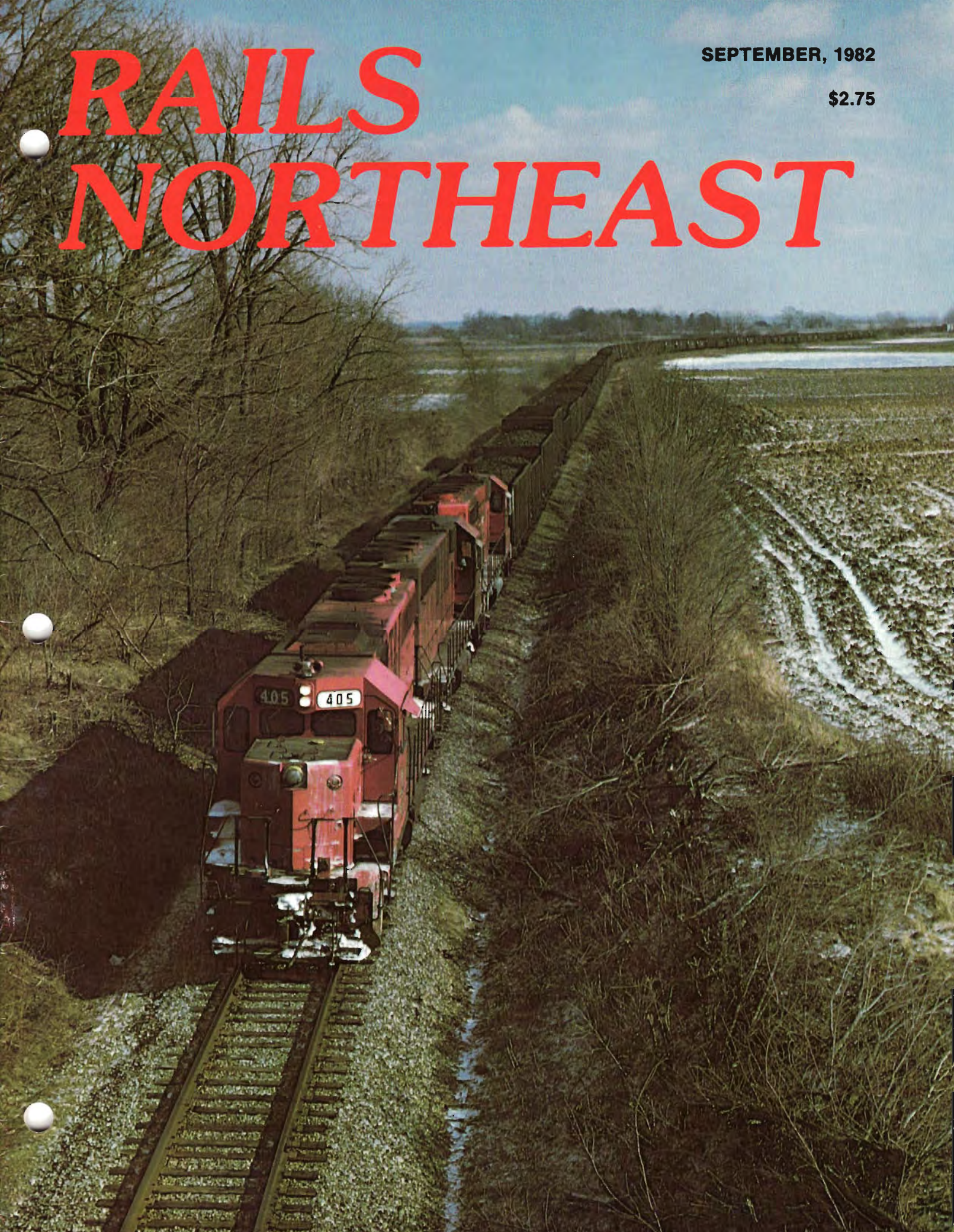


RAILS NORTHEAST

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THE DT&I



"A LOOK AT THE CURRENT OPERATIONS OF THE RAILROAD THAT HENRY FORD ONCE CONTROLLED."

by:

DWIGHT JONES

Photos by the Author

Editor's Note

The following article was originally researched and photographed in 1979. At that time DT&I was still operating as an independent railroad. Three railroads - Chessie System, Norfolk and Western, and Grand Trunk Western were interested in acquiring the DT&I. Grand Trunk Western finally won the fight and the deal was consummated with DT&I parent Pennco in 1980.

Any article on the current operations of a railroad can become outdated almost overnight. When merger forces enter into the picture the changes can come even more quickly. Many phases of DT&I operations have changed as a result of the merger in the last two years as might be expected. This article, then, is a representation of the current operations of the DT&I in its last year of independent operations. No effort will be made to include all the changes that have occurred since 1979 although some of the more prominent ones will be noted.

Orange geeps, colorful freight cars, prestressed catenary arches, and Henry Ford. All these items bring only one railroad to mind - the Detroit, Toledo and Ironton: a 464-mile North/South, Ohio - Michigan carrier. A carrier that interchanges with over a dozen other railroads in its two state system - a fact that was epitomized by the road's "We have the Connections" slogan painted proudly on all freight and caboose cars. And although that message is no longer bill-boarded on Company equipment, one need only stand by the mainline in Northern Ohio or Southern Michigan for a short time to realize that the DT&I's freight business with its "Connections" is really booming.

As its name implies, one would suspect that the DT&I would maintain a large classification yard in Detroit from where its high iron would stretch to the next important terminal at Toledo before continuing to its final namesake at Ironton.

Names can be deceiving, however, and such is the case with the DT&I's. The road no longer maintains any trackage in Detroit. The major northern classification yard is found not in Detroit but 17 miles south at Flat Rock. Toledo is reached only via trackage rights with ex-partner Ann Arbor for a distance of 17.5 miles. The southernmost terminal for the bulk of the road's freight is with its connections in the greater Cincinnati area. Ironton is serviced only by a one-train-per-week-day local using a single unit and traveling over 25 miles-per-hour branch line track. Such is the modern-day DT&I system.

The railroad once known as Henry Ford's road is currently (in 1979) engaged in merger talks which appear to be headed for a Grand Trunk Western/DT&I marriage. The future independent operation of the road is at this time (1979) uncertain. It is therefore both appropriate and timely to take a look at the road that Henry Ford once salvaged from bankruptcy and turned into a most classy and profitable business venture. **(Update: In 1980 merger between GTW and DT&I was consummated with GTW paying DT&I parent Pennco \$25.2-million.)**

Opposite - Southbound DC-9 approaches Maitland Tower in March, 1979.

Although the DT&I's corporate headquarters is located at One Parklane Boulevard in nearby Dearborn, Michigan, the nucleus of day to day operations of the DT&I stems out of the large, modern Flat Rock, Michigan, complex on the northeast side of the town of Flat Rock (population 5643).

The sprawling Flat Rock yards consist of the diesel shops, roundhouse, turntable, (the only one maintained by the road) hump classification yard, trim yards, operations building, car repair facility, engine docks, and track supplies stock area. To examine Flat Rock's beginning as the focal point of operations it is necessary to turn back the clock of time nearly 60 years to the Ford era.

Henry Ford acquired the DT&I in the summer of 1920 and immediately set about to make improvements to the railroad. In addition to a general clean-up crusade over the system, two new

Below - Found switching the south side of Flat Rock Yard in May, 1979 were GP-9 #989 and one of the units that helped displace 989's sisters on DT&I's locomotive roster - GP-38 #202.

corporations were formed to construct additional facilities for the road. One of these new corporations was the Ford Transportation Company.

The Ford Transportation Company was incorporated in June of 1923 with the purpose of building the large Flat Rock Yard. When the yard was finally completed it consisted of approximately 25 miles of track, track scales, a water station, and car repair facilities. Over the years many additions and improvements have been added to the yard to modernize its operations and handle the increased traffic generated by the line and the expanding automobile business.

Today, the modern yard, as it has been stated before, is the main focal point on the system. To the South stretches the trunk line into Ohio and the southern gateway beyond. On the east end of the yard is D&I Junction separated from the yard by an Interstate 75 overpass.

D&I Junction serves as the separating point for the road's two northern stems. The D&I Branch runs North to the Rouge Yard adjacent to the Ford Motor Company's River Rouge plant. The



eastern of the two stems leaving D&I Junction and runs due east then swings north through Trenton, Wyandotte, and finally to South Yard at Ecorse. Let's take a more detailed look at the two north stems from D&I Junction North.

MAIN LINE - NORTH

The original main line is the eastern most of the two stems that run north from D&I Junction. It runs due east for two miles before gradually curving northward behind the Trenton Chrysler Engine plant to parallel the West side of Conrail's Toledo Branch and the Detroit & Toledo Shore Line

At "FN" tower the DT&I crosses over Conrail to become the easternmost of the several parallel tracks while the D&TSL simultaneously crosses over to become the western most of the parallel tracks. In effect the two roads just change sides while Conrail stays in the middle.

The road continues north from Trenton paralleling Conrail and D&TSL routes for 6.3-miles passing through Riverview and entering Wyandotte, Michigan. At Mill Street a connecting track is maintained which allows DT&I trains to travel north over the

tracks of Conrail. Just north of Mill Street the line swings northeast leaving the Conrail and D&TSL tracks and crosses over West Jefferson Avenue entering the industrial river frontage in Ecorse.

The road maintains a small switching/transfer/storage yard known as South Yard at the south end of the river front industrial complex. The yard is located adjacent to the bustling Great Lakes Steel plant.

The track continues northward for another 1.5-miles passing the Detroit Edison's River Rouge power plant, where the Detroit Edison unit coal trains are delivered before the line finally ends at milepost 1.7 "Shortcut Bridge".

