

UP steam in Idaho p. 46 // Rio Grande narrow gauge p. 38

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Pennsy steam in NJ

p. 20



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An excursion with two Pennsy-painted E units pauses for lunch at Jamesburg, N.J., in October 2015. The railroad's legacy can be a matter of perspective for different railfans. Brian M. Schmidt

Pennsy perspective

It was hard to imagine the dominance of the Pennsylvania Railroad, the self-proclaimed Standard Railroad of the World, when trackside in western Ohio in the 1990s. Conrail had completed a consolidation of its western lines in the 1980s, leaving many former Pennsy lines as secondary routes, short lines, or abandoned altogether.

It's a different story in New Jersey, however. There, the Pennsy's multi-track main line still serves as the backbone of Amtrak's busy Northeast Corridor. In Pennsy days, it was fed by a network of secondary lines and branches serving the transportation needs of the region. That vision of the Pennsy is ingrained deeply within so many railfans, both in the region and elsewhere. So when Karl Zimmermann pitched a story to me (see page 20) about photographing Pennsy steam in the Garden State as a teen, I didn't hesitate to accept.

One's view of anything is affected by his or her own circumstances. That same New Jersey-based Pennsy fanatic may not see anything special about the Union Pacific in Idaho or Rio Grande narrow gauge. But, thankfully, we have the pages of *Classic Trains* to help spread the gospel throughout our community.

EDITOR



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Brian M. Schmidt
Lisa M. Schroeder
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Steven Otte
Monica Freitag
Sue Hollinger-Klahn
Roen Kelly
Thomas E. Hoffmann
Kevin P. Keefe

Trains.com

Director
Executive Producer
Assistant Digital Editor
Staff Writer

A. David Popp
Kent Johnson
Mitch Horner
Lucas Iverson

Editorial

Phone: 262-796-8776
E-mail: editor@classictrainsmag.com
P.O. Box 1612
Waukesha, WI 53187-1612

Display Advertising Sales

Account Executive
888-558-1544, Ext. 625
mwielloch@kalmbach.com

Michael Wieloch

Customer service

Phone: 877-243-4904
Outside U.S. and Canada: 847-313-3921
Customer Service: ClassicTrains@Qmeda.com

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HeadEnd



New York Central's distinctive steel bay window cabooses sported eye-catching green paint.
Brian M. Schmidt collection

Before and after at Cleborne

"New locomotives for old"

reads the headline on this Santa Fe photo from May 1970. The railroad's copy identifies "modern freight locomotive 2649" and "obsolete locomotive 223" as the subjects. Perhaps that's an oversimplification for the news media. But *Trains* readers knew that, while they were still capable of moving the freight, the full-bodied F units weren't suited to branchline and switching work, which the Santa Fe needed locomotives for. So, the road embarked on a 233-unit rebuilding program in the 1970s to give it the motive power that it needed, with less capital investment than buying new. This view is something of a before-and-after for the whole program. Santa Fe



'Signal indication'

In the 21st century we hear it on the radio a lot: "Signal indication." That's the dispatcher telling a train crew he's lined the route and to watch for it to display. Earlier generations of railroaders didn't have such an easy time of it, however. Take for example this signal array at Mott Haven in the Bronx. New York Central and New Haven crews needed to know without a doubt what track they were on and what the corresponding signal mast was. And, of course, dozens of trains a day could navigate his area without incident — and no radio to ask the dispatcher for further clarification, either. New York Central



CSX unveils NYC heritage unit

CSX Transportation's eighth heritage locomotive is a salute to the New York Central. The ES44AH carries No. 1853 for the Central's founding year. It took the paint shop crew 22 days to adorn the locomotive with the Central's classic lightning stripe scheme. The unit joins others honoring Baltimore & Ohio, Chessie System, Seaboard System, Conrail, Chesapeake & Ohio, Louisville & Nashville, and Atlantic Coast Line. Two photos, CSX

E unit for Monticello

Canadian National has donated a former Illinois Central E9 to the Monticello Railway Museum in central Illinois. The unit wears a variation of CN's classic 1950s green-and-black paint scheme — notably with the CN "noodle" logo in place of the original maple-leaf emblem — applied in 2014. It is the fourth paint scheme No. 102 has worn since the 1990s. The locomotive was built in January 1950 for the Chicago, Burlington & Quincy as its No. 9940A and became Burlington Northern No. 9940 in 1970. It was part of the purchase of the BN E-unit fleet by Chicago's West Suburban Mass Transit District in 1972, and along with the other locomotives was sent to Morrison-Knudson for rebuilding for commuter service. The resulting units were designated as E9s. Steve Smedley



OBITUARIES

H. Roger Grant, a leading professor of transportation history and the author of more than 40 books, died Nov. 17, 2023, in Clemson, S.C., where he taught at Clemson University. He was 79. Grant's books, most often for university presses, cover nearly the full spectrum of American railroad history, from biography (Jervis Langdon, John W. Barriger III) to comprehensive company histories (Rock Island, Chicago & North Western) to studies of railroads' impact on culture (the role of the station agent, railroad postcards) and wartime railroading. In his monumental 2013 volume *Railroads and the American People*, Grant considered the social impact of railroads during the years 1830-1930, a model he followed six years later with *Transportation and the American People*, covering not only railroads but also canals, stagecoaches, airlines, and buses. Both were published by Indiana University Press, where he was an advisor for its *Railroads Past and Present* book series.

Mallory Hope Ferrell, a former pilot for Western and Delta Airlines, died Dec. 25, 2023, at his home in Peachtree City, after a long illness. He was 88. Along with his many books, Ferrell had dozens of bylines in *Trains*, *Classic Trains*, and other railroad periodicals. Ferrell's books touched on nearly every aspect of narrow-gauge and steam short-line history. But it wasn't all railroading for Ferrell. In fact, his first love undoubtedly was flying. Born Nov. 23, 1935, as a child he witnessed planes attacking German U-boats off the Virginia coast. As a teenager he had a job at a local airport and earned his pilot's license at the age of 15 — before he even had a driver's license — and in 1959 joined the Air Force through the ROTC program at the University of Miami. After Vietnam, Ferrell worked briefly in his family's flooring business before landing a job as a flight engineer on the Boeing 707 for Western Airlines, followed by his many years as a pilot at Delta, which acquired Western in 1987.

In 1937 EMC built six early streamlined TA diesels for the Rock Island, Nos. 600-605. Here, 604 is mated to an F7B at Omaha in July 1953. Brian M. Schmidt collection



EMC's TA: A Locomotive That Kind of Didn't

An early passenger diesel, the TA was a Rock Island oddity

If it looks and sounds like an early EMC E-series streamlined diesel passenger locomotive, there is a good chance it is. But don't bet the family farm.

The locomotive in question is the EMC TA diesel, a one-off design built specifically to power Chicago, Rock Island & Pacific's new *Rocket* streamliners, a series of semi-articulated trainsets built by the Budd Co. in 1937. Six units were built, numbered 601-606, in 1937. (EMC, or Electro-Motive Corp., became GM's Electro-Motive Division, or EMD, in 1941.)

Despite their similarity in design, once you know they exist, the TA units are easy to tell apart from Es. They were physically a little smaller, with recessed headlights and two-axle trucks. Inside hummed a standard Winton 201A V16 diesel, like the company was offering in other locomotives. The 201A, in this application rated at 1,200 hp, was succeeded by the 567 design that powered the majority of EMD's first-generation locomotives.

The TA factory paint scheme was a snazzy maroon, red, and silver design with liberal amounts of stainless steel to match the accompanying passenger cars. It was never clear if the TA was a special design for the *Rocket* trains or if it was just not marketed to other railroads.

Over their operating careers, the TAs were very successful, proving to be dependable little work horses. As they aged, the railroad

added larger number boards and a gyrating light in the nose to complement the original headlight. For ease of maintenance, over the years the stainless steel went away, as did the flexible diaphragm between the back of the locomotive and the first passenger car.

Normally, nearly unique locomotives such as these see their original assignments disappear, and the locomotives themselves usually follow suit. As more modern power and shifting passenger-car directives changed, the TA units eventually found themselves as standalone locomotives assigned to the Rock Island's general passenger and commuter fleet. All six wound up on locals and commuter trains radiating out of Chicago until they eventually were retired in the late 1950s.

All six EMC TA diesel locomotives were scrapped. — *David Lustig*



The Rock Island's TA diesels appear at first glance like early E units, but they are shorter and ride on four-wheel trucks. Rock Island

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A rendering of the planned visitors' center at the Nevada State Railroad Museum in Boulder City.

Nevada State Railroad Museum

The year in railway preservation

Big bucks for big buildings were a theme in 2023



The planned redesigned museum entrance at the B&O Railroad Museum's South Car Works building is boosted by a \$5 million contribution from CSX Transportation. B&O Railroad Museum

Add it up — a million here, a million there — and soon you've got some serious money. Looking back on 2023 in railroad preservation, the large sums secured for new museum facilities add up to be the biggest story.

The tally sheet shows the State of Nevada budgeted \$23 million for a new visitors' center at the Nevada State Railroad Museum in Boulder City. The state earmarked an additional \$76 million to remodel the freight barn at the Nevada Northern Railway and \$800,000 to stabilize the depot at the East Ely Railroad Depot Museum.

CSX Transportation set the pace for the B&O Railroad Museum's campus transformation with a \$5 million contribution and landed Joe Hinrichs, CSX president and CEO, to serve as campaign chairman. The South Baltimore Gateway Partnership added \$1 million. The goal — \$30 million — will create a new museum entrance and amphitheater and renovate the 33,000-square-foot South Car Works into exhibit, archive, and educational space. The new facilities will open for the 2027 bicentennial of American railroading.

The Pennsylvania Trolley Museum opened its new \$15 million, 21,000-square-foot welcome center. Fundraising had been in progress since before the COVID pandemic, with delays causing the total cost to balloon by 40%. The new facility features interactive science and technology



The planned 20,000-square-foot exhibit building at the Western Pacific Railroad Museum in Portola, Calif. Western Pacific Railroad Museum

exhibits related to trolleys, education space, and the museum store.

The Texas legislature's budget contained \$10 million for track work, including rail, tie, and ballast replacement, on the Texas State Railroad, a tourist line in Palestine, Texas. Some of the rail to be replaced is more than 100 years old.

Expansion plans at the National Railroad Museum in Green Bay, Wis., got a boost when the state chipped in \$7 million toward a 32,040-square-foot addition to the Lenfestey Center, its main exhibit hall. The addition will allow for expanded exhibits around newly restored pieces and more space for educational programming and events.

The planned 20,000-square-foot exhibit building at the Western Pacific Railroad Museum in Portola, Calif., got a \$1 million boost from a U.S. Department of Agriculture grant. The facility will house 10 to 16 pieces of rolling stock and serve as a disaster evacuation center.

These projects alone represent a \$69.4 million investment in American rail preservation.

The past year also held a number of significant anniversaries.

It was Aug. 2, 1873, when Scotsman Andrew S. Hallidie launched what would become a symbol of San Francisco — the cable car. It was 150 years ago that Hallidie's first cable car ran along Clay Street.

In England the celebration was for the *Flying Scotsman*, an A1-class 4-6-2 Pacific steam locomotive, that reached the century mark. The *Scotsman*, designed by Sir Nigel Gresley for the Great Northern Railway, is the first British locomotive to achieve a verified

speed of 100 mph. The locomotive entered service Feb. 24, 1923.

Restoration work continued in 2023 on numerous steam locomotives. Several big-name engines were put back in service. Count among this number Pere Marquette No. 1225 and Santa Fe Nos. 2926 and 3751. Smaller and less heralded, but noteworthy in terms of perseverance, is the return to operation of SMS Rail's Alco 0-6-0, completed after 14 years. The

locomotive, built for the U.S. Army, will see excursion duty in 2024.

Diesels increasingly made preservation news, with a growing number of units donated to museums or otherwise securing restoration. Leading the list of internal-combustion head-

liners were Nickel Plate PA No. 190 and Union Pacific DDA40X No. 6936. The former Santa Fe and Delaware & Hudson Alco was acquired by Genesee Valley Transportation from preservationist Doyle McCormack for use on the company's office-car train and other special moves; the 6936 will be the only operational DDA40X, thanks to the restoration work of Railroading Heritage of Midwest America at its Silvis, Ill., facility, after donation by UP last year.

In January, the new year, only 10 days old, was marred by the death of preservation feline Dirt, the Nevada Northern Railway Museum's shop cat. Dirt was 15 years old and had been a fixture in the shop since found there in 2008. The Facebook obituary post to date has been "liked" by more than 36,000 people, has garnered 5,400 comments, and 17,000 shares. Dirt was laid to rest near the museum depot in Ely, Nev. Although there is sorrow over Dirt's passing, the museum has adopted a new shop cat, "Dj" — Dirt Jr. — *Bob Lettenberger*

Diesels increasingly made preservation news, with a growing number of units donated to museums or otherwise securing restoration.

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An eastbound freight rounds the curve just below Soda Springs, Calif., on Donner Pass in the late 1940s. Jim Morely



Most distinctive articulated: SP cab-forward

Latter-day cab-forwards ended up operating over virtually the entire Southern Pacific system

The cab-forward approach originally appeared in 1910 on what was called the MC class of 2-8-8-2s, all of which were compound Mallet-type engines. Although these machines were successful at first — especially at keeping the crews in fresh air — by the late 1920s they were falling short of the requirement to move faster freight trains, thanks to increasing competitive pressure from trucks. The answer was to design a completely new engine, featuring the “reverse” 4-8-8-2 wheel arrangement in which the lead truck could support a larger firebox. Notably, these engines were designed as single-expansion

simple articulateds, although the nickname “Mallets” continued to stick with SP railroaders.

Baldwin would go on to construct 195 engines in the AC class from 1928 through 1944, numbered in either the 4100 or 2100 class and delivered in eight groups, all of them oil burners equipped with 63½-inch driving wheels. The first 10 in the order weighed 475,000 pounds, but most later models came in at a whopping 531,000 pounds, give or take, and could deliver 124,300 pounds of tractive effort. Changes through the following orders of AC engines were not dramatic, mostly improvements in feedwater

heating, an increase in boiler pressure from 235 psi to 250 psi and moving the cross-compound air pumps along the side of the boiler to the platform in front of the smokebox.

Although The Hill inspired the original design of the ACs, the latter-day Southern Pacific cab-forwards ended up operating over virtually the entire system, from the New Mexico desert to the Cascade Mountains of Oregon and northern California. Although designed as freight engines, they often served in passenger service, and some of the most famous photographs of the ACs feature them in troop-train service. Of their World

War II service, *Trains* Editor David P. Morgan wrote: "It is enough to say of the 4100s and the 4200s that without them the railroad would have broken under its immense war load with disastrous effects."

An interesting debate arose during the era of the cab-forwards: who was mostly responsible for the novel design, Baldwin or SP? Steam scholar Dan Ranger discussed the subject in the August 1968 issue of *Trains*: "The Southern Pacific men claimed that the design of the cab-ahead Mallets was theirs, but the Baldwin men say it was theirs. I do not say that Baldwin did not help a good deal, but rather, that it did not come up with the original idea, only with subsequent design changes as the lineage of the cab-aheads progressed."

Despite their successful employment across the SP, the arrival of hundreds of EMD F-unit diesels from 1947 into 1953 doomed the legendary articulateds. The last revenue trip of Southern Pacific cab-forwards came Nov. 29-30, 1956, followed by a "farewell" Nov. 30-Dec. 1, 1957, excursion — appropriately over The Hill — between Roseville, Calif., and Sparks, Nev. Alas, only one of the great AC engines was saved, No. 4294, now immaculately preserved at the California State Railroad Museum in Sacramento. — *Kevin P. Keefe*



No. 4180, a member of the AC-8 class of Southern Pacific cab-forwards, leads a train over Altamont Pass in Northern California. Robert Hale



An early MC-class cab-forward articulated, No. 4028 sports a 2-8-8-2 wheel arrangement and distinct tender style. *Classic Trains collection*



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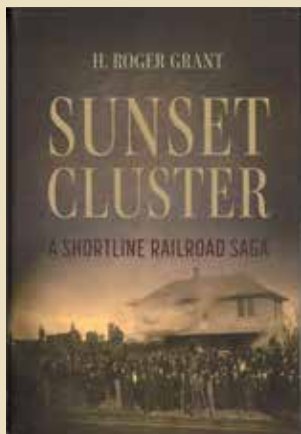
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Reviews



Sunset Cluster

By H. Roger Grant, Indiana University Press, Bloomington, Ind., 224 pages. \$28.

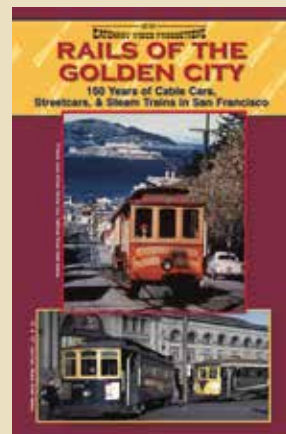
In one of his last books (see page 6), vaunted railroad historian and author H. Roger Grant examines the history of five Iowa short lines. He notes that the late 19th and early 20th centuries were a time of "railroad fever," when communities and investors recognized the future of transportation was the railroad. The five railroads are the Atlantic Northern & Southern Railway; Iowa & Southwestern Railway; Creston, Winterset & Des Moines Railroad; Iowa & Omaha Short Line Railway; and Des Moines & Red Oak Railway. Author Grant holds these railroads up as examples of the waning expansion of the U.S. railroad industry in the early 20th century. This, then, makes their stories more important than perhaps their mileage would lead a reader to believe. A single page map shows the railroads together in southwest Iowa in the context of other, better-known operations nearby. The book is a fitting testament to Grant's research and storytelling abilities and worthy of the readers' time. — *Brian M. Schmidt*



Milwaukee Road Mainline

By John Kelly, PB&J Books, Madison, Wis., 126 pages. \$36.95.

The Milwaukee Road continues to attract fans decades after its passing by people who never even saw it operating – your editor included. This photo-driven book follows the railroad's main line from Chicago north to Milwaukee and west to the Twin Cities. The book is divided into five chapters cover the railroad in Chicago, Bensenville Yard, city of Milwaukee, depots across Wisconsin, Portage, LaCrosse, Mississippi River, and Twin Cities. Sidebars cover piggy-back Sprint Trains, Milwaukee-area facilities, the 1965 Mississippi River flood, and Minneapolis passenger station. Some photos suffer from over-enlargement or need more cleaning, but the overall selection helps showcase the railroad from the late 1960s into the early 1980s. One nice diversion from the standard photo book formula is the widespread inclusion of railroad advertising and timetable pages, which help inform the readers in the absence of a lengthy text. — *B.M.S.*



Rails of the Golden City

Catenary Video Productions, El Granada, Calif., 65 minutes. \$29.95.

We're often admonished to not "judge a book by its cover." The same advice applies to video documentaries, as well. In spite of its dual cable car and streetcar cover photos, the program also covers Southern Pacific steam and diesel action. In addition to SP, operations covered include Municipal Railways, Market Street Railway, and Key System electrics. Vintage 16mm color video shows rail operations in the 1940s and 1950s, with some modern footage added for context. Maps and still images supplement the video recordings and provide valuable historic context for viewers. Particular attention is paid to the great San Francisco earthquake and fire of 1906, as it was a pivotal event for the city and its rail infrastructure. *Rails of the Golden City* provides an informative and engaging look at railroading on the San Francisco Peninsula at mid-century. — *B.M.S.*

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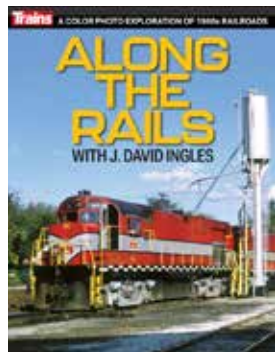
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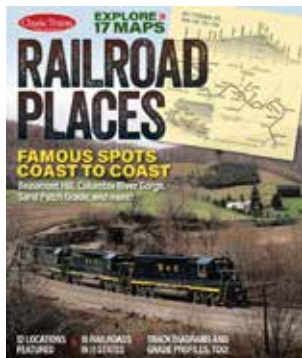
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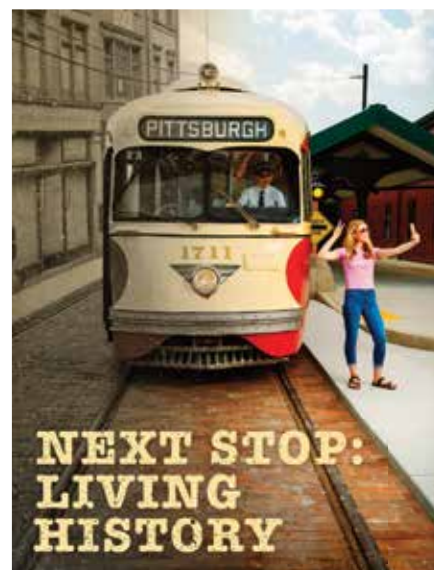
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A former San Diego Trolley Siemens U2 light rail vehicle rolls through Mendoza, Argentina, under a preserved steam road signal bridge in 2013. Alan Miller

Trolley reacquaintance

I enjoyed the photos of the San Diego trolley U2s. Living there, I watched it being built from scratch. Eleven of the U2s found their way to Argentina, where they operate on Metrotranvia in Mendoza. The line opened in February 2012 and is 11 miles long with 25 stops. Extensions are planned to the airport and other areas. The photo attached is from Aug. 26, 2013. The inoperable signal bridge is preserved from Belgrano Railway days. — Alan Miller, Santiago, Chile

An Alco appreciation

As soon as I saw the cover I immediately turned to Greg McDonnell's "Between The Lines" article. I was fortunate to get a cab ride on the Delaware & Hudson Alco PAs, Nos. 16 and 17, back in 1974. I have been following the PAs on their journey to Mexico and back. I recently saw the Nickel Plate-painted Delaware-Lackawanna PA at Steamtown. It's a miracle two such units have been brought back.

