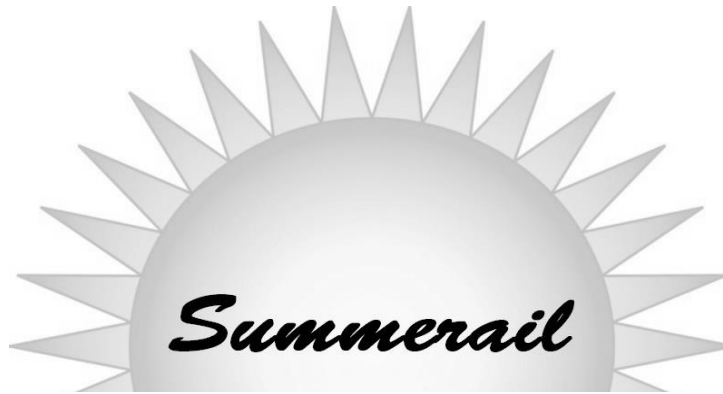


Summerail 2024 is dedicated to Mike Brestel, who operated the sound booth at CUT for 20 years.



SUMMERAIL AT MARION

Saturday, August 10, 2024

**Sponsored by
Marion Union Station Association**

SCHEDULE

Railroad Show & Sale.....	10:00 a.m. - 5:00 p.m.
Session 1 Presentations.....	1:00 p.m. - 4:35 p.m.
Dinner Break.....	4:35 p.m. - 7:00 p.m.
Session 2 Presentations.....	7:00 p.m. - 9:30 p.m.

2024 Planning Committee & Workers

Bruce Barrett, Steve Barry, Rich Behrendt, Charles & MaryAnn Bogart, Steve Forrest, Corey Haines, Bill Haines, Scott & Myra Lindsey, Zach Marlow, Brian Matsumoto, Dave & Jill Oroszi, Kirk Reynolds, Keith Robbins, Otto Vondrak, Pete White

MUST SHOW WRIST BAND TO ENTER AUDITORIUM

No smoking or videotaping devices permitted in the theater.

For safety and courtesy to other attendees and presenters, re-entry to the theater is not permitted once each program begins.

A whistle will sound two minutes before the doors close after each intermission.

NEXT YEAR'S SUMMERAIL - AUGUST 9, 2025 - BE SURE TO MARK YOUR CALENDAR

This is the 27th year of Summerail and we are nearing the end of Summerails unless someone steps up to help take it over from Dave Oroszi.

SESSION 1 PRESENTATIONS - 1:00 p.m. – 4:35 p.m.

1:00 p.m. 1) Joseph Trepasso - *I Had No Choice But To Become A Railfan* (Howell, MI)

Joseph's show is short, sweet, and to the point; a remembrance of the good photos and good times trackside over the last 20 years. He met many of his best friends trackside, so trains is what brought them together. Much appreciation to his parents, the DeVene family, his girlfriend Emily and her endless patience, and all the boys in the RAWhole group chat. Enjoy the show!

Joseph didn't choose this hobby, but he wouldn't have it any other way. The house he grew up in was about 80 yards from CSX's Plymouth Sub in Howell, Michigan. He spent his youth at his bedroom window watching CSX and Canadian Pacific live out the glory days of the late 1990s. If that alone hadn't been enough to hook him, his dad was an avid railfan and would hold him up to the window as trains passed. His dad would often say that the daily Detroit-Chicago Q327 manifest was "his birth train" because he was born at 3:27 PM. Joseph never really had a choice NOT to be a railfan. And his dad's best friend, Dale DeVene Jr., taught him about the art of railroad photography and gave him his first camera, an Olympus OM-1 that he still carries. When he is not trackside with his camera, he is most likely still trackside, but at his day job as a Journeyman Carman in the Amtrak Freight Car Department on the Amtrak Michigan Line.

1:40 p.m. 2) Don Toon – *IU Tower, Indianapolis* (Indianapolis, IN)

This IU Tower show is a different take on the age-old dynamic of changes to the railroad scene. IU (Indianapolis Union) Tower controlled switches and train movements for Indianapolis Union Station from 1931 till 1998. State of the art as chronicled in Railroad Times; it utilized an Electro-Pneumatic Interlocking plant. Once seeing almost 200 trains a day, it met its ultimate fate slowly as technology advanced, first with the remote addition of plants from Virginia Ave, IJ (Indianapolis Junction), KD, Dale and IU East, then itself remotored to Indianapolis dispatchers in the Conrail Building on April 8, 1998. A signal maintainer documented the "final lineup" on the east end of the tower wall, and IU remained as storage for signal maintainers and track gangs until 2019.

