



LINES *SOUTH*

- In this Issue:
- ACL and SAL
Second-Generation Diesels
 - Watermelon Season —
Shipping Watermelons on the
Coast Line and Seaboard, Part 2
 - Jack Freed's ACL Passenger Service Career,
Part 1: Washington Union Station 1941-1954
 - ACL's Eastern North Carolina Branchlines,
Part 1: New Bern Branch



LINES

SOUTH

Volume 30, No. 3, 3rd Quarter 2013

The Publication of the Atlantic Coast Line and
Seaboard Air Line Railroads Historical Society, Inc.

LINES SOUTH STAFF

Editor

Larry Goolsby

Associate Editor

William C. Dusenbury

Editor Emeritus

Joseph L. Oates

Circulation Manager & Membership Chairman

A. B. "Buck" Dean

Design and Production

White River Productions
PO Box 9580, Kansas City, MO 64133
816-285-6560
keudaly@whiteriverproductions.com

WHITERIVER
PRODUCTIONS

BOARD OF DIRECTORS

Warren Calloway, Vice President

7413 Glenhard Drive, Raleigh, NC 27613

A. B. "Buck" Dean

8390 Hedgewood Drive, Jacksonville, FL 32216

Larry Denton, Treasurer

6516 Hwy. 903, Roanoke Rapids, NC 27870-8535

William C. Dusenbury, Secretary

1006 Griffin Road, Leesburg, FL 34748

Larry Goolsby

10503 Meredith Avenue, Kensington, MD 20895-2922

Joseph L. Oates, President

509 Cocoplum Drive, Seffner, FL 33584-4613

Gary Riccio

21 Velock Drive, Little Ferry, NJ 07643-2032

The Atlantic Coast Line, Seaboard Air Line, and
Seaboard Coast Line marks are the property of
CSX Corporation and are used under license from CSX
© 2013, ACL & SAL HS

Membership Classes

Regular: \$35 for one year or \$65 for two years.

Sustaining: \$60 for one year or \$115 for two years. These amounts include \$25 and \$50, respectively, in tax-deductible contributions.

Century Club: \$135 for one year, which includes a complimentary calendar and a tax-deductible contribution of \$87.

We gladly accept other contributions, either financial or historical materials for our archives, all of which are tax-deductible to the extent provided by law.

Your membership dues include quarterly issues of *LINES SOUTH*, participation in Society-sponsored events and projects, voting rights on issues brought before the membership, and research assistance on members' questions.

Please remit to: ACL & SAL HS
(note new address) P.O. Box 490563
Leesburg, FL 34749-0563

Make all checks payable to "ACL & SAL H. S." Or, use your MasterCard, Visa or Discover; or use our PayPal option via our web site.

Foreign: Membership with delivery via surface mail is \$60 per year or \$120 for two years. For sustaining foreign memberships, add \$25 for one year and \$50 for two years. We can accept foreign memberships only by Visa, MasterCard, Discover, or PayPal.

Renewals and Address Changes: Please send all renewals and address changes to (note new address): Circulation, ACL & SAL H. S., P.O. Box 490563, Leesburg, FL 34749-0563. Please notify us well in advance if you move; the Postal Service charges us a substantial fee for issues sent to an old address, and we cannot cover the cost of remailing your issue. Please help us and yourself by letting us know where you are! Don't forget to add the 4 digit extension on your zip code, required now by the Postal Service.

On the Web at: <http://www.aclsal.org>

Available Back Issues

Certain back issues of *LINES SOUTH* are available through our Product Sales department; please see our catalog in the "Lines for Members" newsletter inserted into the middle of this magazine or on our web site.

The Atlantic Coast Line & Seaboard Air Line Railroads Historical Society

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 the enclosed "Lines for Members" insert or our web site for more details, or contact us by mail.

Printed in the United States of America

DON'T MISS YOUR RENEWAL!

If the last line of your mailing label has:

Expires 3rd Quarter, 2013

You need to renew now!

See details at the top right portion of this page. Please consider a tax-deductible contribution to us through a sustaining membership or the Century Club!



