A PHOTOGRAPHER'S ALBUM: VOL. 1

100 of the Best Photographs of John Gardner

By Philip R. Jordan
This ‘virtual album’ is presented as testimonial to John Gardner’s presence at trackside along the Rutland during the late 1940’s and early 1950’s. Working skillfully with a compact 35mm camera (loaded with color slide film) and a medium-format Kodak ‘Tourist’ 120 camera loaded with black and white film, John recorded many scenes eclipsing the last use of steam power (and the first of the Diesels’ intrusion on it) during those long-distant days. Now, printed, captioned and scanned, those black & white photographic images are presented for your enjoyment. Most have never been published until now.


This production was undertaken principally for the enjoyment of members of the Rutland Railroad Historical Society.

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Philip R. Jordan P.O. Box 275, E. Arlington, Vt. 05252 philjordan2@yahoo.com
Milk train #87’s 8:42 A.M. arrival in Burlington is observed by a small audience that includes the admiring gent at left, who’s a railroad official. K-2 class #85’s boiler size and smokebox contours indicate she’s a distant relative to the Central’s J-3A Hudsons, albeit only a poor country cousin! A recent shopping has dolled up the #85 with fresh paint, but not fixed some small steam leaks observed by the photographer and apparent in the photo.
We are now in O&LC country, but again catching the milk train, this time #8 coming into Moira and close by the highway crossing and station. The building at left is Drake’s Feed, a GLF dealer; the General Mills building is to the right by the ONT boxcar.
Ten wheeler #73 has now pulled up to the Moira station for the morning stop, just about the time we saw #87 arrive in Burlington’s yards. During the time period these photos were taken, the northbound and southbound milk trains were carded to meet at Mooers, where there was a 47-car capacity siding.
Although superior by class and direction, the southbound milk train has taken the siding at Moira to allow passage of northbound #9 that’s headed by a ‘Mickey’ 2-8-2. The brakeman on #8 stands back a respectful distance, complying with rule #701: “When trains are passing, trainmen at rear of train must observe the general condition of trains on other tracks.”

Any passenger in the coach who’s opened a window to get a better view of the show may get a face full of cinders for his efforts!
Welcome to Alburgh! We are standing on the wye for the Noyan Sub, whose signal mast remains as a last vestige of the line. Engine #71 is standing near the two-stall section house, while all hands are apparently busying themselves with unloading express or else checking journal boxes on #7’s cars before the 120 mile jaunt to Ogdensburg.
Following arrival of the northbound milk at Alburgh and crew change, with the Main Line boys dropping off and the O&LC crew taking over, the next stop would be at the ice house, located on a lakeside spur. The elevated structure appearing over the last car is the winch house; the winch was used to pull ice up the conveyor into the main building during the Winter ice harvest.
John was able to snap a nice shot of activity on the Alburgh ice house platform while he waited for #7 to proceed. Crew members and ice house workers were engaged in loading ice for LCL cars, which were utilized for small canned shipments (a typical LCL shipment was between 10-20 cans of milk.)
Here’s the southbound milk, #8, drifting up to the station for its noon-time stop. In about ten minutes it will leave with a new crew and a new train number, #88. The cars visible to the right of the engine and over the ‘stop’ sign are Rutland gons in storage on the Noyan wye.
At first glance, this would appear to be the meet between #88 and #19 at Grand Isle Station (however, the layout of the station’s baggage room door indicates this is another location, possibly North Hero - if so, this is #87 meeting a southbound freight.) Look at the #203’s nose closely and you may see evidence of where the yellow stripes once wrapped around to the number - so, was that part of the painting process, or did the #203 once have the original ‘cigar band’ striping featured in the #200’s original paint job?
We’re southbound for certain, out on the causeway a few miles above Colchester Point and fast approaching the last of the drawbridges on the way to Burlington. It looks like we’re about eleven cars back and riding a steel car.
Close by the southward inoperative distant signal, #203 hits the interlocking, entering the CV’s yard at Burlington with a rather abbreviated train #88.

A horizontal arm and yellow light on the signal would have indicated “proceed with caution prepared to stop at next signal”; the home signal was close by the CV’s tower and enginehouse.
