

August 1968 - A Month Working the T&OC West Columbus Extra Board

By James M. Cavanaugh

Author's Note: I recently found a long-missing pocket size 1968 calendar booklet containing my log of train assignments as a brakeman on the New York Central's Toledo & Ohio Central lines in and around Columbus.

T&OC West Columbus Yard Office on McKinley Avenue, in repose awaiting demolition, 1970s. Photo from Alex Campbell collection.



Locally still known by its ancestral name even after the NYC and Pennsylvania Railroad merged in February, 1968 to become the Penn Central, the T&OC ran from Stanley Yard near Toledo through Columbus, and south to Hobson on the Ohio River and on down the Kanawha River Valley to the West Virginia coal fields and petrochemical industries.¹ During the era before Ohio repealed its "full crew" laws, road trains on the T&OC lines carried an engineer and fireman (these two being the "Engine Crew"), and a front or "head" brakeman, rear brakeman, also called the "flagman," and conductor (the latter three being the "Train Crew"). There were regularly-assigned Engine and Train Crews for all Western Branch trains. Crews reported at West Columbus Yard for Toledo and Hobson trains, and for the West Columbus based local trains, including the Marysville Turn, East Columbus Local and Corning Extras.

There were "Preferred" or "Hotshot" crews that were called for the first two trains north and first two south from West Columbus after 10 AM each day, and additional "Pool" crews that were called for all other road trains on the Western Branch. Regular crews were assigned for the Marysville Turn and East Columbus Local. There were no fixed train schedules, and all trains ran "extra" on the Western. The first two trains out after 10 AM in each direction were likely to be quicker daylight runs with little or no switching along the route, excellent if you hoped to live any sort of normal life, including sleeping at night. However, there was no guarantee that both these "Hotshot" trains would be called on any given day. The late-day trains called after the Hotshots,

¹ The best maps for reference for this article are the New York Central T&OC system maps and NYC Timetable maps on the Columbus Railroads website NYC "Maps and More" web page: http://www.columbusrailroads.com/new/?menu=05Steam_Railroads&submenu=13New_York_Central&submenu4=32NYC_Maps_%26_More

and those between midnight and 10 AM, were likely the harder-working switching jobs, perfect if you liked a lot of overtime pay and did not mind being up all night getting wet, frozen, or being eaten alive by mosquitos.

T&OC Engine Crews “reported,” i.e., showed up for work, at the West Columbus Roundhouse, at the “north” (west) end of the yard (according to the line's Employee Time Table, the official rail direction from Columbus to Toledo was "north"), although the T&OC right-of-way through Columbus ran mostly east-west. Train crews reported at the West Columbus Yard Office on McKinley Ave. near Yale Ave., at the “south” (east) end of the yard.

The Crew Dispatcher sat in the northwest corner of the Yard Office behind a glass wall, inside which was affixed a floor-to-ceiling wooden board, covered with columns and rows of rectangular 3-inch wide, 1.5-inch high openings. Into these holes the Dispatcher inserted painted wooden blocks, with the names of conductors and brakemen hand-written on their ends, so that the name on each block could be seen by the Dispatcher on the inside and trainmen outside in the crew assembly room. (My block had the distinction of my name being upside-down on the outside, not a good omen.) The rows of blocks would represent the three trainmen for a given train crew, and the columns showed the conductor and two brakemen assigned to that crew.

The board was grouped into separate grids for the "Hotshot" crews and "Pool" crews. As the Dispatcher called each train, he would telephone each man in the top row of the Preferred or Pool crew row to be called, two hours ahead of the train reporting time.² After each man in the called crew accepted the assignment, the Dispatcher would fill out the crew sheet for the train, and pull their blocks out and move them to the bottom row, and move each other crew up one row. The people on the blocks at the top of the columns, to be called for the next train, were referred to as "first out."

