

The Railway
Historical
Southeast



& Locomotive
Society, Inc.
Chapter

Newsletter No. 45, February 1998

Enjoy all the comfort and privacy of your own room for little more than coach fare! Between San Antonio, St. Louis & Washington, D.C.

INSIDE: Frank Dewey takes us on a ride to his Grandmother's house via SlumberCoach and other pleasant railroad means.



"Sleep 'n Save" **SLUMBERCOACH** on the TEXAS EAGLE

One Way Fare Examples (incl. Private Room)
Between St. Louis and San Antonio . . . only \$33.47
Between San Antonio and Washington, D.C. . . . only \$64.97
Similar low fares between all intermediate stations.
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R. J. McDERMOTT, General Passenger Traffic Mgr.
1601 Missouri Pacific Bldg., St. Louis 3, Mo.



Over the River and Through the Woods

by Frank H. Dewey

I can remember an issue of "My Weekly Reader" back in grade school that told about a new super highway system President Eisenhower envisioned building. That article did not mention what would be the effect on my favorite method of travel - the passenger train. If you remember that issue of "My Weekly Reader" or going cross-country by unairconditioned car on two lane roads, you have dated yourself and probably have similar stories to those I am about to relate.

My family had grandparents spread in opposite directions of the country. My father's mother lived in Des Moines and my mother's relatives were in Maine and Connecticut. This meant summer vacations were spent on the East Coast one year and in the Midwest the next. Before the interstate system, this would have been automobile travel that was slow and hot. Therefore many of our trips were by train. These are the stories of a few of them.

Two different trips to Iowa stand out in my memory. One was to Iowa City for Thanksgiving. Dad had brought home a copy of the "Official Guide". He and I spent many hours going through the book to find the best route. We decided on starting with the B&O's *National Limited* to St. Louis. This was my favorite train and I suspect I had something to do with picking it. Our reserved seat accommodations gave us reclining seats in one of the B&O's rebuilt streamlined, but heavyweight 48-seat long-distance coaches. Those were nice cars with large lounges at each end, oversized windows and murals of distant cities on the end bulkheads. We arrived in St. Louis in the midday with plenty of time to go Christmas shopping at the St. Louis department store, Stix, Baer and Fuller, prior to our next train. I got a new Lionel MILW GP-7 during that stop.

Our next train was the CB&Q/Rock Island's jointly operated *Zephyr Rocket*. Since we boarded



THE NATIONAL LIMITED—Nos. 1 and 2—DAILY

- Sleeping Cars—**
 - Between Baltimore and St. Louis—16 Duplex Roomettes, 4 Double Bedrooms.
 - Between Baltimore, St. Louis, Fort Worth—14 Roomettes, 4 Double Bedrooms. (Mo. Pac.-T. & P. Trains 1 and 2 west of St. Louis.)
 - Baltimore to Louisville—16 Duplex Roomettes, 4 Double Bedrooms. (No. 57 from Cincinnati.)
 - Parkersburg to Washington—10 Roomettes, 5 Double Bedrooms.
- Observation Lounge Car (Buffet)—**
 - Between Washington and St. Louis—2 Double Bedrooms, 1 Compt., 1 D. R.
- Slumbercoach—**
 - Between Baltimore, St. Louis, San Antonio—24 Single Rooms, 8 Double Rooms. (Mo. Pac.-T. & P. Trains 21 and 22 west of St. Louis.)
- Dining Car**.....Between Baltimore and St. Louis.
- Coach Lounge Car (Buffet)**..Between Baltimore and St. Louis.
- Reclining Seat Coach (Lounge Rooms)—**
 - Between Baltimore and St. Louis.
 - (Seats reserved in advance without charge from Silver Spring and east to Cincinnati and west and reverse.)
- Stewardess-Nurse—Between Washington and St. Louis**

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Equipment of all through trains is shown on pages 6 and 7