A vast array of different types of milk cars rode the Rutland; here a wooden, canned-shipment car and a newer steel car with detachable tanks follows an RS-3 northward out of Burlington on train #87.
An RS-3 is adding a car to the northbound milk train prior to departing Burlington, and this time freshly-painted combine #256 carries the markers. Where else in 1952 but on the Rutland could one buy a ticket to ride a class one railroad on a milk train-in a fifty four year old, wooden car with brass railings, a coal stove and kerosene lamps for appointments?
One twenty-five P.M. on a late Fall day finds K-1 #82 standing south of Union Station, just about ready to go. We can imagine the conversation going on ‘up front’. ‘Greasing the pig’ as the saying goes (oiling around the engine) was a good time to catch up on the latest scuttlebutt, as well making sure the running gear was in good order.
From Burlington to Rutland, a K-1 was rated at 1585 tons; the burlier-looking K-2s at only 30 tons more. Their larger driver size was a factor both in this and their preferred use as power for the *Flyer* and *Mt. Royal*, where the need for speed was a concern. By the way, the young gent looking over the #83 this fine Summer day is none other than John Gardner.
Southbound #88 races through Colchester and past a long-disused signal; in ten minutes, it will have reached Burlington. It looks like another photographer’s recording the train’s passage this Wintry day of 1951. Come next year, the sidings here will be torn up and the old car body (used as a tool shed) located beyond the bridge will be retired.
Hey, what’s that NYC milk car doing here? We don’t know the location for sure, but the recently-replenished coal pile and level attitude of the tender (indicating a full tank of water) plus a background devoid of the Green Mountains makes the division point of Alburgh a good guess. This ‘going away’ shot shows often-overlooked details of the #73’s tender to good advantage.
One of John’s favorite spots to photograph trains was near Queen City Park south of Burlington. This spot marked the crest of a slight grade, and judging by the smoke being carried away by winds blowing off the nearby lake, #85’s going like blazes to get the milk train rolling. While at work nearby, John could often hear the drum-roll of exhaust from heavy passing trains suddenly cease as they topped the hill and the engineers closed the throttle.
Train #87 is coming across the Brooksville trestle near Middlebury with just a handful of cars that includes a baggage car carrying express shipments. This pitiful showing for what was once called ‘the Million Dollar Milk Train’ and ran at times in two sections gives ample reason why milk traffic was absorbed into handling of freight trains following the end of the 1953 strike.
The Green Mountain Flyer, train #64, has entered the west end of Alburgh yards and is on a siding, moving toward the station and the scheduled 10:20 A.M. stop. Interaction with the CV Railway dictated that semaphores were used to protect Rutland traffic using their main line. Meets between first-class Rutland trains were at the station; meets between extras and second class trains were in the freight yard further south.
Thanks to John’s photography, here’s a view of Alburgh from the perspective of a southbound freight (he’d asked to ride in the #90 but was restricted to the RS-3 helper!)

We are passing the station, and to the right, a CV extra just in from Rouses Point (after interchanging with the Rutland, and picking up cars for Swanton and the St. J&LC, it will become CV train #736, and depart for St. Albans.)
In between assignments, engine #23 basks in the morning sunlight at Alburgh, next to the bridges & buildings gang’s boxcar used for storage. In the left foreground is a wooden spike keg discarded by the B&B gang. To the left of #23 are the creamery and ice house. Long gone are the days when spikes were shipped in wooden kegs or milk shipped by rail!
Heading over to the Alburgh roundhouse, John discovered #26, just in from a run, #83, on call to protect *Mt. Royal/Flyer* service, and one of the #20s; the switcher, #109, was out in the yards. The house was home to road engines, plus helpers that turned at Cherubusco and returned here. It had a complete, belt-driven machine shop, plus one drop pit for repairs. A steam line cleverly extended from the roundhouse boiler heated the separate yard office beyond the turntable.
Turning around affords us the view of #31 sitting on the turntable, under steam but unattended. It’s probable the #31 has been serviced and is about to be readied for a run north (westward by compass direction!). The #31 was used fairly regularly for the Alburgh-Malone way-freight through the years.
