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PENNSYLVANIA-READING SEASHORE LINES BALDWIN S-8 NO. 6006

Camden, New Jersey | June 1970

In good company with 45 other Baldwin products on the PRSL roster, their sole S-8, the 6006, managed to achieve a respectable 25-year service life, finally being retired by Conrail in October 1976. The locomotive is shown switching the RCA plant on Camden's waterfront. At one time, Victor employed 13,000 people in a 38-building complex that covered 58 acres. The Victor Talking Machine Company had moved its facilities to Camden (from Philadelphia) in 1905, needing to expand its record-pressing capacity. Victor Talking Machine sold its operation to RCA in 1929, and Camden became a center for radio set production. An experimental TV station was set up in Camden in 1933. The last RCA building was sold in 1992.

J. Stroup Photo



ATLANTA & WEST POINT EMD GP40 No. 728

Union Station, Atlanta, Georgia | December 1978

A mix of A&WP and Georgia Railroad power brings Train 212 past the former Atlanta Union Station site and "Howell's Tower." This train had originated in Montgomery and would tie-up at Louisville & Nashville-Tilford Yard. When first dieselized, the Georgia and Western Railway of Alabama executed conditional sales agreements that ensured the locomotives remained on their home road. Since A&WP and WofA were run as a single railroad, the agreements did not affect their locomotive assignments. After the agreements expired, the units were freely-interchanged between the three roads. Atlanta & West Point 728 became Seaboard 6648; to CSX 6648. The locomotive was rebuilt to an RP40-2C by Morrison-Knudsen and went to work as Virginia Railway Express V-21. More recently, the unit is on the roster of the Royal Gorge Route.



UNION PACIFIC BRANCH LINE/INDUSTRY

Burke, Idaho | June 10, 1956

Discovery of silver and lead in the mid-1880s made Burke a classic western boom town, with one big difference—it all fit in an extremely-narrow canyon (at most, 300 feet wide) in the Coeur d'Alene Mountains. Both the Northern Pacific and the Oregon-Washington Railroad & Navigation (later, UP) had lines through town and both passed through the lobby of the Tiger Hotel. When not running through buildings, the tracks ran in the town's main street. The town's location made it vulnerable to floods, avalanches, and a fire wiped out the town in 1923. Silver was produced in Burke through the 1970s. The last mine closed in 1991, by which time, it was estimated just 15 people remained in Burke.

G. Krambles Photo