Route of the Zephyr Rockets

Table 9 Minneapolis, St. Paul, Cedar Rapids, Burlington, St. Louis

Table 9 READ DOWN				Table 9 READ UP					
509 Texas Rocket Daily	Twin Star Rocket Daily	17-64 832-44 Daily	561- 62-8 Daily	Mis	STATIONS	15-61- 562 Daily	1-933- 63-16 Daily	Twin Star Rocket Daily	510 Texas Rocket Daily
PM 6 30	AM 11 45	PM 10 30	PM 5 00	0	Central Standard Time MINNEAPOLIS, MINN.	AM 8 00	PM 8 00	PM 6 40	AM 8 30
7 10	12 10	11 25	5 30	11	Mississippi River ST. PAUL	7 10	7 15	6 00	7 45
		12 15		32	Mississippi River ROSEMOUNT				
		12 42		39	FARMINGTON		5 42		
				52	NORTHFIELD				
e 8 29	e	1 15	6 38	66	Cannon River FAIRBAULT Straight River	5 49	5 20		
				75	MEDFORD Straight River				
7 00	11 55		11 55		ROCHESTER (NOTE 2)	7 50	6 00	6 00	7 50
h 8 52	h 1 31	1 52	6 57	81	OWATONNA	5 29	4 51	4 39	6 09
		2 09		90	HOPE Straight River				
		2 19		97	ELLEDALE		4 22		
		2 29		104	CLARKS GROVE				
					Fountain Lake Shell Rock River	4 51	3 48	4 08	5 34
9 35	2 01	3 01	7 33	113	ALBERT LEA 3	4 51	3 48	4 08	5 34
9 35	2 01	3 01	7 33	120	GLENVILLE, MINN.				
					Shell Rock River NORTHWOOD, IA.		3 09		
		ae		129	Shell Rock River KENSETT				
				136	MANLY 3	4 13	2 50	3 40	5 00
10 15	2 26	3 45	8 03	140	PLYMOUTH JCT.	4 08	2 20		
		4 40	8 05	140	ROCK FALLS				
				146	NOFA SPRINGS				
				149	ROCKFORD				
		5 05		155	Shell Rock River				
		5 19		162	MARBLE ROCK		1 43		
					GREENE		1 29		
		5 35		170	CLARKSVILLE		1 16		
		5 48		175	Shell Rock River		1 00		
		6 03		186	CLARKSVILLE		12 45		
					Shell Rock River				
		6 15		193	SHELL ROCK		12 33		
					Cedar River				
		6 44	9 23	198	WAVERLY JCT.	h&2 38	12 01		
		7 15	9 38	209	CEDAR FALLS	2 30	11 51		
				215	WATERLOO		11 20		
		7 40		222	WASHBURN		11 08		
		7 50		230	LA PORTE CITY		10 56		
				236	MOUNT AUBURN				
					Cedar River				
		8 05		244	VINTON 10	m	10 36		
		8 27		253	SHELLSBURG		10 24		
		8 33		257	PALO Cedar River				
		9 00		268	CEDAR RAPIDS 10	1 15	9 55		
		9 45		268	ELY Cedar River	1 00	9 30		
		10 05		276	SOLIGN		9 16		
		10 10		283	MORSE		9 01		
				288	OASIS		8 56		
		10 26		292	WEST BRANCH		8 45		
		10 32		296	CENTERDALE		8 37		
		10 55	11 37	299	WEST LIBERTY, IA. 1	pt 1212	8 30		
		11 05	11 37	304	WEST LIBERTY, IA. 1	pt 1212	8 30		
				311	NICHOLS		8 03		
		11 20		318	CONE		7 53		
					Iowa River				
		11 40	12 10	325	COLUMBUS JCT. 2	pt 1131	7 43		
		11 40	12 10	325	WAPELLO	pt 1131	7 43		
		12 03		333	MORNING SUN		7 21		
		12 18		343	MEDIAPOLIS		7 08		
		12 33		350	SPERRY		6 53		
		12 41		354	BURLINGTON		6 30		
		1 15	1 10	366	FT. MADISON	Lv	10 40		
		4 00	1 35	366	KEOKUK, IA.	Lv	10 15		
		4 28	2 12	385	CANTON, MO.	Lv	9 46		
		5 07	2 53	409	WEST QUINCY, ILL.	Lv	9 05		
		5 37	3 24	431	HANNIBAL, MO.	Lv	8 22		
		5 55	3 43	446	LOUISIANA	Lv	8 05		
		6 37	4 22	463	CLARKSVILLE	Lv	7 30		
		7 42	5 17	489	WINFIELD	Lv	6 51		
		7 57	5 30	499	WEST ALTON	Lv	6 35		
		8 19	5 52	515	ST. LOUIS, MO.	Lv	6 18		
		8 34	6 05	527			5 31		
		9 23	6 51	563			5 00		
		10 08	7 35	583			5 00		

