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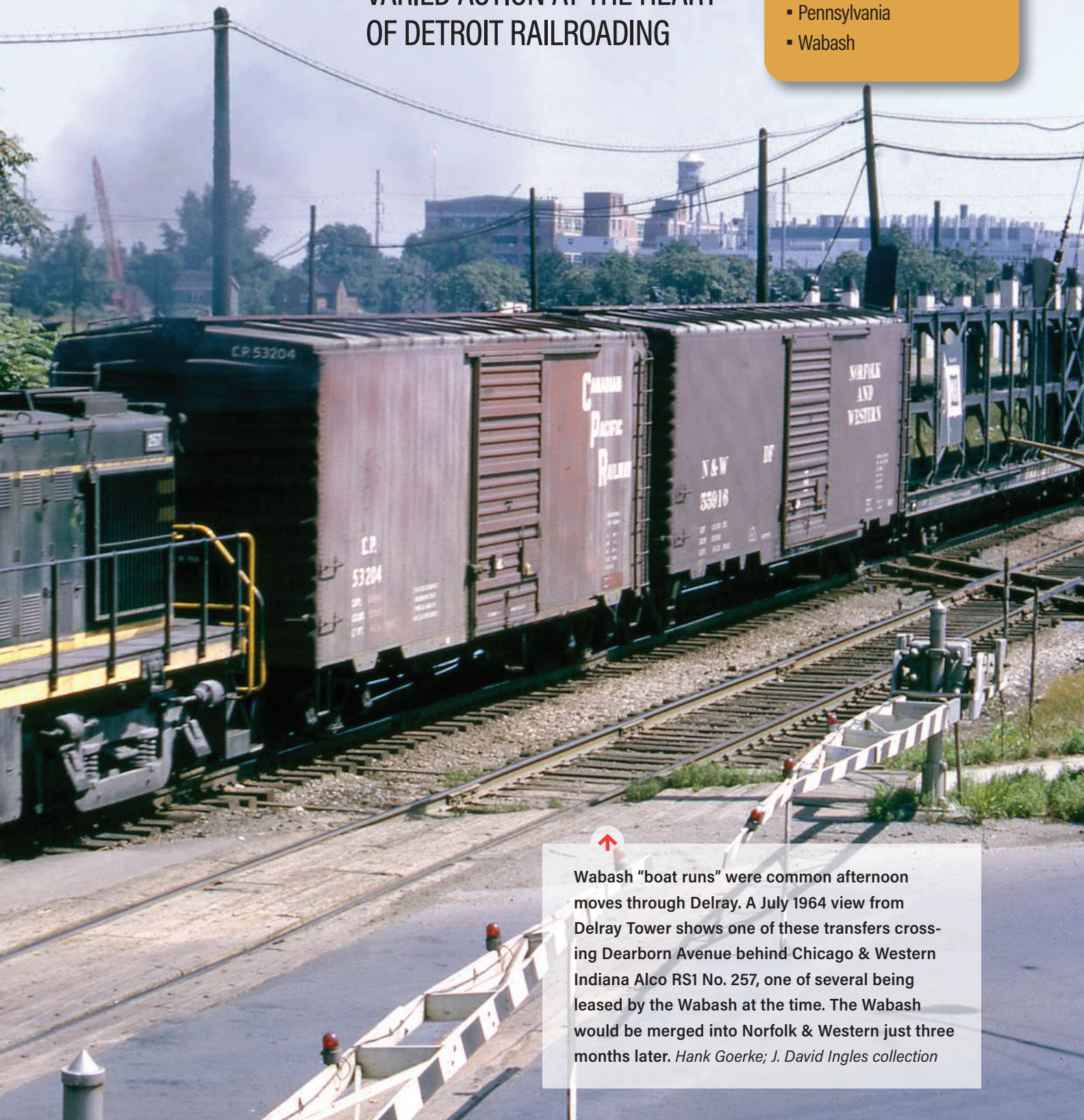