About 1975 the DT&I sold the trackage from milepost 1.7 north to the end of the line at milepost 0 to the Delray Connecting Railroad. This line ran across "Short cut channel" on a draw bridge, crossed north and then veered northwest across Zug

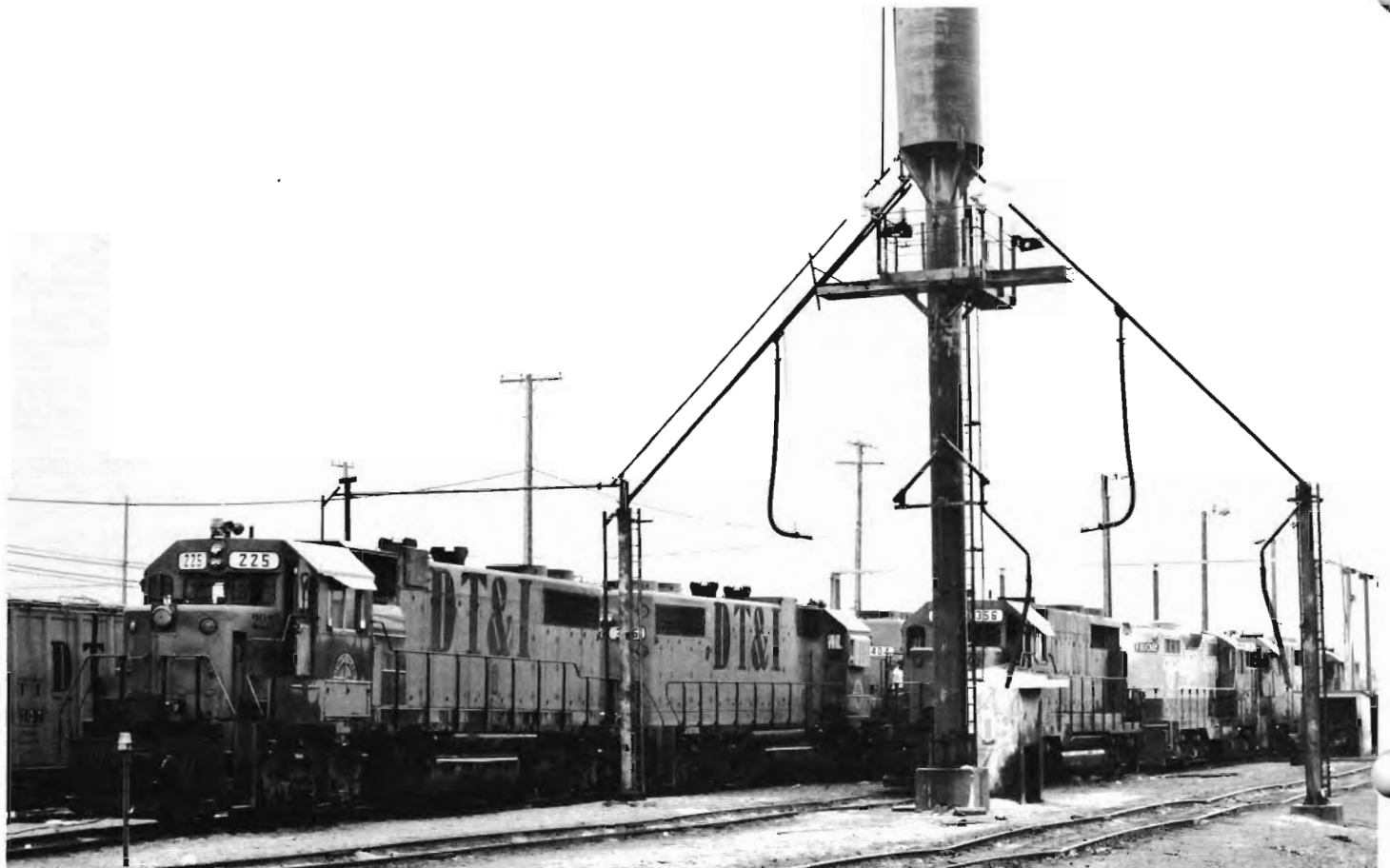
Below - Interpool #1602 was on lease to the DT&I in 1979 and was assigned to switching duties at Flat Rock.





Foreign power is not immune to Flat Rock as evidenced by a pair of Conrail units idling outside the shops in the presence of DT&I power.

Below - Five different makes of locomotives idle under the sanding tower at the Flat Rock, MI engine docks on 6/30/79.





Left - An SD-38 and GP-38 wait to get into the Flat Rock Diesel Shops in May, 1979. #207 obviously needs a little body attention.



The 2,000 horses inside #252's body are harnessed to work the Flat rock hump in 1979.



SD-38 #252 shoves up the hump ever so deliberately as sister unit 251 returns to the yard on a flat track for another cut of cars in May, 1979.



It's a rainy night in Flat Rock where GP-40's #419 and 416 are bedded down for maintenance inside the diesel shops.

Island before crossing "Old Channel" on a swing type bridge and running to West End Avenue, M.P. 0, in Detroit. "Old Channel" is the original channel of the Rouge River. "Short Cut Channel" as its name implies was constructed to provide a quicker connection between the Rouge River and the Detroit River. The construction of this short cut channel left a small piece of real estate bordered by the Detroit River and the Rouge River which became Zug Island. Both of the bridges on the line were sold to the Great Lakes Steel Corporation, owner of the DCRR. The entire length of the line from Short Cut south to D&I Junction is just 13.5 miles.

Much interesting power abounds along the old main line. The Delray Connecting Railroad has four Alco switchers, Detroit Edison's River Rouge power plant has an EMD SW900, Great Lakes Steel has a big fleet of EMD switchers, and Wyandotte Terminal has several Baldwins and Alcos. Also in Wyandotte is the Wyandotte Southern with a new GE 110T center cab unit, and not to be overlooked the Pennwalt plant has a fireless cooker in bicentennial livery.

The old main line is also host to many interesting trains. The largest has to be the Detroit Edison unit coal train which is run between the L&N yards in Decoursey, Kentucky and the Detroit

Edison's River Rouge Power plant. The *Dixie Queen* runs out of Flat Rock yard on the old main line to Mill Street in Ecorse. There the train gets on the Conrail's Toledo Branch and runs north through Conrail's River Rouge Yard, across the Rouge River on the Conrail drawbridge, past Delray tower and joins the Conrail Buffalo-Chicago main line at West Detroit tower in Detroit. The *Queen* passes Michigan Central Terminal where the Amtrak trains run and plunges into the Detroit River tunnel for the seven minute run to Canada. In Windsor, Ontario, just past Conrail's Windsor Depot, the *Queen* swings off the main line onto a loop track to the Essex Terminal Railroad main then onto another connecting track into the Canadian Pacific's Windsor yard.

Another long interchange run is made to Grand Trunk Western's East Yard in Ferndale, Michigan. This interchange run is rotated between the DT&I and GTW every four months. When the DT&I has the run, their train, GT-2 leaves Flat Rock Yard in the morning and travels over the old main line to Mill Street in Ecorse. At Mill Street, GT-2 leaves the DT&I main and gets on Conrail's Toledo Branch for the run to West Detroit interlocking. At West Detroit, GT-2 crosses Conrail's Buffalo-Chicago main line and gets on the Mackinaw Branch. Just North of Michigan Avenue at CP Vinewood, GT-2 uses the connection track



A northbound puller, powered by GP-38 #203, travels under Henry Ford's catenary arches at Taylor, MI in June, 1979.

between Conrail and the GTW to get onto GTW's Mt. Clemens Subdivision to continue its crosstown run. At Milwaukee Junction, GT-2 formerly turned North onto GTW's Holly Subdivision to go to Ferndale Yard but starting in late 1978, GT-2 stayed on the Mt. Clemens Subdivision crossing the Holly Subdivision at Milwaukee Junction and continuing for about a mile to East Yard in Hamtramck. After making its interchange, GT-2 becomes GT-3 retracing its route back to Flat Rock. When the Grand Trunk Western has the run, their train normally comes out of East Yard but will, upon occasion, come out of Ferndale Yard. The GTW train has no name or number but is called either the 6:30 all purpose or DTI transfer.

Other trains on the old main line include runs to Trenton (coal and coke for McLouth Steel in N&W hoppers), Ford Yard in Wyandotte (chemicals for BASF-Wyandotte and Penwalt), and South Yard in Ecorse (cars for Great Lakes Steel and Allied Chemicals). Runs are also made north from South Yard for interchange with the Delray Connecting Railroad on Zug Island.

Foreign line trains operating on the DT&I line include the trains of Great Lakes Steel Corporation consisting of hot metal cars which run from Short Cut bridge south to South Yard. Wyandotte Terminal trains also travel over DT&I tracks from Mile Post 6.3 to the north end of Ford Yard (M.P. 8.2) in Wyandotte.

The Dearborn Branch

When Henry Ford took control of the ailing DT&I Railroad in 1920 he organized two subsidiary corporations. One of these was the Detroit and Ironton Railroad Company which was established with the purpose of building, in 1923, a double track rail line from the Ford Motor Company's River Rouge Plant in Dearborn, Michigan 13.5 miles south to a connection with the existing DT&I Railroad at a point just east of the Flat Rock yard which became known as D&I Junction. By constructing this line, which the railroad referred to as the Dearborn Branch, Henry Ford established a direct transportation system for shipping finished

Right - Prestressed catenary arches dating back to the Henry Ford era stretch over four tracks for a short section just north of route 39 in Allen Park, MI. The Conrail caboose is bringing up the markers on a northbound DT&I puller on June 30, 1979. The four tracks from Left to Right are the southbound and northbound Dearborn Branch mains, and two interchange tracks with the Norfolk and Western at Oakwood Junction.



Left - DT&I GP-9 #986 is holding company at the River Rouge Yard Office with extended vision cupola caboose 141 on 6/30/79. The 140-series cabs were manufactured for the DT&I by the International Car Co. in 1973.

goods from the River Rouge plant as well as for the receipt of raw materials for use at the plant.

Also of significance on the Dearborn Branch was the form of power that would be used to power the trains for this was the section of the railroad that the great auto maker had singled out to begin a truly unique experiment on.

The Dearborn Branch was the scene of Henry Ford's great electrification project. His unique design of prestressed catenary arches lined the double track iron of the Dearborn Branch supporting the overhead catenary which would transmit the power that would run the road's two custom built electric locomotives that would work in hauling tonnage between Ford's River Rouge plant and the new classification yard at Flat Rock. Ford, fascinated with the prospects of rail electrification, envisioned an

electric railroad running at least to Toledo and possibly farther. His enthusiasm later subsided, however, and the original Dearborn Branch electrification was never extended south of Flat Rock. The prestressed arches were installed as far south as Carleton, Michigan 6 miles south of Flat Rock and the prestressed foundations can be seen today dotting the right of way almost to Diann Tower nearly forty miles from Dearborn.

In June of 1929 Henry Ford sold his interests in the DT&I to the Penroad Corporation which subsequently dismantled the electrification system and retired the two electric locomotives in 1930. A look at the Dearborn Branch as it exists today can best be accomplished by starting at D&I Junction on the south end of the line.

