



LINES SOUTH



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- Jack Freed's ACL Passenger Service Career, Part 2: Traveling Passenger Agent 1955-1960
- ACL's Eastern North Carolina Branchlines, Part 2: The Parmele Cluster
- Remembering the Silver Springs, Ocala & Gulf Railroad and Neighboring Lines, Part 2

LINES

SOUTH

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The Society was formed in July 1983 as the Southeastern Railroad Technical Society, and in 1993 was formally organized as the ACL & SAL Railroads Historical Society to better reflect the railroads covered. The Society is incorporated in Florida as a nonprofit corporation and is recognized by the IRS as a 501 (c) (3) educational group. The Society's mission is to preserve and disseminate the history of the Atlantic Coast Line, Seaboard Air Line, and Seaboard Coast Line railroads and their subsidiaries, affiliates, and predecessors (including the Georgia Railroad, Atlanta & West Point Rail Road, Western Railway of Alabama, and Clinchfield). We welcome memberships and donations; see our "Lines for Members" membership newsletter or our website for more details, or contact us by mail.

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LINES... FROM THE EDITOR

Our Fourth Quarter issue is an unusual one — all three feature articles are the second parts of features that began in earlier issues. Many of the articles we receive are in-depth treatments of complex subjects, and to keep variety in any given issue, we have to break them into at least two parts. Ideally we'd have enough pages to include both a range of articles and the complete versions of the longer ones, but we have to live within our limits.

So about those "Part 2s" this time: We begin with the second installment of Jack Freed's work as an ACL passenger agent, this time during his years in Chicago where he kept business flowing to Coast Line's fleet of Midwest-Florida trains. Mike Dunn then shares the next portion of his tour of ACL's eastern North Carolina branches, focusing on the "Parmele cluster." (And if you've never heard of Parmele — pronounced PAR-muh-lee — you're probably not alone; it was one of those interesting rural places where many railroad lines came together but the surrounding town remained firmly in the "blink and you'll miss it" category.)

The last Part 2 is the conclusion of Ken Murdock's and Warren McFarland's story of the Silver Springs, Ocala & Gulf, covering the line's ACL years and how parts of it still thrive today. The SSO&G story is the only one that does conclude; coming in 2014 are the third and final installments on Jack Freed's career and ACL's eastern N.C. branchlines.

Among the many other interesting features in next year's pipeline is a multi-part series we've been planning for a long time, the story of pulpwood on the ACL and SAL. The series will take us from the pulp and paper industry's beginnings in the South through the end of the "short wood" era, and will include operations and the once-ubiquitous pulpwood rack cars. Remember the best way not to miss any of these upcoming features is to join or renew your membership in the ACL & SAL HS; we look forward to having you with us during our 31st year of publication. —*Larry Goolsby*

COLUMNS AND DEPARTMENTS:

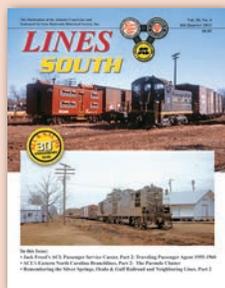
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We welcome submissions of articles and photographs for publication. Our preferred formats are Word documents and "raw" tiff scans of photographs and illustrations. Please contact the editor for details and for other methods of submitting photos. If you do send any items of value to us, particularly original photos or other historic items, please always use a securely packaged, insured method with delivery tracking; *LINES SOUTH* cannot assume any responsibility for loss or damage to materials sent to us. Please submit materials and inquiries to the editor:

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Front cover top: ACL 53 is switching at Tarboro about December 1962. An ACL scale test car and its work cars, including a freshly painted wood camp car, are visible at left. —*Michael Dunn photo*



Front cover bottom: ACL GP7s 112 and 141 bring the eastbound "wood train," local freight 516, through Parmele on November 23, 1963, with gondolas of sand, boxcars and pulpwood cars. —*Michael Dunn photo*

Back cover top: Pennsylvania's *South Wind* is at Louisville, Kentucky, around 1957 or 1958, with two E units still in purple paint. ACL and PRR power alternated running through between Chicago and Jacksonville. —*Bob's Photo collection*



Back cover bottom: This view, taken from Roosevelt Road, shows the ACL units of the *South Wind* backing into Chicago Union Station in July 1959. —*Harold Vollrath collection, courtesy of Phil Gosney*

Jack Freed's ACL Passenger Service Career

Part 2 - Traveling Passenger Agent, 1955-1960

Interviews by Alan Freed

Part 1, in the Third Quarter 2013 issue, covered Freed's work with ACL at Washington Union Station from 1941 to 1954.

Alan Freed: When did you leave Washington Union Station?

Jack Freed: I was ACL station passenger agent at Union Station until 1955, when I was offered the position of traveling passenger agent with Atlantic Coast Line in Chicago. And being married to a Washington girl, I

wasn't sure that we should make the move, but anyway I accepted the position and we were in Chicago from 1955 until 1960.