On another day, John photographed #83 backing down onto a train spotted in front of the station. The telephone pole with only one cross-arm is emblematic of the O&LC and Bellows Falls Sub Divisions; the Main Line Sub above Rutland carried two arms, due to the number of lines carried (Western union, dispatcher lines, message phone lines and block phone lines).
Previous to her run, here’s the #83 in the Alburgh roundhouse, awaiting a call to duty. Engines of all types were serviced here, including the 2-8-2s. One of these engines (dubbed ‘Mickey’s’ by the crews) was known as a ‘creeper’, since, left under steam and unattended one night, the engine worked her way through the back wall, although no hand was upon the throttle!)

The facility was eventually reduced to a three stall affair, following Dieselization.
While engine wipers weren’t employed by the Rutland after 1949, someone’s nonetheless cleared away #35’s number for purposes of identification before this ‘Mickey’ heads out from Alburgh toward Ogdensburg. The oil tanks used to fuel the 2-8-2’s Diesel-powered replacements are seen in the background.
As we said earlier, Alburgh’s switcher #109, which served until being replaced by the #107 in 1952 was out in the yards while John was at the roundhouse. He evidently caught up with her near the gargantuan water tank, which, following the Rutland’s abandonment was used for a time as part of the town’s water supply. Now that we’ve toured Alburgh, let’s check out Burlington, circa 1951......................
Let’s go to Burlington! John leaned out the window of an engine (could it be #72, with that distinctive kink in the handrail we see?) approaching the lift bridge south of the yards bordering Lake Champlain. Just ahead, #107 is putting out some smoke signals signifying she’s hard at work juggling two blocks of cars.
Under the watchful eyes of the loungers at right, a gang of workers ‘has at it’ to ready Union Station’s platforms for business, using some of the Rutland’s latest snow-removal equipment (excepting, of course, the wooden-bodied Russell snowplows!) Failing all other means of disposal, snow was occasionally shipped south in company cars, to melt on sidings in temperate zones such as Bennington County during the next thaw.
At the late hour of 11:50 P.M., train #52, *The Mount Royal*, would arrive at Union Station. John determined to experiment in night time flash photography, with good results as he photographed a crew member adding lube to the running gear of engine #92, prior to departure.
John next photographed #92 as it left Union Station several minutes later that Winter evening, crossing over King Street.
A panned shot provides an impressive view of the L-1 locomotive departing the Queen City for points south this evening. The slight leak above the throttle, oil abaft the piston rods and dents on cylinder head cover hint at wear and tear on what is at this point a five year old steam engine near the end of an all-too-short career.
Here we see #52 on another evening under similar circumstances, with a different locomotive and engineer. He had apparently been unaware of the presence of our photographer, and was quite startled when the flash on John’s camera went off; the disruption to this fellow’s journey south attracted the attentions of the railroad police who asked some questions before being satisfied that an explosion hadn’t occurred.
Bangor & Aroostook GP-7 #568 was on loan to the Rutland for an evaluation of EMD motive power when John took this picture in January, 1951. For roughly two weeks, the brightly-colored Geep toured the system; here, it’s seen opposite the coal dock in Burlington, with some reefers in tow, about to go south to Rutland.
The ‘Diesel that did it all’ was Alco-GE demonstrator #1601, caught at the foot of Maple Street in the Burlington yards by John’s Kodak Tourist camera. The dark green and bright yellow paint scheme was incorporated into the Rutland’s; the single-tone air horn would be replaced with 3-chime Nathan air horns, once the Rutland bought this engine.
And here’s the former Alco-GE #1601, now the Rutland’s first Diesel, in its original Rutland paint scheme. The RS-3 is providing a helping hand to one of the ‘Mickey’s’ departing Burlington during the Winter of 1950-51.
Here comes a southbound local headed by engine #30, about to cross Flynn Avenue in Burlington. By the looks of the snow on the pilot, there must be some drifts across the line further north. These G34 class engines were rated for 1475 tons from Burlington to Rutland, most likely the #30’s destination.