To the right of the rows of crew blocks, there was a separate single column of blocks called the "Extra Board." This was the source for trainmen available to fill any vacancies on the regular Train Crews. These might arise from vacations, sick leave, or if a crewman had not had the legally-required eight hours of rest following his last run, or if a man chose to "mark off" temporarily. Union rules allowed trainmen to "mark off" without giving a reason. You could mark off as often and as long as you wanted without being disciplined, but of course you only got paid for trains you worked.³ If a crew had a vacancy, the Dispatcher would call the man whose block was "first out" atop the Extra Board column. If the man took the call, he then went to the bottom and all the blocks were moved up, so the next man in the column became "first out" for the next vacancy.

Regularly-assigned road crews working from West Columbus handled symbol freight trains and coal unit trains moving north and south on the Western Branch. This daily traffic usually included

² By the 1960s it appeared all railroad crew men had telephones, so the crew Dispatcher could ring them for train assignments. There was no restriction on where you could live, as long as you could get to the Yard within the two hour call lead time. In prior eras, the working rules required trainmen without telephones to reside between Broad Street and McKinley Avenue, so the crew Dispatcher could send out call notes to them via bicycle messenger.

³ This arrangement permitted trainmen to work for more than one railroad at a time. Some men working the West Columbus board did this, marking up on the C&O or PRR when the T&OC was slow, especially when the Great Lakes were frozen in winter and there were fewer coal trains on the T&OC.

two mixed freight trains and two or three coal drags moving northward, and a similar number of southbound freights and empty hopper drags. Under old agreements, some trains between Columbus and Hobson were covered by Kanawha & Michigan ("K&M") crews based down at Hobson. The West Columbus Crew Dispatcher also assigned crews for the Monday through Friday Marysville Turn and East Columbus Local which were based at West Columbus Yard, and two or three weekly Corning Extras from Columbus, mainly handling empty hoppers for Peabody Coal at Claybank, near Moxahala.

The Dispatcher also covered daily "Mine Run" trains based at Corning, which mainly switched the nearby Peabody mine and other coal shippers between New Lexington and Glouster, and several other T&OC jobs that reported at locations outside Columbus. These included four daily switching shifts at the Willis Day Industrial Park (called the "WIP") adjacent to Stanley Yard just south of Toledo, the St. Marys Local which made round trip runs from Bellefontaine to St. Marys and back three times weekly, Eastern Branch locals, which reported at Bucyrus and Heath, and rarely, jobs over on the remaining portions of the T&OC's Zanesville & Western line that ran east from Thurston through Fultonham to Zanesville and Crooksville. When called for those out-of-town jobs, you drove over to the reporting location, and got a car allowance of nine cents a mile.

There were also occasionally other calls from the Dispatcher for crews to handle track maintenance trains, wreck trains after major rail accidents, or special assignments such as flagging rail crossings temporarily for highway construction jobs. The many daily shifts of West Columbus yard jobs, and yard crews that switched the Brewery District and South Columbus industries between High Street and Bannon were a separate activity, not covered by the West Columbus road crew boards.

After Buckeye Yard opened in 1969, all the former New York Central T&OC, Big Four and Pennsylvania Railroad Columbus operations were consolidated in one location at Buckeye. West Columbus was closed, and the consolidated Penn Central brakemen's extra board then covered all former NYC jobs, PRR assignments on the Panhandle, Miami and Bradford lines, as well as the surviving locals on the Akron Secondary Track (the former Cleveland, Akron & Columbus Railroad, or "CA&C"). But in 1968, the available jobs for us were mainly T&OC Western Branch trains in both directions, and the WIP, East Columbus, St. Marys and Eastern Branch locals.

A few very active brakemen, known as "Sharpshooters," would game the Extra Board system with skills far beyond my rookie level. With inside knowledge of what vacancies might be coming up, they would mark off and on the Board with precision timing designed to be called for the most lucrative slots. These included the WIP-4 run, which reported at Stanley Yard at 10 PM and ferried cars between Stanley and the Willis Day Industrial Park, as well as setting up cuts of cars for the WIP 1-3 jobs. WIP-4 was pretty much six days a week of guaranteed full overtime, if you did not mind inadequate sleep and living at the Toledo Railroad YMCA, which I thought was kind of fun. The other Sharpshooter favorites were the Akron Secondary Track locals, a switching job over on the Eastern Branch at Heath, and the Corning-based Mine Runs.

