

PULLMANS TO THE BLUEGRASS

A History of C&O Passenger Train Operations between Ashland and Louisville

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In 1881, when the C&O was finally extended (by way of the Elizabethtown, Lexington & Big Sandy) beyond its terminal of seven years at Huntington, West Virginia, its through service was oriented toward Louisville, the new terminus (reached via arrangements with the L&N beyond Lexington). The passenger promotional literature of that era made mention of the fact that through cars were operated to Cincinnati via the Kentucky Central, but they emphasize the operation of "solid through trains" to Louisville, and Louisville became the western focal point of the C&O's passenger business, just as Washington was becoming its eastern focus. This would all change in 1889 when the C&O's principal passenger trains began operating over the newly-completed Cincinnati Division. Since that time, most of the important trains have carried through cars for the makeup of a "Kentucky Section" to be broken off the mainline train, first at Huntington and later at Ashland. Thus the Louisville line took on much the same complexion that the Charlottesville-to-Newport News line has in Virginia—each had once been the mainline and had been sidetracked by more important connections, but each still supplied significant traffic for consolidation with the Washington and Cincinnati trains.

The Louisville line certainly had its distinctive character, serving as it did the famous Bluegrass region of Kentucky—where aristocrats with "Colonel" titles abounded and thoroughbred horses were a way of life, where the production of the famous Kentucky bourbon whiskey was an important industry and its consumption a traditional pastime. Louisville had the famous Kentucky Derby as a yearly attraction for the nabobs from the East, and hundreds of farms along the line provided the road with a bounteous freight of livestock and tobacco for shipment both east and west. The C&O's trains also served Kentucky's capital at Frankfort (via the L&N), and the former capital and cultural center at Lexington.

Style and gracious living were important considerations for many Kentuckians who would seek outlet to the world, especially the eastern cities where the centers of wealth and power were concentrated, and which were now made so easily accessible by the high iron of the C&O. Almost from the beginning the C&O would cater to these

tastes as much as it did in the East with the First Families of Virginia, whose scions it carried so often on their important occasions.

The C&O's excellence of service reached its apogee on the Louisville line, as it did on the rest of the system, in the sunny days of the late Thirties, when *The George Washington* and *The FFV* both carried Kentucky sections, each operated with superbly appointed Pullmans, diners in the finest colonial tradition and decor, the then-unheard-of coach luxury of the Imperial Salon cars, and the buffet-observation cars where the Kentucky aristocrats could watch the scenery roll by while sipping their bourbon. Through Pullmans operated to Washington, New York, and Richmond. Service from the C&O was what its important patrons (often important shippers as well) expected: stylish, efficient, gracious, courteous to a fault, and given amidst the most finely appointed equipment that could be found.

World War II spelled the end of many of the "frills" that had been found before the glut of traffic downgraded the trains as they operated in multiple sections. After the War things returned to a semblance of what was before, but the old "style" was never quite recaptured and the "moderne" was seen creeping slowly in—and finally taking over in 1950 when the lightweight passenger cars replaced the time-honored standard equipment, and when diesels nudged out steam in 1952. But service was still good—it was first class, and the C&O never allowed that to deteriorate, even as the patronage to support it slipped each year. Toward the end, only one Pullman was making the trek to Louisville from Washington, hanging on until passenger service on the line was discontinued with *The George Washington's* departure on April 30, 1971, and its arrival on May 1—Amtrak Day.

In early days, 4-4-0s had complete sway with passenger service. They remained in control on the Lexington and Louisville runs longer than in other places, eventually being replaced by Atlantics, then by F-15 Pacifics in the years before the First World War and for decades following. As the trains became heavier, the F-15s were often doubleheaded on the L&N west of Lexington because of weight restrictions on the Louisville

bridge. Finally, Mountains with "shorty" tenders arrived and closed out the steam era. The FP7s followed, assigned in A-B-A sets for Trains 21 and 22, and A-A sets for #23 and #24. They handled the trains until general reductions in service surplused E8s, which then took over Trains 21 and 22, the only trains remaining after 1955.