Norm Seeger, Newtown, Pa.

I always enjoy my *Classic Trains*. The Winter 2023 issue is not an exception.

I was especially pleased to see the Canadian National RSC24 locomotives 1800-1803 on page 6. I saw three of the four at Garneau, Quebec — look 100 miles north-northeast of Montreal — in ... oh, it must have been the early 1960s. I was a teenager and didn't know what I was looking at. In hindsight, I wonder if the units were tried on the line to Chibougamau in northern Quebec but

were found wanting, and were en route back to Montreal.

I never again saw an RSC24, not at Garneau nor elsewhere. Yet the critters remain among my favorite locomotives!

The 1800s turned up in Montreal. At least one enthusiast excursion was run with 1800s. The units also turned up on various assignments in New Brunswick.

A typographical error crept into the text. There was no FPA2 No. 6761. That should be 6751. A CN "Diesel Unit Data



Former Indiana Hi-Rail RSD15 442 handles a passenger train on the Austin & Texas Central in November 2000. Mike Harbour

Book" dated September 1964 confirms.

Readers can see a B-B trucked 1800 in *CN Lines* magazine Vol. 16 No. 2, Issue 59, page 46. When the Moncton, New Brunswick, shops — long gone — were converting RS18s to RSC14s for light lines in Maritimes Canada they needed the A-1-A trucks from 1801. To get the 1801 to the Moncton scrap line, they put it on surplus four-wheel trucks from the converted RS18s. It didn't look all that different, in retrospect.

Montreal Locomotive Works offered a B-B version of the RSC24. There were no takers. But if it had been offered not with a 244 engine, but with the 6-cylinder in-line 251 engine used in the RS23 the Canadian Pacific bought, which a former CP locomotive man told me was the best engine Alco/Montreal ever made, who knows?

Gordon D. Jomini, Fredericton, New Brunswick

The Alco locomotive pictured at the bottom of page 4 is not gone, but merely relocated and proudly residing on the roster of the Austin Steam Train Association in Cedar Park, Texas, though it is out of service awaiting repairs.

Gene Holiman, City, State

¶ As you note, they are not all gone from the earth, but in the context of childhood experiences that I wrote about, they are indeed no more. — B.M.S.

Illinois disillusionment

The 1920s Illinois Terminal map on page 49 in the Winter 2023 issue was a nice old chestnut. However, it would have been more helpful if it was printed in a large-enough size so as to be usable as a reference to the article.

Jeff Kovacs Milford, N.J.

¶ The *Fallen Flags* series is a fantastic resource for ready-made maps today. Unfortunately, and for reasons not known, the *Illinois Terminal* installment ran with that timetable map from the author's collection instead of newly created art. I figured if it was good enough for readers in 2016, it's still good enough today. — B.M.S.

'Cadillac' correction

On page 5, the term "Cadillac" was the nickname of SP's SD9s, not their SD7s. That said, many of us did call the SD7s "baby Cadillacs."

Ken Rattenne, Modesto, Calif.

Colorful City of Miami

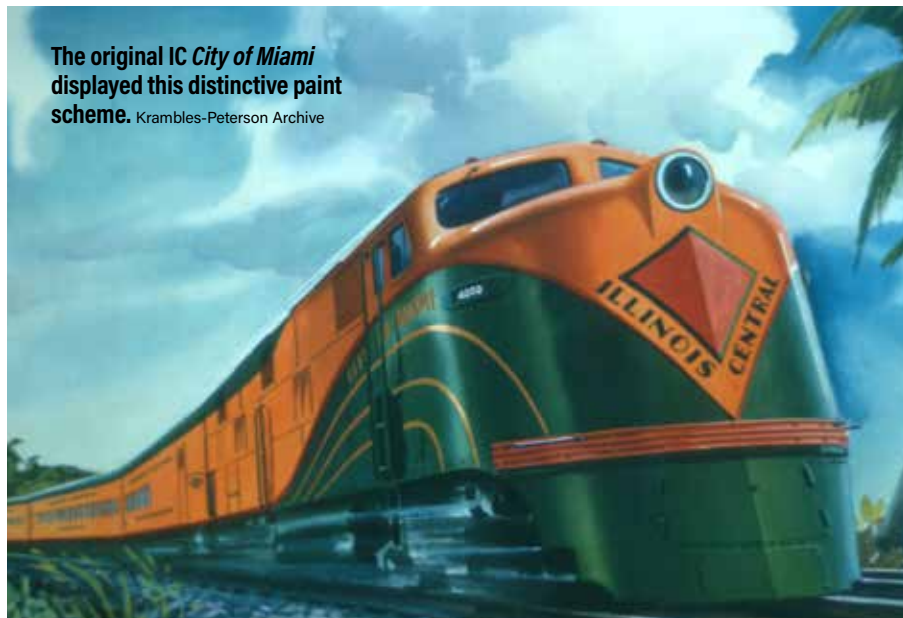
The two photos on page 64 are incorrect; the top photo has to be train 1, the *City of New Orleans*. IC still hauled storage mail in 1969, and the two baggage cars would indicate this is train 1. Instead, the *City of Miami* would have had a lone baggage-dormitory car, first out, for the dining car crew. The second view of observation car IC 3300 was taken in June 1968, as has been noted in other publications.

Further, the original train was repainted gradually, one by one. We can narrow down this period as post World War II, 1945 through early 1947, the date of a derailment at Leverette Jct, Ill.

Regarding the coordinated operation of the trains, perhaps a better phrasing would be that there was a daily departure from both Chicago and Miami, rotated among the nine carriers, which offered coordinated service alternating with *City of Miami*, *Dixie Flagler*, and *South Wind*, equipment with different route options.

Finally, the use of Vista Dome Pull-

The original IC *City of Miami* displayed this distinctive paint scheme. Krambles-Peterson Archive



mans began in winter 1959 with Northern Pacific cars being used, in addition to the Burlington cars. Eleven cars in the series, with only two being CB&Q cars, the other

eight being NP and one SP&S. They all rotated in Florida service over the years.

I agree with the author that the original *City of Miami* livery was one of the finest ever placed on a streamliner. You never can have too many articles on the Illinois Central and its trains.

Phil Gosney, Castro Valley, Calif.

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.

East, West & in between

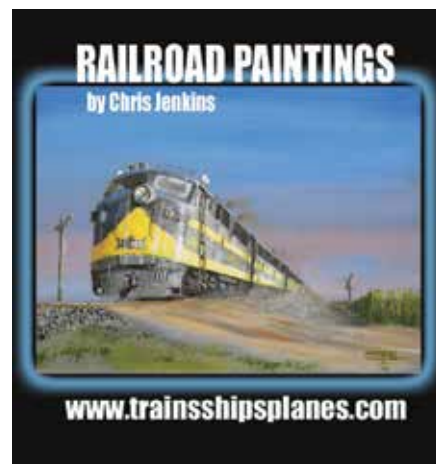


In the Fall-Winter 2023 issue of *Railroad History*: New Haven vs. the industry; Harvey Houses; railroading and temperance in West Virginia; Timken's 1950s roller-bearing ad campaign; and Short Takes looks at the GG1's final curtain, Alaska Railroad's centennial, and the twilight of New Mexico's semaphore signals.

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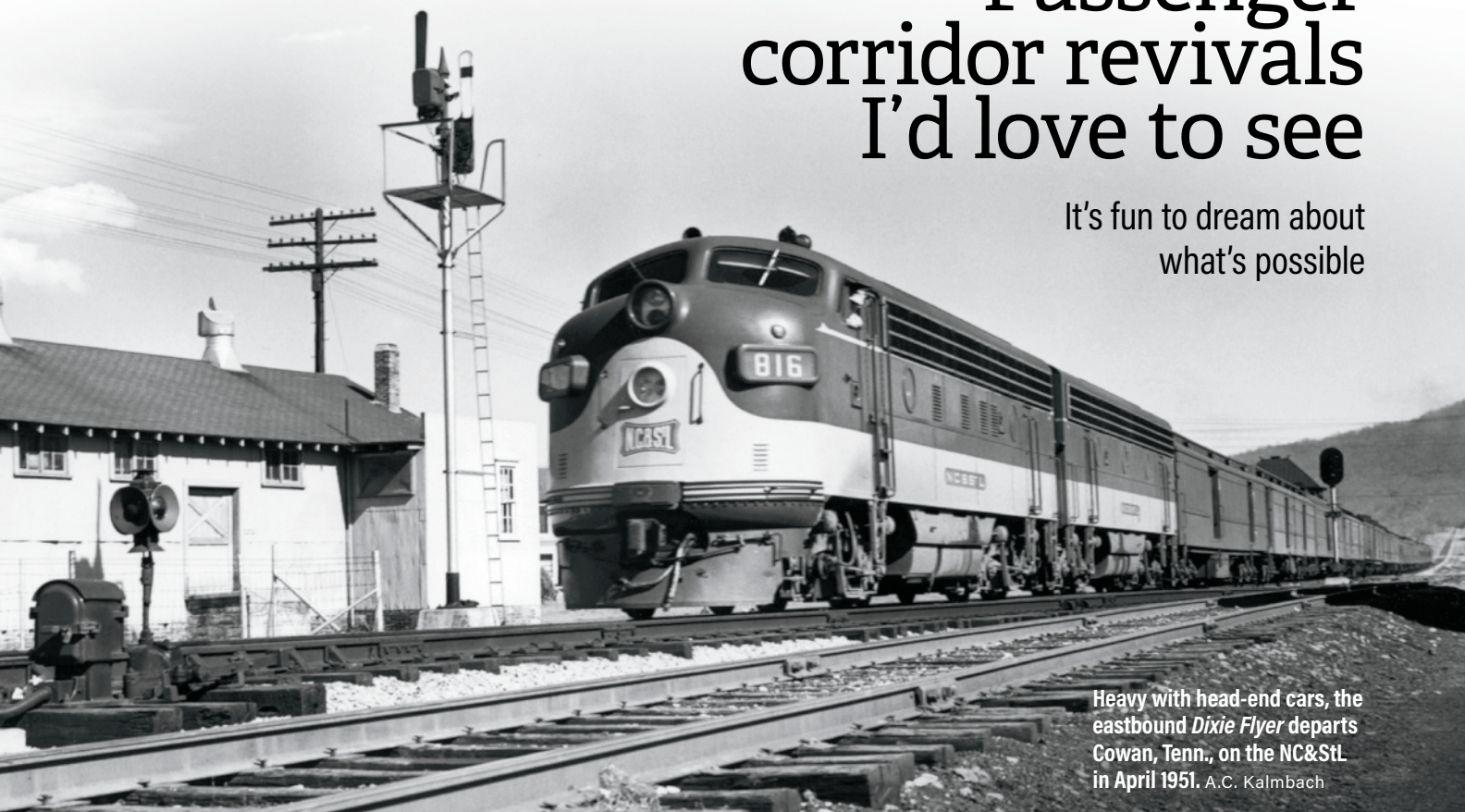
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Passenger corridor revivals I'd love to see

It's fun to dream about what's possible



Heavy with head-end cars, the eastbound *Dixie Flyer* departs Cowan, Tenn., on the NC&STL in April 1951. A.C. Kalmbach

I'm not holding my breath, but the Federal Railroad Administration late last year released a long list of routes chosen for what it calls its Corridor Identification and Development Program, which the *Trains News Wire* describes as “a catch-all group of 69 potential future Amtrak routes, possible extensions to existing routes, efforts to increase service on existing routes, and future high-speed systems.”

At this point it's all just projections, with a modest amount of money set aside to research various routes and carrying a horizon line of 10 years — enough to make me think, “I'll believe any of these when I see them.” Still, it's fun to dream about what's possible, and several of these routes are especially exciting to me. Here are three from among the many options:

Instituting Cleveland-Detroit service, for instance. This would basically recreate what New York Central did nearly a century ago with its *Mercury*, a day train operating on a fast schedule via Toledo. Launched in July 1936, the streamlined *Mercury* must have been a

head-turner for an industrial region coming out of the Depression. The original train was comprised of rebuilt heavyweight coaches retrieved from Putnam Division service, pulled by K5d 4-6-2s Nos. 4915 and 4917 dressed in an “upside-down bathtub” shroud.

The best feature of the train must have been the observation car, a deep-windowed affair that would have afforded spectacular views as the train raced across the bridges and long causeways hugging the Lake Erie shore near Sandusky. The *Mercury* was popular enough to cause NYC to extend the brand, eventually running nearly identical trains Chicago-Detroit and Cincinnati-Detroit, albeit with different motive power, usually 4-6-4 Hudsons. The *Mercury* family remained on the schedule only briefly, though, with the Cleveland *Mercury* bringing down the curtain in July 1959.

This wouldn't be the first time Amtrak has made it possible to take the train between Cleveland and Detroit. In 1980, the railroad extended one of its Detroit-Chicago trains to Toledo and

called it the *Lake Cities*, allowing passengers to access the *Lake Shore Limited*. But the service was woefully slow: nearly two hours for the 57 miles between Michigan Central Station and Toledo's Central Union Terminal. I rode it once and swore “never again.” The *Lake Cities* was put out of its misery in 1995. But that doesn't mean Cleveland-Detroit service can't work. The string of cities and small towns along the west end of Lake Erie have a lot in common, and reinvention of the *Mercury* just might work.

You might say the same about another proposal, one that resonates with my family background: revival of service on CSX between Atlanta, Chattanooga, Nashville, and Memphis. In the 1950s this was the late, great Nashville, Chattanooga & St. Louis. Part of the route was home to a number of famous Chicago-Southeast streamliners, among them the *Dixie Flagler*, *Dixie Flyer*, and *Georgian*. The Memphis end of the proposed route was served by decidedly less glamorous accommodations, a set of coach- and sleeper-only schedules simply labeled “Night Trains.”

The Florida trains were part of a virtual “alphabet route” between Chicago and Florida that included the Chicago & Eastern Illinois from Chicago to Evansville, Ind.; Louisville & Nashville from Evansville to Nashville; NC&StL east to Chattanooga and Atlanta; and south from Atlanta one time or another over Central of Georgia, Atlantic Coast Line, and Florida East Coast.

In childhood, I witnessed these trains numerous times from the vantage point of tiny Alvin, Ill., north of Danville, home to my grandfather and great-grandfather, both of whom were C&EI tower operators. At that age I wouldn’t have known anything about their connections in the South, caught up as I was in the drama of blue-and-orange E7s and sparkling stainless-steel cars going all out at 79 mph. Now I’m intrigued by the possibility that passenger trains could return to the fabled “Dixie Line,” especially over NC&StL’s gorgeous mountain territory east of Nashville via ancient Cowan Tunnel.

Speaking of breathtaking mountain scenery, here’s a vote for bringing back the *North Coast Hiawatha*, the long-distance train Amtrak ran in Chicago-Seattle service until 1979. Although it basically followed the route of today’s *Empire Builder* as far as Minneapolis, beyond there it was very much a revival of Northern Pacific’s beloved *North Coast Limited*, at least in spirit. Over the years Amtrak trains 9 and 10 bounced back and forth between daily and tri-weekly service and never quite matched the *Builder* in popularity, but you couldn’t argue with the scenery, thanks



In 1939, the eastbound Detroit-Cleveland *Mercury* behind a streamlined 4-6-2 clatters over the junction at Delray, Mich. It is one of many passenger corridor revivals possible. Robert A. Hadley

to their fabled traversals of Homestake Pass and the Bitterroot Mountains.

Not even scenery or local political pressure were enough to save the *North Coast Hiawatha*, and it got caught up in a plan to cut 12,000 route miles from the Amtrak system. The last editions of the train departed Seattle and Chicago on Oct. 7, 1979.

The loss of the *North Coast Hi* really stung for me, as I’d lived in Milwaukee in 1974-76. I often saw the train coming through town, and frequently reminded myself “hey, man, you better ride this while you have a chance.” I kept putting it off, of course, and blew the opportunity. I’ve ridden the *Builder* many times, but, in a historical context, always considered NP’s *North Coast Limited* to be a more interesting train. Maybe it was that lovely two-tone green paint scheme designed by Raymond Loewy, or its

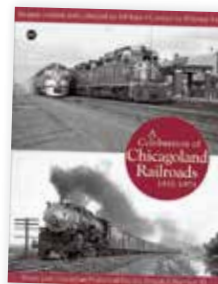
vaunted Montana scenery, or just the fact the train took a more meandering route to the Pacific Northwest.

Of all the services that might come back, the *North Coast Hiawatha* might have the best chance. Since 2020, a multi-county group in Montana called the Big Sky Passenger Rail Authority has been pushing for the train’s return, touting the fact that it would serve Missoula, Billings, Bozeman, and Butte, arguably more of a true “corridor” than the *Builder*’s route. I’ve got my fingers crossed. ■



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 biweekly blog “Mileposts” is at [Trains.com](https://www.trains.com).

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Mighty Maumee

Detroit, Toledo & Ironton GP40-2 No. 417 leads southbound train DM-11 across the mighty Maumee River south of Liberty Center, Ohio, on June 22, 1980. The bridge was built in the 1920s during a modernization program led by then-owner Henry Ford. The head cars are for the Campbell's Soup plant in nearby Napoleon; they will be set out at Malinta, 6 miles ahead, for the trip up the branch to Napoleon. Campbell's was a significant customer for the railroad, receiving steel for cans (in the first car with the offset door) and shipping soup. Alas, the business was lost by successor Grand Trunk Western, which acquired the DT&I in 1980. Today the plant is still open but all direct transportation is handled by truck.

Bob Lenardson, Zach Marlow collection





At South Amboy, K4 No. 3752 awaits the handoff from a GG1 to forward its New York & Long Branch train the 37 miles to Bay Head Junction.



FOR THE LOVE OF PENNSY

RECOLLECTIONS OF TEENAGE RAILFANS IN NEW JERSEY

BY KARL ZIMMERMANN // Photos by the author

My infatuation with railroads has such depth and longevity that casual acquaintances, when we're reintroduced, say "Oh, yes, you're the train guy." Over the years I've often been asked how I got so interested in trains, and I have three pat answers: a much older cousin who had model trains and mentored me through sequential Lionel and Märklin layouts; many a summer childhood trip by Pullman with my mother from New Jersey to Salt Lake City to visit her mother and large family; and a 65-plus-year collaboration in railfanning with Roger Cook, a friend and neighbor then and now.

All those candidate responses are in fact true, but exactly where the railfan bug first bit and left me with a lifelong infection is indisputable: on the Pennsylvania RR in my home state of New Jersey, in late summer 1957. Roger was my docent and companion for these all-too-brief early forays, over almost as soon as they'd begun, but unforgettable. My memories are anchored in South Amboy, on the New York & Long Branch, jointly operated by the Pennsylvania and Central of New Jersey, where majestic GG1 motors were swapped for K4 Pacifics, Baldwin Sharknoses, and Alco PAs (the latter two certainly a disappointment at the time, but in retrospect, nothing to sneer at).

My first experience with Pennsy steam, however, had come in Camden, in August, the month before I headed to the New York & Long Branch at South Amboy and later Bay Head Junction, the end of the line. Roger had gotten to the Long Branch ahead of me with Steve Ward, a mutual friend at least as train-entranced as us and who lived just a few blocks away in our home town of Oradell.

They'd ventured twice to South Amboy — and once beyond, thanks to their meeting Don Wood, the dean of Pennsy photographers, who drove the car-less teenagers to some choice locations.

I was sorry to have missed those first trips when I heard about them. But I can't complain, because at the time I was in Europe with my parents, where in the Alpine Swiss city of Interlaken we visited a camera store. When I sailed back to the States aboard the French Line's *Liberté*, I had with me a spanking-new Zeiss Ikon 35mm camera. Its light meter was iffy, but it had a killer-sharp lens, an invaluable asset. (My failed attempt the previous summer at shooting an oncoming Union Pacific Big Boy from the dome of a *City of Los Angeles* in full flight with a box Brownie doesn't count.)

BITTEN BY THE PENNSY BUG

So off I went to Camden via North Philadelphia by bus and rail with Roger and Steve, all of us far too young to drive. This journey was not simple: Public Service buses to Hackensack and then Newark, Pennsylvania RR train to North

Philadelphia, and Subway-High Speed Line to the Broadway station in Camden, the center of our activity there. Roger's father would pick us up in Newark on the return, since work would not interfere at that hour.

Somehow, still, South Amboy is the remembered heart of my Pennsy passion, engendered by the briefest of acquaintance, and maybe even enhanced by the simplicity of the activity there. When a decade and a half later I'd commission an oil painting from Grif Teller, the famed Pennsy calendar artist and by that time a friend, it would be of the South Amboy locomotive swap.

But the Camden we visited in late August 1957 in contrast was a beehive of activity, still a hub for trains of the Pennsylvania Railroad and the Pennsylvania-Reading Seashore Lines. In addition to K4s (we spotted six of them), there was a trio of B6 0-6-0 switchers darting about and three H9 Consolidations on local freights. All sported the railroad's unusual squared-off Belpaire firebox, named for Alfred Belpaire, the Belgian who invented it in 1864. (Technically, the locomotives we saw were classes K4s, B6sb, and H9s, the "s" standing for "superheated," but since in conversation we dropped the subscripts, I'm doing that here.) A 19-stall roundhouse, right on the shore of the Delaware River across from Philadelphia, was still intact and steamy, though the insurgent diesels had a presence and all too soon would take over.

