

Contents

Foreword	6	Chicago South Shore & South Bend	104
Introduction	7	Cincinnati & Lake Erie	105
A Brief History of North American Railroading		Clinchfield	106
(United States, Canada, Mexico)	8	Colorado & Southern	107
		Conrail	109
Akron, Canton & Youngstown	20	CSX Transportation	111
Alabama, Tennessee & Northern	21	Dakota, Minnesota & Eastern	113
Alaska	22	Delaware & Hudson	114
Algoma Central	23	Delaware, Lackawanna & Western	116
Alton	24	Denver & Rio Grande Western	118
Ann Arbor	25	Denver & Salt Lake	122
Arkansas & Missouri	26	Detroit & Toledo Shore Line	123
Atchison, Topeka & Santa Fe	27	Detroit, Toledo & Ironton	124
Atlanta & West Point	31	Duluth, Missabe & Iron Range	125
Atlantic & Danville	33	Duluth, South Shore & Atlantic	127
Atlantic & East Carolina	34	Duluth, Winnipeg & Pacific	128
Atlantic Coast Line	35	Durham & Southern	129
Baltimore & Ohio	38	East Broad Top	130
Bangor & Aroostook	43	East Tennessee & Western North Carolina	131
BC Rail	44	Elgin, Joliet & Eastern	132
Belt Railway of Chicago	45	Erie	133
Bessemer & Lake Erie	46	Erie Lackawanna	135
Boston & Maine	47	Escanaba & Lake Superior	136
Burlington Northern	50	Florida East Coast	137
BNSF	52	Fort Dodge, Des Moines & Southern	139
Burlington-Rock Island	54	Fox River Valley	140
Butte, Anaconda & Pacific	55	Gateway Western	141
Canadian National	56	Georgia & Florida	142
Canadian Pacific	62	Georgia Northern	143
Central of Georgia	67	Grand Trunk Western	144
Central of New Jersey	69	Great Northern	145
Central Vermont	71	Green Bay & Western	148
Chesapeake & Ohio	72	Gulf, Mobile & Northern	149
Chessie System	76	Gulf, Mobile & Ohio	150
Chicago & Eastern Illinois	77	Illinois Central	152
Chicago & Illinois Midland	79	Illinois Terminal	157
Chicago & North Western	80	Indiana Rail Road	159
Chicago Aurora & Elgin	83	Indiana Railroad	160
Chicago, Burlington & Quincy	84	Interstate	161
Chicago, Central & Pacific	87	Iowa Interstate	162
Chicago Great Western	88	Kansas City, Mexico & Orient	163
Chicago, Indianapolis & Louisville	90	Kansas City Southern	164
Chicago, Milwaukee, St. Paul & Pacific	92	Kyle	168
Chicago North Shore & Milwaukee	98	Lake Superior & Ishpeming	169
Chicago, Rock Island & Pacific	100	Lehigh & Hudson River	170

Lehigh & New England	171	Richmond, Fredericksburg & Potomac	252
Lehigh Valley	172	Rio Grande Southern	253
Long Island Rail Road	174	Rutland	254
Louisville & Nashville	175	Sacramento Northern	256
Maine Central	178	St. Johnsbury & Lake Champlain	258
Midland Terminal	180	St. Louis-San Francisco	259
Midland Valley	182	St. Louis Southwestern	261
MidSouth	183	San Diego & Arizona Eastern	263
Minneapolis & St. Louis	184	Sandy River & Rangeley Lakes	264
Minneapolis, Northfield & Southern	186	Savannah & Atlanta	265
Mississippi Central	187	Seaboard Air Line	266
Missouri & North Arkansas	188	Seaboard Coast Line	269
Missouri-Kansas-Texas	189	Seaboard System	270
Missouri Pacific	192	Soo Line	271
Mobile & Ohio	195	Southern	273
Monongahela	196	Southern Pacific Lines	276
Montana Rail Link	197	Spokane International	281
Montpelier & Wells River	200	Spokane, Portland & Seattle	282
Nashville, Chattanooga & St. Louis	201	Sumpter Valley	283
Nevada-California-Oregon	202	Tennessee, Alabama & Georgia	284
Nevada Northern	203	Tennessee Central	285
New York Central	204	Texas & Pacific	286
New York, Chicago & St. Louis	210	Toledo, Peoria & Western	288
New York, New Haven & Hartford	213	Tonopah & Goldfield	289
New York, Ontario & Western	217	Tonopah & Tidewater	290
New York, Susquehanna & Western	219	Toronto, Hamilton & Buffalo	291
Norfolk & Western	221	Union Pacific	292
Norfolk Southern (1942-1982)	223	Vermont	296
Norfolk Southern (1982-)	225	Virginia & Truckee	297
Northern Alberta	228	Virginian	298
Northern Pacific	229	Wabash	299
Northwestern Pacific	231	Waterloo, Cedar Falls & Northern	301
Oahu Railway & Land Co.	233	Wellsville, Addison & Galeton	302
Pacific Electric	234	Western Maryland	303
Paducah & Louisville	235	Western Pacific	305
Penn Central	236	Wheeling & Lake Erie	307
Pennsylvania	238	White Pass & Yukon	308
Pennsylvania-Reading Seashore Lines	243	Winston-Salem Southbound	309
Pere Marquette	244	Wisconsin & Southern	310
Piedmont & Northern	245	Wisconsin Central	311
Pittsburg & Shawmut	246	Yosemite Valley	312
Pittsburg, Shawmut & Northern	247		
Pittsburgh & Lake Erie	248	Index	314
Pittsburgh & West Virginia	249		
Reading	250		

Foreword



Passenger diesels of the Chesapeake & Ohio, Pennsylvania, and New York Central stand on the service tracks at Cincinnati Union Terminal in September 1952. *Wallace W. Abbey*

As far back as I can remember, one of life's simple joys has been to watch a passing freight train through a car windshield. Every encounter has been a history lesson, borne on the sides of boxcars by a procession of compelling company names. When I was young, I was captivated by the familiar: Great Northern, Pennsylvania, Wabash, Baltimore & Ohio. Or mesmerized by the exotic: Pere Marquette, Bangor & Aroostook, or Quana, Acme & Pacific. Together they implied something romantic and far-flung, a national railroad empire, all of it linked to the very track I could see merely 25 feet away.