DETROIT'S DELRAY TOWER



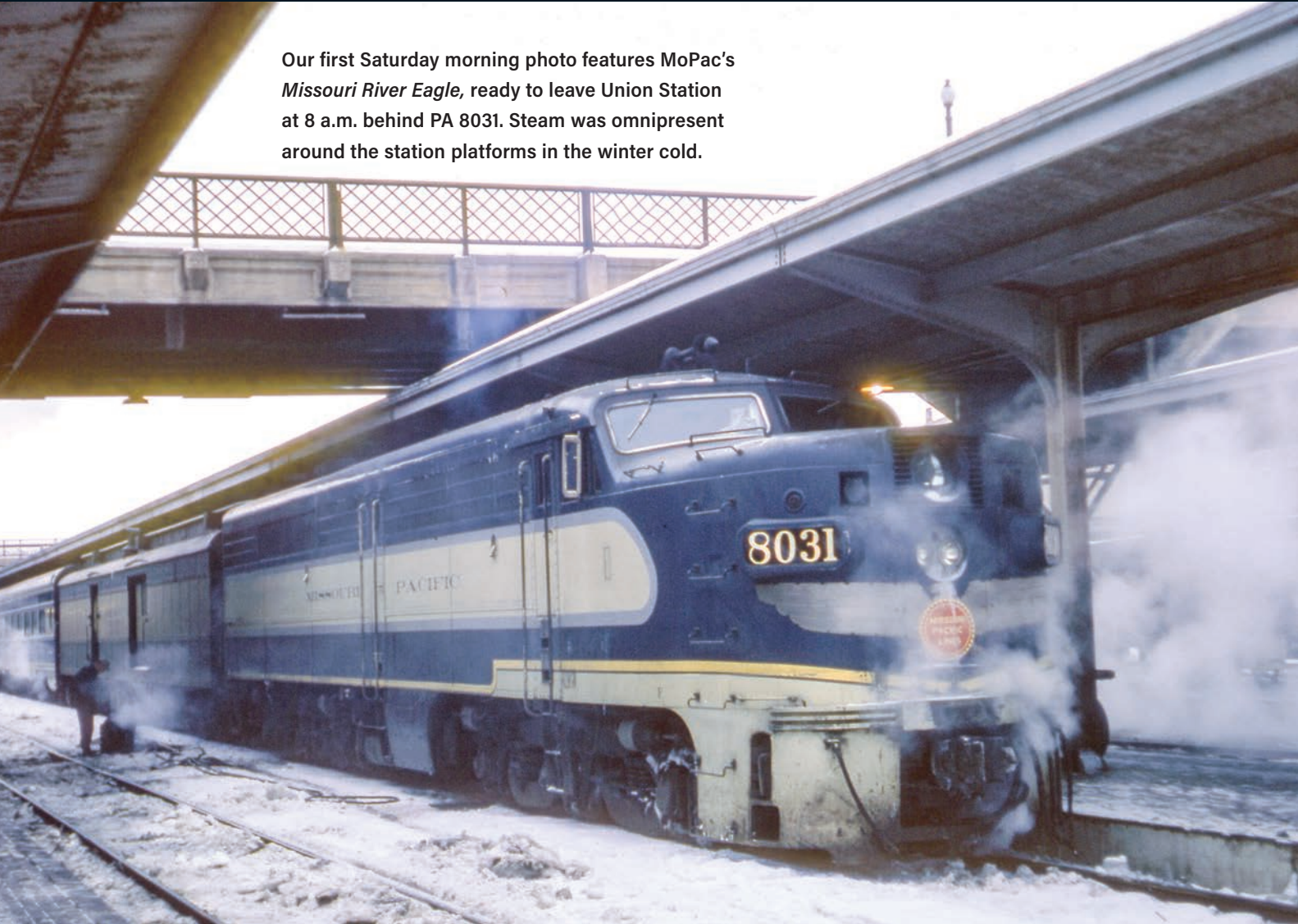
- Baltimore & Ohio
- Chesapeake & Ohio
- Detroit & Toledo Shore Line
- New York Central
- Norfolk & Western
- Pennsylvania
- Wabash

VARIED ACTION AT THE HEART OF DETROIT RAILROADING



Wabash "boat runs" were common afternoon moves through Delray. A July 1964 view from Delray Tower shows one of these transfers crossing Dearborn Avenue behind Chicago & Western Indiana Alco RS1 No. 257, one of several being leased by the Wabash at the time. The Wabash would be merged into Norfolk & Western just three months later. *Hank Goerke; J. David Ingles collection*

Our first Saturday morning photo features MoPac's *Missouri River Eagle*, ready to leave Union Station at 8 a.m. behind PA 8031. Steam was omnipresent around the station platforms in the winter cold.