Unfortunately, our sources on the early operations on the Louisville line are sketchy at best. It appears that passenger service was instituted soon after the C&O connection was effected, with through cars from Washington. Some of these split off at Winchester and traveled over the Kentucky Central to Cincinnati; the remainder were delivered to the L&N at Lexington for forwarding to Louisville. By 1883 there were two through trains each way between Washington and Louisville. This remained the case until 1955, except that after 1889 they were consolidated with the Cincinnati trains. Connections were available at Washington to New York and points east, and at Louisville direct connections were available to Nashville, Montgomery, Memphis, Little Rock, and New Orleans. Westbound, the name trains were *The Louisville & Cincinnati Fast Line* and *The Through Mail*; eastbound they were *The Through Mail* again, and *The Washington Fast Line*. The "Through Mails" made all of the local stops and took 32 hours and 15 minutes to make the through trip from Washington to Louisville, while the "Fast Line" trains made it in 24 hours and 35 minutes. The "Fast Lines" had Pullman sleepers and Pullman-built coaches, but the C&O persisted in its age-old habit of stopping for meals, instead of purchasing diners (which were now in vogue across the country). The Phoenix Hotel, near the depot in Lexington, was the meal stop on the Louisville line. The trains were delivered to the L&N at Lexington, and were carried through to Louisville with L&N engines and crew. Not until 1895, when trackage rights were obtained, did C&O engines and crews begin to operate through.

In October, 1884, the C&O became a little more sophisticated in its train names and changed "Fast Line" to "Express", but strangely enough lengthened the schedules of the expresses to 25 hours, despite the elimination of several intermediate stops. In 1885 *The Through Mail* became the *Virginia Springs Express*, departing Louisville at 7:35 p.m. for a 9:45 p.m. arrival at Washington and an 8:50 p.m. arrival at Richmond. In 1888 a through Pullman line from St. Louis to Washington via the Ohio & Mississippi was instituted, while a second sleeper originated in Louisville and a third came down from Cincinnati over the Kentucky Central, bound for Old Point Comfort. No. 2 left Louisville at 6:50 a.m. for a 7:35 a.m. arrival the following day at the Nation's Capital, and carried a sleeper from Louisville to White Sulphur and Clifton Forge.

With the startup of through passenger service on the Cincinnati Division in 1889, the Cin-

cinnati connection via the Kentucky Central was dropped and the Louisville line generally downgraded in the importance of its through traffic, since Cincinnati offered better connections. The new *Fast Flying Virginian*, a solid New York-Cincinnati train, had a Louisville section which consisted only of a sleeper-coach passengers had to transfer across the platform at Huntington where the Louisville runs were made up. No. 3, the westbound FFV, left Washington at 11:10 p.m., arriving Huntington at 12:50 p.m. the following day. The Kentucky section arrived Lexington at 5:35 p.m. and Louisville at 9:03 p.m., for a total running time from Washington of a little over 23 hours. Train #24, the eastbound FFV's Kentucky section, left Louisville at 2:45 p.m., arriving at Huntington at 11:07 p.m., and arriving in No. 4 at Washington at 2:48 p.m. The other through runs were Trains 2 and 1, the *Cincinnati Express* and *Washington Express*; they had connections to and from Lexington after 1892, but had no through cars.

A more complete picture of the total passenger service on the Louisville line is offered by the following table from the June, 1893, *Official Guide*:

Mix	21	47	23	33	October 30, 1893.	M.	24	Mix	44	22	18
A.M.	A.M.	P.M.	P.M.	P.M.	LEAVE	[ARRIVE]	P.M.	P.M.	A.M.	P.M.	P.M.
*3:25	16:40	13:30	*1:35	*3:05	...Huntington	8	10:47	8:15	10:15	11:25	8:20
3:43	6:58	3:50	1:48	...	...Kenova	8	10:30	6:25	9:53	12:37	8:02
...	...	...	...	...	...East Chert. Jn.	0	...	...	...	...	...
3:50	7:05	3:58	1:54	...	...Caldwellburg	129	10:23	6:18	9:46	12:31	7:55
15:40	7:35	4:10	2:05	...	...Ashland	124	10:10	6:03	9:33	12:18	7:43
3:45	7:40	4:10	2:08	4:05	...A.C. & I. Jn.	0	10:07	6:00	9:30	12:15	7:40
6:15	7:57	P.M.	P.M.	P.M.	...Meigs	0	...	...	...	...	P.M.
6:45	8:10	...	2:32	...	...Kilgore	0	11:11	9:45	3:30	11:38	...
7:30	8:30	...	...	...	...Denton	0	...	...	2:50	11:19	...
8:05	8:36	...	...	...	...Mt. Savage	0	...	...	2:15	11:15	...
8:42	8:47	...	...	...	...E. K. Junc.	0	...	...	2:00	11:08	...
9:45	8:50	...	...	...	...Leon	0	...	...	1:40	11:02	...
10:50	9:20	...	...	...	...Aden	0	...	...	1:20	10:50	...
11:45	9:30	...	3:28	...	...Olive Hill	0	8:41	12:40	10:12	10:29	...
12:35	9:30	...	...	...	...Enterprise	0	...	...	10:16	10:16	...
1:15	10:00	...	...	...	...Gates	0	...	...	9:00	10:00	...
2:40	10:12	57	4:03	25	...Morehead	0	8:18	8:00	26	9:47	Mix
3:50	10:30	A.M.	P.M.	P.M.	...Farm	0	6:15	P.M.	9:26	P.M.	...
4:10	10:34	16:00	4:22	12:05	...Midland	0	58	8:00	7:30	1:53	9:10
P.M.	10:50	7:00	4:41	2:27	...Preston	0	46	7:42	A.M.	1:32	8:53
A.M.	11:06	7:30	...	2:35	...Stepstone	0	...	...	1:24	8:45	12:40
16:30	11:23	11:45	5:03	2:50	...Mt. Sterling	0	41	7:22	7:50	1:10	8:30
6:40	11:40	12:50	...	3:10	...K. U. Junc.	0	31	7:30	12:50	8:30	10:00
7:00	12:00	2:30	5:31	3:30	...Winchester	0	26	6:55	16:25	12:37	7:55
7:17	12:16	3:10	...	3:47	...Pine Grove	0	11	6:00	12:16	7:37	6:50
7:55	12:45	4:00	16:10	4:15	...Lexington	0	6	6:10	15:25	11:40	7:10
A.M.	NO P.M.	P.M.	P.M.	P.M.	ARRIVE	LEAVE	P.M.	P.M.	P.M.	A.M.	A.M.
A.M.	P.M.	P.M.	P.M.	P.M.	(L. & N. R.R.)	...	P.M.	P.M.	P.M.	P.M.	P.M.
8:30	1:00	...	6:35	...	...Lexington	0	6:45	...	11:25	10:08	...
9:35	3:00	...	7:35	...	...Frankfort	0	6:40	...	10:20	8:55	...
10:27	3:53	...	8:23	...	...Eminence	0	40	5:53	9:16	7:51	...
10:54	4:28	...	8:45	...	...Logansport	0	37	5:27	8:45	7:25	...
11:58	6:20	...	9:50	...	...Louisville	0	230	...	7:35	6:15	...
A.M.	P.M.	P.M.	P.M.	P.M.	ARRIVE	LEAVE	P.M.	P.M.	P.M.	A.M.	P.M.

Trains 23 and 24 run solid and have elegant Vestibuled Sleepers through between Louisville, Lexington, Washington, Baltimore, Philadelphia and New York.

* Daily; † daily, except Sunday; § Sunday only. δ Telegraph stations; + Coupon stations.

Trains 21 and 23 were the through sections of the mainline *Cincinnati & St. Louis Limited* and *FFV*, respectively. Considerable local service was available, with most stations having ten trains per day! The *Guide* offers more complete understand-

ing, as the public timetable folders of that era were produced primarily for off-line distribution and seldom showed local schedules, concentrating on the through connections. Since no connections to Louisville over the C&O were offered for the second set of mainline trains, connections were advertised via the L&N out of Cincinnati.