That's part of the enduring appeal of this classic reference book, that it makes sense of a sprawling and sometimes remote part of American and Canadian history. First published in 1985 and now in its third edition, the *Historical Guide to North American Railroads* is an indispensable tool for understanding where

the industry came from, and where it's going. The book unlocks the secrets of 171 essential railroads.

A new edition of the book is timely, for today's six giant systems remain the sum totals of all the flags that flew before them. High technology and international economics changed the game, making the Union Pacific or CSX or Canadian National of 2014 quite different than the old Class I carriers of the 1940s or '50s. But these companies haven't completely shed the past. Today's Norfolk Southern still carries with it some of the traditions of the Southern, Nickel Plate, Norfolk & Western and all the other roots of its family tree. BNSF, one of America's largest privately held corporations, exhibits a pride very much rooted in that most glamorous of its predecessors, the Atchison, Topeka & Santa Fe.

This book has been a labor of love for two generations of railroad editors at Kalmbach Publishing Co. To begin with,

it never would have been possible without the company library that was first organized by founder Al Kalmbach and expanded by former *Trains* magazine Editor David P. Morgan, for whom the library is named. And the book is a monument to the man who plowed through thousands of books and documents to create the first edition, George H. Drury, longtime company librarian. Today's editors at Kalmbach Books can be credited with taking the *Historical Guide* to a new, contemporary level.

Meanwhile, this marvelous book continues to serve readers with its remarkable ability to connect the dots in North America's deep and fascinating railroad business. For all those flavorful names on all those passing boxcars, the mysteries have been solved.

Kevin P. Keefe
Vice President-Editorial
Kalmbach Publishing Co.

Introduction



Norfolk Southern honored its heritage by painting several new diesels in paint schemes of its predecessor railroads. Here SD70ACE 1069, in Virginian yellow and black, leads hot westbound double-stack train 22A in rural Tennessee in August 2013. *Samuel Phillips*

The *Historical Guide to North American Railroads, Third Edition* is not meant to be a complete history for each railroad, nor is it a railfan's guide of locomotive rosters and paint scheme information. Instead, each entry provides a capsule summary of the history of the railroad: when it was chartered, where it ran, how it grew, when it acquired (or was acquired by) other railroads, and whether it still exists or how it became part of another system. All of these entries together tell the story of how the North American rail system of today evolved.

Before heading straight to the individual entries, you might want to start with a short history of railroading in the U. S., Canada, and Mexico, which begins on the next page.

Previous editions of the *Historical Guide* covered railroads that no longer existed at the time of publishing. This edition also includes listings for railroads currently in operation—previously these would have appeared in the now out-of-print *Train-Watcher's Guide to North American Railroads*. Railroad entries are based on those in previous editions of the *Historical Guide* or *Train-Watcher's Guide*, with updates as needed to reflect changes that have occurred over the past 15 years.

It would have been impossible to include all the railroads that have ever existed. Current Class 1 and significant Class 2 freight railroads are included. For railroads that no longer exist, we limited the listings to railroads that existed from 1930 (the start of the Great Depression) onward, which were at the time Class 1 railroads, railroads at least 50 miles long, or lines with other historical significance. There are 171 main entries, with dozens of additional railroads included as sub-entries within the main railroad listings.

Each entry includes a historical description along with a map and one or more photos. Information and data largely came from various issues of *Poor's Railroads* and *Moody's Transportation Manual*, as well as *The Pocket List of Railroad Officials*, *The Official Guide*, and *The Official Railway Equipment Register*. Heralds or logos are included for railroads that had them.

The maps are intended as overviews rather than detailed guides. Their purpose is to show how each railroad fit into the North American railroad network. It would be impossible to show all connecting railroads and all cities and towns mentioned in the text. Some railroads are shown in more than one map: the

detailed maps of today's surviving Class 1 railroads show many predecessor lines. Most other maps are taken from previous editions, but if detailed maps were available from the pages of *Trains* or *Classic Trains* magazines, we used them.

Although there are fewer railroad companies today than in 1930 (or 1950 or 1990), they—and their histories and legacies—are just as fascinating and colorful. Start turning the pages to find out where they went and what they were—and perhaps how much remains of them.

Acknowledgements

This book would have been impossible to put together without the assistance of many individuals who helped by updating text, providing photos, proofreading, and drawing maps. Thanks go to Tom Danneman, Peter Hansen, Tom Hoffmann, J. David Ingles, Rob McGonigal, Bill Metzger, Matt Van Hattem, and Jim Wrinn. Thanks also go to the many photographers whose work resides in Kalmbach's David P. Morgan Library, and whose photos grace the pages of this book throughout.



A westbound BNSF export coal train headed for Roberts Bank, B. C., crosses the Clark Fork River just west of Noxon, Montana. *Tom Danneman*

The September 1995 merger of Burlington Northern and Santa Fe led to the creation of the nation's second largest railroad, BNSF Railway. Officially, a holding company purchased both railroads in 1996 and formally merged them on Dec. 31, 1996, creating the Burlington Northern & Santa Fe. In January 2005, the railroad officially changed its name to BNSF Railway.