D&I Junction is located just to the east of the I-75 overpass in



Symbol freight DS-3 with lead unit 1776 still in its Bicentennial livery (it has since been repainted and renumbered to 228) rolls past one of the few remaining remnants of the great electrification project still evident south of Flat Rock. The location is Carleton, MI, and the old pole survived to serve double duty as a signal post. Note the old DT&I herald on the phone box. That emblem was superseded by the DT&I's compass emblem about 1954.

Woodhaven, Michigan. Four tracks extend for a hundred or so yards from the northeast end of Flat Rock yard to D&I Junction. At the junction one track continues due east (the original main line) and three tracks veer north to start the Dearborn Branch. The three tracks quickly reduce to two and the line passes the Mobil Oil Plant. The plant receives tank cars loaded with oil additives and ships out bulk grease. The DT&I line next passes by Ford's Woodhaven Stamping Plant which the DT&I services. The double track line continues north to Fordhaven a distance of 2.3 miles north of D&I Junction. The line, although originally double tracked, has since been reduced to a single main although the second track is still present and used as a storage siding in places.

At King Road the DT&I maintains a piggyback facility which the sign along the road identifies as "Brownstown Fordhaven Piggyback". The yard has a small office building and a large parking lot for pig trailers. The concrete foundations for Henry Ford's arches are still visible along the line at this point although the arches have long since been removed. Just to the north of the pig park is Sibley Road. A bumper puts an end to the West track of the two track line and only a single line extends to the North.

Below - GP-35 #351 returns northbound to Flat Rock yard with a work train in tow after a day of ballast duty. The engineer is about to grab the orders from the operator at Diann Tower in May of 1979.

About one mile north the line crosses Pennsylvania Avenue and 2- of a mile north of the crossing the old West track comes back into play as Pennford Siding, used as a storage siding. This also marks the start of the overhead arches that are still present, standing the same as they have been for over a half a Century. Nine of the arches extend northward until broken by the construction to build the Eureka Road underpass and the I-75 overpass that crosses over the DT&I just north of the Eureka Road under pass.

On the North side of the Interstate crossing the arches begin again and after three arches is located Penford Tower. This is a Conrail tower and DT&I trains run into Conrail's Lincoln Yard from this point and Conrail trains make setouts on Penford siding for the DT&I.

The single track of the Dearborn Branch continues north under arches to milepost 9.2, Park. Park is located just north of Champaign Street in Allen Park and is where the single track of the branch becomes double track for the completion of the line into Rouge Yard.

North of Champaign Street the double track line crosses over route 39, Southfield Road. On the north side of the overpass the double track arches become four-track arches. One arch spans the two tracks on the west and another arch spans the two tracks



on the east. Both arches are supported by a common center post. The two tracks on the west side are the running tracks while the two tracks on the east are storage sidings. Just north is Oakwood Junction where the rails of the N&W cross the DT&I. At Oakwood Avenue the overhead arches end and do not extend any farther north having previously been removed.

2.2 miles north of the Norfolk and Western crossing at Oakwood Junction is Schaefer Tower. This is a Conrail tower built by the D&I Railroad when the branch was originally constructed. The Conrail operator and the DT&I's Rouge yardmaster are located on the second floor while the yard clerks occupy their desks on the first floor. One tenth of a mile north of the tower/yard office is the Rouge Yard, separated from the tower/yard office by the Schaefer Highway underpass. When they're not in use the pullers that traverse the Dearborn Branch can be found idling adjacent to the building with their cabooses.

Two and three tenths miles north of the Rouge Yard the line finally ends at Fordson. At Fordson the DT&I interchanges with the Chesapeake & Ohio, Conrail, and the Detroit Terminal.

Trains running on the Dearborn Branch include: the DT&I's piggyback train, the "Railblazer," which originates on the line at the pig yard at milepost 2.5. Pullers travel between Flat Rock yard

and the yard at River Rouge. The pullers interchange with the N&W at Oakwood Junction and do interchange work at Penford. Runs out of Rouge Yard interchange with the C&O, Conrail, and Detroit Terminal at Fordson to the North. DT&I trains also run into Conrail's Lincoln Yard from Flat Rock.

Flat Rock - South

The railroad travels southwest from Flat Rock in a straight line running for 6.3 miles to Carleton where a brick tower protects the DT&I/C&O diamond. Carleton marks the southernmost installation of Henry Ford's overhead prestressed catenary arches. The arches have long since been removed but an occasional remnant remains serving as a signal post or telephone pole. One such pole is located just west of the C&O's crossing at Carleton serving as a fixture to hold a unique circular-DT&I metal phone box with the old style DT&I emblem embossed into the phone box door. The pole also holds the signal that protects the diamond crossing.

Below - Painted silver, a DT&I water tower stands guard over the old watering station at Metamora, Ohio located right on the Ohio-Michigan border as southbound DL-1 with a pair of SD-38 units heads for Delta, Ohio in May, 1979.





DC-9 bound for Cincinnati and lead by GP-38 205 and two other units crosses the double track bridge over the Maumee River near Napoleon, Ohio on 7/1/79.



Above - In May, 1979, southbound DS-3 was found working the yard at Malinta, Ohio before resuming the journey to Lima.

It should be noted at this point that the DT&I's main from Flat Rock yard south to Huron, a distance of four miles, is double tracked. A traffic control system then protects the line from Huron south to Diann Tower, 20.6 miles.

The line continues from Carleton on its straight trek through the small communities of Scofield and Maybee until reaching Steward Road. At Steward Road, some 18 odd miles south of Flat Rock, the southern most signs of Henry Ford's great electrification project are still evident in the form of the large support foundations with four protruding bolt studs pointing skywardly ever patiently ready to accept the installation of the prestressed support structures and arches - an installation that would never come.

A slight curve in the line at Steward Road gives the rails a more southerly trajectory as they continue southwest crossing over the Raisin River on a very picturesque little concrete viaduct before arriving at Diann Tower.

Diann Tower is located a couple miles southeast of Dundee, Michigan, and bears its name from the two railroads that clatter across its diamond, the DT&I and the Ann Arbor Railroads. It is at this point that current day DT&I trains bound for Toledo leave the high iron of the mother road and enter upon the tracks of former partner Ann Arbor for the balance of the journey to Toledo.

Diann Tower is a very neat looking, modern little tower with brick exterior and a unique tile roof and is crammed full of sophisticated electronic surveillance equipment including a centralized traffic control panel, hot box detector with strip chart, etc. A small interchange yard is also located adjacent to the Diann facility where set-offs and pick-ups can be made by DT&I and Ann Arbor crews.

It has already been noted that when Henry Ford took control over the railroad in 1920 he formed two new related corporations. One was charged with constructing the Flat Rock yard and the other with building two new extensions. One extension, named the Dearborn Branch, ran from D&I Junction north. The other extension was a major main line relocation project constructed between 1925 and 1929. Its purpose was to provide a straight line cut off to eliminate the old circuitous route via Tecumseh and Napoleon.

The new main line when completed stretched for some fifty odd miles between Diann and Malinta, Ohio. Some of the more notable landmarks on the line include a watering station built at Metamora, Ohio, (virtually straddling the Ohio-Michigan border), the amazing man made "Delta Hill", and the long double track viaduct bridge built over the Maumee River just east of Napoleon, Ohio.

Continuing the look at the DT&I from Diann Tower south one finds Petersburg located next on the line three and six-tenths miles southwest of Diann Tower.

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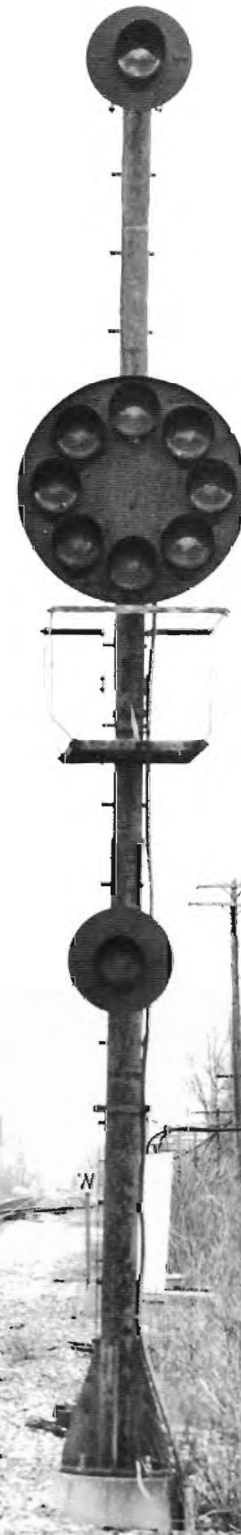
Petersburg

The main line of the DT&I doesn't actually run through the community of Petersburg but rather skirts about a mile southeast of it. At one time Petersburg was the junction point of DT&I's Toledo Branch but after trackage rights were secured over the Ann Arbor Railroad, the tracks of the DT&I's Toledo Branch were removed. Today it is difficult to tell there was once even a junction at Petersburg. There is still a passing siding located there capable of holding 145 50' cars. Just to the south of Petersburg the railroad has recently installed a few miles of welded rail.

THE DT&I

by:
DWIGHT JONES
Photos by the Author

Part II



Above - DC-9 with GP-40 #409 is about to enter the tracks of the B&O at "XN" tower just south of Leipsic, Ohio.

TOLEDO BRANCH

In 1931 the DT&I purchased the Toledo-Detroit Railroad stretching from Toledo northwest to Dundee, Michigan. The line had previously been controlled by the DT&I, through stock ownership, since 1916. When Henry Ford completed his mainline relocation project in 1929 the line from Petersburg to Toledo became the Toledo Branch.

The Toledo Branch stretched southeast from Petersburg through Lambertville, crossed the Ohio border and finally ended at the DT&I yard 16.6 miles later. Sometime in the late sixties the line was abandoned and the track later removed from Petersburg to just south of Sylvania Alexis Road in northern Toledo. The road then obtained trackage rights for 17.5 miles over the almost parallel Ann Arbor Railroad from Diann Tower southeast to the Ann Arbor's Ottawa Yard in northern Toledo. DT&I's Temperance Yard is then reached via 2.9 miles of Toledo Terminal trackage. The road maintains no yard engines in Toledo for switching, relying on the Toledo Terminal for the interchange work and the DT&I's own road power for any other switching activities. The road trains are operated between Toledo and the major yard at Flat Rock.

The line crosses the state boundary and enters the Buckeye state at Metamora. Here the road has another passing siding and boasts an old DT&I watering hole complete with lake, building, and a classic DT&I style water tower, all still intact. The road's design of water towers was unique and attractive and at least five of the all steel towers still stand. The one at Metamora however, is painted silver as contrasted with the black paint that adorns the other structures.

