



RAILFAN &

JULY 2007

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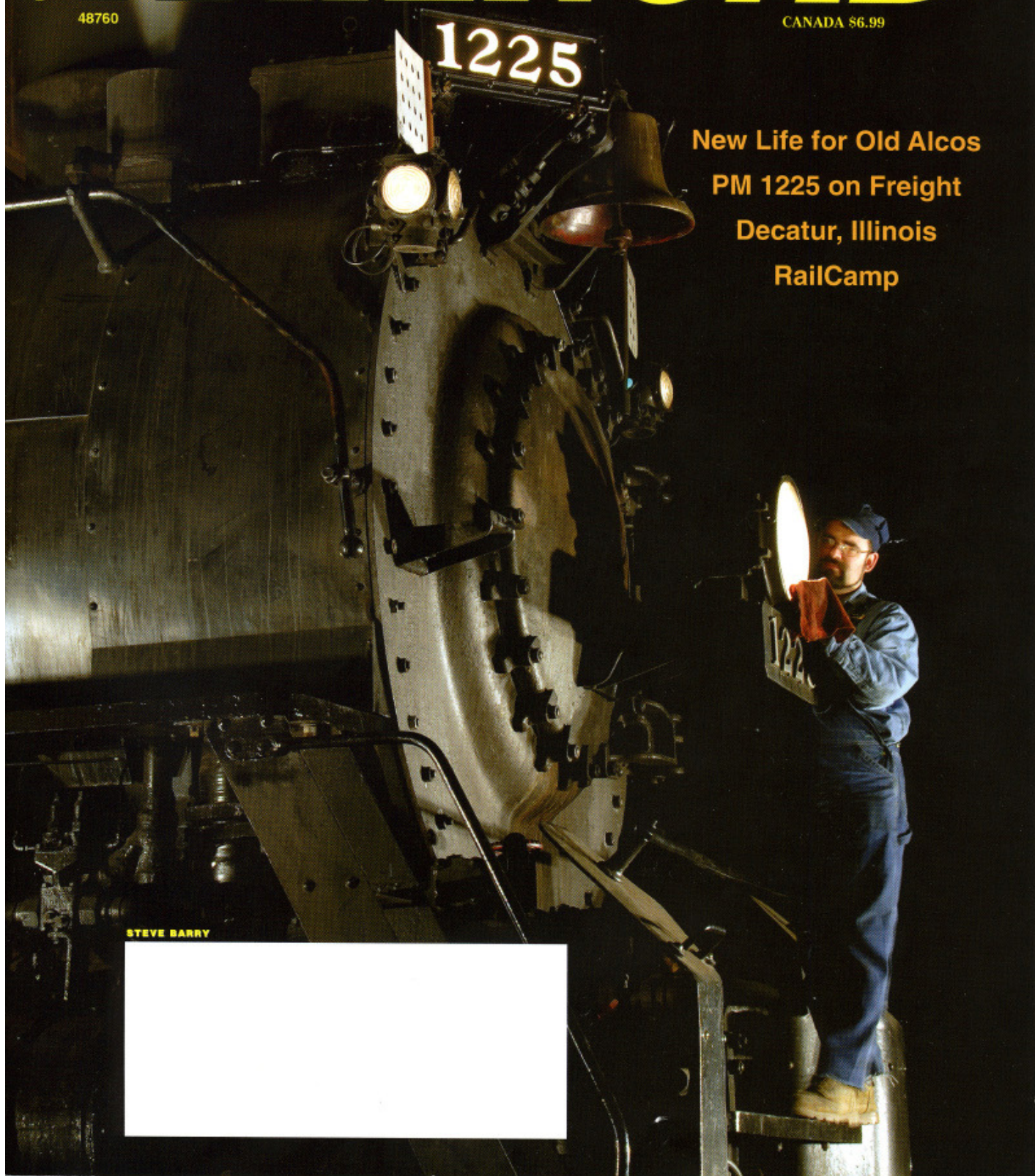
# RAILROAD

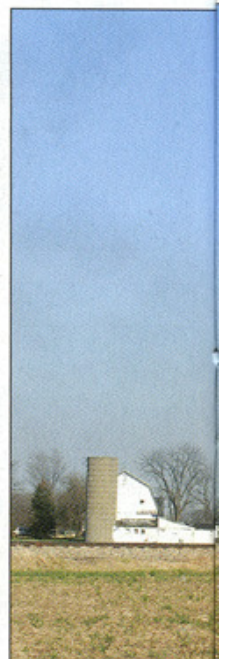
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CANADA \$6.99

New Life for Old Alcos  
PM 1225 on Freight  
Decatur, Illinois  
RailCamp

STEVE BARRY





CLOCKWISE FROM ABOVE: A pleasant spring evening is spent at the elevator in Carland, Michigan, on April 21 as the crew chats with a local farmer; PM 1225 and the crew relax after a hard day; just a few hours earlier, 1225 blasted past the elevator with its headlight off and a coat of road grime that made the scene something out of the early 1950s; PM 1225 heads west at King Road outside Owosso on ex-Ann Arbor trackage; the classic lines of Lima super power are displayed in the low, early morning sunlight.