Table 10 Cedar Rapids, Estherville & Sioux Falls

Table 10 READ DOWN		Table 10 READ UP	
19 Daily	Mis	STATIONS	20 Daily
AM 1 30	0	Central Standard Time CEDAR RAPIDS 9	PM 10 00
f 1 57	15	SHELLSBURG	
2 15	24	VINTON 9	9 15
2 22	24	VINTON 9	9 10
2 35	31	GARRISON	8 55
2 54	40	DYSART	8 37
3 13	48	THAER	8 21
	55	DINSDALE	
3 30	60	REINBECK	7 56
f 3 41	64	MORRISON	f 7 46
4 00	72	GRUNDY CENTER	7 36
f 4 05	77	HOLLAND	f 7 23
4 25	86	WELLSBURG	7 11
f 4 35	88	CLEVES	f 6 59
	89	ABBOTT CROSSING	
	91	ROBERTSON	
5 15	98	IOWA FALLS	6 40
	98	3	
5 50	105	BURDETTE	6 30
f 6 13	108	POPEJOY	f 6 07
6 26	114	Iowa River	6 00
6 26	114	DOWS	5 50
6 37	120	GALT	5 50
6 55	128	CLARION	5 39
f 7 08	133	HOLMES	5 27
7 19	137	GOLDFIELD	f 5 14
		Boone River	5 05
		HARDY	
7 34	145	Des Moines River	4 52
		LIVERMORE	
7 49	154	BODE	4 39
8 01	159	OTTOSEN	4 27
8 09	164	WEST BEND	4 18
8 17	170	RODMAN	4 09
8 27	176	EMMETSBURG	3 58
8 47	186	OSGOOD	3 43
		Meridian River	
f 8 57	192	Des Moines River	f 3 30
		GRAETTINGER	
9 05	196	WALLINGFORD	3 24
9 15	202	Des Moines River	3 12
		ESTHERVILLE	
9 30	208	ESTHERVILLE	3 00
		Des Moines River	
12 01	208	SUPERIOR	PM 10 00
/12 25	215	ORLEANS, n	f 9 18
/12 45	223	Spirit Lake (North)	f 8 58
		Lake E. Okoboji (South)	
/12 50	225	SPIRIT LAKE	f 8 53
		Lake W. Okoboji	
f 1 00	230	MONTGOMERY, n	f 8 43
		Little Sioux River	
1 20	236	LAKE PARK	8 30
		Silver Lake	
f 1 35	242	HARRIS	f 8 10
f 1 50	247	OCHYEDAN	f 8 00
f 2 02	253	ALLENDORF	f 7 45
2 25	259	SIBLEY	7 30
2 25	259	LITTLE ROCK, IA.	7 30
f 2 45	266	Little Rock River	f 7 05
		ELLSWORTH, MINN.	
3 25	275	MIDLAND, IA.	6 45
		Rock River	
f 3 52	285	ROCK RAPIDS	f 6 10
f 4 15	294	LESTER	f 5 50
f 4 30	299	LARCHWOOD	f 5 39
f 4 50	306	GRANITE, IA.	f 5 26
		Big Sioux River	
f 5 15	311	SHINDLAR, S. D.	f 5 17
		Big Sioux River	
6 00	318	SIoux FALLS, S. D.	5 00

PROTECT YOUR LUGGAGE AND WEARING APPAREL

Both Hand baggage and checked baggage should be with your name, street number and city address. It will help to identify hand baggage aboard the train, on s form, and in waiting room, but will facilitate for baggage checks become detached. Loose articles should also be tagged for proper identification. See or tag at ticket offices or baggage counters.

A. M. time shown in LIGHT face type; P. M. time shown in DARK face type

the train after dark, I don't remember much about the size and make up of the train. I do remember being impressed that it was all stainless steel except for one car. We had coach seats about mid-train and had to walk back through the train to get to the diner for dinner. Included in the Pullman cars were open sections which I had not seen before.

The diner was in the boat-tail observation on the rear of the train. Behind the obs-car was the one non-stainless steel car in the train, a CB&Q office car. Our family sat for a short time in the lounge section of the diner prior to being seated for dinner, looking at the forward end of the office car thinking about how nice the view could have been for the choice observation seats.

I fell asleep during the night, but my father was up at midnight when we pulled into Burlington, IA. He told me about going up to the headend to watch them change from the Burlington engine to the Rock Island diesel. I wish he had awakened me.

We got off of the *Rocket* at West Liberty at some truly awful hour. My aunt and uncle took us to their home in Iowa City for Thanksgiving.

The return trip was a better adventure as we started out on a Rock Island mixed train from West Liberty. The consist was a Rock Island GP-7 in the early "Route of the Rockets" paint scheme, three freight cars, a baggage car, RPO and heavyweight coach. My cousins had come with us to West Liberty and the engineer let the oldest into the cab of the locomotive.

This was a working train and the crew wore bib overalls rather than passenger uniforms. I don't remember a stove in the coach, but neither do I remember getting cold. It was winter in Iowa, so there must have been some heat source.