Looking south from Flynn Avenue’s crossing as the local rolls south, we see Vermont Structural Steel’s gantry on the left. Note the foreign-road baggage car, probably for express shipments, ahead of the van, whose smoke stack is leaving almost as good a trail of smudge as the stack on the 2-8-0 ahead.
Oops! Despite all precautions and even the extra weight of the air pump on the pilot, #21’s lead truck has gone on the ground right beside the Burlington roundhouse while the locomotive was being backed up. The length of exposed axle indicates there may be more problems than meet the eye here…..
...and now, as if to make matters worse, a snow squall has blown in, the gusts of wind carrying away smoke and steam leaking from the unfortunate consol. Looks like the roundhouse foreman’s going to earn his pay today in getting this mess straightened out.
What’s this- a switcher in charge of *The Green Mountain Flyer*? As it turns out, yes is the answer! John explained that the K-2 Pacific assigned to #65 threw a rod somewhere south and the Burlington switcher was dispatched to haul the Rutland’s pride into Union Station (here, the unlikely ‘doubleheader’ is passing by Vermont Structural Steel.) Hopefully, a spare engine has meanwhile been sent south from Alburgh and will be waiting for #65’s arrival up ahead.
Walking through the north end of Burlington’s yards in 1952, John encountered the lifeless hulk of ten-wheeler #76. Though her paint job’s immaculate, a close look at details reveals the back-up light and several key components of the drive train are missing.
John climbed high, possibly on a nearby boxcar, to gain this interesting perspective of a locomotive bound for scrap. Missing are the whistle, bell, builder’s plate and drive rods, plus sections of pipe. It appears #76 has been accorded the status of the cinders in the adjoining ballast cars— a by-product of an obsolete process, bound for recycling. What a shame this locomotive wasn’t saved!
Out behind the Burlington freight house, a work crew has been working on preparing several old #1500 series wooden cars for scrapping. Once the trucks and brake gear were cleared away, the car bodies were burned down to make retrieval of scrap steel and iron a simple process.
Walking a bit further north, we find L-1 #93, figuratively ‘whistling past the graveyard’ where the doomed #76 and wooden cars repose. Like the Pre-War Packard Clipper seen at right, the #93 is truly one of an endangered species!
On another day, John captured a striking, backlit image of the #92 backing onto its train in the yards just below King Street. In just a few more months, clouds of steam and smoke will no longer herald the passage of Rutland trains.
One a bright, hazy Spring afternoon, John snapped a shot of a spur up on the west side of the Burlington yard. Trucks from a ‘retired’ wooden car occupy a spot where ship to rail transfer would have taken place years ago; now weekender’s pleasure boats are tied up at these docks on Lake Champlain.
Reposing in the Burlington yards one Summer day was the road’s weed burner. Fired by #2 fuel oil and with two burners (pipes that swung out from either side and having holes drilled in them) the contraption was the bane of signal maintainers, for it frequently would burn insulation off signal wires or otherwise fry battery boxes near the right of way. If used after dark, recalls Bob Adams, “they tell me it often looked as if hell was on fire as it approached.”
We’re back at Flynn Avenue in time to see the *Flyer’s* arrival with a five-car consist, early in the Spring of 1951. The lack of activity in the steel yard indicates it may be after 5:00; if so, the Flyer’s running late today.
An old safety adage goes that “the first thing to move on a locomotive … should be the bell.” It looks like nothing’s going to move on #90, however, until the cordial labor/management discussion at the coal tipple is concluded today.
Out beside the Burlington roundhouse, John took an exceptional ‘still life’ of these wheel sets awaiting a call to duty. The wheels with ribs are cast iron (used until the 1940’s, when they were prohibited from interchange use.) The plain wheels are cast steel; both types show the Rutland’s name as installer, and also the date manufactured
Outside the roundhouse and spotted on the ashpit is the #107, Burlington switcher. A worker is in the process of dredging ash and cinders from the pit into a waiting ballast car; the contents will find their way into some part of the Rutland’s right-of-way on the next work train.
A shot of the #107’s cab reveals a wealth of detail for the modeler and the low level lighting provides for a study in contrast and shadow adding to the drama of the steam locomotive’s reign. Steam was dramatic (it was also grimy, filthy, sooty and tinged with coal dust and cinders; attendant facilities were rife with trip hazards like the ash pit in the foreground, a place where fans and railroaders alike had to watch their step!)