TABLE OF CONTENTS

4 ACL AND SAL SECOND-GENERATION DIESELS

• by Warren Calloway



16 WATERMELON SEASON — SHIPPING WATERMELONS ON THE COAST LINE AND SEABOARD, PART 2

• by Russell Tedder



25 JACK FREED'S ACL PASSENGER SERVICE CAREER, PART 1: WASHINGTON UNION STATION, 1941-1954

• by Alan Freed



30 ACL'S EASTERN NORTH CAROLINA BRANCHLINES, PART 1: NEW BERN BRANCH

• by Michael Dunn



COLUMNS AND DEPARTMENTS:

LINES... FROM THE EDITOR	3
EDITORIAL POLICY AND SUBMISSIONS GUIDELINES ..	3
HOBBY SHOP LIST	39

LINES... FROM THE EDITOR

Welcome to the 30th Anniversary issue of Lines South! Back in July 1983, Joe Oates put out a 16-page, typewritten newsletter that has steadily grown and matured into the colorful product you're now reading. Thanks to our readers and authors, this magazine has turned into one of the most respected titles in its field.

We think this issue's four features will only enhance that reputation. We begin with coverage of another significant anniversary, the second-generation locomotives that came on the ACL and Seaboard scene 50 years ago. With background, detailed facts, and multiple photos from that exciting era, Warren Calloway explains this most significant change in the two roads' motive power since the advent of the diesel itself. And yes, it was exciting — if you were there, you know what I mean. I liked ACL's F-units and Geeps as much as anybody, but the new units symbolized a prosperous railroad, power, and speed. They looked different, sounded different, and — they were big. (Exhibit A, and winner and still champion: the smoking, burbling, monstrous C-628s.) No wonder so many of us kept our cameras, tape recorders, and notepads busy during those years.

There's plenty more in this special 40-page issue, starting with Part 2 of Russell Tedder's watermelon shipment story — documenting the major but short-lived changeover from ventilated boxcars to piggyback trailers. Alan Freed then shares the first installment about the long career of his father, ACL passenger agent Jack Freed, and some of the many places and trains he remembers. We close with another first in a series, this one on ACL's thick network of secondary and branch routes in Eastern North Carolina. Professor Mike Dunn starts with the line to New Bern in a story that is, we think you'll agree, delightful. All this material didn't leave room for Letters to the Editor, but they and preservation updates will be back next issue.

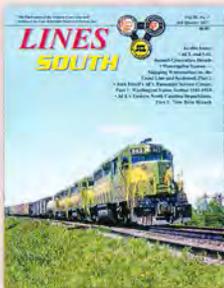
We would also find it delightful if you will continue helping us to promote Lines South and membership in the Society. With your support, we can look forward to many more anniversaries. —Larry Goolsby

LINES SOUTH EDITORIAL AND SUBMISSIONS POLICIES

LINES SOUTH makes every reasonable effort to check the accuracy of articles that appear in the magazine. We welcome corrections and additions to published content. Opinions and conclusions expressed in articles are those of the author and not necessarily of the LINES SOUTH staff or of the ACL & SAL Historical Society.

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:

Larry Goolsby
 Editor, LINES SOUTH
 10503 Meredith Avenue
 Kensington, MD 20895
 goolsbycl@comcast.net



Front cover: Three Seaboard GP40s led by 643 and 605 strike an elegant pose on a curve at Apex, North Carolina, on May 28, 1967. Further back and out of sight in No. 75's train, the situation was not so attractive; a sun kink had just derailed several cars at the south end of the south siding on newly installed welded rail. —Warren Calloway photo

Back cover top: NS 1612, a Baldwin AS-416, and a 70-tonner are crossing the Neuse River with a southbound freight in 1959, and are about to arrive at New Bern. The railroad's line to New Bern left the NS main at Marsden. —Michael Dunn photo



Back cover bottom: ACL SD35 1009 leads a mixed group of C-C units including U25C 3013, a C-628, and a second SD35 with an F unit thrown in for spice. The train is at Richmond's Acca Yard on November 30, 1966. —Warren Calloway collection

Jack Freed's ACL Passenger Service Career

Part 1 — Washington Union Station, 1941-1954

Interviews by Alan Freed

Editor's Note: This is the first in a series of articles on Jack Freed's career with the Atlantic Coast Line, conducted by his son, Alan Freed.

Alan Freed: When did you first go to work for the railroad?