The merger created a 32,000-mile network (24,000 owned route miles plus 8,000 route miles of trackage rights), making BNSF one of the west's two giant railroad systems. It covers the western two-thirds of the U.S., serving 28 states and two Canadian provinces, 40 ports, and 30 intermodal facilities.

BNSF announced plans to merge with Canadian National on Dec. 20, 1999, which would have created a 50,000-mile rail network. In response, the U. S. Surface Transportation Board imposed a 15-month moratorium on rail mergers in order to rethink the rules under which future

merger proposals would be evaluated. As a result, BNSF and CN called off their proposed merger on July 20, 2000.

Along with the 2005 name change to BNSF Railway, the company introduced a new logo, with a "swoosh" and its initials replacing the first "circle and cross" Santa Fe-style logo. BNSF's main commodities are intermodal containers, coal, crude oil, grain, automobiles, forest products, chemicals, metals, minerals, and consumer goods.

Each day, BNSF originates from 40 to 60 loaded coal trains from Powder River Basin mines in northeastern Wyoming and southeastern Montana, with an equal number of empty trains arriving to be reloaded. Other coal-producing regions served by BNSF are in Colorado, Illinois, New Mexico, and North Dakota. In 2004, BNSF moved 255 million tons of coal.

Roughly two-thirds of the 70 to 90 daily trains that cross the Southwest on the ex-Santa Fe transcontinental main line are double-stack container and piggyback trains moving between the eastern gate

ways of Chicago, Kansas City, Memphis and Fort Worth, and the California terminals of San Bernardino, Los Angeles, Long Beach, Stockton, and Richmond. Intermodal traffic is also heavy on the Chicago-Fort Worth corridor, and between Chicago and Seattle and Portland, Ore.

Each year between August and November, BNSF handles nearly 2,000 cars of grain a day, originating in the Midwest, Great Plains, and Pacific Northwest. Corn and wheat make up more than half of the road's grain movements. The Minneapolis-Seattle corridor sees grain traffic headed for domestic producers and the ports of Seattle, Tacoma, and Vancouver, Wash.

BNSF has also become a major carrier of crude oil originating in the oil fields of North Dakota. More than 1,000 miles of track touches 16 of the 19 top oil-producing counties in North Dakota and five of six in eastern Montana.

The railroad originates significant amounts of lumber in the Pacific Northwest, Minnesota, and Southwest.

HUDSON BAY

DULUTH, WINNIPEG & PACIFIC

Canadian Northern subsidiary, renamed Duluth, Winnipeg & Pacific 1909; to Canadian government 1918, operated separately; to Grand Trunk Corp. 1971; operations integrated into CN 1996

GREAT LAKES TRANSPORTATION To CN 2004

Duluth, Missabe & Iron Range, owned by U.S. Steel, to Transtar 1988, to Great Lakes Transportation 2001

WISCONSIN CENTRAL To CN 2001

Wisconsin Central purchased core routes from Soo Line 1987, Superior-Ladysmith line purchased from Soo 1992; Fox River Valley, ex-C&NW, purchased 1993; GB&W purchased 1993; Algoma Central purchased 1995; C&NW lines north of Green Bay purchased 1997 (Ex-Soo lines not labeled)

QUEBEC RAILWAY CORP. To CN 2008

Ottawa Central orig. CN, to ORC 1998; Matapédia & Gulf orig. CN, to ORC 1997; New Brunswick East Coast orig. CN, to ORC 1997

GREAT LAKES TRANSPORTATION To CN 2004

Bessemer & Lake Erie, Pittsburgh & Conneaut Dock orig. owned by U.S. Steel, to Transtar 1988, to Great Lakes Transportation 2001

GRAND TRUNK WESTERN

U.S. properties of Grand Trunk incorporated by CN 1928 as Grand Trunk Western; to Grand Trunk Corp. 1971; U.S. operations integrated into CN 1996
Detroit & Toledo Shore Line jointly owned by GTW & Nickel Plate Road; NKP to Norfolk & Western 1964; GTW bought N&W interest 1981
Detroit, Toledo & Ironton sold by Henry Ford to Pennroad Corp 1929; Wabash and Pennsylvania Railroad bought out Pennroad 1951; sold to GTW 1980, merged into GTW 1983

