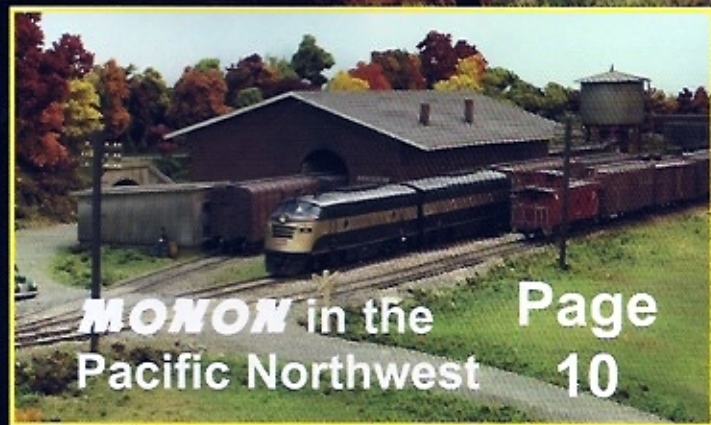


# *The Hoosier Line*®

*Official Publication of the Monon Railroad Historical-Technical Society, Inc.*

**BIG** load forces  
modifications on  
the Monon route  
**Page 16**



**MONON** in the Pacific Northwest **Page 10**



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### THE MONON SOCIETY

The Monon Railroad Historical Society was incorporated in the State of Indiana in 1975. Membership is open to all who are interested in the heritage of the Monon Railroad, its predecessor and successor railroads. Regular membership for 2011 is only \$25 a year and, for those who wish to support the restoration activities of the Society, Sustaining membership begins at \$35. Additional information on membership and the classes of Sustaining membership is available from:

Monon Society Membership Department  
P.O. Box 6926  
Bloomington, IN 47407-6926

### MONON COMPUTER SITES

The MONON World Wide Web home page is:  
<http://www.Monon.org>

There are two Monon discussion lists available; one for general discussions of Monon topics (MONON) and one for distributing photographs of Monon subjects (MONONPIC-L). To subscribe to the Monon list, send e-mail to [listserv@listserv.indiana.edu](mailto:listserv@listserv.indiana.edu) and in the body of the e-mail place the command: SUBSCRIBE MONON yourfirstname yourlastname. To send postings to the list, send e-mail to [monon@listserv.indiana.edu](mailto:monon@listserv.indiana.edu). To subscribe to the MONONPIC-L list, send e-mail to [listserv@listserv.indiana.edu](mailto:listserv@listserv.indiana.edu) and in the body of the e-mail place the command: SUBSCRIBE MONONPIC-L yourfirstname yourlastname. To

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### DONATION PROCEDURES

The Monon Society welcomes permanently-donated artifacts, memorabilia, equipment, rolling stock, written materials or materials available for copying that will help us to preserve the memory and history of the Monon Railroad. We are committed to using all donations and contributions for the benefit of all interested in the Monon Railroad.

The Monon Society is classified by the IRS as a "Section 501 C3 Not-For-Profit organization" allowing donors to claim tax deductions based on the value of all materials. The Society has strict guidelines regarding the approval and acceptance of donated materials. Ken Weller, chairman of the Monon Society Archives Department, is responsible for all donations and can be contacted at the address listed below. A written receipt will be provided so donors can substantiate their tax deduction claims.

The Monon Society also welcomes bequests from individuals made through Last Will and Testament or Trust documents. If you need guidance in the procedures for accomplishing this, you may also contact the Archives Department Committee chairman at:

Monon Society Archives Department  
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533 South 28th St.  
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## THE HOOSIER LINE®

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### FRONT COVER

### The Hoosier Line

Official Publication of the Monon Railroad Historical-Technical Society, Inc.



Dave Ritenour photo

Train #70 is at Lafayette, doubled over and ready to leave for Chicago, in this scene taken July 23, 1971, from the US 52 overhead bridge north of Shops yard. On the adjacent track, the Gaza Strip, the daylight yard job switches cars in the new yard, probably making up Train #73.



## From the President's Rider Car -- By President Frank Van Bree

### Society plans to move world headquarters

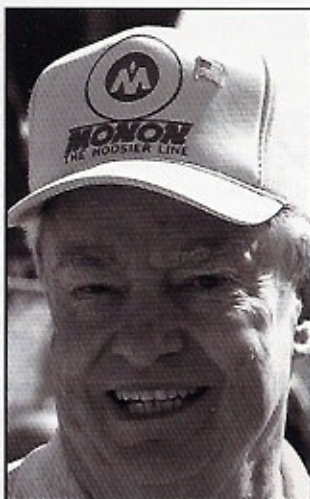
#### WE ARE MOVING!

That's right; your eyes are not deceiving you. The World Headquarters of the Monon Historical Society is leaving Linden, Indiana. It is certainly no secret that MRHTS has wanted for some time to relocate to a location more suitable to the preservation of our archives. We need a climate controlled facility to protect our irreplaceable paper. As you are well aware we are proceeding with all possible speed to copy our documents in electronic format to safe keep them even before entering them in a data base to facilitate information retrieval. But the originals still need to be preserved. Please note that this does not pertain to our Photo Archives. Those are not maintained at Linden and are already protected by off site storage as their entry into the data base moves forward.

We have been considering several possible alternatives but the one most favored by the Board involves a new facility with climate and fire control. We even have a location in mind, but grant money is essential to making this happen. We don't have it as yet and to say anything more than it is being researched would be grossly overconfident. In short, we need time and a lot of money to make this happen. Keep the faith and hope that it will be accomplished.

While working on this and another expensive project which is a lot closer to completion than a new headquarters, we had put moving on hold fully expecting to remain at Linden under the current terms of a lease with Linden-Madison Township Historical Society, Inc.

This was not to be. Greed raised its ugly head. Less than two months prior to the expiration of the current lease we were blindsided by a demand from its attorneys that we either vacate the premises or agree to a new lease at an exorbitant increase in rent of twenty-five percent. This is on top of the substantial increase in rent for the current term of the lease. LMTHS is well aware of the need for MHTS to be in a strong financial position to accomplish its present objectives. Several of its members are also our members and we have no secrets from them. I personally view Linden's action as extortion, it knowing full well that we could not possibly remove three freight cars, several hundred feet of rail, the archives and related property in a few weeks time.



Frank Van Bree

For those of you who may not have been around when we moved to Linden, I'll give you a very brief history. Our archives which were donated by the L&N were stored in a garage. Our Board met in the Purdue Union. We needed a permanent home. Linden's then officers said that a former house was available for purchase just two lots south of the MONON/NKP depot which was the LMTHS headquarters. If MRHTS would agree to rent it, LMTHS would purchase the house. The rent was to be tied to an amount which would retire Linden's debt. The house was along side the Monon track so what could be better for our Society? The lot between the two properties was for sale so realizing that there was rolling stock which would be donated to MRHTS if we had a place to display it, our Board dug into our collective pockets and came up with \$5,000 to purchase the lot, which we then donated to LMTHS. No Society money was used for this purchase. It was all donated by the individual Board members. I submit that our rolling stock display, all restored and maintained at MRHTS expense, has benefited Linden's museum operation far more than it has ours, since we are primarily a historical research organization, not a museum.

Accordingly, your Board had no reasonable alternative but to accede to this extortion for a two year period, after which we shall move. Hopefully, with a lot of generosity by an as yet unnamed Grantor we will be in a new home. One thing is sure. In two years, there will be an empty lot in Linden where once visitors could see and enjoy artifacts of Indiana railroad history.

On to matters of a current and more pleasant nature: You will find a ballot for the election of your officers for the next year and your Directors for a two year term. You will see a couple of names that you aren't that familiar with. These are all good men who have a strong, demonstrated interest in the continued viability and success of your Society. Take the time to read about them, vote and spend the forty-four cents to mail the ballot back. Voting shows your interest in the affairs of the Society and as you can see from what I have written above, the importance of electing capable Officers and Directors. Come to our meetings and take part in them. We really do a lot more than sit around and tell railroad stories. We have a lot of important matters on the table and would value your input.

An important collection of Monon documentary history has been given to the Society by a Donor who at this time wishes to remain anonymous. I mention this here because it is the only way in which I can acknowledge his contribution and our gratitude publicly.