Some railroaders preferred regular crew assignments, but these could held steadily only by men with the most seniority. Even if you secured one of these berths, you could be "bumped" at any time by a more senior trainman.

In the late 1960s we still had some men, mainly engineers, who had birth dates in the 1890s and had retired in the 1950s but re-activated after the NYC replaced steam with diesels, making the working conditions less physically taxing. We also had young men, fresh out of the service from Vietnam, and everything in between. You could learn a great deal from these men, first and foremost about how to do your job without getting killed or hurt (some older guys had a finger or two missing), about the T&OC's history, especially how things were in the steam era and during World War II, and an endless array of interesting subjects ranging from county music origins to farming, horse training, tennis tips, various industrial trades and union politics.

Against that complicated backdrop, I was working off the West Columbus Extra Board in August 1968. I kept notes from various train assignments in my pocket-sized calendar diary. What follows are the basics of these runs, dates, train symbols, origin and destination, time on-duty and off-duty, crew names, engine lead unit numbers⁴, number of cars in the departing train, sometimes the cars to be picked up and set off along the run (called "short" cars), and occasionally some added details. In regard to the latter, I have filled in around my cryptic notes with information I can recall to make it more of a narrative.

Thursday, August 1

Train: SA-4, ore drag, Engine 6005A (ABBA⁵ consist of leased-in Northern Pacific "F" unit covered wagons), 135 cars, Stanley Yard (Toledo) to West Columbus via the T&OC Eastern Branch, Stanley to Berwick-to Kenton), and on via Western Branch to West Columbus.



Northern Pacific FT units, 1966 photo at Clyde, IL by Chuck Zeiler
<https://www.flickr.com/photos/chuckzeiler/36127872170>

⁴ T&OC road trains at the time always were assigned multiple locomotive units, most commonly EMD F units or EMD GP hood units. T&OC local trains usually were assigned a single unit, either an EMD GP9 or an SW7. Train orders and other communications would only refer to the number of the leading unit on which the crew rode.

⁵ The General Electric Electro-Motive Division ("EMD"), American Locomotive Company ("ALCo") and several other diesel builders produced rounded-roofline "carbody" style locomotives, commonly known by railroaders as "covered wagons." These came in "A" units with a cab, and "B" units without cab that would be operate in an group called a "consist," with the multiple units connected and under control of the engineer in the forward-most "A" unit. The most common hook-up was a four-unit "ABBA" group. Less common was a group of multiple "A" units all facing forward, called "elephant-style," looking like circus elephants in a row, each holding the other's tail.

Crew: Davis (Engineer), Juniper (Fireman), Lee (Conductor), Musick (Flagman), myself ("Head Brakeman" riding the locomotive, the lowest-ranking crew member in spite of that important-sounding job title).

On-Duty - Stanley 12:15 PM, Off-Duty - West Cols 3:30 AM Aug. 2; 15:15 hours

Notes: NP Units were immaculate inside and out. Had ashtrays installed - we thought to prevent fires in Pacific Northwest potentially caused by throwing butts out windows? Heavy train, taconite (pelletized iron ore), consigned to a furnace in Kentucky. Toledo south to Columbus has no big uphill grades. Long delay after our call for inbound train to arrive and get through Stanley interlocking. Smooth run, no short cars, but many stops and delays, especially coming down off the Eastern Branch onto the Western at Kenton. Engineer noted there had been a big derailment of another ore train at Berwick, and we could see some wrecked cars there waiting to be scrapped and scattered piles of black ore pellets between the switches.



Stanley Tower, Walbridge OH just south of Toledo, demolished in 2017. J Thompson Jr. photo, 1969
<https://wd8rif.com/img/jt3.jpg>

2022 Note: The T&OC Eastern Branch ran 147 miles from Toledo to Thurston where it ended in an interchange with the Western Branch at Western MP 160. Southbound Eastern Branch trains departing Stanley Yard accessed the Eastern main track via a switch at the south end of the outbound tracks in Yard "O," but through unit trains bypassed Stanley Yard on the Eastern main track to the east of the yard. We sometimes changed crews at the Stanley Yard Railroad YMCA, which sat next to the Eastern main track a short walk from the Stanley Yard Office.