Jack Freed: In 1941, just before the war. I worked at the Washington Terminal (in the Washington Union Station) as an information clerk. Of course, when you worked for the Washington Terminal, even though your paycheck was from the Washington Terminal, you actually worked for seven different railroads. The terminal was reimbursed by these railroads, but no one seemed to know who paid what — but as long as I was paid, I never worried about it.

Alan: So, do you remember the railroads?

Jack: Oh yeah. Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio, Southern, the Richmond, Fredericksburg & Potomac and their two connecting railroads, which were the Seaboard and the Atlantic Coast Line. Eventually I went to work for the Atlantic Coast Line.

Alan: What was the station like back then?

Jack: Back in the 1940s, it was a bustling place. It had over 300 employees — they came from all over the place — some really beautiful women worked there. The streetcar stopped just in front of the station doorway. From the street, you walked directly into the main waiting room. To one side, in the main waiting room, there was a first class restaurant — I believe it was called the Savarin and was owned by the Union News Company. It had a really big drugstore-like counter and there were also lots of tables as well. It was open 24 hours a day and had good food — really good

food. I enjoyed the breakfasts — especially their pancakes. I think they had the franchise in other railroad terminals.

Through a group of doorways was the concourse. I think the concourse was one of the biggest, if not the biggest, room in America. As soon as you walked into the concourse, you could see on the left side all of the north- and westbound departing and arriving trains lined up. B&O had the tracks from 1 to about 9 and Pennsylvania had from there up to about 15 or 16.

There were elaborate iron gates with illuminated signs indicating the name of the train and the major cities along its route. The track number was lit up above each gate. A gateman would unlock the gates and usher passengers in and out at train time. There was also a Union Company Newsstand in the center of the concourse in front of the station master's office. The southbound through trains were operated on the lower level on the right-hand side of the concourse.



This photo was probably taken in 1940 and shows ACL's original seven-car *Champion* crossing the Potomac River just after leaving Washington, D.C. The train was soon expanded to handle passenger demand and within a few years had evolved into the separate, full-length *East Coast Champion* and *West Coast Champion*. ACL units ran through to Washington in the train's early years. That practice resumed in 1964 when ACL and RF&P locomotives were pooled between Washington and Florida. —Larry Goolsby collection

Alan: Where were the office cars parked?

Jack: The B&O, the Pennsylvania Railroad, and the Southern Railway kept a group of cars on the upper level. Whenever a business car came in, it was always switched off and brought into the upper level so the railroad officials didn't have to go up and down on the escalators. Since there were only two single-track tunnels southbound, it was less congested to keep them on the upper level.

Alan: What was upstairs on the second floor?

Jack: They had a doctor and a nurse upstairs. They also had a YMCA with bunk rooms for the train crews who laid over. There was a lounge with pool tables. They also had a bowling alley up there. It wasn't automatic — you had one or two of the fellows that would set pins for you. It was kind of interesting because of all of the different groups of people who did some different kinds of work at the station.

My first assignment was working at the terminal as an information clerk, and my shift was from 11:00PM to 7:00AM. We didn't have a lot to do but we still kept busy. There were two of us working upstairs on the night shift.

Alan: Who was the other person? Do you remember?

Jack: The other person was Danny Sloane, a little thin fellow from Pittsburgh who had worked with the railroad for years and came down to Washington. It was really interesting working the night shift. He had a friendly little cat that he kept in the room and every once in a while the cat would find one or two little mice running around and would go chase them and play with them.

He didn't try to kill them — he would just play with them. The cat kept us amused because there often wasn't much going on in the middle of the night.

Alan: What were your duties as an information clerk?

Jack: The information clerk was an individual who answered the phones for people who were traveling. They wanted to know how to get from point A to point B, so you were there to help those people to select the best railroad that suited their travel needs.

There was also a booth, generally manned by two people, out in the middle of the station. People would come up and want to know what track the train was on and when it was leaving. They would also request timetables so they could take them home and study the schedules themselves.

Alan: What was your next promotion?

Jack: I was promoted and started working downstairs in the main ticket office as a ticket seller, until I went into the Army in 1943. We were on shifts — 7:00PM to 3:00PM, and 3:00PM to 11:00PM, and 11:00PM to 7:00AM. During the war traffic was so heavy, with military and civilians traveling, that they had extra ticket booths set up out in the lobby. There was an X booth, a Y booth, and a T booth, and since I had little seniority, I was assigned to sell tickets from those particular booths.

