: one of two former Central Vermont RS11s that helped Genesee Valley Transportation get its start, DL&W 3604 holds down a contract switching assignment at Buffalo, N.Y.



Over the rainbow. MLWs, RS18 1834, M630 4570, and RS23s 8021 and 8032 crowd the CP shop tracks at St. Luc, Quebec.



Giving up parts to keep others on the road, CP M636s 4724 and 4703 sit forlornly in the company of still-active C424s, M630s, and M636s at St. Luc diesel shop in west suburban Montreal.



Removal of the engine hood of CP M636 4724 affords easy access for mechanics to remove salvageable parts from the forever stilled 16-cylinder 251 engine.



for good measure, Canada's second-largest city was Nirvana for Alcophiles.

Sadly, Montreal was also where old MLWs came to die. The dark forms of sidelined M630s and M636s brooded in the background as my friend Stan Smaill and I checked in at CP's St. Luc diesel shop and roundhouse on a September evening. In a quiet corner of the roundhouse sat M636 4705, awaiting the end. Its long hood had been removed, main generator extracted, and its big 16-cylinder 251 engine had been stripped to a bare block with virtually every removable component gone. Traction motors, handrails, window glass and number boards, headlights, ditch lights, air horns and bell; cab equipment, electrical parts, even door handles were gone. In the diesel shop, similar procedures were being performed on M630 4566, while in the high bay, C630 4501 was giving up traction motor combos. The silver lining to it all was evident in adjacent shop bays, where second-shift workers administered to the mechanical needs of RS18s, C424s, M630s, and M636s. Components and parts harvested from retired MLWs would help keep others on the road for months and years to come.

CP was squeezing every ounce of life from its aging MLWs. Defying doom-sayers and the effects of deferred maintenance, the 251-powered beasts soldiered on, handling some of the hottest assignments in the East, including manifests and intermodals to Saint John, N.B., Toronto, Windsor, Detroit, and Chicago. They worked south on the D&H to Binghamton, N.Y., and beyond, west along the north shore of Lake Superior to the Lakehead, and regularly proved their mettle — and the merit of their 75-mph gearing — on Montreal-to-Motown intermodals. Locomotives that made it back to St. Luc without self-destructing were patched up, fueled, watered, and promptly kicked back out the door.

Smaill and I had Morgan and Hastings on our minds as we pulled alongside CP M636 4718 and M630 4563 pumping air through No. 907's train in the departure yard at St. Luc in the cool darkness of a September eve. We'd encountered the two Big Ms earlier in the day racing through Saint-Clet with Toronto-St. Luc train 918, and there they were, all set to head back to Toronto having been at St. Luc for a few hours at most. If anything in railroading could come close to the soul-stirring drama of steam's last stand, these rough, tough, loud and gritty MLWs were the ticket. The air of anticipation and



Quick turn-around: CP M636 4713 and M630 4563 wait for the light to depart St. Luc with Toronto-bound train 907 just hours after bringing No. 918 into town from Toronto.

THE QUICK AND THE DEAD

Montreal was inevitable. The ancestral home of Alco affiliate Montreal Locomotive Works and birthplace of thousands of Alco-design diesels, Montreal in 1993 held undisputed title as the Alco capital of North America. From the erecting floor of the famed Dickson Street works, established in east end Montreal in 1902 as the Locomotive & Machine Co. of Montreal, came legions of steam and diesel locomotives produced for Canada and the world. Though Bombardier built its last domestic 251-powered locomotive in

1984 and the Dickson Street plant was about to be permanently closed by current owner General Electric, Montreal-built diesels continued to congregate in their hometown. The last North American Class I railroads to operate Alco-powered locomotives, CN and CP maintained significant numbers of Montreal-built diesels, from little 1,000-hp S13 switchers and RS23 road switchers to four- and six-axle RS, Century, and M-Line models, to massive cowl-carbody Bombardier CN HR616s. With VIA's Alco 251-powered LRC locomotives thrown in

The grand dame of all six-motor MLWs, one-of-a-kind RSD17 CP 8921 leads SD40-2 5575 and C424 4241 west of Cookshire, Que., with Saint John-St. Luc No. 281.



sense of drama increased as the thin white needle on the brake-pipe pressure gauge in the cab of 4718 crept ever closer to 90 psi. An OK from the carman and a permissive signal to enter the main line at Ballantyne, and the show would be on.

We took up the chase west, catching up with the head end of 907 as the hogger widened out the throttle approaching Dorval.

By serendipitous circumstance the Alco safari was winding to a close in much the same manner as the work that had inspired it. Thirty-eight years earlier Morgan and Hastings had engaged in similar pursuit on this very stretch west of Montreal where the highway parallels the CN and CP main lines for more than 15 miles between Lachine and Vaudreuil. Morgan at the wheel of his '54 Ford, Hastings aiming his twin-lens Rolleiflex out the windshield, they paced trains of both railways, including CP G3g Pacific 2393 through Pointe Claire with an early morning commuter train as well as CN U-2-h Northern 6238 on an Extra East at Dorval. Windows down, conversation at a minimum, we kept pace with the big MLWs, exalting in the staccato racket of 16-cylinder 251s in full stride.

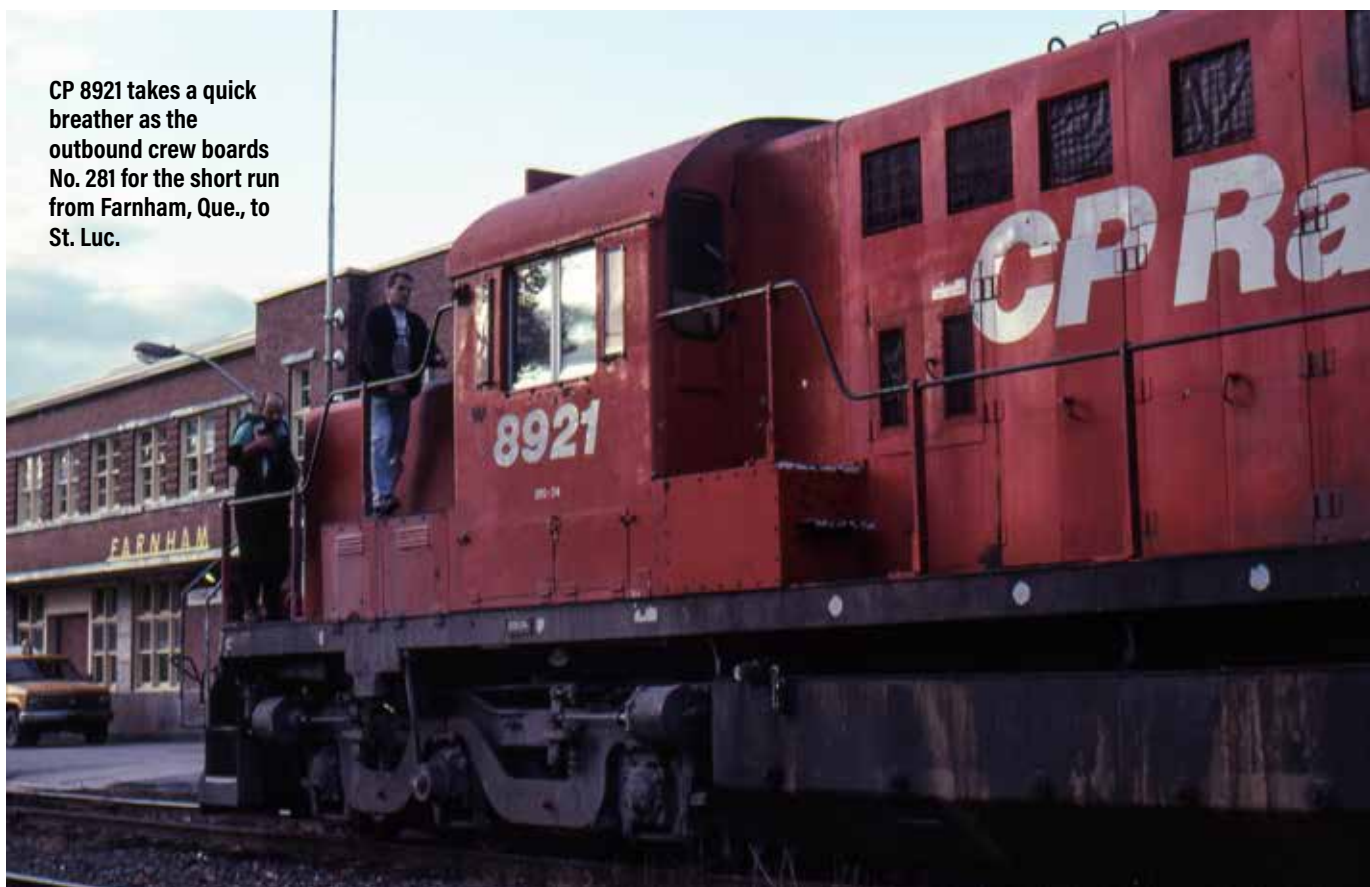
Silhouetted against the city lights and

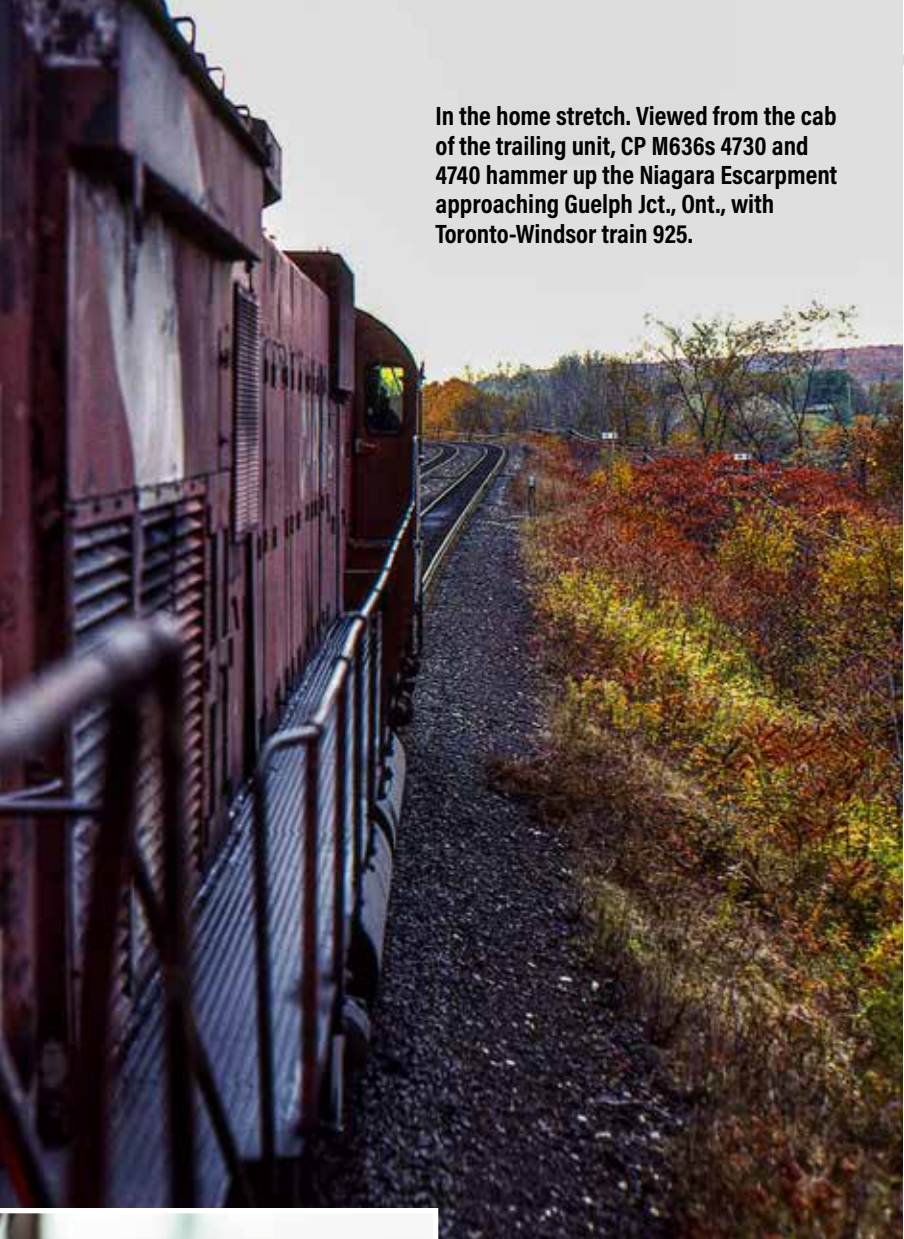
briefly illuminated by platform lamps as they flashed through suburban stations at Pine Beach, Valois and Pointe Claire, Beaconsfield and Beaurepaire, the big Ms hammered westward with the speedometer pegged at the 50-mph track speed, accelerating to 55 at Ste-Anne-de-Bellevue. We stuck with them all the way to Vaudreuil, where the highway and railway diverged after crossing the Ottawa River. These were no frail machines hobbling into oblivion on their last legs. Sure, they were on borrowed time, but still earning their keep and putting on a magnificent performance in the process.