The coal station at Burlington had a water plug handily located close by. The fireman and a fellow who looks a bit young to be a crew member are up on the tank deck, getting ready to complete #107’s preparations for another day.
Another denizen of the Burlington roundhouse besides the #107 was F-11a class #53. The 4-6-0 was diminutive in side-by-side comparison with the F-2 class #70’s, but the large tenders of the 50’s, with 10 tons capacity for coal and a 6,200 gallon water tank, gave the smaller ten wheeler a hefty enough appearance when seen without its larger relatives around; the look was ‘pure Rutland!’
Laying over at Union Station between runs one late afternoon was all-steel baggage car #192. Among the newest (1928 vintage) mail cars in service, it may be awaiting loading and then late evening pick-up by *The Mt. Royal*, train #52. What looks like a futuristic house poised over the car is the end of the enclosed walkway from the station’s street level concourse to the two trackside platforms behind the mail car.
Working hard, or hardly working, fellas?
The ratio of three watching to one working and the low angle of sunlight indicates it just *might* be near quitting time for this gang of ‘gravediggers’ out in the yard. Let’s hope they get it buttoned up before the *Flyer* comes through!
We are tempted to say this is a case of LOFC (locomotive on flat car) but in all honesty, what appears to be a large-scale, live steam model of #92 riding on a company flat is in fact the real, 1:1 scale thing, nicely framed by the boom of a B&B crane. The #92’s sitting just south of the roundhouse, with steam up, raring to go in this beguiling and interesting photo.
And here’s a fine portrait of the #92 at the head of train #88, waiting at Union Station for the signal to leave; the blower’s on, a long boiler seething with a full head of steam, and the air pumps thumping with that rhythmic sound of a heartbeat unique to the L-1s. Thanks to #92’s efforts, the milk will be in Chatham in less than eight hours, and then another day’s cycle of northbounds, southbounds and extras will begin. Could anyone even think of Diesels at a time like this?
Mid-afternoon on Summer’s day finds #20 heading south out of Burlington. By the looks of it, the head-end brakeman has just barely made it aboard #90’s steps. Freight trains were subject to a 40 MPH speed restriction on the Main Line Sub-Division; so, even with two engines, #20 won’t make it into Rutland until at least 6:15 P.M. today.
Now that the brakeman’s aboard, from the looks of what’s issuing from the stack, the engineer on #90 has ‘dropped the bar’ and hauled out the throttle about halfway to the tender; possibly the meet with #65 at Vergennes, 21 miles south, is on his mind.
Rutland rule #933 states that enginemen “…must not leave engines while on duty without permission, except in cases of necessity, and then the fireman or some competent person must be left in charge.” It would appear #53 was trusted to the care of the photographer, as the aging 4-6-0 simmered away otherwise unattended outside the roundhouse in Burlington.
Counting two spurs, there were six tracks at Union Station; these and the territory between College Street (to the north) and King Street (to the station’s south) were under jurisdiction of the joint CV-Rutland stationmaster. Here, the *Flyer’s* power has cut off to approach the water plug during the ten minute station stop.
The Flyer’s just cleared the drawbridge south of the roundhouse as it nears Union Station. The turntable and roundhouse were built on fill and sit on what was originally the Lake Champlain shoreline of the pre-railroad days. The little drawbridge is the last vestige of a canal by which barges plying Lake Champlain once brought coal to facilities built along the west side of Pine Street.
K-2 #83 is leaving town and about to cross Maple Street with an extra, which we’ll call Extra #83, as it would be referred to by train order. Rule 206a: “When trains have two or more engines coupled, and a designation is made by engine number, the number of the leading engine, only, will be used.”
The south end of the Union Station platforms at King Street usually was “where the action was” for the train watcher observing loading/unloading of express, mail, and also handling of milk cars, which is exactly what the switcher’s doing as *The Flyer* awaits boarding by southbound passengers during a 12 minute station stop.