We got into Burlington a couple of hours before the CB&Q local to St. Louis. This left us in the modern Burlington depot with little to do since it was Sunday. My dad and I walked around the depot and watched the switching in the adjoining yard. Finally it was train time. The train consisted of CB&Q locomotive 9908, the *Silver Charger*. This was the last of the Zephyr-type locomotives. It was built in 1939 for use on the *General Perishing Zephyr*. It had a A-1-A front truck and an unpowered four-wheel truck on the other end. The dummy end contained a baggage compartment, so

it is somewhat of a motorcar rather than a true locomotive. The balance of the train was a baggage-car converted from a World War II troop sleeper, a RPO and a heavyweight coach.

This was the all-stops local on the west shore of the Mississippi River, and it took until late evening to get to St. Louis. By that time, my father had made friends with the crew. The conductor invited Dad and I to stand on the back-platform while we backed into St. Louis Union Station. This was before radios, so the conductor did the entire movement using a back-up hose and the signal line. The station was quite busy and I remember thinking several times that we were going into the side of another train only to divert through one of the station's numerous slip switches at just the right moment. The conductor saw us in the waiting room after we detrained and gave me the canceled seat checks for the entire run. I still have a few of the red slips of cardboard with the Burlington Route logo.

Our next train was B&O number 12, the *Metropolitan Special*. The train was made up of numerous baggage express cars, one coach, a food counter-coach and a Pullman. I slept most of the return trip to home before the early morning arrival.



The other Iowa trip I remember was with my sister going out to Des Moines by ourselves for a visit with our grandmother. We started out of Vincennes, Indiana, on the C&EI's combination *Georgian/Humming Bird*. This was an enormous train that stretched forever and was pulled by three orange and blue C&EI F-3s. I seem to remember the locomotive horn sounding like a steamboat whistle. I bet it was a Hancock air-whistle. The train was typical for the C&EI, there were cars of the C&EI, L&N, ACL and FEC. Because it was a combined train with the *Georgian* out of Atlanta and the *Humming Bird* out of New Orleans; there seemed to be no order to the cars within the train.

a mile ahead of us. They just backed down, coupled on and off we went again.

We came into Dearborn Station in Chicago. My father had instructed us to take the Parmalee over to LaSalle Street Station to catch the Rock Island. Parmalee was the transfer service operated for the railroads of Chicago to take the passengers between the various railroad stations within Chicago. When train tickets were purchased that required a transfer between Chicago stations, coupons for the Parmalee were included in the ticket book at no charge to the passenger.

Our train from Chicago to Des Moines was Rock Island's *Rocky Mountain Rocket*. Again, this was a nice sized train that was typical Rock Island - all stainless steel. Up front were three Rock Island E-units, with one of them being that unique AB unit that was a booster locomotive with a cab. It was used on the Colorado Springs section when the train split into Denver and Colorado Springs sections at Limon, Colorado.

My sister and I went back to the diner just after leaving Chicago for the "early-bird special dinner". It started with an onion soup that was as good as I have ever had. While at dinner, we went through Joliet and I remember seeing a imposing stone building that I thought was the infamous Joliet prison. Later on, I learned that I was close - it was the Joliet High School.

The only other thing I remember about that trip was that it was getting later and later. We were a couple hours late by the time we got to Des Moines.

Our parents drove out from Vincennes to pick us up by car, so I did not get a train trip home.

Going the other direction to visit the relatives in New England was also interesting. My mother and I took a trip to Maine when I was in junior high school. Again we started out on my favorite train, the *National Limited*. Because we were going all the way to Maine, we got space on the Slumbercoach the first night out. I was really excited, because these were the newest cars in the B&O's fleet. However, when we got on the train it turned out that the car was the MP's "Southland" [see cover]. The B&O and MP had a through car operation between Washington, DC and San Antonio and the "Southland" was the MP's only Slumbercoach, but I did not appreciate the car's

uniqueness.

This was when the B&O was still very much in the passenger business and the *National Limited* was an impressive train. Leaving my hometown of Washington, Indiana, the train consisted of an RPO, combine baggage-lounge, two long distance coaches, a short-haul coach, diner, Slumbercoach, two Pullmans and a Pullman boat-tail observation-lounge. At Cincinnati, the train dropped the RPO and gained a Pullman; and at Parkersburg it got another Pullman. A very classy train.



