



75 PEOPLE YOU SHOULD KNOW

Railroaders, executives, photographers, and railfans that made railroading and TRAINS what they are today



Photo illustration: Kellie Jaeger

"A HOG CAN CROSS the country without changing trains — but you can't!" — What railroad president used that slogan? Do you know who one of the most powerful women in railroading is? Who was Rosemary Entringer?^{*}

If you want to know who had a hand in shaping railroading and *TRAINS* magazine to be what they are today, here's a list of 75 people you should know.

Selection criteria were minimal: find and highlight men and women who have shaped railroading and who were alive during *TRAINS'*

first 75 years. Current staff and correspondents were ineligible. This list reflects the path of railroad history in the U.S.: an industrial story told almost exclusively by old white men about their peers. May any future list be more inclusive.

The unranked biographies that follow are a few lines or a few paragraphs (when certain people have a little more story to share). Three exceptions are Lucius Beebe, David P. Morgan, and Al Kalmbach.

Kalmbach gets a medal for launching and sticking with a hobby magazine

during World War II. Morgan is rightly praised for his prose but also for editing and selecting top writers and photographers.

And then there is Beebe. When you hear his name today, it's occasionally in a questioning tone, as in, "Beebe, who?" He was a railfan, but also a writer, authoring pieces for the leading newspapers in the country, the *New Yorker*, and *Playboy* about high society, food, and of course, trains. Beebe published the first railroad picture book in 1938 and wrote his first essay for *TRAINS* in 1940.

Beebe legitimized *TRAINS* in an era when other railroad magazines were better established. He opened the door for *TRAINS* to work with the best photographers and set a writing example others would follow until Morgan dominated popular memory.

And the remainder of the 75? They're important, too. Just how important we leave for *TRAINS'* readers to hash out while raising a glass of your beverage of choice in Morgan's memory or waiting at trackside for a signal to drop.

— Steve Sweeney

^{*} Answers: C&O's Robert Young; CSX's Cindy Sanborn; *TRAINS* managing editor under David P. Morgan



C.M. Clegg

LUCIUS BEEBE

IMPROBABLY, a blue-blooded Bostonian who made a life enjoying and chronicling New York society is recognized as the first great name in U.S. rail-enthusiast photography and publishing. Before Lucius Beebe (1902-1966) released "High Iron" in 1938, books on railroads were dry, technical affairs aimed at industry professionals. In "High Iron's" opening sentence, Beebe set a different tone: "The most heroic of American legends is the chronicle of railroading." If the word "legends" hints at Beebe's sometimes casual attitude toward facts in his 27 railroad books (17 with his longtime companion Charles Clegg), his masterful photos and baroque prose capture the appeal railroading has had for generations of Americans, particularly those who with him lamented the passing of steam and of luxury passenger trains. Fittingly, the lead story in the first issue of *TRAINS* was a piece by Beebe on rail photography.



DAVID P. MORGAN

"THE" UNDERSTATEMENT about this 75-year-old magazine is this: Al Kalmbach made the right call when he hired David P. Morgan in 1948. "DPM" labeled it "THE magazine of railroading," and also said he had "the best job in the world." A gifted, prolific writer whose works are unparalleled in rail journalism — he believed in railroading — Morgan was a shy, private man whose sense of humor was underappreciated. He self-described his blondish hair as "golden." Asked when a certain article had appeared, he'd answer, reminding staff he had "a mind like a steel trap." But when he saw a printed error no one had caught, he'd write in as reader "Wake Hoagland." He loved adding new bylines and photo credits. Named editor in 1953, Morgan retired in 1987 for health reasons and left us too early at age 62 in 1990.

Two photos, *TRAINS* collection



ALBERT C. KALMBACH

ALWAYS ONE TO BUCK THE ODDS, Al Kalmbach launched *TRAINS* in November 1940. The country was barely out of the Great Depression and the upstart publisher was only eight years out of Marquette University, with little money to invest from the fledgling company he started in 1934 — Model Railroader. Fortunately, Kalmbach listened only to his own muse and went after his goals with passion and gumption. It helped that he was versatile: business manager, printer, writer, editor, photographer, talent scout, and railroad historian. In launching *TRAINS*, he pledged to sustain the highest quality on every page, because he knew that it would be loyal readers who paid most of the bills, not advertisers. Al Kalmbach died in 1981, but today's *TRAINS* still channels the man's passion for railroading.