Running an hour behind schedule, Chicago Great Western Train 13 from the Twin Cities rolls into Burlington's Omaha depot behind two steam-generator-equipped, maroon-dip-scheme F7s (left). Former Milwaukee Road *Hiawatha* coach 200 (right) brings up the rear.



WHO BUT RAILFANS WOULD CHARTER A DOME CAR for a nine-hour ride ... at night? The Railroad Club of Chicago did, for its “Iron Horse Tour of Omaha” on the last weekend of February 1962. The car would travel in two Chicago, Burlington & Quincy trains that did not carry passengers: westbound on No. 29—well-known as the *Fast Mail*—and eastbound on what CB&Q people called “Express 14.” A better trip description might’ve been “Iowa After Dark.”

Chicago Union Station employee timetables, meanwhile, labeled 29 “Mail and Express,” while CB&Q’s Chicago-Denver trains 7 and 8—coach-only, head-end-heavy, all-stops, 28-hour locals—were the “Fast Mail.” Go figure.)

I’d just enrolled at MacMurray College in Jacksonville, Ill., west of Springfield, home to my friend R. R. “Dick” Wallin. Somehow, we learned of the club’s trip; arranged to board and disembark at Galesburg, Ill., 100 miles away; and

secured tickets. In those days the Q’s passenger department didn’t need any arm-twisting to run such a charter, this one being set up by the late Dave Wire, a veteran Railroad Club trip organizer. CB&Q historian J. W. “Bill” Schultz quotes the 14th Street (Chicago) coachyard “Orders No. 1” of Friday, February 23, 1962, thus: “The Sil[ver] Bridle to run on No. 29 tonight next behind the units; car to return on No. 14 Sunday [which then] must operate into



C’mon up! Dick Wallin and I are about to board No. 1, first of the Union Pacific’s 30 8,500-hp, three-unit turbines, at the hostler’s invitation, to ride around the Council Bluffs loop track with him.



JUST WHAT IS A GENERATION GAP, EXACTLY?

Back in the mid-1970s, a short exchange in the office of *Trains* Editor David P. Morgan among him, Mike Schafer, and me seemed to put the best definition on it, at least in a rail-enthusiast context. Schafer, eight years my junior, was an editor in Kalmbach's books department; I was a *Trains* associate editor ("DPM" was 14 years my senior).

The topic of St. Louis Union Station, and its railroad, the TRRA—Terminal Railroad Association of St. Louis, owned by the trunk-line carriers serving the city—came up. I was telling the story of what I consider one of my all-time best "weekends of discovery," September 29 and 30, 1962, when my friend Dick Wallin and I made the rounds of the Gateway City's yards and engine terminals in search of diesels.

One of our first finds that Saturday morning was TRRA SW9 No. 1213 in a fresh coat of red paint at the Bremen Avenue yard in northern St. Louis. The red switcher was a harbinger of a repainting program that would change the face of the city's ubiquitous terminal road.

"I didn't know TRRA diesels were red," remarked the Editor. (He needed to get out more, I reminded him.)