The spectacle of No. 907 hurrying through the night proved prelude to what would soon become the main event of our adventures in Montreal and environs. We had word that one-of-a-kind RSD17 CP 8921 had slipped the bonds of its regular transfer duties in the Montreal Terminals to work a trip to Saint John. Even as we raced along the Lakeshore in pursuit of the M636/M630 pair, the grand dame of all six-motor MLWs was headed back home on the point of train 281.

Built as an MLW demonstrator and dubbed "Empress of Agincourt" during her longtime assignment to transfer

CP 8921 takes a quick breather as the outbound crew boards No. 281 for the short run from Farnham, Que., to St. Luc.





In the home stretch. Viewed from the cab of the trailing unit, CP M636s 4730 and 4740 hammer up the Niagara Escarpment approaching Guelph Jct., Ont., with Toronto-Windsor train 925.

(which also included encounters with D&H 18 on No. 34, the *Laurentian*) pre-saged the safari, helped inspire the pilgrimage to Empalme, informed the sensibilities of an impressionable kid, and formed lasting friendships. The coming together of past, present, and personal might have been coincidental but there could be no more appropriate way to wind up the Safari than this.

BRING IT ON HOME

Born of a spontaneous cold call from K.P.K. on a cool autumn afternoon, the Alco safari ultimately encompassed four trips totaling 42 days over nine months, racked up more than 14,500 miles in search of Alco and MLW diesels from coast to coast, tallied encounters with no fewer than 250 Alco, MLW, and Bombardier locomotives of 30 different models rostered by 30 railroads and 4 industrial operations, and produced seven serialized installments published in *Trains* magazine between August 1993 and May 1994. Featuring more than 40 photographs and some 20,000 words, the seven-part serialization Kevin afforded the story was a bold move at the time, unthinkable today.

It's been 30 years since I climbed down from the cab of CP M636 4730 at Orr's Lake, Ont., on an October 1993 afternoon, formally ending an odyssey that had traced a trail from Mexico to Maine and Montreal with a homecoming aboard a pair of never-say-die M636s. A full account of the safari could — and maybe should — fill a book. In the music business such an anniversary might be marked with a re-issue filled with remixes, alternate mixes, outtakes, and added tracks.

In this case there are no master tapes to mine or remix, but there's an untapped archive of Kodachromes stashed in steel Logan slide boxes and a stack of dogeared notebooks filled with scribbled notations recorded everywhere from the cab of a 1940-vintage HH660 to the cabin of a DC-9 to the cushions of a heavyweight observation car with an FPA4 peering through the back door. There are details between the storylines, outstanding tales left to tell.

Absent from the photographic record of this grand adventure is illustration of the final miles of the ride home. The cameras were set aside for the final act. By virtue of professional courtesy, the hand on the throttle as Extra 4730 West accelerated through Galt and took a run at Orr's Lake hill was mine. 📷



The ammeter and speedometer on CP M636 4730 on the last stretch home.

service in Toronto, CP 8921 gave us a run for our money as it led SD40-2 5575, C424 4241, and No. 281's mixed freight and intermodal tonnage over the Sherbrooke Sub west of Mégantic, Quebec. Phil Mason huddled in the back seat and Stan rode shotgun as we tore through the Eastern Townships in hot pursuit as the

erstwhile Empress stretched her long legs on the main line.

Three guys squeezed into a Volkswagen racing Alcos along a Quebec highway — the essence of the situation recalled another time, another VW, another Quebec highway. Specifically, Dec. 30, 1967: Grant Will gripping the wheel of his venerable Beetle, Stan in the passenger seat, and me crammed in the back as we made a mad dash over the Mercier Bridge at LaSalle, Quebec, looking across at the parallel CP span and D&H No. 9, the *Montreal Limited*, soaring majestically over the icy, mist-en-shrouded waters of the St. Lawrence River behind a PA and two RS2s.

The first PA I'd seen in the flesh, D&H 19 was making its first trip since trading its red Santa Fe warbonnet for a miraculous rebirth in Champlain blue. The events of that unforgettable day

Delaware & Hudson STEAM remembered

ANTHRACITE COAL LED TO SOME
UNIQUE DESIGNS

Delaware & Hudson 4-6-6-4s
Nos. 1525 and 1520 handle a
freight train on the Ararat grade
in northeast Pennsylvania circa
1950. Donald W. Furler, Center for Railroad
Photography & Art collection

Steam locomotives on the Delaware & Hudson were distinctive. As one of many anthracite-carrying roads in the Northeast, it was only natural that D&H steam locomotives would also burn it. This, in turn, led to some of the distinctive designs, to accommodate the larger fireboxes needed to burn anthracite coal. (The company was founded in 1823, 200 years ago, as the Delaware & Hudson Canal Co., primarily hauling anthracite coal.)

In the early 20th century, the D&H steam locomotive roster was dominated by 2-8-0 and 4-6-0 types. Following World War I, the road stuck with the 2-8-0 long after other roads had moved on to larger and more modern designs. This is attributed to the road's superb physical plant that could accommodate higher axle loadings on locomotives without trailing trucks. Thus, the D&H worked to push the 2-8-0 type to its limits. Notably, the D&H had four experimental high-pressure locomotives, three 2-8-0s and a 4-8-0, during the administration of Leonor F. Loree (see "Loree's Locomotives," July 1952 *Trains*).

These designs were not commercially successful, intended for long, slow coal drags in the emerging era of fast freight. However, Loree did find success on the D&H with 0-8-8-0 Mallets in helper service, much as the Baltimore & Ohio did during Loree's time there. Eventually, the Delaware &

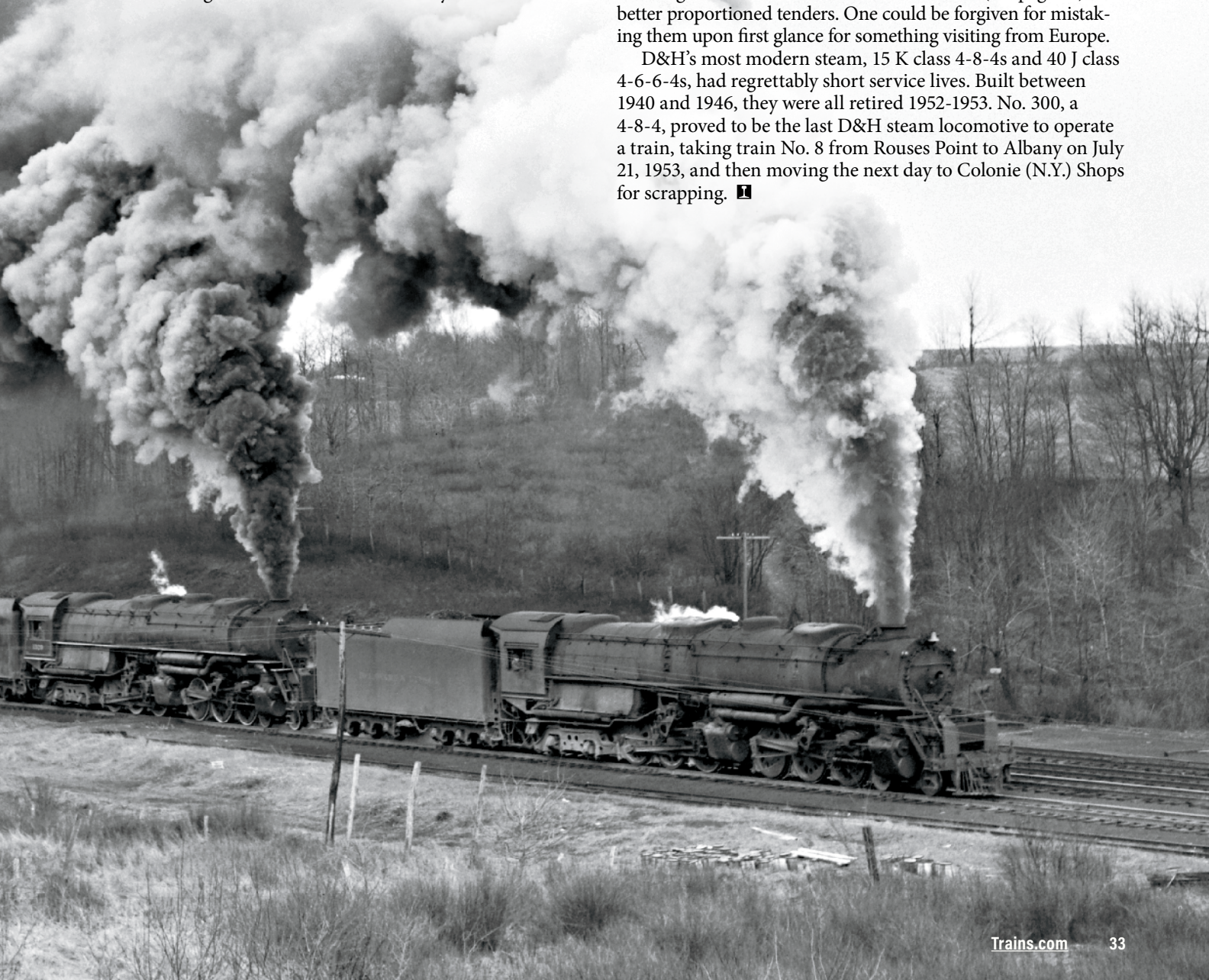


H class No. 0-8-8-0 1604 works in pusher service at Ararat, Pa., on July 14, 1951. D&H President Leonor F. Loree brought the Mallet design with from the B&O. David T. Mainey, Center for Railroad Photography & Art collection

Hudson moved toward more modern designs for its last decade of steam operation.

Perhaps no D&H steam locomotives were as ungainly looking as the P class 600-series Pacifics. Nos. 600-609 featured wide anthracite-compatible fireboxes; "elephant ear" smoke deflectors; and long, four-axle tenders. Numbers 651-653 (see page 35) had better proportioned tenders. One could be forgiven for mistaking them upon first glance for something visiting from Europe.

D&H's most modern steam, 15 K class 4-8-4s and 40 J class 4-6-6-4s, had regrettably short service lives. Built between 1940 and 1946, they were all retired 1952-1953. No. 300, a 4-8-4, proved to be the last D&H steam locomotive to operate a train, taking train No. 8 from Rouses Point to Albany on July 21, 1953, and then moving the next day to Colonie (N.Y.) Shops for scrapping. **1**





Anthracite coal piled high in its tender, 2-8-0 No. 912 displays its wide firebox at Carbondale, Pa., on Sept. 15, 1951. Donald W. Furler, Center for Railroad Photography & Art collection

K class 4-8-4 No. 302 handles Train 34 with 13 cars south of Whitehall, N.Y., on Aug. 17, 1952. The "elephant ear" smoke lifters appear to be doing their job here.