Paul Lundsrud was in charge of our office. He was the general western passenger agent headquartered in Chicago. He was a nice gentleman—a Scandinavian fellow—very learned and well-liked. He worked mostly with the railroads coming from the west into Chicago. He knew exactly which

southbound connections in Chicago would work best with arriving trains from the west on any particular day. We also had a district sales manager, Eddie Fletcher—nice man. He was strictly a Chicagoan. He was raised in Chicago and he knew his way around the city. When I first started, Eddie took me up to Minneapolis to introduce me to people. My territory was mostly to the north of Chicago. Eddie covered St. Louis, Kansas City, and other towns south of Chicago.

Alan: Where was your office in Chicago?

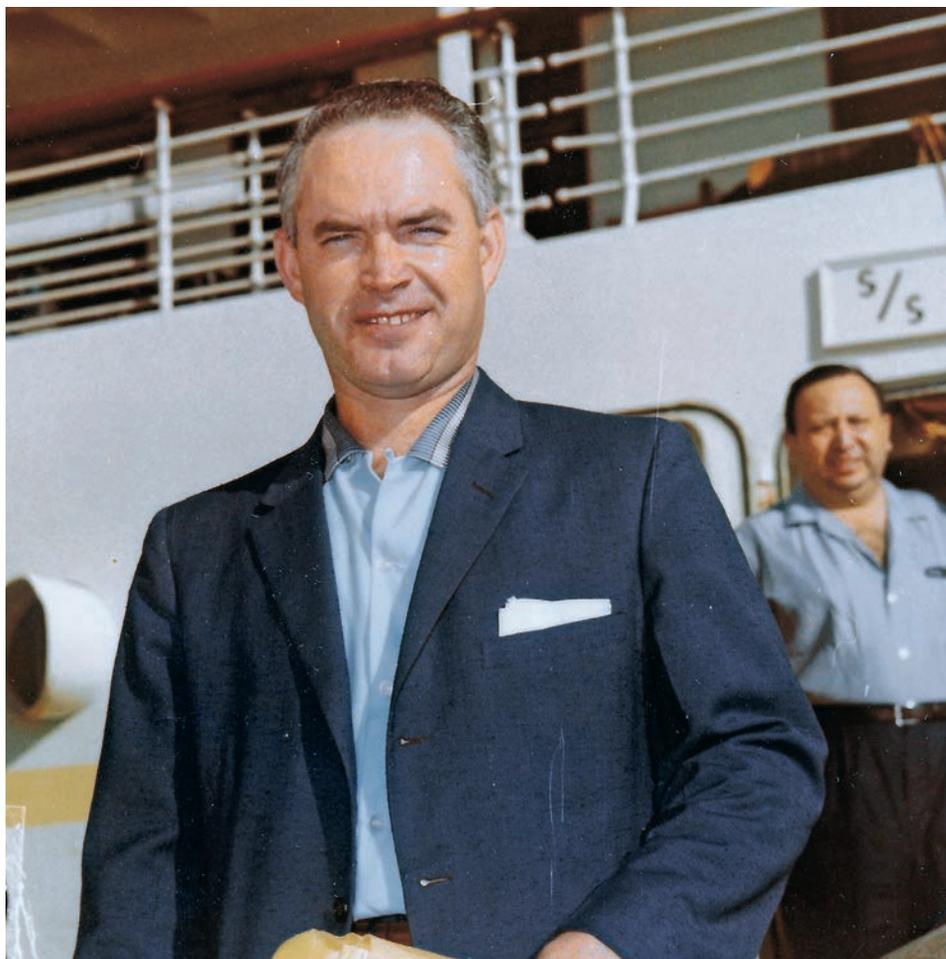
Jack: It was on Adams Street—several other railroads also had offices in that building. We had the L&N in there. We had the Grand Trunk downstairs and the Coast Line, of course, but I'm not sure how many other railroads were in the office building. It was pretty close to the LaSalle Street Station and it was about five blocks from the Union Station. I would commute into to work at Union Station on the Burlington Railroad. It was a pretty good walk, but a cold walk in the winter time.

Alan: What was Chicago like in the early 1950s?

Jack: Chicago was a nice town. Everything was downtown. O'Hare airport was just getting started. Back then, everything in Chicago closed down after six or seven, unless you went down to Rush Street where the theaters were located. It was a town that was hustling and bustling in the daytime, but at night it was pretty dull.

Chicago was, as we all knew, the railroad capital of the United States—and I guess of the world. There were so many trains running in and out of the city, and you had all these passengers making connections from one railroad to another. It was a good place to learn the operation of the railroads, particularly in passenger service.

The ACL worked with three railroads going south from Chicago—the Illinois



Jack Freed is pictured during one of the ACL-sponsored cruises on the S.S. Florida.
—Alan Freed collection



The Milwaukee Braves Boosters smile for the camera on an S.S. Florida cruise in Nassau. Freed arranged many special trips in the 1950s for groups like the Boosters. The Braves moved to Atlanta in 1966. —Alan Freed collection

Central, the Pennsylvania Railroad and the Chicago & East Illinois. Each railroad ran a streamliner to Florida every third day; so when you were promoting passenger traffic, you had to know, depending on the day of the week, what railroad you had to use and what railroad representative you'd have to work with. So, for that reason, it was important that you were well-liked to maintain a good, really good, close working relationship with those particular railroads.