"I didn't know TRRA diesels were ever



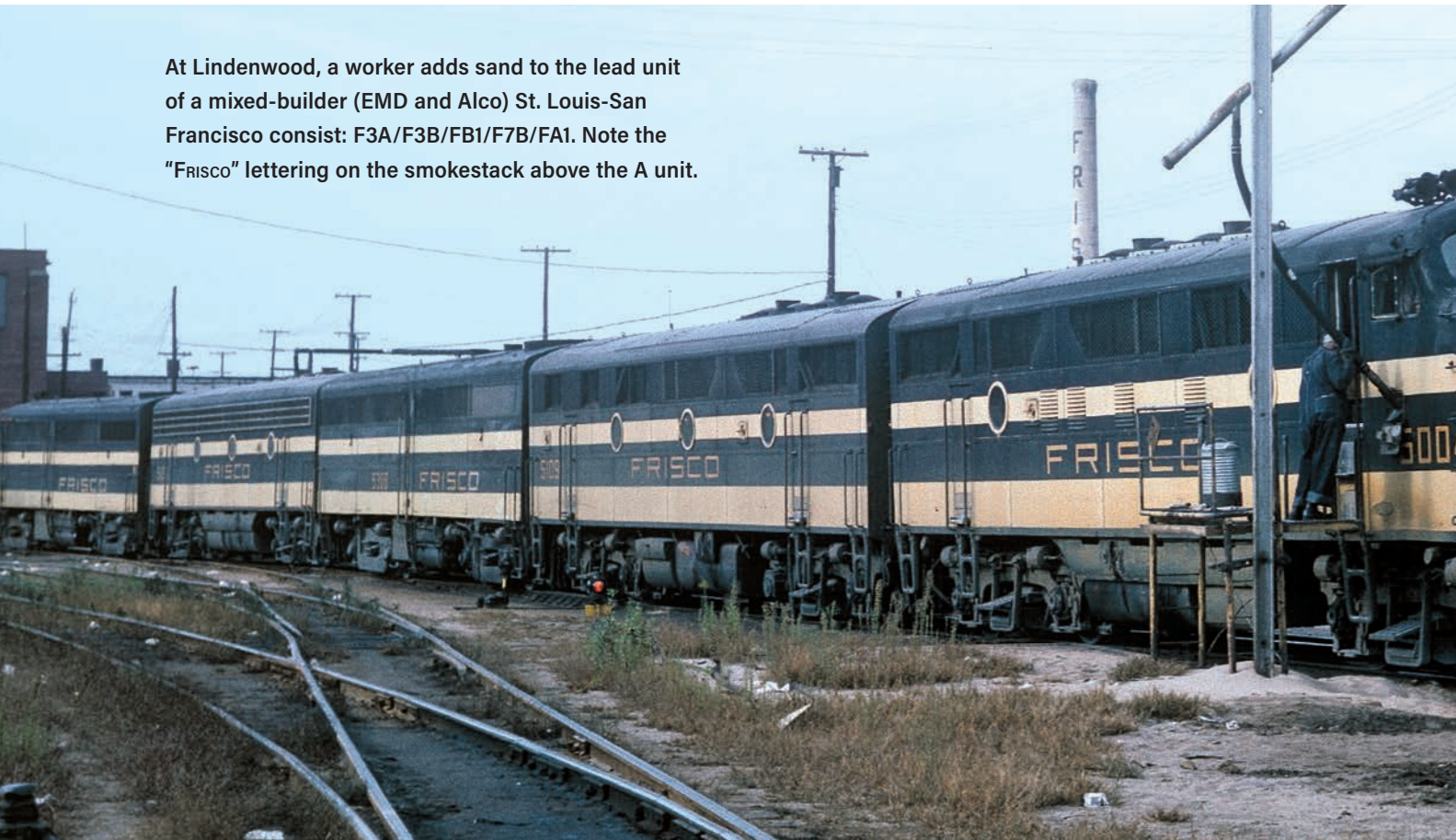
Gray TRRA switchers work the yard just east of Union Station while at right E units of Illinois Central smoke it up as they accelerate leaving town with Train 201, the *City of New Orleans* connection, under the 18th Street bridge.



Number 1213, an EMD SW9 freshly painted in TRRA's new red scheme, shoves a cut of cars.



At Lindenwood, a worker adds sand to the lead unit of a mixed-builder (EMD and Alco) St. Louis-San Francisco consist: F3A/F3B/FB1/F7B/FA1. Note the "FRISCO" lettering on the smokestack above the A unit.



anything but red,” said Schafer. “You mean they were something else?”

These kids, I thought. TRRA diesels had been gray, I explained patiently. Gray for 23 years, in fact, from the road’s first SW1s and S1s until TRRA adopted red more than a decade before that conversation in Morgan’s office!

Yes, September 29-30 was quite a weekend, soaking up a whopping 11 rolls of 35mm Kodachrome. It was our first such comprehensive examination of St. Louis’ engine terminals. Although Dick is a St. Louis native, he hadn’t visited many of those spots since his teenage years, when some roads still ran steam. He’d been attending Millikin University at Decatur, Ill., and after graduating in January 1961, moved 40 miles west to Springfield to begin a job. I’d met Dick in 1958 on a fan trip in Colorado, and came to his neighborhood in February 1962 to attend

MacMurray College in Jacksonville, 33 miles west of the capital.