Don is a life-long railfan who started shooting train pics with an Instamatic in 1971, progressing through 35mm, 120 square, 4x5 speed graphic and to digital in 2002. Don has a passion for both photography and digital preservation and currently serves on the Monon Historical-Technical Society Board as Treasurer. Born and raised in Indianapolis, he recently retired from construction sales and lives with his wife Janelle and daughter Courtney.

25 MINUTE INTERMISSION

2:20 p.m. 3) Fr Dale Peterka - *Hot Mallets, 1981-2024* (Cincinnati, OH)

The year 1981 was magical on U.S. rails. Union Pacific 4-6-6-4 #3985 was restored for a special excursion from Cheyenne to the opening of the California Railroad Museum in Sacramento. The trip was the first of over a dozen Challenger trips that ran in the next 30 years. The #3985 was different from other steam power running in those days. It was an "articulated": one boiler, two frames, four cylinders. Six years later, Norfolk Southern restored an articulated steam locomotive, N&W #1218, and began running excursions. In 2014, the Union Pacific pulled a 4-8-8-4 Big Boy #4014 out of retirement and restored it to service for the 150th anniversary celebration of the Golden Spike in Utah. Finally, in 2020, the Western Maryland Scenic Railroad restored 2-6-6-2 #1309, which had been on display at the B&O Museum in Baltimore. Today the #1309 runs regular excursions from Cumberland, Maryland, to Frostburg. The #1309 is a true Mallet, with steam being used twice, back cylinders and then front, unlike the other "simple" articulateds.

Father Dale grew up with an 11x14 photograph of a steam locomotive hanging on the wall at home. Great Northern #2059 was a simple articulated, designed and built by the GN, one of sixteen in class R-2. The "Mallet" was rolling on Gassman Coulee Bridge in Minot, North Dakota. Dale's uncle, Casey Adams, took the photo, and was snapping pictures of GN power in the Minot area in the 1940s. Twenty-five years later, Dale's first train picture was a C&O GP9 on Sunset Trestle in Cincinnati. His mentor was fellow schoolteacher and rail photographer Don Patrick, who had shot steam action in Chicago in the 1950s. In 1998, he got the chance to duplicate Uncle Casey's photograph of a steam engine on Gassman Coulee Bridge in Minot. And he still has the #2059 hanging on his wall in Cincinnati!

2:50 p.m. 4) Mark Llanuza - *MILW Dubuque & Illinois Division* (Bartlett, IL)

The Milwaukee Road D&I Division program covers the line from Chicago Union Station to Dubuque, Iowa, passing all the towers and towns from the 1970s through the mid-1980s. At Savanna, Illinois, the line crosses to the west side of the Mississippi River and runs along the river north towards the Twin Cities passing by the bluffs of Green Island, through the street running at Bellevue, to its endpoint in Dubuque.

Mark has been photographing railroads for over 50 years, married to his wife Pam for 43 years and has two awesome grandchildren. Mark has been working at Metra in Chicago for almost 30 years in the mechanical department

and doubles as Metra's company photographer, when needed. He gets to work with his son, who has been a Metra conductor for over 20 years. His grandson loves railroading and goes with him on many railfan trips.

20 MINUTE INTERMISSION

3:35 p.m. 5) Tim Tonge - *Colorado's Black & Gold (DRGW)* (Castle Rock, CO)

Colorado's Black and Gold showcases the Denver & Rio Grande Western Railroad (DRGW) from 1975 through 1998 (primarily), with images of the DRGW taken throughout Colorado. This show features the DRGW in the last years while it was independent, as well as early years after the UP takeover. Principal photography is by Timothy Tonge with several additional images from Joe Blackwell and John Shine.

Tim has been photographing trains since high school starting in 1973, at first in northern New Jersey with the Erie Lackawanna. Moving to Colorado in 1975 for college, he began taking DRGW images with a 50mm lens. Through the 1980s and 1990s, he continued to shoot the DRGW, progressing to a 70-200mm zoom lens as well as a 300mm lens. In addition to rail photography, Tim is the department photographer for Castle Rock Fire and Rescue, shooting fire/rescue images of CRFD and nearby departments for over 25 years.