The PRSL was born of the Consolidation Agreement of March 4, 1931, between the Pennsylvania and the Reading mandated by the New Jersey Board of



Serendipity provided this view of Pennsy K4 No. 5439 at the platform in North Philadelphia. It arrived out of the blue, bound for Monmouth Race Track in Oceanport, N.J., via Monmouth Junction.

Public Utilities. Both railroads' services to the New Jersey shore resorts were struggling in the face of growing highway competition. Ownership was split two-to-one in favor of Pennsy, and no doubt for this reason all the equipment we saw in 1957 was PRR. When we visited, PRSL was still running trains to Atlantic City, Cape May, Millville, and Hammonton. In addition, Pennsy had a 25-mile-long commuter line to Pemberton, which would eventually figure prominently in the events of our day.

THE INCOMPARABLE K4

Looking back through the long tunnel of 66 years as Roger and I attempted to piece together the particulars of that day, the activity we saw seems astonishing, especially considering it must have been late morning by the time we arrived. And the K4s were the highlight. The PRR rostered 425 K4s, built from 1914 to 1928, most in its own Juniata Shops — the most prolific and arguably the finest Pacifics ever owned by any railroad. In their heyday they hauled the most exalted of Pennsy varnish, from the *Broadway Limited* on down. When No. 3750 strode into Camden's Broadway station with a train from Atlantic City, carrying heavy-weight Pullmans on the head end, including one that Roger remembers as being

In Camden, B6 No. 6399 adds its 36,140 pounds of tractive effort to H9 No. 1777's 45,327 pounds to successfully pull a local freight upgrade from the yard.



in Texas & Pacific livery, it seemed to have lost none of its élat.

We'd see this particular K4 later on the New York & Long Branch (all heavy maintenance of NY&LB power was done in Camden, so this was not surprising). No. 3750 would become the star of my Grif Teller oil by accident, though, and it survives at the Railroad Museum of Pennsylvania in Strasburg, outdoors and needing more love. The only other extant K4, No.1361, not far away at the Railroaders' Memorial Museum in Altoona, is making out much better. Its restoration is far along. Another K4 in action that day was No. 5497, notable among the class's late survivals and unique for us because it retained its slat pilot; others of the class received heavy solid pilots with drop couplers and "chin plates" under their number plates as part of modifications in the World War II era.

But not only K4s were in steam. H9 No. 1777, one of the three we saw in action, stumbled getting its freight up the grade from the bowl of the yard, near the Delaware shore. To the rescue came No. 6399, a B6, that Jack of all trades. Coupled on ahead, it got the 2-8-0 up the hill before cutting off and sending the freight on its way.

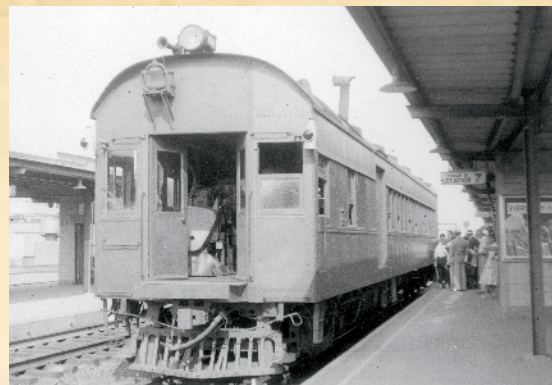
'WHERE THE HELL IS PEMBERTON?'

The three afternoon commuter trains to Pemberton had our special attention, and Steve was promoting a plan that involved a train ride. The first train, due out at 4:40, daily except Sunday, was a

gas-electric "doodlebug." Though today that would be of great interest, to us it wasn't then. But the second, weekday-only three car-train 983, due out at 5:21, was lined up with K4 No. 3872. Why not ride to Moorestown, a short jaunt of 11 miles, Steve argued. We could take a bus back, though as that was an era long before cell phones and the internet, I'm not exactly sure how we knew that.

So, we rode, leaning out windows to capture views of the 3872 on the head end. After jumping off at Moorestown we rushed down the platform to get a shot of the K4 leaving, Pemberton-bound. As it turned out, we were Pemberton-bound, too. Steve thought hopping the third train, which would arrive in Moorestown in less than half an hour behind K4 No. 5351, would be the perfect way to end the day. (As it turned out, roughly three months later 5351 would haul Pennsy's last regular-service, steam-hauled passenger train, Pemberton-Camden.) Why not? So, we did. At Pemberton we watched No. 5351 push its two cars back to join the three left by the 3872. Then it was time to pay the piper, so Roger found a pay phone to make an awkward collect call to his father, confessing we'd be arriving in Newark much later than planned.

"Where the hell is Pemberton?" Lou Cook barked, not best pleased with this turn of events. Explanations followed, and we found a bus to begin our journey home, which was not without interest. At 9:54 p.m. at North Philly, a literally unique train showed up to take us to Newark: the Evening Keystone. The



Due out of Camden at 4:40 p.m., train 997, the first of a trio of locals to Pemberton, was covered by a doodlebug. Presumably ridership was lower than later steam-powered trains.

Keystone, a one-off streamliner built by the Budd Co. for PRR the year before, made two Washington-New York round trips daily. It was ahead of its time, with a generator car providing electric power for seven coaches with center sections two feet lower than the ends for better stability on curves. But the design proved unpopular, mainly for awkward passenger flow inside. Never duplicated, the trainset was retired in 1968. As we settled into seats on the lower level, we were relieved to be on our way home.

It was 11:15 p.m. when we arrived, shamefaced, at Newark's Pennsylvania Station. Though we were briefly in disgrace, this didn't curtail our quests to photograph Pennsy steam. But school did, beginning in September. I was a new freshman at Englewood School for Boys, Roger a sophomore at the local public



A Pennsylvania-Reading Seashore Lines train from Atlantic City glides in to Camden behind a Pennsylvania RR K4.

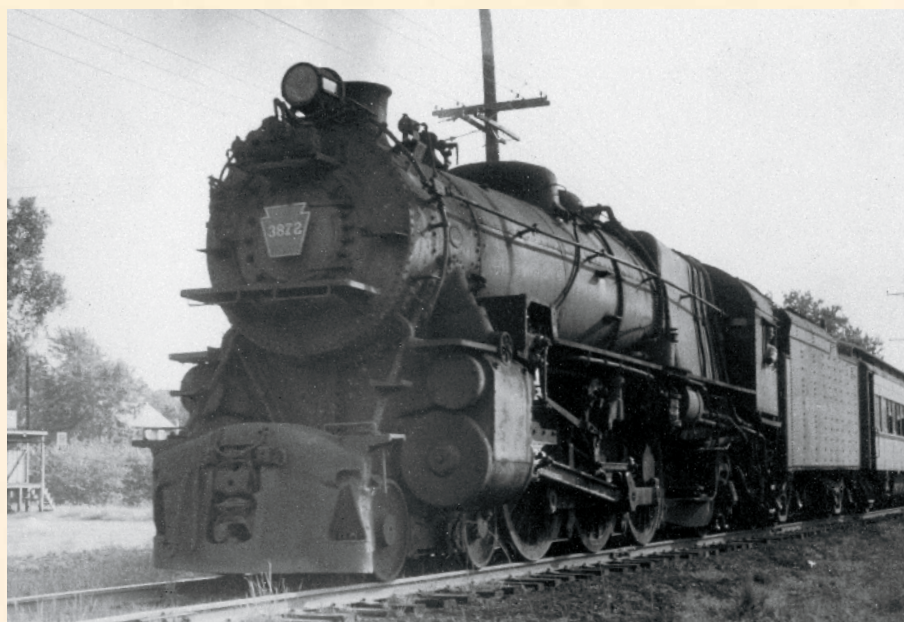


At Pemberton, day's work done, K4 No. 5351 shoves the two-car consist of train 987 down the track to join the three coaches of train 983.

school, and Steve boarding at St. Bernard's School, some distance away in Gladstone, which made him less available for future trips. That meant our train treks from then on were week-end-only, when action was limited. It had been that way on our next return to Camden, when smokebox shots in the roundhouse — including one of a cold 1777, the H9 that had been part of the memorable double-header on our first visit — were all I accomplished there. When we'd detrained in North Philadelphia from the train from Newark, however, by dumb luck we were still on the platform when a K4 appeared with what we took to be a special bound for the Monmouth Race Track.

K4 3752 AND SIDEKICKS

The same weekend-only constriction would be true of our South Amboy visits. But one sunny September Saturday was all it took for me to pick a favorite K4, No. 3752, "my" locomotive, and ensure that South Amboy would forever be an iconic place for me. Roger and I walked the few hundred yards from the station to the engine terminal, and there was 3752, flanked by a Baldwin Shark-nose. Nearby on the motor track were a pair of "modified" P5s (i.e. semi-streamlined, originally used in passenger service, shorter lookalikes to 4800, the original GG1 before Raymond Loewy smoothed it out and dressed it up). There were also unmodified P5s (box cabs) and



At Moorestown, No. 3872 gets a roll on train 983 heading to Pemberton, where it will tie up for the night. Our roving gang of young railfans would also end their trip in Pemberton.

tracks'-worth of Pennsy's distinctive owl-eyed MU cars, a train of which had been our transportation.

Happily, Roger and I hadn't yet developed the retrograde aversion to photographing diesels that would afflict us later, especially on subsequent trips to Canada. Steve was more of a steam purist, and Roger recalls his jostling his arm when he pointed his camera at internal combustion. But this day 3752 was the star of the show. It was mid-afternoon when it dropped out of the engine terminal, rolled past the depot and the brick headquarters building of the Rari-

tan River RR, crossed John Street where the gate keeper had manually cranked down the gate to stop vehicular traffic, and into the pocket track, there to await the train from Pennsylvania Station in New York. Glistening in the near-to-black paint popularly called "Brunswick Green," sporting the new bold single yellow stripe and the emblematic red key-stone, the GG1 rumbled by, clearing so the 3752 could back onto the train.

We then hurried down the track, past the interchange with the Raritan River RR, past the end of the catenary (hung with an "AC Motor Stop" sign), to the sig-

nal bridge that would frame our farewell picture of 3752. That was it. We'd return to South Amboy, but nothing was in steam there, so we hopped a Fairbanks-Morse Train Master-powered Jersey Central train and rode the 37 miles to Bay Head Junction. There a pair of K4s slumbered picturesquely in the sun: Nos. 5439 and 3750, the latter of which we'd seen operating in Camden. The NY&LB collaboration between PRR and CNJ had been cemented in January 1882, about a year after the line was completed, but though the Train Masters were rare diesels, they were very much a sideshow for us.

THE DAY OF DAYS

One more main-tent event did remain on the Long Branch for us, and that occurred on Sunday, October 20, 1957, two days before my 14th birthday, and I couldn't have hoped for a better present. This was a round-trip steam excursion behind K4s, with larger piston valves and front-end throttle) No. 612, sponsored by the Branford Electric Railway Association. The train left New York's Penn Station at 10:15 behind a GG1, picked Roger and me

up in Newark 15 minutes later, then left South Amboy at 11:05 with the 612, glistering in fresh black paint, on the point. Forty-five minutes later we stopped for lunch in Asbury Park, laying over in the yard south of the station.

While we waited, two southbounds passed — PRR No. 789 powered by a Sharknose scheduled by at 12:22 pm and CNJ No. 3377 at 1:29 pm — suggesting

that this long lunch stop was to clear the southbound track for us, which we took through Sea Girt to Manasquan, where we deviated onto the PRR branch to Jamesburg. Just out of Asbury Park we met northbound No. 782 with K4 No. 830 and a Shark, probably balancing power for Monday. Our next stop was in Allentown for pictures with the train on a bridge over the Garden State Parkway —



On the motor track at South Amboy, a pair of modified P5s bask in the sun. The author was more interested in K4 No. 3752, which stood nearby in the engine terminal. It appears on the cover.



No. 3752 rolls out of South Amboy en route to Matawan, just 5 miles away, and ultimately Bay Head Junction on the Atlantic coast.

just completed, perhaps the reason for the choice of location. "Do not cross the Parkway at grade; cross only via the railroad right-of-way," read the warning on our itinerary. Yet Roger's 8mm movie camera caught one foolhardy fan sprinting across the highway. Fortunately, he survived.

Next, at Englishtown, mid-afternoon, came the trip's highlight: "Picture stop for still and movie cameras." After Englishtown Fire Department volunteers filled the 612's tender, the K4 backed its train for some 1,000 yards, then roared past us, "under a canopy of coal smoke," as Lucius Beebe might have written had he been lucky enough to be there. That did it for me. My fascination with photography of smoky steam locomotives has never faded.

From there we headed to Jamesburg. Before returning to South Amboy on the Amboy Secondary, we backed a mile or so to see a preserved piece of the pioneering Camden & Amboy right-of-way and its stone sleepers. Then back to South Amboy and Newark, effectively ending my own Camden and (South) Amboy adventures, though we hadn't given up trying.

EPILOGUE

In addition to indelible memories, the 612 trip brought Roger and me a new friend, Long Islander Vinnie

Alvino. Vinnie had a driver's license and a Buick, and in the next few years the three of us traveled as far as Quebec and Virginia in search of steam. What I remember as our first trip together — in February to Camden and then New Egypt, headquarters of the Union Transportation Co. — came up mostly empty. Union Transportation was a short line that connected with the Pennsy at Pemberton, a spot well known to us.

Union Transportation operated with PRR B6 No. 5244, but since we came to call on a weekend it was snug inside its one-stall engine house, fires dropped. Bathed in afternoon light, however, was a fetching wood Pennsy caboose, or cabin car in PRR vernacular. Happily, I photographed it, the only successful quarry in a day that had taken us to Camden, where we had seen only Baldwin road switchers, and on to West Philadelphia Yard, where the only steam was on the dead line, including sadly stilled power we'd seen operating the previous year.

Though my encounters with live Pennsy steam were over (except one lovely day, Oct. 25, 1987, with all-too-briefly-reactivated K4 1361), I did find ways to compensate. I'd learned that PRR was selling steam hardware and had a letter dated Nov. 12, 1957, from The Pennsylvania Railroad Co.'s Purchases, Stores and Insurance Departments with offer-

ings. I bought a Keystone number plate from an M1 4-8-2 (\$7.25) and round plate from an H9 (\$4.75, both F.O.B. Altoona, Pa.). "We are not in a position," the letter ended, "to offer plates from either L1s number 520 or K4s number 3752." My street address was 520 and, of course, 3752 was my special K4. The following spring, I did buy for \$3.30 a builder's badge plate from a K4 that had become available. I still have that builder's plate, but the number plates have moved on to a new owner.

My final and most important homage to South Amboy, K4s, and GG1s was the oil of the locomotive change I commissioned from PRR calendar artist Grif Teller. By then it was 1978, and Grif and his wife Mabel had become friends. For the Osborne Calendar Co., Grif created 27 PRR wall calendars between 1928 and 1958. These calendars became sought-after collectibles by train enthusiasts. Along with a Lionel GG1 I received the same Christmas, a framed 1948 calendar picture titled "Progressive Power" is my oldest surviving railroad collectible.

Years after retiring from Osborne, Teller was rediscovered by train enthusiasts. In 1973 mutual friend and private-car owner George Pins commissioned Grif to make a painting of Pins' car, Pennsylvania 120, and three years later another of GG1 No. 4901 crossing the

The best part of the trip with K4sa No. 612 came at Englishtown, N.J. Rail enthusiasts fan out to take in the spectacle.





This painting of the South Amboy engine change was completed in 1978 by railroad artist Grif Teller for the author and his wife.

Delaware River at Trenton, which I was able to use as a cover for my book on those locomotives.

When my wife, Laurel, and I had a chance to commission our own Grif Teller oil, the subject was obvious: that long-ago South Amboy ritual. I'd given

Grif a view of the front end of 3750 that I'd made at Bay Head Junction to be sure the details he painted were those I'd known, however briefly. So, my painting, which hangs above my fireplace, is of 3750, not 3752, my erstwhile favorite.

Now 3750 is my favorite. 📺

KARL ZIMMERMANN has been a frequent contributor to Classic Trains publications since he wrote about Port Jervis, N.Y., in 2000. In spring 2024 his railroad photography will move to the Center for Railroad Photography & Art archive in Madison, Wis.

A closer shot of No. 618 reveals many details in the low evening light. A number of railfans are positioned at the grade crossing ahead.



SPECIAL RATES

CREATED A SPLASH
OF COLORFUL CARS
ROAMING THE RAILS

IPD BOXCARS of the 1970s

BY JEFF WILSON

The mid-1970s brought a colorful era to American railroads. Thousands of brand-new 50-foot boxcars appeared across the country wearing a variety of bright paint schemes, most lettered for obscure short lines that few people outside of the rail industry had ever heard of.

Special incentive-per-diem, or IPD, car-use rates inspired investment in these new freight car fleets; however, by the middle of the next decade, what became known as the “shortline boxcar boom” had gone bust, with cars being stored, resold, restenciled, and repainted.

What drove the building of these boxcars and how they grew so quickly in popularity — and just as quickly faded away — is a fascinating story. Some of these cars remain in service today, having been rebuilt and repainted. It’s been nearly 50 years since they first appeared, and as the last of them run their final miles toward retirement, it seems like a good time to look back and see how they came to be.

AGING, SHRINKING BOXCAR FLEETS

The number of boxcars in service fell steadily from the 1950s through the 1960s as many commodities typically been hauled in boxcars moved to other types of cars. About 780,000 boxcars were in service in the mid-1950s (about 38% of the total freight car fleet), and most were general-service cars that could (and did) carry just about anything. However, from 1960 to 1973 the number of general-service boxcars dropped nearly in half, from 637,000 to 329,000.

Many boxcars that remained were old and weary 40-foot, 50-ton Association of American Railroads-design (AAR) steel boxcars. Although they had been the staple of boxcar fleets since the 1930s, they (along with older 50-foot AAR cars) were basically made obsolete when freight-car weight limits were raised in the early 1960s. Although the number of shippers using boxcars had dropped significantly, those that remained still wanted clean, well-maintained cars. This was especially true for producers of paper, food products, and other easily damaged or contaminated lading.

The rail industry was struggling by the late 1960s. Costs were up, revenue was down, and a number of railroads — especially in the Northeast — were in poor financial condition or even in bankruptcy. Railroads were not in a position in which adding to the general-service boxcar fleet made fiscal sense.

Tens of thousands of new boxcars were, in fact, being built from the 1960s into the 1970s, but the vast majority were specialized cars. Most were built specifically for lucrative auto-parts traffic (newly designed 50-, 60-, and 86-foot cars), along with other cars equipped with load dividers or built for other specific commodities or assignments. Although Class I railroads did add thousands of general-service boxcars to their rosters, shippers were still demanding more high-quality cars but often not getting them (or getting them after substantial delays). The result was an apparent boxcar shortage.

Rail historians and government agencies have cited that this “boxcar shortage” wasn’t actually a shortage, but a case of mismanagement of existing car fleets. They believed there were actually plenty of cars, it’s just that they were inefficiently used. Boxcar utilization was in fact quite low: an average general-purpose boxcar of the period only spent about 10% of its time loaded.

Number of boxcars in service on Class I railroads

	1960	1968	1973	1979
Plain box	637,829	408,815	329,750	169,220
Equipped box	54,900	179,734	220,165	210,126
Total boxcars	692,729	588,549	549,915	379,346

Source: AAR, reported in various editions of the *Car Builders’ Cyclopedia*

Railroad-owned general-service boxcars in the 1960s followed standard AAR car-service rules of the period. Simplified, the rules required that when a foreign-road car was unloaded it was to be, if possible, reloaded for a destination on (or in the direction of) its owning railroad. If no nearby qualifying loads were available, the empty car was sent back to its owning



← This month-old Ashley, Drew & Northern IPD car was built in June 1977 by Evans subsidiary U.S. Railway Manufacturing Co. It's a 5,077-cubic foot, 70-ton, Plate B clearance car. The AD&N acquired 1,200 50-foot boxcars by 1981.

R. J. Wilhelm, J. David Ingles collection

→ Providence & Worcester No. 226 is a Plate C car built in February 1977 by FMC in Portland, Ore.; it's shown in July 1977. The railroad had about 600 IPD cars on its roster, financed by SSI (note the "Leased from SSI Rail" stencil). R. J. Wilhelm, J. David Ingles collection



← Pullman-Standard built this Plate C car for Terminal Railway Alabama State Docks in May 1978. It was financed by Itel, the largest of the IPD leasing companies; the railroad operated 1,000 IPD boxcars. R. J. Wilhelm, J. David Ingles collection

→ Hutchinson & Northern's entire 575-car roster was made up of IPD boxcars, including 325 class XF food service cars. Note the "XF Food Loading Only" lettering at right on No. 5082, built by Mexican builder CNCF in July 1979 and photographed in 1980. J. David Ingles





← This Peninsula Terminal IPD boxcar, built by Evans, has a Hennessy Slidewell wheel-ratchet door opener, common on cars in the NRUC leasing family. The two-month-old car was photographed in July 1979.

R. J. Wilhelm, J. David Ingles collection

→ Kentucky's 10-mile-long Cadiz Railroad owned 150 freight cars — all IPD boxcars funded by SSI Rail. This one was built by FMC in January 1977 and photographed in May of that year. The railroad was abandoned in 1985.

R. J. Wilhelm, J. David Ingles collection



← Atlanta & St. Andrews Bay eventually acquired 300 IPD boxcars. Number 7104, a 5,300-cubic-foot Plate C car, was built by ACF in November 1976 and photographed in November 1978.

R. J. Wilhelm, J. David Ingles collection



→ New Orleans Public Belt was a major operator of IPD cars, with 1,100 by 1981. This Plate C car was built by Pullman-Standard in February 1979 and financed by Itel Rail.