CHARD WALKER Beloved by generations of railfans, he served as the Santa Fe Railway's operator at Summit, Calif., atop Cajon Pass, from 1951 to 1967. His photos are a significant record of that time and place.

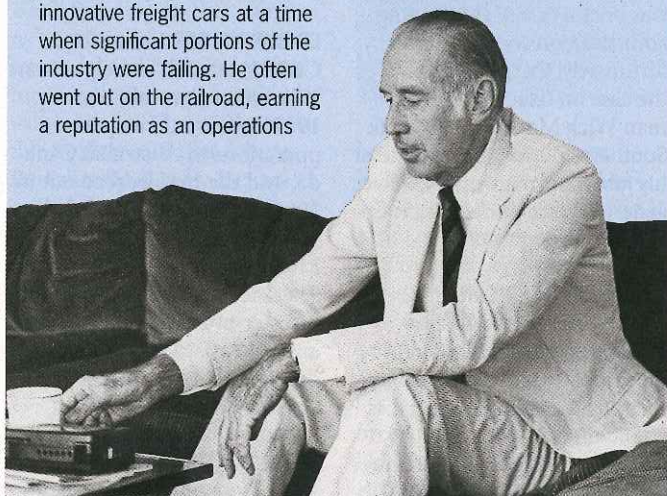
STUART SAUNDERS He seemed like the man to lead the Pennsylvania Railroad into the Penn Central merger. As Norfolk & Western president, he expanded the coal hauler's geographic franchise. Penn Central failed spectacularly under Saunders.

AL PERLMAN One of the ablest executives of the 20th century, he was an innovator in leading Denver & Rio Grande Western before Robert R. Young recruited him to New York Central. His emphasis on efficient operations set an example for the industry before the Penn Central merger. Although he was PC vice chairman, Perlman's reputation emerged mostly un-

W. GRAHAM CLAYTOR JR.

CLAYTOR WAS a hero from his time in the Navy during World War II, having captained a destroyer that saved 316 lives, after the infamous sinking of the U.S.S. Indianapolis. Following the dictatorial D.W. Brosnan as president of Southern Railway in 1967, Claytor set an upbeat tone. He pushed to simplify Southern's complex corporate structure, decided to stay out of Amtrak, and modernized with welded rail, unit trains, and innovative freight cars at a time when significant portions of the industry were failing. He often went out on the railroad, earning a reputation as an operations

man, even though he'd been trained as a lawyer. After retiring from Southern in 1977, Claytor became president of Amtrak from 1982 to 1993, working to improve trains while fending off Congressional attacks. He served in the defense and transportation departments. In preservation, Claytor is beloved as the man who wouldn't let Norfolk & Western President Stuart Saunders scrap 4-8-4 No. 611 and who championed Southern's steam-locomotive excursions.



Fred W. Frailey

scathed, and he went on to lead Western Pacific.

BILL PURDIE Southern Railway's master mechanic-steam from 1968 to 1982, he and his team tirelessly tended to everything from turn-of-the-century 2-8-0s to N&W Class J No. 611 to the delight of thousands.

WALLACE ABBEY Journalist and later a railroad public-relations officer, he was *TRAINS'* associate editor from 1950-54 and had 63 bylines in the magazine. He is best remembered for his ability to tell stories in photos.

BILL MIDDLETON Twenty-three books, more than 80 *TRAINS* bylines, 20 cover photos, and editor of the "Encyclopedia of North American Railroads" — "Prolific" is the word for this civil engineer whose interests knew no bounds, but who specialized in electric railroading and railroad architecture.

HOWARD FOGG He insisted that he was an illustrator, not an artist, but generations of rail-fans would beg to differ. His original paintings were a staple of Alco diesel-marketing efforts and his 1969 "Centennial" Union Pacific calendar is still highly sought out by collectors.