Alan: Did the three southbound connecting railroads go out of the same station?

Jack: Oh no, they all had their own station. Pennsylvania Railroad went out of Union Station, Illinois Central had its own station down off Michigan Avenue, and C&EI used Dearborn Station.

Alan: Which did you think were the nicest stations in the city?

Jack: Oh, it's hard to say. Union Station, of course, was always thought of as one of the main stations. There were so many great stations in Chicago. Baltimore & Ohio came into the Grand Central Station.

It was a nice station, and was the one the family would use to catch the *Capitol Limited* to Washington. The Soo Line and the Chesapeake & Ohio used that station too. C&EI had its own station, Dearborn Station, and Illinois Central had its own, Central Station.

Alan: The stations must have been bustling at that time?

Jack: Yes, in addition to their long-distance trains, many of the Chicago railroads had their own commuter service, so they were all very busy places. People just didn't drive into the city—they took the train.

Alan: What were the different southern routes out of Chicago?

Jack: The C&EI's *Dixie Flagler* would connect with the L&N from Nashville to Atlanta. The IC's *City of Miami* went through Birmingham, Alabama, and the PRR's *South Wind* went through Montgomery, Alabama. So, the main thing was that when we were soliciting business in the Midwest, wherever it might be—Wisconsin or Minnesota or Michigan or Iowa—we had to know,

depending on the departure date, which train we were going to use, and we seldom used the same train each way. That's why it was so important to maintain a good relationship with all the railroads. They knew if travel wasn't scheduled on their day of departure, they weren't going to get the business. If it was on their scheduled departure date, that was the train we used.

Alan: Of the three trains going south, which one did you prefer?

Jack: Well, again, we were supposed to be neutral, but I think the Illinois Central *City of Miami* was one of the finer trains. All the equipment on the *City of Miami* was coordinated, whereas the other trains used equipment with different railroad colors. Of course, the Pennsylvania had good, well-kept equipment on its *South Wind*. The C&EI also had good equipment on its *Dixie Flagler*, and even if they occasionally ran heavyweight equipment, it was well-kept.

Alan: So you were riding on the trains a lot?

Jack: If we had a group, yes, I would.



Jack Freed (at left) poses for a group photo during an ACL-sponsored baseball commissioners special trip. Next are Will Harridge, president of the American League; Ford Frick, commissioner of baseball; and (right) Paul Lundsrud, ACL general western passenger agent. —Alan Freed collection



We had many special trains out of Chicago because big corporations would take their groups to Miami or to Boca Raton or somewhere else down in Florida for their conventions. We had a lot of convention traffic, so we ran lots of special trains. It was a challenge and I learned a lot by working in Chicago; we handled a lot of traffic.

Alan: On your sales calls were you often meeting with large organizations and associations?

Jack: Part of my job as traveling passenger agent was to meet with travel agents because our main emphasis was on group travel. Each of the railroads had their own traveling passenger agent and representatives, so we all worked together. For example, if travel was on the day of the *City of Miami* departure, I would work with the Illinois Central representative. Often we'd make joint sales calls.

Alan: What kind of accommodations would you have when you were traveling?

Jack: When I was going south, probably a roomette. Now, if each individual railroad also sent a representative along, we would usually each have our own roomette, but

sometimes, if the train was full, we would share a bedroom because it accommodated two people.

Alan: What about when you were making sales calls out of Chicago? Wasn't there still heavyweight equipment around at that time?

Jack: Oh yeah, heavyweight cars were still around, but generally, by this time the railroads had gotten rid of most of their heavyweight equipment. Heavyweight equipment was good equipment; it was just a matter of taking care of it. The heavyweight cars had drawing rooms, compartments, bedrooms, and uppers and lowers—you had something for everyone.

I used to travel back and forth to Detroit on the Grand Trunk Railroad. The train was called the *International*. As a matter of fact, the train was stilled hauled by steam locomotives! The *International* had a variety of good accommodations. I'm not sure if they were lightweight or what, but they had uppers and lowers and roomettes. I liked to ride the upper because it rocked you to sleep. Regardless of the accommodation, generally all I wanted to do was get on the train, have dinner, and go to sleep—and I slept well.

Alan: What about food on the train? What do you remember about that?

Jack: Oh, the food in the dining car was always excellent. It was a marvel—the variety, quality and the amount of food that they were able to get out of the diner's kitchen. The food was excellent, always excellent.

Alan: Do you remember the North Shore and South Shore railroads—the Chicago North Shore & Milwaukee and the Chicago South Shore & South Bend?