R. J. Wilhelm, J. David Ingles collection



railroad empty, either directly if there was an interchange point between the two railroads, or if not, via the reverse of the route it had traveled while loaded.

This worked reasonably well through the 1950s, when boxcars were the primary car type and there were plenty of shippers (and available loads) using boxcars. However, by the mid-1960s, the rise of specialty cars meant fewer loads for boxcars, which meant longer waits for loads or cars being simply returned to their owning railroads, leading to poor utilization and lots of time spent empty.

INCENTIVES FOR BOXCARS

Railroad ownership of equipment is complex, in that a railroad “owns” its cars and locomotives in much the same way you own the car in your driveway. You likely paid a cash down payment for your auto and financed the remainder for a set period through a bank or credit union, or perhaps you signed a long-term lease arrangement. You own it, but if you fail to make loan or lease payments, the bank or other creditors will take it away.

It's largely the same for railroads, in that a railroad doesn't simply pay cash for new railcars. New rolling stock would be financed by a bank or other lender or leased from a car manufacturer or leasing corporation. To railfans, it doesn't matter whether a boxcar is financed, leased, or owned outright: all that matters is that it is painted in a railroad's colors and scheme and carries its reporting marks.

In that period, railroads were expected to contribute cars to the national rail network roughly in proportion to their traffic levels. To encourage this, to cover the cost of car ownership, cars earned money for their owners by a per diem (daily) fee. For railroad-owned cars (including cars leased by a railroad), the railroad upon whose rails a car sits pays the owner of the car a daily fee for its use; the fee was based upon the age of the car. In the 1970s, the per diem for a new boxcar was about \$12. (Privately owned cars — that is, cars owned or leased by a shipper — followed different car-hire rules.)

In addressing the boxcar shortage, the Interstate Commerce Commission (ICC) in 1970 encouraged railroads to buy more boxcars by adding an incentive rate of about \$10 on top of the standard per diem for new boxcars (up to five years old), plus a mileage rate of 4.7 cents per mile. This incentive per-diem rate would apply only to railroad-owned cars and would be applied during the six months of peak traffic (September through February). A big incentive was that these cars would be free from AAR car-service rules: They could be reloaded and sent anywhere, and not redirected to their home railroad when empty.

A catch was that the number of IPD-qualifying boxcars a railroad could place in interchange service was limited, tied to that railroad's roster of cars in preceding years. However, if a railroad had no boxcars during those preceding years, it could place cars in service without limits. Therefore, short lines came to own large IPD fleets.

Major IPD boxcar owners

Railroad (state)	Reporting Marks	No. cars	Mileage
Apalachicola Northern (Fla.)	ANR	800	96
Ashley, Drew & Northern (Ark.)	ADN	1,200	41
Atlantic & Western (N.C.)	ATW	625	3
Clarendon & Pittsford (Vt.)	CLP	510	11
Columbus & Greenville (Miss.)	CAGY	835	168
Corinth & Counce (Miss., Tenn.)	CCR	600	26
Hutchinson & Northern (Kan.)	HN	575	6
Lake Erie, Franklin & Clarion (Pa.)	LEF	515	15
Marinette, Tomahawk & Western (Wis.)	MTW	600	13
Maryland & Pennsylvania (Pa.)	MPA	1,200	90
Middletown & New Jersey (N.J.)	MNJ	500	14
New Orleans Public Belt (La.)	NOPB	1,100	48
North Louisiana & Gulf (La.)	NLG	850	40
Pickens (S.C.)	PICK	700	9
Providence & Worcester (Conn., Mass, R.I.)	PW	600	162
St. Lawrence (N.Y.)	NSL	3,200	63
St. Marys (Ga.)	SM	1,055	10
Terminal Ry., Alabama State Docks (Ala.)	TASD	1,000	67
Texas, Oklahoma & Eastern (Ark., Okla.)	TOE	675	40
Vermont (Vt.)	VTR	970	124
White City Terminal (Ore.)	WCTR	1,300	12
Includes short lines owning at least 500 cars			
Source: January 1981 <i>Official Railway Equipment Register</i> (earlier editions for railroads whose fleets had already been broken up)			

Shortline railroads, however, didn't have capital or credit available to build and finance substantial fleets of cars. The unintended result was that investment companies, looking for above-average return on their money, saw an opportunity. They could finance the cars and lease them to a specific shortline railroad — meaning the cars would then qualify for IPD rates. The per diem would cover the railroad's lease payments, plus a bit more, with the rest going to the investment company/lessor to cover the loan payments plus a tidy profit.

The arrangement appeared to be a positive for all involved: The individual railroad got new cars for virtually no expense (and usually a profit) and had a guaranteed ready supply of high-quality cars for any online shippers. Creative accounting paid the investment company a nice return on its investment (a number of accounting rules dictated how the lease and per diem payments could and couldn't be used and divided). And shippers across the U.S. got a supply of new, clean, high-quality boxcars.

The result was thousands of new shortline-leased boxcars hitting the rails starting in the mid-1970s. During this period, the arrangements worked just as investors hoped: the IPD cars were averaging 75% or more of their time loaded, thanks to brokers and regional offices that solicited loads. This meant earnings of \$6,000 to \$7,000 annually per car — not a bad return for a \$32,000 car with an expected lifespan of 30 to 40 years. Tax breaks tied to financing were huge incentives, and investors and leasing companies projected paying off the cars in

five or so years. Thus, even when the per diem rate dropped, it would still be enough to cover regular maintenance and fleet management as the cars aged while still providing profit.

BOXCAR BOOM

More than 60 short lines acquired boxcars this way through 1980, typically in batches of 50 or 100 cars. Many short lines rostered 100 to 500 cars, but as the chart on page 31 shows, some acquired more than 1,000. Many of these railroads had owned no revenue rolling stock before acquiring their IPD fleets, and many had no (or few) online shippers that used boxcars. By 1978, more than 15,000 IPD boxcars were in service, with about 40,000 by 1981.

Many of these shortline car owners were notable in that they had more IPD cars than would fit on their own tracks if all were returned to home rails. Notable examples included North Caroli-

Brae stayed away from buying railroads directly, in most cases leasing cars to railroads that were owned by a major boxcar-using industry they served. Examples included the Oregon, California & Eastern (owned by Weyerhaeuser) and Berlin Mills Railway (owned by a paper mill).

VARIATIONS AND MANUFACTURERS

At first glance the cars — other than their paint schemes — appear quite similar: Almost all were 50 feet long with exterior-vertical-post sides and wide (10-foot) sliding doors. Their heights varied (and thus interior space/cubic-foot capacity), with some built to the shorter Plate B clearance (10-foot, 6-inch inside height) and others to taller Plate C limits (11-foot, 1-inch IH). Most were 70-ton capacity cars (gross rail load of 220,000 pounds), although a few were 100-ton (263,000-pound GRL) cars. Some had double side doors.

Design variations included the style of the ends (Dreadnaught or non-terminating), roofs (peaked or flat, in various design styles), and doors. Most had end-of-car cushioning devices, and these were typically marked with “Cushion Service” or similar lettering.

Many of these cars were equipped with wheel-ratchet door openers, marked by a wheel (which looked much like a brake wheel) next to the door operating rack-and-pinion style with a bracket next to the door (NRUC cars, in particular, used these). In theory these made it much easier to open and close doors. In practice, however, after the door was opened a few dozen times the components became misaligned and operation became difficult; most eventually were removed.

Of course, the most recognizable characteristics of IPD boxcars were their paint schemes. They wore a wide range of shades of yellow, orange, blue, green, and red, making them stand out in trains. And in a period when many Class I railroads were opting for simplified, minimalistic lettering, the IPD cars carried large, bold railroad lettering, logos, and slogans.

Through the 1970s several manufacturers were kept busy building IPD cars, including ACE, Berwick, CNCF (Constructora Nacional de Carros de Ferrocarril, a Mexican builder), Evans (under its own brand as well as through subsidiaries U.S. Railway Equipment and Southern Iron & Equipment Co., or SIECO), FMC, Pullman-Standard (PS), and Pacific Car & Foundry (Pac-car). Each builder's cars have unique spotting features, including side sill design, number of side posts, and end/roof designs.

The AAR classification for boxcars is X (for boXcar), with several subclasses. General-service boxcars are class XM, which is the category for most IPD cars. Some IPD cars received epoxy interior linings, making them suitable for carrying food products: these were classified XF. A key difference is that XF cars earned IPD rates year-round, unlike the six months of XM cars. The downside was that the commodities XF cars were allowed to carry were restricted compared to the XM cars. This class is stenciled by the capacity data; many XF cars carried additional larger lettering as well (see the Hutchinson & Northern car on page 28).

RECESSION AND BUST

Through 1979, rail traffic remained consistent, IPD boxcar utilization was high, and, for most car fleets, the boxcars were earning their investors steady returns. The new cars allowed tens of thousands of old 1940s and 1950s-era cars to be retired.

↓ Class I, II, and III railroads

The Interstate Commerce Commission (Surface Transportation Board since 1996) classifies railroads by size, with different rules (mainly regarding labor and car-hire) applying to each. Class I railroads are the largest; as of 1978, there were 41 Class I railroads, which that year was defined by earnings of at least \$50 million. The Class III designation had been dropped in 1956, with all other railroads defined as Class II; the Class III designation was reinstated in 1978, and includes short lines and switching and terminal railways. Class II lines are mainly regional railroads — per the AAR, those having at least 350 miles of track. — *Jeff Wilson*

na's Atlantic & Western (625 cars, 3 miles of track); Hutchinson & Northern in Kansas (575 cars, 6 miles of track); the Virginia Central (200 cars, 1 mile); and South Carolina's Pickens Railroad (700 cars, 9 miles). Other major owners included the St. Lawrence Railroad (3,200 cars); White City Terminal (WCTU Railway) in Oregon (1,300); Ashley, Drew & Northern (1,200); Maryland & Pennsylvania (1,200); New Orleans Public Belt (1,100); and Terminal Railway, Alabama State Docks (1,000).

The biggest investment companies in the IPD boxcar business were Itel (and subsidiary SSI Rail), Brae, National Railway Utilization Corp. (NRUC), and Emons Industries, along with many smaller investment groups. These corporations reached lease agreements with individual shortline railroads, and the largest investment groups went further by buying small railroads and also operating car repair shops (many of which built new cars from kits supplied by car manufacturers).

The largest of these was Itel, which in 1975 formed SSI Rail Corp. to handle its railcar leasing business. Itel also eventually acquired seven shortline railroads through the 1980s (including Green Bay & Western, Ahnapsee & Western, McCloud River, and Hartford & Slocumb) and operated repair facilities. Itel also entered leasing deals with many independent short lines. This was usually indicated by stenciling on cars (“Leased from Itel” or “Leased from SSI Rail”).

National Railway Utilization Corp. purchased the Pickens Railroad and the St. Lawrence Railroad, and also managed cars for the Middletown & New Jersey, Peninsula Terminal, and others; the corporation went public with a stock offering in 1978. Cars in its family wore similar blue paint schemes, with a circle logo with two arrows in it.

→ Month-old St. Marys boxcar No. 3121, built by Pullman-Standard, poses for a photo in January 1980. The 10-mile St. Marys, named for the city in Georgia it serves, rostered more than 1,000 boxcars; its major online shipper was a paper mill. R. J. Wilhelm, J. David Ingles collection



← Irel Rail leased 200 IPD boxcars to the 42-mile Mississippi Export Railroad. Number 937 was built by FMC in September 1979. Many MSE boxcars remained in service to the line through the 1990s. Paul H. Dalman, J. David Ingles collection

→ The 10-mile Berlin Mills Railway in New Hampshire had 300 boxcars, including Pacific Car & Foundry-built No. 242. The cars were financed by Brae, which concentrated on short lines owned by industries. BMS was owned by the paper mill it served. R. J. Wilhelm, J. David Ingles collection



← The Virginia Central (and its 200-plus boxcar operation) was the first IPD business venture to fail, ceasing business in February 1978. This car was built by Berwick in March 1976; by late 1978, cars were being repainted and sold to other leasing groups. R. J. Wilhelm, J. David Ingles collection



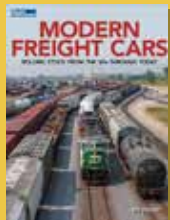
← Pennsylvania's 15-mile-long Lake Erie, Franklin & Clarion had more than 500 IPD boxcars on its roster in 1981. This class XF (food products only) car was built by Evans in April 1978; the railroad was abandoned in 1992.

R. J. Wilhelm, J. David Ingles collection

→ This former Ashley, Drew & Northern car shows the fate of most IPD boxcars, as it's been restenciled and renumbered for a new owner — in this case, Seaboard System in 1985. The car, built in 1978, was one of 1,200 IPD cars owned by the 41-mile AD&N. J. David Ingles



↑ A string of St. Lawrence Railroad boxcars — from multiple builders — rests on a track in October 1979. The entire rolling stock roster of the 63-mile railroad, a division of National Railway Utilization Corp., comprised IPD boxcars: more than 3,200 of them by 1981. J. David Ingles collection



MODERN FREIGHT CARS provides an overview of freight cars from the 1960s through today, featuring more than 200 photos and covers various types of cars and how they evolved. This is an essential guide for model railroaders who model the 1960s through today, as well as railfans and freight train enthusiasts. Available at www.KalmbachHobbyStore.com.

Things soon turned sour, however, as the boxcar boom turned to a bust. The major factor was a severe economic recession that hit the U.S. and its railroads hard in the early 1980s. Traffic levels dropped significantly from 1980 to 1983, and less traffic meant fewer loads and fewer boxcars needed. Tied to this was overbuilding — the tens of thousands of new IPD cars that had entered service had saturated the market.

The result was a severe glut of boxcars. With traffic dropping, Class I railroads — which generated most loads — could easily handle most remaining traffic with their own boxcars or Railbox pool cars. These Class I railroads, which had been unhappy with the high fees for IPD cars in the first place, began simply sending surplus IPD cars back to their home roads. With a gross overabundance of available boxcars, the ICC in 1980 (at the urging of Class I railroads) eliminated the incentive portion of the per-diem rate for shortline cars.

As more boxcars were stored, their car-hire fees slowed to a trickle. Short lines with online shippers fared slightly better, but most still had far more cars than could be used. Most lines scrambled to find room to store their cars — especially shorter Class III railroads with no online shippers.

With so many cars not earning money, investors were soon unable to keep up with loan payments on the cars. Loan defaults, bankruptcy, and other struggles followed, with many individual investors losing money. Even Railbox was not immune, as loans on some groups of cars defaulted, resulting in about 11,000 of its cars going to member railroads that had guaranteed the original notes on the cars.

Even by 1983 and 1984, when the economy began to recover, boxcar traffic did not regain its earlier levels. Many commodities that had traveled in boxcars were moving to other types of cars (lumber to center-beam cars, for example) or to piggyback trailers and containers (especially import and export goods). Some traffic was lost to trucks.

The first IPD boxcar operation to fail (preceding the recession) was Railvest, which operated 230 boxcars on its Virginia Central, a 1.5-mile industrial connecting line at Fredericksburg, Va. Railvest had purchased the railroad, then organized multiple small investors who purchased individual cars for its fleet. Railvest soon found there wasn't enough income to justify the investment (including its purchase of the railroad). The company ceased operations in February 1978, with VC cars being sold to other leasing companies beginning later that year.

Itel entered Chapter 11 bankruptcy in January 1981. In 1989, what was left of Itel's leasing division after reorganization was merged into Pullman Leasing, which changed its name to Itel Rail Corp. In 1992, its entire remaining fleet (about 70,000 cars, including all car types) was leased by GE Railcar; Itel

↓ Railbox

The industry's first solution to the boxcar shortage was Railbox, which had its beginnings in 1973. Begun by a group of 11 solvent Class I railroads (excluding most Northeastern lines), the idea was to operate a group of boxcars in a pool (much like Trailer Train intermodal equipment; Railbox was established as a subsidiary of Trailer Train). To improve efficiency, Railbox cars were free runners. Unlike railroad-owned cars that were subject to car-service rules, a Railbox car had no home railroad, and could be reloaded and sent to any point.

The first Railbox cars appeared in October 1974. Like IPD cars, they were 50-footers with 10-foot doors and exterior-post sides. They carry RBOX reporting marks and were painted bright yellow with Railbox logo and "Next Load, Any Road" slogan. They were built in several Plate B and C variations by multiple manufacturers, with about 25,000 in service by 1981. This included 2,500 cars that had a six-foot-wide plug door next to the sliding door on each side (16-foot door opening). These cars received ABOX reporting marks.

As new cars, Railbox cars earned a high per diem, but not to the level of IPD cars (they didn't qualify, as they were not owned by a specific railroad): in 1978, this was a per diem of \$9.87, plus a mileage charge. Despite the Railbox cars' lower per diem, IPD cars still found many loads as long as the economy was booming. — Jeff Wilson



This Railbox Plate B car was built by FMC in November 1975. Although colorful and featuring the same basic design as many IPD cars, Railbox cars did not qualify for incentive rates. R. J. Wilhelm, J. David Ingles collection

ceased to exist in 1994. Emons filed for Chapter 11 bankruptcy protection in 1984.

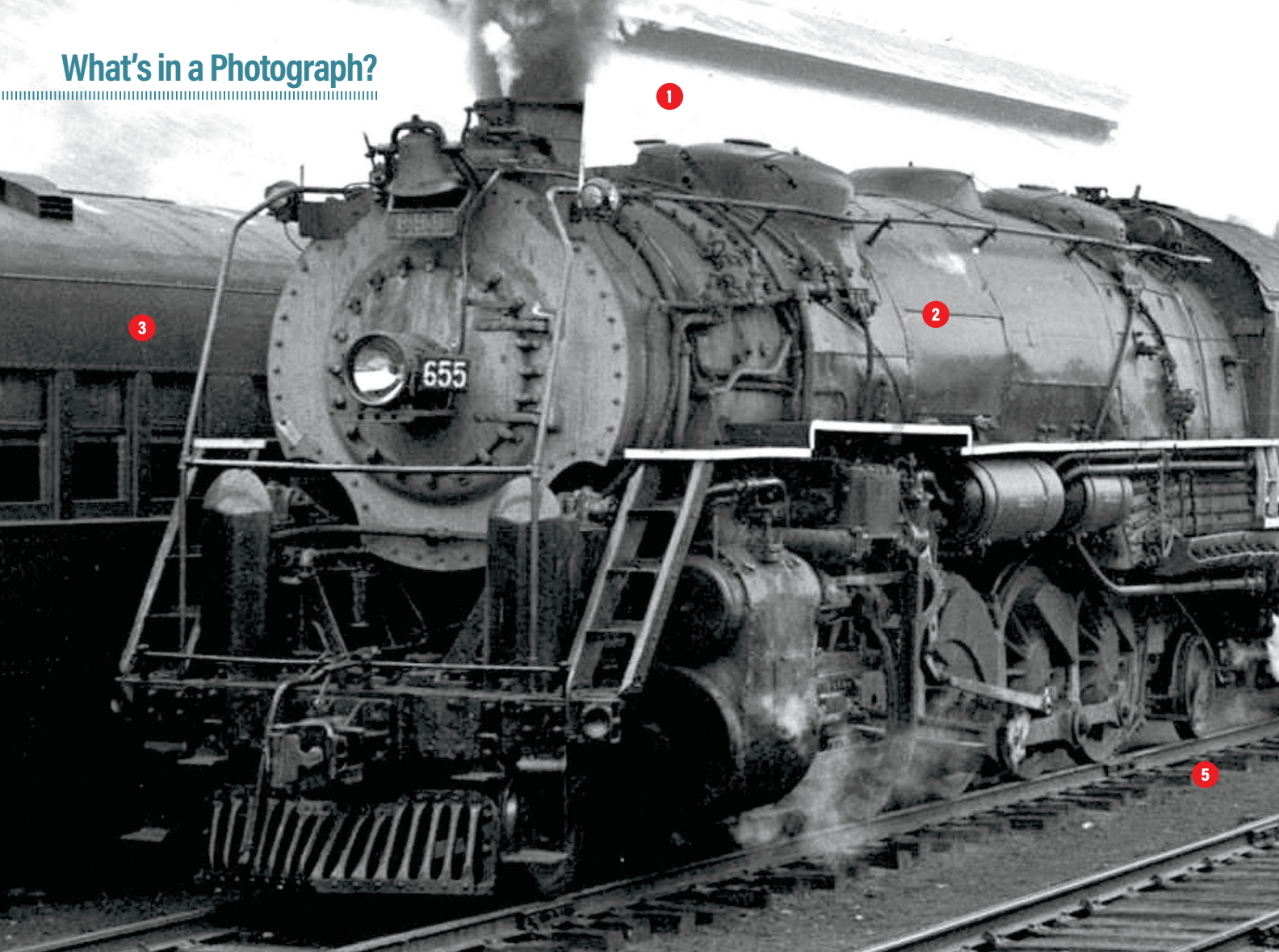
Brae survived, largely because it had focused on small railroads owned by industries (such as Weyerhaeuser) that were active online shippers. Its lease contracts required railroads to load these cars first, and Brae actively managed their use.

Other leasing companies went bankrupt or sold off holdings, with the net result that thousands of cars sat idle (sometimes for years). Most were eventually sold to other railroads (often Class I lines) or private owners. Many were completely repainted, but most were simply restenciled with their new owners' reporting marks, with their original bright schemes fading and rusting as the years passed. These cars were easily spotted in trains, and although not common, could be seen into the 2010s.