Donald W. Furler, Center for Railroad Photography & Art collection





P-1 class Pacific No. 651 handles a passenger train at Whitehall, N.Y., on Aug. 29, 1951. These locomotives were perhaps the most ungainly on the D&H with their smoke deflectors, wide firebox, and long, eight-wheel tender. David T. Mainey, Center for Railroad Photography & Art collection





Experimental E-7 class 4-8-0 No. 1403 *L. F. Loree*, named for the D&H's president at the time, poses at Colonie Shops in 1935. Loree worked to push the 2-8-0 type to its maximum when other roads sought newer designs. Donald W. Furler, Center for Railroad Photography & Art collection





Two camelback 2-8-0s and a 4-6-0 handle a passenger train at Lake George, N.Y., circa 1912. The D&H, like other anthracite roads, made good use of the camelback design.

Center for Railroad Photography & Art's Jim Shaughnessy collection

D&H CONDENSED STEAM ROSTER			
TYPE	CLASS	NUMBERS	QTY.
0-6-0	B-4	23-56	34
0-8-0	B-5	81-87	7
0-8-0	B-6	91-100	10
0-8-0	B-7	151-164	14
0-6-6-0	H-1	1500-1501	2
0-8-8-0	H	1600-1612	13
2-8-0	E-2a	738-764	27
2-8-0	E-2b	765-786	21
2-8-0	E-3	786-803	18
2-8-0	E-3	804-889	86
2-8-0	E-4	1000-1006	7
2-8-0	E-5	1007-1096	90
2-8-0	E-5a	1111-1122	12
2-8-0	E-6a	1200-1220	21
2-8-0	E-7	1400-1402	3
4-6-0	D-3	500-508	19
4-6-0	D-3	557-561	5
4-6-0	D-3a	521-524	4
4-6-0	D-3b	534-559	26
4-6-0	D-3b	590-594, 599	6
4-6-2	P	600-609	10
4-6-2	P-1	651-653	3
4-8-0	E-7	1403	1
4-8-4	K	300-314	15
4-6-6-4	J	1500-1539	40

CRPA & CENTER FOR RAILROAD PHOTOGRAPHY & ART



E-6a class Delaware & Hudson 2-8-0s Nos. 1208, 1213, and 1217 push northbound freight WR-1 with 96 cars at Forest City, Pa., on April 20, 1941. J class 4-6-6-4 1532 is on head end.

Donald W. Furler, Center for Railroad Photography & Art collection





KANSAS CITY

IN EARLY 2023, KCS BECAME
THE LATEST FALLEN FLAG TO
REMEMBER

SOUTHERN IN COLOR

» KCS had a well-known eye for bargains. This Budd-built (in 1948) ex-New York Central tavern-observation was no longer needed by NYC after just 11 years. So KCS picked up four cars for around \$100,000. No. 40 rests at the road's Pittsburg, Kan., shops, about six months after the *Belles* had run their last. Owen Leander, Krambles-Peterson Archive

» Kansas City Southern No. 21 steams at Kansas City (Mo.) Union Station in 1963 with the *Southern Belle* passenger train in tow. Electro-Motive Division E3 No. 21 was retired in January 1964. Dan Pope collection

» Fairbanks-Morse H15-44 No. 40, one of two on the roster, displays the classic KCS black-and-white scheme at Pittsburg, Kan., in January 1963. Sister No. 41 was EMD-repowered. J. David Ingles, Brian M. Schmidt collection



❧ GP7 155 handles a transfer job at Kansas City Terminal's Tower 8 in Kansas City, Mo., on March 25, 1967. KCS had 13 GP7s and 3 GP9s in this era. No. 155, shown passing under the multi-track signal bridge, is equipped with spark arrestors. J. David Ingles, Brian M. Schmidt collection



❧ EMD-repowered Fairbanks-Morse Erie-Built No. 60A shows off its F9-style portholes at Pittsburg, Kan., on Jan. 3, 1966; it was built in November 1946. The unit retained its factory trucks after repowering. J. David Ingles, Brian M. Schmidt collection

KANSAS CITY SOUTHERN IN COLOR

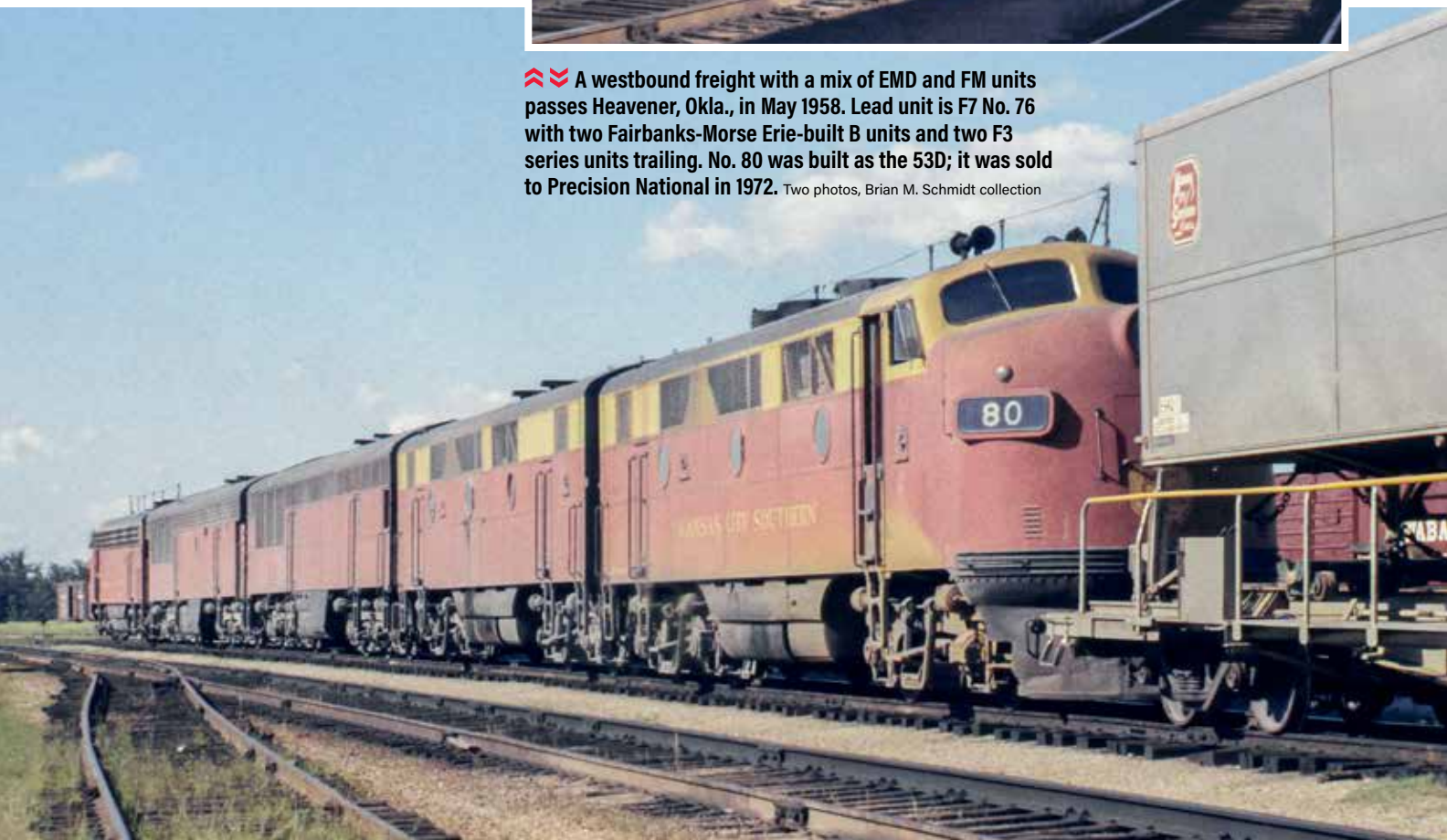


« A KCS herald adorns the end of a stainless steel tavern-lounge-observation car in August 1964. The road bought four such cars from the New York Central in the early 1960s but didn't paint them black until a few years later.

Brian M. Schmidt collection



» A westbound freight with a mix of EMD and FM units passes Heavener, Okla., in May 1958. Lead unit is F7 No. 76 with two Fairbanks-Morse Erie-built B units and two F3 series units trailing. No. 80 was built as the 53D; it was sold to Precision National in 1972. Two photos, Brian M. Schmidt collection





⚡ Three nominally white EMD SD40s power a southbound train through Heavener, Okla., in March 1974. Dusty No. 633 was built in March 1971 while trailing 661 is comparatively spotless. Mike Condren, Brian M. Schmidt collection

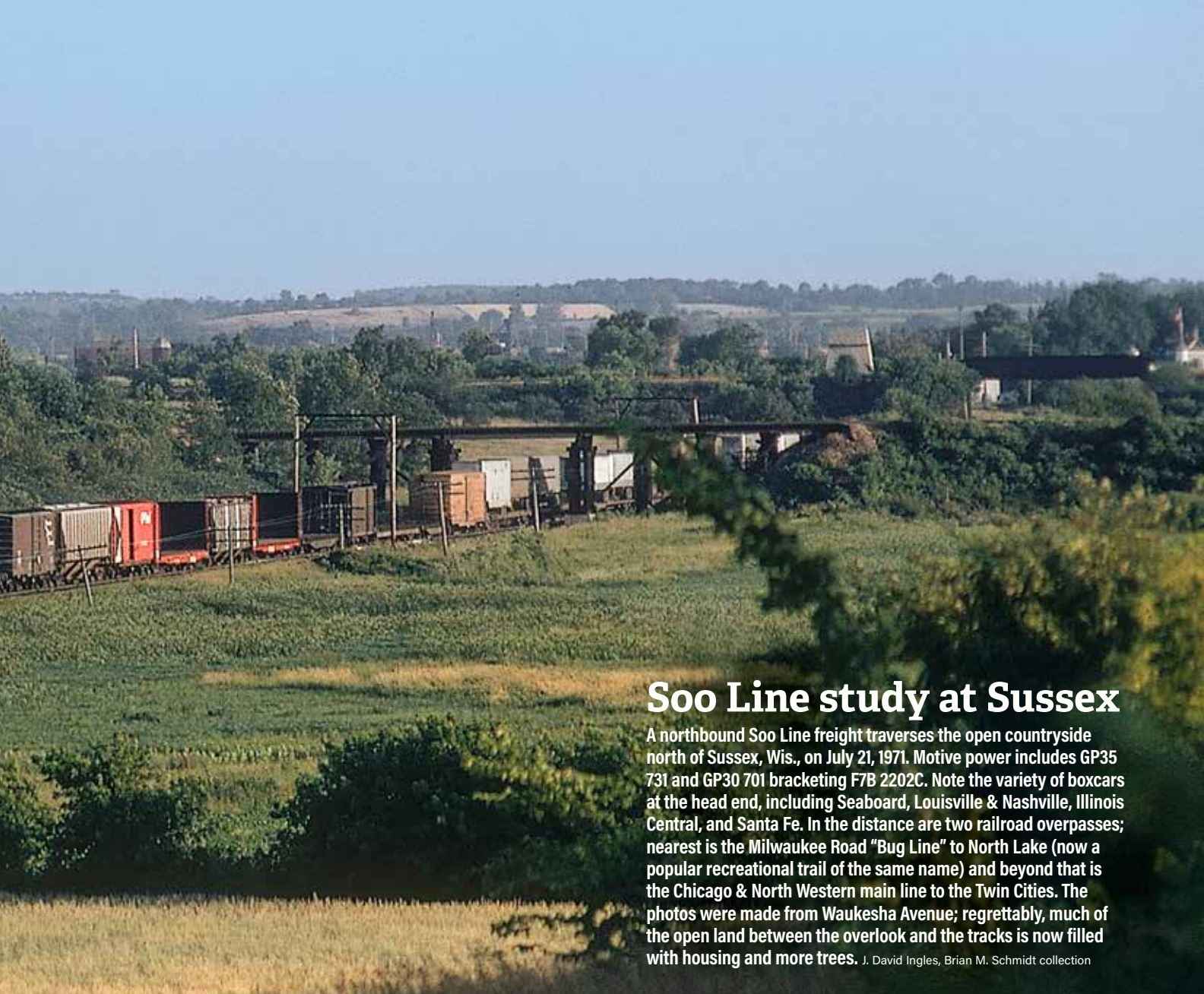
◀ SD40 No. 611, built November 1966, operates as a mid-train helper on train 42 at Salisaw, Okla., on Christmas Eve 1967. KCS was a pioneer with unmanned mid-train helpers equipping SD40s 604-605 and 608-609 for service. Brian M. Schmidt collection