DAVID PLOWDEN His work has been compared with legendary documentary photographers such as Walker Evans and Dorothea Lange, and trains are one of his passions. His book "Requiem for Steam" is a stunning record of the steam-to-diesel transition era.

ED ELLIS Modern-day railroad entrepreneur, he headed a group of investors who founded Iowa Pacific Holdings with \$18,000. His companies operate shortline and tourist railroads worldwide, Pullman Rail Journeys, and Amtrak's *Hoosier State*.



JIM SHAUGHNESSY

AUTHOR of histories of both the Rutland and the Delaware & Hudson, Shaughnessy, a Troy, N.Y., resident, is among the most-published rail photographers. His fondness for industrial scenes and willingness to go beyond three-quarter wedge shots made him an innovator, along with contemporaries J. Parker Lamb and the late Philip R. Hastings.

Two photos, Jim Shaughnessy



JIM OBERSTAR

IN 36 YEARS serving as a member of the U.S. House from Minnesota, Oberstar, who died in 2014, earned respect and demonstrated mastery over countless issues, but especially ones in transportation. During his last two terms he served as chairman of the House Transportation committee. He was a vocal supporter of passenger-rail policy and of a bill that became known as the Railroad Safety Improvement Act of 2008 — the law requiring U.S. railroads to adopt positive train control.



JOHN W. BARRIGER

THE GREAT DEPRESSION led Barriger to prominence as the man in charge of lending at the U.S. Reconstruction Finance Corp. In justifying the loans he made on behalf of the public, he researched railroads' balance sheets and infrastructure, making notes and photos as he went. He led and rehabilitated several roads including Monon and Katy. His personal library is the core of the transportation library at University of Missouri, St. Louis. Barriger is remembered as a champion of railroad efficiency and sound operating principles.

Associated Press

Railway Progress Institute

WARREN BUFFETT

BUFFETT'S COMPANY,

Berkshire Hathaway, moved to purchase a majority of the then publicly traded BNSF Railway stock taking it private. The purchase came in the depths of the Great Recession when investors and



the public lost confidence in the economy in general, as well as in railroads, which depend on economic activity for traffic. In his published comments, the world-renowned Buffett reportedly said the purchase was an "all-in wager on the economic future of the United States."

Berkshire Hathaway

JOHN KNEILING

AUTHOR of the "Professional Iconoclast" column in *TRAINS* for several decades, New Yorker Kneiling was a professional engineer with unique foresight who stirred controversy by criticizing railroad practices he



saw as inefficient. He proposed shuttle trains, distributed power, and a reduction in main and branch lines sprawling across the U.S., all of which took the industry by storm. Other ideas like cab-ended freight cars and 45-inch freight-car wheels have yet to be realized.

George G. Weiss

HARLEY STAGGERS When Congress passed the Staggers Rail Act of 1980, named for this West Virginia congressman, it was a jolt in the annals of railroading. Carriers could write secret contracts with shippers, just like most other businesses, freeing railroads from federal rate-setting and opening the door to a new golden age.

GIL REID One of the premier watercolorists in railroad art, Reid's work graced the pages of *TRAINS*, his employer, from 1956 to 1978; the cover of "The Hiawatha Story" may be

his best-known work.

ROSEMARY ENTRINGER *TRAINS* has always prided itself on crisp prose and error-free copy, and for years, much of the credit went to Entringer. She was the right hand and managing editor to David P. Morgan.

ED DICKENS As Senior Manager of Union Pacific's Heritage Fleet Operations, he's responsible for the railroad's steam locomotives. As of 2014, that roster includes 4-8-8-4 Big Boy No. 4014, currently undergoing restoration at Cheyenne, Wyo.

WICK MOORMAN Liking trains was once a career-threatening admission on some railroads; fortunately, that's never been the case on Executive Chairman Wick Moorman's Norfolk Southern. Besides being good at his job, Moorman and NS have generously supported steam operations and museums.

E. HUNTER HARRISON He's been called "crusty" and "brass-knuckled," but shareholders love him. Credited with transforming Canadian National as president from 2003 to 2009, he's been trying to do the same at Canadian Pacific since 2012.