U.S. STEEL To CN 2009

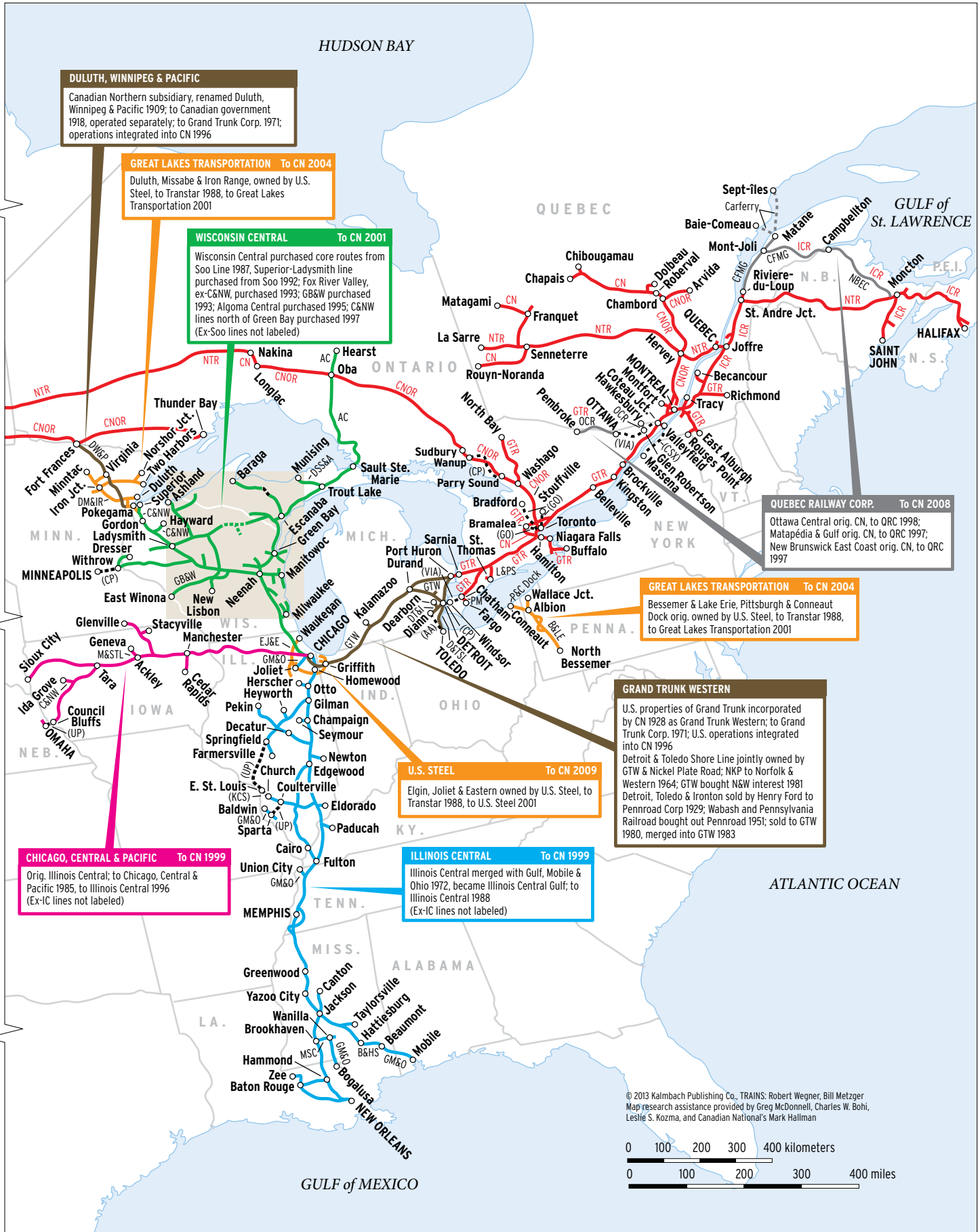
Elgin, Joliet & Eastern owned by U.S. Steel, to Transtar 1988, to U.S. Steel 2001

ILLINOIS CENTRAL To CN 1999

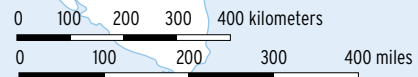
Illinois Central merged with Gulf, Mobile & Ohio 1972, became Illinois Central Gulf; to Illinois Central 1988 (Ex-IC lines not labeled)

CHICAGO, CENTRAL & PACIFIC To CN 1999

Orig. Illinois Central; to Chicago, Central & Pacific 1985, to Illinois Central 1996 (Ex-IC lines not labeled)



© 2013 Kalmbach Publishing Co., TRAINS: Robert Wegner, Bill Metzger
Map research assistance provided by Greg McDonnell, Charles W. Bohi, Leslie S. Kozma, and Canadian National's Mark Hallman



Canadian Pacific



Canadian Pacific's Laggan Subdivision follows the Trans-Canada Highway near Canmore, Alberta. This view includes the amazing Three Sisters peaks in the background, with snow still visible in the upper elevations in May 2012. *Stefan Loeb*

The history of CP Rail is intimately tied to Canadian politics. British Columbia joined the Canadian confederation in 1871 on the condition that a railroad would link the province to the rest of the country within 10 years. The geographic barriers to such a railroad were formidable, including the wilderness of northern Ontario, the vast emptiness of the prairies, and the Rocky Mountains.

The financial barrier was also formidable. The principal railroad in Canada, the Grand Trunk Railway, was not interested in the project, so in 1881 the Canadian

Pacific Railway was incorporated to build a railroad to the Pacific at what is now Vancouver. The starting point of the new railway was Callander, Ont., near North Bay, at the end of a Grand Trunk line from Toronto. Construction started at several points, and the line across the prairie was completed before the more difficult sections east and west.

In 1881 CP absorbed the Canada Central Railway, which was building northwest toward Callander from Brockville and Ottawa. In 1882 CP purchased the Western Division of the Quebec, Montreal,

Ottawa & Occidental Railway, a line from Montreal to Ottawa along the north bank of the Ottawa River. The acquisitions ensured that CP would have a route to Ottawa and Montreal, even if at the time there was still a gap of several hundred miles between those lines and the new railroad CP was building. Construction along the north shore of Lake Superior was extremely difficult, but nationalistic feelings precluded an easier route south of Lake Superior through the United States. The crossing of the Rockies at Kicking Horse Pass was accomplished only by