The NYC Big Four historically used the Eastern Branch between Stanley and Berwick (Eastern MP 46.2) and the former Big Four Sandusky Branch from Berwick to Bellefontaine for its Toledo-Bellefontaine-Cincinnati or Indianapolis traffic. The NYC abandoned the leg between Kenton

and Belle Center, just north of Bellefontaine, in 1965. After that, Big Four southbound trains from Stanley would exit the Sandusky line in Kenton descending onto the T&OC Western via a steep, sharply curving interchange track, and then proceed to Ridgeway (Western MP 81.5) to switch back onto the Big Four Cleveland - Cincinnati Main Line toward Bellefontaine. The Kenton interchange track was unsuitable for northbound trains, so the Big Four northbounds used the Western all the way from Ridgeway to Stanley.⁶ By 1970, the Eastern Branch track from Stanley to Berwick, plus the Sandusky Track from Berwick to Kenton was redesignated as the "Eastern Branch," and the 101.5 miles of the former Eastern Branch between Berwick and Thurston was re-named the "Thurston Secondary Track."

August 2

Train; CS-3, Engine 1745 (NYC F7 Covered Wagon Units), West Columbus to Stanley, mixed freight 136 cars,

Crew: Wilson (Engineer), Rauch (Fireman), Rackham (Conductor), Middleton (Flagman)

On-Duty - 7:30 PM, Off-Duty 12:11 PM on Aug. 3 (after "violating" or reaching our 16 hours maximum legally-allowed work limit, at Dunbridge (Western MP 14.6), deadheaded by van to Stanley YMCA. 16:00 hours

Notes: Run begins as usual, I drive the Conductor's car from the yard office to the roundhouse, and leave it there for the rear-end train crew on the caboose to use when we return. Engineer, Fireman and I get the locomotives out of the hostlers' track, run up through the Grandview Tower interlocking, and back down on our train in one of the north yard tracks, and couple on. We do our air test, and get the signal from Grandview to move out. The train labors up the long grade from Grandview past Mounds and speeds up as the line levels off north of Kile (Western MP 117). Pick-ups and short car drop-offs start after Marysville. Long slow night, many slow orders, broken air hose lengthy delay at Erie crossing south of Kenton.

2022 Notes: <http://www.rrpicturearchives.net/locoPicture.aspx?id=156164> (photo of NYC F7A 1766, similar to the 1745 at Marion OH, 1967).

⁶ From clues visible in the 1960s such as some abandoned switches on the Eastern Branch main just north of Kenton, photographs in Jerry Taylor's *A Sample of the Penn Central* book, and a look at Google Earth maps, it appears there was a more substantial Kenton interchange between the Big Four and T&OC in the distant past. This consisted of a switch with north-facing points on the Western at approximately MP 70 north of Kenton, leading to a track which ran due east for several miles parallel to Pattison Ave., then curving gently south to a junction with the Big Four Sandusky line near Forest Ave. and N. Detroit Street, with south-facing points. This would have enabled Big Four northbounds to swing west and then north onto the Western Branch with no major grade, and *vice versa*. The tree-lined right-of-way and its more sharply-curving approach at the west end remains plainly visible on Google Earth maps. Likely this interchange was built at some point after 1922, when the NYC, which had owned the Big Four but operated it separately since 1906, first leased the T&OC, or possibly after 1930 when the NYC merged in both the Big Four and T&OC corporate entities. This track was long gone by the 1960s. The twisting steep interchange track between the two lines in downtown Kenton, which dropped a good 20 feet in the 500 or so feet between the Big Four switch and Detroit Street (the Big Four passed over the T&OC and Scioto River here on a viaduct) looks like a convenience for local traffic switching, not intended for through train passage, but must have been pressed into service to handle southbound road trains after the Big Four's Kenton-Belle Center abandonment.