⚡ A crewman looks out from Darby Corp. stainless steel, bay window caboose No. 309. The cars held up well, but changes in train operation rendered them surplus. Note the distinctive Rockwell trucks. J. David Ingles, Brian M. Schmidt collection



⚡ Three eras of KCS are represented in one photo: Deramus red, classic black-and-white, and late-era white transfer cabooses. This view is from June 1969. No. 1219 is an NW2 while 1304 and 1310 are SW7s. Brian M. Schmidt collection





Soo Line study at Sussex

A northbound Soo Line freight traverses the open countryside north of Sussex, Wis., on July 21, 1971. Motive power includes GP35 731 and GP30 701 bracketing F7B 2202C. Note the variety of boxcars at the head end, including Seaboard, Louisville & Nashville, Illinois Central, and Santa Fe. In the distance are two railroad overpasses; nearest is the Milwaukee Road "Bug Line" to North Lake (now a popular recreational trail of the same name) and beyond that is the Chicago & North Western main line to the Twin Cities. The photos were made from Waukesha Avenue; regrettably, much of the open land between the overlook and the tracks is now filled with housing and more trees. J. David Ingles, Brian M. Schmidt collection





A Mid-20th Century Phenomenon

FROM TROLLEY CARS TO ELECTRO-MOTIVE SDS, ILLINOIS TERMINAL LEFT AN IMPRESSION ON THIS PHOTOGRAPHER

I began writing this feature while staying with friends at the hamlet of Oakwood, Ill., a mere 8.5 miles from Danville, Ill., a major city in eastern central Illinois and in 1901 the birthplace of what became the Illinois Terminal Railroad — a railroad that would become one of primary interest to me.

In 1952 (when I was three), one could still board an IT passenger train at Oakwood and ride into Danville. In Oakwood today, all that remains are bike paths on vacant rights-of-way (including the Peoria & Eastern, which paralleled the east end of the IT) and bridge abutments. The post-World War II IT presented a particularly colorful transformation for an interurban railroad before it was merged with Norfolk & Western in 1982.



In fall 1980, train 203 ambles along ex-PRR rails south of Mackinaw, Ill. The man on the footplate is John B. Harrison, the train's engineer! He is about to jump off the train and into the photographer's car for the chase.



A new class C electric poses for the photographer outside the Illinois Traction System shops in Decatur. Illinois Traction Society collection



One does not usually associate a Mikado steam locomotive with an interurban, but here's Illinois Terminal 2-8-2 No. 30 with a tank train in tow on IT's former St. Louis, Troy & Eastern RR near Wanda, Ill. The train has just ducked under the Chicago & North Western. Mike Schafer collection



Decatur Shops were the heartbeat of the Illinois Traction System. They served the railroad into the diesel era as a secondary facility. Illinois Traction System, Illinois Traction Society collection

My first encounter with the IT came in summer 1965, when friend Jim Boyd and I were doing our routine blitz of various yards and interlocking towers in the bustling gateway of Peoria, Ill. Out of the corner of my eye, a brightly colored green and yellow GP7 slipped by us with a short freight.

"What was that?!" I asked. Jim was focused in the opposite direction to check out the Toledo, Peoria & Western yard, and simply muttered, "It's that old interurban line, the Illinois Terminal."

I recall having paged through an early issue of *Trains*, stumbling upon some photos depicting a late 1950s IT fan trip that involved an IT EMD switcher hauling old interurban cars as a fan trip — in the middle of a street. I became more intrigued by the Illinois Terminal than ever, and it became one of my all-time favorite railroads.

SOME ANCIENT HISTORY

IT roots burrow way back to 1901, when congressman William B. McKinley purchased the Danville, Paxton & Northern Railway, which had a franchise to build south toward Westville, Ill. His idea was to bring up coal from the Westville mines to the Danville powerhouse and transport miners from Danville to the coal fields. The success of the DP&N prompted the building of other branches, and as well as city-to-city operations throughout central Illinois, linking Danville with Champaign-Urbana, Bloomington, Decatur, Peoria, Springfield, and eventually East St. Louis/St. Louis. As a whole it was referred to as the Illinois Traction System, a subsidiary of Illinois Power & Light, itself created in May 1923. An isolated section, the Illinois Valley line, linked Joliet with La Salle/Peru.

Sights turned northward to Chicago and eastward to Indianapolis, but the closest ITS came to Chicago was Joliet (38 miles southwest of Chicago), and the Indianapolis extension never made it past the Illinois/Indiana state line just east of Danville. At this point, ITS had become, in terms of width and breath, the largest interurban system in North America.

Despite the shortcomings in reaching Chicago and Indianapolis, McKinley's ITS had achieved some significant goals, most notably building its own bridge across the Mississippi to reach downtown St. Louis. (Beautifully restored, the bridge remains open only to road and pedestrian traffic.)

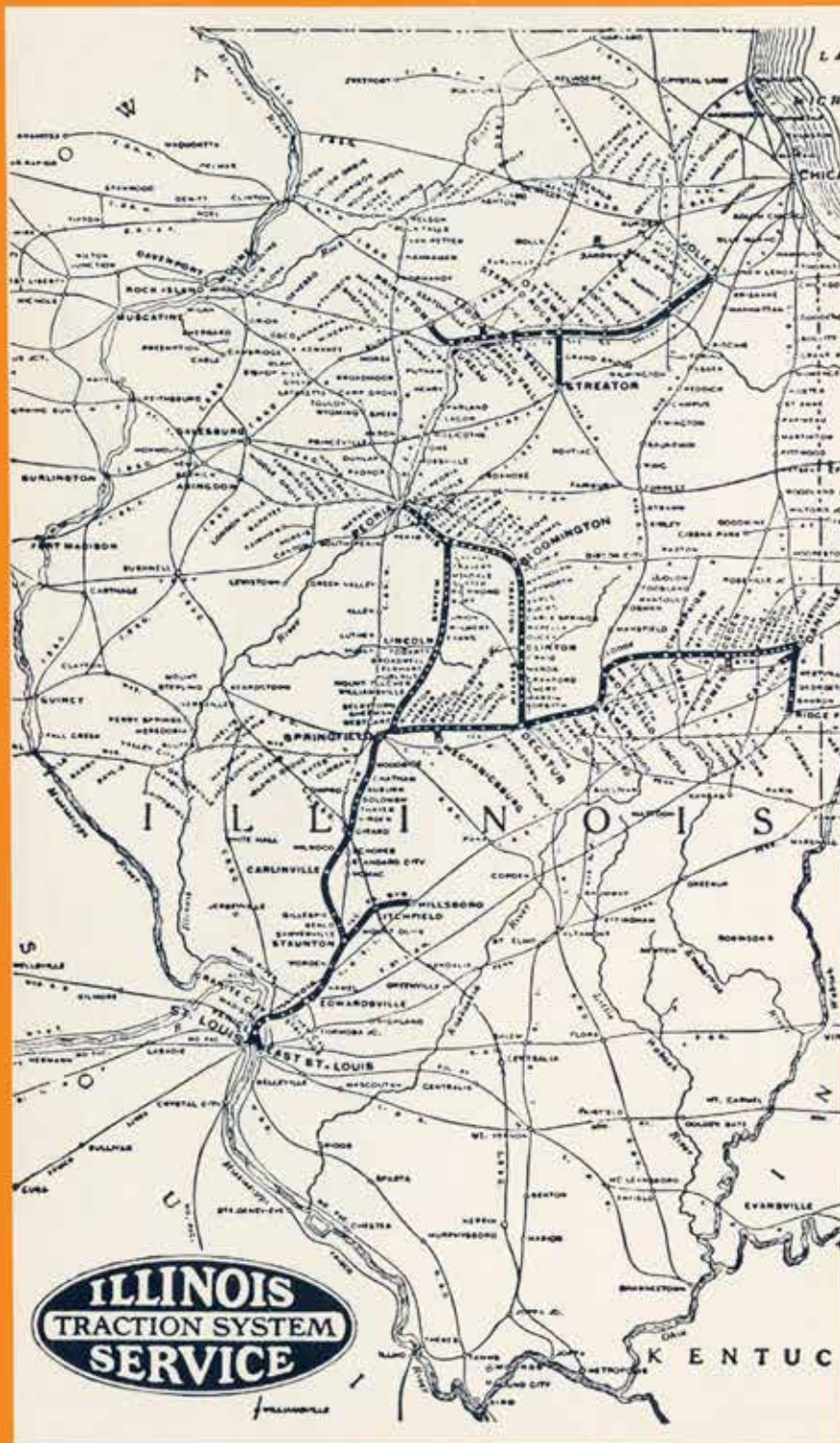
ITS had also fortified its ability to interchange with steam railroads, mainly by building belt lines around Decatur, Springfield, Edwardsville, and Granite City, avoiding the tight radii of city street trackage incapable of handling traditional couplers. About the same time, IT reached freight interchange agreements with several railroads, significantly boosting freight revenue.

A NEW ERA

As post-World War I euphoria ushered in the "roaring '20s," ITS upgraded its passenger trains, applying new colors (mostly tangerine orange) to its passenger car fleet. Now IT had a rebuilt fleet of grandly named trains: the *Capitol Limited*, the *Peorian*, and the overnight Peoria-St. Louis *Owl*, complete with sleeping cars.

The boom of the 1920s ushered in a

Illinois Traction System





Train 200 has just arrived at the new Wilson Yard at Allentown, Ill., on the outskirts of Peoria in 1977. It lies partially on ex-PRR right-of-way.



Northbound train 200 is winning the battle in the climb up Union Hill in 1975. Still standing as of 2023, this substation-depot is one of several Spanish-style ITS structures that remain standing.

new era for ITS. If you think mergers are something new, think again. ITS began buying up smaller carriers in the East St. Louis region, notably the Alton, Granite City & St. Louis; East St. Louis & Suburban; Alton & Eastern; St. Louis, Troy & Eastern; as well as a little all-steam switching railroad in east Alton — the Illinois Terminal. In this expansion, the “new” railroad emerged as ... the Illinois Terminal. Oh, the irony!

These acquisitions added considerable

trackage and traffic sources (including connecting railroads and local passenger operations) to IT’s grasp on the east side of the Mississippi, serving East St. Louis, Granite City, Edwardsville, Troy, Wood River, Roxana, Alton, and other burghs and industrial locations. IT became a powerhouse in serving this heavily industrial area, second only to the Terminal Railroad Association of St. Louis. IT’s boom prompted the railroad to build a huge terminal/warehouse building on North 12th

Street in St. Louis. It served as a freight and passenger terminal, warehouse, and office center. It remains in place today, still proudly displaying an interurban car in cut stone above the main entrance.

North of the St. Louis metro area, IT was in good shape as well, particularly at the Peoria Gateway, a hotbed of railroad interchange (Pennsylvania, Rock Island, Chicago & North Western, Chicago & Illinois Midland, Toledo, Peoria & Western, Burlington, Illinois Central, Peoria & Peoria Union, Santa Fe) and industry second only to Chicago. Decatur, which had become the home base for IT as the location of the railroad’s major shop and the junction of three of IT’s main lines, was also a good interchange location. For passenger service, only the IT provided direct service between Peoria, Springfield, and St. Louis.

TRANSFORMATION

World War II changed everything, of course, and the IT was no exception. Freight and passenger traffic exploded, especially freight at the munitions center at Illiopolis. But the post-World War II boom unfortunately led IT — and dozens of steam railroads throughout the U.S. — to energize passenger service. As a result, IT in 1948 introduced three new streamliners, the *City of Decatur*, *Creve Coeur*, and *Mound City*. Although built by St.



Alco and EMD units repose at the Illinois Terminal's Federal Yard at Alton, Ill., in March 1970. Note the Flexicoil truck on the SW1200 at right.

Louis Car Co. — builders of North Shore Line's successful *Electroliner* trains in 1941 for Chicago-Milwaukee service — IT's new streamliners were rolling disasters.