Fox River Valley

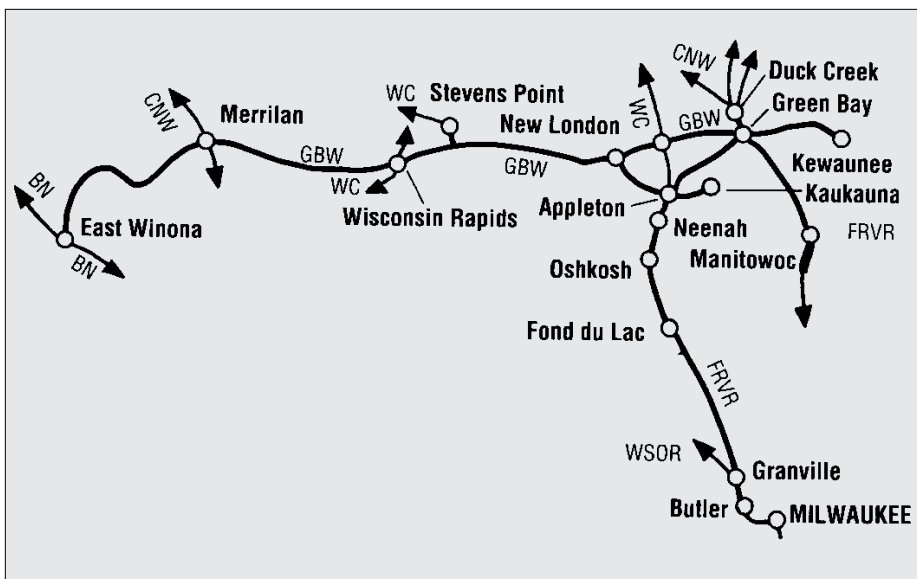


An SD24/RSD-15/SD35 trio (ex-BN, LS&I, SOU) leads an FRV train north across the Fox River in Menasha, Wis., on May 13, 1990. *Tom Danneman*

Between 1854 and 1862 the Chicago & North Western Railway pushed a line north from Janesville, Wis., to the Fox River Valley towns of Fond du Lac, Oshkosh, Appleton, and Fort Howard (now Green Bay). In 1873 it opened a

direct line from Milwaukee to Oshkosh and, through a subsidiary, began building a line north from Milwaukee along the shore of Lake Michigan. This route reached Manitowoc in 1873 and was extended northwest to Green Bay in 1906.

C&NW in 1988 sold lines in eastern Wisconsin to the new Fox River Valley Railroad, which began operating on Dec. 9, 1988. FRV ran from Granville (Milwaukee) through Fond du Lac and Appleton to Green Bay; from Cleveland, south of Manitowoc, to Duck Creek (Green Bay); and to New London from Kaukauna South. FRV had trackage rights on C&NW from Granville to Butler Yard, in western Milwaukee. The road was owned by ITEL Corporation, which also owned Green Bay & Western. In late 1991 ITEL placed the two roads under the same management, and both were purchased by Wisconsin Central Ltd. in 1993.



FACTS & FIGURES

Year	1989
Miles operated	214
Locomotives	28
Passenger cars	—
Freight cars	60
Reporting marks: FRVR	

Missouri-Kansas-Texas (Katy)



A northbound freight, with a GP40 leading and a slug immediately behind, heads out of Texas City, Texas, along the sea wall. The tank farm is owned by Arco Pipeline (now BP). Note that the trailing locomotive is in Katy red in this July 1988 view. *Laurence Pearlman*

The Katy was incorporated in 1865 as the Union Pacific Railway, Southern Branch (although it had no corporate connection with the Union Pacific proper) to build south from Junction City, Kan., along the Neosho River through Emporia and Parsons to New Orleans. It received a land grant, and construction began in 1869.

The railroad changed its name to Missouri, Kansas & Texas Railway the following year. In late 1870, it reached the southern boundary of Kansas at Chetopa ahead of two rival lines, earning the right to build south through what is now Oklahoma. Also in 1870 the MK&T absorbed the

Tebo & Neosho, a line from Sedalia, Missouri, southwest to Parsons, Kan.

Katy rails reached Denison, Texas, in 1872. Other significant events about that time were a battle with the Atlantic & Pacific (a Frisco predecessor) over a crossing at Vinita, Okla., in 1871; extension of the road from Sedalia to a junction with the Burlington at Hannibal, Mo., in 1873; and control of the road by Jay Gould, who saw it as a feeder to his Missouri Pacific system.

The Katy reached Dallas and Fort Worth in 1881, the latter on trackage rights over the Texas & Pacific from Whitesboro, Texas. That same year the

Katy purchased the International & Great Northern (another Gould road). The lines of the MK&T, building south, and I&GN, building north, met at Taylor, Texas, in 1882. In 1883 the Katy purchased the Galveston, Houston & Henderson, which Gould leased to the I&GN.

In 1886 MK&T built north from Parsons, Kan., to Paola, and negotiated trackage rights from Paola to Kansas City over the Kansas City, Fort Scott & Gulf (later part of the Frisco). In 1888 Jay Gould lost financial control of the Katy. Missouri Pacific's lease of the Katy was canceled, and control of I&GN passed to Missouri Pacific. In 1891 the Missouri, Kansas &

Pennsylvania



A Pennsylvania J1-class 2-10-4 lugs a freight upgrade on Horseshoe Curve, arguably the railroad's most-famous landmark, in 1955. Pennsy had 125 of the big Texas-type locomotives, more than any other railroad. *Bob's Photo*

The original Pennsylvania Railroad ran from Philadelphia to Pittsburgh. Much of the road's subsequent expansion was accomplished by leasing or purchasing other railroads: the Pittsburgh, Fort Wayne & Chicago, the Pittsburgh, Cincinnati, Chicago & St. Louis, the Little Miami Railroad (to Cincinnati); the Northern Central (Baltimore to Sunbury, Pa.); the Philadelphia, Baltimore & Washington; and the Philadelphia & Trenton and the United New Jersey Railroad & Canal Company (to New York).