Jack: Yes, we used the North Shore mostly to go up to the Great Lakes Naval Station from downtown Chicago. The South Shore went over to Gary, Indiana. They were both good little railroads. You could get on right downtown on the elevated railroad, or "El," that circled the city in the downtown area. I would usually go out from Wabash Avenue and come back into Chicago at Wells Street. I wanted to get out early in the morning so I would get up and hop on the



Freed rated the Illinois Central's *City of Miami* as "one of the finer trains" between Chicago and Florida. In this March 1968 photo, the southbound *City* is on ACL rails at Callahan, Florida, not far from Jacksonville. Although IC normally saw to it that all cars were in IC colors, this train has a stainless steel Pullman up front. Another unusual car is a second dome, just visible to the left of the station's train order signal mast. —David Salter photo

North Shore to make sales calls to various transportation individuals. The train had a little diner so I would eat on the train—killing two birds with one stone, so to speak. It's a shame they abandoned service.

Alan: How would you go to Milwaukee?

Jack: Most of the time we'd take one of the Milwaukee Road trains. They'd get up there in 75 minutes! I would get on, go to the diner, and by the time I finished breakfast, I'd be there.

Alan: Did you work with major league baseball?

Jack: We handled the Milwaukee Braves—they were a National League team. Their farm club was in Waycross, Georgia. I worked with a young man named

Roland Hemond. Roland and I became very good friends and he would always contact me before the team made any moves. I had special cars for them and would make arrangements for whatever requirements they might have. They moved everything on the Coast Line, and it was good. Roland left Milwaukee and went to work for the Los Angeles baseball team, and he later ended up as general manager of the Baltimore Orioles. He was there a number of years.

Alan: What sort of special travel arrangements were made for the baseball teams?

Jack: We would put them in the lower berths, in the section cars mostly, or

roomettes. Then we had to arrange transfers for them to get to the baseball park and back to the train. It used to be that major league teams used the railroads when they were breaking spring training. They would arrange exhibition games with their minor league teams along the railroad on the way back to Chicago or Milwaukee. They stopped at Chattanooga and Nashville in Tennessee, or wherever. We just stopped the train for them to play. They called that barnstorming—they just stopped along the way and played minor league teams. It was good for the local kids because a lot of times they never got an opportunity to see a major league team play.

This page from the ACL public timetable of December 15, 1953, shows the rotating lineup of the three Chicago-Florida streamliners. During the 1953-1954 winter season, strong business prompted the participating lines to run the *City of Miami* and the *South Wind* two days out of every three instead of the normal every-third-day frequency the rest of the year. The *Dixie Flagler* (renamed the *Dixieland* in 1954) was the weak sister in the trio by this time and continued running just once every three days; it was discontinued in 1957. —Larry Goolsby collection

Alan: What were the players like to travel with?

Jack: They were young kids. They were like anybody else, out there for a good time.

Alan: What were some of the groups that you ran out of Chicago?

Jack: Oh, we had many groups—the Milwaukee Braves' Boosters, the Chicago Police and Firemen's Association, the Luther League, the Baptist World Alliance, and the Security Traders Association of Chicago. The Luther League would usually schedule up to six trains, not all out of Chicago, but also departing from various cities. The Baptist group would go to Miami on several big trains. Most of the groups were going to either Miami or Cuba.

Alan: Did you have many corporate specials?

Jack: We had the Household Finance Group—every year they had a special train. We worked with transportation people that were responsible for making up special trains and movements for these big groups. In planning the trip, we took their company vice president to dinner and drinks, and discussed the trip logistics with him. I remember on the way down to Florida, he asked me to join the group to play poker. A group of Household Finance executives were drinking and invited me to have a drink with them. A local trainmaster riding the train out of Birmingham came up and told me, "You're not supposed to drink on the job." And I said, "Well, I had drinks with them to get the business. I can't very well tell them I won't have a drink with them now." He