As the line leaves Metamora it is still cutting diagonally across the state of Ohio but that quickly changes just to the south of town as the line adopts a near perfect north-south attitude and begins the climb up "Delta Hill".

Delta Hill

Delta Hill is a man-made fill that stretches over six miles in length and elevates the DT&I single track main over a dozen roads as well as the main line of Conrail (ex-New York Central) and the Norfolk and Western (ex-Wabash).

Delta Hill or simply "The Hill" as referred to by some crews is a spectacle to observe as it contrasts markedly with the otherwise table top flatness of the northern Ohio terrain. The steep grades leading up both sides of the hill take their toll quickly on fast moving freights which are moving at no more than a crawl as they cross the East-West main of Conrail at the summit. Also located at the top of the hill is a passing siding capable of holding 138 cars of 50' length. If this isn't enough, to complicate matters the DT&I maintains a small 5 track interchange yard parallel to the Conrail



Above - An SD-38 and GP-38 are stopped on the passing siding at Ottawa, Ohio as a northbound B&O grain train with an original Chessie unit (extra large cab initials and silver trucks) blows by at 50-mph.



Above - Coal bound for the Detroit Edison plant near Detroit is carried high over the Great Miami River north of Quincy, Ohio in May of 1979.



Above - A trio of GP-40's captured crossing "Mosquito Lake Trestle" in May, 1979. Below - Five units power northbound unit coal train DE-74 on "Mosquito Lake Fill" north of St. Paris, Ohio in May of 1979.



line just to the west of the hill. Interchange is also possible with the N&W via a connecting track on the far west side of Delta yard. To get to Delta yard the DT&I has a connecting track that takes off the main at the south end of the passing siding on the hill and drops down the west side of the hill, makes a sharp 90-degree bend and enters the yard.

The yard is normally worked by one of the DL trains. To gain a better perspective let's take a look at a typical operation at Delta.

Below - Freshly scrubbed lead unit 403 is about to relinquish that position to filthy dirty 208 being added to the consist by a Springfield hostler as the Flat Rock crew heads for the Maitland crew building. The train is DC-9 bound for the Decoursey yards of the L&N. Date: 5/79.

Train DL-1 has been dispatched south from Flat Rock to interchange at Delta yard. Power for the run is a pair of SD-38's. At Petersburg northbound SD-4 informed the crew of southbound DL-1 by radio that two cars had been left on the south end of the passing siding on the hill. DL-1 waits in the passing siding at Petersburg for northbound SD-4 to pass then proceeds out of the siding and onto the main for the run south to Delta yard. Upon arrival at the hill DL-1 travels to the south end of the hill where the switch is thrown and the entire train is shoved, caboose first, down the west side of the hill toward the sharp bend that leads to the yard. After clearing the main the two SD-38's return to the passing siding to retrieve the two cars left there by northbound SD-4. These two cars are added to the consist of DL-1 and the whole train is then shoved down the hill around the 90-degree bend, the caboose is kicked off and the remaining cars are shoved in the





Above - Northbound JD-4 shown crossing the Conrail diamond at Maitland tower with coal received from the Norfolk and Western at Waverly, Ohio. The lead unit GP-40 is trailed by a rare SD-38. When this photo was taken in April, 1979 six axle units seldom ran south of Lima. In less than two months the tower would be gone. Below - DT&I units idle between assignments on the three track Springfield diesel docks on 6/24/79. This facility was abandoned and the tracks removed when the new engine facility was opened at "Junction."





Map Drawn by Dwight Jones

Right - The skies are threatening overhead in late March, 1979 as lead unit 208, equipped with a new set of "flying saucer" spark arrestors rolls northbound across the Conrail diamond at South Charleston, Ohio bound for Springfield.



Left - Southbound DJ-1 eases through Washington Court House, Ohio on a quiet Sunday morning in June 1979. The office is typical of the well kept company property.

receiving track. The caboose is then tacked on the rear of the outgoing cut, the engines are run around to the far west side of the yard and the out-going train is then shoved, caboose first, back around the 90-degree bend and up the stiff grade to rejoin the main line on top of the hill. The two SD-38's, whose train is now stopped on the steep northbound main, give a hearty heave-ho to get train LD-2 moving for the return trip to Flat Rock.

The single track main line continues south from Delta Hill and crosses the Maumee River 10 miles down the line on a double track viaduct bridge. Although the bridge was built as a double track structure, one of the two tracks, the east track, is a passing siding used only to store cars on. Located on the south bank of the river is another of the DT&I's classic steel water towers and accompanying brick pump house with red tile roof. Five miles south of the river crossing is the DT&I's Malinta yard.

Malinta

Malinta has a north siding, a south siding and six track yard. The yard is worked by main line jobs as well as the Tecumseh branch locals as the Tecumseh branch leaves the main line just south of the yard.

Seven miles farther south is the small town of Hamler where the DT&I crosses and interchanges with the double track mainline of the Baltimore & Ohio's Akron Division. Located also at Hamler is the B&O's "HM" Tower which controls the interlocking and is manned 24 hours a day.

Continuing another 10 miles south the DT&I enters Leipsic (pronounced lip-sick) and crosses over the N&W mainline at Leipsic tower. (Leipsic tower was closed on March 10, 1980 and the diamond is now controlled by the N&W dispatcher at Fort Wayne, Indiana.) One mile south of town the road joins the B&O's Third District of the Western Division's Toledo Subdivision at "XN" tower. There is no longer any tower located here however and the switch is power controlled from the B&O at Deshler, Ohio. The DT&I runs the next 20.7 miles south on the continuous welded rail of the Baltimore & Ohio. The DT&I once maintained its own line parallel to the B&O tracks but that was abandoned and the rail removed once the trackage rights over the B&O were approved. The DT&I does however maintain their communications lines along the old right of way. At Ottawa the DT&I still uses a four mile stretch of track which runs around the east side of town to serve local industries on the line. This has been designated as the Ottawa Industrial Loop. The Ottawa Industrial



Four GP-40's power SJ-1 southbound just south of Washington Court House, Ohio in June of 1979.

Loop is normally worked by one of the MD trains.

The DT&I continues south from Ottawa on the B&O main to the north side of Lima. Here at aptly named "DT&I Junction" the road gets back to its own rails for the short two mile journey to Ford Park the name of the DT&I's Lima yard.

Lima

The DT&I's line through Lima stays on the far east side of the city and the freight yard is located on the far northeast side of the city adjacent to the local Ford plant. The freight yard is a small yard with relatively modern office building. No engine facilities are maintained at the yard and the normal power for work at the yard is one GP-35 (now a GP-38). Occasionally two of the road's GP-35's (GP-38's) can be found at the yard if business justifies. DT&I interchanges at Lima with the Chessie, Norfolk and Western, Conrail, and the Spencerville & Elgin via Conrail at the ex-EL yard.

The DT&I continues south from Lima through Uniopolis and Jackson Center and crosses a massive steel trestle bridge which carries the line high above the Miami River and into the small town of Quincy. Quincy is the site of many meets as it has a passing siding in excess of one mile in length. The road also crosses the double track line of Conrail at Quincy and the interlocking is protected by Morgan tower on Conrail (known as Quincy tower on the DT&I).

Farther south the line brushes the east edge of the State of Ohio's large Kiser Lake and State Park and then is carried across the bottom land on healthy "Mosquito Lake Fill" and "Mosquito Lake Trestle". The DT&I then runs through the small town of St. Paris where another crossing with Conrail is made, this time with DT&I utilizing an underpass under the right of way of Conrail. The trackage then cuts diagonally in a southeast direction and enters Tremont city - site of another large passing siding the likes of which are obviously necessary on the single track of the DT&I.

From Tremont City the line assumes a direct north-south attitude for the remaining five mile jaunt into Maitland.

Maitland

Maitland is a crew change point on Cincinnati-bound trains that use the Maitland connection with Conrail and do not run through Springfield. Flat Rock crews, under normal conditions, operate the trains between Flat Rock and Maitland/Springfield. Springfield crews take over either at Maitland or Springfield for the outbound runs either on the Cincinnati lines or the Jackson line. About a mile north of the Conrail connection with the DT&I at Maitland the road maintains a small leased crew building. Trains stop at the route 41 overpass where the crew change for Cincinnati destination trains takes place. Trains not using the Maitland connection make their crew change at "Junction."

A mile south of the crew building the actual crossing of Conrail takes place. The crossing was controlled by a Conrail tower until it

was closed on March 1, 1979, and razed in late May of the same year. The interlocking is now controlled by the Conrail from Reading road in Cincinnati. (Now controlled from Stella Court - the Conrail dispatching office for the Columbus Division.)

A connecting track built at Maitland allows trains of the DT&I to get on Conrail tracks at Maitland for the trips to and from the Cincinnati destinations alleviating the necessity of the trains having to go through Springfield and utilize the longer mileage connection at South Charleston.

Trains staying on the DT&I line travel seven miles across the northern edge of the city of Springfield, make a 90-degree bend and continue south on the east side of Springfield to the road's yard known as "Junction".

Springfield

The Springfield yard is a north-south yard where the DT&I also has their yard offices, caboose track, crew quarters, and three bay enclosed car repair facility. There is also a wye track located at Junction, the west leg of which leads about a mile uptown to the west and the location of the DT&I's Springfield engine docks.

Right - Southbound SJ-1 cuts through the early morning fog crossing the Paint Creek bridge at Greenfield, Ohio, 4/79. The depot in the upper left corner is being refurbished.

Below - Early Spring fishermen pause to observe northbound JD-4 rolling across the Paint Creek bridge at Greenfield, Ohio 4/79.



Aside from the single unit that is normally assigned to work the yard at Springfield, either a GP-38 or GP-40, the remainder of the road power is kept at the dock. The facilities at the dock consist of three parallel servicing tracks and accompanying sand and fuel facilities. A small metal office building is the only structure at the dock. Anywhere from two to ten units can normally be found at the Springfield dock with the normal average being six units.

(Update: On March 1, 1980 a new DT&I engine facility was put into use at Springfield. The new facility is located adjacent to the yard and car shops building alleviating the necessity to run units uptown as was the case with the old facility. A new two track, metal engine building is the highlight of the new facility with an additional third track outside. A formal dedication ceremony was held on April 18th with DT&I President R.A. Sharp and staff in attendance as well as Mayor Roger Baker, City Manager Thomas Bay and about 150 onlookers.)

Located also at Junction is a large steel water tower of typical DT&I heritage as well as a mammoth concrete coaling tower - the only remaining remnants of the steam era and the only remaining coal tower on the entire DT&I system.