Alan: What was it like when you came back after the war?

Jack: When I came back, the only way you could get your job back was to bump a person with less seniority. I remember the only person I really could have bumped was a young lady. She was a former school teacher



ACL E6 505, lettered for the *Vacationer*, stands with a second E6 at the Ivy City servicing facility just north of Washington Union Station about 1940. ACL's prewar E units were delivered with train assignment lettering, but the practice was dropped during the war. —Bruce Fales photo, Jay Williams collection

and I said to my boss, "I can't do that! I mean, she'd be out of work." "Well," he said, "it's either her or you." But then she bumped somebody else, so it worked out pretty well. I went to college, took up accounting and worked at the terminal at the same time. I was also assigned to teach new employees about the railroad and how to handle various oddball situations that might arise.

Alan: How did you get your first job on the Atlantic Coast Line?

Jack: In 1952, a friend of mine, Pat Riley, who was a depot passenger agent for the ACL, got promoted to the downtown ACL city ticket office. But they told him he couldn't leave his current job until he found somebody else to take his place. He came to me and asked me if I would be interested. So that's how I got the job as depot passenger agent for the Atlantic Coast Line and the RF&P.

Alan: Where was the station passenger agent's office?

Jack: The station passenger agent's office was out on the concourse facing the northbound tracks. Our office had big glass windows facing the B&O and Pennsylvania tracks. All the other trains going to or coming from the south were on the other side of the concourse on the lower level. The office was just in front of the baggage area and the ticket office. The office had a representative from each of the railroads, and Atlantic Coast Line and Seaboard had the two front desks. The Southern, Pennsylvania, and B&O had their agents there also. The agents of the Seaboard and Coast Line also represented the RF&P Railroad. There was a young lady in the front office who directed people who needed help or assistance to the proper representative.

Alan: How far was it from your office when the runaway Boston train crashed into the station on January 15, 1953?

Jack: About 20-30 feet, maybe, and fortunately it happened in the morning, around 8:00, and normally the station passenger agents didn't get there until 10:00 or 11:00AM.

Yeah, I remember when the runaway Boston train, the *Federal Express*, came into the station concourse. When they were about a mile and a half out, near Ivy City, the engineer discovered they didn't have any brakes. The train just kept coming. The tower out by Ivy City put in an emergency call to the station master's office to get everybody out of the way. They did, and of course, the train came in, plowing through the station master's office and the Union Company



Two sections of Seaboard's *Silver Star* are waiting to head south at Washington Union Station around 1950, most likely during the height of the winter travel season. Both have observation cars with the train's "silver astronomy"-themed logo. —Sam A. Appleby Jr. photo