Out of Washington, we had several options over the Pennsy to New York. We chose to visit the Smithsonian and take a later train. When we got to Union Station, I took a look at the first train we could take and found it to be made up of mostly P-70 coaches. The later train was the *Afternoon Congressional*. Needless to say, we took the *Congressional*. As I remember, the train was made up of one GG-1, a CN sleeper that connected to the *Montrealer* at New York, and twenty-one matched stainless steel Pennsylvania cars. The last car was a blunt-end parlor observation, and the next six cars from the end were also parlor cars. The train also consisted of numerous coaches, a twin-unit diner and a bar lounge.

After the stop in North Philadelphia, I saw a crowd gathering in our coach at the seats in front of us. On a trip to the water cooler, I discovered that Dick Clark of "American Bandstand" was two or three rows in front of us. By the time we got to New York, every teenager on the train, including me, had gotten his autograph.

After that trip I really appreciated the GG-1. I clocked that single motor moving the twenty-two car train at 110 MPH! Impressive!

In New York, we caught the *Montrealer* to New Haven and then a cross platform transfer to the *State of Maine*. This was necessary since the *Congressional* took us to New York's Penn Station and the *State of Maine* was out of Grand Central. On the *Montrealer*, we rode in a CN coach

Washington to New York

Eastern Daylight Time

New York to Washington

All Trains Daily Except as Otherwise Noted

All Trains Daily Except as Otherwise Noted

Train No.	Leave Wash-ington (E.S.T.)	Leave Wash-ington, D.C.	Leave Balti-more, Md.	Leave Wil-ning-ton, Del.	Arrive Phila.		Arrive Tren-ton, N. J.	Arrive New-ark, N. J.	Arrive New York Penna. Station	Equipment	Train No.	Leave New York Penna. Station	Leave New-ark, N. J.	Leave Tren-ton, N. J.	Leave Phila.		Leave Wil-ning-ton, Del.	Arrive Balti-more, Md.	Arrive Wash-ington, D.C.	Arrive Wash-ington (E.S.T.)	Equipment
					Penna. Station 30th St.	North Phila. Station									North Phila. Station	Penna. Station 30th St.					
186	1:50	2:50	3:30	4:49	5:25	5:40	6:10	7:00	7:25	C	173	† 3:33	† 3:48	† 4:36	† 5:05	† 5:15	† 5:49	† 6:55	† 7:45	† 8:45	N
129	6:00	7:00	7:45	8:46	9:15	9:25		10:34	10:50	A	401										⊕
126	7:30	8:30	9:10	10:11	10:39	10:48	11:16	12:00	12:15	A	131	h 6:30	h 6:44	h 7:31	h 7:59	h 8:09	h 9:38	h 9:39	h 10:20	h 9:20	L
122	† 7:45	† 8:45	† 9:42	† 11:10	† 11:42	† 12:24	† 12:57	† 1:52	† 2:25	H	111	8:00	8:15	8:59	9:26	9:35	10:04	11:05	11:45	10:45	⊕
174	8:00	10:00	10:41	11:41	12:09	12:18	12:46	1:30	1:45	H	463					h 10:40	h 11:11	h 12:59	h 2:06	h 1:00	⊕
130	10:15	11:15	11:56	1:00	1:28	1:37		2:45	3:00	I	115	9:30	9:45	10:29	10:56	11:05	11:33	12:35	1:15	12:15	A
132	11:45	12:45	1:26	2:27	2:58	3:08		4:20	4:35	I	121	11:00	11:15	11:59	12:26	12:35	1:03	2:05	2:45	1:45	L
142	1:00	2:00	2:41	3:42	4:12	4:22	4:50	5:35	5:50	A	123	12:30	12:45	1:29	1:56	2:05	2:33	3:34	4:15	3:15	A
179	2:00	3:00	3:41	4:41	5:09	5:18	5:46	6:29	6:45	A	125	1:15	1:30	2:14	2:41	2:50	3:25	4:25	5:15	4:15	A
182	3:00	4:00	4:40	5:39	6:06	6:14		7:20	7:35	A	175	1:50	2:05	2:49	3:16	3:25	3:54	4:55	5:35	4:35	H
400	y 3:30	y 4:30	y 5:30	y 7:30	y 8:00					⊕	149	2:30	2:45	3:31	4:00	4:10	4:39	5:40	6:20	5:20	B
154	4:00	5:00	5:45	6:48	7:17	7:27	7:55	8:40	8:55	A	165	3:20	3:35	4:20	4:50	5:00	5:30	6:35	7:15	6:15	B
156	5:00	6:00	6:44	7:46	8:14	8:24	8:55	9:39	9:55	A	153	4:30	4:44		5:20	5:30	6:05	7:25	8:05	7:05	A
166	6:30	7:30	8:11	9:12	9:43	9:53	10:21	11:05	11:20	Y	155	5:30	5:45	6:33	7:03	7:13	7:47	8:48	9:30	8:30	A
158	h 6:30	h 7:30	h 8:11	h 9:12	h 9:45	h 9:55	h 10:25	h 11:05	h 11:35	Y	159	† 6:30	† 6:45	† 7:29	† 7:57	† 8:07	† 8:36	† 9:40	† 10:20	† 9:20	A
160	h 8:15	h 9:15	h 10:00	h 11:03	h 11:32	h 11:49	h 12:24	h 1:11	h 1:35	Y	137	† 7:40	† 7:55	† 8:39	† 9:07	† 9:17	† 9:46	† 10:47	† 11:30	† 10:30	A
172	h 9:20	h 10:20	h 11:01	h 12:07	h 12:36	h 1:13	h 1:45	h 2:29	h 2:50	U	143	8:30	8:45	9:30	9:58	10:08	10:41	11:45	12:25	11:25	V
	AM	AM	AM	AM	AM	AM	AM	AM	AM		141	9:30	9:44	10:35	11:07	11:17	11:56	1:07	2:05	1:05	⊕
	PM	PM	PM	AM	AM	AM	AM	AM	AM		161	v 10:30	v 10:45	v 11:36	v 12:06	v 12:16	v 12:45	v 1:56	v 2:40	v 1:40	⊕