From Junction the DT&I main traverses diagonally in a southeast direction four and a half miles to South Charleston.

Below - GP-40 409 heads a southbound train through the route 50 bridge near Bainbridge, Ohio in April, 1979.

South Charleston

South Charleston is the sight of the original connection with Conrail when trackage rights were approved to allow the DT&I to run over Conrail to Cincinnati on April 1, 1976. The DT&I still use the South Charleston connection with Conrail when traffic is exceptionally heavy on the Maitland line or when a derailment occurs on the Maitland line. The connection at South Charleston is also used for those Cincinnati trains which must make pickups and setouts in the DT&I yard at Junction.

The road's old depot still stands at South Charleston and has recently been given a fresh coat of Station Gray paint, although it is now used only as a storage building.

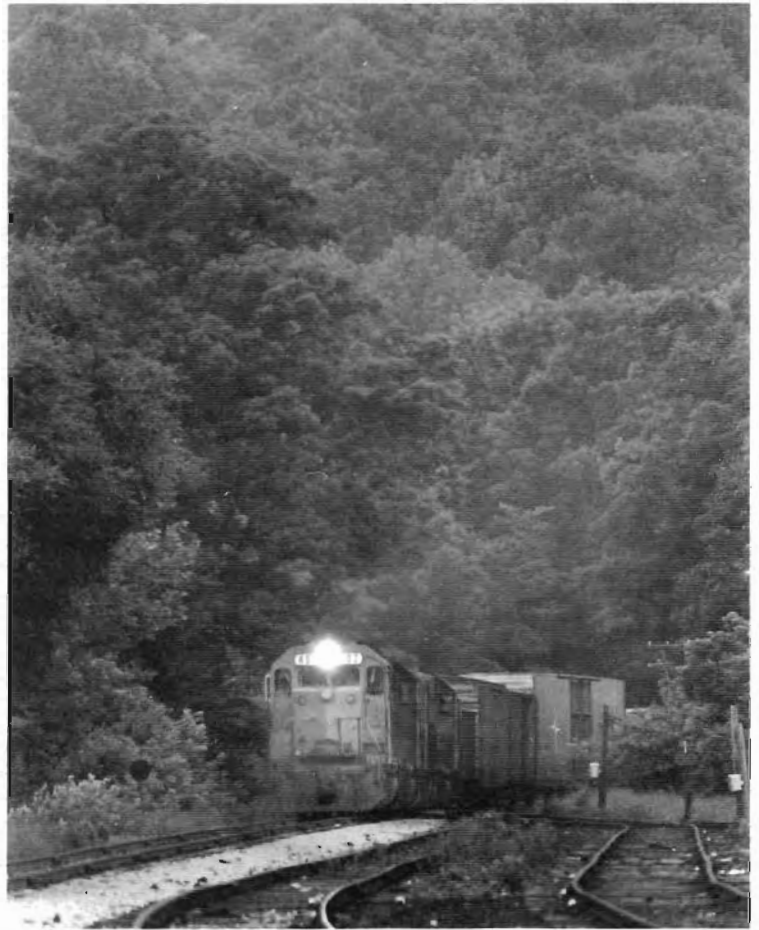
The only customer the DT&I has at South Charleston is a grain elevator owned and operated by Landmark. The switching activities around the elevator are handled by one of Landmark's three hyrail trackmobiles.

A second grain elevator is located adjacent to the DT&I main at South Solon and a third is located near the main at Jeffersonville. A small yellow industrial engine is used to switch the Jeffersonville elevators. **(Update: In December of 1980 an additional black and silver 44-ton locomotive was spotted also switching the**



Right - The battle nearly over, SJ-1 enters the north end of Summit Hill yard in June of 1979.

Below - The early morning fog still lingers in the southern Ohio hills as SJ-1 eases around the yard at Summit Hill in April, 1979. The GP-40/40/38 lash-up carries a tonnage rating of only 3750.





The right-of-way is cut into the hillside for several miles on the south side of Summit Hill. SJ-1 is shown rolling for the next stop at Waverly, Ohio in April of 1979.

Jeffersonville elevator. The small yellow loco was still present.)

A small sawmill is located at Jeffersonville and the road's old wooden depot still occupies a spot next to the main although it is in sadly deteriorating shape and is boarded up. Amazingly, two outhouses are still present a few feet down wind from the depot. Jeffersonville was once a watering stop in the days of steam and one of the road's classic steel water towers still stands next to a passing siding just south of the depot. **(Update: The Jeffersonville Depot is now gone.)**

The line runs in a southeasterly direction from Jeffersonville and passes another small grain elevator with side track before entering Washington Court House.

Washington Court House

At Washington Court House the primary business is the interchange that is generated with the B&O's Cincinnati to Columbus line and the B&O's Dayton to Wellston line as well as the Armco Plant. The DT&I maintains a small neatly kept train order station at Washington Court House which is open during daylight hours. In the center of town a watchman still personally guards the joint DT&I/B&O crossing and the crossing of Route 62. The watchman is also an interlocking operator. The interlocking is known as "Court Street". About a mile south of Washington Court House the road has a siding into a liquid fertilizer company.

From Washington Court House the line continues South through rolling farm land and through the small community of Good Hope. A few miles farther down the line the city of Greenfield, Ohio, is reached.

Greenfield

On the north side of Greenfield the DT&I serves the large limestone pit operated by the American Aggregates Corporation. Also served at Greenfield by the DT&I is the Hoover Universal's Foam Division plant. The old depot at Greenfield has been donated to the city and has been moved to a hill overlooking the road's old team tracks. The depot is being refurbished and will be displayed as an historical building when complete. The B&O, which also runs through Greenfield in an east-west direction, has donated one of their old I-5d class cabooses to complement the display.

The road crosses Paint Creek just below the depot on the east side of town on a two span plate girder bridge.

This area of the DT&I, the area from just north of Greenfield to just south of Bainbridge, is frequented by many steel bridges. At least a dozen bridges are present on this section of the line and five of them are large box truss structures. There are also a number of plate girder spans and smaller trestles.

The line crosses a double span box truss bridge which carries



Above - The "Jackson Turn" with a pair of GP-40's and a GP-38 roll across the Scioto River on N&W tracks with SJ-1 in tow. Beneath the second unit in the background, a pier from the old DT&I bridge is still visible. Spring time flood waters are running high in this April, 1979 shot.



Right - One of the most scenic locations on the DT&I is this location near Waverly, Ohio. The double track main in the center is that of the C&O and the track on the far left belongs to Norfolk and Western. SJ-1 has just crossed under the C&O bridge and the remainder of its train can be seen running left to right in the background.



Above - All heavy repair work on the DT&I, including locomotive painting, is accomplished at the Jackson carshops. Below - DT&I's entry into the BiCentennial parade was GP-38 1776 (228) delivered from LaGrange in the red, white and blue livery and shown in service at Jackson, Ohio in January of 1976.





Above - One of only two roundhouses left on the DT&I, this one, at Jackson, is now used by the car shops.

the road over Paint Creek and then rounds a lazy bend and enters the small town of Bainbridge, Ohio.

Bainbridge

At Bainbridge the DT&I's ancient depot still stands although it is no longer in use and is in a deteriorating condition. The only customer at Bainbridge is a small sawmill which supplies the DT&I with gondola loads of untreated railroad ties which are loaded adjacent to the old depot. Also located at Bainbridge is an 88 car capacity passing siding.

The line closely parallels the state of Ohio's route 50 as it leaves town for about a four mile stretch. Two span "Route 50 Bridge" carries the tracks across Paint Creek and pass Seip Mound an historic state maintained Indian burial ground and park. The line then leaves route 50, crosses another two span box truss bridge over Paint Creek and begins the journey across the valley which will lead to the assault on Summit Hill.

Midway across the valley is Storms, location of a small 46-car storage track and a couple of houses. The line crosses a small wooden trestle, runs behind a rural, white board country church and the battle is at hand.

Located directly ahead is Summit Hill, the most formidable obstacle for the road to cross between Detroit and the southern destination of Ironton. The tonnage rating on a four unit consist of GP-40's assaulting Summit Hill is 5000. The northern climb up the hill is rated only slightly better at 5600. The same consist of units running between Diann Tower and Flat Rock in the flat lands of

southern Michigan would rate a tonnage value of 28,000! Such is the magnitude of Summit Hill.

The climb up the hill begins with a sharp 180 degree horse shoe bend. Four more horse shoe bends will be encountered before the top of the hill is reached.

A note to railfans wishing to follow the DT&I over this scenic and grueling line. The majority of the area up the south bound side of the hill is not accessible by car and the closest road to paralleling the track is a narrow unpaved gravel township road which crosses the track about half way up the hill on a very steep grade at a dangerous crossing where visibility is limited. For that matter the general condition of the roads between Storms and Waverly is poor. The county roads, although paved, are in very rough condition. The past winters have been hard on Ohio roads in general and the county roads that are paved have excessive frost damage which have been poorly repaired.

The southbound climb up the hill is, however, a slow and grueling ordeal for the railroad also as it winds its way around the southern Ohio hills. The maximum authorized speed on the climb to the top is 20 Miles Per Hour.

Summit Hill

At the summit of the hill is aptly named "Summit Hill", a small community consisting of a couple of houses and an authentic unpainted general store. The general store is still in use and has two gasoline pumps in front. One has to wonder what their allocation is however as no long lines were waiting to fuel up.

On first sight the personality of the store is such that one would expect to find O. Winston Link setting up his equipment for one of his classic night rail/people photos.

The DT&I has a small 3 track yard at Summit Hill although the most that is normally present is a couple of track machines.

From the top of the hill the battling EMD's can be heard from a distance as they fight the upgrade struggle. The sound builds and builds as the units get closer to the top and then the sound dies away as they cut behind another hill. The battle continues for about 20 minutes until the lead unit's headlight is finally visible coming through the thick undergrowth at the north end of the yard and the units roll by at 15-mph.

The track skirts across the top of the southern Ohio hills then begins the gradual descent down the less steep south slope of the hill. Midway down the hill the track is literally cut into the side of the hills along a tight narrow valley. Farther down the hill the valley broadens out and the line enters Waverly, Ohio.

Waverly

At Waverly the road maintains a small yard and office building. The station is open daily and part of the night for the main business at Waverly is the interchange cars the DT&I gets from the Norfolk and Western which skirts the east side of Waverly. Just south of Waverly lies the Scioto River. The DT&I has trackage rights over the N&W for a short distance to allow the use of the N&W bridge over the river. The DT&I once maintained their own bridge over the river but expensive repairs deemed the trackage rights more economical so the bridge was abandoned in the late fifties and all that now remains is the concrete pillars in the water a short distance north of the N&W span.