Kansas City has long since bested St. Louis for the “second city” title in U.S. railroading, but in that dieselized-but-pre-merger period, the variety of railroads and locomotive types found in the Gateway City was indeed second only to Chicago. In 1962 St. Louis boasted 18 trunk lines, four switching roads, and several rail industrial operations. A dozen major freight yards and more than a dozen smaller ones provided more than 35 sites (two-thirds of them on the Illinois side) where you could reliably find diesels tied up. In those busy days, we diesel-hunters didn’t worry about shooting photos of trains in action—they’d happen along as we went from terminal to terminal with a goal of shooting as many engines, from as many roads, as possible. In those pre-*Diesel Spotter’s Guide* times, it was all part of our diesel education.

SEEING JUST ABOUT EVERYBODY

When the weekend was done and Dick and I were headed back to Springfield, we had hit every big road’s facility except Pennsylvania’s Rose Lake Yard in East St. Louis. We’d seen locomotives from every common carrier except little Manufacturers Railway (which I’d caught on a previous visit), plus units of two out-of-state Class I affiliates, Missouri Pacific’s Texas & Pacific and Cotton Belt’s parent, Southern Pacific. True, some of our Class I sightings were token in nature, examples being single switchers of minor players Rock Island (SW1 542) and Chicago & North Western (EMD-re-engined Baldwin 1037).

Several roads tied up their passenger power at a TRRA facility at 14th Street, about where the St. Louis Amtrak depot sits today. MoPac



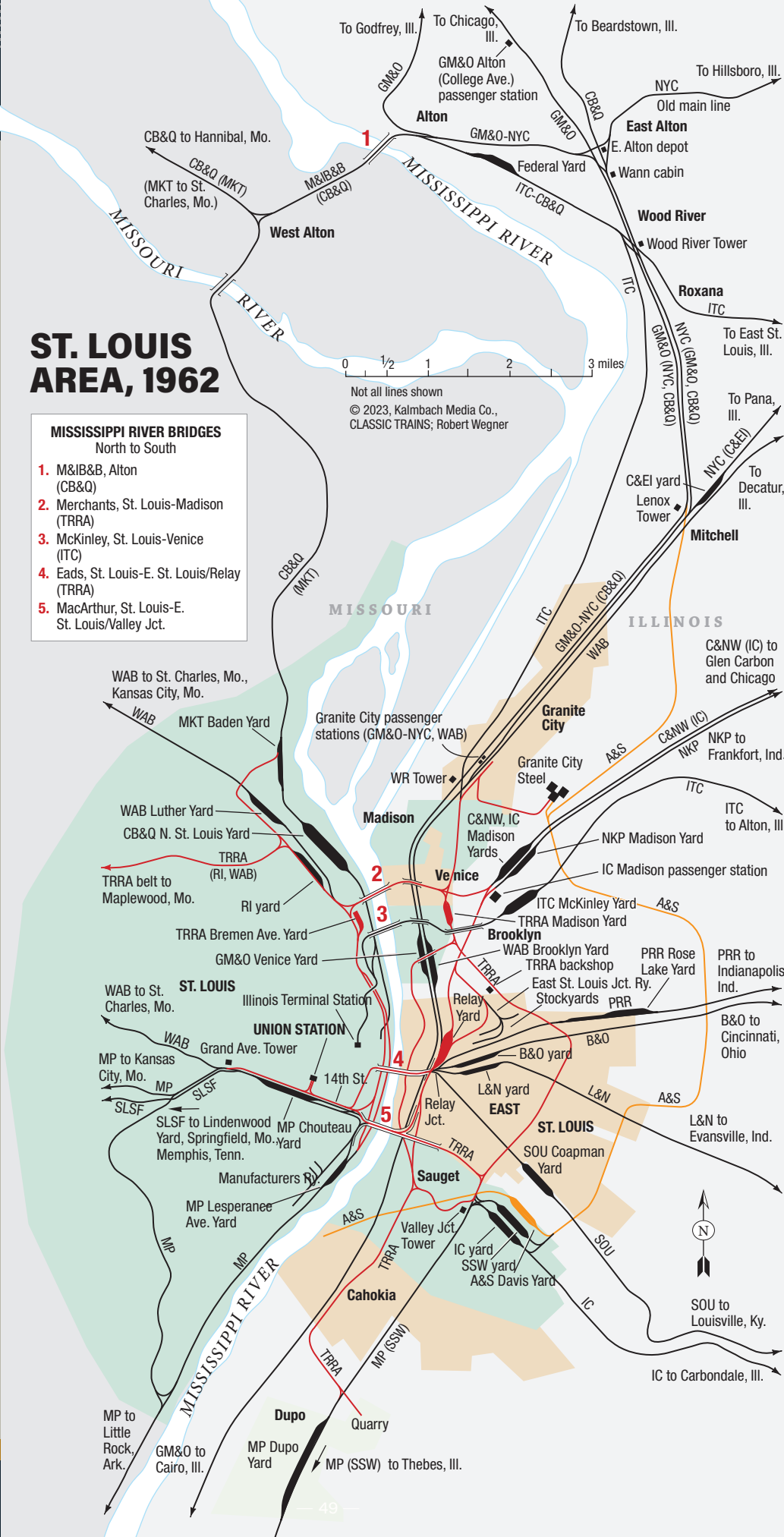
YES, SEPTEMBER 29-30 WAS QUITE A WEEKEND, SOAKING UP A WHOPPING 11 ROLLS OF 35MM KODACHROME.