A twist was that IPD boxcars that still carried shortline reporting marks as of Dec. 31, 1981, had their per diem rates locked in for the rest of their service lives. This made them in later years very appealing on the secondary market. Some of these cars remain in service, although most are now approaching their mandatory retirement age (50 years with rebuilding).

The IPD boxcar craze of the 1970s was a colorful splash in an otherwise drab period of railroading, and these cars reflect a classic railroad era. ■

What's in a Photograph?



Tender boosters were an also-ran in the steam locomotive booster business. Most railroads that used boosters preferred to apply them to the trailing truck of the locomotive, where the additional tractive force provided for starting a train or surmounting a grade wouldn't be affected by diminishing weight of fuel and water in the tender. However, the vast majority of boosters were produced by Franklin Railway Supply Co., and these required the Delta cast trailing truck for mounting, but that truck wasn't used on all locomotives.

1 Rigby-Bangor freight passes Portland Union Station on double-track freight mains. Rigby Yard in South Portland was the joint facility of the Boston & Maine and Maine Central, who from 1933 to 1955 shared a common management despite having different ownership and boards.

2 Maine Central 2-10-2 No. 655, ex-B&M 3020, was sold to MEC in 1944. It was one of eight (out of 24) such locomotives on B&M sold to MEC. Built in 1923 by Alco-Schenectady, No. 655 was

equipped with 29x32 inch cylinders and 61-inch drivers and operated with 190 psi boiler pressure, producing 71,300 pounds tractive effort (84,500 pounds with booster).

3 Boston & Maine suburban coaches sold to B&M by New York Central in 1951, built by Osgood-Bradley in 1923 (a cut of cars set over on the west side of the Union Station train shed; see more ventilators above the hopper car behind 655's tender.)

4 Postwar Maine Central "speed lettering" logo

5 Inboard bearing trailing truck instead of Delta meant a Bethlehem tender booster was needed when this engine was among the 2-10-2s chosen by B&M to be equipped. Bethlehem Steel Co. was the principal supplier of tender boosters, which it called the Bethlehem Auxiliary Locomotive. The first of B&M's 2-10-2s were delivered in 1920 before the Delta trailing truck was offered by General Steel Castings circa 1921, and the 1923 engines copied the 1920 ones.

6 Tender booster on the trailing tender truck is hidden by leaking steam, but the typical arrangement is seen in the inset photo, with the side rods being the obvious indicator. B&M piped their tender boosters on the right side so we don't see that in the photo of No. 655. Boosters were used only at low speeds, and 655 had probably been stopped and just resumed movement when the photo was taken. Profusely leaking steam like this is an indication that piston packing is worn out, suggesting the photo was made near the end of MEC steam operation in 1954 and that the coaches in item 3 date the photo to 1951 or later.

7 Home signal for Portland Terminal Tower

4. No. 655's train has just crossed the Fore River bridge. The tower was at the north end of that bridge, and from there the tracks immediately divided to Union Station, the freight mains and railway express track, and the Portland Terminal spur in Commercial Street that was B&M/MEC's connection to Grand Trunk. Portland Terminal was B&M/MEC's joint subsidiary running

Tender Boosters on the Boston & Maine and Maine Central

BY JERRY A. PINKEPANK// Photos collection of Louis A. Marre



Maine Central 2-10-2 No. 655 handles a freight at Portland (Maine) Union Station. It was built as Boston & Maine 3020 in 1923 and sold to Maine Central in 1944. Herman Shaner

Rigby Yard and Union Station, using PT-lettered locomotives.

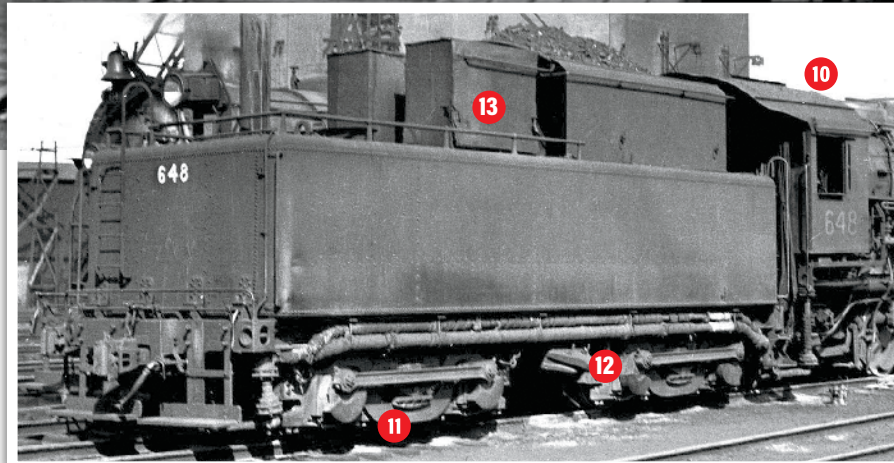
8 Railway Express track

9 Railway Express platform by the express building. Photographer Herman Shaner was a Railway Express Agency worker who took his camera to work.

10 Boston & Maine 0-8-0 No. 648 at East Somerville yard, date and photographer unknown. East Somerville was B&M's principal freight yard in Boston and a hump yard. The 648 and sister 649 (Baldwin, December 1927) were equipped in 1929 with Bethlehem Auxiliary Locomotive boosters on both tender trucks for use in shoving the hump (removed in 1945).

11 Side rods and counterbalances are the obvious features of tender boosters.

12 Piping for the tender boosters includes a lesser diameter pipe for live steam coming to



This undated photo of Boston & Maine 0-8-0 No. 648's tender shows it equipped with Bethlehem Auxiliary Locomotive boosters on both trucks for use in hump service.

the rear booster engine, tapped off the superheater header in the smokebox. It has a flexible connection allowing for rotation of the truck and a larger diameter pipe returning the exhaust steam to the smokebox, where it is directed to the stack. The similar piping for the front booster engine is hidden from view.

13 Dual sandboxes were provided; shoving the hump required almost continuous sanding for heavy hump cuts. ■

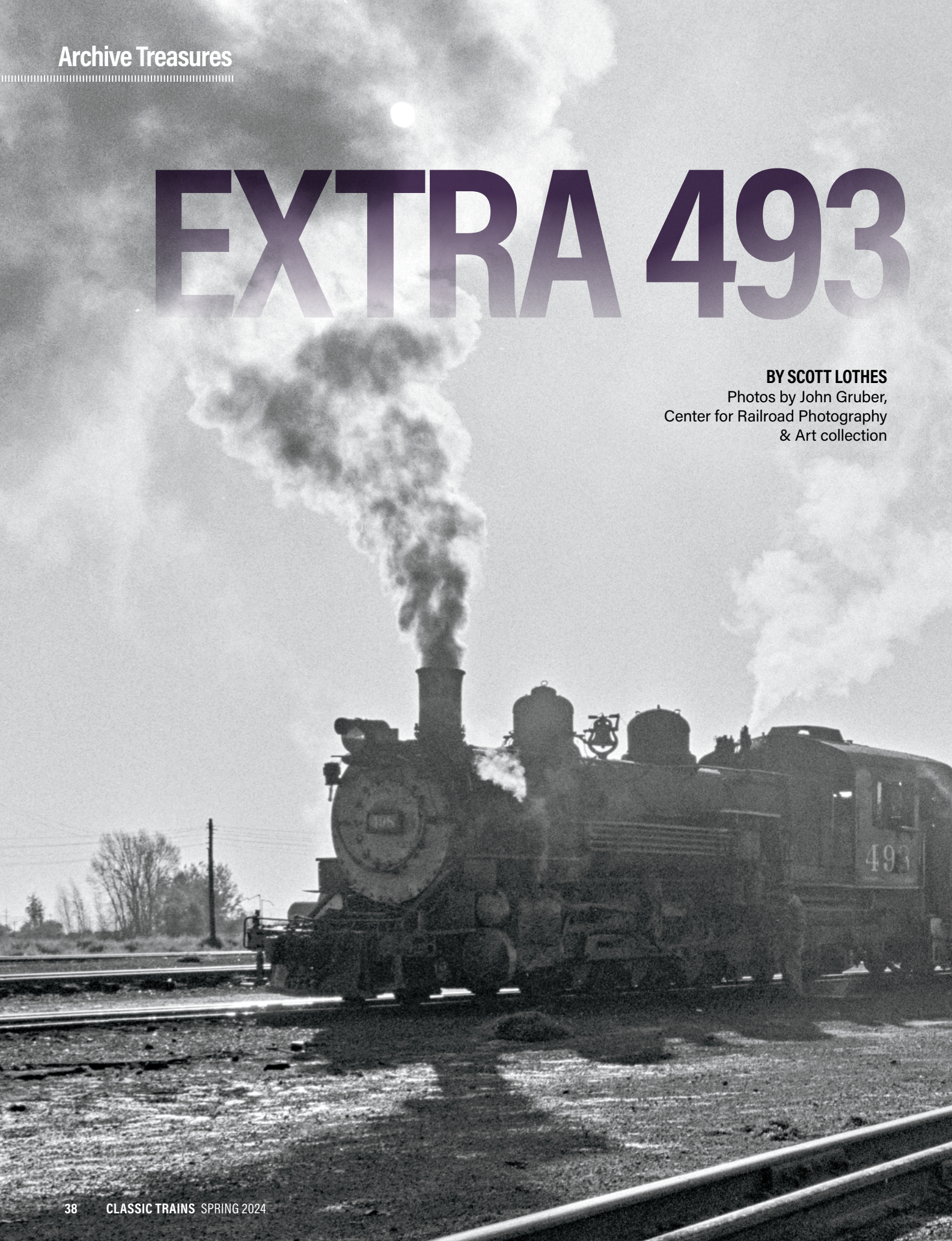
Sources: Bob Liljestrand and David W. Sweetland "Passenger Cars of New England Volume I," Edwin B. Robertson "Maine Central Steam Locomotives," and Harry A. Frye "Minute Man Steam"

The author wishes to thank George Melvin for pin-pointing the location and identifying the photographer in the main photo and other information.

EXTRA 493

BY SCOTT LOTHES

Photos by John Gruber,
Center for Railroad Photography
& Art collection



DIGGING DEEPER INTO A MEMORABLE TRAINS **PHOTO ESSAY**

& 497 EAST

In the late 1960s, *Trains* Editor David P. Morgan was planning an issue devoted entirely to narrow-gauge railroading. Essential to his coverage was the Denver & Rio Grande Western's San Juan Extension in southwestern Colorado and northwestern New Mexico, by then among the last significant narrow-gauge operations in the country as well as the last place in the nation where steam locomotives regularly powered long-distance freight trains.

Morgan had no shortage of material to draw from, but he sought a fresh take. Trains were still running over the San Juan Extension, although just barely on most of it. While the Silverton Branch had emerged as a popular tourist operation, narrow-gauge freight service on the rest of the line was dwindling. The oil and gas boom in Farmington, N.M., which had given the freight trains their last lease on life, had peaked in the mid-1950s. Rio Grande had stopped keeping 10,015-foot Cumbres Pass open year-round following the winter of 1963-1964. Trains ran only from May to December or so, with westward departures from Alamosa just once every week or two.



← Photographer John Gruber began his 1967 assignment at Alamosa on the morning of Aug. 28 where K-37s 498 and 493 simmered on the ready track next to standard-gauge GP7s 5104 and 5102.

↓ One of the crewmen pulls smoking packing material out of an overheated journal box at La Jara, just 14½ miles into the run. The flatcar of pipe was a high-value move and the crew was likely reluctant to set it out, opting instead to handle the hotbox while en route.



↓ Nos. 498 and 493 roll their train through fields near La Jara against the distant Sangre de Cristo Mountains.



↓ After stopping at Sublette, fireman Gayle Cunningham prepares to top off 493's tender with water. A cistern on the hillside above and to the left fed the standpipe.



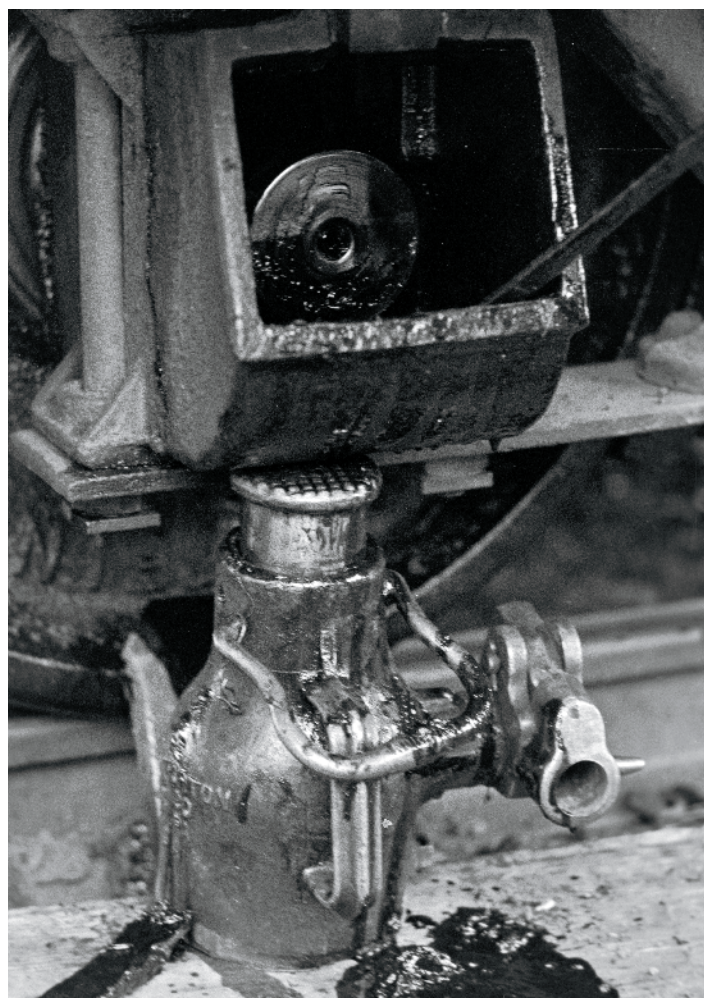
With the end of the narrow gauge seeming so close at hand, Morgan hatched a plan for a last look, from the inside. He arranged for 31-year-old John Gruber, then a rising star in the railroad photography world, to ride one of those narrow-gauge freight trains. Gruber had majored in journalism at the University of Wisconsin, served as editor-in-chief of the student newspaper, and studied the work of great news photographers in Madison and Milwaukee. He was no stranger to the San Juan Extension, either, having visited it five times previously. He brought a photojournalist's eye to railroading and had made big splashes in *Trains* with his "remarkable movie-like sequence of images" (showing a Milwaukee Road passenger train going through a tunnel) and feature articles about Chicago Union Station and the Belt Railway's Clearing Yard that paid as much attention to those places' people as their trains. Gruber would cover the narrow gauge for Morgan in similar fashion.

The results appeared in the October 1969 issue, on its cover and nine interior pages. They feature Gruber's photographs almost exclusively — 28 of them — with only brief introductory text by Morgan, a tagline on each spread, and no captions. More than 50 years later, that photo essay remains a touchstone for many *Trains* readers, fluidly conveying something of the spirit of the narrow gauge and the people who made it run. The lack of detail helps Gruber's photographs stand for much more of the narrow gauge — and steam railroading in general — than the specific trains and railroaders he encountered.

Yet the details can be fascinating, too. John himself realized this, and he returned to narrow-gauge country late in his life to reconnect with some of the railroaders he met in 1967. His article in the May 2015 issue of *Trains* for Editor Jim Wrinn gives names and stories to some of the faces who appeared in his earlier work. Having now fully processed John's vast collection of black-and-white negatives at the Center for Railroad Photography & Art, we can fill in many more of the details.

Morgan's title, "Extra 498 and 493 West" is lyrical and evocative but not entirely accurate. Gruber did indeed chase and ride that train from Alamosa to Chama on Aug. 28, 1967, and while many photographs from that day ran in the magazine, others did, too. At Chama, the title train met an eastbound out of Durango, and after swapping cars and one of the locomotives the next day, both trains returned to their terminals. John chased and rode Extra 493 and 497 East back to Alamosa, and many of those photographs also appear, including all five on the first three pages of the story. Then on the following day, Aug. 30, John chased Extra 498 with a Farmington Turn from Durango to Farmington and back. A few of those photographs are in the story, too, including the signature pacing shot on pages 34-35 and the concluding caboose shot on the final spread.

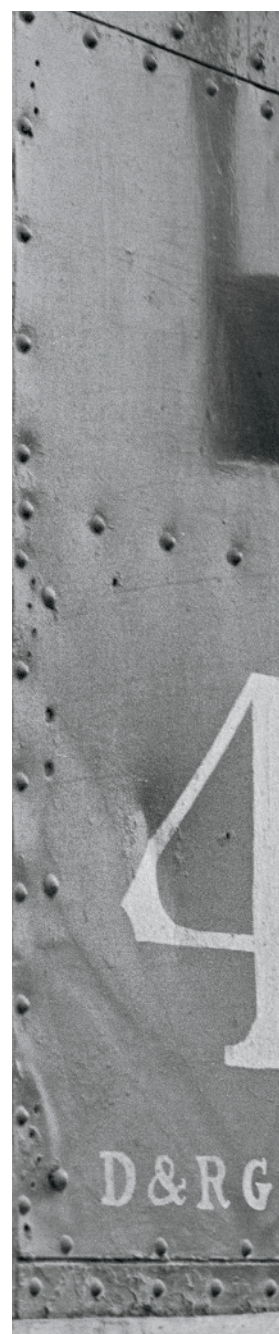
John was able to trade off between chasing and riding those trains because he had help. Unmentioned in the magazine but essential to the endeavor was his wife, Bonnie, who accompanied him for the



↑ After getting cut-out from its mid-train helper position at Cumbres, 498 eases down the 4% grade to Chama while the train waits.

← A journal jack allowed the crew to raise the truck frame enough off the axle to re-brass the offending bearing during the stop at Sublette.

→ On the morning of Aug. 29, John Gruber's four-year-old son Richard poses in the fireman's seat of 493 at Chama.





↑ A brakeman turns up a retainer at Cumbres to prepare the train for its more than 2,000-foot descent to Chama.



entire trip and drove their Rambler American whenever John was riding the train. That included two journeys over 10,230-foot La Manga Pass on State Highway 17, which was still unpaved in 1967. Also along for the ride was their older son, Richard, who would start kindergarten that fall after they returned to Wisconsin. Already a dyed-in-the-wool railfan, he wasn't terribly impressed by the diminutive size of the narrow gauge. "I didn't think much of a railroad where I could stand with one foot on each rail," he remembers with a chuckle.

Two other points stand out to me after reviewing all of John's photography from his 1967 visit to the narrow gauge.

First, there's the sheer volume of output. Working with at least two Nikon F cameras, John exposed more than 1,300 frames of 35mm black-and-white film over the course of five days (he and his family also rode the train to Silverton and back). That included more than 1,000 exposures on the three days of freight train operations. By comparison, another of the great chroniclers of the final years of the narrow gauge, Victor Hand (see "Photographing the Real Rio Grande Narrow Gauge," Summer 2020), exposed a total of 736 frames of medium- and large-format film in his five visits to the line over a combined 34 days. Gruber left no aspect of the operations uncovered, shooting almost constantly on the two days he spent with the train between Alamosa and Chama.

Then there was the tedium of those days. I knew that speeds were slow and train crews frequently needed all 16 of their available hours of service to cover the 92-mile run. Still, I couldn't help but wonder how it could take quite that long. John's photographs showed me. The two engine crews began their preparations in Alamosa at sunrise, but the train didn't leave until late morning. What really struck me was how often they had to stop: at least seven times, and that was without picking up or dropping off any cars along the way.

Just 14½ miles into their run, they paused at La Jara for water and to address a hotbox on one of their pipe-laden flatcars (a high-revenue car that they wouldn't have wanted to set out). They stopped again 14 miles later in Antonito to move 498 from the front to the middle of the train and coal up both locomotives for the long climb ahead. Then they stopped at Lava, barely 10 miles further, for more water. They didn't make it far before stopping again for another hotbox inspection. Fifteen miles beyond Lava is Sublette, where they stopped for more water still and to re-brass the offending journal bearing. That took them to Osier, 12 more miles, for yet more water. They were able to highball the Los Pinos tank but absolutely had to stop at Cumbres, 12 miles beyond Osier, to cut out 498 and set air brake retainers for the perilous 4% descending grade to Chama, 13½ miles further and where night was falling at the end of their long day's run.

The return trip the following day was more expeditious with fewer stops, but one of them was lengthy. After picking up three cars of scoria (a volcanic rock the railroad used as cheap ballast) from a siding at



↑ At Los Pinos, the section crew met the train to dump and spread three carloads of scoria as ballast along the track.



↑ In a reverse of the typical pacing shot, John photographed his family's Rambler American from the train on U.S. 285 on the final lap back to Alamosa on Aug. 29. Son Richard leans out the back window as Bonnie drives.

← Extra 493 and 497 East climbs the 4% grade to Cumbres near Cresco, whose water tank is visible just below 493's smoke plume at upper middle.

↓ Prior to cutting off the three cars of scoria, the crew tied down the rest of its train on the main line. One of the brakemen uses a club on the roof of a boxcar to secure its hand brake.



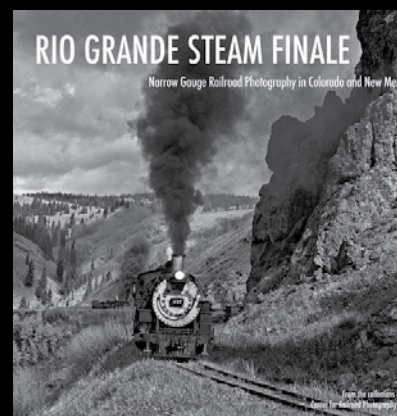
Cumbres, the train met up with the section crew to dump and spread the scoria along the main line at Los Pinos. Running dedicated work trains on the narrow gauge was an additional expense Rio Grande management by then had no intention of paying. The stormy summer sky was again darkening with evening when the train pulled in at the end of its run.