Just to the south of the Scioto is Greggs Hill, probably the most scenic location on the entire DT&I. At this location three railroads pass within a few feet of each other. Standing on the top of Greggs Hill and looking north the double track main of the N&W can be seen on the far left as it crosses a curved plate girder bridge over state route 220 and swings off to the northwest towards Scioto River bridge. The elevated center double track mainline belongs to the Chesapeake and Ohio running between Columbus and Ashland, Kentucky. The DT&I single track main, from left to right, runs horizontally after leaving the N&W bridge and crosses under the elevated C&O line curving southward again to form the eastern border for the 3 railroad panorama. Two miles southeast of the above site is Greggs where a connecting track allows interchange to take place between the DT&I and the C&O. This pretty much marks the end of the bulk of the DT&I's revenue on this part of the line. The majority of cars traveling south of Greggs are destined for the carshops at Jackson or for the weekday Ironton run.

The line between Springfield and Jackson has the honor of being the longest division of the current day DT&I built by one corporation. The line is 109 miles in length and was originally constructed as a narrow gauge line. The first train, an excursion party, ran into Jackson in August of 1878. The line was changed to standard gauge in 1879.

Jackson

The DT&I maintains a small freight yard at Jackson. A single unit, a GP-38 normally, which is used on the Ironton run can be found idling on the servicing track when the Ironton run is not

underway. The wooden depot is still maintained in immaculate condition a few feet away resplendent in fresh gray paint. This is the only wooden depot still used by the DT&I as office quarters.

About a quarter mile east of the freight yard is the road's large car shops, the only major car repair facility on the DT&I. The massive brick structure still bears the old style DT&I emblem on its face in large black and white letters. All major car repair work is accomplished at Jackson as well as subcontract work for shortline roads and "Trailer Train" cars.

A branch line once extended east from Jackson to Coalton, then Wellston, and finally to Cornelia. The branch served several coal mines in that area and resulted in solid coal trains being dispatched north out of Jackson. There was once even plans to continue the line to the Ohio River and connection with the Chesapeake and Ohio at Huntingdon, West Virginia, although the plan never materialized. The Wellston branch was abandoned in 1929 although several hundred yards of track still are used to the north of the carshop which parallel the B&O (formerly C&O) where cars are stored awaiting shopping.

The Ironton run still operates in much the same manner as it did when Jim Boyd covered the line in 1969. (*Railfan: Spring 1975 issue*). The only major changes have been in the elimination of Saturday service on the line. The GP-9 unit has been replaced with a GP-38 and the Ann Arbor caboose has been replaced with a DT&I centered cupola cab. Sadly, the very rare and picturesque operator's office at Blackfork Jct. has been closed, the semaphore removed and the interior vandalized. The B&O's Portsmouth Subdivision is now controlled from the operator's office located at Oak Hill.

The Ironton run obtains permission from the B&O's Chief Train Dispatcher at Chillicothe before entering the B&O at "B&O Junction" in Jackson for the southbound journey. The DT&I travels over the B&O for the next 23.4 miles on trackage rights which date back to 1893.

The B&O still operates their local on the Portsmouth branch which utilizes a GP-9 unit. The old wooden caboose pictured in *Railfan's* 1975 article has now been retired after catching fire in Oak Hill and the local now uses one of the B&O's distinctive wagon top cabooses. Meets still take place on the line between Jackson and Bloom Junction between the DT&I and the B&O.

At Bloom Junction the lines diverge. The DT&I heads south to Ironton while the B&O line continues southwest a few more miles to service the one brick yard located at South Webster. The line was abandoned from Edmund's to Sciotoville in the early 1970's.

Bloom Junction

From Bloom Junction to Ironton the Ironton run travels over trackage designated, speedwise, at 25-MPH maximum, the same speed imposed by the B&O on their Portsmouth Subdivision.

The line extends 27.8 miles between Bloom Junction and Ironton. At a point 6.4 miles north of Ironton is Royersville tunnel, the only tunnel on the entire DT&I.

Royersville tunnel was completed in late 1851 stretching 956 feet between portals. The tunnel is at the summit of a grade which on the northbound side is the steepest section of northbound trackage owned by the DT&I. One GP-38 on this section of track gets a tonnage rating of 1250 on the northbound climb while the



Above - GP-38 #226 powering the Ironton Run, JI-1, leans into an S-curve on B&O tracks at Firebrick, Ohio in July, 1978.

Right - The Ironton Run with GP-38 224 slowly emerges from the south end of Royersville Tunnel on July 6, 1979. This is the only tunnel on the entire railroad.



same unit operating between Diann and Flat Rock would command a tonnage rating of 7000. The southbound climb up the hill to the tunnel is rated only slightly better at 1400 tons. This is the second steepest grade on the southbound DT&I system second only to the battle up Summit Hill described previously. The speed limit through Royersville tunnel is restricted to only 6 miles per hour.

The section of track from Royersville tunnel south to Ironton is the oldest stretch on the DT&I. The Iron Railroad constructed 6 miles of track from Ironton north between 1849 and 1850. The gauge of original construction was 4'10". The line was eventually completed to Bloom Junction in 1903 and connected with, at that time, the Baltimore and Ohio Southwestern Railroad.

The Tecumseh Branch

The Tecumseh branch leaves the main line just south of the Malinta yard and extends in a northwest direction running the seven miles to Napoleon where the line crosses the Maumee River and skirts the east side of town. An interchange is maintain-



ed at Napoleon with the Norfolk and Western. The line then assumes a direct North-South attitude for the 11 mile segment that stretches to Wauseon. The line north of Wauseon has been abandoned and in April of 1979 the road was busily at work removing the rail on this portion of the line. As of 1979 a petition was pending with the Interstate Commerce Commission to abandon all trackage north of Napoleon.

Currently two locals work the branch out of Napoleon. The locals also work the yard at Malinta and are occasionally sent as far south as Ottawa to work the Ottawa Industrial Loop if no road trains are available.

Power used on the Tecumseh branch is in the form of GP-38's which are maintained at the DT&I's small engine house located on the east side of Napoleon. The primary business on the line is the large Campbell's Soup Company plant located on the south side of Napoleon which accounts for the large number of refrigerator cars to be found there and in the yard at Malinta.

At one time the Tecumseh branch was actually the mainline of the DT&I. The Lima Northern Railway constructed in 1895 to

Left - Napoleon Branch power is serviced at this facility on the northeast side of Napoleon, Ohio. GP-38 220 was found idling among miscellaneous track equipment in April, 1979.

Right - A Napoleon Branch local ferries a cut of cars northbound across the Maumee River Bridge in May, 1979.



1896 that portion of the DT&I running between Lima, Ohio and the Ohio-Michigan border. Later in 1896 a short 6.35 mile stretch was constructed between the state border and Lenawee Jct. where a connection with the Wabash was made. The road then obtained trackage rights over the Wabash between Lenawee and Adrian, Michigan. In 1901 their own line was built parallel to that of the Wabash. Finally 11.14 miles were constructed between Adrian and Tecumseh. Trackage rights were then obtained over the New York Central between Tecumseh and existing trackage at Dundee, Mich.

In 1929 Henry Ford completed his ambitious mainline relocation project and the trackage rights were then abandoned between Dundee and Tecumseh via the New York Central. The remaining segment of line between Malinta and Tecumseh was designated as the Tecumseh branch. Due to the additional trackage that has been abandoned on the north end of the line the DT&I now refers to the remaining trackage from Malinta north as the Napoleon Branch.

Cincinnati Through Service

One of the final ingredients in the USRA final system plan for rail

reorganization which created Conrail was to grant trackage rights to the DT&I for access into Cincinnati, Ohio.

In Pennsylvania Railroad days DT&I trains DC-8 and DC-9 ran into the PRR's Undercliff Yard via South Charleston and Xenia. These trains ran using PRR crews and 2-3 DT&I units. In Penn Central days DC-8 and DC-9 ran into PC's Sharonville Yard via South Charleston, Xenia, and Dayton or an alternate route from Springfield to Fairborn and Dayton. These trains ran with 2-3 DT&I units and Penn Central cabooses (used between Cincinnati and Flat Rock.) Additional DT&I trains, DT&I crews, and DT&I cabooses all came as a result of Conrail.

Effective on April 1, 1976 DT&I was given trackage rights over the Conrail from South Charleston, Ohio to Cincinnati via Xenia, Dayton, and Middletown. At a later date a connecting track was constructed at Maitland tower on the northwest side of Springfield which allowed DT&I trains to run over ex-Erie Lackawanna, now Conrail, track from Maitland southwest to Dayton and junctions with the original trackage rights route. The Maitland connection allowed a train to bypass the Springfield yards and grade crossings and cut 28 miles off the longer original South Charleston route.