By 1897, through business was sufficient for each of the four mainline trains to have a Kentucky section. Trains 22 and 23 were *The FFV*, and carried New York - Louisville sleepers; Nos. 21 and 22 were *The Cincinnati Express* and *The Atlantic Express*, and carried Washington - Louisville sleepers. Locals #27 and #28 ran between Lexington and Mt. Sterling, and #25 and #26 operated between Lexington and Morehead. Train 22 left Louisville at 8:30 a.m. and #24 at 6:00 p.m., while #21 arrived at 11:00 a.m. and #23 at 8:15 p.m., making for a good spread of arrival and departure times.

Trains 22 and 23 had a cornfield meet on September 2, 1899, near Denton, Kentucky, killing both engineers and injuring the fireman. The Road Foreman of Engines was aboard #22, and noticed that the engineer had forgotten his meet order and run by the siding, but was too late in this realization, as #23 was upon them. Both engines and baggage cars were totally destroyed in the head-on collision, but no passengers were seriously hurt.

Virtually no changes were made until 1903, when *The FFV* became Trains 2 (22) and 5 (25), and No. 1 (21) became *The Cincinnati & Louisville Express* and #4 (24) *The Washington Express*. Trains 24 and 22 left Louisville at 6:00 p.m. and 8:30 a.m.; Trains 21 and 25 arrived at 10:30 a.m. and 8:00 p.m., respectively. Locals #23 and #26 between Ashland and Lexington made 17 regular and 10 flag stops en route. No. 26 left Lexington at 8:15 a.m. and arrived in Ashland at 12:35 p.m. Train 23 left Ashland at 10:45 p.m. and terminated at

3:30 p.m. in Lexington. In addition, Trains 27 and 28 ran between Lexington and Mt. Sterling, making seven intermediate stops. Trains 31, 32, 33, and 34 were locals between Ashland and Denton on the old AC&I, with six stops each.

Names changed again in 1904, but the schedules remained the same—in fact, there were practically no changes in the times of the four through trains serving Louisville from the turn of the century until 1918, when the United States Railroad Administration slightly altered things. Under the USRA schedule, #23 left Ashland at 1:35 p.m., arriving Louisville at 8:30 p.m.; #25 left Ashland at 4:45 a.m. and arrived Louisville at 11:40 a.m. Trains 22 and 24 left Louisville at 8:00 a.m. and 3:50 p.m., for 3:00 and 10:45 p.m. arrivals at Ashland. After the war, #24's time went back to 6:00 p.m. As of October, 1923, the C&O's public timetables showed the schedules reproduced at the bottom of this page.

After the war, Pullman traffic picked up. The following lines were in operation in 1923:

Nos. 22/2 and 3/23 - Louisville & New York
Louisville & Richmond
Nos. 24/4 and 5/25 - Louisville & Washington.

In early 1927, #24 began carrying a local sleeper from Louisville to Ashland, with #25 reversing the move. The sleeper could be occupied at Ashland beginning at 10:00 p.m., for the 4:25 a.m. departure of #25, which arrived at Louisville at 11:20 a.m. Train 24 left Louisville at 6:00 p.m. for a 12:50 a.m. arrival at Ashland, and the sleeper could be occupied until 8:00 a.m.

The Kentuckian (#24/4 and #5/25) was a new set of trains, put into operation in October, 1928, aimed at consolidating much of the Kentucky business. They operated between Cincinnati/Louisville and Washington/Old Point Comfort, departing Louisville and Lexington at convenient evening hours for an early afternoon arrival in the