August 4

Train: EP-62, Engine 3007 (NYC GP40 4-axle hood units), empty hopper drag for Peabody, 147 cars

Crew: Same as Aug 2

On-Duty: 1:00 AM Stanley, Off-Duty 5:00 PM - violated at Highway (Western MP 124.9, Scioto-Darby Road), 30 minutes to deadhead to West Columbus Yard Office. 16:00 hours.

Notes: No switching, delay for train to arrive at Stanley, slow orders, stops, waiting at Highway for track to open to get through West Columbus. Being awake all night is less horrible if you are not starving. Have learned to bring cans of Armour Vienna Sausage and Heinz Baked Beans, plus a small US Army C-ration can opener, and Boy Scout utensils kit. You can eat cold or warm these up on the exhaust manifold of a covered wagon.

2022 Notes: <http://www.rpicturearchives.net/showPicture.aspx?id=3729878> (photo of NYC 3007 at Cleveland in 1968), and later in Conrail livery with same number:

<https://donsdepot.donrossgroup.net/dr1455.htm>

August 5

Train: UT-194, Engine 6003D (leased-in Northern Pacific F units, ABBA consist), 100 car coal drag

Crew: Johnson (Engineer), Scarberry (Fireman), Rath (Flagman), Rackham (Conductor)

On-Duty: 8:30 PM West Columbus, Off-Duty: 6:30 AM Aug. 6 Stanley, 10 hours on duty incl. 1.5 hours terminal time

Notes: Someone had heard NP leased these "clean" F units to Penn-Central on condition that the ABBA consists would not be uncoupled or operated in consists with other engines. There was a common belief that if an EMD operated in consist with ALCo units something bad could happen to electric controls. I saw no evidence of this, but the NYC's ALCos were much more decrepit and problem-prone than its EMDs. Joe Rath was a St. Charles 1967 classmate, we played on football, basketball, golf teams together, and were in a seldom-to-never employed rock band. Joe has a year's more T&OC seniority than me, so he rides the caboose.

2022 Notes: See NP covered wagons photo above.

August 6

Train: TC-2, Engine [illegible], NYC F7s, mixed freight 136 cars

Crew: Same as Aug. 5

On-Duty: 11:15 PM Stanley, Off-Duty 1:30 PM Aug. 7, West Columbus, 14:15 hours on duty, Terminal Time 30 min.

Notes: TC-2 was usually assigned short cars to be set off along the route before reaching Columbus. This run included a cut to be dropped into the car interchange track at Ridgeway west. The Tower Operator warns we are not supposed to block Route 273 while switching. Easier instructed than done, because the interchange track extends all the way up from the interlocking crossovers for some distance north of this busy road. We spent several hours doing this and picking up some Columbus cars there.

2022 Notes: Brakemen get acquainted with only two classes of people in the general public in this job - friendly neighbors and furious motorists. The former typically enjoy chatting across the fence while our caboose is stopped opposite their back yard or farm corral, sometimes offering food and drink. They are used to the trains. The horn does not wake them or upset the cows. They understand that if their pig is hit by a train, the cause is insufficient fencing on their part, not failure to keep a lookout on ours. Motorists blocked by a train at a grade crossing are the opposite. Unfortunately, north of Columbus the T&OC runs through very flat country, and there are only a handful of highway grade separations in the entire 131 miles. Thankfully we only see these motorists in a couple places, especially when a switching train blocks the highway at Ridgeway, or when an auto makes an insane dash around the lowered flashing gates protecting a grade crossing. They hate us, threaten to call the sheriff, and are a disagreeable lot.



Ridgeway Tower, Western MP 81

[https://railphoto-art.org/collections/bjorklund/early-conrail/#!jig\[1\]/FL/32832415071](https://railphoto-art.org/collections/bjorklund/early-conrail/#!jig[1]/FL/32832415071)

August 10

Train: UT-358, Engine 2397 (3 Penn Central 4-axle GP35 hood units), Peabody hoppers, 61 cars

Crew: Karlen (Engineer), Jeffries (Fireman), Crews (Flagman), Edmundson (Conductor)

On-Duty: 7:00 AM West Columbus, Off-Duty 9:30 PM Stanley, 12:30 hours on duty.