The Main Line

Philadelphians were slow to recognize that the Erie Canal and the National Road (and later the Baltimore & Ohio Railroad) were funneling to New York and Baltimore commerce that might have come to Philadelphia. A canal opened in 1827 between the Schuylkill and Susquehanna rivers, and another was proposed along the Susquehanna, Juniata, Conemaugh, and Allegheny rivers (along with a 4-mile

tunnel under the summit of the Allegheny Mountains) to link Philadelphia and Pittsburgh. Parts of that project were declared impractical and it was modified to consist of alternate stretches of railroad and canal. In 1828 the Main Line of Public Works was chartered to build a railroad from Philadelphia to Columbia and another across the mountains, as well as canals from Columbia and Pittsburgh to the base of the mountains.

By 1832 canals were open from Columbia to Hollidaysburg and from Pittsburgh to Johnstown. In 1834 a railroad opened from Philadelphia to Columbia and a portage railroad started operation over the mountains. The latter was a series of rope-operated inclined planes; canal boats were designed to be taken apart and hauled over the mountains.

The Pennsylvania Railroad

The pace of the state's action increased when the Baltimore & Ohio requested a charter for a line to Pittsburgh. The B&O

line was chartered, but so was the Pennsylvania Railroad, on April 13, 1846—to build a railroad from Harrisburg to Pittsburgh with a branch to Erie. B&O's charter would be valid only if the Pennsylvania Railroad were not constructed.

The line was surveyed by J. Edgar Thomson, who had built the Georgia Railroad. His operating experience led him to lay out not a line with a steady grade all the way from Harrisburg to the summit of the mountains, but rather a nearly water-level line from Harrisburg to Altoona where a steeper grade (but still less than that of the Baltimore & Ohio) began for a comparatively short assault on the mountains. This arrangement concentrated the problems of a mountain railroad in one area.

Construction began in 1847. In 1849 the Pennsy made an operating contract with the Harrisburg, Portsmouth, Mountjoy & Lancaster (Harrisburg & Lancaster from here on), and by late 1852 rails ran from Philadelphia to Pittsburgh, via a

Spokane, Portland & Seattle



James J. Hill announced in 1905 that he intended to build a railroad along the north bank of the Columbia River, partly to block the Milwaukee Road from doing the same and partly to invade Oregon, territory that belonged almost exclusively to E. H. Harriman's Union Pacific and Southern Pacific. The Portland & Seattle Railway was incorporated in 1905, and in 1908 Spokane was added to its name. The railroad was completed during 1908 from Pasco, Wash., to Portland, Ore., along the north bank of the Columbia River. In 1909 the line was opened from Spokane to Pasco. Jointly financing the construction of the SP&S were Great Northern and Northern Pacific.

Hill had already acquired a line along the south bank of the lower part of the Columbia River west of Portland; that plus NP's line from Portland to Goble, Ore., formed a route from Portland to Astoria where connection was made with Hill's steamships to San Francisco.

For most of its life, the SP&S functioned as an obscure extension of its two parents. Most of its steam locomotives were acquired second-hand from GN and NP. The road acquired a distinct identity during the diesel era with its heavy reliance on Alco power and a new slogan, "The Northwest's Own Railway." SP&S was



A westbound extra freight pulls out of Wishram, Wash., in June 1953 behind an FA/FB/FA trio (right) while an S-2 switcher works the yard. *David Plowden*

merged into Burlington Northern along with its parents, Northern Pacific and Great Northern, and Chicago, Burlington & Quincy on March 2, 1970.

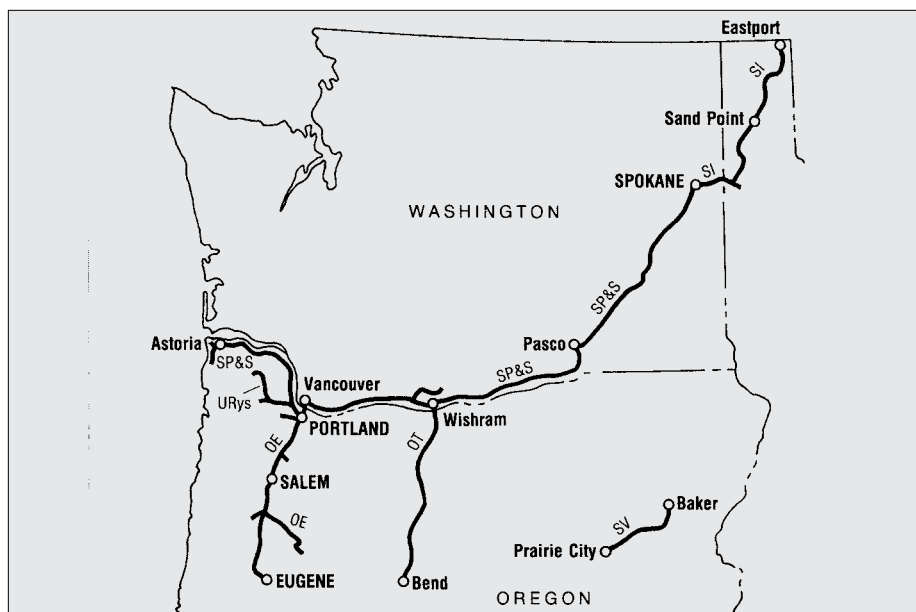
Oregon Electric, Oregon Trunk

SP&S acquired the Oregon Electric Railway in 1910, two years after it had opened between Portland and Salem. The main line was extended south to Eugene in 1912. The OE was characterized by head-on competition with Harriman, with SP's electric lines in the Willamette Valley.