See, there are still some good people in this world.



# Heaping praises on the Monon

By Cecil J. Smith, editor  
The Hoosier Line

Many of us never had occasion to ride one of the Monon's passenger trains, so it is pleasing to read the following comments that appeared in the July 1948 issue of the Monon's employee magazine, Rail & Tie.

Personally, I missed my one chance to climb aboard a Monon passenger train. It occurred the final week of passenger operations in 1967 when Salem city officials were invited by the Monon to ride from Salem to Mitchell one last time.

I was on hand to photograph the group as they boarded at the Salem station. All were friends of mine and urged me to join them for the ride. I knew I had a busy day ahead of me at the newspaper, so I turned the offer down. It is a decision that I have regretted for years. At that time I guess I didn't have my priorities straight -- putting job ahead of Monon!

Had I gone, I might have been able to add my comments to the following:

## UP AND DOWN THE MONON Rail and Tie — July 1948

Monon's streamlined passenger trains are becoming increasingly popular with the traveling public. Every member of the crew, whether he be in the engine, train or dining car service, plays an important part in the popularity that has been achieved by our passenger trains, as witnessed by the following compliments from our guests . . . . .

o — o — o

Mr. Geo. A. Julin, vice president in charge of sales for the Werner Brothers-Kennelly Co., wrote the following letter to Warren W. Brown on June 29:

"Just a few lines to compliment you on the wonderful new lounge and dining car which he had to privilege of riding when returning June 20 from French Lick, Indiana.

"To say you are two steps ahead of the designers of dining car equipment would be putting it mildly.

"We had the most comfortable ride back in the new type chair and enjoyed the convenience of a few steps into the diner.

"The mayor went down with us on the sleeper and drove back in his automobile. We told him he certainly missed the comfort we had and sometime in the future he is going to go down to French Lick and you can be sure it will be on the 'Thoroughbred'."



Cecil J. Smith

\*\*\*\*\*

From Dr. W. C. Buschmeyer, Heyburn Building, Louisville, comes the word that "For the first time in my travels since 1941, I was made to feel that the war was over and that the railroads were out to give service."

Dr. Buschmeyer was our guest on the "Thoroughbred" on June 6. His card says that all whom he contacted were helpful and courteous.

\*\*\*\*\*

Mrs. John J. Sullivan, Winnetka, Ill., has also written Warren W. Brown. Rail and Tie is very happy to be able to quote Mrs. Sullivan's letter . . . . .

"On June 10th my husband and I were privileged to ride the Monon from Lafayette to Chicago.

"Our ride on the coach was a most pleasant one, and we were especially pleased with the food and service on your Diner, Car No. 58

"Our fish dinner, cooked to order, served piping hot, and pretty as a picture, was a rare treat indeed. The friendly and efficient interest on the part of both our waiter and the dining car steward all added to the enjoyment of the meal.

"We were agreeably surprised with the reasonable figure charged for such fine food, and it is gratifying to know that there are still some places where one can obtain old fashioned courtesy and value received for your money.

"We shall certainly inform our friends they have much to look forward to when they ride the Monon.

"With every good wish for your continued success."

\*\*\*\*\*

On May 11, 1948, Mrs. H.E. Ackerson, of Westfield, was in charge of a group of 141 first and second grade children who rode our train out of Westfield. Mrs. Ackerson has advised us that "Every courtesy and consideration was shown the group." She also says: "Especial thanks to Mr. F.V. Martin."

We certainly hope we may have the pleasure of serving this group again in the future.

\*\*\*\*\*

Mr. Harlan F. Hodge, Chicago, was our guest on the Thoroughbred on June 9 and informs us: "Very fine service. Fine food. Better than Santa Fe Super Chief."

Our sincere thanks to Mr. Hodge for his praise of our service. When we are told that we are better than the Santa Fe Super Chief, that is something of which to be proud.

\*\*\*\*\*

Those dining car people on the Monon certainly are maintaining their reputation for putting out good meals for we have the following compliments on the dining car service . . . . .

Mr. M.K. Haycox, Louisville, informs us: Dinner was excellent, the service was swell. The trainman, engineer and Clarence were all very nice.

Mr. Haycox was a guest on the Monon on the Thoroughbred



June 19. We certainly hope we have this opportunity of serving Mr. Haycox again in the future.

\*\*\*\*\*

Miss Betty H. Hinz, Louisville, was our guest on the Thoroughbred June 17.

She tells us the food was excellent and the service was "highly commendable." Mr. Smith and Mr. Aaron are commended by Miss Hinz.

\*\*\*\*\*

Once again Mr. Smith and Mr. Aaron are complimented, this time by Mr. and Mrs.

F.E. Cannon, who rode the Thoroughbred from Louisville to Bedford on June 17.

They

advise us that "Food and service were excellent," and Mr. Smith and Mr. Aaron were highly commended.

\*\*\*\*\*

The Monon fried chicken still takes first place with a large number of our guests.

Mrs. George Wallace, Bloomington, travelled on the Thoroughbred June 28 and she hastened to advise us "Very nice both in diner and coach. Conductor very obliging. The fried chicken dinner very good."

\*\*\*\*\*

Mr. and Mrs. O.K. Lange, Chicago; Mrs. James T. Howington, Louisville; Mr. C.H. West, Chicago, and Mr. Sam F. Zufall, New Albany, all of whom rode the Thoroughbred, have written us concerning the courteous service of the trainmen and dining car men and have praised the meals.

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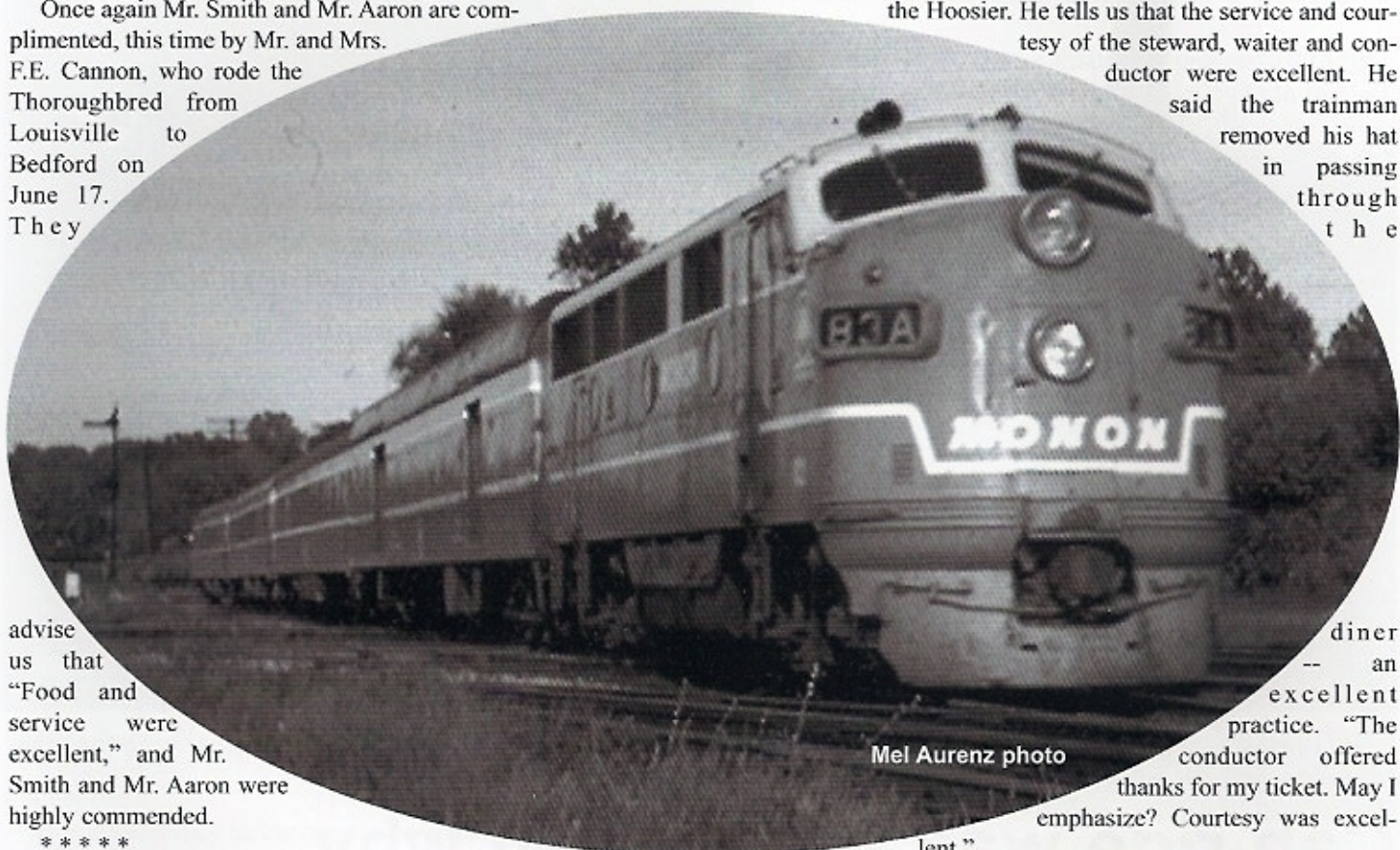
Employees running on the Main Line need not think they are the only ones who have been complimented for the excellent service rendered. The men on the Indianapolis Division are also being praised by our guests.