The automobile boom put the nail in the coffin for interurbans throughout the country, and on March 3, 1956, IT intercity passenger service came to an end. All that remained were IT streetcar operations between St. Louis and Granite City. That ended June 22, 1958, and thus the IT became a freight-only carrier.

IT was transfixed with the economy of dieselization after having tested Alco diesels beginning in 1946, mostly for the steam lines that IT had acquired. The railroad acquired a fleet of Alco S2 and RS1 units to dieselize the steam lines and eventually a fleet of six EMD GP7s to power road freights to Peoria and Decatur.

In 1956, ownership of the IT was transferred to a group of 11 railroads, all of which relied on the IT to one degree or another: Baltimore & Ohio; Chicago & Eastern Illinois; Chicago & North Western; Chicago, Burlington & Quincy; the Frisco; Gulf, Mobile & Ohio; Illinois Central; Nickel Plate Road, Peoria & Eastern, Rock Island; and Wabash. This arrangement made it easier for IT to abandon electrified trackage and move its freight trains via trackage rights on parallel lines. It allowed for the removal and scrapping



In its heyday, the railroad built this new passenger station in downtown Peoria, shown in 1978. Passenger trains entered from the rear, an arrangement that allowed IT to quit street operations.

of duplicative trackage throughout much of the system north of Edwardsville. A notable section of interurban mainline track to survive almost to the end of the IT was that between Lincoln and East Peoria, Ill. It was upgraded to standards that allowed a trio of SD39s to haul a 70-car freight up 1.95% Union Hill.

This was fine until the interurban-era trestle across the Mackinaw River at Mackinaw, Ill., collapsed under north-bound freight train No. 200 on Aug. 7,

1977. Yet IT marched on.

On the day Penn Central morphed into Conrail on April 1, 1976, PC's ex-Pennsylvania Railroad Vandalia line between Decatur and East Peoria emerged as an alternate route between Springfield and Peoria. The Vandalia was purchased as is, and that wasn't very good. Madison, Ill. (East St. Louis)-East Peoria freights were limited to 10 mph on the newly acquired line as work crews hastily attempted to upgrade the line.



Three SD39s head up this day's train 200 operating between Madison, Ill. (St. Louis) and Allentown (Peoria) on a bright summer 1976 morning.

I rode the cab of IT train 200 in 1976, and the 176.8-mile run to the Peoria Gateway took nearly 24 hours!

Of all eight railroads that co-owned the IT, Norfolk & Western benefited the most, largely on metro-St. Louis-Decatur/Peoria traffic. On Sept. 1, 1980, IT became a division of Norfolk & Western; on May 1, 1982, N&W acquired total ownership of the IT, forever wiping the historic and ambitious railroad out of the *Official Guide of the Railways* forever.

A PERSONAL ODYSSEY

When I was born in the late 1940s, the IT, like so many railroads, was looking forward to a bright new postwar future. New electric streamliners and new, heavy duty Class D freight motors plied the rails between St. Louis and central Illinois. Diesels had arrived on the so-called Steam Lines and in fact were also invading the electric lines.

In the late 1950s, I became mildly aware of the IT while flipping through a *Trains* Magazine and seeing a photo series showing an IT fan trip comprised of "retired" interurban cars hauled by a diesel. My lifelong passion for passenger trains filed this in the back of my brain.

As described earlier, my first encounter with the IT in 1965 at Peoria, sparked my interest in this intriguing railroad — and my focus on all matters IT solidified. There was relatively little information on what had by then become what today

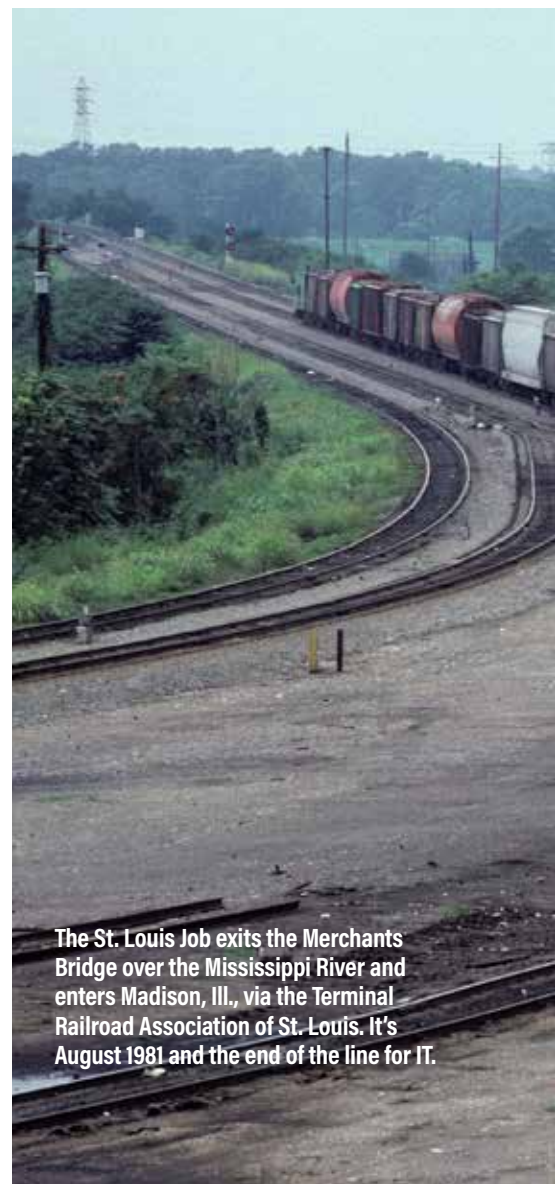
would today be called at regional railroad, so learning about the railroad meant actually exploring it.

In 1968, while a couple of us were exploring IT's East Belt Yard at Springfield, IT employee John B. Harrison approached us and a friendly discussion followed. A couple weeks later, I sent him color photos of IT action I had taken. Bingo! A critical door had opened in my growing interest in the IT. From that point on, I was welcome to do cab rides with him anywhere he was on duty. We became friends, and I was invited to stay with him and his wife and kids during field trips south. John also took me to the railroading complex that dominates Madison, Granite City, and East St. Louis, Ill.

This all led to my two-part IT feature in the May and June 1981 issues of *Trains*. John somehow had it set up for me to meet with the IT president and his assistants at the railroad's headquarters. President Walter Cassin insisted I take a 24-hour trip on the railroad's premier freight train, number 200 from Madison to East Peoria.

During this project, I met "Mr. IT," Dale Jenkins, serving as a cop. We became close friends, and when Dale formed the Illinois Traction Society, I eventually handled production of the group's magazine, *The Flyer*, of which Dale was the editor.

Today, Illinois Terminal remains my Number One favorite railroad — and I even have a book in the works! 📖



The St. Louis Job exits the Merchants Bridge over the Mississippi River and enters Madison, Ill., via the Terminal Railroad Association of St. Louis. It's August 1981 and the end of the line for IT.



Two GP7s have just delivered a coal train from Monterrey Mine to the power plant in Alton, Ill., in March 1970.



Edmonton

ETS light rail trains meet outside the [Commonwealth] Stadium station (below). The paralleling CN tracks are in the foreground. ETS operations began on April 22, 1978. The 37 U2s (delivered between 1978 and 1983) continue to operate this light rail system. In 1988 the Province of Alberta bought two U2AC cars (right) to test AC propulsion on both the Edmonton (shown) and Calgary systems. Calgary bought the two demonstrator cars in 1990, and they ran in service until 2016. Car 2101 (former 3001) is now a catenary inspection vehicle.

Below, Art Peterson; right, Brian Sullivan, Krambles-Peterson Archive

'This is the last stop; everyone must leave the train here'

So announced Chicago Transit Authority conductors at the end of the line. "Car Stop" first appeared on these pages in the Spring of 2003. In a 20-year run the feature has covered a lot of rapid transit/streetcar/traction action during the color era as most all the properties folded up shop. Editor Brian M. Schmidt suggested we end with the rebirth of light rail, as pioneered by Edmonton in the late 1970s. When it came time to order cars in 1977, Edmonton looked to the Siemens-Duewag Type U2 car, which the builder had been supplying to Frankfurt since 1968. Three of the pioneering North American U2 operators are included in this finale.







Calgary

CTS “C-Train” light rail began operations on May 25, 1981. A train traverses the 7th Avenue South Transit Mall. CTS bought a total of 83 Type U2 cars from Siemens (above). Retirements of these cars (including the 2075) began in 2016, as newer Siemens S200s were introduced. About a month later, U2 car 2010 leaves the Erlton Station, about to cross the Elbow River (top right). Calgary quickly expanded its system, adding lines to the northeast in April 1985 and to the northwest in September 1987. No. 2067 from a pedestrian bridge near 16th Street (bottom right). The tunnel section in the background took the light rail line under the Trans-Canada Highway. Above

and bottom right, George Krambles; top right, Brian Sullivan; all, Krambles-Peterson Archive



Car Stop



San Diego

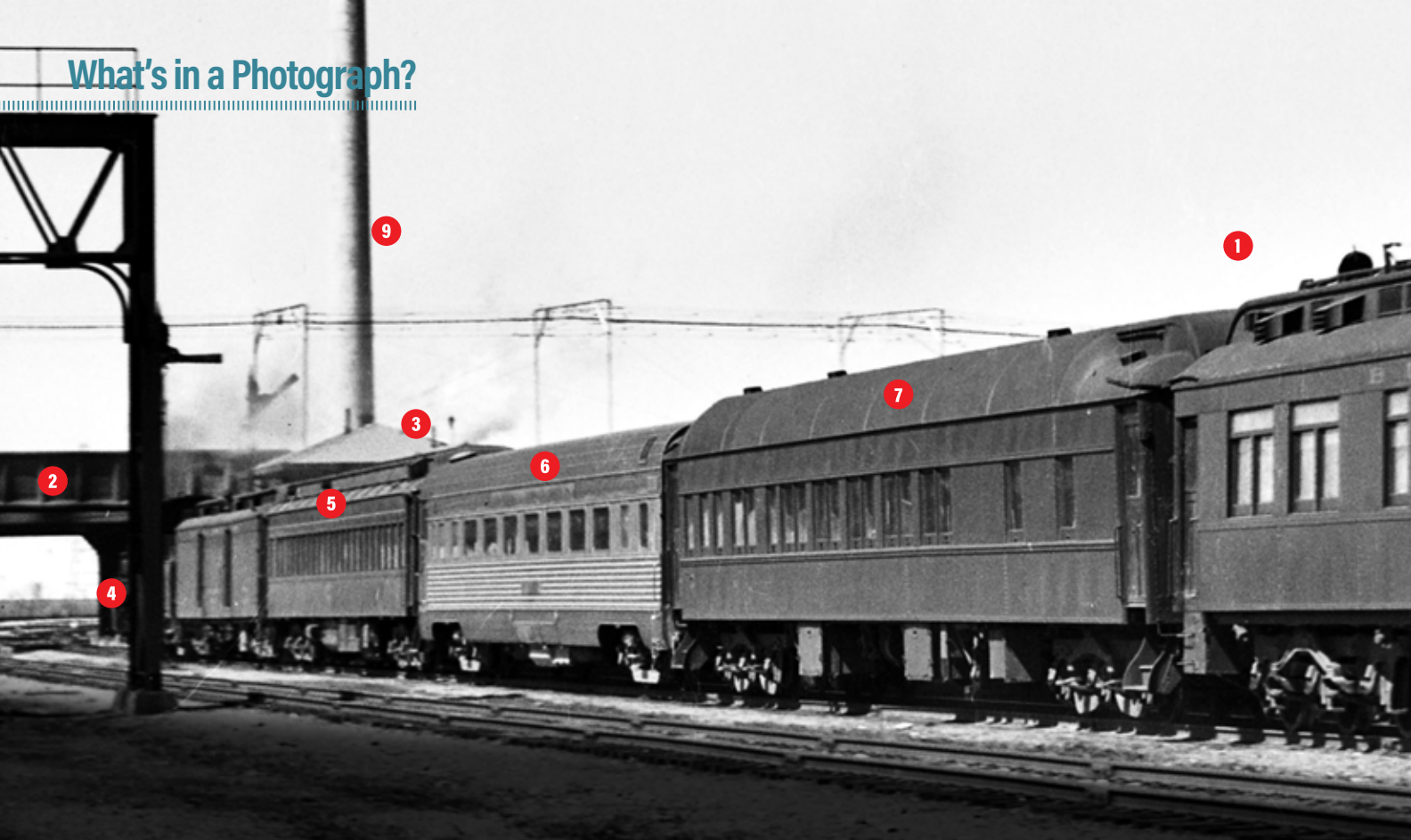
San Diego ended its streetcar operations on April 23, 1949; it was the first of the major California cities to go all-bus. By the 1970s, things had changed, and in 1980 San Diego Trolley Inc. was formed to build the 15-mile line to the international border at San Ysidro. This line (largely single-track) opened on July 19, 1981. Car 1007 (shown at left at C-Front on March 20, 1986) was part of the original order for 14 Type U2 cars. Nearly-new 1031-1050 series U2s (with air conditioning) slice through an S-curve on the recently-opened (June 23, 1989) El Cajon extension of the SDTI East Line (below). By this time, SDTI rostered 50 U2s, delivered in three orders since the original 14 had arrived in 1978. Sister car 1035 was sold in 2020 to the Memphis Area Transit Authority. Three photos, Art Peterson