# Youuu Dirrrty Berk!

**“Do *NOT* wash the locomotive!”**

**By Steve Barry**



**W**HAT WOULD Pere Marquette 2-8-4 No.1225 have looked like in regular freight service in the 1940s and 1950s? That’s the question that Historic Transport Preservation, Inc., Lerro Productions and the Steam Railroading Institute set out to answer on the weekend of April 21-22, 2007. The 1225 had its “modern” paint trimmings blacked out on the handrails, a set of vintage automobiles were brought in to set the mood and three boxcars lettered for railroads of the past were coupled to 1225’s tender. But what really made the transformation complete was something that *wasn’t* done. They didn’t wash the engine.

The 1225 rolled out of the Lima erecting shop in 1941 and had an all-too-brief career working for the PM and successor Chesapeake & Ohio. Retired in 1951, the locomotive found its way to a display site on the Michigan State University campus (we’ll ignore the fact that an Ohio-born locomotive was at MSU) where it resided from 1957 until 1983. It was re-





**LEFT: Steve Wasiura and T.J. Gaffney give the 1225 a spin on the SRI turntable at Owosso on Friday evening.**

**TOP: The freight heads north outside Ashley on the former Ann Arbor.**

**ABOVE: Barney Gramling unloads LCL freight into Jack Johnson's 1942 Ford pickup.**

stored to service in 1988, and its biggest claim to fame came in 2004 when it was used as the template for the locomotive in the *Polar Express* movie.

That brings us back to the weekend of April 21-22. PM 1225 had come off 30 days of working *Polar Express* trips during the winter months and hadn't been washed in the meantime, leaving a patina of workaday grime. When trip organizer John Craft saw the locomotive, looking like it had just come off of hard freight running, he told the Steam Railroading Institute, "Do not wash the engine." Not quite sure they had heard properly, they asked several more times, "Should we wash — ?" "Do not wash the engine!"

The official festivities kicked off on Friday evening, April 20, as Pete Lerro and Jeff Rayner positioned about

10,000 watts of portable lighting around the SRI turntable in Owosso, Michigan, for a night photo session featuring many SRI volunteers posing. Saturday morning everyone was at the first runby spot by 6:30 a.m. to capture sunrise, and photo runbys were held all day long on Lake States Central's ex-Michigan Central and Ann Arbor trackage outside Owosso. The afternoon was capped by runbys at the grain elevator in Carland, where owner John Lehman had trimmed grass and moved equipment to make the runbys (and following picnic dinner) enjoyable. Then automobiles from the Bluewater Chapter of the Antique Truck Club of America (which shadowed the trip both days) were posed for night photography. Sunday was more of the same, with everyone calling it quits at about 5:00 p.m. after two days without a cloud in the sky.

Thanks have to go out to T.J. Gaffney and Barney Gramling of SRI who really made the trips happen (along with hundreds of hours put in by SRI's volunteers). John and Danah Craft were gracious hosts from Historic Transport Preservation, and Pete Lerro of Lerro Productions brought a new dimension to group night photography. There were literally dozens of people involved in the planning and execution of the trip.

It all ended over dinner on Sunday night when about a dozen photographers and a dozen volunteers from SRI gathered for dinner at Lefty's in Owosso. John Craft got everyone's attention and, for the benefit of the SRI folks, he asked the photographers present, "Did we want the engine washed?" "No!" ☞

photography.

Each year the Center for Railroad Photography & Art has a photo contest, with the winners announced at the conference. We are pleased to present the winners of the 2007 contest beginning on **page 44**.

**A Few Words on 1225**

It was the small details that really made the recent photo charter with Pere Marquette 1225 work (**page 28**). For Friday night and Saturday the locomotive sported flying number boards (see the cover shot) while on Sunday the boards were returned to their usual spot bracketing the headlight. And with numerous photo stops at grade crossings, the energetic ground team would cordon off the area to keep modern automobiles from fouling the scene, as well as removing annoying stop signs (and replacing them) from crossbuck posts. It was a job well appreciated by the photographers.

**Digitally Altered Photo**

A ruckus recently rocked the newspaper world when it was discovered a photographer had digitally altered a news photo. The alteration involved simply removing a pair of legs from behind a banner, but the rule of news photography is "if it was altered, 'fess up." Here at R&R, our policy is any digital alterations to an image (other than for exposure) should be noted. With that rule in mind, I need to confess that the image on the lower left of page 28 had some non-vintage decals digitally removed from the pick-up truck's rear window. There, I've confessed.

*Steve*

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**All aboard!**

Photo Credit: Kurt R. Bell Collection

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