John Gruber's photography — and Morgan and his staff's presentation of it — made for a memorable *Trains* article back in 1969. Combing through his archive today reveals even more.

As the Center's collections have grown, we've been looking for ways to showcase photography from more of them. With so many talented photographers visiting the narrow gauge in its final years, we realized that we were sitting on an incredible trove of photography of it. To share more of that work, we published "Rio Grande Steam Finale" last fall. In addition to Gruber, it includes photography by Tom Gildersleeve, Victor Hand, Don Hofsommer, Jim Shaughnessy, Fred Springer, Richard Steinheimer, and Karl Zimmermann. Each of them brought their own unique style to the narrow gauge, with John's photojournalism providing a strong backbone for the book's narrative arc.

Morgan had an inspired idea when he asked a young photographer from Wisconsin to take a ride on the narrow gauge in its twilight. John Gruber (with help from Bonnie) was more than up to the task. His work then led to a groundbreaking story in 1969 — and a vast trove of photography that continues to yield new gems more than half a century later. 📷

CRPA CENTER FOR RAILROAD
& PHOTOGRAPHY & ART



FEATURING A STUNNING GALLERY of black & white and color images, this new publication covers the Denver & Rio Grande Western's spectacular narrow gauge in the 1950s and 1960s. Available at www.KalmbachHobbyStore.com.

Gem State steam gems

UNION PACIFIC
PROVIDED A FINE
STEAM SHOW IN
IDAHO IN 1953

BY JIM H. GRIFFITHS // Photos by Henry R. Griffiths Jr., author's collection

Back in the early 1950s, railroad photographers across North America embraced the inevitable: Diesel locomotives were sending steam locomotives to the boneyard in rapid fashion. Henry R. "Hank" Griffiths Jr., a renowned rail photographer, experienced up-front the reduction of steam operations, firstly on Union Pacific's Oregon Division and later on the Idaho Division. The year 1953 marked an uptick in recording steam operations on film in the Northwest, with renewed focus not only on UP operations but also on other railroads within driving distance. The Fifties was also the era that Hank began cinematography, adding yet another film medium to his existing black-and-white and color slide collection.

Who was Henry Robert Griffiths Jr.? Born Aug. 25, 1917, in Boise, Idaho, Hank would live his entire life in Idaho's capital city other than a time out for service in World War II. At an early age he was a budding amateur photographer with a keen interest in photographing action subjects, in particular steam trains and fire engines, with a healthy dose of nature subjects mixed in. Being a Boise native, Hank was only minutes away from grabbing train action on the Boise Main, which early on called for bicycle transport.

Hank began his black-and-white film processing and enlargement work when he joined his high school paper as a photographer. In high school, Hank reached out to another rail photographer, Richard H. "Dick" Kindig of Denver, Colo. It was not long before Hank and Dick were traipsing around the Colorado Rockies shooting narrow- and standard-gauge steam. The two became lifelong friends and challenged each other to embrace railroad action photography. It was in this era that Hank's self-produced enlargements began to reach national publication in magazines such as *Life*, *Trains*, and *Railroad Magazine*. Shortly thereafter, authors of rail-

road and historical books requested Hank's images.

After completing high school, Hank worked in photo labs in the Boise area. Just prior to the United States' entry into World War II, he joined the U.S. Navy. His four-year stint in the Pacific Theater sharpened his photography and lab skills. Once released from the Navy, and since married, Hank found employment with a commercial photo lab in Boise. When the downtown office building that housed the photo lab was destroyed by fire, Hank joined the Boise Fire Department. He retired as a captain in 1976 and took up full-time photo lab work for Morrison-Knudsen, the worldwide engineering and construction company.

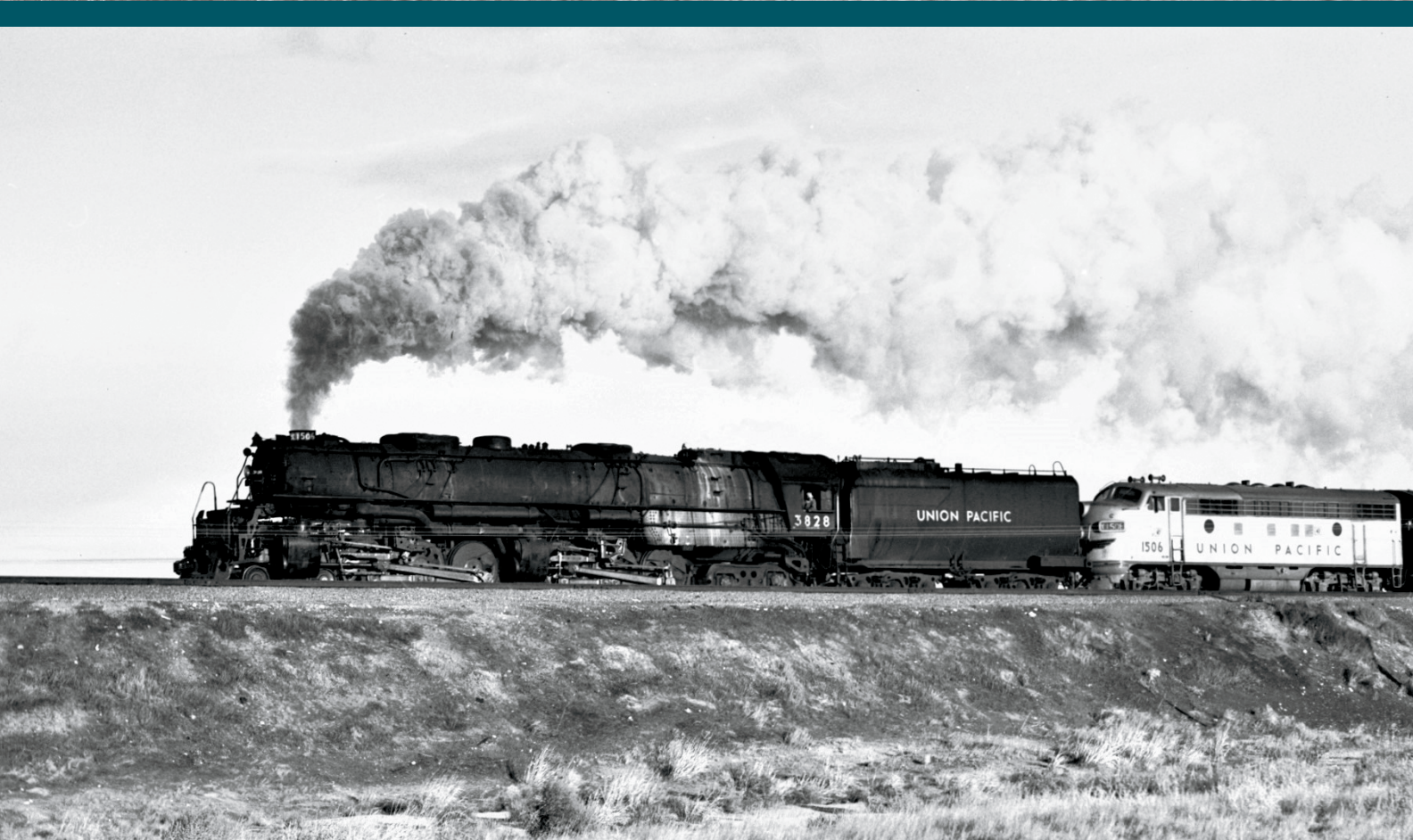
In 1992, the Union Pacific Historical Society honored Hank, along with friends Dick Kindig and Howard Fogg, with Lifetime Achievement Awards for promoting the preservation of the history of the Union Pacific.

Hank was able to spend time through 1959 on his photography by two means: trading shifts with other firemen, including working double shifts, and by marrying an obliging wife who allowed rail photography on family vacations.

Let's start a photographic journey in January 1953 and see what the year unfolded. The cameras stayed in their cases only three months that year: March, November, and December. The other nine months were spent documenting UP rail operations from Orchard to Nampa, with longer jaunts to King Hill and Medbury Hill, where steam pushers were still active. Two family vacations resulted in pictures on the Yellowstone Branch in June and on the Northern Pacific, Camas Prairie, and Union Pacific in northern Idaho and eastern Oregon in September. The year's highlights were twofold: capturing doubleheaded 4-6-2s on the *Yellowstone Special* and riding a Camas Prairie freight with head-end and rear-end 2-8-2 steam power.

➔ Union Pacific No. 817, a 4-8-4 Northern type, roars eastbound out of the "Big Cut" southeast of Boise on train 26 with a consist of six cars on Jan. 20, 1953. The cut was created a few years earlier, bypassing a tight curvature tunnel — the only tunnel on the Boise Cut-off and the whole of the Idaho Division main line.







↩ UP Extra 3825 East has slowed to 35 mph to negotiate a series of speed-restricted S curves east of Hammett on Feb. 11, 1953. The 4-6-6-4 Challenger-led freight travels on the second main, which was constructed by the Oregon Short Line in 1923. It will soon pull into the Glenns Ferry Yard where it will spend hours being switched. To the left of the extra is the Snake River, named from a Native American hand symbol resembling a snake.

↑ Hank and his daughter Mary Lou have followed UP Extra 3821 East from Nampa through Kuna and ultimately to Orchard on a circuit of dirt, oiled, and paved roads, most of which did not parallel the OSL main. The photo of the day depicts the 4-6-6-4 Challenger making a meet with the *Portland Rose*, No. 17, which has just taken the Boise Main at the Orchard Station. A signaling crew which has installed new United Switch & Signal target signals performs a roll-by.

← Medbury Hill's 1.855% ruling grade has been conquered by point helper 3818 leading two F units on an extra just past Reverse on Feb. 11, 1953. Reverse stands at the top of the grade, named appropriately for removed helpers which must reverse down the hill. Standard operating procedure is to remove helper power at Reverse, but in this case the steam helper is staying with the freight consist at least until Nampa is reached, 60 miles distant.







↪ Assigned Boise yard switcher UP 0-6-0 No. 4412 has taken charge of the 15-car Clyde Beatty Circus train and begins the task of sorting out cars to be unloaded on June 13, 1953. No rest for the elephants, as they will be some of the first off and will provide the muscle not only for moving wagons but also to raise the big top. Note the brakeman ready to provide signals from the car roof.

↑ UP Pacifics Nos. 3136 and 3134 lead the first section of train No. 35, the *Yellowstone Express*, toward the summit of Reas Pass on July 2, 1953. There the train will enter Montana from Idaho, having crested the Continental Divide. In 1919 UP had Baldwin Locomotive Works build five 69"-drivered Pacifics dedicated for use on Yellowstone Branch passenger trains, where traction was more important than speed. A second section powered by one 4-6-2 is following close behind, hauling an RPO and two coaches.

↪ UP train No. 36, also the *Yellowstone Express*, is ready to depart West Yellowstone for points east the evening of June 30 with 10 sleepers and coaches filled to capacity. Hank left Boise earlier in the day, family in tow, for a vacation at Yellowstone, which included a few railroad shots. The passenger train is seasonal, as the line is snowed in over the winter months.







↩ UP Extra 3816 enjoyed a good run from La Grande with its 86-car train and 2-8-8-0 pusher on Sept. 12 — that is, until the pusher quit 2 miles into the Blue Mountain grade above Union. With no other power in the area the train backed down into the siding at Union and doubled the hill. We see the Challenger going it alone bringing up the rear half of the train battling the 1.5% grade above Pyle Canyon.

↑ The Griffiths vacation has moved to Northern Idaho, with Hank pursuing photos of the last of Northern Pacific's 2-8-8-2 Z-3s operating over Lookout Pass on Sept. 17, 1953. The photography starts at Mullen with No. 4020 moving 13 cars east along the South Fork of the Coeur d'Alene River, hemmed in by the Bitterroot Mountains.

↩ Limited to 600 tons due to the 4% grade, 4020 has halved its train and takes the first seven cars over the imposing curved timber trestle on the Pass. The rest of the train, minus the caboose, has been left in the valley at Dorsey. Once the seven cars are set out at Lookout, the locomotive will drift in reverse down the grade and pick up the other six cars and once again climb the hill.



↑ The 4% climb out of Dorsey is brutal. Twenty-five minutes after leaving Dorsey, the 2-8-8-2 pops around a curve and into the viewfinder. The same track alignment as built in 1890 remains untouched, with the same gradient and 16-degree curves.

➤ It has been a great year of shooting trains as Hank, Richard Kindig, and Jack Riley find a UP Challenger-powered westbound with 72 cars pulling to a stop under stormy skies at Hammett, Idaho, on Oct. 15, 1953. While the head end takes on water, a pair of 2-8-8-0 helpers, Nos. 3528 and 3520, cut in ahead of the caboose. The threesome captures the action as the westbound whistles off and begins to build speed for the climb up the hill. This is the last all-steam-powered train that Hank will capture on Medbury Hill.

➔ Eastbound UP No. 26, a mail and express train, gets underway at Nampa, having just left the depot and entered the Boise Main at the junction on Oct. 14, 1953. With the train barking up the fill at 20 mph, the seven cars will not tax the 4-8-4. Soon enough the train will be making 70 mph across the flats to Boise. In a few years' time, the Portland-to-Pocatello train will be abolished.





LONDON CALLING

ONE RAILFAN'S ENCOUNTERS WITH

GMDD'S DIESEL BIRTHPLACE

Diesel Division, GM of Canada Ltd., a subsidiary of General Motors' Electro-Motive Division, was based in London, Ontario. The Canadian arm of the once prolific and dominant locomotive manufacturer opened in 1950 as General Motors Diesel Ltd., producing thousands of locomotives for Canadian railways and global export. In 1969 it was reorganized as the Diesel Division of General Motors of Canada Ltd. Over the years, Diesel Division also undertook the building and fabrication of transit buses and coaches, Terex construction vehicles, and light armored vehicles for military service.

As a result of the 1989 Canada-U.S. Free Trade Agreement, by the mid-1990s, EMD had moved much of its final locomotive assembly activities from La Grange, Ill., to GMDD, part of the GM Locomotive Group. Though prime movers, generators, and alternators continued to be produced in the Chicago suburb of McCook, final assembly was moved to north of the border. Regrettably in 2012, EMD and GMDD ceased operation under the auspices of General Motors; Progress Rail continues to manufacture Electro-Motive locomotives under the parentage of Caterpillar.

Early in 1987, I began a brief but privileged association with GM Diesel Division, although the exact date and precisely how I became so fortunate is lost to the passage of time. My dear friend John McCullum, mentor to many and my key to this association, has also left us. John was a true gentleman, full of wisdom and

business acumen, and kindly provided the opportunity to make my memorable connection with GMDD.

John was a retired vice president of Westinghouse Canada Ltd., with offices located in Hamilton, Ontario. He was an avid O scale modeler and club member who held a passion for the Pennsy and its legendary GG1, a model of which graced his mantle in the beautiful old home he kept in Burlington, near the shores of Lake Ontario. John regaled many of us with the story of an encounter he had with Westinghouse's stillborn Blue Goose gas-turbine-electric locomotive when he had toured the "head shed" in Pittsburgh, Pa., lamenting that "The Goose," introduced in 1950, was indeed a shade of baby blue.

Although retired, John wasn't one to let the grass grow 'neath his feet nor let his overly active, astute brain rest, so he recruited several of us local fans to





With technicians clad in white coveralls and green F59 caps, three new units, Nos. 521, 523 and 524 emerge from the north doors of the GMDD plant in a cacophony of bells and horns announcing their arrival.



The smell of Dupont Imron paint hangs in the air as GO 521 basks in the sunshine on rollout day, Aug. 15, 1988 at the GMDD plant in London, Ontario, at left. Above, a GMDD technician waves a back-up signal to the engineman as 523 reverses toward the plant having just emerged into the sunshine on rollout day.



There's a lot to see as a design engineer confers with one of GMDD's shop floor workers. Multiple GO units, the nearest in some degree of paint, sit near the exit doors at the north end of the plant. Three traction motors and an alternator assembly are to the right foreground.



Three Cotton Belt GP60s have their prime movers affixed and await various additions such as water and lube oil reservoir assemblies. Three-cylinder, two-stage compressors are in evidence at the rear of the units, which are connected directly to a driveshaft.

become members of the politically active transportation advocacy group Transport 2000 Canada. Through my association with John and members of Transport 2000, I began a brief but rewarding association with GMDD. Through his professional connections and classy, soft-spoken way, John had become associated with one of GMDD's top locomotive sales representatives.

GMDD's sales offices were located in London, on Clarke Road in Building 21, overlooking the military vehicle manufacturing and test facility (Building 15),

which lay adjacent to the locomotive assembly plant (combined buildings 1 and 2) on Oxford Street East. Since Transport 2000 was pressing the Canadian and provincial governments to improve rail service in Canada, it made sense to align ourselves with the top locomotive manufacturer in Canada, GMDD, as was John's vision.

There we were introduced to Rob Wright, passenger locomotive sales, and given a tour of GMDD's locomotive fabrication facilities. This was not the first such tour I was to receive.

AN ACQUAINTANCE WITH GO

During our meeting with Wright and others in the sales department, we were quietly advised of a pending order of new power for Ontario Government's GO Transit, part of the Toronto Area Transit Operating Authority. From age 14, I had become familiar with all of GO Transit's rail equipment as it whisked commuters between Toronto and Oakville in a steady parade across the street from my home in Clarkson. GO's precise on-time performance was so reliable you could set your watch by their schedule. Through my teens and into my 20s, I also commuted in and out of Toronto on the rather utilitarian Hawker-Siddley single-level cars ("tin cans," as we disdainfully called them) as well as the smooth-riding, sleek, green-and-white bilevels. My interest in what the new power would be was piqued.

GMDD and GO had worked together assessing the requirements for the development of an all-new locomotive designed to serve future system expansion and provide for a more powerful, dedicated commuter diesel unit. The design permitted simpler maintenance procedures, a more robust duty cycle, and a modern appeal. At the time, GO was operating an assortment of GP40-2LWs (tacked on to a CN order of identical units), auxiliary power units, control cab F units converted from variously sourced F7As and Bs, noisy F40PH "Thunder Wagons," as well as eight aging GP40TCs and a handful of former Rock Island GP40s, all which were painted in GO's attractive livery. Expansion of the Lakeshore (CN) line service and the addition of the CP Milton and CN Stouffville lines around Toronto already were taxing GO's roster. Further expansion depended on the purchase of new motive power and additional bilevel equipment from Hawker-Siddley (later Bombardier Transportation, located in Thunder Bay, Ontario).

In July 1987, almost a year prior to the official roll-out of the new units and with the permission and consultation of Rob Wright, I penned an article for a local rail fan newsletter in which I described the new units as "containing modifications and design improvements never previously applied to any Canadian-built locomotive." GMDD provided a technical description of what was to be the F59PH, the most remarkable features of which included a unique, fully enclosed carbody, desktop control stand, blended dynamic braking, as well as simplified access to the HEP for change-out at the rear of the unit. The sound insulated, 8-cylinder 500 kW

Detroit HEP diesel (later, 530 kW, 575 volt) could be accessed through a full-width set of rear doors by forklift for changeout of the entire HEP unit.

“Design for Maintenance” was a key feature of the F59. The application of blended dynamic braking (combined trainline and simultaneous dynamic braking application) from a top speed in excess of 70 mph down to 18 mph was a huge maintenance cost-saving feature. It reduced the requirement for the frequent inspection and replacement of tread and disc brakes on the bi-level coaches. Crew comfort and safety were also a major consideration in the design package, with significantly quieter on-board operation as well as the provision of high visibility and microprocessor controls.

We were fortunate to have been allowed to go to press with this feature, complete with an artist's concept and a set of basic blueprints showing the carbody configuration, design, and general arrangement of the F59PH, scooping every magazine and newsletter. We weren't entirely sure GO Transit would be happy with our little newsletter's publication of advance information, but I am forever grateful to Wright and the staff at GMDD. This was, however, just the opening act.

ROLL OUT!

A year after our article went to press — which ignited a small firestorm at GO Transit — John McCullum, David Stowe (editor of the newsletter *Trackside Detector*), and I received personal letters of invitation to the official rollout of the new GO Transit F59PH locomotives on Aug. 15, 1988. The letter stated, “The introduction of the F59PH Commuter Locomotive marks a new era of design technology of Diesel Division, General Motors of Canada, Ltd. We cordially invite you to attend a special ceremony at 10:30 a.m., Aug. 15, 1988 (to) inspect the new green-and-white liveried locomotives and to tour Diesel Division's manufacturing facilities.” It was signed by J. W. Jarrell, GMDD general director of operations, and Lou Parsons, chairman of the board for GO Transit. To miss this event would be unthinkable.

Roll-out day was attended by many dignitaries and government officials. We took our seats outside the north end of the plant at 10:30 and listened to brief speeches by provincial and municipal politicians. Then, as three doors of the GM Plant opened, Mr. Jarrell directed our attention to three spanking new F59PH's ringing their bells and sounding their



CN 9900 and 9901, designated SD50AF, were two of four SD60s built 3½ years prior to the first production units for CN. A print of this photo hung briefly in GMDD's corporate offices until it strangely disappeared over the 1988 Christmas shutdown.