Mr. E.C. Thompson, Chicago; Mrs. William Ritter, Villa Park; John Bruhn, Indianapolis; R.F. Williams, Connorsville, and Miss Helen Burmeister, Chicago, all are high in their praise of the service on our trains, of the meals served and the courtesy extended. They are impartial in their praise of the conductors, trainmen, stewards and waiters, all of whom join in making these guests feel at home on the Monon.

\*\*\*\*\*

C.N. Christensen, M.D., Fort Harrison, was Monon's guest on the Hoosier. He tells us that the service and courtesy of the steward, waiter and conductor were excellent. He

said the trainman removed his hat in passing through the



Mel Aurenz photo

**The Thoroughbred south of Lafayette**

A number of other riders from Bloomington, Indianapolis, Chicago, Louisville and Davenport, Iowa, wrote Warren H. Brown to tell him they considered the service to be very nice, the trains are clean and the meals are excellent.

\*\*\*\*\*

Forrest Robinson, a hale and hearty traveler age 5, from Villa Park, made a trip all alone from Louisville to Chicago. Forrest was in the care of the train crews and upon his arrival in Chicago was delivered to his mother.

\*\*\*\*\*

Monon Conductor E.E. Cooper and Mrs. Cooper, with two friends, traveled on train No. 6 (The Thoroughbred) on May 29th. The party was on its way to Duluth and the friends of Mr. and Mrs. Cooper expressed their happiness on the fact that the Coopers had sold them on rail travel via the Hoosier Line.

\*\*\*\*\*

lent."

diner -- an excellent practice. "The conductor offered thanks for my ticket. May I emphasize? Courtesy was excellent."

\*\*\*\*\*



There was a lot of excess power involved as these two C-628s moved a lone DT&I auto parts car onto the main at Linden. The car would join Monon's southbound 73 for quick movement to Louisville.

## Cab ride was a lesson in why C-628s were not suited for yard work

**Story and Photo  
By Mont Switzer  
Mt. Summit, Indiana**

When I was invited to ride in the cab of one of the Monon's huge Alco C-628s on a misty dark day in 1966, little did I know the full story behind this short ride on such a powerful locomotive.

I found it difficult to understand why the engineer was not thrilled to death to have at his disposal a pair of the most powerful locomotives on the railroad and probably the entire Midwest. He said he did appreciate the



**Mont Switzer**

power, but there had been reliability problems with the big units early on.

I only got one useable photo that day which requires considerable explanation to make it worthy of publication.

The interchange numbers tell an interesting story about the location of the photo, Linden, Indiana.

This small town between Lafayette and Crawfordsville was home to one of the healthiest interchanges on the Monon.

The Monon at Linden was the Nickel Plate's (Norfolk & Western by 1966) gateway to Louisville and points south for high service, high revenue automotive parts traffic.

Although the Monon had a good interchange to the north with the Nickel Plate at Lafayette Junction, the Linden routing for this traffic was preferred for the automotive traffic. The remote Linden interchange allowed the "hot" automotive cars to be switched



directly onto the train that handled them all the way to Louisville. The alternative at Lafayette Junction was to haul the "hot" cars to the yard at Shops and put them on the train there which took valuable time and caused scheduling difficulties.

So that is how I came by this photo from the cab of a Monon Alco C-628 as it negotiated the light trackage of the dual Y track interchange with the N&W at Linden.

The N&W had set off a "hot" DT&I high cube auto parts box-car on the interchange track. When Monon train 73, behind two of the big C-628s, rolled into town, this car had to be picked up for the quick trip on to Louisville and points south.

Getting that "hot" car on train 73 wasn't as easy as it sounds. Those big C-628s had to run around the pick up on the second Y track. The car was then shoved onto the Monon passing track, pulled onto the main and then shoved into train 73 which had been left on the main.

You can see the southbound train 73 from this photo taken

from the cab of the lead C-628 as we used a minute portion of the available 5500 horsepower to shove the DT&I car onto the Monon.

In better times a Monon 3rd class local freight train would have staged the DT&I car for an easy pick up by the 2nd class road freight.

I got a good education that day in the cab of the lead C-628, which was running long hood first and elephant style to boot.

As we rounded the Y tracks flanges were squealing loudly and the engineer was visibly tense as he waited for one of the light rails on the Y to roll over under the weight of the two dual six-axle road units. He just knew they were going on the ground.

We made it, but it was obvious to this observer that the big Alcos were not nimble enough to do this sort of work on a regular basis.

Apparently Monon management agreed as a fleet of 18 smaller Alco C-420s were not long in coming.

## Kodak Brownie captured 'Photo of my life'

It was a warm day in August of 1963 and I was hanging around the Nickel Plate-Monon depot at Linden, IN, my Dad's home town.

On this particular day northbound passenger Train #6 blasted through town, arguably the most exciting thing to happen there all day.

Although it didn't seem like it, the train slowed to 45 mph for a combination of reasons: the Nickel Plate crossing, snagging the mail pouch off of the crane just south of the station and "kicking" a mail bag off of the RPO car into a cart on the station platform.

I had taken up position with my less-than-adequate Kodak Brownie camera, loaded with 127 size black and white film, in

hopes of getting the photo of my life.

As Train 6 bore down on my position just north of the diamond I knew there would be only one chance for that photo. Train 6, in charge of the 207 and another boiler equipped F-3A, was moving too fast for me to rewind the camera and get off another shot.

The results were marginal and I never really considered this photo a part of my Monon collection because of the poor quality. But after almost 40 years of not seeing Monon trains it looks pretty good.

I'm sure some will agree.