Notes: We did our crew change at West Columbus Yard Office,. Delay waiting for northbound train to arrive, waiting to leave yard, a couple delayed meets with southbound trains, stops for rail crossings with Big Four at Ridgeway, PRR at Dunkirk and B&O at Galatea.

2022 Notes: Photo of PC 2397: <http://www.rrpicturearchives.net/locoPicture.aspx?id=220370>

August 11

Train: EP [illegible], Engine 3079 (NYC 4-axle GP40 hood units), Light Engines only from Stanley, picked up southbound train at (illegible - Dunkirk Siding?) 144 empty hoppers

Crew: Same as Aug. 10

On-Duty: 11:45 AM Stanley, Off-Duty 3:00 AM Aug 12 West Columbus; 15:15 on duty

Notes: These engines look really new, purring like big cats. Delay getting up out of Stanley, and other unwelcome delays along the way when we expected a quick run. A light engine move goes fast, units can quickly accelerate to track speed (50 MPH if no slow orders - rare). When we arrived, the West Cols. crew Dispatcher said to get some sleep as they were very short on the Extra Board and needed me for a train as soon as my "rest was good" (eight hours off duty).

2022 Notes: NYC 3079 photo: <https://www.canadasouthern.com/caso/images/nyc-3079.jpg>

August 12

Train: CD-8, Engine 1812 (2 NYC "Covered Wagon" F7 A units), 64 cars all for Hobson

Crew: Carson (E), Sample (Fireman), Edwards (Flagman), Wynne (Conductor)

On-Duty: 11:25 AM West Cols., Off-Duty 7:25 PM at Hobson, 08:00 hours

Notes: This run is over the southern part of the T&OC in Ohio, through downtown Columbus, past Frankfort Street Tower, curve under High Street and Parsons Ave., past South Columbus, across the N&W Bannan, past Truro and Thurston to Bremen. There the line turns sharply to the east and runs over the PRR Cincinnati-Zanesville track (the former Cincinnati & Muskingum Valley RR) for 12 miles to new Lexington; this section is locally called the "Sheep Shank." If you look at the map in the Penn Central timetable, this jog to the east followed by the T&OC turn south from New Lex looks like the bend in an animal's hind leg. The Western Branch ends at Corning, (Western MP 197), but the railroad continues south as the Southern Branch, on to Hobson (Southern MP 56.4).

From Columbus to Thurston (Western MP 160), the line is much like the T&OC north end, with miles-long straight track over flat open farmland. South from Thurston, the railroad cuts through deep forested gorges, along flowing streams, through the long New Lexington and Moxahala tunnels, curving along Sunday Creek, the Hocking River and abandoned Hocking Canal around Athens, then through four more tunnels into Meigs County down to the Ohio River, with barely a few hundred yards of straight track. The route is beautiful but desolate, running through devastated strip mine areas in Perry County, everything polluted, streams running dark red, exposed soil rusty and yellowish, not supporting even weeds. This looks grim economically, no apparent active rail shipper load points beyond Glouster (Southern MP 8.0) to Hobson.

Hobson Operator instructed us to "leave the power on." There was no place to take the engines anyway, as the former roundhouse at the south end of the yard where the line branched westward onto the C&O Pomeroy Division had been torn down.

A local NYC driver hauled us over to the Hotel LaSalle on 2nd Avenue in Middleport, a block away from the Ohio Riverfront, for the night's lodging. Looks like the railroaders are the only guest business here. It's a clean, quiet place, hardwood floors with faded rugs and curtains, nice bathroom, everything works. The Fireman and I took a walk by the River, saw big towboats and barges moving up and down. A brightly-lit all-night diner had great burgers and fries. It was pretty hot back in the little 3rd floor hotel room, but I got the window A/C unit running after a bit of repair work using my Swiss Army Knife and a pencil.