NEW YORK, WASHINGTON, RICHMOND AND CHARLESTON

SOUTHBOUND—READ DOWN

NORTHBOUND—READ UP

SOUTHBOUND—READ DOWN										NORTHBOUND—READ UP									
Havana Special	Florida Special	West Coast Champion	Palmetto	East Coast Champion	Miamian	Vacationer	Everglades	Florida Mail	Mi.	Florida Mail	Havana Special	East Coast Champion	Florida Special	Palmetto	West Coast Champion	Miamian	Vacationer	Everglades	
141	193	195	129	105	133	115	131	101			110	104	192	122	194	106	142	154	
75	87	91	77	1	7	73	375	89			76	2	88	78	92	8	74	376	
75	87	91	77-41	1	7	73	375	89			76	2	88	42-78	92	8	74	376	
PM 10.00	PM 3.35	PM 2.35	PM 2.30	PM 2.20	PM 1.10	AM 9.30	AM ① 6.30	AM ① 12.30	0	Eastern Time	AM 7.05	AM 10.15	AM 10.55	AM ⑧ 11.30	PM 12.50	PM 3.10	PM 6.00	PM ⑨ 9.00	
11.42	5.13	4.21	4.10	4.02	2.50	11.07	① 8.08	① 2.43	97	Lv New York	4.57	8.33	9.07	⑧ 9.42	11.10	1.28	4.17	⑩ 7.19	
1.30	6.48	5.55	5.45	5.35	4.22	12.35	① 9.52	① 4.30	187	Lv Philadelphia (30th St.)	2.58	6.47	7.22	⑧ 8.00	9.32	11.48	2.42	⑩ 5.46	
2.15	7.35	6.40	6.30	6.20	5.05	1.15	① 10.35	① 5.15	227	Ar Washington	2.15	6.00	6.40	⑧ 7.00	8.50	11.05	2.00	⑩ 5.00	
3.10	8.00	7.05	7.15	6.40	5.35	1.50	① 10.50	5.35	0	Lv Washington	① 1.25	5.40	6.20	7.00	8.25	10.40	1.30	⑩ 4.15	
3.28	8.18	7.23	7.33	⑥ 6.58	⑥ 5.53	② 2.08	11.08	5.53	8	Lv Alexandria	④ 1.03	⑥ ⑥ ⑥	⑥ 6.38	⑥ 6.00	⑥ 7.04	⑥ 8.10	⑥ 11.00	⑥ 3.53	
4.10	⑥ ⑥ ⑥	⑥ ⑥ ⑥	8.10	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ ⑥ ⑥	11.45	6.30	35	Lv Quantico	⑥ 12.33	⑥ ⑥ ⑥	⑥ 6.00	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ 3.15	
4.44	⑥ ⑥ ⑥	⑥ 8.24	8.35	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ ⑥ ⑥	12.09	6.58	54	Lv Fredericksburg	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ 5.35	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ ⑥ ⑥	⑥ 2.50	
6.00	⑩ 10.30	9.35	9.50	⑩ 9.10	⑩ 8.05	⑩ 4.20	⑩ 1.20	8.15	114	Ar Richmond, Va.	⑩ 10.40	⑩ 3.10	⑩ 3.50	⑩ 4.20	⑩ 5.55	⑩ 8.10	⑩ 11.00	⑩ 1.40	
6.30	⑩ 10.40	9.45	⑩ 10.05	⑩ 9.20	⑩ 8.15	⑩ 4.30	⑩ 1.45	⑩ 8.35	0	Lv Broad St. Sta.	⑩ 8.00	⑩ 10.10	⑩ 3.00	⑩ 3.40	⑩ 5.45	⑩ 8.00	⑩ 10.50	⑩ 1.30	

These two pages from the ACL (top) and SAL December 1949 public timetables show the extensive lineup of trains each company ran from New York through Washington to the South. ACL's *Florida Special* and *Champions* competed head-to-head with Seaboard's *Orange Blossom Special* (Nos. 45-46), *Silver Meteor* (57-58), and *Silver Star* (21-22). —ACL & SAL HS collection