*Mont Switzer*

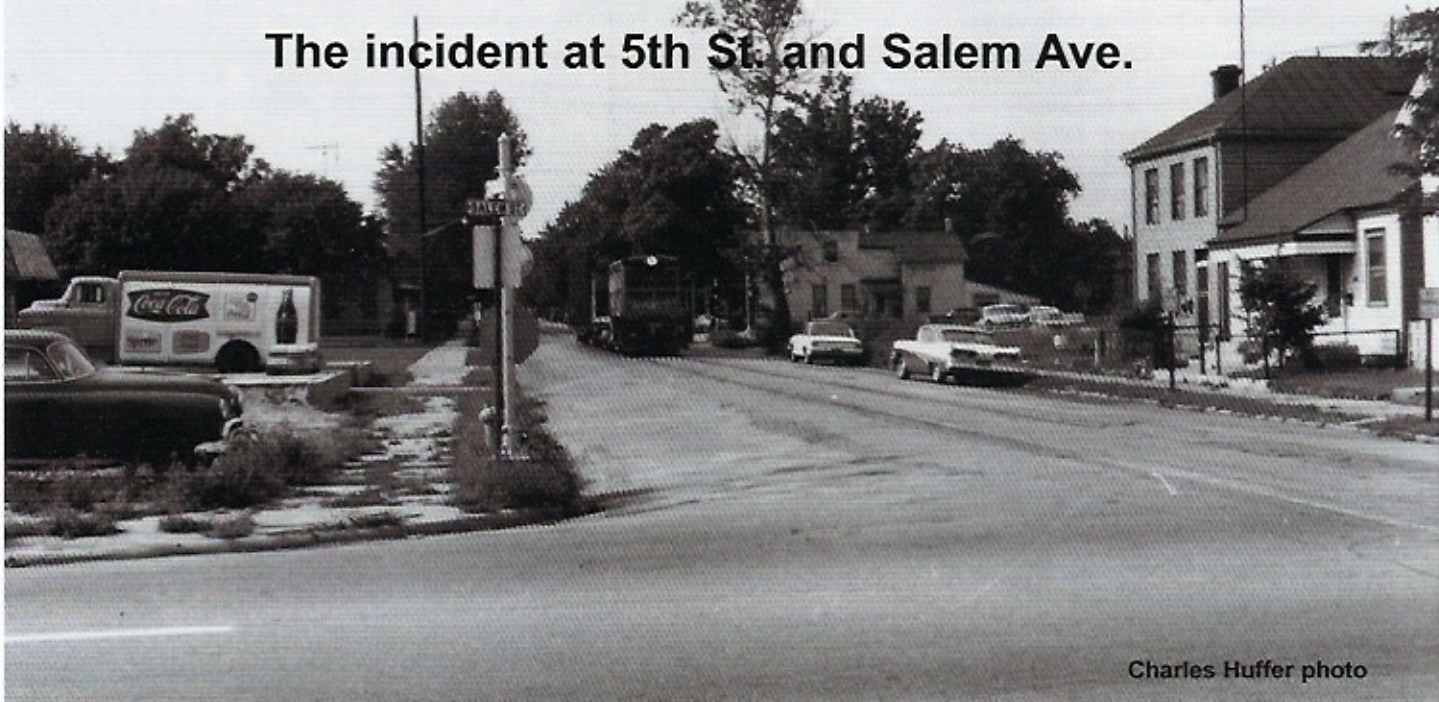


Train Number 6 is caught on film as it blasts through Linden in August 1963.



# THE MONON HELPS CATCH BURGLARS!

## The incident at 5th St. and Salem Ave.



Charles Huffer photo

**A northbound yard engine eases along 5th Street toward Salem Avenue, in foreground, in this photo taken August 6, 1965. This is the intersection where Marquardt's locomotive struck a vehicle carrying thieves that had just burglarized the Coca Cola plant, the parking lot of which is visible at left.**

Two Monon Society members, Gene Cassman, retired Lafayette policeman, and Ron Marquardt, retired Monon engineer, share their memories of an accident/incident they were both involved in some 30 years before they actually met each other.

### Gene's recollections of the accident

This occurred over 35 years ago, so here is the story to the best of my memory:

I had found the Coca Cola warehouse at 6th and Salem streets in Lafayette broken into and with other assistance, we checked the whole building thoroughly, not finding anyone inside. The management had arrived and also checked, finding that indeed, money had been taken from the business.

As we were standing around outside talking, we observed a white car, I believe a small station wagon, pass by very slowly, the occupant looking us over. The car made it to the intersection of Salem and 5th streets where it met a southbound Monon freight that just wasn't going to give up its right of way.

I can only assume the occupants of the car were busy looking out the back watching us. It was quite apparent that they didn't see the train coming. After the train tried to knock off the rear end of the car, the occupants were taken to headquarters. I assumed the driver had been drinking, and they wanted to test him.

Later, while we were looking at the car, we found some money bags in it, and if memory serves correctly, they had Coke marking on them.

I went straight to headquarters and let the accident investigation officer know what we had found. They were later charged with the burglary.

I guess that's what you call "Returning To The Scene Of The Crime".

### Ron's recollections of the accident

Late one Friday or Saturday night over 35 years ago I was leaving Shops yards on Train #71, and at the intersection of 5th and Salem streets, just past the Dispatcher's office, we hit the rear end of a small Ford station wagon.

We were only running about 10 mph when the impact occurred, and after putting the train in emergency we stopped in about four or five car lengths.

After calling the Dispatcher and telling him what happened, he of course had heard us go in emergency, the first thing I noticed looking back along the train was that the car, damaged and missing its right rear wheel, was still trying to drive off. I thought this was very strange.

Almost immediately after this, a police car came around the front of the engine, stopped alongside the cab, and the officer riding the passenger's side, a fellow named Dick Huffer who also worked some part time as an operator at shops, hollered up and asked if we'd had a problem.

I said yes, we had hit a car back at the crossing. I also remarked that they had sure got there fast. He responded that they were



attending to an alarm over at the Coke plant and had heard the train go in emergency.

They went back and attended to the accident, the Conductor had been transported up to the crossing to handle the paperwork, and after a few minutes we pulled down, picked up the rear end crew, and left town.

It was several days later when I learned that the fellows we hit were the guys who had robbed the Coke plant. No wonder they kept trying to drive off on three wheels. If they had been one or two seconds sooner, they'd have gotten clean away.

Just one more adventure in the history of running trains up and down the Monon, and in particular railroading on 5th Street.

What makes this so unique, however, is that until a few weeks ago when I posted something about the accident on the Listserv, neither Gene nor I knew the other was involved in the incident. We finally found out 35 years after it happened.

## CONVENTION TIME

This year's Monon Society convention will be at the Hilton Gardens Hotel in Merrillville, Indiana, Sept. 30-Oct. 2

Be sure to check the insert in this issue of *The Hoosier Line* for registration information.

## Cain offers cartooning talent to THL

Donnie Cain, a 61-year-old retiree from Link-Belt Construction Equipment Company, has offered his cartooning skills to *The Hoosier Line*.

Cain's family members spent a lot of years with Link-Belt, but during a brief layoff period, his father worked for the Monon.

Cain's railroading is of the modeling type -- something he has been doing since he was 16 years old. His present layout is an HO<sub>n</sub>3 model of the Rio Grande Southern. He also enjoys spending time with a group that railroads on Pete Pedigo's 7.5-inch gauge New Unionville & Western Railroad near Bloomington. Cain built a Link-Belt crane that now operates on Pedigo's railroad.



Donnie Cain

Cain said he has been cartooning since he was in grade school; sometimes getting into hot water with his teacher for drawing instead of book-learning. He later did cartoons for the Link-Belt newsletter and for the newsletter put out by the Indiana Live Steamers at Edinburgh.

When he's not drawing or railroading, Cain races antique go-carts.

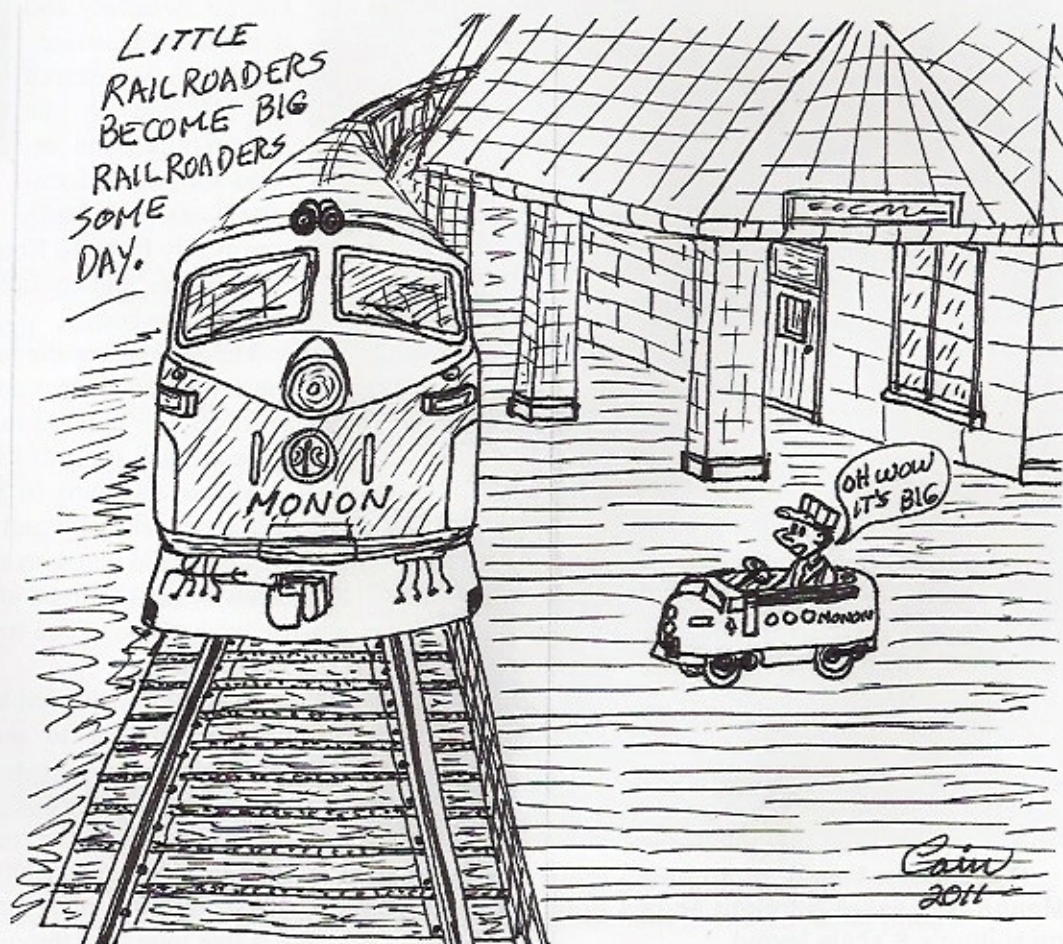
Cain joined the Monon Society in November 2010. "Should have done it long ago," he said.

