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1940s

# CHICAGO, INDIANAPOLIS & LOUISVILLE (MONON) NO. 444

Fifth Street, Lafayette, Indiana | March 14, 1940

Frank Butts and John Humiston (caught in the act of photographing CI&L Train 5) made the trek to Lafayette to shoot the last day of the city's streetcar operation. Taking the opportunity to shoot the midday train to Louisville as it moved down the middle of Fifth Street, this image captures the Monon passenger service in the era before John Barriger, F3s, and ex-Army hospital cars transformed it. Chicago, Indianapolis & Louisville Pacific No. 444, built by Alco in January 1923, heads the train, and immediately behind it is one of the Barney & Smith 1913-vintage baggage-RPOs. At this time, the average age of the Monon passenger cars was 25 years old, with the oldest active car being an 1893 Ohio Falls Car Company (later merged into ACF) baggage car. The newest was also a baggage car—a 1929 Pullman product.

*F. E. Butts photo*



1940s

# ATCHISON, TOPEKA & SANTA FE FT NO. 168L

Newton, Kansas | December 3, 1946

Santa Fe's Train 7, the *Fast Mail*, heads west through Newton, Kansas, on December 3, 1946. The trip from Chicago to Los Angeles required four 11-man Railway Post Office (RPO) crews. A typical consist included a working RPO and multiple mail storage cars. Three of the clerks were assigned exclusively to first class mail, another was responsible for newspapers, one handled registered mail, while another dealt with mixed mail. The balance of the mail clerks were assigned to sort mail for specific on-line states including Oklahoma, Texas, Colorado, New Mexico, Arizona, and California. Heading this day's train, Electro-Motive Division FT No. 168L had begun its Santa Fe career in May 1945. In the summer of 1946, it was converted to passenger service. Reconversion to freight duty occurred in December 1951. The locomotive was traded in to Electro-Motive in May 1962.

*B. L. Stone photo*



1950s

## RUTLAND RS3 NO. 206

Harbor Road, Shelburne, Vermont | September 5, 1954

The Rutland Railway emerged from receivership on November 1, 1950. Over the next two years, the road dieselized with a single GE 70-tonner, six Alco RS1s and nine RS3s. In late June 1953, operating employees struck the Rutland for three weeks; the road's passenger service was then eliminated. This photo of two RS3s making time with the World of Mirth show train was taken September 5, 1954. The train is southbound crossing Harbor Road in Shelburne, Vermont. The succeeding three years saw the Rutland operating on a profitable basis, as construction materials for the St. Lawrence Seaway were handled. The road also benefitted from a diversion of traffic due to this project. The red ink resumed in 1959, while operating employees continued to be dissatisfied with the Rutland's wage structure. A 41-day strike began on September 16, 1960, and while operations resumed in November, a strike one year later would lead to the road's abandonment.

*B. L. Stone photo*



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