Here we go! *The Flyer’s* off and running, at 11:33 sharp. In earlier years, train #46, an Alburgh-Rutland local, would have preceded, so the *Flyer’s* passenger count may now be a bit heavier for the time being. The significance that the flagship train to New York and Boston’s headed up by a lowly 4-6-0 with freight-engine footboards on the pilot is no doubt lost on the passengers today.
It didn’t take long for steam’s usurpers to take over, and here are two of them snaking through Burlington’s maze of yard tracks. Milk cars were seen often being forwarded (empty) to points north in almost any train; once the strike of ’53 was over, they’d be a fixture, loaded or not, of the freight trains.
Long before shopping malls, housing developments and ‘suburbia’ was even thought of, northbound #87 is racing through the otherwise quiet environs of Colchester’s farmland (a turkey farm is the abutting neighbor!) shortly after 9:00 A.M. and will soon be out on the causeway, headed for the islands and Alburgh.
With the sidewheel steamboat Ticonderoga, the last of its kind on Vermont waters docked for the Winter season, this Rutland train is now the only steam-powered conveyance moving across Lake Champlain this blustery, gray day of 1951. The flash of a southbound’s headlight crossing the distant Allen’s Point draw could be seen from this point, but the rumbling sound of its crossing would take several seconds later to arrive, due to the disparity between the speed of light and the speed of sound, neither of which will be broken by the Rutland southbound approaching Colchester today!
Fans who had hiked out to the Allen’s Point drawbridge with John await passage of a train; there’s precious little else to photograph out here in the off season!
A nice view to the south of the Allen’s Point draw, taken from the perspective of the mast of the home signal.
Rutland switcher #100 works shoulder to shoulder with one of the new arrivals, in this 1951 view from the River Street Bridge in Rutland. A work gang is using the crane to set in place the Rutland’s first fuel oil facility that will help push along the Dieselization program, now that the old enginehouse and boiler shop have been torn down. Note the locomotive tender (over the top of the 6th car behind #201).
Here’s a closer look at that tender, spotted at the brink of the transfer table pit. The tender belongs to one of the 90’s, which were the only locomotives that sported the ‘safety chains’ seen on each side of the gangway. It appears that one half of the double drawbar (which would have otherwise been seen below the buffer) was either removed or else departed with the locomotive now being serviced.
It’s 2:15 on a Winter’s afternoon, and the train for Boston, #164, is leaving Rutland with a nice show of smoke for the photographer. The New York section had departed 50 minutes earlier. The towers of two city landmarks, the Service Building and the fire station, make a nice backdrop for the scene.
#164’s passengers should be in Bellows Falls by 3:45, dead on time, with just the three cars to handle; there are just two scheduled stops, both for mail (Healdville and Bartonsville) on this run.
Given a break in the weather, John chose to investigate the depths of Rutland’s roundhouse and use the available light to take this interesting photograph of the yards, where the #500 is engaged in working around a stored plow and two flangers.
John found two occupants in the quiet roundhouse that day- 4-8-2’s #91 and #92, laying over between runs. By this time, steam power was in the minority, and serviced only in the locomotive shop building; come late April 1952, Diesel power was in use even on The Green Mountain below Rutland.
The previous photo of the #92’s drivers, and this one of #91, are striking portraits of two locomotives in the twilight of their careers on the Rutland.
Elsewhere on the property, and on another day, we’re inside the locomotive shops where the new Diesel fleet, as well as steam power, was maintained. #201’s prime mover is apparently undergoing an overhaul, being kept company by an RS-1 also in for repairs.
Almost paradoxically, one of the older and lowest numbered of the 4-8-2 fleet was kept going until the very end of steam and in a variety of uses; John’s camera caught the #80 by the freight house, after it had come in off a southbound run. In the hands of a ‘highball artist’, the K-1’s could still make good time when they had to, even if they were locomotives with 26 years’ hard wear on them.
Having moved over near the ash pit on the opposite side of the yard, #80 gets a drink at the water plug. Appearing at right (and fouling the track with its overhang) is the Rutland crane we saw in photo/page #74.
Further north in the yard, the ‘goat herder’ (yard goat engineer) in charge of #100 leans far out the cab to catch a signal. These were the days when riding a footboard was just something that you did (not a violation of safety rules) if you were a ‘club-winder’ (brakeman.)