DON BALL JR. Noted railroad photographer whose books include "America's Colorful Railroads," "Portrait of the Rails: From Steam to Diesel," and "The Pennsylvania Railroad: 1940s-1950s."

LOU MENK The main street at BNSF's headquarters campus in Fort Worth, Texas, is named for him for good reason: As president of the Frisco, Burlington, and Northern Pacific at different times, few were better positioned to engineer the Burlington Northern merger. He made it a success, avoiding the pitfalls that plagued Penn Central.

RICKY GATES Conrail engineer whose negligence led to a 1987 collision with Amtrak's *Colonial* near Chase, Md., killing 16. He admitted to smoking marijuana, served four years in prison, and became a substance-abuse counselor. The case led to mandatory drug

testing for operating crews.

ED BURKHARDT Formerly a C&NW official, he helped start Wisconsin Central Ltd. in 1987. WC would acquire operations in Australia, Canada, and the U.K. Forced out in 1999, he founded Rail World, whose holdings would include Montreal, Maine & Atlantic. The Lac Mégantic, Quebec, disaster in 2013 led to closure and sale of MM&A, though officials filed no charges against Burkhardt.

DOYLE MCCORMACK An impresario of steam and of rare diesels, this Portland, Ore.-based former Southern Pacific engineer has been a leading figure in the restorations of SP 4-8-4 No. 4449, an Alco PA, and other locomotives.

ROGER LEWIS A career aerospace executive, he served as Amtrak's first president, from 1971 to 1975, and left his mark at the passenger railroad, ordering its first new cars and locomotives.

GEORGE HILTON Prominent transportation economist and UCLA professor, he contributed dozens of articles to *TRAINS* from 1945 to 1993. Many of his 15 books are regarded as the standard references on their subjects, including "American Narrow Gauge Railroads."

ED KING The pre-eminent locomotive historian of innovative steam road Norfolk & Western, King is also an author and observer of the contemporary rail



ROGERS WHITAKER, AKA 'E.M. FRIMBO'

NEW YORKER EDITOR Rogers E.M. Whitaker was also known as "E.M. Frimbo: world's greatest railroad buff." He worked at the magazine's offices 1926-1975 as an editor, a food columnist, and a college football writer. He regularly wrote about his rail travel under the Frimbo pen name. Considered the "king of rare mileage" by train-riding railfans, by the time of his death in 1981, he said he had logged 2,748,636.81 passenger rail miles.

Main photo: Karl R. Zimmermann

scene, usually leavened with a wry wit, as shown in his **TRAINS** column during 1996-2001, "The Boomer."

HENRY POSNER A former Conrail operations executive, he now heads Railroad Development Corp., a firm specializing in emerging markets. Holdings include Iowa Interstate and railroads in Peru, Colombia, and Western Europe.

MATT ROSE The first baby boomer to head a Class I railroad, he succeeded Rob Krebs at the helm of BNSF Railway in 2000. Building on the company's traditional strengths in intermodal and coal, and with a focus on long-term shareholder value, his BNSF proved irresistible to Warren Buffet, whose Berkshire Hathaway Inc. acquired the railroad in 2010.

ROB KREBS Led Southern Pacific at the start of the ill-fated 1980s merger with Santa Fe, jumped to holding company SFSP, became Santa Fe CEO when the merger failed, then engineered Santa Fe's merger with Burlington Northern. In each case, he went from heading a weaker company to leading a stronger one.

GEORGE DRURY Every team needs a first-rate utility player, and Drury was Kalmbach's. In a 25-year career, he was copy editor, librarian, and author of the Railroad Reference Series

CHRISTENE GONZALES

HISTORIANS MIGHT easily recall women before Gonzales who have operated a locomotive, but Gonzales is the most celebrated for being among the first, if not the first, woman to hire out on the Santa Fe and qualify as a locomotive engineer trainee in 1973. She qualified in 1974 and continued her career through the 1995 creation of BNSF Railway and later marriage. She retired in 2012 as Christene Aldeis, a safety support manager.