Birthplace of the U2



Frankfurt-am-Main began using the Siemens-Duewag Type U2 LRVs on Oct. 4, 1968. These cars were developed from a pair of prototype U1 cars built for Frankfurt in 1965. Car 371 is shown at the Theaterplatz (now Willy Brandt Platz) station on Jan. 8, 1977. Eventually, Frankfurt would roster 104 of the U2 cars. Last run of a U2 in Frankfurt took place on April 3, 2016. Three cars from the 1968 order (303-305) are preserved in Frankfurt.



Death of Zephyr 9901, Dec. 19, 1944

BY JERRY A. PINKEPANK // Photo by H. E. Valentine, Louis A. Marre collection

Only one of the nine shovelnose

Zephyr locomotives of 1934-1939 met a premature end. As the *Fort Worth Star Telegram* of Dec. 21, 1944, reported, "Two-hundred passengers who escaped uninjured when the front of the Fort Worth-to-Houston-bound Burlington *Zephyr* caught fire near Dacus Tuesday night [Dec. 19] huddled around bonfires they built on the prairie until a relief train picked them up four hours later. The fire was confined to the engine, baggage coach, and kitchen. D.C. Haggart, vice president of the Burlington-Rock Island company, said it was believed to have started from a leak in the fuel line. ... Dacus is 50 miles north of Houston."

1 Burlington-Rock Island make-up train operating schedule of No. 4, the *Sam Houston Zephyr*, on Dec. 21, 1944, scheduled to leave Houston at 9 a.m., arriving Dallas 1:10 p.m., Fort Worth at 1:53. The train that burned, No. 3, was supposed to have arrived Houston at 9 p.m., turning to depart as No. 4 at 9 a.m. on the 20th; it must have been annulled. This was the first No. 4 to depart Houston after the fire, having been a makeup No. 3 on the 20th. The Burlington-Rock Island Railroad was owned 50-50 by the Chicago, Burlington & Quincy and the Chicago, Rock Island & Pacific, alternating operation and maintenance every five years.

2 Dallas Railway & Terminal overpass that carried streetcars and the interurbans of Texas Electric Railway. No. 4 will reach Dallas Union Terminal just around the curve.

3 Dallas Union Terminal Tower 107 governing the south switches of the station.

4 Rock Island 4-6-2 914 heading No. 4; the photographer didn't catch it but noted the number. This photo was made at Hoisington, Kan., Aug. 7, 1932.

5 Typical Burlington coach with a standing-seam roof.

6 Burlington lightweight coach. In the 9901 photo above, there is a fourth, non-articulated car at the rear of the train, behind the observation-lounge of the original 1935 train (see item 12). The 9901's sister ex-*Twin Zephyr* set, 9902, was operating as the *Texas Rocket* with an additional articulated coach originally built in 1935 and added to 9900's set, the 1934 *Pioneer Zephyr*, but then removed from that train and added to the 9902 set in December 1938 when the *Texas Rocket* was inaugurated. In order to have the *Sam Houston Zephyr* match the *Texas*



Rock Island 4-6-2 No. 914 was one of 50 class P-33 Pacifics, built by Alco in 1910. Eleven were oil burners, including 914. Robert Graham,

Louis A. Marre collection

Rocket in coach capacity, it appears this expedient had been adopted, but not until after at least March 1939, when Budd built a single 52-seat coach independently from the two 70-seat coaches built at the same time for the new *General Pershing Zephyr*. The two equipment sets of the *Texas Zephyr* (Denver-Dallas, not connecting with the *Sam Houston Zephyr*) required all six non-articulated coaches delivered to the Colorado & Southern/Fort Worth & Denver in 1937-1938. This coach was probably hurried back to Fort Worth early on the 20th to get the makeup train up to capacity for Christmas travel.



Sam Houston Zephyr with No. 9901 at Houston Union Station circa 1944. J. W. Schultz collection

7 Pullman sleeper probably serving in place of the parlor seats of the normal parlor-lounge.

8 Business car 922, which the photographer wrote was providing the meal and lounge service;

built by Pullman as a wood-sheathed car in 1902, rebuilt as steel underframe/steel sheathed in 1925. The regular diner-lounge burned; most business cars have a dining room that would accommodate at least six by scheduling timed seatings.

A suitable service was probably provided, with the observation room furnishing the lounge service. Wartime conditions had accustomed passengers and crews to adapting.

9 Smokestack of Dallas Union Station powerhouse.

10 Hotel Jefferson, a landmark of the Union Station area, since demolished.

11 The old Dallas County courthouse, another landmark; it survives. Union Station faced South Houston Street; the Jefferson and the Courthouse did the same on the opposite side, north of the station. Union Station remains active, with Trinity Express commuter trains and the DART light rail system using the platforms along with Amtrak's Chicago-San Antonio *Texas Eagle*.

12 Sam Houston Zephyr with locomotive 9901 at Houston Union Station circa 1944. Note the baggage/mail/express compartment in the rear portion of 9901; the make-up train has a baggage/mail/express car behind the engine to provide for this requirement. This train was one of the two articulated *Twin Zephyr* consists of April 1935 (Chicago-Minneapolis), replaced in December 1936 by larger trains; 9901 had one 900-hp Winston 201A engine.

Thanks to John McCall for pinpointing the location of the main photo.

Arizona's Apache Railway

The Apache Railway Co. was formed by the Apache Lumber Co. in 1917 to serve the White Mountain timber reserves in north-east Arizona. Construction began in October that year, and by 1919, rails reached 72 miles south to Cooley, site of an affiliated sawmill. The operation would reorganize three times before emerging as Southwest Lumber Mills in 1935, and rebranded as Southwest Forest Industries in 1960. Later owners would include Stone Container Corp. and Catalyst Paper Corp.

Good times largely continued through the 1970s, with Apache acquiring 131-pound rail from the Santa Fe in 1972 and hauling almost 25,000 carloads in 1979, including lumber, pulpwood, wood chips, paper products, chemicals, and coal (bottom left). In 1984, it abandoned the line from Cooley, by then known as McNary, to Snowflake, the present end of track. In the 1990s it still hauled almost 16,000 carloads annually.

Catalyst Paper filed for bankruptcy in 2012 and shut the Snowflake mill in September of that year. But the railroad lives on with a burgeoning transload business.

The Apache became known in the latter part of the 20th century as a destination to see Alco locomotives, including the RS36 and C420 models (right), and some Fairbanks-Morse switchers (bottom right). Curiously, the May 1996 issue of *Trains* magazine noted the desire of Robert L. Teel, then-supervisor of mechanical on the road, to acquire "reconditioned GP40s" later in the year. Instead, the railroad acquired three former Canadian Pacific C424s in 1998, which continue to operate in the 21st century in green-and-white paint.

On this July 13, 1976, the Apache Railway pictured was still a vibrant freight hauler full of national pride. Let's always remember it that way. — *Brian M. Schmidt*

Photos: Keith E. Ardinger, Brian M. Schmidt collection





We're at Hyde Park on the south side of Chicago on a crisp, cold February day in 1969 as the *City of Miami* heads for warmer climes. Two photos, Mike Schafer

Illinois Central's *City of Miami*

Carrier coordination was key for this Chicago-Miami service

There was a time — as recently as 1979 — when there was direct rail passenger service between the Upper Midwest (specifically Chicago) and Florida. This ended with several slashes of Amtrak routes as a result of budget strains. “Back in the day,” as we rail travel veterans like to say, one could hop aboard a number of Florida-bound trains at Chicago for a direct trip to a number of major cities — Indianapolis, Louisville, Birmingham, Atlanta, and, of course Jacksonville, Miami, and

Tampa/St. Petersburg. You can still do some of that, but it takes three days and two nights and a change of trains at Philadelphia or Washington.

The *City of Miami* was one of a triumvirate of one-night-out Chicago-Miami streamliners, launched in December 1940. It shared the spotlight with Chicago & Eastern Illinois’ *Dixie Flagler* and

Pennsylvania Railroad’s *South Wind*. All three had a morning departure from Chicago, arriving Miami in late afternoon the following day. A fast cleaning, re-stocking, and turnaround sent these trains back out of Miami in early evening for a evening arrival at Chicago the next day. The threesome’s operation was coordinated so that there was daily one-night-out Chicago-to-Miami service.

I’m drawing a bead on the *City of Miami*, as it was the only one of that threesome to survive to the start of Amtrak in 1971. Well, there are other reasons, too: I grew up in Illinois Central land; the *City of Miami* grew to be the most popular of the three; and, finally, I’m a sucker for original *City of Miami*’s unique paint scheme — arguably the



CITY OF MIAMI TIMELINE

- Inaugurated Dec. 18, 1940, on a tri-weekly schedule
- Train repainted standard IC chocolate, orange, and yellow passenger colors in 1942
- Sleepers added in 1949 and re-equipped in 1950.
- Operation ends with the start of Amtrak on May 1, 1971

Original *City of Miami* passenger train consist:

- Baggage-dormitory-coach *Bougainvillea*
- Coach *Camillia* (with nurse's station)
- Coach *Japanica**
- Coach *Hibiscus*
- Coach *Poinsettia*
- Diner *Palm Garden*
- Tavern-lounge-observation car *Bamboo Grove*

*Destroyed in Amtrak's 1971 *City of New Orleans* wreck



This Illinois Central publicity photo shows the original *City of Miami*'s striking lines as they appeared on the assigned EMD E6 locomotive. Mike Schafer collection

1940 *CITY OF MIAMI* FACT FILE

- Nos. 52-53
- Chicago to Miami via Birmingham, Ala.; Columbus and Waycross, Ga.; and Jacksonville, Fla.
- All-coach service
- IC coordinated with Louisville & Nashville and Florida East Coast to provide six-day-a-week service with the addition of their *South Wind* and *Dixie Flagler*

most eye-catching scheme introduced in North America's streamliner era.

The original *City of Miami* passenger train was an all-coach train powered by an IC Electro-Motive E6 diesel locomotive sporting the sensational paint scheme. The *Flagler* and the *South Wind* were steam-powered upon their launches. Initially, all three Florida flyers were seasonal only, but their popularity soon made them year-round operations, and it wasn't long before more coaches and, in 1949, Pullman-operated sleepers were added and Illinois Central had to ditch the train's unique paint scheme in lieu of the handsome brown, orange, and yellow colors used on the rest of its passenger car fleet.

IC handled the *City of Miami* from Chicago to Birmingham, Ala., where Central of Georgia took over IC's Florida-bound trains. At Albany, Ga., IC's Florida trains were handed over to the Atlantic Coast Line, which relayed them to Jacksonville. From there south to Miami, Florida East Coast handled all three Chicago-Florida streamliners. (This permanently changed following the 1963 FEC strike, and Seaboard Air Line began handling the *City* between Jacksonville and Miami.)