This fine Spring day of 1952, GE switcher #500 appears to be in charge of Rutland’s expansive yards; steam (represented solely by #80, receiving nourishment at the coal tower) is apparently in retreat, its other surviving members otherwise possibly lurking in the roundhouse here or at the Alburgh facility.
Once a Northampton & Bath boxcar, this car (#RX243) came to the Rutland as the result of an accident on #XJ-1 in the 1950’s. In the course of returning to the second part of the train in ‘doubling the hill’, the RS-3 power ran into this car, badly damaging the ‘A’ end. The Rutland bought the car for scrap value, cut out the damaged end and placed it in MofW service, using it to haul around their small bulldozer.
Here comes the Exchange Club Special, departing Chatham for Rutland. Only the then-new Kaiser automobile at left hints that this is a scene from the 1950’s, and not the days when steam ruled the rails from here to Ogdensburg.
Here we are inside one of the many coaches on the special. The ‘Oh you kid! Love that bustle!’ chalked on the bulkhead refers to one of the lady passenger’s Gay 90’s costumes.
Suits and ties were still in vogue for the fans of the ‘50s, and it appears the Rutland put its best foot forward, too, dressing up the tail of the special with matching markers that have glass in them! Upon almost every stop along the way from Chatham to Rutland, torpedoes were strapped onto the rails in front of the locomotive, giving the well-dressed passengers a deafening send-off once the train got underway.
John took this view from the rear of #65 while it paused at Manchester, as a fellow obviously concerned about the Spring thaw water level peered down from the trestle at the Battenkill River below. In the background, Mt. Equinox towers a respectable 3,816’ over this view. The piles of marble visible below it to the right are the last vestiges of the mill on the MD&G Railroad, whose interchange with the Rutland was beyond the distant curve.
The Rutland gave the public notice that it was abandoning part of the Addison Sub-Division in March, 1951. John decided to investigate and ride the advertised mixed train #457 from Leicester junction to Larrabees point and return on #458, Tuesday only.
However, the railroad ran trains on the Addison on an as-needed basis and no train was running that day. Obliged to honor the tickets sold, the railroad had one of its detectives drive John and his friend to Larabees and return in a company car.

This view is almost from end of track at Larabees, looking east. The strange-looking structure to right is an ice-fishing shanty that’s been hauled up on shore.
And here we see the end of track, at 13.4 miles from the junction.
On a later day in 1951, John snapped a photo of two friends trooping out on the Addison to photograph the covered bridge at Shoreham, a tripod and a box camera in hand.
Further out on the line and close by the highway crossing, the three found Whiting station, now basically the end of the line, in the midst of having new roofing installed.
Faithful #52 was heading up the Tin Can and doing some work in Middlebury when caught by John’s camera one Winter’s day. Although not noted other than as the meeting place for trains #20 and #51, there was much traffic in coal, feed, milk and fertilizer that made this a busy place insofar as the Rutland locals were concerned.
One of the Rutland’s ‘Mickey’s’, #37, is standing just south of the highway overpass in Middlebury’s yards, which stretch out of sight to the north and to the east beyond the freight house. The boxcar to right is on the track of the St. Albans Grain Company building.
To the east of the Middlebury freight house and standing clear of all the action was 2-8-0 #14. No engine wipers were employed by the Rutland after 1949 (and if they had been, they might have given up on this locomotive!) The broken numberboard glass on the back-up light, and grime obscuring the bell and even the number on the cab are a good indication that the end is near for this 40-plus year old survivor, which may be acting as a Middlebury switcher today.
Crew members are now up on the #14’s tender; it’s tough to tell whether they’re trying to salvage spilled coal or to spring an uncooperative hatch on the tank with coal scoop in hand. The milk car may be the one off the Tin Can (it has “Hold 249” chalked on it) and if so, its next stop will be Addison County Co-Op, across the way.
The end! I hope you have enjoyed this assemblage of John’s fine photographs. Many thanks to John Gardner for sharing these memories with us, as well as to Armand Premo, Bruce Curry, Bob Adams and Steve Mumley for their “technical support!”