"We are pleased and excited to have Donnie as a member and to add this new feature to *The Hoosier Line*" said THL editor Cecil J. Smith.

Cain resides in Plainfield, Indiana.

## RAISIN' CAIN

Donnie R. Cain





# Monon in miniature

Roger Nulton's S scale keeps the Hoosier Line alive in the Pacific Northwest

Story and Photos  
By Roger Nulton  
Tacoma, Washington



The autumn beauty of southern Indiana is evident as a Monon BL2 eases a freight across White River at Gosport on Nulton's S scale layout.

When I attended IU in Bloomington during the early seventies, I rented a house on South Walnut, adjacent to McDoel Yard. While enjoying the comforting sounds of couplers crashing and diesel horns blaring day and night, I had only a fleeting interest in all the action taking place beyond my back yard. My focus was on socializing and my studies.

If only I had the foresight to take a camera and capture those wonderful railroad facilities: the turntable, the roundhouse, the sanding tower, the water tank, the coal bunker. All those are now long gone!

In my forties, I rediscovered the Monon while searching for a railroad to model when my interest in model railroading was rekindled after a 30-year absence.

I decided that prototype modeling suited me best, since I had an interest in history and in period architecture.

I did some research and decided on the Monon. I liked the settings the railroad traversed, and my family was mostly from the Hoosier State. My mother was born in Lafayette, and my father's family is from the Region, where I was born.

The Monon has the perfect combination of nostalgia for my home state, a unique railroad to model and a practical size to build in my scale, (S scale, or 1/64th), incorporating some of its distinct features.

Monon modeling in S provides plentiful opportunities to scratch build and "kit bash" cars and structures. Only later did I learn to appreciate the rich character and history of this railroad and its staff.

I've had lots of fun trying to recreate it over the past several years.

The layout pictured here is my third. My second was demolished due to our move from California to Washington State to retire.

Here in Tacoma, we purchased a "basement with a house on top" to accommodate a bigger and better Monon. It's nearly 1200 square feet and represents the 4th subdivision in the late 1940s.

I like long runs through the countryside so typical of



Roger Nulton



**Vehicles prepare to cross the Monon at Ellettsville after a northbound freight clears the crossing. The Ellettsville station is in the center.**

the Monon and other Midwestern roads. But I also enjoy historic architecture and building structures, so several town scenes are included too.

My main interest in the past has been running detailed prototypical trains through realistic scenes, but I want this layout to eventually provide an opportunity for realistic operations using Monon schedules and consists.

The trains are run with a wireless digital command control system which enables more realistic operating by allowing multiple trains to run at the same time. All locomotives are sound equipped.

While most of my knowledge about the hobby came from magazine articles, clinics and layout visits, my prototype information has come almost entirely from belonging to the Monon Society, and especially from the "pic list" where I get a wealth of information and inspiration.

My wife Jami and I have attended several annual conventions, which proved to be another great source. They provided the opportunity to discuss our favorite railroad with those of you who have had more direct contact with it, while viewing actual locations along the line.



**Steam and diesel meet at Greencastle.**

This layout has been under construction for five years and is about 40 percent complete. Most of the rough scenery is in, but only about 15 percent of the structures are built.

It has over 200 feet of main line and will have more than 90 track switches.

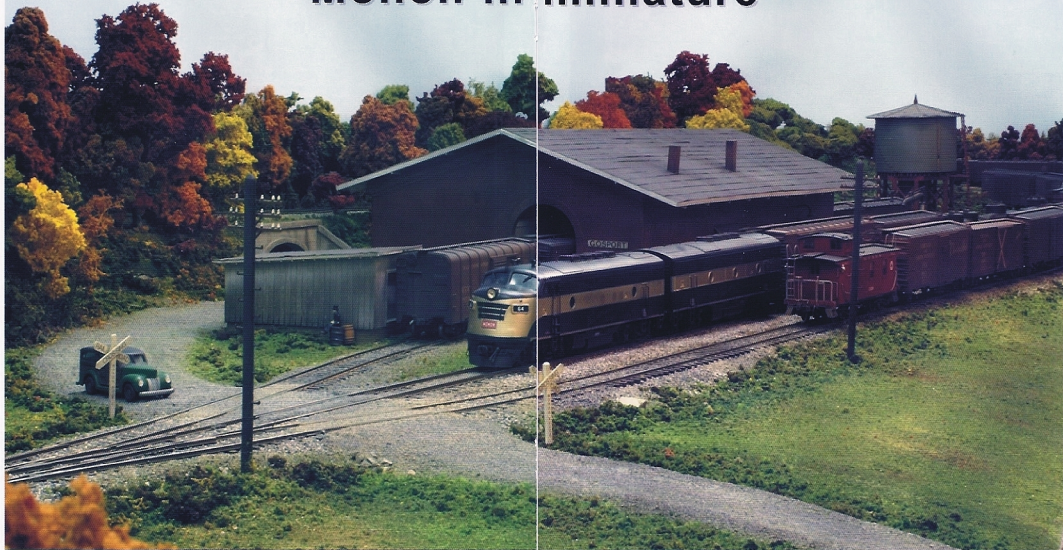
The towns of Bloomington, Ellettsville, Greencastle, Linden and Lafayette will be at least partly represented.

McDoel yard as depicted is about 20 feet long with seven tracks, the turntable and most of the engine servicing facil-

**Continued on Page 14**



# Monon in miniature



Gosport's unique pass-through station was a busy location on the Monon. The Pennsylvania Railroad, which interchanged with the Monon just north of the depot, is visible in the trees in the background.



Only ballast outlining the route of the Monon remains today, but Nulton's model preserves Wallace Junction, the busy entrance to the Monon's I&L Branch. This view shows the wye where coal trains from the Midland area met the main line.

### Continued from Page 11

ities. Shops yard is nearly as large, and does double duty as a staging yard for north and southbound trains. There is a large area that will contain most of the Shops buildings.

There are seven foreign road interchanges, as well as Wallace Junction and the coal branch, with staging tracks for each interchange.

A quarry branch serving three small quarries is completed, and feeds a stone mill between Ellettsville and Bloomington.

Ames Junction is included and always generates a lot of interest from visitors!

Jami is a great asset to the railroad: firstly by allowing me the space to build it, but also by providing her considerable artistic talent and advice. She paints figures; builds interiors in the structures, helps to build trees and directs their planting, and paints the track. She has also made some very nice skirting to hide all the stuff stored under the layout.

I am fortunate to have such a source of encouragement and understanding!

I am still in need of information about the area that I am modeling, par-

ticularly plans for structures in McDoel and the depots in Bloomington and Lafayette. Any help in that area would be much appreciated.

I look forward to several more years of building, enjoying and sharing our Monon Route. We welcome any travellers to the Great Northwest to visit our home and the Monon in our basement!



This scene, showing the Monon's transition from steam to diesel, was inspired by J.F. Bennett's 1947 photograph.