No. 81-83 STATE OF MAINE

Sleeping Cars may be occupied in Portland until 8:00 a.m. weekdays, but must vacate upon arrival Sundays.

Sleeping Cars: Daily unless otherwise indicated.

Car 1240 New York GCT to Bangor except Saturday nights. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Light weight sleeper.

Car 1241 New York GCT to Portland Saturdays only. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Light weight sleeper.

Car 1242 New York GCT to Portland. 14 Roomettes. 4 Double Bedrooms. (Except Sat.) Will not run Wed. May 30 and July 4. Light weight sleeper.

Car 1243 New York GCT to Portland. 6 Double Bedrooms. Light weight sleeper. Buffet Lounge.

Car 1244 New York GCT to Portland. 14 Roomettes. 4 Double Bedrooms. Fri. only June 22 thru Aug. 31.

Car 1245 New York GCT to Portland. 14 Sec. Fri. only June 22 thru Aug. 31.

Car 1249 New York GCT to Concord, N. H. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Except Saturdays. Will not run Wed. May 30, July 4 and Sun. Sept. 2. (In No. 303 from Lowell.) Light weight sleeper.

Deluxe Reclining Seat Coach: Daily New York GCT to Portland.

No. 82 STATE OF MAINE

Sleeping Cars: Daily unless otherwise indicated. Ready for occupancy at 9:00 p.m. in Portland and must be vacated on arrival at New York GCT.

Car 180 Bangor to New York GCT except Sundays. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Lightweight sleeper.

Car 821 Portland to New York GCT. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Sundays only. Light weight sleeper.

Car 822 Portland to New York GCT. 14 Roomettes. 4 Double Bedrooms. (Except Sat.) Will not run Tues. May 29, July 3. Light weight sleeper.

Car 823 Portland to New York GCT. 6 Double Bedrooms. Light weight sleeper. Buffet Lounge.

Car 824 Portland to New York GCT. 14 Roomettes. 4 Double Bedrooms. Sun. only June 24 thru Aug. 26, also Mon. Sept. 3.

Car 825 Portland to New York GCT. 14 Sec. Sun. only June 24 thru Aug. 26, also Mon. Sept. 3.

Car 240 except Saturdays and Sundays from Concord, N.H. to New York GCT. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Will not run Tues. May 29, July 3. Light weight sleeper. In No. 324 to Lowell.

Car 260 Sun. from Concord, N. H. to New York GCT. 6 Sec. 4 Double Bedrooms. 6 Roomettes. Will not run Sept. 2. Light weight sleeper. In No. 26 to Lowell. Deluxe Reclining Seat Coach: Daily Portland to New York GCT.

Afternoon Congressional was #152 (left) while the Keystone was #149 (right).

Train No.

168—THE MONTREALER

Sleeping Cars. Washington to Montreal (Berths, Bedrooms, Roomettes). From PRR 152 at New York

New York, Penna. Sta., to Montreal (Berths, Bedrooms, Roomettes, Buffet Lounge)

New York, Penna. Sta., to White River Jct. (Berths, Bedrooms, Roomettes), except Saturday nights and nights of May 29, July 3 and Sept. 4

Coaches. . . . New York, Penna. Sta. to Montreal

painted in the beautiful green CN paint. Our coach from New Haven was one of the New Haven's postwar American Flyer cars.