IC was long known for being

pro-passenger, right into the 1960s. By this time, the *City of Miami* was also offering through-car service to the west coast of Florida. In the 1960s, IC upgraded the *City of Miami* with the addition of a Budd-built Vista-Dome sleeping car during winter operations. Two such cars were leased from the Burlington, which used them in *North Coast Limited* service, for which the winter was that train's low season.

That the *City of Miami* passenger train did as well as it did defies some travel logic. The train served only two major enroute cities — Birmingham and Jacksonville — between Chicago and Miami/Tampa. Between the *Dixie Flagler* and *South Wind*, enroute major cities included Indianapolis, Louisville, Nashville, and Atlanta. No doubt that's why Amtrak chose not to keep the *City of Miami* and instead revive through Chicago-Florida service following most of the original *South Wind*'s route.

Oh, about that snazzy original *City of Miami* paint scheme. It survives today! The train's *Bamboo Grove* observation car is on display at the Wellington Station Condominium Foundation at Ormond Beach, Fla. When the owners learned of the car's history, they had it repainted in the original *City of Miami* colors! ■



The Illinois Central produced this undated brochure highlighting the *City of Miami*'s South Florida climate and tourist activities. Such a place had to be enticing to potential passengers enduring another Windy City winter. Mike Schafer collection

SELLING SUNSHINE

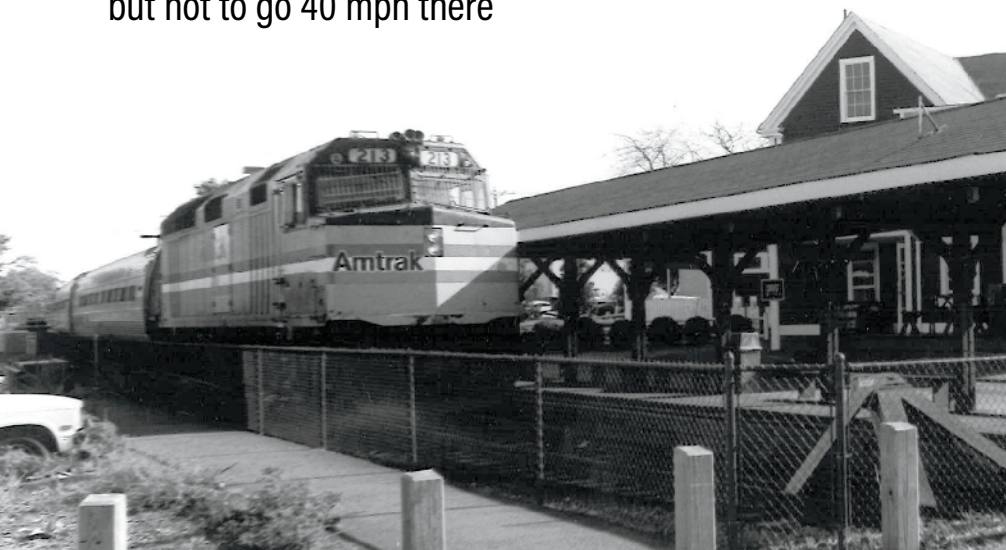
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Gotcha!

I was qualified to go 100 mph here,
but not to go 40 mph there



Amtrak's *Cape Codder* rests after arrival at the Hyannis, Mass., station on Sept. 5, 1987. This edition of the train operated with an Amtrak F40PH locomotive and Amfleet cars. Alex Mayes

Railroads first reached Cape Cod in 1848, eventually terminating at Provincetown, 60 miles farther out, in 1873. Perhaps the most legendary train to serve Cape Cod was the "Flying Dude" [see "A Private 'Dude,'" December 2018 *Trains*], a private, all-parlor-car affair, which carried Boston's wealthy elite between that city and Woods Hole. There, ferry connections were made to the islands.

Reflecting the nature of travel between the mainland and the Cape, passenger trains were typically seasonal, with the trains from New York City running on weekends only. The tavern car on the *Day Cape Codder* was often standing room only from before its afternoon New York departure until its late-night arrival in Hyannis. In the 1950s the Alco DL109 diesel assigned the Boston-Hyannis *Cranberry* was given a cranberry red paint scheme.

By the mid-1970s, the railroads of Cape Cod were mostly of a former day and were practically unnoticed other than the 544-foot lift bridge across the Cape Cod Canal at Buzzard's Bay. Much

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of the trackage on the Cape had been torn up, including the 50 miles on the outer peninsula tip to Provincetown. Also missing were several miles of the Woods Hole line, which was now truncated at Falmouth. The line from Falmouth to Woods Hole had long been paved over and made into a bicycle path and parking lot for the Martha's Vineyard Island ferry.

The lines on Cape Cod hadn't seen a regular passenger train since the early 1960s. Although I had vacationed on the Cape as a youth, I had never so much as seen, much less ridden, any train there until I became a train dispatcher on that territory. By this time, total frequency of trains on the Cape was a single daily local freight, running three days a week to Hyannis, and the other two to Falmouth.

Passenger trains, limiteds, and locals continued to populate other former New Haven rails, then operated by Amtrak, Conrail, and local entities. On the Cape, they were a distant memory, assumed never to return.

By 1986, all the Cape Cod trackage that had survived the abandonments saw local freights and a few tourist trains lazily plying the rails. By then, these operations were conducted by local outfits. So it wasn't completely shocking that the passenger trains between New York and the Cape returned, albeit seasonally and on weekends only. The trains ran from New York City on the Northeast Corridor to Attleboro Mass., then leisurely plodded down the branch lines at 40 mph max for the final 80 or so miles to their destination of Hyannis on the Cape.

OK to go 100 mph, but not 40

On three occasions in the 1990s, I was called off the extra board to be the engineer of the Sunday afternoon *Cape Codder* from Hyannis to either Providence, R.I., or to New Haven, Conn.

As my qualifications on the branch line territories between Attleboro and Hyannis had expired, I would require a pilot on these lines (lines where I had previously been qualified and worked as a train dispatcher and as a conductor). Since working on those lines I had requalified on them as an engineer, but since I didn't exercise those qualifications within the prescribed time of 365 days, they, too, had expired.

This meant that I was called to show up for the job and occupy the

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The Way It Was

fireman's seat while the pilot ran the engine, unless he invited me to do so (which he never did). Who did and who didn't get to qualify or requalify on the Cape and the Old Colony lines under Amtrak was determined by office politics and favoritism. I was not in the "fold," so I didn't get to requalify.

Frequently, when a pilot was called, he or she was the regularly assigned conductor or engineer, who was "asked" to work an extra day, perhaps while on vacation. For me, getting called to be engineer on the Cape job was like being called to show up and be a bump on a log, an unneeded fireman.

One would show up at South Station in Boston, be given a travel voucher to ride the bus to Hyannis, report for work at Hyannis, and ride shotgun from there to the main line at Attleboro. Upon reaching Attleboro, the pilot would quickly vacate the locomotive and leave you to do the rest of your dirty work, i.e., run the train from there to New Haven or Providence.

Passenger trains on the Cape Lines and on the Old Colony branches are leg-



The New Haven's Cape Codder crosses the Cape Cod Canal at Buzzards Bay. Wayne P. Ellis

endary. They essentially stopped running in 1959, so their reappearance decades later was a novelty. When the trains did return after an absence of a quarter of a century, they attracted much attention. This, coupled to the fact that they ran only on weekends, heightened their status as targets of curiosity. The man in the

engineer's seat became a mythical hero, almost like an astronaut.

Where did this put the "engineer of record" who occupied the fireman's seat? In the eyes of the uninitiated? A bum, maybe, perhaps the engineer's next-door neighbor, or brother-in-law who came along for a head-end ride. It's a hard

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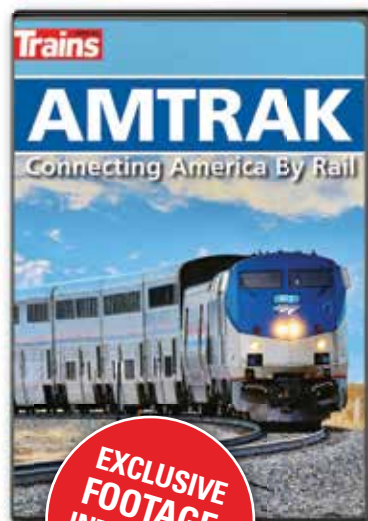
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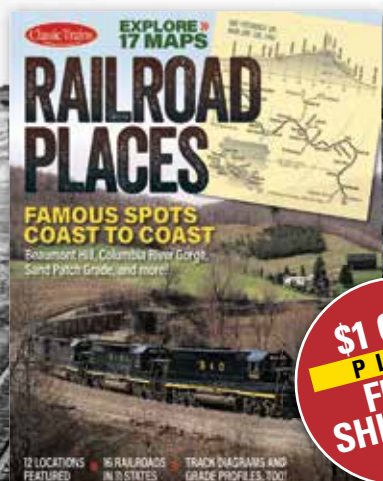
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thing to explain, but being called for the engineer's job on the *Cape Codder* was a bit humiliating, to sit there twiddling your thumbs and watching the pilot soak up all the glory. As I said before, once you reached the main line at Attleboro, the shine of occupying the engineer's seat was no longer there, so the pilot vacated the seat, surrendering it to you, who would then have to do your job, and run the train for the remainder of the trip.

This took place for me once in 1993, again in 1994, and once more on July 28, 1996. By this time, I had gotten used to this exercise and had adopted a grin and bear it attitude. However, during the final year of this, a wrinkle was added: the train was operated in push-pull fashion. Today's edition of the *Cape Codder* had MBTA commuter-style control car 1652 leading on the trip out of Hyannis with Amtrak F40PH No. 411 pushing on the rear. This meant that I would not have the convenience of a fireman's seat to sit in, but would have to stand. It also meant that curious passen-

gers would have access to the operating compartment.

Not only would the trackside observers be lavishing their admiration on the pilot engineer, but those passengers who wished to could wander up front would have a chance to observe the hero at the controls, as well as me, unproductively hanging around on the fireman's side.

This time, I had a mischievous plan! Some young sun-worshipping couple, and perhaps another person, were ogling the pilot engineer, Arthur, as he did his thing. We crossed the Cape Cod Canal at Buz-

zards Bay, passed through the mill town of Taunton, and approached the main line at Attleboro. Much to my pleasure, they continued to remain where they were. My plan was coming together!

Remember, these were not railroad people. They didn't know anything about "qualified pilot" or "engineer of record." To them, I was just a bump on the log. Neither did they know anything of being qualified on the Northeast Corridor vs. being qualified on the Cape Lines.

Passengers could wander up front for a chance to observe the hero at the controls, as well as me, unproductively hanging around.



Budd RDCs provided the last New Haven passenger service to Woods Hole. R. J. Cudahy

As planned, the train arrived on the mainline on Track 4 at Attleboro. The mischievous pilot engineer Arthur wordlessly vacated the controls and looked at me with a sneer that seemed to say "now, do your job!"

Gotcha!

On cue, I stepped over to the controls and took over. The maximum speed for the train on the Cape Lines and the Old Colony was 40 mph. On the main line it was 100 mph.

I gently opened the throttle to the eighth notch, and just as the speedometer reached 80 mph, I calmly glanced back to the daisy-picker onlookers and pretended to be momentarily surprised to see the surprised look on their faces. I then proceeded to explain in my words what was going on, or rather, what I wanted them to hear.

I said to them, "Oh, Arthur is a very good engineer, but out here on the main line, we run at higher speeds and another degree of qualification is required."

The telegraph poles were now flying by at a rapid-fire pace.