# MONON

# THE HOOSIER LINE

## What is a railroad?



Even a youngster in first grade will pipe up and answer "Engines and cars and tracks." But how many adults—you, for example—have thought *beyond* that?

A railroad is vastly more than its physical equipment. From the very first it has been a vital service to humanity, to civilization and to progress.

The early railroads pushed our frontiers farther and farther west and north and south. They brought life and growth to lonely outposts. They helped to build towns, cities, industries.

The railroad today is one of the important ingredients of national prosperity. Its lines are the life-giving arteries of commerce.

Those who are associated with a railroad are a part of this great, nationwide system of transportation—this indispensable contribution to the high standards of living enjoyed by the American people.

The NEW Monon belongs to this essential industry. It *directly* serves the friendly people of Indiana—their families, their farms, their industries. It

also serves people who visit Indiana on pleasure or business and shippers over the nation who send their raw materials or finished goods into or through Indiana, or buy Indiana's products.

But neither the NEW Monon nor any other railroad, modern though they be, is a robot. *It is man-made and man-controlled.* The service it gives is dependent upon the men and women who operate the road.

We who work "on the Monon"—*all* of us, from the switchmen in the yards to the crews of our trains, and on up into the business and executive offices—are *at your service.*

That is why the Monon management has added to its century-old traditions of hospitality and of good food, the finest of modern, diesel-powered, streamlined, air-conditioned equipment.

*Your comfort — your satisfaction — your endorsement*—are the life's blood of MONON success.

We invite you to use the NEW Monon—to see for yourself what Monon's vastly improved service means in daily practice.

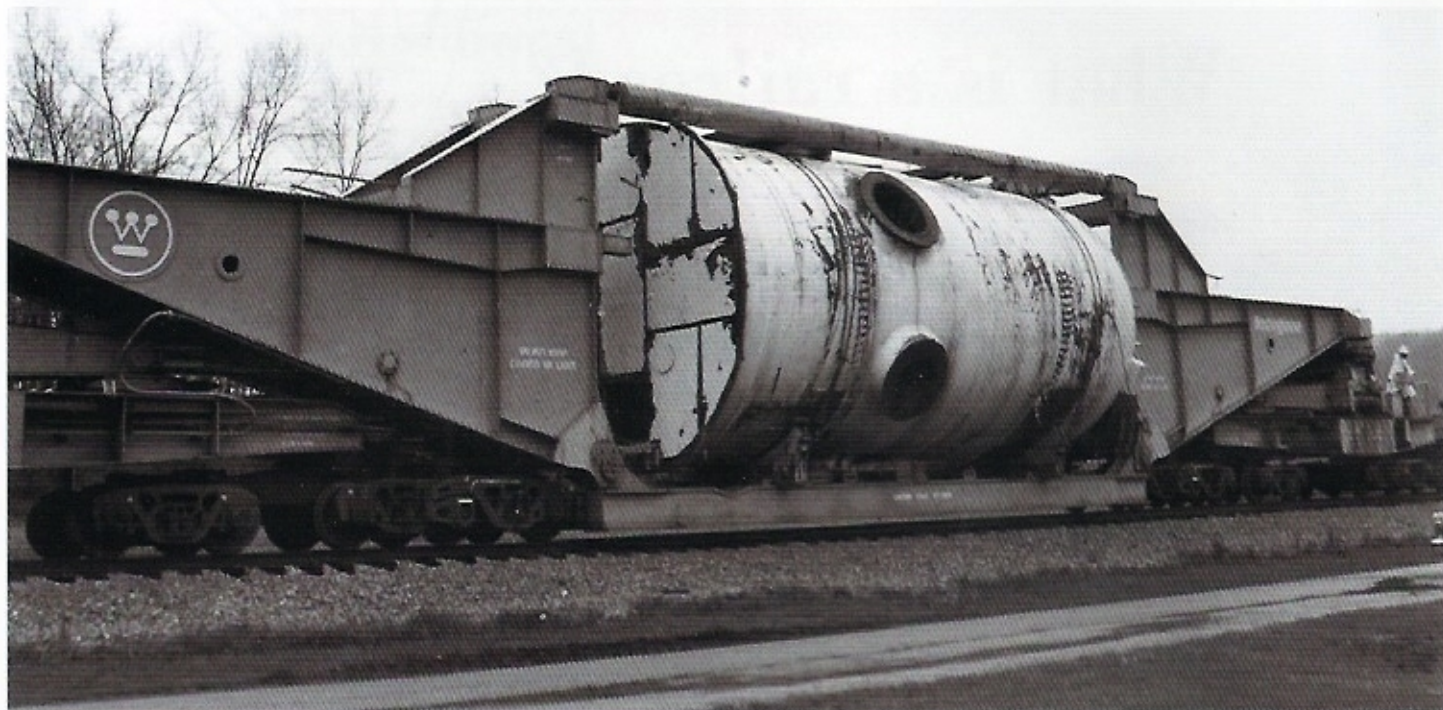


**The Monon is COMPLETELY DIESELIZED**  
**...the last word in modern air conditioned travel comfort.**



# HIGH AND WIDE . . .

**Dispatcher Dreistadt recalls what might have been the largest load ever moved on the Monon route**



Cecil J. Smith photo

The load, shown here near Borden, moves slowly north on its trip to Crane Naval Weapons Support Center west of Bedford.

**By Rick Dreistadt  
Crandall, Indiana**

In April 1989, CSX transported two extremely high-wide loads over the former Monon tracks between New Albany and Bedford. This made me wonder if these were the largest shipments ever handled on the Monon. They were certainly the largest I could remember.

Both loads moved in separate trains on specially equipped 22-axle Schnabel cars. These cars had the ability to move the shipment a few feet to the right or left, as necessary, to avoid contact with struc-



Rick Dreistadt

tures, signals, poles, etc.

The shipments came into Jeffersonville over the Nabb Branch of the former Baltimore & Ohio line between North Vernon and Louisville. They came onto the former Monon at New Albany and were to be taken into Bedford where they were handed off to the Soo for transport to Crane Naval Weapons Support Center which is located west of Bedford on the old Milwaukee line. It is predominantly in Martin County, but small parts also extend into Greene and Lawrence counties.

At the time of this movement, the line west of Bedford was owned by Soo. It was later acquired by the Indiana Railroad, which removed the tracks between Bedford and Crane this past year.

The base, established in 1941, is the third largest naval installation in the world by geographic area and employs approximately 3300 people.



The shipments measured 22 feet, four inches in height (Most shipments normally don't exceed 20 feet) and 18 feet, 10 inches wide (most wide loads are 12 to 13 feet wide). The weight was 810,000 pounds (Most loads do not exceed 230,000 pounds)

It's obvious that this was a load that was just a wee bit over the usual maximum dimensions.

These loads caused more than a few headaches for the transportation, mechanical and engineering forces.

For example, a restaurant sitting close to the tracks in New Albany had to have a small portion of a corner of the building removed to permit the load to pass. Also, some signal faces had to be turned, some rails had to be greased on curves, some crossing gates had to be operated manually, and at many locations the train had to wait for the shipment to be shifted a few inches to the left or to the right.

In New Albany, the second train, operated by a couple of Monon veterans, Conductor Bill Taylor and Engineer Danny Moore, ran into another small problem. After the rail around the curve of the North Wye had been greased, the engine, a GE U-23B four axle, could not move because its sanders were stopped up. The roadway department had to spread sand around the

curve by hand.

When is the last time you saw a pickup truck moving ahead of a locomotive with two fellows on the tailgate spreading sand by hand?



**New Albany offered a couple of very tight situations. Above, a portion of roof had to be removed from Tommy Lancaster's restaurant to permit the load to pass. Below, workers keep a close eye on another tight squeeze.**



**Rick Dreistadt photos**

dedicated Monon employees the shipment was delivered to the Soo Line at Bedford.

At Pekin there was a delay as the load crossed the Short Street crossing. The track is banked there and the low side of the load began cutting into the street's asphalt. The train was stopped and the hydraulics shifted the load slightly so that it would clear the street.

At Salem, CSX workers had to widen a stone cut adjacent to Crown Hill Cemetery, just north of the depot. The widening of the area was done six weeks before the move, but when the load arrived, it still took a while to get through the cut because it had to be constantly shifted. At one point an observer standing on top of one of the stone formations said after the load was shifted, he could not have put his hand between the load and the stone.