TRAINS collection

books. If you've ever used Kalmbach's references or enjoyed photos from the David P. Morgan Library's vast archive, you have Drury to thank.

TOM HOBACK Deregulation meant spin-offs of marginal lines by Class I carriers, which led to opportunities for a new breed of shortline operators like Hoback. His Indiana Railroad transformed an ex-Illinois Central branch line into a profitable coal hauler. The railroad has created new markets in intermodal and automobiles.

ROSS ROWLAND A Wall Street trader with a passion for steam, he was the driving force behind the Golden Spike Centennial

Special and the American Freedom Train of 1975-76. Some ideas have been less successful, including the ACE 3000, a 1980s steam locomotive project that collapsed with the price of diesel fuel, and a luxury passenger service to the Greenbrier resort in West Virginia.

JERVIS LANGDON He had a well-deserved reputation as a doctor of sick railroads, bringing stability to Baltimore & Ohio and Rock Island amid the turmoil of the 1960s. He was named Penn Central president after its bankruptcy, fought for regulatory reform, and guided the troubled railroad to a soft landing at the Conrail startup in 1976.

JIM MCCLELLAN

AN AVOWED RAILFAN, wide-ranging photographer, and rail strategist who had a hand in creating Amtrak and Conrail, McClellan was on Norfolk Southern's executive team in the late 1990s when he wrote a memo to the then CEO saying the chief should appear "somewhat crazy" in meetings with CSX leaders to confuse them on NS's strategy. His opinions are sought after by investors and historians alike.

Norfolk Southern

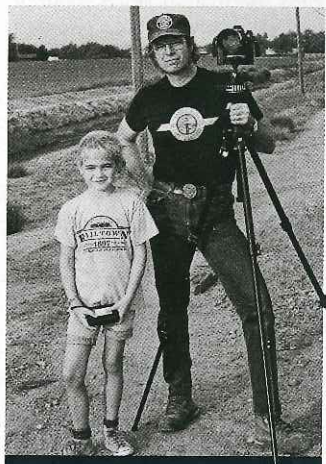
ROBERT B. CLAYTOR

THE BROTHER of Graham Claytor and as much a steam fan as Graham, Bob Claytor served as the first chairman and CEO of Norfolk Southern Corp. He is fondly remembered among steam enthusiasts for championing NS's excursion program in the 1980s and 1990s, which brought back Norfolk & Western 4-8-4 611 and 2-6-6-4 1218.



TRAINS collection

GERALD GRINSTEIN Burlington Northern's last chief executive (1989-95), he guided the company to its merger with Santa Fe. He was head of Western Airlines before going to BN and took the top job at Delta Air Lines in 2004.



TED BENSON

HIS BLACK-AND-WHITE images of Western railroading – thoughtful, dramatic, at times elegiac – have been the cause of admiration among **TRAINS** readers for decades. No less an observer than the late Jim Boyd, former Railfan & Railroad editor, an accomplished photographer himself, regarded Benson as "the best living photographer in the rail photo hobby field."

Ted Benson, with daughter, Jessica

O. WINSTON LINK

A FAMED NEW YORK CITY

industrial photographer, Link, who died in 2001, became legendary for his groundbreaking night action photos (and audio recordings) of the final years of steam on the Norfolk & Western in the 1950s. He is the only major American photographer besides Ansel Adams to have his own museum, appropriately in the old N&W passenger station in its headquarters city of Roanoke, Va.



Two photos, O. Winston Link

MIKE SCHAFER If you're a railfan, you know "Schaf's" work: editor of *Passenger Train Journal*, years back and today, railroad photographer for more than 50 years, and copy editor at Kalmbach Books 1971-79.

STEVE LEE Some folks who love steam locomotives say they were born too late, but Lee was right on time. As skilled at the throttle as he was at corporate politics, he kept the money flowing and the engines running in Union Pacific's heritage operations from 1989-2010.

JACK DELANO In the 1940s, he was just one of several documentary photographers for the

Farm Security Administration; like colleagues Walker Evans, Gordon Parks, and Dorothea Lange, he's since become a legend. His World War II photos in Chicago and on Santa Fe to California are excellent records of railroading's finest hour.