Table 46 LOUISVILLE-ASHLAND DIVISION

No. 27	No. 31-29	No. 23	No. 25	Mls	(Central Time)	No. 22	No. 24	No. 26	No. 28-30
AM	PM	PM	AM			PM	AM	AM	PM
* 8 10	* 4 00	* 2 05	* 4 20	0	Lv. ASHLAND..Ar	3 35	12 50	11 45	6 30
* 8 48	4 38			14	..Rush..			11 00	5 54
* 9 06	4 56			24	..Mt. Savage..			10 36	5 35
9 13	5 25	2 56	5 07	26	..Hitchins..	2 45	12 05	10 36	* 5 30
9 34			5 38	35	..Graham..			10 05	
9 50		3 24	5 38	41	..Olive Hill..	2 12	11 30	9 50	
10 10			5 49	49	..Soldier..			9 30	
10 35		4 00	6 12	59	..Morehead..	1 35	10 50	9 05	
10 50			6 12	67	..Farmer..		10 32	8 45	
11 03		4 25	6 12	71	..Salt Lick..		10 26	8 36	
11 12		4 35	6 45	75	..Olympia..	1 03	10 19	8 24	
11 22		4 42	6 52	79	..Preston..	12 57	10 12	8 14	
11 35				83	..Step-stone..			8 03	
11 59	6 35	5 05	7 16	91	..Mt. Sterling..	12 36	9 51	7 46	7 25
12 20	6 52			99	..L. & E. Jet..			7 18	7 03
12 40	7 01	5 35	7 50	106	..Winchester..	12 10	9 25	7 04	6 48
1 02	7 29			116	..Chilburg..			6 41	6 25
1 25	7 45	6 10	8 25	124	Ar LEXINGTON Lv	11 35	8 50	* 6 20	16 00
		6 20	8 35	134	Lv LEXINGTON Ar	11 25	8 45		
		7 15	9 30	153	..Frankfort..	10 26	7 45		
		8 02	10 16	177	..Shelbyville..	9 39	6 54		
				196	..Anchorage..				
		9 00	11 15	203	Ar LOUISVILLE Lv	* 8 45	* 6 00	AM	PM
PM	AM	PM	AM			AM	PM	AM	PM

Passenger service on the C&O's Ashland - Louisville line (from the October, 1923, passenger timetable).

East, and arriving at the two Kentucky cities at reasonable morning hours. Pullmans were carried from Louisville for Richmond, Ashland, and Washington (other trains carried the Louisville and New York sleepers).

By 1929 the Lexington Subdivision was down to one local per day, Trains 26 and 27. Train 27 departed Ashland at 7:30 a.m. for a 12:01 p.m. arrival at Lexington, and #26 left Lexington at 7:20 a.m. for an 11:50 termination at Ashland.

With the introduction of *The George Washington* on April 30, 1932, *The Kentuckian* lost its Louisville sleepers to the new train, which would become the principal train serving Louisville over the C&O until the end of passenger service. Trains 21 and 22 arrived and departed Louisville at 10:59 a.m. and 1:00 p.m., respectively. These trains took their Louisville passengers to the National Capital in 15 hours and 24 minutes. The regular consist for both trains was:

Sleepers: New York - Louisville (12 sec/1 DR)
 Wash. - Louisville (8 sec/1 DR/2 compt)
 Diner: Ashland - Louisville
 Pullman Lounge: Ashland - Louisville
 Imperial Salon Coaches: Ashland - Louisville

The Kentuckian was killed on June 25, 1933, and replaced by a Kentucky section of *The Sportsman*, so that the arrangement was as follows:

Trains 21 and 22 - *The George Washington*
 Train 23 - *The FFV*
 Train 24 - *The Sportsman*

Locals #25 and #26 were downgraded to thrice weekly, #25 running Monday, Wednesday, and Friday, and #26 running Tuesday, Thursday, and Saturday.