But it cleared and thanks to the



obstructions, excessive curvature and close track centers. If overhanging load, adjacent tracks to be clear of trains and equipment 200 feet from the turnout.

#### SPECIFIC INSTRUCTIONS FOR THE MECHANICAL, ENGINEERING AND SIGNAL DEPARTMENTS

- A mechanical department representative is required to be aboard the train.
- MoFW work forces are required to be aboard the train or hi-railing ahead of it in order to remove switch stands and cross bucks as necessary to clear the shipment. All man-hours and associated costs are billable to a division outside billable job number.
- Signal department forces are required to either be aboard the train or hi-railing ahead of it in order to turn signal faces, drop signal pole cross arms, and operate crossing gates in manual position . . .

#### SPECIFIC INSTRUCTIONS FOR THE TRANSPORTATION DEPARTMENT

- Move in special rain service only in daylight hours only, under supervision of Transportation Dept. Officers required to be aboard train consist as follows:

Locos, preferably with extended range dynamic braking

Caboose

Empty flat car

WECX 303 or 305

WECX 303 or 305

Caboose

This consist may be changed to any order provided empty spacer cars are placed in front of and behind the WECX 301 Schnable car.

- Do not exceed 25 MPH and Transportation Dept representative can reduce speed as deemed necessary to avoid excess rocking.

• The following is a list (starting at New Albany) of obstructions and required shifting or speed reduction to clear all three (3) shipments. Also shown are the locations where the signal and or engineering department will have to perform work to clear all three shipments.

(Editor's note: The list shows, in order, structure, location, restriction.

Signal -- MP 317.7 -- turn signal face

Building - MP 317.7 -- Stop shipments, shift all loads to left: Shipment 1 fourteen inches; shipment 2, twenty-two inches; shipment 3, twenty-two inches; proceed 2 MPH close observation.

Transformer - MP 316.9 -- Stop shipment(1) shift to left ten inches; proceed 2 MPH under close observation.

X-ing gate - MP 316.9 - Manually operate X-ing gate; Do not let gates fall down.

Fence - MP 316.8 - Stop shift loads (2) & (3) to the left approximately three inches. Proceed 2 MPH under observation.

TPG Bridge - MP 316.7 - Stop, shift load (1) to the left approximately four inches; Proceed 12 MPH under close observation.

Signal - MP 316.5 - Turn signal face, proceed 10 MPH.

X-ing Gate - MP 316.5 - Stop, shift load (1) to the left approximately three inches; proceed 2 MPH under close observation.



Cecil J. Smith photo

#### A worker, watching for obstacles, rides on top of the load.

Signal - MP 316.1 - Do not exceed 2 MPH.

OH Bridge - MP 313.2 - Turn signal face; Proceed 10 MPH.

Signal - MP 299.9 - Possible turn face or proceed 2 MPH.

Signal - MP 299.8 - Turn face; Proceed 2 MPH

Pole Line - MP 299.5 to 298.5 -- Shift all loads to left: Shipment (1) eight inches; Shipment (2) & (3) five inches; Proceed 3 MPH under close observation.

Pole Line & X-arm - MP 298.2 - Shift shipment (1) to the left eight inches; Proceed 2 MPH under close observation.

Signal - MP 297.9 - Do not exceed 2 MPH.

Rock cut - MP 296.4 - Do not exceed 2 MPH.

Signal - MP 296.1 - Do not exceed 2 MPH.

Rock cut - MP 296.1 - Do not exceed 5 MPH.



### Continued from Page 19

Signal - MP 294.1 - Do not exceed 5 MPH.  
 Poles - MP 294.0 to 293.4 - Stop, shift shipment (1) to left approximately eight inches; Proceed 2 MPH under close observation.

Signal - MP 293.1 - Do not exceed 2 MPH.  
 Signal and case - MP 292.2 - Do not exceed 10 MPH.  
 Pole and guy wire - MP 291.6 - Do not exceed 10 MPH.  
 Signal - MP 291.5 - Do not exceed 10 MPH.  
 Pole and X-arm - MP 290.8 - Do not exceed 10 MPH.  
 Signal - MP 290.6 - Stop shipment (1), sift to the right twelve inches; Proceed 1 MPH under close observation.  
 Pole and X-arm - MP 290.4 - Do not exceed 10 MPH.  
 Signal - MP 290.3 - Stop shipment: Sift (1), (2), & (3) to the right five inches; Proceed 2 MPH under close observation.

Pole and X-arm - MP 290.0 - Do not exceed 10 MPH.  
 Rock cut - MP 289.8 - Do not exceed 10 MPH.  
 Pole and X-arm - MP 289.1 - Do not exceed 5 MPH.  
 Poles (6 each) MP 288.8 - Do not exceed 10 MPH.  
 Pole and X-arm - MP 287.8 - Do not exceed 10 MPH.  
 Rock cut - MP 287.2 - OK, No restrictions.  
 Signal - MP 285.5 - Do not exceed 5 MPH.  
 Pole - MP 282.8 - Do not exceed 2 MPH with possible shifting of Shipment (1) approximately three inches to the right.

Poles - MP 282.7 to 282.6 - Salem, IN - Stop, shift shipment (1) eight inches to the left; Proceed 5 MPH.  
 X-ing Signal - MP 282.4 - Turn face.  
 Rock cut - MP 281.8 - Stop shipment, proceed 2 MPH, possible shift on shipments (2) & (3).  
 Signal face - MP 280.9 - Turn face.  
 Pole and X-arm - MP 278.4 - Do not exceed 5 MPH.  
 Signal - MP 275.4 - Stop, Proceed 2 MPH, possible shift load (1).

Poles - MP 271.8 to 271.6 - Stop, shift loads (1), (2) and (3) approximately four inches to the left, Proceed 5 MPH.  
 Signal case - MP 264.7 - Do not exceed 5 MPH.  
 Signal arm - MP 262.8 - Do not exceed 2 MPH.  
 Signal - MP 257.4 - Do not exceed 10 MPH.  
 Pole - MP 257.0 - Do not exceed 5 MPH.  
 X-ing gate and signal - MP 256.3 - Stop, Proceed 2 MPH, possible shift shipments (2) and (3).

Rock cut - MP 251.1 - Do not exceed 10 MPH.  
 Bridge - MP 250.0 - Do not exceed 10 MPH account weight.

Rock cut - MP 247.7 - Stop, shift shipment (1) three inches to the right; Proceed 2 MPH under close observation.  
 Pole and X-arm - MP 247.5 - Do not exceed 5 MPH.  
 Signal case - MP 247.3 - Stop, shift shipments (2) and (3) approximately five inches to the left; Proceed 2 MPH obser-



Cecil J. Smith photo

For almost 140 years, Monon loads cleared this narrow rock cut at Salem until this load came along. Here, six weeks before the special train made its trip, workers widen the cut, which is near Salem's Crown Hill Cemetery.

vation.

Traffic Lights and Parked Cars - Bedford, IN - Proceed with extreme caution past parked cars and traffic lights.



## MONON MEMORIES



Jim Craig had a great vantage point as he photographed an on-coming Monon locomotive with his Mom's Brownie camera.

### Two Bedford rail fans had same favorite photo location

I have decided to post my entire collection of color photographs that "I photographed." And that would be a total of one shot with my Mom's little Brownie camera.

This shot was taken on the curve just east of Greenhill cemetery.

I was in the 7th grade and I heard the horn and bell of the northbound. It was not making that typical ALCO thunder pulling the hill into Bedford so I knew it was pulling a handful of cars to interchange with the Milwaukee.

I grabbed the camera and headed across Greenhill cemetery to wait for the 420s to drop back down the hill. After about 10 minutes I heard the bell as they came down J street.

It was a cold fall day and it was getting dark. I was laying on the ground beside the tracks. When they went by it scared the stuff out of me. After that I kept my distance!

About 25 minutes later "the show" arrived pulling the rest of the train. I rode my bike to 17th street and sat on the bank across from the jail - my favorite spot! What an evening.

Look at that well maintained roadbed

*Jim Craig, Bedford*

Thanks, Jim! That grassed bank across from the Jail was my favorite spot in Bedford also.