The *State of Maine* was a joint, New Haven/Boston & Maine operation between New York and Portland, Maine. It operated via the inside route through Springfield rather than up the Shoreline and through Boston.

I woke up early the next morning to find us going along the Maine rocky seacoast pulled by a single Boston and Maine maroon E-7. On arrival at Portland, we took a taxi to the Grand Trunk's station on the other side of Portland. That station looked lonely as it stood in an area that was being redeveloped. All of the other buildings in the neighborhood had already been taken down. I understand, a shopping center now stands where we caught the GT nameless train from Portland to Montreal. Our destination was South Paris, Maine where my great aunt lived. Again, we had a green

CN coach as our vehicle.

My mother and I spent a couple of weeks in New England visiting relatives. One side trip included a trip into New York City on the New Haven from Milford, Connecticut to Grand Central Station. That was on a typical New Haven express train pulled by an EP-5 electric motor.

We started back to Indiana by taking the Pennsylvania's *Keystone* out of Penn Station to Washington. The equipment for this train was the Budd-built tubular train. "Train's Magazine" called this the ankle-view train. It was true. In a high platform station, the passengers were looking right at shoe-height of people on the platform. But the design worked. As I remember, the train rode very well on the high-speed line between New York and Washington.

The National Limited took us home from Washington in B&O style. At that time, dinner in the B&O's diners still included a help-yourself salad bowl and finger bowls at the end of a great meal.

Other memorable trips were not to visit relatives. Several of them were B&O excursions to baseball games. Each summer the B&O would run one or two specials from Washington, Indiana to

either Cincinnati or St. Louis. The trains were always timed to match with a doubleheader at the ball park, but both cities also had other attractions such as amusement parks and zoos.

Generally the trains were eighteen or more cars. Food service was provided by a counter car near the middle of the train serving, among other things, sandwiches that had to have been made up months before. Most of the cars were coaches, but I also remember some section-sleepers be pressed into the service. The cars were always old, very old. Not all of them were air-conditioned and the trips were in the middle of the summer.

The power was interesting too. My earliest memories are of steam-powered trains. Later they were pulled by Geeps. In fact, one of the trips to Cincinnati was pulled by the first B&O Geeps I ever saw. They were numbers 910 and 911. These became the regularly assigned power for the east-local freight out of Washington.

As I look back on these trips and think about what has happened to travel since then, I wish we could go back in time. Amtrak trains all look pretty much alike. Airlines are infamous for the quality of their food. Travel on the interstate system is just plain boring.

"Life is like a Mountain Railway"

R&LHS Southeast Chapter, Jacksonville, FL, member, **T.M. (Mack) Mitchell**, passed away February 18th. Mack began his railroad career on the former L&N Railroad in the early 1950s in Montgomery, AL. He worked at several other locations before transferring to Jacksonville with the Seaboard system in 1977. He occupied positions in numerous departments, including data control, car utilization, customer service, and sales and marketing before his 1984 retirement.

Mack was an active, knowledgeable contributor to locomotive and railroad historical societies and continued to work on various railroad projects after his retirement. Mack was 77 when he died and will be remembered by local Southeast Chapter members as a great story teller who like to see and ride fast passenger trains. Although Mack seemed to enjoy railroading between Montgomery and Mobile the most, he was more than just an L&N fan, having a great love for railroading throughout the Southeast. Our chapter will miss his easy going style and wonderful knowledge about railroading. Mack, you made "the run successful..."

March Meeting

The Southeast Chapter's March Meeting on Thursday the 12th, will feature Art Towson. We suspect (in fact, we're so sure of it, we'd bet on it) he will present a great show about his first love, the **Western Maryland Railway**.

Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The December meeting of the Southeast Chapter of the Railway and Locomotive Historical Society was held in the 13th Floor Conference Room of the CSXT GOB on Thursday, December 11, 1997 at 6:00 P.M. A quorum was present. Chapter Chairperson Jim Smith chaired the meeting. The minutes of the November, 1997 meeting were approved. The Treasurer reported \$1227.33 in the two Coastline Federal Credit Union accounts with \$297.75 in checking and \$929.58 in savings.

Old business:

The Nominating Committee reported 25 ballots had been returned. The officer slate as proposed has been elected as follows:

Chairman - Jim Smith
Vice-chairman - Bill Howes
Treasurer - Jim Wilk
Secretary - Frank Dewey

Included with the ballots were five guesses of the location picture on the back of October's *Southeast Limited*.