The Oregon Trunk was incorporated in 1909 and opened in 1911 between Wishram, Wash., on the Columbia River, and Bend, practically in the center of Oregon, 152 miles. Both OT and the Oregon-Washington Railroad & Navigation Co. (Union Pacific) built south up the canyon of the Deschutes River. The two railroads fought over occupancy of the canyon and eventually came to terms—trackage rights over portions of each other's line and abandonment of duplicate track.

United Railways

In 1906 the United Railways Company was incorporated and purchased the properties of Oregon Traction Company, which had a line from Linnton to Keasey, 54 miles. The line was operated primarily as a steam railroad and was notable for a 4,100-foot tunnel west of Portland. SP&S absorbed the company in 1943.



FACTS & FIGURES

Year	1929	1969
Miles operated	555	922
Locomotives	99	112
Passenger cars	100	54
Freight cars	698	3,216

Reporting marks: SPS

Historical society: spshs.org

Toledo, Peoria & Western



The first Toledo, Peoria & Warsaw Railway was chartered in 1863. It was opened in 1868 from the Indiana-Illinois state line at what is now Effner through Peoria to Warsaw, Ill., on the Mississippi River. In 1880 the road was reorganized as the Toledo, Peoria & Western Railroad and leased to the Wabash, St. Louis & Pacific for a term of 49 years—the lease lasted only until 1884.

The Toledo, Peoria & Western Railway was chartered in 1887 to take over the railroad. In 1893 the Pennsylvania Railroad and a predecessor of the Chicago, Burlington & Quincy each acquired a large stock interest in the TP&W, which by then had been extended across the Mississippi to Keokuk, Iowa. In 1927 the TP&W made a connection with the Santa Fe at Lomax, Ill., over a 10-mile line from La Harpe, Ill.

In 1927 George P. McNear Jr. purchased the TP&W at foreclosure. He saw the road's potential as a bridge route bypassing Chicago and St. Louis, and he began to improve its physical plant. In 1941 McNear refused to go along with an industry-wide pay increase, proposing hourly wages and the elimination of inefficient practices. A bitter strike ensued, followed by government operation during World War II and the 1947 murder of McNear. That year new management took over and the TP&W resumed operation after a 19-month work stoppage.

Another Toledo, Peoria & Western was incorporated in 1952. In 1960 the Santa Fe purchased the railroad and sold a half interest to the Pennsy. The TP&W formed a Chicago bypass for traffic moving between the Pennsy and the Santa Fe.



An eastbound TP&W local behind olive-green-and-gold Alco RS-2 No. 204 rolls across a steel bridge near Forrest, Ill., on Feb. 27, 1960. *J. Parker Lamb Jr.*

The formation of Conrail changed traffic patterns, and TP&W didn't fit into Conrail's plans. In 1976 TP&W bought the former Pennsylvania line from Effner east to Logansport, Ind., where it could interchange traffic with the Norfolk & Western. In 1979 the Pennsylvania Company, a subsidiary of Penn Central, sold its half interest in the TP&W back to the Santa Fe. Merger with Santa Fe took place on Dec. 31, 1983.

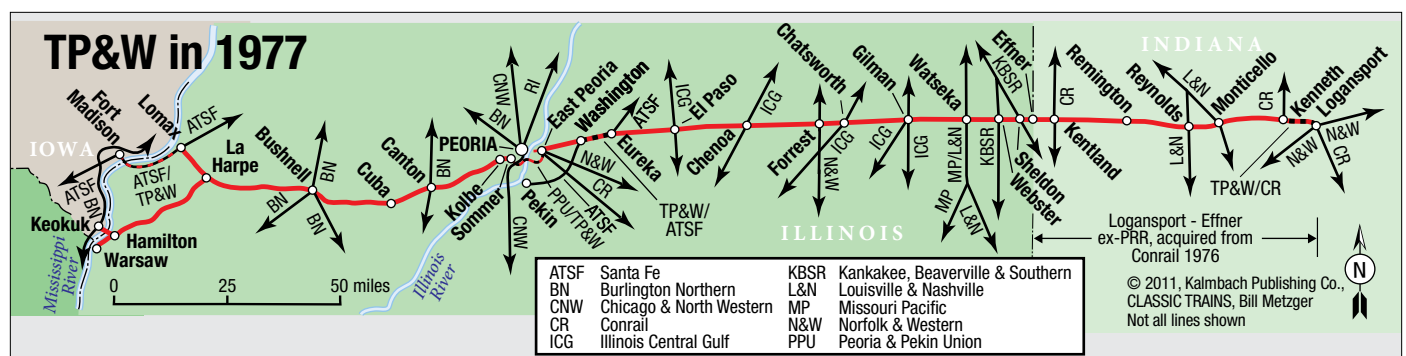
In 1986 the Keokuk Junction Railway, a terminal railroad at Keokuk, Iowa, bought the westernmost 33 miles of the line, from La Harpe to Warsaw and Keokuk. On Feb. 1, 1989, a group of investors purchased the

Logansport-Lomax line from the Santa Fe, and yet another Toledo, Peoria & Western Railway began operating. Ownership went to Delaware Otsego Corporation in 1996, to RailAmerica in 1999, and Genesee & Wyoming in 2012.