Schedules remained roughly the same through World War II and up to 1947, when trains were rearranged as follows:

WESTBOUND			
	No. 21	No. 23	No. 31
Lv Ashland	4 30 a	10 40 a	6 30 a
Ar Lexington	7 35 a	1 05 p	10 50 a
Ar Louisville	10 35 a	4 40 p	—
EASTBOUND			
	No. 22	No. 24	No. 32
Lv Louisville	2 00 p	6 10 p	—
Lv Lexington	4 30 p	8 42 p	8 15 a
Ar Ashland	7 40 p	11 59 p	12 50 p

Pullman lines were as follows:

1/21 and 22/2 - Washington - Louisville
 (10 sec/1DR/2 compt)
 New York - Louisville
 (8 sec/1 DR/3 compt)
 Richmond - Louisville
 (12 sec/1 DR)
 3/23 and 24/4 - Washington - Louisville
 (10 sec/1 DR/2 compt)

Effective November 20, 1949, locals #31 and #32 (successors to #25 and #26) were discontinued, leaving only the four through trains operating on the Lexington Subdivision. Earlier in the year, the number of stops they made had been reduced.

In early 1950 the new Pullman - Standard lightweight cars began arriving, and all of the Louisville Pullman lines got 10 roomette/6 double bedroom cars. Effective September 24, 1950, new sleeper lines operated as follows:

Train 3/23 - Washington to Louisville
 Train 1/21 - Richmond to Louisville
 Train 22/2 - Lexington to Richmond

Pullman lines were rearranged again on January 1, 1955. Trains 1/21 and 22/2 now carried sleepers between Louisville and New York, Washington, and Richmond. Train 3/23 carried a New York - Louisville Pullman, and #24/4 carried a Louisville - Richmond sleeper.

Trains 23 and 24 were discontinued on October 30, 1955, leaving only *The George Washington* to serve the Bluegrass, carrying three through Pullmans. The Louisville & Washington sleeper was cut off in April, 1956; on August 10, 1958, the Louisville & Richmond car was cut back to Ashland & Richmond, leaving only the New York & Louisville sleeper in service. This sleeper was cut back to Washington & Louisville on May 26, 1968, and ran thus until the end of passenger service.

Amtrak Day—May 1, 1971—saw the end of passenger trains on the Lexington & Louisville line. Below is a copy of the final schedules in effect:

ASHLAND, LEXINGTON, LOUISVILLE

(Through Service From and To Washington)

WESTBOUND
Read Down

See Table B

EASTBOUND
Read Up

TABLE C

George Wash-
ington
C&O 21
AM

Mi

Daily Service

George Wash-
ington
C&O 27
PM

4 05	0	Lv	Huntington, W. Va.	EST	Ar	9 30
4 30	16	Ar	Ashland, Ky.	EST	Lv	9 05
4 55	16	Lv	Ashland, Ky.	EST	Ar	8 30
5 39	42		Hitchins	EST		7 48
6 06	56		Olive Hill	EST		7 19
6 31	75		Morehead	EST		6 54
6 44	86		Salt Lick	EST		6 36
6 53	94		Preston	EST		6 27
7 12	106		Mt. Sterling	EST		6 13
7 30	121		Winchester	EST		5 50
7 55	139	Ar	Lexington	EST	Lv	5 30
8 05	139	Lv	Lexington	EST	Ar	5 20
8 41	155		Midway	EST		4 44
9 07	170		Frankfort	EST		4 22
9 43	194		Shelbyville	EST		3 46
10 12	213		Anchorage	EST		3 18
10 55	228	Ar	Louisville, Ky.	EST	Lv	2 45

The Kentucky Derby was always an event which could be counted upon to generate a great deal of extra passenger traffic, especially in the Pullman trade, and extra cars were operated out of New York to Louisville during the week before and after Derby Day. Louisville was also the focal point for many private cars, as the rich and powerful came to the race.

The C&O often ran a Derby Special as well, for those who could only be there for the day.

An example is the train run for the 1937 Derby, held on May 8. The all-Pullman special left New York on May 7 at 12:30 p.m. and arrived at Louisville at 9:00 a.m. on Derby Day. It left on its return trip the evening of the 8th at 7:30, arriving at New York at 6:05 p.m. on the 9th. It was noted that "Private cars can be handled on this train." It is interesting to note that the train made no stops en route to the Derby, but

it stopped eastbound at White Sulphur Springs, Covington (for Hot Springs), and Charlottesville, and the travelers were cordially invited to stay over at one of the C&O's great hotels for a few days en route home!