ROGER GRANT If there's a chapter of railroad history that this scholar hasn't researched, we don't know what it is. He is currently a professor at Clemson University in South Carolina and former editor of *Railroad History* magazine. He has authored two dozen books and articles too numerous to count. Grant makes railroad history relevant to new generations.

STEVE DITMEYER A former Burlington Northern executive, he was present for many watershed rail events of the past 45 years, including the creation of Amtrak, helping to develop deregulation legislation, and the development of a positive train control predecessor at BN. He has been a World Bank economist and an adjunct professor at Michigan State.

CHARLES BRADSHAW A kind of alchemist, he turned oranges into one of the world's great train rides, plowing his Florida citrus fortune into reviving the Durango & Silverton beginning in 1981; without him, it might not have survived.

CHARLES CLEGG Companion to and frequent collaborator with Lucius Beebe, he was also an excellent photographer. Unlike Beebe's wedge shots, Clegg placed trains in the context of the broader landscape, using his photographs to tell a different kind of story. He was an underappreciated pioneer.

J.J. YOUNG JR. A photographer with West Virginia roots who

taught his craft for 36 years at a technical college in Binghamton, N.Y., he ranged widely, taking more than 10,000 pictures in 48 states.

MIKE HAVERTY As Santa Fe president in 1989, his joint marketing deal with J.B. Hunt demolished decades of animosity between railroads and truckers, setting the stage for the intermodal revolution. He's also fondly remembered for reviving Santa Fe's Warbonnet livery. He later transformed Kansas City Southern from a struggling regional into the master of its own destiny, including concessions to operate railroads in Latin America.

J.B. HUNT A simple Arkansan with uncommon business sense, he built his namesake trucking company from a handful of tractors and trailers into one of the nation's biggest. His joint marketing deal with Mike Haverly and Santa Fe is a milestone in intermodal history.

ISABEL H. BENHAM The first female bond partner at any Wall Street investment firm, she specialized in railroads during a career that stretched from 1932-91. "I am a practical railroader, dealing only in finance," she once said. "What's romantic to me is putting two railroads together where they can become a more profitable system."

MAGGIE SILVER Silver inherited the leadership of shortline holding company Pinsky Railroad Co. upon the death of her father in 1977, leading it for 20 years. Arkansas Midland, Florida Midland, and Prescott & Northwestern were among Pinsky's holdings.

JIM BOYD Founding editor of what became *Railfan & Railroad* magazine, he was also among the most prolific photographers in the last third of the 20th century. His monthly "Camera Bag" column was probably a huge influence on a generation of shooters. No mere enthusiast, he cut his teeth as a field technician for Electro-Motive before going into publishing full time.

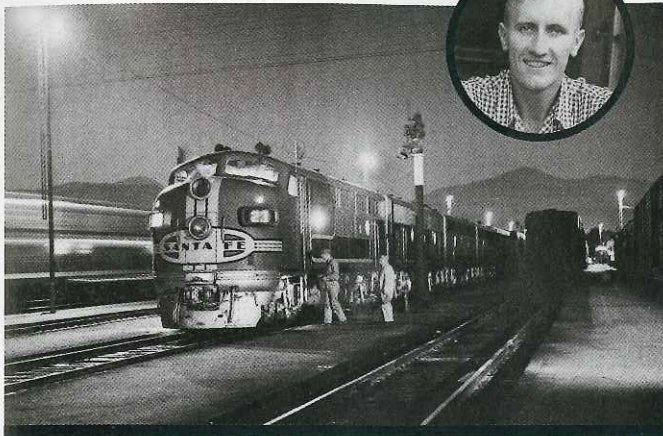
B.F. BIAGGINI

PRESIDENT and later chairman of the Southern Pacific 1964-83, a time of significant retrenchment in the rail industry, "Ben" Biaggini tried but



ultimately failed to find SP several merger partners, including Chessie, Seaboard Coast Line, and Santa Fe. He followed the 1952-64 SP presidency of the legendary innovator Donald J. Russell.