2022 Notes: Photo of PC 1810: <http://www.rpicturearchives.net/locoPicture.aspx?id=176639>

The old Hotel LaSalle building in Middleport (below) still stands, and was recently up for sale – Cheap! (\$50,000). Our railroad overnight rooms were on the top floor overlooking 2nd Avenue. My slowly fading brain had mistakenly filed away the name of this place for many years as the "Hotel Lafayette." But "LaSalle" is right, and I found references to it on line, recently for sale, very modestly priced.



The Hotel LaSalle, 137 N. 2nd Avenue, Middleport, with signage removed showing its former name, "Hotel Allen".

<https://www.landwatch.com/meigs-county-ohio-commercial-property-for-sale/pid/413974003>

August 13

Train: NT-5, Engine 1792 (4 NYC F7 Covered Wagon units), 93 cars, mixed freight, all for Columbus.

Crew: Same as Aug. 12

On-Duty: 5:00 AM at the Hotel for pick up to Hobson, Off-Duty 11:45 AM, West Cols., 45 minutes Terminal time waiting for train at Hobson. 06:45 hours.

Notes: Super-quick run, about five hours start to stop. No short cars. The assignment started slowly as NT-5 was not there yet when we arrived. Hobson Yard Office is a gray two-story frame building that included the now defunct yard office operation, T&OC block station operator and freight house area. Ceiling height was about ten feet, with the upper 18 inches being a continuous murky cloud of active spider webs, like something in a horror film. Plenty for them to eat at night as the lights drew in a prodigious swirl of moths, gnats and other flying things. The numerous swooping bats stayed outside.

Northbound we were stopped at Grosvenor Tower, apparently to meet a southbound T&OC train at Armitage siding. Our Engineer, armed with the one-page "meet" train order delivered to us at Hobson, dismounted and walked up to the Tower to argue in person with the Operator that it was a "legal move" for us to pull forward a mile up to Armitage because the southbound was taking siding. He won that debate, and we moved up, probably saving 15-20 minutes of time. I learned that exactly how train orders are worded is crucial.

2022 Notes: Photo of PC No. 1970: <http://www.rrpicturearchives.net/locoPicture.aspx?id=121052>

August 14

Train: UT-361 Engine 718A (A Bessemer & Lake Erie F7 ABBA consist), coal drag with 135 loads all for Toledo, Peabody coal hoppers.

Crew: Darst (Engineer), Boyd (Fireman), Tyree (Flagman), Barker (Conductor)

On-Duty: 10:30 PM West Columbus, Off-Duty 12:30 AM, Aug. 15, Stanley Yard, On Duty 14:00 hours

Notes: Long wait for northbound train to arrive, delays for meets with southbounds. The conductor notes that in addition to the Peabody's which load at Claybank, we often get "Deepwater" loads off the N&W's former Virginian western terminus interchange with the T&OC far down in West Virginia; T&OC used to get a lot more of these before the NW-Virginian merger in 1959.

2022 Notes:



B&LE F7 covered wagons at Baylor, PA, 1976:
<https://blearchive.weebly.com/past-and-present-diesel-engines.html>

August 16

Train: TC-2, Engine 6000D, Northern Pacific FTs, ABBA consist, 82 cars mixed freight

Crew: Same as Aug. 14-15.

On-Duty: 1:30 AM, Off-Duty: 6:00 AM still at Stanley. Terminal Time 3 Hours.

Notes: Cut off in Yard - train terminated, we go back to the Stanley "Y"

2022 Notes: TC-2 was usually a full 16-hour shift, mostly at night and into the following morning, with short cars to be set off, switching and southbound pick-ups at places like Bowling Green, Trombley (a small alfalfa mill just north of Cygnet), Findlay, the Akron, Canton & Youngstown Railroad (AC&Y) interchange at Arlington, Williamstown and Ridgeway. On August 16 we never got out of the yard, and after lengthy terminal time, the "call was busted" as the trainmen would say. We were put off-duty, with a NYC "Century Green" Chevy Suburban van taking us back to the Stanley "Y" to get a new eight hours' rest and wait for a later train south.

August 17

Train: TC-2, Engine B&LE 718A (EMD F7 units), 113 cars

Crew: Same as Aug. 14-15.