ST. LOUIS AREA, 1962

MISSISSIPPI RIVER BRIDGES

North to South

1. M&I&B, Alton (CB&Q)
2. Merchants, St. Louis-Madison (TRRA)
3. McKinley, St. Louis-Venice (ITC)
4. Eads, St. Louis-E. St. Louis/Relay (TRRA)
5. MacArthur, St. Louis-E. St. Louis/Valley Jct. (TRRA)



Not all lines shown
 © 2023, Kalmbach Media Co.,
 CLASSIC TRAINS; Robert Wegner



KANSAS CITY SOUTHERN, 1960s

Three of Ann Arbor's 10 new GP35s stand at Elberta as one of two assigned Alco S3s switches the carferry *Arthur K. Atkinson*.
Jerry Pinkepank



The Manistique route took seven hours in good weather, was more relaxing than driving, and was arguably the most picturesque. The course paralleled what would become Sleeping Bear Dunes National Lakeshore and skirted the two pairs of Manitou and Fox islands. Shipping lanes from lower Lake Michigan converge at the Manitous, which offered us close looks at lake freight traffic.

SUNDAY, AUGUST 30

We'd be boarding Boat 5, which steamed in just behind the diesel-powered *Atkinson* (arriving from Manitowoc). Boat 5 was unmistakable on the horizon as she was the last coal burner in AA's fleet, with triple-expansion engines totaling 3,000 hp. Her power and hull made her a good ice-breaker, and AA crews called her "Bull of the Woods."

At Elberta, we'd stopped at the roundhouse, finding three of Annie's 10 new GP35s. Wearing DT&I's orange with large ANN ARBOR lettering, an adaptation of the big DT&I initials instigated

by my father (who was AA parent DT&I's chief mechanical engineer), the AA newcomers had Alco trucks from traded-in FAs and snowplow pilots but lacked dynamic braking. Because a boat occupied each slip, both assigned Alco S3 switchers, Nos. 5 and 7, were working.

We boarded at 9:30 a.m., after the freight cars and any autos from Menominee were off-loaded. Boat 5's bunkers then were topped off with four hopper cars of coal: The cars were shoved onto the two center tracks and dumped directly. One of the Alcos stashed six empty newsprint-service boxcars on each center track amidships, giving us a load not quite half the 30-car capacity. A full load required careful trimming, so switching could take an hour as cars of various weights were spotted. The boxcars were aboard in 10 minutes.

Ten automobiles completed our load, and we steamed out at 10:15. A stiff southwest breeze had raised the lake's swell, and Boat 5 got a mild rolling as she came about to her northward course beyond the breakwater. The day was clear,