COAST LINE TRAINS BETWEEN THE WEST AND SOUTH

CITY OF MIAMI			
Southbound from Chicago via CRR:			
December 17, 19, 20, 22, 23, 25, 26, 28, 29, 31	January 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30, 31	February 2, 3, 5, 6, 8, 9, 11, 12, 14, 15, 17, 18, 20, 21, 23, 24, 26, 27 and two out of every three days thereafter.	
Northbound from Miami via FEC Ry:			
December 17, 18, 20, 21, 23, 24, 26, 27, 29, 30	January 1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 16, 17, 19, 20, 22, 23, 25, 26, 28, 29, 31	February 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28 and two out of every three days thereafter.	
TABLE J			
Southbound	Central Time	Northbound	
Read down		Read up	
8:10 AM	Lv Chicago	10:55 PM	Ar IllCan
8:21 AM	Lv 3rd Street	10:42 PM	Ar
9:40 AM	Lv St. Louis	9:00 PM	Ar
1:02 PM	Lv Carbondale	5:50 PM	Ar
2:13 PM	Lv North Cairo	4:40 PM	Ar
9:50 PM	Lv Birmingham	9:20 AM	Ar ColGa
Eastern Time			
2:20 AM	Lv Columbus	6:45 AM	Ar
4:25 AM	Lv Albany	4:45 AM	Ar
4:35 AM	Lv Albany	4:40 AM	Ar
4:27 AM	Lv Tilton	3:36 AM	Ar
4:50 AM	Ar Waycross (Flat Mt.)	2:18 AM	Ar
8:15 AM	Ar Jacksonville	1:00 AM	Ar
8:40 AM	Ar Jacksonville	12:40 AM	Ar
9:16 AM	Ar St. Augustine	11:56 PM	Ar
10:10 AM	Ar Daytona Beach	11:05 PM	Ar
10:30 AM	Ar New Smyrna Beach	10:45 PM	Ar
11:33 AM	Ar Cocoa-Rockledge	9:38 PM	Ar
11:53 AM	Ar Melbourne	9:17 PM	Ar
12:27 PM	Ar Vero Beach	8:43 PM	Ar
12:47 PM	Ar Fort Pierce	8:28 PM	Ar
1:17 PM	Ar Stuart	7:55 PM	Ar
1:58 PM	Ar West Palm Beach	7:13 PM	Ar
2:11 PM	Ar Lake Worth	6:58 PM	Ar
2:25 PM	Ar Delray Beach	6:47 PM	Ar
2:36 PM	Ar Boca Raton	6:36 PM	Ar
2:58 PM	Ar Ft. Lauderdale	6:18 PM	Ar
3:11 PM	Ar Hollywood	6:06 PM	Ar
3:40 PM	Ar Miami	5:40 PM	Ar
9:30 AM	Lv Jacksonville	6:25 PM	Ar ACL
12:55 PM	Ar Orlando	3:03 PM	Ar
2:15 PM	Ar Lakeland	1:55 PM	Ar
3:11 PM	Ar Tampa	1:10 PM	Ar
4:25 PM	Ar Bradenton	11:20 AM	Ar
4:50 PM	Ar Sarasota	11:05 AM	Ar
9:50 AM	Lv Jacksonville	6:20 PM	Ar
11:45 AM	Ar Gainesville	4:10 PM	Ar
12:45 PM	Ar Ocala	3:00 PM	Ar
4:10 PM	Ar Clearwater	11:35 AM	Ar
4:55 PM	Ar St. Petersburg	11:00 AM	Ar

EQUIPMENT			
Car No.	Southbound	Northbound	Between
CM 31	CM 31	Chicago-Miami	10 Roomettes, 6 Dble. Bedrms.
CM 32	CM 32	Chicago-Miami	4 D.B.R., 4 Compt., 2 D.R.
CM 33	CM 33	Chicago-Miami	11 Double Bedrooms
CM 34	CM 34	Chicago-Miami	3 Double Bedrooms, 1 Compt., 1 Drawing Room, Bar-Lounge
CM 35	CM 35	Chicago-Miami	11 Double Bedrooms
CM 36	CM 36	St. Louis-Miami	10 Roomettes, 6 Dble. Bedrms.
CM 37	CM 37	Chicago-Jacksonville	4 D.B.R., 4 Compt., 2 D.R.
CM 1	CM 1	Chicago-Jacksonville	56 Reclining, reserved seats
CM 2	CM 2	Chicago-Miami	68 Reclining, reserved seats
CM 3	CM 3	Chicago-Miami	52 Reclining, reserved seats
CM 4	CM 4	Chicago-Miami	56 Reclining, reserved seats
CM 5	CM 5	Chicago-Miami	52 Reclining, reserved seats

Reference Notes: Ⓞ Via connecting train. Ⓢ Stop to discharge or receive passengers from or for both Birmingham and Jacksonville and beyond. Ⓣ Sleeper open for occupancy at 9:30 PM.