SCHEDULES BETWEEN EASTERN CITIES AND FLORIDA THROUGH VIRGINIA, THE CAROLINAS AND GEORGIA

Daily Trains—Read Down										Daily Trains—Read Up									
171	23	11	175	9	187	187	173	Miles		172	12	188	174	174	176	170	170		
143	155	113	181	125	121	127	119			172	1/118	114	174	196	180	190	170		
9	95	57	45	33	107	21	93			94	110	58	96	34	46	22	108		
9-1	5	57-157	45	33	7	21-121	3			4	10	158-58	6	34	46	122-22	108-8		
PM 3 00	PM 1 00	AM 10 00	AM 8 30	AM 7 30	AM ② 12 05	AM ② 12 05	PM ② 11 00	Eastern Time		AM 8 10	PM 2 25	PM 3 45	PM 6 45	PM 6 45	PM 8 35	PM 11 20	PM 11 20		
3 50	1 48	10 50	9 25	8 20	1 10	1 10	12 05	Lv BOSTON (NYN&H)	Ar	7 05	1 35	2 53	5 52	5 52	7 40	10 30	10 30		
5 54	3 41	12 50	11 45	10 28	3 35	3 35	2 20	" Providence	"	4 40	11 25	12 33	3 33	3 33	5 30	8 25	8 25		
7 20	5 00	2 15	1 20	11 50	5 25	5 25	4 02	Ar NEW YORK (Gr. Cent. Sta.)	Lv	3 10	10 00	11 00	2 00	2 00	4 00	7 00	7 00		
11 15	5 15	1 20	5 15	—	—	—	8 20	" NEW YORK (Penn Station)	Lv	11 00	—	—	10 00	12 00	3 00	3 00	3 00		
8 30	5 30	d 2 50	d 1 45	12 30	10 30	d10 05	① 3 30	Lv NEW YORK (PRR)	Ar	2 58	9 15	d10 30	1 45	c 1 35	d 2 05	d 6 15	6 45		
8 45	5 45	d 3 05	d 2 00	12 45	10 45	d10 20	① 3 50	" Newark	"	2 41	8 58	d10 15	1 28	c 1 19	d 1 46	d 5 57	6 29		
9 29	6 33	d 3 50	—	1 31	11 33	d11 05	① 4 41	" Trenton	"	1 55	9 10	d 9 30	—	c12 33	d12 55	d 6 05	—		
9 57	7 03	d 4 20	d 3 20	2 01	12 04	d11 34	① 5 16	" North Philadelphia	"	1 27	7 39	d 9 01	12 21	c12 04	d12 27	d 6 22	5 22		
10 06	7 16	d 4 34	d 3 30	2 10	12 20	d11 44	① 5 38	" PHILADELPHIA (30th St. Sta.)	"	1 18	7 26	d 8 46	12 12	c11 54	d12 18	d 6 34	5 13		
10 39	7 48	d 5 02	d 4 00	2 39	12 50	d12 14	① 6 17	" Wilmington	"	12 44	6 45	d 8 14	11 43	c11 24	d11 47	d 6 43	4 43		
11 44	8 53	d 6 08	d 5 05	3 41	1 58	d 1 15	① 7 25	" Baltimore	"	11 43	5 40	d 7 13	10 41	c10 25	d10 46	d 7 12	3 42		
12 25	9 35	d 6 50	d 5 45	4 25	2 40	d 2 00	① 8 15	" WASHINGTON	Lv	11 00	4 55	d 6 30	10 00	c 9 45	d10 05	d 7 10	3 00		
0 1 10	10 00	d 7 10	d 6 05	5 00	3 15	d 2 25	① 8 45	Lv WASHINGTON (RF&P)	Ar	9 25	v 4 05	d 6 10	9 00	c 9 20	d 9 45	d 1 50	2 05		
1 28	10 18	J 7 28	J 6 23	J 5 18	3 33	J 2 43	9 03	" Alexandria	VA.	9 03	y 3 43	bb	8 40	bb	bb	bb	y 1 43		
2 05	10 55	bb	bb	bb	4 08	bb	9 40	" Quantico	"	8 20	bb	bb	8 00	bb	bb	bb	1 08		
2 29	11 20	bb	bb	6 20	4 37	3 44	10 08	" Fredericksburg	"	7 46	2 41	bb	7 32	7 58	bb	12 28	12 43		
4 00	12 42	g 9 57	g 8 52	7 48	6 00	5 12	12 05	Ar RICHMOND (SAL)	Lv	6 00	1 00	g 3 25	6 00	g 3 25	11 7 00	11 00	11 20		
4 00	1 05	g 9 57	g 8 52	7 48	6 10	5 12	12 05	Lv RICHMOND (Main St. Sta.)	Ar	5 12	12 40	g 3 25	6 00	6 35	11 00	11 20	11 20		

Newsstand, and before the train could get to the main waiting room, the locomotive fell into the basement. It was fortunate that the engine, which was a GG1, was so heavy that it fell through the floor rather than going into the main waiting room.

Alan: So what was it like when you came in to work that day?

Jack: Well, it happened around Eisenhower's inauguration. They had to put barriers up the whole way around the hole, and of course, there was no station master's Office there anymore. But they put barriers up around it and it was kind of interesting — it made for good sightseeing.

Alan: Did most of the trains still run on time that day? Do you remember?

Jack: Oh yeah. That was just one of those things — it just tied up the one track. It was kind of hectic there for a little while.

Alan: How did the Seaboard and the Atlantic Coast Line people get along since you were competitors?

Jack: Oh, fine. We were all friends. Maybe in the hierarchy they didn't get along too well, but we all worked together. If we didn't have space on one train, we would help the individual out to make sure he got where he wanted to go — even if it had to be on the other's train — it worked out real well.

Alan: Do you remember the Seaboard guy you worked with?