On-Duty 1:00 AM, Stanley, Off-Duty: 5:00 PM, West Cols., 16:00 hours on duty

Notes: Almost none (tired). Same engines we had coming up, seems like many days ago. Long wait for meet at Dunkirk Siding. Short cars for Findlay and Ridgeway west siding.

2022 Notes:



Dunkirk Tower on the T&OC, at crossing with the Pennsylvania Railroad Main Line, Pittsburgh to Chicago, in retirement.

<http://thetracksidephotographer.com/2018/09/20/tower-architecture/>

August 20-23 – I take a small vacation, and mark off. Mark back up August 23.

August 24

Train: NT-7, Engine 6020A, 4 Northern Pacific F7 Covered Wagons, 88 cars

Crew: Darst (Engineer), Boyd (Fireman), Crawford (Flagman), Gordon (Conductor)

On-Duty: 12:00 AM, West Cols., Off-Duty 4:15 PM Stanley (16:15 hours)

Notes: Short cars for two small elevators (Horton and West Mansfield?), and a cut for Ridgeway east siding. Everyone likes working with Conductor "Flash" Gordon, always friendly and energetic, really knows railroading.

2022 Notes: See photo of sister NP covered wagons above.

August 25

Train: SC-24, Engine 3079 (NYC 4 axle GP40 hood units), 119 cars, mixed freight

Crew: Same as Aug. 24

On-Duty: 1:15 PM Stanley, Off-Duty 3:30 AM West Columbus, 14:15 on duty.

Notes: Same newly-acquired engines we had on a train from Stanley last week.

Based on some really bad advice I got from someone at the Yard Office, when we arrived I marked off as "9 and 2" meaning I would get 9 hours uninterrupted rest, plus the 2 hour call. I got a ring from the Dispatcher early the next morning before the 9+2 was up, and reminded the Dispatcher I had gone 9+2, so my rest was not "good." He was really honked off at this apparently because he did not have anyone else for the crew he was making up. I can't remember what I was thinking but I should have taken that call. By missing it I dropped to the bottom of the Extra Board, and did not get another call for 4 days. It was hot and miserable and I could not go out for fear of missing the next call. I watched the Democratic Convention in Chicago on TV, a real mess, including the riots and young activist confrontations with Chicago police outside, very depressing and upsetting.

August 29

Train: Deadhead from Columbus to Toledo, via Greyhound Bus

Crew: Moore (Engineer), Phillips (Fireman), Stephans (Flagman), Wolfe (Conductor)

On-Duty: 4:30 PM West Cols., Off-Duty: 10 PM Stanley, 5:30 hours

Notes: Nice Friday afternoon bus ride. Fun crew, with many stories. Expecting early train out in the morning.

2022 Notes: Crews got a basic day's pay for deadheading, which for Columbus to Toledo was 10 hours and 31 minutes, based on the 131 miles the railroad ran between those points. Usually when

you are called for a deadhead, it means the T&OC has a train for which they will need you not long after you arrive and complete your 8 hours of legally-required rest.

August 30

Train: SC-34, Engine 2056 (NYC 4-axle ALCo C430 hood units), 140 cars

Crew: Same as Aug 29

On-Duty: 2:30 PM Stanley, Off-Duty 5:20 AM West Cols., 14:50 hours

Notes: No early train for us on arrival as expected after the deadhead the previous day. A hot sunny day, in late morning we played touch football on the front lawn at the Stanley "Y" with about 4-5 men on each side. A new rule on me - "spot pass" - on a kick return you can throw a forward pass. Based on how effective this is, I can see why it's illegal in organized ball. Also the rules in this game could switch from touch to tackle at the defender's option, at any time, if he had a good shot at you near the sidelines. It was a good time.

2022 Notes: According to internet references, this locomotive is still in service as No. 433 on the Livonia, Avon & Lakeville RR: <https://scotlawrence.github.io/NYC/index.html> Here is a video of her in action on the line: <https://lalrr.com/>

Total for the Month:

16 calls, 8.5 round trips from Columbus to Stanley or Hobson, ten nights out on the road, 197.8 hours on duty