F59s in service

The F59PH continues to be a reliable success. All told, 45 F59PHs were delivered to GO Transit and hauled 10- and 12-car trains in daily push/pull commuter service for almost 20 years. Today, eight continue to operate in daily service around the Greater Toronto Area 30-plus years after their initial roll-out. Of the F59s replaced by GO's parent Metrolinx (established in 2006 by the Greater Toronto Transportation Authority, Government of Ontario), many went to RB Railway Group, a leasing, OEM supplier, and engineering firm in Quebec. Subsequently, RB sold 22 to North Carolina Department of Transportation; 7 went to Trinity Railway Express (Dallas-Fort Worth); several were brokered to Chicago's Metra, and 21 were sold to AMT/EXO in Montreal, where they continue in daily commuter service. Specific details of the individual dispositions may be found in the “Canadian Trackside Guide.” — Douglas J. Fear



The GMDD switcher was this SW8 with no roster number. It emerges from the plant with an empty flatcar to be returned to CP's nearby Crumlin siding. Essential parts from EMD at LaGrange, Ill., were shipped by rail and interchanged to CP in London.



I caught Cotton Belt GP60s Nos. 9620 and 9621 out testing on Aug. 31, 1988. The test track was located near a siding known as Crumlin adjacent to CP's Galt Subdivision, a short distance from the division point at Quebec Street in London.

horns as they emerged from the assembly line. Technicians clad in white coveralls rode the bottom step of each unit, as the sparkling green-and-white units throttled up, rolling out into the August sunshine. They were then spotted and parked for our approval. It was a splendid sight.

After a thorough tour and inspection of the new units, we adjourned for lunch, put on for us by GMDD in its corporate dining room. During lunch, I happened to mention that I had taken a rather nice "in-service" photo of the first two of four SD50AFs built in 1985. This caught the

ear of Mr. Wright, who was keen to see the image. As talk turned to the four CN "demonstrator" units 9900-9903, I learned that the performance of these four units was being quietly monitored and maintained by GMDD personnel on behalf of CN at their Macmillan Yard Diesel Shop in Toronto. Although "SD50AF" was stamped on their builder's plates, they housed the new 710 engine block and other features later to become common on the SD60F model. At the time, this information was not for public consumption. As noted in the *Diesel Era*

book *EMD's SD60 Series*, "During the production of (the final 15 units of the first 40-unit SD50 order in 1985), GMD built 4 units equipped with the new 16-cylinder 710 series power plant." The builder's plates were stamped "SD50AF" and were the first SD60 demonstrator units equipped with a full-cowl "Draper Taper" carbody built for Canadian National, numbered 9900-9903.

A PERSONAL TOUR

In the week following the rollout, I arranged to have two 20 x 24-inch Cibachrome prints made of the Kodachrome I had taken in August 1987 featuring two of the spanking clean CN 9900s arriving in Hamilton on train 431 to make a set-off. I advised Mr. Wright that I had the print available for him and I offered to courier it to him. To my delight, he invited me to London to deliver it in person, after which I would be given a tour of the plant and would be permitted to take photos! Photos of the interior of the plant were generally prohibited, especially in areas such as the traction motor assembly area. While I'd gotten a few "grab shots" of the plant interior on F59PH roll-out day, this latest invitation gave me a chance to spend a little more time setting up and choosing a few good locations. There was, however, one caveat: They could not appear in print.

So, on Aug. 30, a mere two weeks after the introduction of the F59, I delivered my photo of the two 9900s (which later became 5500-5501). Rob was happy with the image. Diesel Division framed it and

displayed it in its Sales area among other photos of their products in action.

I was treated to lunch in the staff cafeteria and thereafter escorted around the plant by one of Rob's staff members, who asked where I wished to set up. Under his careful guidance, I was given access to the entire production facility, which included the traction motor assembly area, although photographing it was prohibited. I had previously been able to observe the process. Trade secrets were zealously guarded.

My only regret was not shooting the entire fabrication process, most notably the underframe assembly area located on the east side of combined Building 1 and 2. Along this side of the facility were several deck assemblies in various states of fabrication, each a single plate of steel in excess of 2 inches thick. On each, various sub-assemblies were welded, including pilots and collision bracing, underframe beams, coupler pockets, anti-climber assemblies, air piping, conduits, and cableways, all while still positioned upside down, locked securely in rotatable trunnions. Most remarkably, once right-side up, there was an apparent upward bow to the entire deck assembly, designed to flatten straight and level once the prime mover and alternator/generator assemblies were lowered onto it. The deck acted as a suspension member, absorbing the many bending moments and deflections the locomotive would encounter as it ran down the track.

On the west side of Building 1 and 2 was located the prime mover installation area, cab sub-assembly, wiring loom pre-fabrication boards, carbody assembly, sub assembly and pre-painting of carbody grilles, locomotive final assembly, trucking, and locomotive-sized paint booths. I set up on the west side of the plant at various locations. I was cautioned to avoid close-up photos of the personnel, who may have objected to their images being captured on film, potentially creating union issues for GM and Diesel Division. After a few shots of a new Cotton Belt GP60 reposing just outside the north



The cover of Trackside Detector issue from July 1987 featured an image of the new G0 Transit F59s that led to a tour at GMDD's London plant for their debut.

doors, we proceeded to the "load box" where new units were statically tested. Testing would be conducted here either prior to or after a run on the test track adjacent to Mile 110 (west of Crumlin) on Canadian Pacific's Galt Sub-division. The load box was used to identify and troubleshoot any post-production snags.

Having said goodbye to my guide and expressing thanks for having taken up most of his afternoon, I drove around the plant facilities where

public access to the test track was available. Two new Cotton Belt GP60s were undergoing operational tests. The spotless scarlet-and-gray units were a sight to behold as they throttled up and down the test track, passing me several times. I continued to observe, shooting many images until they were once again locked behind the perimeter fence for the night. I was pleased with the success of the day.

In February 1989, Transport 2000 Canada was again permitted a meeting at the GM London site, after which GMDD provided us another wonderful tour of their manufacturing facilities. While no pictures were allowed this day, the group

was permitted a "team photo" with a finished CN SD60F at the conclusion of the tour. On hand at the rear (south end) of the plant was recently completed CN 5509, the sixth unit of the first 20-unit production order. It is worthy of note that later that year, sister unit 5535 was celebrated as Diesel Division's 5000th locomotive produced in London. All told, CN went on to purchase 60 SD60F's in addition to the first four demonstrator units. (At this writing, two of the demonstrators continue in service for the Dakota, Missouri Valley & Western; sadly, the other pair, 5502 and 5503 were scrapped.)

During the 1989 Transport 2000 event, I learned that the photo I had given to GMDD displayed in their corporate sales offices in London had mysteriously disappeared during the Christmas shutdown. Clearly, someone coveted that shot, and its whereabouts remains a mystery to this day.

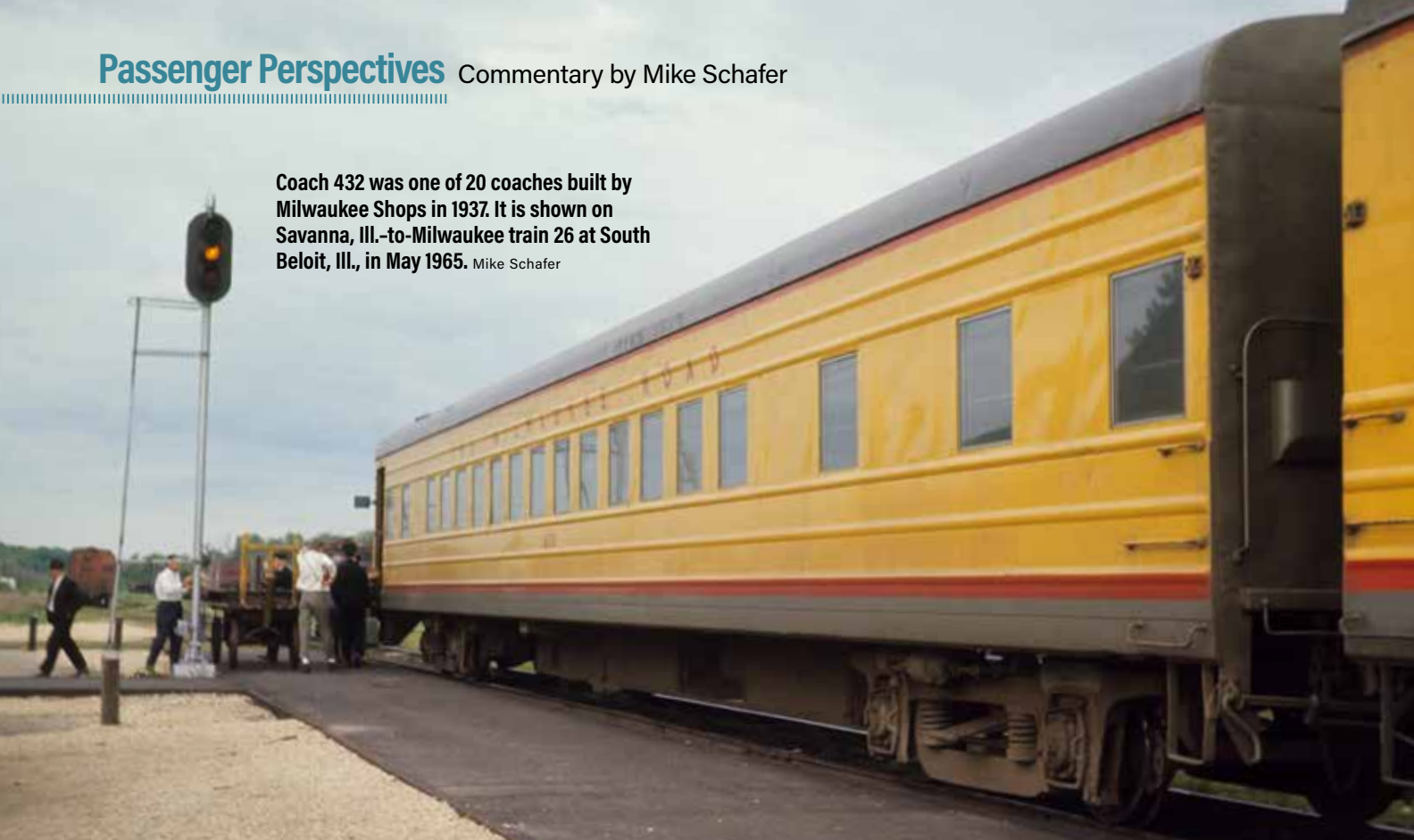
DIESEL DIVISION POSTSCRIPT

The doors to GMDD London were closed permanently in 2012, throwing hundreds of skilled laborers out of work. Sadly, the La Grange plant back in Chicago also has been razed. You'll have to travel to the Illinois Railway Museum in Union to view the famous Electro-Motive Division sign once proudly displayed on the grounds of the McCook plant. Meanwhile, it's my belief that the gentlemen's agreement sworn in 1988 has passed its statute of limitations, allowing me to now share all these photos. 📷



The participants of Transport 2000 Canada's annual meeting rally around brand-new CN 5509 in February 1989. T-2000 President John McCullum leans out the conductor's window while our host Rob Wright of GMDD Locomotive Sales stands in the doorway behind him.

Coach 432 was one of 20 coaches built by Milwaukee Shops in 1937. It is shown on Savanna, Ill.-to-Milwaukee train 26 at South Beloit, Ill., in May 1965. Mike Schafer



Milwaukee Road's *Hiawatha* fleet stands out

Built in the railroad's Milwaukee Shops, the *Hiawatha* fleet lasted until the start of Amtrak



Coach 4400 is under construction at Milwaukee Shops in 1933. This was the prototype for forthcoming lightweight, streamlined passenger cars. Milwaukee Road Historical Association collection

Of all the major U.S. railroads that fielded impressive fleets of passenger trains between the end of World War I in 1918 and the arrival of Amtrak in 1971, the Chicago, Milwaukee, St. Paul & Pacific — more commonly known as the Milwaukee Road — stood out in one significant aspect: its home-built passenger cars.

Think about this. The birth of the streamliner era in 1934 prompted nearly all major railroads to modernize their fleets of passenger rolling stock. Pullman-Standard and the fledgling Budd Co. hit it big fulfilling huge new orders, a trend these companies enjoyed from the Depression into the early 1950s as railroads jumped on the streamliner bandwagon.

But there was one major exception: the Milwaukee Road's *Hiawatha* fleet. With some minor exceptions noted here, the railroad turned to its famous Milwaukee Shops. The sprawling com-



Two Milwaukee Shops coaches work on Milwaukee Road's Milwaukee-Watertown "Cannonball" commuter train in 1972. Two photos, Mike Schafer



These lightweight observation cars were built by Milwaukee Shops in 1938 and dubbed "Beaver Tails." D. Christensen, William A. Raia collection



Skytop parlor observation car *Coon Rapids* — built in 1948 for Twin Cities *Hiawatha* service — is shown on a fantrip at Escanaba, Mich.

plex southwest of downtown Milwaukee was famous for being able to produce anything the railroad needed, from its signature chevron switch stands to thousands of homebuilt freight cars and cabooses to its huge fleet of passenger cars.

Especially impressive was the Milwaukee's streamliner-era passenger rolling stock built between 1934 and 1948. When the Milwaukee decided to enter the streamliner era, the frugal but industrious carrier called upon its shop forces. The result of its first batch of cars — 40 general-service coaches, two tap-cafe cars, two parlor cars, and two parlor observation cars — yielded the *Hiawatha*, introduced in 1935 serving Chicago, Milwaukee, and the Twin Cities. The train was wildly successful, and in 1936 a connecting North Woods section was added between New Lisbon and Woodruff, Wis.

At about the same time, Milwaukee Shops built 26 more cars for *Hiawatha* service to accommodate the growth of the popular new train and expanding frequency, with a second *Hiawatha* each way between Chicago and the Twin Cities. At this point the trains were renamed *Morning Hiawatha* and *Afternoon Hiawatha*. The earlier *Hiawatha* cars were used to

re-equip non-*Hiawatha* runs such as the Chicago-Upper Michigan *Chippewa* and the Chicago-Madison *Varsity*.

The Milwaukee Road *Hiawatha* fleet grew to include the *Midwest Hiawatha* (Chicago-Sioux Falls, S.D.-Omaha), the *Chippewa-Hiawatha* (the use of a hyphen in that name remains elusive), and the *Olympian Hiawatha* (Chicago-Seattle/Tacoma). Meanwhile, the shops continued to churn out new rolling stock for other trains such as the *Pioneer Limited* (Chicago-Twin Cities) and the *Marquette* (Chicago-Madison-Sioux Falls).

By 1949, Milwaukee Shops had constructed nearly 700 passenger cars.

Not that the Shops built everything. In 1948 the Milwaukee reached out to Pullman-Standard for a fleet of lightweight sleepers, full-length dome-lounges, and sleeper-lounge Skytop observations. The observation cars were signature to the Milwaukee's passenger fleet, and featured a variety of styles, most notably those Skytop observation cars. Another signature for Shops-built cars between 1937 and 1942 were ribbed sides, which strengthened the cars while reducing weight.


The 1948 Shops-built cars lasted into the Amtrak era, until the new passenger

1939 HIAWATHA POSTER



This poster shares the style and elegance of the 1939 Milwaukee Road *Hiawatha*. Peek inside with floor plans and imagine what travel was like in the classic era. It's available at KalmbachHobbyStore.com.

railroad could begin re-equipping its trains with its own cars, underscoring the quality of the Milwaukee's fleet.

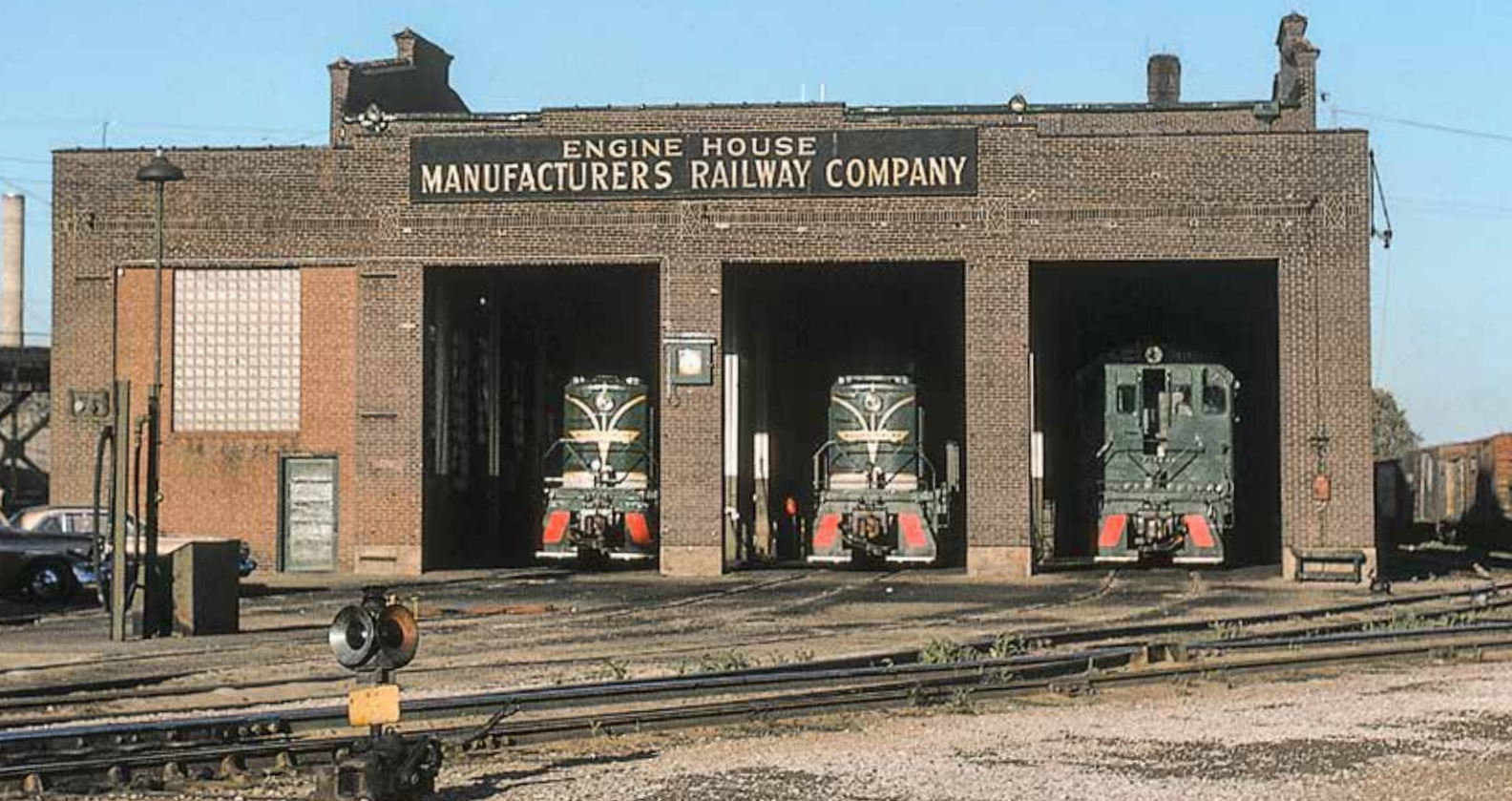
Examples of some of these cars are found in a new book, *My Milwaukee Road*, published by my own company, White River Junction Productions, and available at www.schaferstation.net. 

Manufacturers Railway Co.

The Manufacturers Railway Co. was formed in 1887 to handle transportation for the burgeoning E. Anheuser & Co. brewery. Its first president was none other than Adolphus Busch, son-in-law of and business partner with Eberhard Anheuser. Throughout the 20th century traffic grew with the brewery. From the 1940s into the late 1960s, the railroad operated a fleet of Alco diesel switchers, shown here. Beer moved in white reefers and insulated boxcars. Traffic slipped in the late 20th century as Anheuser-Busch shifted production to new regional breweries and outside customers closed or reduced their use rail of rail. In the mid-1990s, the MRS was handling about 17,000 cars a year. At the time it operated with three EMD MP15s, three EMD SW1500s, and one Morrison-Knudsen TE-74-4E, rebuilt from one of the classic S2 units that served the road for decades. In 2011, successor Anheuser-Busch InBev ended beer shipments by rail, leading to a discontinuance of service. However, Foster Townsend Rail Logistics took over operation in October, and by early 2015, beer was riding the rails again. — *Brian M. Schmidt*

Photos: J. David Ingles, Brian M. Schmidt collection



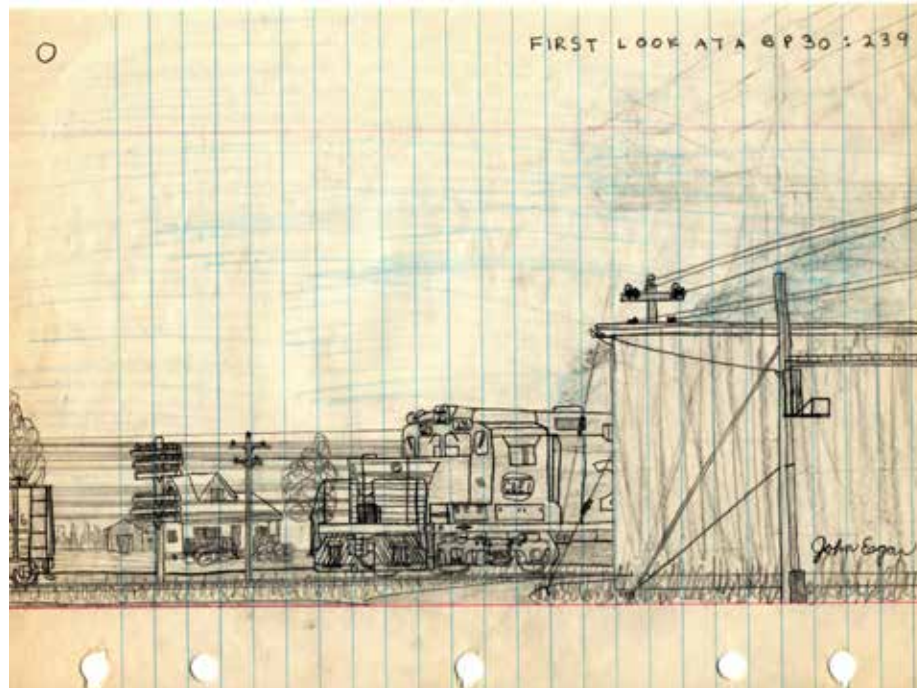


An ear for trains

Close encounters of the first kind with EMD's new turbo-charged GP30s in 1963

Has there ever been a sound in all of dieselism as distinctive as the turbo-charger? I'm not talking about the throaty chortle of an Alco, or the chug-chug-chug of a GE, or even the chirp of newer EMD 710s, but of the turbocharged EMD 567 (and 645) prime movers. The high-pitched whirling whine of the turbo sounds not unlike a jet plane about to race down the runway, and sounds like it's about to take off, even standing still.