SOUTH WIND			
Southbound from Chicago via PRR:			
December 17, 19, 20, 22, 23, 25, 26, 28, 29, 31	January 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30, 31	February 2, 3, 5, 6, 8, 9, 11, 12, 14, 15, 17, 18, 20, 21, 23, 24, 26, 27 and two out of every three days thereafter.	
Northbound from Miami via FEC Ry:			
December 17, 18, 20, 21, 23, 24, 26, 27, 29, 30	January 1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 16, 17, 19, 20, 22, 23, 25, 26, 28, 29, 31	February 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28 and two out of every three days thereafter.	
TABLE K			
Southbound	Central Time	Northbound	
Read down		Read up	
9:15 AM	Lv Chicago	7:30 PM	Ar PRR
12:57 PM	Lv Indianapolis	3:40 PM	Ar
3:15 PM	Lv Louisville	1:10 PM	Ar L&N
6:37 PM	Lv Nashville	9:40 AM	Ar
10:27 PM	Lv Birmingham	5:50 AM	Ar
12:25 AM	Ar Montgomery	4:20 AM	Ar
12:30 AM	Lv Montgomery	3:50 AM	Ar ACL
2:59 AM	Lv Dalton	1:12 AM	Ar
5:55 AM	Ar Thomasville	12:25 AM	Ar
5:58 AM	Ar Thomasville	12:20 AM	Ar
7:51 AM	Ar Waycross (Oklahoma Ave.)	10:25 PM	Ar
9:25 AM	Ar Jacksonville	9:00 PM	Ar
9:45 AM	Ar Jacksonville	8:40 PM	Ar
10:21 AM	Ar St. Augustine	7:56 PM	Ar
11:15 AM	Ar Daytona Beach	7:05 PM	Ar
11:35 AM	Ar New Smyrna Beach	6:45 PM	Ar
12:36 PM	Ar Cocoa-Rockledge	5:38 PM	Ar
12:58 PM	Ar Melbourne	5:17 PM	Ar
1:21 PM	Ar Vero Beach	4:58 PM	Ar
1:52 PM	Ar Fort Pierce	4:28 PM	Ar
2:22 PM	Ar Stuart	3:55 PM	Ar
2:32 PM	Ar West Palm Beach	3:13 PM	Ar
3:16 PM	Ar Lake Worth	2:58 PM	Ar
3:41 PM	Ar Delray Beach	2:47 PM	Ar
4:03 PM	Ar Boca Raton	2:36 PM	Ar
4:03 PM	Ar Ft. Lauderdale	2:18 PM	Ar
4:16 PM	Ar Hollywood	2:06 PM	Ar
4:45 PM	Ar Miami	1:40 PM	Ar
9:30 AM	Lv Jacksonville	6:25 PM	Ar ACL
12:55 PM	Ar Orlando	3:03 PM	Ar
2:15 PM	Ar Lakeland	1:55 PM	Ar
3:00 PM	Ar Tampa	1:10 PM	Ar
4:25 PM	Ar Bradenton	11:20 AM	Ar
4:50 PM	Ar Sarasota	11:05 AM	Ar
9:50 AM	Lv Jacksonville	6:20 PM	Ar
11:45 AM	Ar Gainesville	4:10 PM	Ar
12:45 PM	Ar Ocala	3:00 PM	Ar
4:10 PM	Ar Clearwater	11:35 AM	Ar
4:55 PM	Ar St. Petersburg	11:00 AM	Ar

EQUIPMENT			
Car No.	Southbound	Northbound	Between
SW 45	SW 45	Chicago-Miami	6 Sec., 4 Roomettes, 4 D.B.R.
SW 44	SW 44	Chicago-Miami	13 Double Bedrooms
SW 43	SW 43	Chicago-Miami	4 D.B.R., 4 Compt., 2 D.R.
SW 42	SW 42	Chicago-Miami	6 Dble. Bedrooms, Bar-Lounge
SW 41	SW 41	Chicago-Miami	10 Roomettes, 6 Dble. Bedrooms
SW 40	SW 40	Chicago-Jacksonville	4 D.B.R., 4 Compt., 2 D.R.
SW 6	SW 6	Chicago-Jacksonville	36 Reclining, reserved seats
SW 5	SW 5	Chicago-Miami	52 Reclining, reserved seats
SW 4	SW 4	Chicago-Miami	52 Reclining, reserved seats
SW 3	SW 3	Chicago-Miami	52 Reclining, reserved seats
SW 2	SW 2	Chicago-Miami	52 Reclining, reserved seats

Reference Notes: Ⓞ Via connecting train. Ⓢ Stop to discharge or receive passengers from or for both Birmingham and Jacksonville and beyond. Ⓣ Sleeper open for occupancy at 9:30 PM.