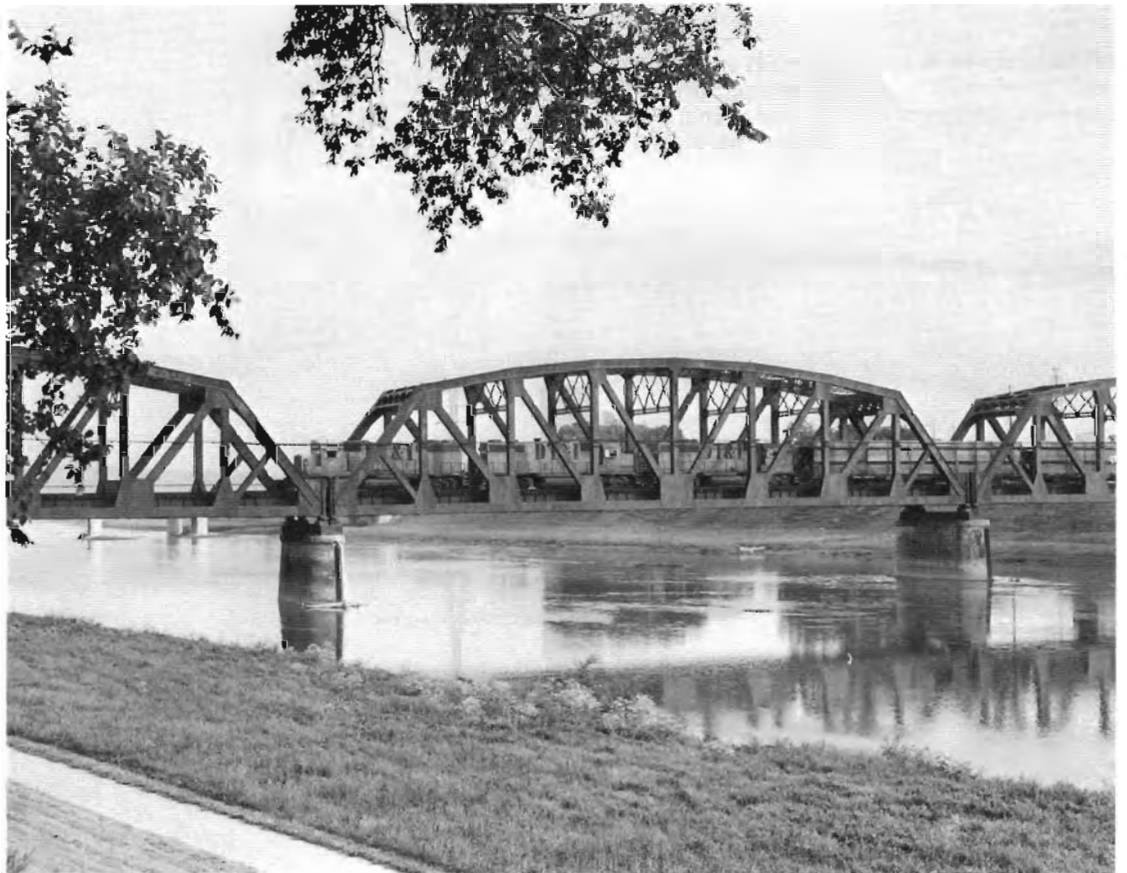


Above - Utilizing the "Maitland Connection" DC-9 is about to enter the tracks of Conrail for the journey to the L&N's Decoursey yard in March, 1979.



Left - A southbound rolls through the scenic Miami Valley bound for Cincinnati in May, 1979.

Below - DC-8 rolls across the three-span bridge crossing the Great Miami River in Dayton, Ohio bound for Maitland in June, 1979.





Left - DC-8 rolls northbound through a deep cut as a southbound Conrail freight waits to enter Sharon yard in Northern Cincinnati.

The DT&I enters Cincinnati from the North and runs around the east side of town through Conrail's Undercliff yard where set outs and pick ups are made. The line then runs along the Ohio River to "Oasis" where junction is made with the L&N and the Ohio River is crossed on the L&N's combination rail/highway bridge and then south to the L&N's huge Decoursey yards.

Trains destined for the Southern Railway's Gest Street yards continue along the river from "Oasis" on the river front line to Smith Street on N&W tracks where connection is made with the tracks of the Southern. The line then progresses up the "High Line" to "The Loop" and finally to the Gest Street yards.

The Southern's yard at Gest Street is a north-south dead end yard lying on the north bank of the Ohio River. In order for a southbound Detroit to Cincinnati train to enter the yard it must run around a loop and out onto the Ohio River bridge at which time the train is backed caboose first into the yard. Conversely, a northbound train must couple its units onto the train at the north edge of the yard then shove the train caboose first out onto the bridge before entering the loop to go east to Oasis.

The Southern's diesel facilities are not located at the Gest Street yards but are maintained right across the river on the north bank of Kentucky at Ludlow. DT&I power is kept at Ludlow between runs.

Currently the DT&I runs 8 trains on the Cincinnati line. DC-6 and 7 run between Detroit and connection with the Southern

Railway at the latter's Gest Street yards. DC-8 and 9 run between Detroit and connection with the L&N at the road's Decoursey yard in northern Kentucky. The Detroit Edison Coal train runs between Decoursey and the Detroit Edison plant in River Rouge. The coal train is the road's highest tonnage train. In the past, six-axle units were not permitted to cross the L&N's Ohio River bridge because of weight restrictions imposed on the bridge. This necessitated the use of five four-axle units on the coal train as well as two helper units coupled to the rear. The helpers would operate from Decoursey north to Maud where they were cut off. DT&I crews out of Springfield manned the helpers as well as the lead units although the helper units would be L&N units.

On June 20, 1979, the L&N lifted their weight restriction on the Ohio River bridge which would allow six-axle units to operate across the bridge. The first train to cross the bridge was an L&N train with four six-axle units and the second train to cross the bridge was the DT&I which used a pair of SD-38's coupled with two four-axle units. The use of the SD-38's on the coal train will alleviate the need to use helper units on that portion of the line. SD units still cannot operate into the Southern due to restrictions on Southern's "High Line".

The newest train added by the DT&I (added about early April, 1979) is designated RB-1 and RB-2 standing for "Railblazer". The railblazer is a pig train which carries an occasional auto rack and runs between Detroit and the Gest Street yards of the Southern. The new service claims to cut 48 hours out of piggybacking to and from Detroit.



Above - DT&I DE-66 waits for a crew change in May, 1979 at Conrail's Undercliff Yard in Cincinnati as a Norfolk & Western transfer run uses the run-around. Below - When this photo was taken in May of 1979, six-axle power was still prohibited from operating into Cincinnati and Detroit Edison unit coal trains normally ran with five four-axle units on the head end. Today is no exception as DE-66 pauses at Conrail's Undercliff Yards in Cincinnati with four GP-40's and one GP-38.





Above - An extremely rare sight-only one helper on the rear of the Detroit Edison coal train. DE trains normally rated two helpers in 1979 but trouble with the second unit necessitated its removal prior to leaving Decoursey. L&N U-boat #1613 is decked out in new Family Lines regalia on the rear of DE-66 in May, 1979.



Left - A single GP-40 just off the Railblazer, RB-1, crosses the Ohio River bridge to the Southern's Ludlow engine facilities. Date: 6/79.



Above - GP-40 421 the single unit off RB-1, the Railblazer, eases into the Southern's Ludlow diesel facility as a northbound Southern freight waits to cross the Ohio River bridge into Cincinnati. Below - At the Southern's Ludlow, Kentucky engine facility, DT&I units off the Railblazer and DC-7 idle with units of Southern colors. Date: 6/79.



The train currently rates one GP-40 unit, normally 420 or 421 which are the road's newest units. Once the new order of GP-40's are delivered one of these new units will receive the assignment.

Enter The Grand Trunk System- A Post Script

Grand Trunk Western's bid to purchase the DT&I was accepted by DT&I parent Pennco (a subsidiary of Penn Central Corporation) in April of 1980. Base price for the purchase was listed at just over \$25 million. As a result of the purchase (or merger) Grand Trunk influence began to make itself present on DT&I. At first a number of engines were traded between the two roads: DT&I GP-38's going to GT and GT SD-40 units coming to DT&I. GT colors and paint schemes were adopted on DT&I. By early 1982 at least three DT&I locomotives and an equal number of cabooses had been repainted into GT colors although retaining their DT&I reporting marks. Reportedly DT&I power will be renumbered into the GT series by adding a "6" prefix to all locomotive road numbers.

Major Changes South of Springfield

In 1981 two major decisions were made that have great bearing on the Springfield to Ironton segment of the DT&I.

First a large segment of the DT&I (approximately 50 miles) was filed for abandonment with the ICC and trackage rights were secured over Chessie System lines. The section of track removed from service by DT&I stretched from a location known as "Fayne" (about 3 miles west of Washington Court House, Ohio to Waverly, Ohio. This section contained the treacherous (for the DT&I) Summit Hill grade with its tight radius curves. It was these tight curves that restricted six-axle units from running into Jackson, Ohio. By late 1981 track and ties had been removed by DT&I crews from Fayne to Washington Court House.

In order to facilitate the trackage rights route over Chessie lines a short connecting track was built by the DT&I at Fayne to connect the DT&I main with the B&O. The two railroad companies run almost parallel at this point and there had been a similar connecting track between the two at this same point many years earlier which had been removed in the early sixties. The original connection had served to allow ore trains to be transferred from DT&I to B&O tracks. From Fayne, DT&I trains now run over B&O tracks to "VA" Junction (about 5 miles east of Chillicothe) then on to C&O rails to Greggs (4 miles southeast of Waverly). Then it's back to DT&I rails for the jaunt into Jackson. The original DT&I main will be maintained between Greggs and Waverly to service the yard facilities and N&W transfer business there.

The second major decision appeared in late 1981 when the DT&I was told by the Grand Trunk to file for abandonment of the Ironton Branch from Jackson to Ironton, Ohio. Business on this line had continued to decline over recent years and current traffic levels rated only about a once weekly run over the line. Reportedly Norfolk and Western would service any of the remaining customers located in the Ironton area. Once this abandonment is consummated it would appear that the bulk of cars moving in and out of Jackson would be simply dead head moves for the Jackson Carshops. When one also stops to consider that the carshops are on the opposite end of the system from where the bulk of the freight is move it isn't hard to imagine that the shop's days are numbered also.

DT&I Locomotive Assignments

- SD-38's** The five SD-38 units owned by the DT&I are the only six-axle units the road has. Two of the units can normally be found working the double track southbound hump at the Railroad's large flat Rock classification yard. The third unit can be found at the engine dock and the remaining two units are most generally assigned to a DL train either together as a set or separately with other units of four-axle configuration. If they are assigned to a road freight they are not used south of Springfield or on the branches. This includes both the Jackson line and the lines into Cincinnati.
- GP-35's** The eight GP-35 units owned by the DT&I are now over 15 years old and other than the GP-7/9 units are the oldest units on the road's roster. Because of this fact and their greater susceptibility to breakdown the units are not assigned to mainline road service. One unit is normally assigned to switch the yard at Lima and if business is brisk two of the units can be found assigned to Lima. The balance of the units are used in work train service and for yard duty and local service out of Flat Rock yard.
- GP-38's** The DT&I owns a total of twenty-nine GP-38 units making this unit the most populous on the road. GP-38's can be found in general road service throughout the system. In addition they are used to switch the Napoleon branch and the line from Jackson south to Ironton.
- GP-40's** GP-40's currently total twenty-two units with an additional four units scheduled for 1979 delivery. They can be found throughout the system in general road service. One of the higher digit road numbers is used on the DT&I's new hot shot "Rail Blazer" piggyback train, an operating policy adopted by most roads. Once the new units are delivered they will receive assignment on the daily pig train.
- GP-7/9's** These units are used by the DT&I in yard switching activity only around the large classification yard at Flat Rock.

Note: Locomotive assignments vary constantly based on traffic patterns, retirements, delivery of new units, even weather. Portions of this locomotive assignment summary were outdated soon after compilation. It does provide the reader with an accurate look at 1979 conditions.