Jack: Oh sure, that was Bobby Martin,

Bob Martin. He also started in the ticket office at Union Station and he went with Seaboard. He was one of the ones that quit and went to work for Mackey Airlines, which flew routes in Florida. I had an opportunity to go with them, but I didn't. Bob was a nice fellow. They all were nice fellows. C&O, Southern Railway, some of them had been there a long time, others were there for a while and you got to know them.

Alan: Who was your boss?

Jack: I worked for the general passenger agent, named Frank Massi. At the time, he was at home recovering from a heart attack, but when he came back, he called me in, and I'll never forget what he said.

"Jack, you're doing a good job down there

at the terminal. But let me tell you one thing — if you make a mistake, I'll back you up — I'll take care of it. Don't make the same mistake twice." He was such a nice man.

Alan: Did your boss work out of the terminal too?

Jack: No, Mr. Massi's office was located at the Atlantic Coast Line city ticket office on Connecticut Avenue. I would go down there every day and work 'til I had to report to the station. It was a kind of interesting job and you met a lot of people working on the railroad.

Alan: What kind of help did people generally need?

Jack: Well, the first thing they generally would want to know is if the train was on time; next would be what track it was on; and, finally, where could they go to get something to eat. If they had maybe two or three hours between trains, they would also want to know where they could go in Washington to see something and still make it back in time to catch their train.

Alan: So how long were you in that job?

Jack: Two and a half years. It was a great job. I met every train, especially the main ones going south. Going north, the trains rolled over to the Pennsylvania Railroad, so I didn't have to be there for that, unless there was some special reason to be there — to meet somebody or something like that.

Going south they were already onboard the Pennsylvania train coming from New York, or they would be boarding in Washington. I would know who the passengers were and whether they needed special attention of any kind.

Also, we would meet all the people going south off the B&O Railroad, because they didn't have direct through service with us the way the Pennsylvania Railroad did.

Alan: What B&O trains did they generally arrive on to make their connections?

Jack: They would come in mostly on the *Capitol Limited* or the *Columbian* in the morning. The *Capitol Limited* was all-Pullman, and the *Columbian* was a coach train.

Alan: Then they'd have a layover and take an afternoon train?

Jack: That was the great thing about it. They'd get in around 8:30 in the morning and for those who were using local service on the Coast Line, the *Everglades* left at 10:30AM, so it was a good connection for them. It was also good from the standpoint

that the people who were coming through Washington had an opportunity to take the later train, which was the *Miamian* at two in the afternoon, or the *Champion* which departed at night. The layover gave them an opportunity to go to Capitol Hill to meet their representatives or do some sightseeing. They could have six or seven hours to really enjoy Washington.

Alan: Did Atlantic Coast Line and Seaboard operate the same number of trains each day?

Jack: About the same amount, I think Coast Line had a couple more, especially in the winter.

Alan: Did Seaboard have an equivalent to the *Florida Special* in the winter?

Jack: Yes, they had what they called the *Orange Blossom Special* — there's a song about the *Orange Blossom Special*. That was their equivalent to the *Florida Special*. Then they had, of course, the *Silver Meteor*, which was equivalent to the *Champion*. They had a second streamliner, the *Silver Star*, and we had two trains as well — the *West Coast* and the *East Coast Champion*.

Alan: They had the *Silver Comet* to Atlanta. The ACL didn't go to Atlanta?

Jack: No, the only way we went through Atlanta on the Coast Line was on our L&N connection.

Alan: What about the *Florida Special*?

Jack: It was an early evening train. In the winter we were still running the *Miamian*

because we had a lot of group traffic southbound out of Washington. I recall that we had lots of groups from Detroit off the B&O Railroad. It was an interesting situation.

Alan: When you were in the station as a travel agent, which trains would you meet?

Jack: I would generally start in early afternoon and meet all the trains that required reservations. I didn't have to meet the morning train, the *Everglades*. It was a local train that required no reservations in coach, although it did carry a sleeper. If you took the later train, the *Champion*, you'd get there just about the same time because the *Everglades* took care of a lot of the local stations.