DIXIE FLAGLER			
Southbound from Chicago via CB&R:			
December 15, 17, 21, 23, 25, 27, 29, 31	January 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, February 1, 4, 7, 10, 13, 16, 19, 22, 25, 28 and every 3rd day thereafter.		
Northbound from Miami via FEC Ry:			
December 17, 22, 25, 28, 31	January 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, February 2, 5, 8, 11, 14, 17, 20, 23, 26, 29 and every 3rd day thereafter.		
TABLE L			
Southbound	Central Time	Northbound	
Read down		Read up	
9:10 AM	Lv Chicago	7:20 PM	Ar C&E
9:24 AM	Lv Englewood	7:05 PM	Ar
12:30 PM	Lv Terre Haute	3:48 PM	Ar
8:30 AM	Lv St. Louis	6:35 PM	Ar L&N
2:50 PM	Lv Evansville	1:40 PM	Ar
6:00 PM	Lv Nashville	10:30 AM	Ar NCS&L
Eastern Time			
10:15 PM	Lv Chattanooga	8:15 AM	Ar
1:20 AM	Ar Atlanta(Union Sta.)	5:10 AM	Ar
7:55 AM	Ar Waycross (Flat Mt.)	4:55 AM	Ar
9:25 AM	Ar Jacksonville	9:00 PM	Ar
9:45 AM	Ar Jacksonville	8:40 PM	Ar
10:21 AM	Ar St. Augustine	7:56 PM	Ar
11:15 AM	Ar Daytona Beach	7:05 PM	Ar
11:35 AM	Ar New Smyrna Beach	6:45 PM	Ar
12:36 PM	Ar Cocoa-Rockledge	5:38 PM	Ar
12:58 PM	Ar Melbourne	5:17 PM	Ar
1:33 PM	Ar Vero Beach	4:43 PM	Ar
1:52 PM	Ar Fort Pierce	4:28 PM	Ar
2:22 PM	Ar Stuart	3:55 PM	Ar
3:03 PM	Ar West Palm Beach	3:13 PM	Ar
3:16 PM	Ar Lake Worth	2:58 PM	Ar
3:41 PM	Ar Delray Beach	2:47 PM	Ar
4:03 PM	Ar Boca Raton	2:36 PM	Ar
4:16 PM	Ar Ft. Lauderdale	2:18 PM	Ar
4:45 PM	Ar Hollywood	2:06 PM	Ar
9:30 AM	Lv Jacksonville	6:25 PM	Ar ACL
12:55 PM	Ar Orlando	3:03 PM	Ar
2:15 PM	Ar Lakeland	1:55 PM	Ar
3:00 PM	Ar Tampa	1:10 PM	Ar
4:25 PM	Ar Bradenton	11:20 AM	Ar
4:50 PM	Ar Sarasota	11:05 AM	Ar
9:50 AM	Lv Jacksonville	6:20 PM	Ar
11:45 AM	Ar Gainesville	4:10 PM	Ar
12:45 PM	Ar Ocala	3:00 PM	Ar
4:10 PM	Ar Clearwater	11:35 AM	Ar
4:55 PM	Ar St. Petersburg	11:00 AM	Ar

EQUIPMENT			
Car No.	Southbound	Northbound	Between
DF 6	DF 6	Chicago-Miami	14 Reclining, reserved seats
DF 95	DF 95	Chicago-Miami	6 Compartments, 3 Drawing Rms.
DF 94	DF 94	Chicago-Miami	6 Sections, 3 Drawing Rms.
DF 93	DF 93	Chicago-Miami	6 Sections, 6 Double Bedrooms
DF 92	DF 92	Chicago-Miami	6 Sections, 6 Double Bedrooms
DF 91	DF 91	Chicago-Miami	6 Dble. Bedrooms, Bar-Lounge
DF 90	DF 90	Chicago-Jacksonville	4 D.B.R., 4 Compt., 2 D.R.
DF 5	DF 5	Chicago-Jacksonville	52 Reclining, reserved seats
DF 4	DF 4	Chicago-Miami	52 Reclining, reserved seats
DF 3	DF 3	Chicago-Miami	52 Reclining, reserved seats
DF 2	DF 2	Chicago-Miami	52 Reclining, reserved seats

Reference Notes: Ⓞ Via connecting train. Ⓢ Stop to discharge or receive passengers from or for both Birmingham and Jacksonville and beyond. Ⓣ Sleeper open for occupancy at 9:30 PM.

smiled and left. I never saw him again. It's not like I got "snoozed" (chuckle)—I was just sitting there playing cards, enjoying the company and watching the scenery go by.

Alan: What other western railroads did you work with on special moves?

Jack: There were several large groups arranged by my boss, Mr. Lundrud. As I mentioned, he would go west to make sales calls. For instance, we had the California Farm Group. They had their own special trains that came down from Los Angeles and San Francisco on the Santa Fe and Southern Pacific. I would join up with them in New Orleans or Birmingham. The railroads took together a fine, all-first-class train for them.

The only problem I can remember is one year in Jacksonville we put a deadhead Pullman behind the observation car of their special train. I still remember that their trip director raised bloody hell. As far as he was concerned, it was his train and he didn't want anybody else's equipment on

it—especially on the tail end behind the observation car.

Alan: You mentioned Cuba—how often did you take groups there?

Jack: Oh, four or five times. We would take the train from Chicago to Miami. A lot of the people would stay in Miami Beach, but others would take a side trip to Cuba. We used a little steamship called the *SS Florida*. Our railroad, in connection with the Florida East Coast, I think, owned the *SS Florida* and we had the mail contract to Cuba. It was an overnight trip and we would dock right in downtown Havana in the main harbor. It cost an extra \$99 for the three-day trip.

Alan: Tell me a little bit about Cuba.

Jack: We'd stay at the Nacional, which is still one of the premier hotels. One time, they didn't have the rooms that were supposed to be reserved for our group. There was a mistake of some kind, and unfortunately for the Cubans, the group that we brought down there was the Chicago Police and Firemen's

Association, and when they found that out, they made some quick changes and found us rooms in the hotel right away.

Cuba was very interesting. We would go out into the countryside to thatched huts where they would serve you home-cooked chicken and yellow rice. Over on the side they had pits where they had chicken fights. The Cubans would be betting on which chicken would live I guess.

Alan: I understand Cuba was famous for its nightclubs.

Jack: Oh, the nightclubs, I forgot. That was one of the highlights of all our trips because there was a nightclub down there, which is still there, called the Tropicana. And it was a lavish, high class place. They had orchestras—first class orchestras and a casino.