UPDATE: In June, 1982 the last run on the Ironton branch was made. The last train rated two units and cleaned up all cars from the line. The train was in excess of 40 cars long with a DT&I caboose in Grand Trunk colors bringing up the final markers.



Above - Southernmost terminus for the DT&I on the Cincinnati lines is the L&N's huge Decoursey Yards which stretch for miles and miles through the northern Kentucky valley. In this shot DT&IDC-8 is the third string of cars from the left on the departure tracks. Engine and caboose are not visible in this June, 1979 photo.

DT&I Symbol Freights

The DT&I dispatches its' mainline trains as symbol freights. The code used by the road consists of two alphabet letters followed by a dash and a number. Even numbers indicate northbound movements and odd numbers identify southbound runs. The two letter alphabet code normally, although not always, identifies the origin and the destination of the train.

The following is a partial listing of DT&I's symbol freight designations.

<u>Symbol</u>	<u>Description</u>	<u>Notes</u>
Jl-1	Jackson to Ironton	
Ij-2	Ironton to Jackson	
SJ-1	Springfield to Jackson	
JD-4	Jackson to Detroit	

SG-1	Springfield to Glen Jean	
GS-2	Glen Jean to Springfield	
SW-3	Springfield to Washington Court House	
WS-4	Washington Court House to Springfield	
DC-7	Cincinnati (Gest St) to Detroit	1
DC-7	Detroit to Cincinnati (Gest St.)	
DC-8	Cincinnati (Decoursey) to Detroit	2
DC-9	Detroit to Cincinnati (Decoursey)	
DE-##	(Detroit Edison unit coal train	3
DE-##	Runs between Decoursey & Detroit	
RB-1	Detroit to Cincinnati (Gest St.)	4
RB-2	Cincinnati (Gest St.) to Detroit	
DJ-1	Detroit to Junction (Springfield)	5
JD-2	Junction (Springfield) to Detroit	
DS-3	Detroit to Springfield	
SD-4	Springfield to Detroit	
DL-#	Detroit to Delta	6
LD-#	Delta to Detroit	
DT-#	Detroit to Toledo	7
TD-#	Toledo to Detroit	
DS-1	Detroit to Springfield	
SD-2	Springfield to Detroit	
DM-11	Detroit to Lima	
MD-12	Lima to Detroit	
YD-1	Detroit to Carleton	
YD-2	Carleton to Detroit	
FC-9	Detroit to Toledo (Conrail run-thru DTPI)	
CF-10	Toledo to Detroit (Conrail run-thru PIDT)	

Notes

1. This train runs to the Southern Railway's yard at Gest Street.
2. This train runs through to the L&N's Decoursey yard.
3. This train runs from the L&N's Decoursey yard. Final delivery point is the Detroit Edison plant on the old main line north of Flat Rock. DE trains are numbered consecutively beginning at the first of the year up to DE-99 when they revert back and start again at DE-1.
4. RB stands for "Rail Blazer". This is a new all piggyback train started around March, 1979.
5. The terms "Junction" and "Springfield" are used synonymously. The use of the two terms is a hold over from the passenger era when the depot was referred to as Springfield and the freight yard as Junction.
6. Detroit to Delta trains normally run as DL-1,3, or 5. Delta to Detroit trains run as LD-2, 4, or 6.
7. Detroit to Toledo trains run as DT-5 or 7, returning to Detroit as TD-4 or 6. If additional trains are run they would be numbered similarly.

Note: Symbol freight designations listing origin or destination as "Detroit" actually originate or terminate at the Flat Rock facility.



Above - DT&I opened a new engine facility at "Junction" (Springfield) in March of 1980. The consolidation of the diesel servicing at the Junction yard allowed the closing and later abandonment of the old facility located to the west of the yard. Below - One of the immediate visual effects of the Grand Trunk takeover of the DT&I was the appearance of GT power in DT&I territory. On Christmas day, 1981 it looked as though the state of Michigan had invaded Jackson, Ohio as no fewer than seven Grand Trunk six-axle units were on hand in the DT&I yard.



DT&I Radio Communications

The DT&I uses radio quite frequently in their routine operations. All diesels and cabooses are equipped as are many cars and trucks which have mobile units installed. Crews also use "Portable" units in switching activities. The following frequencies are those used by the DT&I:

- 161.43 Channel 1
- 161.22 Channel 2
- 161.07 Channel 3 - Conrail frequency used between Maitland
- 160.80 Channel 4 & Cincinnati.
- 160.83 Channel 5 -Assigned but not used.
- 161.34 Hump channel

Channels 1 & 2 are utilized for the same purpose but are monitored by different towers and offices in close proximity to each other in order to avoid confusion and congested channels. The following lists the radio channels monitored by DT&I:

Channel	Monitored by	Location
1	South Yard	Ecorse, MI.
1	Wyandotte	Wyandotte, MI.
1	Ford	Riverview, MI.
1	Flat Rock Yard	Flat Rock, MI.
2	Diann Tower	near Dundee, MI.
2	Delta Yard Office	W. of Delta, OH.
2	Hamler Tower	Hamler, OH.
2	Leipsic Tower	Leipsic, OH.
2	Ford Park	Lima, OH.
2	Sugar Street Tower	Lima, OH.
2	Quincy Tower	Quincy, OH.
1	Junction	Springfield, OH.
2	Washington C.H. Yard Ofc.	Washington C.H., OH.
2	Temperance Yard	Toledo, OH.
2	Woodhaven	Woodhaven, MI.
2	Schaefer Tower	Dearborn, MI.
1	Napoleon Yard Office	Napoleon, OH.

DT&I Diesel Summary

Number	Model	Builder	Date	Quantity
200-204	GP-38	EMD	1966	5
205-206	GP-38	EMD	1969	2
207-214	GP-38	EMD	1970	8
215-220	GP-38	EMD	1971	6
221-227	GP-38-2	EMD	1975	7
1776 (228)	GP-38-2	EMD	1975	1
250-252	SD-38	EMD	1969	3
253-254	SD-38	EMD	1971	2
350-357	GP-35	EMD	1964	8
400-405	GP-40	EMD	1968	6
406-413	GP-40-2	EMD	1972	8
414-421	GP-40-2	EMD	1973	8
952	GP-7	EMD	1951	1
973	GP-7	EMD	1953	1
982	GP-9	EMD	1955	1
986	GP-9	EMD	1955	1
989	GP-9	EMD	1955	1
Total:				69

Average age of DT&I locomotives is 10.13 years.*

Notes:

- (1). GP-38 200 was the first GP-38 built by EMD.
- (2). GP-38's 200-206 are the only units on the DT&I equipped with Dynamic Brakes.
- (3). Unit 1776 was renumbered 228 in 1981.

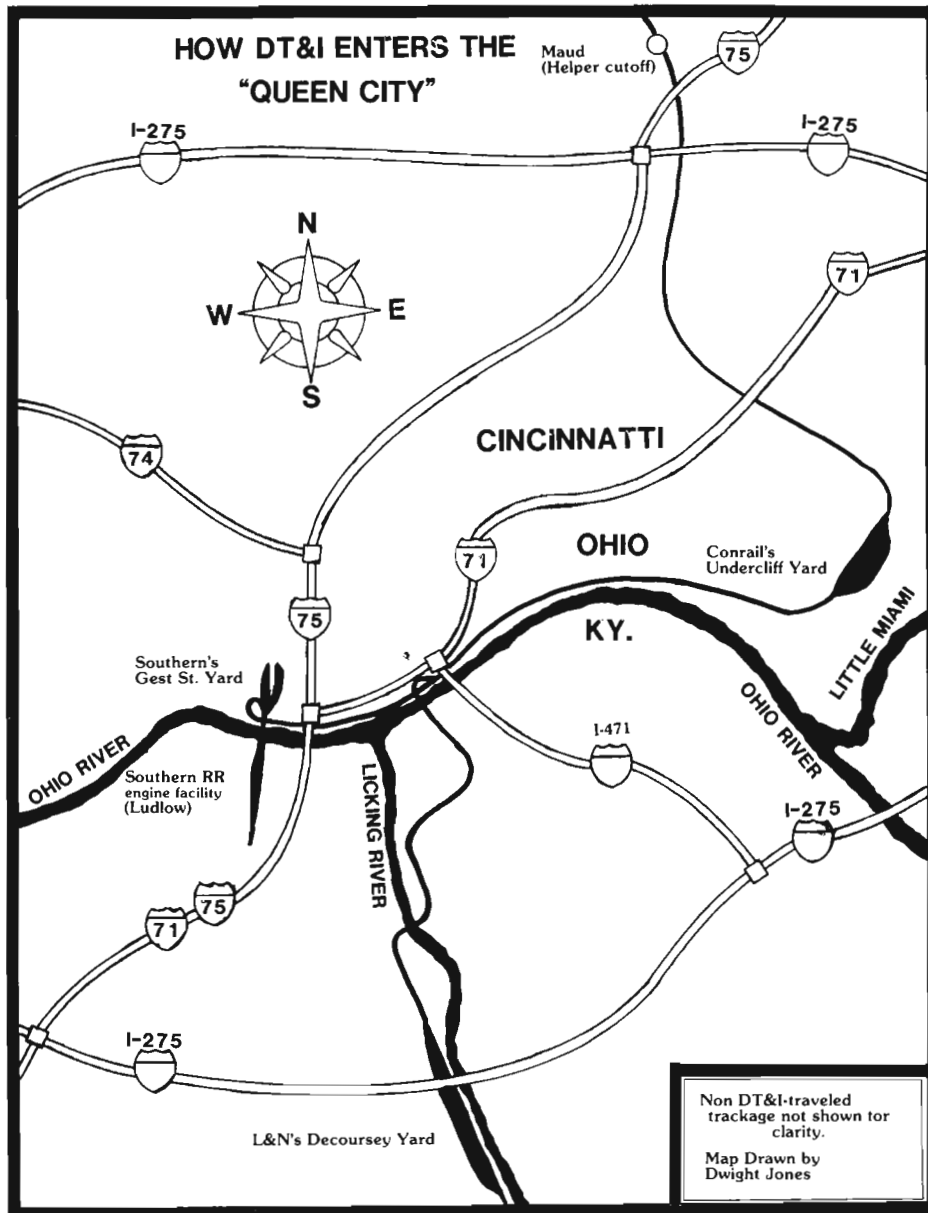
Above data supplied by DT&I and accurate as of August, 1979.

Delivered November, 1979 were four new GP-40-2 units, numbered 422-425. The new units were delivered in the road's new slanted DT&I emblem.

DT&I #200 was not only DT&I's first GP-38 but also EMD's first.

* -based on 1979 data.





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