New Business:

There was no new business

Committee Reports:

The December issue of *Southeastern Limited* ready except for one page.

The program was a slide presentation by Jim Smith of his trip to visit Colorado railroads and former railroads. The January meeting will be the annual banquet to be held at Bill Howes's home. Members are to bring \$7 to the January meeting to help with the cost of the meal.

Respectfully submitted,



Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The January meeting of the Southeast Chapter of the Railway and Locomotive Historical Society was the annual banquet held at the residence of Bill Howes on Thursday, January 8, 1997 at 6:00 P.M. A quorum was present. Chapter Chairperson Jim Smith chaired the meeting. The minutes of the December, 1997 meeting were approved. There was no Treasurer's report.

Old business: None

New Business: All present thanked Bill for another extremely fine banquet meal,

Committee Reports: The next issue will be in February.

Announcements:

The Railroad show will be February 21 at the Prime Osborn.

There is a railroad show in Daytona on January 24.

The Savannah railroad show is January 17.

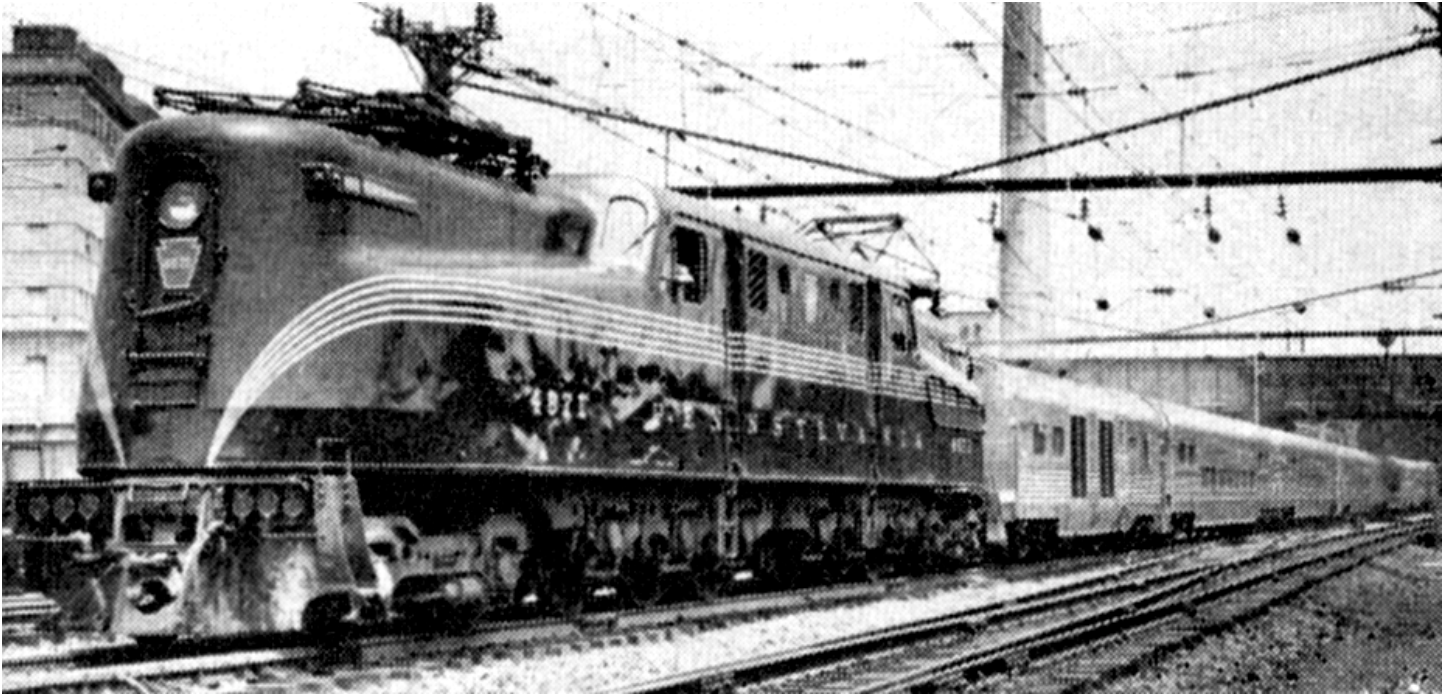
Programs for the next meetings will be:

February 12: Program: Ron Dettmer, CSX work equipment.

March 12: Program: Art Towson, probably something WM.

Respectfully submitted,





GG-1 #4871 slips out of Newark pulling the Tubular train. Photo by Don Wood, from Trains Magazine, October 1956.

Railway & Locomotive Historical Society
Southeast Chapter
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