In addition to the orchestra on stage, they had showgirls dancing in the tree tops. They would go from tree to tree, and it was all out in the open air. That was really great—everybody who went to Cuba ended up at the Tropicana sometime or other.

Alan: It was quite a rich country at the time wasn't it?

Jack: Well, I don't think Cuba was ever really rich—unless you were a politician. But it was beautiful. There was a real nice area there—the Promenade—with stores where you could pretty much buy anything you wanted. Harold Wright, the assistant passenger traffic manager in Miami, used to always ask me or whoever went over there, to bring him back a hunk of bleu cheese. I was always able to do that—he really liked his bleu cheese.

Alan: Were you there just before the revolution?

Jack: Basically, I was right there when Castro took over in 1959. You could see things happening there because in the area where the hotel was, they were putting up sandbags all around and there were guards with machine guns. I guess they were there for the protection of the tourists or maybe for protection of the politicians. When Castro took over, we stopped operating the *SS Florida* to Cuba and started to operate three- and four-day cruises to Nassau.

Alan: So while you were in Chicago you

Not Good on Trains 1, 2, 87, 88

FLORIDA EAST COAST RAILWAY COMPANY

TRIP PASS MX- **11808**

Pass **AL Freed** U
Account **TPA ACL** Railroad

FROM: **JACKSONVILLE** TO: **MIAMI** AND RETURN

RESIDENCE: **% PASS BUREAU HOME ROAD** REQUESTED BY: **PASS BUREAU**

ISSUED **JUL 23 1956** EXPIRES **150 DAYS FROM DATE**

Valid Only When Countersigned by H. Bilton or B. R. Barringer, Jr.

Countersignature: *H. Bilton*

GOING TRIP					RETURN TRIP				
1	2	3	4	CANCEL	1	2	3	4	CANCEL

John W. Martin
Trustee

Jack Freed's trip pass issued by the Florida East Coast Railway in 1956 was typical of those he received from ACL's connections in order to carry out his duties as traveling passenger agent. Note that while the form was printed as not good on Trains 1, 2, 87 and 88 (the *East Coast Champion* and winter-season *Florida Special*), it was endorsed as "Good on All Trains" for him. —*Alan Freed collection*

also worked in the winter as a traveling passenger agent on the *Florida Special*—but you were working out of Chicago and the *Florida Special* was out of New York. So, how did that work?

Jack: Well, the way it worked was that the *Florida Special* was only a winter train. It was the top first-class train of the fleet. So they looked for people who were used to working with passengers. What they did was take traveling passenger agents from each of the ACL sales offices and assign them to the *Florida Special* to work on the train, which operated from mid-December until late April. One group would be taken for the two-month period from the southern offices and one group from the northern offices. That way, no one was out on the road too long.

As I remember, there were six of us assigned to the *Florida Special*. Each of us rode the

train for about two to three months. We were headquartered in Jacksonville and put up at the Mayflower Hotel. At that time we worked three days on, two days off, then two days on and three days off. Normally I would make a roundtrip starting in Jacksonville. I would get on at night and ride the train the whole way to New York. I was put up for the night at a hotel and then caught the train back to Jacksonville the next day; and then I was off two days or three days. We each had our own room and on our days off, we would play cards, go fishing, go out to the beach or maybe do a little sightseeing.

Alan: Do you remember any of the other guys' names?

Jack: Oh boy! One fellow was named Simpson. I think Bobby Dent was one of them.

Alan: Was it a job that people wanted?

Jack: Oh yeah, they looked forward to it. It was kind of nice. You'd get into New York around 6:00 at night. By the time you checked into your hotel, which was right across the street from the Pennsylvania Station, you'd have some time to get around New York. As long as you made the train the next morning at 10:00, you were okay.

Alan: Did you enjoy your time working on the *Florida Special*?

Jack: It was interesting. You met a lot of nice people. You looked forward to it. As I said, it was a first class train.

Alan: Any final thoughts about railroading in Chicago in the 1950s?

Jack: In the 1950s in Chicago, you could easily see what the railroads were able to achieve. The railroads and the steel mills were the builders of America. Now those things are gone... that's progress. 🍷

A.L. "Jack" Freed was born in Trafford, Pennsylvania, in 1921. He came from a long line of railroaders, starting with his great-great grandfather who was a locomotive engineer during the Civil War. In 1915 his mother was hired as one of the first switchboard operators for the Pennsylvania Railroad in Pittsburgh. His grandfather was killed as a brakeman on the PRR in 1918. His father was a ticket agent and railway express agent for the PRR in Trafford and Pitcairn, Pennsylvania. Jack Freed's career on the Atlantic Coast Line spanned over 40 years, from 1941 to his retirement from Seaboard Coast Line in 1983. He was later assistant vice president for Fruit Growers Express from 1984 until 1991. He currently lives in McLean, Virginia. Readers may contact Jack at jack@alanlfreedassociates.com