I looked at Arthur, the pilot, as if to say, "GOTCHA!" He looked like a deer frozen in headlights! It was only a few years later, that I got to learn of Arthur's mischievous personality, and that I had given him a strong dose of his own kind of medicine! — Douglas F. Kydd

A timetable from July 1986 shows the reintroduction of summer service to Cape Cod. Classic Trains collection

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(Effective July 3, 1986 thru September 14, 1986)

Train Name	Frequency	Service	Number	272	270	271	273
Connecting Train Number	Mile	Symbol	▼	▲			
(Amtrak)							
Washington, DC (EDT)	0	●	Dp	2:00P		Ar	12:55A
Baltimore, MD	40	●		R 2:32P			12:16A
Wilmington, DE	109	●		R 3:16P			11:21P
Philadelphia, PA—30th St. Sta.	135	●		R 3:38P	7:20A		10:56P
Trenton, NJ	167	●			7:54A		10:23P
Metropark, NJ	201	●		R 4:27P	8:22A		9:57P
Newark, NJ	215	●		R 4:42P	8:37A		10:57P
New York, NY—Penn. Sta. (EDT)	224		Ar	R 4:55P	8:52A	Dp	9:30P
New York, NY—Penn. Sta.	0		Dp	R 5:05P	9:50A	Ar	8:19P
Rye, NY	27	●					D 7:32P
Stamford, CT	36			R 5:50P	10:37A		D 7:21P
Bridgeport, CT	58	●		R 6:16P	11:03A		D 6:56P
New Haven, CT	75	●	Ar	R 6:40P	11:30A	Dp	D 6:33P
New Haven, CT	75	●	Dp	R 6:50P	11:40A	Ar	D 6:23P
Providence, RI	188	●		R 8:43P	1:35P		D 4:30P
Attleboro, MA	200	●		8:57P	1:49P		4:15P
(Conrail/Bay Colony)							
Wareham, MA	235	●		9:59P	2:51P		2:53P
Buzzards Bay, MA	240	●		10:09P	3:01P		2:43P
Sandwich, MA	248	●		10:24P	3:16P		2:28P
W. Barnstable, MA	255	●		10:36P	3:28P		2:16P
Hyannis, MA (EDT)	264	●	Ar	10:58P	3:50P	Dp	2:00P





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For Alcos, head northeast

The greatest concentration of Alco units is still near their birthplace

BY BRIAN M. SCHMIDT

Perhaps it's fate that the best places to see Alco locomotives in 21st century are near their New York birthplace. In fact, a number of railroads, both freight and tourist, in New York and Pennsylvania still use the creatures of Schenectady in regular service. This makes it possible to create your own "Alco Safari" (see page 20) in a limited area.

Alco is short for American Locomotive Co., later known as Alco Products. It was a traditional steam locomotive builder that transitioned to diesel production after World War II and eventually closed its doors in 1969. However, its Canadian affiliate, Montreal Locomotive Works, continued producing Alco-designed locomotives into the 1970s.

Many of the diesel locomotives here are from Alco's Century series, introduced in 1963 and considered to be the builder's pinnacle. Upgrades introduced with the line included a new 251-series prime mover, transistorized electrical controls, pressurized engine compartment, and improved cooling compared with earlier RS-series units.

Two of the best are freight operations: the Livonia, Avon & Lakeville in western New York and the Delaware-Lackawanna around Scranton, Pa.



A Livonia, Avon & Lakeville freight pulls alongside a CSX intermodal on the West Shore route south of Rochester, N.Y., in December 2011. No. 418 is a former Nickel Plate Road RS36.

The LA&L operates out of its Lakeville, N.Y., shop and headquarters about 25 miles south of Rochester on Interstate 390. It also passes the Rochester & Genesee Valley Railroad Museum at Industry, about 12 miles south of Rochester. (The museum is home to even more Alco locomotives, including former LA&L RS1 No. 20 and Lehigh Valley RS3 No. 211.) The LA&L roster includes primarily C424/425 units.

Farther south, LA&L affiliate Western New York & Pennsylvania operates a fleet of four-axle Alco locomotives around Olean, N.Y. Unfortunately, however, its famed fleet of six-axle Alco-designed units was replaced with former CSX AC60CW units in 2019. East of Rochester, the Ontario Midland operates an M420W, RS11, RS36, and S4.

Other Alco-powered roads in New York State include the Falls Road Railroad, a Genesee Valley Transportation affiliate located northeast of Buffalo in Lockport; Buffalo Southern Railroad, operating between Hamburg and Gowanda, south of Buffalo; and Batten Kill Railroad, running on former Delaware & Hudson lines east of the Hudson River.

Alco-powered train rides in New York are found on the Adirondack Railroad at Utica and the Catskill Mountain Railroad in Kingston. The Adirondack operates with an RS3 and two RS18us, along with some EMD units. The Catskill Mountain operates with an RS1 and an S1.

In Scranton, Pa., Delaware-Lackawanna maintains an impressive fleet of Alco locomotives including C420, C424/425, RS32, and C636 models, among others. One of those others includes the only operable Alco PA passenger unit, acquired earlier in 2023. The Delaware-Lackawanna



Two Delaware-Lackawanna units, C420 No. 405 and C425 No. 2423, rest outside Steamtown National Historic Site in Scranton, Pa., in October 2019. Four photos, Brian M. Schmidt



Pennsylvania's West Chester Railroad operated a charter over its former Pennsy line for *Trains'* Pennsylvania tour in 2019 with this ex-Canadian Pacific C424.

is especially attractive as a stop when visiting Steamtown National Historic Site in Scranton.

The Reading Company Technical & Historical Society has a number of preserved Alco locomotives at its Reading Railroad Heritage Museum in Hamburg, Pa. They include RS3 No. 485, C424 No. 5204, and C630 No. 5308.

The Railroad Museum of Pennsylvania in Strasburg is home to former Monongahela Connecting Railroad C415 No. 701. It operated for Jones & Laughlin Steel near Pittsburgh and is an example of a unit sporting a low cab and Hi-Adhesion truck options. Delivered in July 1968, it is among the last Alco locomotives built.

Another destination for the Alco-inclined should be the Middletown & Hummelstown in southeast Pennsylvania. It is home to T6 No. 1016, one of the last pair of locomotives to leave the Schenectady works prior to its 1969 shutdown.

One could assemble quite an itinerary here, observing freight operations during the week and riding Alco-powered trains on weekend. **I**



Pennsylvania's Middletown & Hummelstown is home to one of the last two Alco locomotives produced: T6 No. 1016, built in 1969 for Newburgh & South Shore.

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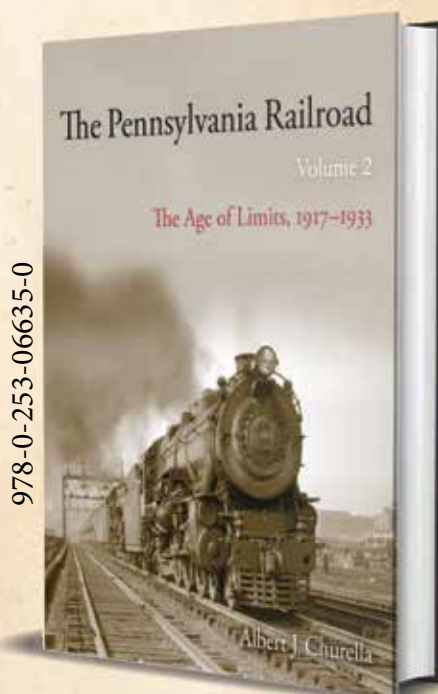
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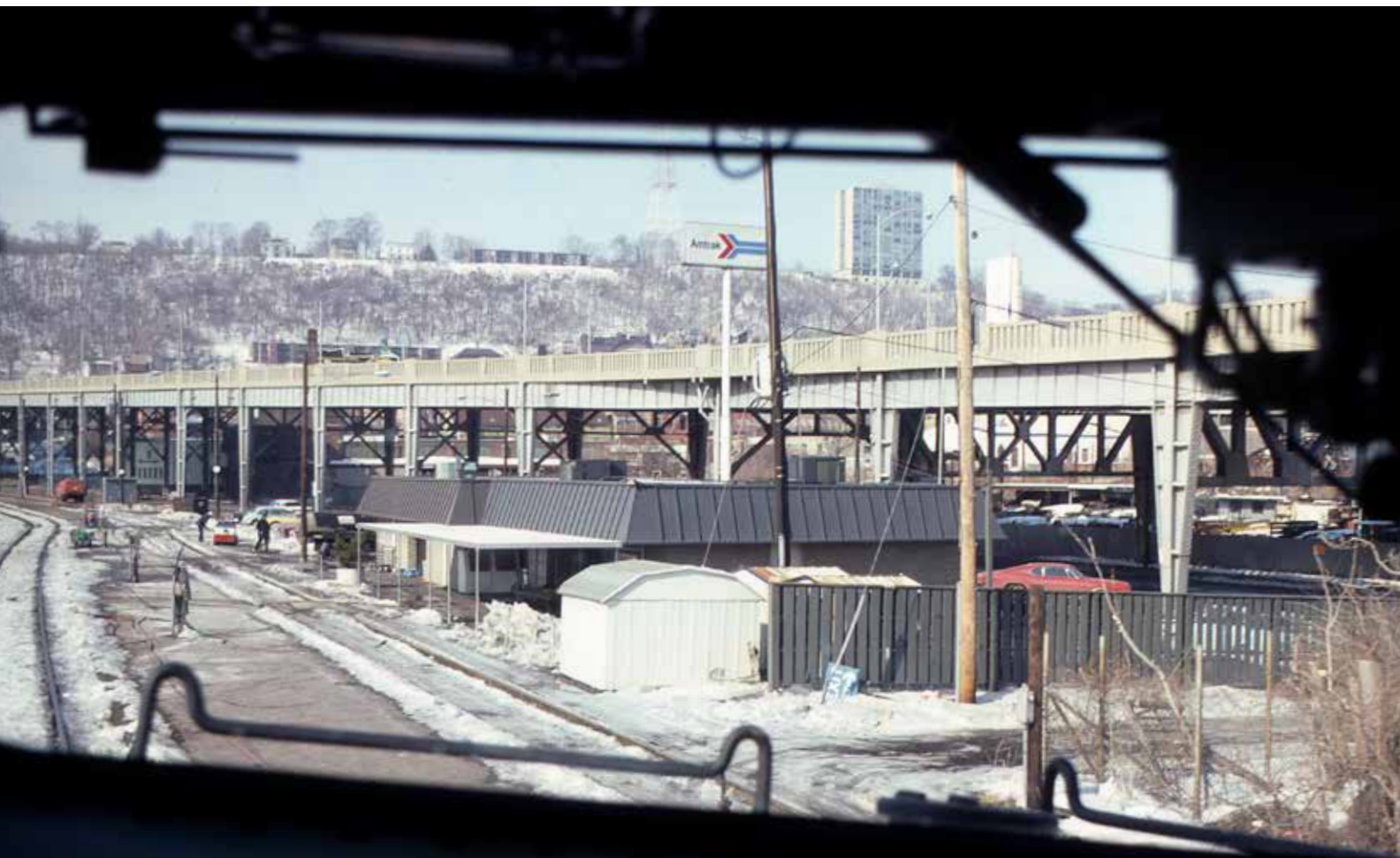
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The Queen City's new station

Amtrak moved from Cincinnati Union Terminal to a new station, its first new-built station on its vast network, located on River Road west of downtown on Oct. 29, 1972.

Upon Amtrak's May 1971 creation, it ran the *James Whitcomb Riley*, named for the Indiana poet, from Chicago to Cincinnati via Indianapolis. The name was inherited from the Penn Central service on the same route. At Cincinnati, it connected with the *George Washington*, a former Chesapeake & Ohio service, which had sections serving both Washington, D.C., and Newport News, Va. Amtrak combined the trains in July 1971 with the *Riley* name used for the westbound run and the *Washington* name



used for the eastbound run. In May 1974 it became the *Riley* in both directions and was later renamed the *Cardinal*.

Amtrak added the Cincinnati-to-Washington, D.C., *Shenandoah* in October 1976 as an indirect successor to the Parkersburg, W.Va.-to-Washington *Potomac Special*. It operated over the Baltimore & Ohio main line via Cumberland, Md., and Grafton, W.Va. It made its last runs on Sept. 30, 1981.

On July 29, 1991, Amtrak returned to the monolithic Cincinnati Union Terminal located at 1301 Western Ave. The iconic terminal underwent extensive renovations, transforming it into the Cincinnati Museum Center between 1986 and 1990. 📌

Photos: Denny Hamilton

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