Then we had the early afternoon train, the *Miamian*, and in late afternoon, the *Florida Special*, which was strictly a winter train. In addition to the *Florida Special*, we also had another winter train called the *Vacationer* that was all-heavyweight equipment — good train though. Then we had the *Champion* — the two *Champions* — and later on at night, we had the *Havana Special*.

We also had morning, afternoon, and evening service into Wilmington, North Carolina, on the *Havana Special*, the *Palmetto*, and the *Everglades*. The *Havana Special* and the *Palmetto* provided local service and a sleeper. I guess that these trains were scheduled basically because our headquarters at the time was in Wilmington.



This group photo shows staff from ACL's Washington city ticket office in 1948. In the front row are, left to right: Bob Dent, Chief Clerk; Kenny Pullen, Ticket Agent; Francis Massi, Assistant Traffic Passenger Manager; Frank Alexander, District Sales Manager; unidentified; and Warren Taylor, Ticket Clerk. Standing, left to right, are Pat Riley, Depot Passenger Agent, and five unidentified staff from the freight traffic office. —ACL photo, ACL & SAL HS collection

Alan: So what was the best train in the winter?

Jack: The *Florida Special*, no question.

Alan: So what was the *Florida Special* like in the early 50s?

Jack: It was a good train — it was a good train. It started off as all-Pullman, but added coaches in 1959. We would have notable people on the train — Jackie Gleason with his band.

Alan: How crowded were the trains?

Jack: They were packed. Pullman reservations were especially hard to get at the time. People would come in hoping to get reservations when there were no reservations to be had. So, when the southbound trains

arrived from New York, the passenger representative who rode the trains would give me the “diagram,” which was a card showing which spaces in each car on the train were occupied. Once I looked at the diagram, I could see which seats were available. I would stand at the gate, and as people came through, their tickets were checked. Then I would assign seats, if available, to those passengers waiting for space. There were times when I couldn’t find space, but I always made sure that they were put on the train in the lounge car until they could be accommodated.

People would sometimes come up and show a military furlough ticket without

being in uniform. Well, the furlough tickets were not good for a civilian because they were discounted tickets that were given to soldiers. I never knew who they were, and a couple of times I ran into problems where I had to make a decision as to whether or not I was going to let them on the train. Normally they always got on.

Alan: Did you have to deal with a lot of complaints or were people fairly satisfied?

Jack: They were pretty well satisfied. Often, we would be informed that “important people,” so to speak, were on the train and we were told to show them some special attention. This would often involve delivering newspapers, flowers, or other things to their room while the train was stopped at the station.

Alan: Who was the station master?

Jack: The station master was Paul Dow. He was a nice, easygoing guy, unless something went wrong, and then he was like Napoleon — he kept the boys hopping, but a nice fellow.

Alan: Did you ever meet the president of the railroad?

Jack: We had a president named Champ Davis — nice, elderly man. I’ll never forget, Mr. Massi told me, “Now Jack, you’re going to be down at the terminal and you’ll meet a lot of people, and sometime or another you’re going to meet Mr. Davis.” He said if Mr. Davis asks you a question, and you know the answer, you tell him, but if you don’t know the answer, just tell him you don’t know because he’s not going to ask you any question that he doesn’t already know the answer to.

I’ll never forget that. I met him a couple times. He’d get off the train and he walked with a cane. Lots of people were scared of Mr. Davis. I never understood why — he was just such a nice man. But anyway, one day he got off the train with his cane and he said to me, “I’m going upstairs to get a newspaper, don’t let the train leave without me.” And I said “Yes, sir.” So I’ll never forget, the station master at that time was a man named Robertson, but we’d call him Robby. I said, “Robby, don’t let this train go until I tell you.” He says, “Ok Jack, I won’t!”

Mr. Davis made his employees walk the line. His goal was to make sure that the Atlantic Coast Line was the best railroad in the East — and the smoothest railroad. He spent a lot of his money to keep the roadbed real smooth and it was — it really was. 🚂



This mid-1920s view of Washington Union Station shows how city streetcars once came right to the front door. The enormous concourse was the site of additional ticket booths set up to handle wartime passengers. The station thrives today as a major hub for Amtrak. —*Frank Scheer collection*



This wartime photo of the Washington Union Station concourse shows one of the additional ticket booths that was set up to handle the surge of passengers. Jack Freed often worked one of these booths. —*Alan Freed collection*