In October 1970, while stopping by on Army leave, I stood on that little hill and watched a C420-led train trundling down J Street right toward me. A little curve in the street trackage there

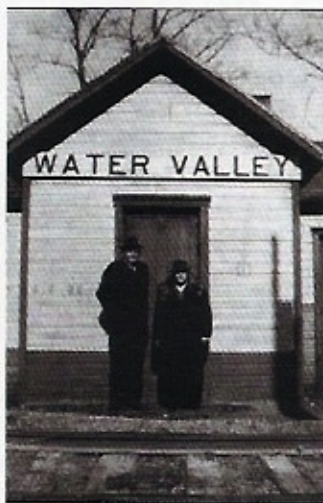
allowed me a view straight down J Street as the train came right at me, swinging to the left at the last moment. Then, as soon as the locomotives were off the street, the train noisily throttled up and by the time the classic MONON bay-windowed-cupola caboose came by, the train was moving WAY above its 8 mph street speed limit. It was spectacular! I'll never forget it.

Unfortunately, though I had a camera with me, I'd used up all the film I had just before that train made its unexpected appearance. I then bought some more film at a drug store right there on J Street and waited for several hours for a second chance -- but to no avail.

I've built my HO scale model railroad nearly five feet off the floor so I can place my 1:1 scale eyeball right where I've modeled a small slice of that same grassed bank in my 1:87 scale Bedford, right across the street from my scratchbuilt Lawrence County Jail. Most of my road locomotives have sound now, too,

It's my time machine. Everything but the vibrations and the smell of exhaust!

*Tim Swan -- Madison, Wisconsin*



The real photograph



The PhotoShopped photo

### PhotoShop can be dangerous

The May issue of The Hoosier Line carried some information in the Question & Answer section about Murdock, which is located north of Bedford. Sometime back in the spirit of fun that often prevails on the Society's listserves, a photo of the Water Valley depot was altered and sent out in a teasing manner on the listserv. Several members, unaware that the photo had been altered, filed it, as many of us do, in their collection of Monon-related photographs. Eventually the altered photo ended up on my desk with other material about Murdock and was used with the Murdock article.



Monon Society photos

## The 'magic' of getting treats on a Monon diner

By Trent Roberson  
Downers Grove, Illinois

This recollection has absolutely no historical value other than it happened during the glory days of the Monon Railroad.

In grade school and through my years in the military in the late 50s, I did amateur magic semi-professionally. "Trent Roberson and His Miracles of Magic" or some such ridiculous tune close to that.



Trent Roberson

I traveled the Monon on weekends when I would come home from I.U. I was a regular for several years.

On the trips south, I would hit the dining car for coffee, pie or a snack. A particular waiter was always running the kitchen/serving area. He was on the same route quite often and recognized me when I would show up for coffee.

He was always very polite and usually spent time talking with me as the diner was not usually all that busy.

On one trip, I planned ahead and stuck some playing cards, balls, trivia in my pockets. He would often sit with me and I pulled out the deck of cards and offered him a choice to take one. I performed some sleight of hand thing, made the card disappear, and whatever came next.

He was immediately taken in and, I showed him some more before I left.

Next trip, I visited the diner, prepared again. This time, with something more sensational.

To make a long story short, I eventually taught him a few simple card tricks that he could perform for others. From then on, the coffee was accompanied with a choice of pie or cake.....and I never paid for anything again. Each time, I would show him another trick and, each time became a more enjoyable visit.

I eventually transferred to Butler in the middle of my junior year and, that was the end of that. I don't think I ever traveled the Monon after that.

But, it was a fun time, the comforts of rail travel.....and in retrospect, a simple life without any worry of the people or times like those that surround us now.

I thought I would pass this along and hope you enjoyed the story.



Interior of a Monon diner.



## The Monon Society's News & Timetables



### Obituaries



#### R. Eugene Nuckles, 1920-2011

R. Eugene Nuckles, 90, of Martinsville, Indiana, passed away Saturday, April 9, 2011, at Grandview Health Care and Rehab in Martinsville.

Mr. Nuckles was born July 2, 1920, in Washington County, Indiana, the son of Ernest and Edith Pennington Nuckles.

He was married to Leona Mildred Purkhiser Nuckles on Aug. 30, 1941. She preceded him in death on Jan. 25, 1998.

He was a retired employee of Monon Railroad, having started his career in 1948 at Salem as an agent/operator and retired as mobile agent at Lafayette. He was a World War II U.S. Army veteran and a member of VFW and American Legion. He was also captain of the 1937 Salem Basketball Team that went to the semi-state.

He is survived by his son: Michael Nuckles (Janet) of Martinsville, two grandchildren, one great-grandson, and his sister, Betty (Wib) Holstine of Salem.

Funeral services were held April 13 at Weathers Funeral Home in Salem, with burial in Crown Hill Cemetery.

#### Randle Wayne Gorham, 1920-2011

Randle Wayne Gorham, 90, of Bloomington died Friday, June 3, 2011, at Bloomington Sterling House.

He was born Aug. 25, 1920, in Rensselaer, to the late Randle D. and Lovie L. Griggs Gorham. He graduated from Ellettsville High School and attended Marshall University in Huntington, W.Va. He was a veteran of World War II.

Mr. Gorham was employed by Monon and L&N Railroad for more than 40 years. At the time L&N acquired the Monon Railroad, he was superintendent of signals and communications. He was transferred to Louisville, Ky., as assistant signal engineer of the northern region of L&N Railroad, where he retired in 1980.

Surviving are his wife, Maryfrances Goodall Gorham of Bloomington; a stepdaughter, Rebecca Bault Rangel of New Mexico; two brothers, John N. Gorham of Mishawaka and George M. Gorham of San Antonio, Texas; and a sister, Rita Marie Wilkes of Hanover.

Preceded in death by his first wife, Virginia May Day Gorham; and a sister, Wilda Jean Gorham Wilcox.

Funeral services were Wednesday, June 8, 2011, at Allen Funeral Home. Burial followed at Chambersville Cemetery.

#### Donald Whitlow, 1936-2011

Donald M. Whitlow, 74, a lifelong resident of Monon, died Friday, May 13, 2011, at White County Memorial Hospital in Monticello.

He was born Dec. 24, 1936, in Monon, to the late Walter and Florence Whitlow. In 1955, he graduated from Monon High School.

Mr. Whitlow served in the Navy aboard the USS Colonial in damage control from 1955 to 1959.

He married Mary Lou Pigg on March 12, 1960, in Monon. She survives.

Mr. Whitlow retired from the Wabash National Corp. maintenance department in 2001 after 11 years. Before that he worked for Monon Railroad and its successors as a car man for 22 1/2 years.

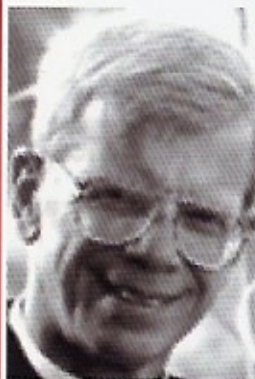
He was a member of Monon Community Church and was a longtime member of the Monon Town Board. He served at the Monon Volunteer Fire Department for many years.

Surviving with his wife are a son, Jeff Whitlow of Williamston, Mich.; a daughter, Shelley Stevenson (husband: Les) of Monon; and three brothers, Glenn Whitlow (wife: Pat) of South Bend, Leonard Whitlow (wife: Gwendolyn) of Monon and Kenneth Whitlow (wife: Betty) of Indianapolis, and five grandchildren.

He was preceded in death by three sisters, a brother and a grandson.

Services were Wednesday, May 18, 2011, at the Monon Community Church. Interment followed in Monon Chapel Cemetery.

#### Lortz's tenure as Q&A author coming to an end



George Lortz, the longtime compiler of the Question & Answer section of *The Hoosier Line*, is retiring from that position.

Anyone who is interested in taking over this position is invited to contact Editor Cecil J. Smith.

George Lortz



Bill Schnaiter collection

This is southbound Train #5 taken at Bedford on a cold day in the late 1950s. An unidentified fireman is getting ready to top off the boiler water tank for the steam generator, to ensure heat in the coaches for the rest of the run to Louisville. Engines 84A, and in this case 84B, formerly the 207 and 208, were the units of choice on the Lafayette/Louisville legs of the run because they were equipped with auxiliary water tanks which allowed fewer water stops.