Today, the great trains which once served the Bluegrass are but a memory—but what a shining memory of gracious first class service!

In reply to Gene Huddleston's question regarding a tunnel between Haldeman and Soldier on the Lexington Subdivision, Everett Young writes, "This tunnel was skylighted, probably in the 1930s. My uncle, who worked at Haldeman just before the depression, told me recently that his recollections of the tunnel were that it was about 2600 feet in length, and entirely timber lined. Much of the rock waste from the excavation for the large cut was dumped along the main line from Russell to Limeville to strengthen fills, he said. He added that there was only one fatality on the project: a foreman was struck by flying rock after setting off a dynamite blast."

* * * * *

Last month we visited some of the northernmost reaches of today's C&O—the line of the Leelanau Transit Company from Hatch's Crossing to Northport, Michigan. This line is currently up for abandonment by the C&O, and the ICC has approved its abandonment, but an order postponing the abandonment date has been in force for over a year.

Hatch's Crossing is reached by traversing some obscure county highways in Leelanau County. Nothing but the track is left here. The fact is, there was never a rail crossing here—Hatch's was the spot where the Traverse City, Leelanau & Manistique Railway joined the Manistee & Northeastern to gain access to Traverse City. The TCL&M was constructed in 1902 and 1903, and operated as a subsidiary of the Grand Rapids & Indiana (later Pennsylvania Railroad). It folded in 1918, was reorganized as the Leelanau Transit Company, and leased to the M&NE beginning in 1920.

The M&NE line through Hatch's was their main track from Manistee, via Interlochen, Ruthardts, and Solon. With the M&NE coming under the influence of the Pere Marquette, the mainline between Kaleva and Traverse City not only became redundant, but was also the long way around, so it was abandoned in favor of trackage rights over the PM in 1934. Hatch's then became the junction of the LT line and the M&NE branch to Ruthardts (with a branch from Solon to Provemont), a remnant of the old mainline. By 1945, the branch only extended to Cedar, along the old Provemont branch; this was abandoned by 1957, leaving Hatch's to be only a property line between the M&NE and the LT. The M&NE roadbed beyond Hatch's is still visible, and the C&O now operates both the remaining portion

of the M&NE and the LT Co. as their Suttons Bay Subdivision, between Traverse City and Northport.

Little of significance remains between here and Suttons Bay. At Suttons Bay, the attractive depot—built entirely of fieldstones—now serves as the office for an architectural firm. A caboose, in good repair and a fresh coat of red paint, sits alongside the track behind the downtown buildings. It is not an ex-PM cab—it's too long, and has its cupola too far toward one end. A lumber company and cannery provide some revenue for the C&O here, and we happened on the SW9 and ex-PM caboose of the crew that works the branch. The crew was nowhere around; perhaps they'd gone to lunch before returning to Traverse City.

North of Suttons Bay, the track has not been used for years. Rust covers the 60-pound rail, and any train making an attempt at the trip to Northport would face numerous problems at paved-over highway crossings. Omena, which may once have been a junction of this line and an M&NE branch from Solon, just has a few buildings along the highway near the bay—nothing up by the railroad.

At Northport, the 1920 passenger station—built with fieldstones again—is now a restaurant which (unfortunately for us) is only open during the summer tourist season. The track still runs between the station and the street, but you have to be looking for it. C&O A521, a yellow ex-Pere Marquette caboose, stands behind the depot and serves as a gift shop, also closed for the season. By the parking lot is a display of photographs of railroad activities along the Leelanau line in bygone days.

The line extends for a short distance beyond Northport, presumably toward the site of the slip from which ferries left for Manistique, in Michigan's upper peninsula. An oil company had a spur just north of the town. Beyond there, the line curves into the woods to an obscure ending.

—Carl Shaver

THE 1977 C&OHS CALENDAR: A great gift idea for Christmas—or for yourself. Thirteen superb photos, dates important in C&O history, plenty of space for memos, many other features. To C&OHS members, the price is \$2.50 (add 50c for first class mailing). Order from the C&O Historical Society, Box 417, Alderson, WV 24910.