FACTS & FIGURES

Year	1929	1980
Miles operated	239	301
Locomotives	24	29
Passenger cars	13	—
Freight cars	348	608

Reporting marks: TPW



Green Bay & Western, 140, **148**

Green Mountain, 255, 296

Guilford, 49, 66, 115, 179, 279

Gulf & Chicago, 149

Gulf & Mississippi, 151, 154, 155, 183

Gulf Coast Lines, 193, 260

Gulf, Mobile & Northern, 86, **149**, 150, 154, 187, 195

Gulf, Mobile & Ohio, 24, 40, 78, 86, 87, 141, 142, 149, **150-151**, 152, 154, 156, 158, 183, 195, 235, 269, 300

H

Hannibal & St. Joseph, 84, 85, 101

Harrisburg & Lancaster, 238, 239

Hartford & Connecticut Western, 214, 215

Hartford & New Haven, 214, 215

Hartford, Providence & Fishkill, 213

Helena & Northwestern, 188

Hereford, 179

High Point, Thomasville & Denton, 309

Hocking Valley, 73, 74, 134, 212, 244

Housatonic, 214, 215

Houston & Great Northern, 193

Hudson River, 109, 205

I

I&M Rail Link, 113, 199, 272

Illinois Central, 45, 61, 68, 73, 77, 78, 79, 80, 84, 87, 88, 97, 104, 141, 149, 151, **152-158**, 159, 165, 183, 187, 195, 201, 208, 235, 269, 275, 285, 292, 300, 301

Illinois Central Gulf, 87, 97, 141, 151, 152, 154, 155, 159, 183, 225, 235, 269, 279, 310

Illinois-Missouri Terminal, 158

Illinois Southern, 194

Illinois Terminal, **157-158**, 222

Illinois Traction, 157

Indiana Harbor Belt, 204

Indiana Rail Road, 156, **159**

Indiana Railroad, 100, 105, 159, **160**, 206

Indianapolis & Bellefontaine, 208

Indianapolis & Louisville, 91, 176

Indianapolis & St. Louis, 208

Indianapolis, Delphi & Chicago, 90

Indianapolis Southern, 159

Intercolonial, 56, 57

Interstate, **161**

Iowa Central, 184

Iowa, Chicago & Eastern, 66, 113, 199

Iowa Interstate, 103, **162**

J

Jackson & Eastern, 149

Jacksonville, Tampa & Key West, 36

Jefferson Southwestern, 77

Joliet & Chicago, 24, 151

K

Kanawha & Michigan, 73, 74, 207, 298

Kansas City, Fort Scott & Memphis, 260

Kansas City, Mexico & Orient, 18, 30, **163**, 164, 184

Kansas City, St. Louis & Chicago, 24, 141, 151

Kansas City Southern, 19, 85, 89, 141, 151, 155, 156, **164-167**, 182, 183, 188, 190, 191, 262, 278, 279, 300

Kansas, Oklahoma & Gulf, 182, 194, 287

Kansas Pacific, 85, 292

Katy, *see* Missouri-Kansas-Texas

Kennebec & Portland, 178

Kentucky Central, 176

Kettle Valley, 63, 65, 66

Kingfield & Dead River, 264

Knox & Lincoln, 179

Kyle, 103, **168**, 263

L

Lackawanna, *see* Delaware, Lackawanna & Western

Lackawanna & Western, 116

La Crosse & Milwaukee, 92

Lake Erie & Detroit River, 244

Lake Erie & Western, 20, 210-211, 212

Lake Shore & Michigan Southern, 73, 74, 204, 206, 210, 244

Lake Superior & Ishpeming, 25, 127, 136, **169**, 311

Lake Superior & Mississippi, 229

Lamoille County, 258

Lamoille Valley, 258

Las Vegas & Tonopah, 289, 290

Lebanon Springs, 254

Lebanon Valley, 250

Lehigh & Hudson River, 109, **170**, 216, 220, 237

Lehigh & Mahanoy, 172

Lehigh & New England, 70, **171**, 216, 220

Lehigh & Susquehanna, 69, 70, 172, 251

Lehigh Valley, 70, 109, **172-173**, 210, 212, 217, 236, 237, 251, 300

Lexington & Frankfort, 176

Linville River, 131

Litchfield & Madison, 81, 158

Long Island Rail Road, **174**, 214, 241

Lorain & West Virginia, 307

Los Angeles, 234

Los Angeles & Pasadena, 234

Los Angeles Pacific, 234

Los Angeles & Salt Lake, 122, 290, 292, 293

Louisa, 72

Louisiana & Arkansas, 164, 187

Louisiana & Missouri River, 24, 151

Louisiana Midland, 153, 155, 187

Louisville & Frankfort, 176

Louisville & Nashville, 31, 36, 37, 68, 73, 78, 90, 91, 94, 106, 111, 149, 151, 153, 154, **175-177**, 193, 195, 201, 267, 269, 270, 285

Louisville, Cincinnati & Lexington, 176

Louisville, New Albany & Chicago, 90

Louisville, New Orleans & Texas, 73, 153

Louisville Southern, 91

M

Mackinaw & Marquette, 127

Macon & Augusta, 31

Macon, Dublin & Savannah, 268

Madrid, 264

Mad River & Lake Erie, 41, 208

Maine Central, 43, 47, 49, 115, **178-179**, 215, 258, 264

Manchester, 213

Manchester & Lawrence, 47

Manistee & Northeastern, 244

Manistique & Lake Superior, 25

Manitoba Great Northern, 146

Marietta & North Georgia, 176

Mason City & Fort Dodge, 89

Maysville & Big Sandy, 73

Memphis, Paducah & Northern, 73

Meridian & Memphis, 149

Michigan Central, 90, 110, 204, 207, 208, 244, 291

Michigan Southern, 206

Michigan Southern & Northern