I grew up along the Chicago & Eastern Illinois in the south Chicago suburbs, a railroad innocent of the turbocharger. Most roads were in those days. And those that had them, before the technology advanced sufficiently to make them reliable, hated them. The Missouri Pacific so disliked them that more than 100 turbocharged Alco freight cabs were traded to EMD for a like number of plain-vanilla GP18s, and units too new to trade, like



The GP30 enters into view in 1963 and is drawn on a page torn from the author's third grade notebook! Look at that ... every wire and insulator, but no side handrails! John T. Eagan Jr. collection

the RS3s and RS11s, were re-engined by MoPac with normally aspirated EMD 567 prime movers. The C&EI had turbo experience with four Alco RS1s, but these units became closet queens, the first to be stored whenever traffic took a downturn.

My railfan experiences began when the three BL2s were still on the property, distinctive standouts in style from the

F units and Geeps. The sounds emitted from the dual exhaust stacks were the same, though, a deep bass staccato voice that rumbled your soul and rattled the windows as they got out of town in low notch transition.

In 1963, I took my Cowboy Bill straw hat, the one with the blue plastic badge clipped to the brow, and put a piece of



The object of the author's attention back in 1963 rests three years later at Yard Center in Dolton, Ill. Karl Henkels, John T. Eagan Jr. collection



The author was accustomed to seeing the C&EI's non-turbocharged BL2 and F units on trains in his youth. *Classic Trains* collection

masking tape over the word "Sheriff." On both sides of my Sears bike, I taped a long piece of yellow Teletype paper, borrowed from the machine in the tower my father worked at on the Illinois Central. On all of these, I announced to the world, I was now "FREIGHT TRAIN PATROL," in bold but crude magic marker. I waited anxiously for the BLAT of the air horn to sound for the crossings north and south of town. This would be my signal to dash to my bike and pedal like mad to an intercept course at the U.S. 6 overpass. In this way, I watched the blue-and-orange F and BL2 and the black-and-white Geep fleet of the C&EI pass by. Numbers dutifully recorded in a spiral bound notebook, it was then off to the park to play baseball or get the Tonka toys out and build roads in the gravel driveway with the edge of my hand. Ahh, the summer of '63. Life was simple and good.

I never knew they were called BL2s (or BL1 for that matter); the "Diesel Spotter's Guide" would have to give me that education later. I just knew that they were different and called them "chain-drives," since the sides had an uncanny similarity to the chain guard on my bike. I also knew, according to my book, that I had not seen the 200, 201, or 202 in a while. I did not know that diesels wore out or didn't last forever. I didn't even know they were gone and chalked up their absence to working at some far corner of the not-too-vast C&EI realm.

One day in the summer of 1963, I heard the distinct blat of the air horns of a northbound train, and the rattle of the diamonds at Thornton Junction where the C&EI crossed the Grand Trunk Western. "Freight Train Patrol Now On Duty!" I shouted to no one as

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

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I mounted my bike and pedaled furiously toward my rendezvous point. As I grew closer to where 161st Place dead-ended at the C&EI just north of the South Holland depot, I could hear an odd whirling whine, not unlike the saw at the Wausau Lumber & Coal Co., whose buildings blocked my view of Yard Center until I was right at trackside. As more of my peripheral vision was unveiled by the receding buildings to my right, the source of

two GP7s passed, and I noted the new units had a radically different front — they were low nose, had V-shaped cab fronts, and you could see inside the sacred confines of the cab! All the while, I am mesmerized by this whine, as the units pumped the air on the southbound manifest. It's the kind of sound that once you hear you never forget, and can bring it up in your thoughts, or imitate it for your third grade teacher and classmates at show and tell!

In an age when 9-year-olds didn't possess cameras, I relied on my rudimentary artistic skills and drew the

scene reproduced here from my notebook. Looking back, it is apparent that the unit looks out of proportion, but the event of meeting the newest C&EI diesels — and the first audible sampling of the EMD turbocharger — are etched perfectly forever in my mind.

Almost 60 years after that meet, I know that working GP30s on American railroads are difficult to find, and the C&EI trio are scrapped or working as psuedo-GP39s on the BNSF or as a road



The author peddles his new Sears bike past his father's camera in 1963. That basket would be needed for notebooks to go on "Freight Train Patrol." John T. Eagan Sr.

slug on the CSX. But sometimes, if you are lucky, you can still encounter a 567- or 645-powered turbocharged consist at rest, with the turbos whining and giving the impression that nothing can hold them back. And you think back to that day in South Holland when you first encountered that sound, and, for the moment, once again, all is right in the world. — *John T. Eagan Jr.*

All the while, I am mesmerized by this whine, as the units pumped the air on the southbound manifest.

the whine was revealed: 3 glossy black C&EI units not in my notebook, and not of my world, the 239, 240 and 241.

To a trained eye, these were turbo-charged EMD GP30s, on their maiden trip south fresh after delivery from EMD. The units had been built at nearby Lagrange (technically, the production facility was in McCook, while the LaGrange address widely associated with the plant was only the headquarters) and delivered earlier that week. The northbound, with

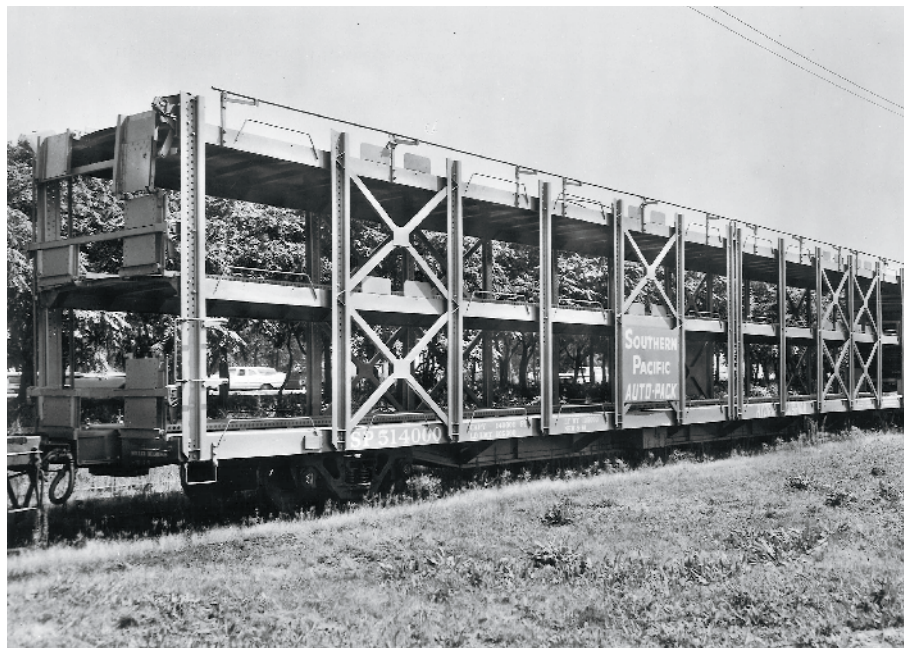
Loose-car railroading

A usually quiet day turns memorable on the Espee in 1977

After several summers working as a brakeman on Southern Pacific's Los Angeles Division and teaching history in high school, I was hired in summer 1977 as a traffic representative in the Long Beach District sales office. As the "rookie" in the division, I was told that I would be required to staff the office on the day after Thanksgiving. Everyone else in sales in the division typically took the day off, from the top down, but at least one office had to remain open. The district sales manager told me that "nothing ever happens, it's a quiet day, bring a book, and answer the phone if anyone calls."

Thus it was that I found myself alone in the sales office, feet on the desk, reading a book on a peaceful Friday morning, interrupted only by the occasional Telex printer message. The assistant superintendent of sales had called from home at 8:30 a.m., just to make sure I was there.

At about 11:30 a.m., the public phone



A Southern Pacific tri-level auto rack like those loaded with Mazdas at Port Hueneme, Calif., in the late 1970s. Thrall Car Manufacturing

line rang again, and picking it up with a courteous "Southern Pacific, Long Beach Traffic office, may I help you?" I was interrupted by a desperate voice almost shouting, "I hope to hell you can!" In rapid succession, he identified himself as the manager of Mazda's import facility at Port Hueneme, up the coast from Long Beach near Oxnard, and described an urgent situation. Port Hueneme was where automobiles were offloaded from ships and loaded circus-style onto tri-level auto racks spotted by the Ventura County Railway for transport to the SP interchange in Oxnard. In near panic, he had been calling every VCY and SP number he could find, from Oxnard to L.A. to West Colton and finally to Long Beach, frantically trying to stop a 10-car shipment of new Mazdas, all to no avail. Of course, all of the numbers he had were public numbers, not operations numbers within the SP's own telephone system.

Apparently a shipment had been loaded on Wednesday, with more cars to be spotted and loaded on Monday after the holiday. Somehow, the VCY crew went ahead and pulled the first section of 10 cars, and rather than setting them over to another track, moved them directly to Oxnard early that morning. Unfortunately, the Mazda manager had no idea where they were at the moment, and feared they were en route somewhere to the east coast. Under normal circumstances, that might not have been much of an issue, except for the fact that none of the vehicles had been chained down in the trilevels!

I got his number and told him that I would call him back within 15 minutes with whatever I could find out. As I had access to the SP operations directory, I immediately called the yard office at Oxnard. The yardmaster confirmed that the VCY had set the cars on the interchange that morning, and he was in fact wondering why there were no waybills. So at least they



In later years, railroads including the Southern Pacific would switch to fully enclosed auto racks to deter vandalism. Portec Inc.

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weren't going anywhere soon. I explained the situation and asked him to make sure they didn't move another inch, even within the yard, until we got it figured out per Mazda's wishes.

Calling the manager back at Mazda, I could hear the sigh of relief, and he said that he could send a crew to Oxnard to secure the cars there if it was OK with the SP to have them on the property. He definitely did not want to risk moving them back to Port Hueneme and was praying that even the short move to Oxnard had not caused any damage. I checked back with the Oxnard office, who advised that it was OK, as there was no SP brass around that day anyway, so no one would care. I got instructions on where the Mazda people would be able to access the tri-levels in the yard and followed back up with the manager. I then coordinated the meeting so that someone from the SP could escort the Mazda folks safely in the yard.

Leaving it at that, I ate my turkey sandwich and resumed my peaceful reverie. I called the Oxnard office again at 2

p.m., and they assured me that all was under control, and the Mazda workers were on the property already. At around 3 p.m., the assistant superintendent called again, asking if I'd had any calls. I related the Mazda incident, and his first reaction was a very vocal "why the hell didn't you let me know!" I said that I thought it best to get on the situation right away and would have called someone higher up if I couldn't get it resolved. Once it had been successfully taken care of, I considered it to be no big deal. After a few moments, he finally said "I guess you're right, good thinking and good job. If there are no other calls, you can go home at 4."

Out of curiosity, I called Mazda the next Monday, and a grateful manager said that all was well, the cars were safely tied down, and he was still trying to figure out how the VCY hauled the cars to Oxnard. We both then joked a bit nervously about the chaos which might have ensued as those new Mazdas bounced merrily down jointed rail at speed somewhere. It wouldn't have been a pretty sight. — *Douglas Brittin*

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

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

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Nicole McGuire, Senior Vice President Consumer Marketing. Date: October 1, 2023



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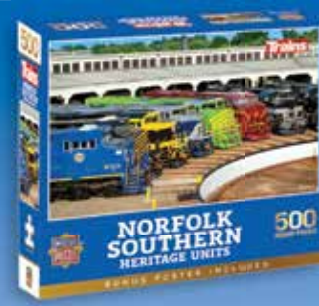


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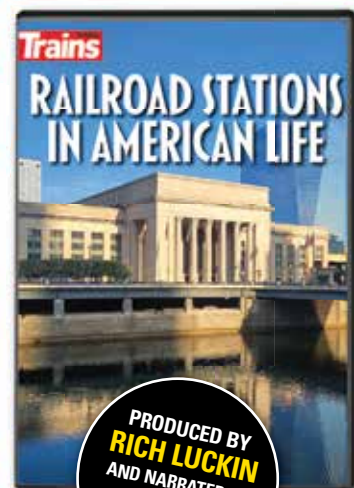
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Black River & Western 2-8-0 No. 60 blows steam as it crosses Copper Hill Trestle. Two photos, Brian Solomon

New Jersey Railway preservation

See these sights when you visit the Garden State // **BY BRIAN SOLOMON**

New Jersey's 19th century history was shaped by early railroad development and its position between two of America's largest cities. In the mid-20th century, it hosted several early tourist railways and preservation efforts. Today, New Jersey offers a variety of homegrown railway preservation sites, some of which are closely linked to the state's early canals and canal preservation.

The Camden & Amboy was among the world's first steam-hauled railroads, beginning operation in September 1832 between Bordentown and Hightstown. In its early days, its tracks were built to a British standard, with rail supported by stone sleepers instead of wooden cross tie construction. C&A was later amalgamated into the Pennsylvania Railroad. For many years a short section of C&A's early track was displayed alongside PRR's active line at Jamesburg. Today, you can see memorial displays featuring C&A's stone sleepers at Main Street in Spotswood (www.hmdb.org/m.asp?m=93880) and at Rogers and Railroad Avenues in Hightstown.

Phillipsburg, opposite the Delaware River from Easton, Pa., is home to several

historic attractions. The Friends of the New Jersey Transportation Heritage Center in Phillipsburg consists of separate facilities at the old union station and the Phillipsburg pumphouse. The pumphouse features a 1913-built triple expansion steam pump engine. Built in 1914, the station once served Central Railroad of New Jersey and Delaware, Lackawanna & Western, and now houses the Friends' paper archives and a collection of small regional artifacts.

The nearby Phillipsburg Railroad Historians organization maintains a small collection of antique rolling stock, including restored Lehigh & Hudson River wood caboose, and is the current home to the historic Centerville & Southwestern 1:6 scale railroad, in operation since 1938 (www.prrh.org).

Phillipsburg's PU Tower has been restored by a nonprofit group. Also nearby is the Delaware River Railroad, an affiliate of the New York, Susquehanna & Western Technical & Historical Society, which operates seasonal excursions along the former Pennsylvania Railroad Bel-Del route to Riegelsville (www.prrh.org).

West-central New Jersey hosts the Black River & Western Railroad, which for six decades has played an important role preserving vintage equipment and operating steam and diesel excursions. Seasonal trips are centered on its station at Ringoes, where it maintains a small museum of railroad artifacts and a model railroad in a historic Central Railroad of New Jersey baggage car. The details of operations vary, with many excursions operating between Flemington and Ringoes, giving visitors a choice of boarding stations. In 2017, the railroad restored excursion service to Bowne on its long-dormant line to Lambertville as a step toward its vision of re-opening the rest of the route. The railroad's best known engine is former Great Western (of Colorado) Alco-built 2-8-0 No. 60. When it isn't available, the railroad typically assigns one of several vintage diesels to excursion service.

The Whippany Railway Museum is an outgrowth of the Morris County Central, one of the state's earliest tourist railways that unfortunately faded from the scene in 1980. The museum opened at its present location in 1985. Today, Whippany

remains true to its mission to preserve the state's railway heritage by operating excursions and displaying and interpreting railroad artifacts, equipment, and structures. Among the gems of its collection is a Lackawanna "Subscription Car," a luxurious commuter car that brought more affluent rail commuters from New Jersey suburbs to the waterfront terminal at Hoboken (whippanyrailwaymuseum.net).

The New Jersey Museum of Transportation and Pine Creek Railroad is located Allaire State Park in Wall Township, where it is devoted to preserving New Jersey rail heritage. It is home to the restored Freneau Station and offers short train rides and displays a variety of historic locomotives and rolling stock (njmt.org).

Southern New Jersey once featured competing lines that were part of either the Philadelphia & Reading or Pennsylvania RR networks. In 1933, they were combined as a joint venture called the



The clock stands proud on the front of the Central of New Jersey terminal in Jersey City.

Pennsylvania-Reading Seashore Lines, which was among the lines melded into Conrail in 1976. Today, there are two active excursion lines operating on former PRSL routes, both of which offer a window into the region's rail history and opportunities for classic train rides on mid-20th century equipment. The Cape May Seashore Lines is centered at the nicely

restored Tuckahoe station in Cape May County. It has been offering season excursions since 2005 (www.seashorelines.org).

In 2022, the Woodstown Central Railroad, a division of SMS Rail — famous for its fleet of Baldwin diesels — began scenic excursion services. Most of trips are operated from the South Woodstown Station. In November 2023, SMS completed a restoration of a former U.S. Army No. 9, an Alco 0-6-0 steam locomotive for eventual service on Woodstown Central (www.woodstowncentral.com).

The United Railroad Historical Society

is based in Boonton and has collected and restored a variety of historic locomotives. Their collection includes a pair of former Pennsylvania GG1 electrics and an Erie-Lackawanna U34CH diesel-electric, all of which had served in New Jersey suburban service. Visits to view the collection are possible during their scheduled Open House events (www.urhs.org).

The Tri-State Railway Historical Society is another organization involved in railroad equipment restoration and preservation (www.tristaterail.org).

Liberty State Park on the Hudson River waterfront opposite lower Manhattan features the old Central of New Jersey terminal buildings. In its heyday, this was one of the state's busiest passenger stations, hosting CNJ suburban trains as well as long-distance services operated by Reading Co. and Baltimore & Ohio. Although most passenger service was diverted to PRR stations as result of the 1967-Aldene Plan, the old CNJ architecture survived (www.nj.gov/dep/parksandforests/parks/libertystatepark.html).

The author would like to thank Kurt Bell and Pat Yough for their assistance in preparing this story.



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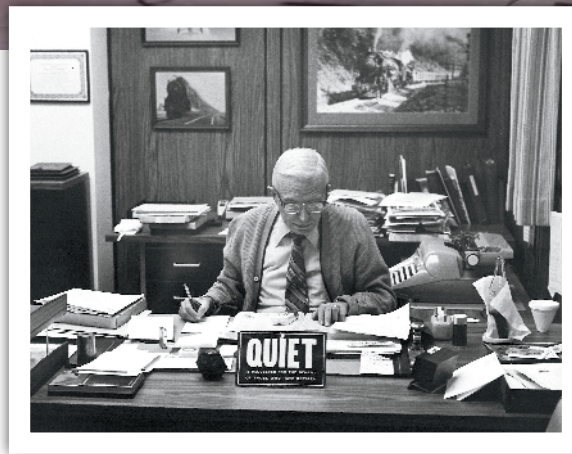
A place called '1027'

In railroad history, some street addresses count more than others. There was 65 Market Street in San Francisco, of course, the home of Southern Pacific, and 230 Park Avenue, the New York Central's headquarters in Manhattan. Generations of Chicagoans knew 80 E. Jackson Boulevard (Santa Fe) and 547 W. Jackson Boulevard (Burlington Route).

Then there was 1027 N. 7th Street in Milwaukee. Not a railroad address, to be sure, but as the longtime headquarters of Kalmbach Publishing Co., it was fixed in the minds of three generations of *Trains* readers.

That was no accident. Subscribers likely were familiar with the address by the early 1950s, around the time Editor David P. Morgan (pictured at right) began mythologizing the place in references throughout the magazine. Readers got into the act, submitting photos of railroad equipment carrying the magic number. Soon the staff had a file bulging with 1027 photos of steam, diesels, even some rolling stock.

In truth, 1027 was hardly glamorous. The building began life in the 1920s as a furniture factory and became a publishing



Photos: Kalmbach Media collection

house in 1942 when wartime exigencies forced Kalmbach to move from Milwaukee's Near South Side. But 1027 was big, stolid, and homey, and there were more than a few of us who regretted leaving the place in 1989, when we moved to the suburbs. The good news: 1027 survives today as part of the campus of Milwaukee Area Technical College. Alas, there's no Kalmbach marker, but thousands of *Trains* readers won't forget what happened there. — Kevin P. Keefe 📖

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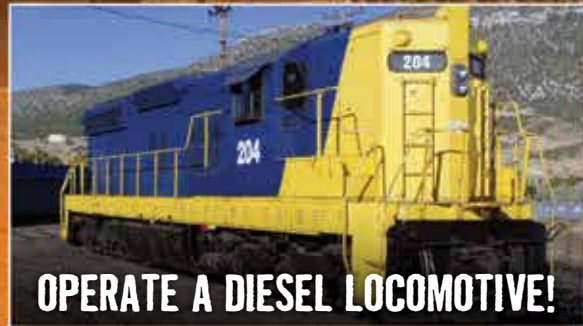
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