TRAINS collection



RICHARD STEINHEIMER

CALLED THE ANSEL ADAMS of rail photography, "Stein" captured the drama of Western railroading arguably better than anyone. His work became famous outside rail circles, appearing in several art-photo books and in New York galleries. Stein, who died in 2011, was a steadfast contributor during the Morgan years at *TRAINS*, illustrating countless pages with articles, frontispieces, and galleries. Among the most treasured: "Cajon Pass Revisited" in September 1974 *TRAINS*.

Main: Richard Steinheimer; Inset: *TRAINS* collection

DAVID GUNN He turned around the New York City subway system, Philadelphia's SEPTA, and Boston's MBTA in turn. Gunn strove to turn Amtrak around until he was derailed by the railroad's board of directors.

JOHN KENEFICK The chief executive who fundamentally changed the DNA of Union Pacific Railroad by orchestrating the acquisitions of Western Pacific and Missouri Pacific in the 1980s.

L. STANLEY CRANE The man who saved Northeastern railroading by turning Conrail around into a success story, then successfully fended off a hostile takeover by NS.

PAUL TELLIER The executive who led Canadian National's transformation from a government ward to a successful, profitable railroad.

R.J. "RICK" CORMAN A Kentucky entrepreneur who, doing things his way, built a shortline and rail construction empire.

JAMES BRUNKENHOEFER The well-respected and longtime National Legislative Director of the United Transportation Union (now SMART), helped

wage a successful campaign to have remote-control-locomotive jobs filled by conductors, not locomotive engineers (represented by the BLE).

PATRICK MCGINNIS He superficially introduced bold new ideas and paint schemes as president of the New Haven and later the Boston & Maine, and ultimately was revealed to be a 20th century robber baron (a grand jury actually sent him to jail for graft) at a time when Northeastern railroads needed a hero to stay alive.



ROBERT R. YOUNG

THE WORD 'GADFLY' was coined for people like Young, a financier who gained control of the Chesapeake & Ohio in 1941 and the New York Central in 1954. He was an innovator, especially in passenger services, but he was a vocal industry critic who famously complained that hogs could cross America without changing cars but people couldn't.

Associated Press



D.W. BROSNAN

MUCH FEARED by employees because of his ruthless, hard-driving style, but generally credited with turning Southern Railway into a powerhouse of the mid-20th century, Brosnan ran the 10,000-mile system with military discipline. Best known for pushing for much larger Big John covered hopper cars and lower grain rates in response to market conditions, he took the case to the U.S. Supreme Court, breaking the Interstate Commerce Commission's power of regulation over railroads.

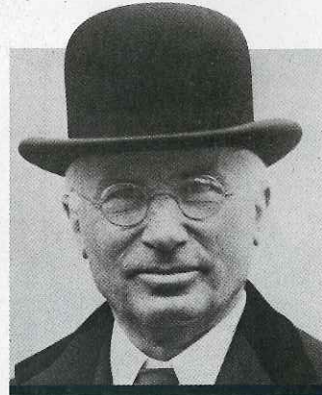
Southern Railway



CINDY SANBORN

RISING through the ranks after joining CSX in 1987 and holding top operations posts in several cities before promotion to a headquarters position, she is following her late father, Richard Sanborn, a top executive at Seaboard System and then Conrail.

CSX Transportation



DANIEL WILLARD

CORPORATIONS have cultures, and Baltimore & Ohio's culture of competence, mentorship, and good labor relations owed much to Willard. He worked his way up through the ranks at several roads, and beginning in 1910, led B&O for 32 years.

Library of Congress

JACQUELINE KENNEDY ONASSIS She became the public face of the historic preservation movement by forming a committee to save Grand Central Terminal. The case went to the U.S. Supreme Court, which upheld the Landmarks Law, ensuring the magnificent New York station's preservation — all started by Penn Station being razed. **I**

Biographies written by Peter A. Hansen, Matt Van Hatten, J. David Ingles, Kevin P. Keefe, Robert S. McGonigal, Jim Wrinn, and Steve Sweeney