4:05 p.m. 6) Andrew Nelson - *The IteI Sisters: The Fox River Valley and the GB&W* (Belvidere, IL)

This program covers his experiences with two railroads, both owned by IteI Corp., and both based in Green Bay, Wis.: the very short-lived Fox River Valley Railroad (nicknamed "The Fever"), which didn't last quite five years, and the long-lived Green Bay & Western, which lasted over 120 years. The FRVR was a 1988 regional spin-off of most of the Chicago & North Western's lines between Milwaukee and Green Bay that struggled for most of its existence. Its locomotive roster of well-worn EMDs featured the only two non-modified SD24s left in regular service, along with a mixed bag of GP9s, GP30s and GP35s. The Green Bay & Western was long known for its fleet of Alcos, but its history ran deep in Wisconsin, with deeply loyal employees who were proud to work for the GB&W until its final day in August 1993, when it and sister road FRVR were absorbed into the Fox Valley & Western subsidiary of the Wisconsin Central. Many of the photos in this program's last segment came from the photo albums of GB&W employees and are a testament to what GB&W was really about: people.

Andrew Nelson recently "unretired" after a 33-year career in public education as a teacher and high school and middle school administrator. He now works as both an instructor and student teacher supervisor for Northern Illinois University in DeKalb. He has written numerous articles, most recently for *Classic Trains* and *Railroad Model Craftsman*, and a book on Green Bay & Western. He lives in Belvidere, Ill., with his wife Wendy, who has put up with his railfan nonsense now for over 30 years.

4:35 p.m. - 7:00 p.m.

DINNER BREAK

SESSION 2 PRESENTATIONS - 7:00 p.m. - 9:30 p.m.

7:00 p.m. 7) Adam Lauterbur – *My Life in Industrial Switching* (West Milton, OH)

"My Life" is a collection of images from over two decades of working in a sector of the railroad industry that is often overlooked and under-appreciated. Adam shows us his world from the ground and from the cab. He also documents scenes from traveling to remote locations across the US and an ensemble cast of co-workers and fellow contractors that he has encountered along the way. Many of the images are from his home region at sites in Dayton and Sidney Ohio, but there are also scenes from assignments in Lima and Cincinnati, Ohio, South Carolina, Iowa, and Nebraska. The photos range from everyday, and seemingly routine, activities to unusual occurrences, track-failure derailments, and other humorous scenes.

Gabriel "Adam" Lauterbur was born in Sidney, Ohio, in 1975 at the crossroads of the CSX Toledo-Cincinnati and the CSX/NYC/Big Four/Conrail Cleveland-Indianapolis. He cultivated friendships with employees and local crews on both railroads in the Sidney area, who invited him for cab (and caboos) rides on which he learned how to throw switches, give lantern signals and safely get on and off equipment. It was only natural that he would go on to a career in the rail industry. In 2001, he started doing contract switching in Dayton. After a two-year stint in management with Railserve at two locations, he laced up his boots once again in 2023, and returned as a senior crew leader and traveling instructor.

Adam lives in West Milton with his wife Jennifer and their pets. The empty nesters enjoy visits to see their adult children, Olivia and Hailey (who lives literally next to the C&O mainline in Richmond, VA).

7:30 p.m. 8) Tom Carver *Washington: The Evergreen State... From Sea to Sage.* (Bartlet, NH)

Tom's show begins in Seattle and takes a clockwise journey around Washington State before returning to Seattle. The covered railroads include The Milwaukee Road, Union Pacific, Burlington Northern, Amtrak, short lines and industrials, with some landscape and maritime views thrown in for variety. With the exception of one image looking across the Columbia River from Oregon, all photos are taken within Washington State during the 1970s and 1980s.

Tom's youth was spent almost always within earshot of the New Haven Railroad, from meeting his dad at the commuter station to an easy bike ride to the Shore Line in eastern Connecticut. A Trains magazine subscription in 1962 (\$6 dollars per year!) as a Christmas present from his grandfather, who worked for the Canadian Pacific Railway, sealed the deal. A later gift of a Kodak Instamatic camera began a lifetime of photography, with many fuzzy images of the New Haven still saved in a box to this day. Attending college resulted in a total of ten years residing in the Seattle area...and recording the amazing variety of railroads in the Pacific Northwest with progressively better camera equipment. After almost 20 years on the west coast, Tom returned to his native New England to begin a railroad career. Now Tom and his wife Shelley live in New Hampshire's Mount Washington Valley, where he works as a seasonal state park ranger to keep active during retirement while working on a railroad book project, which he hopes to publish this year.

7:55 p.m. 9) Steve Smedley – *Indiana Northeastern* (Atlanta, IL)

Smedley has always called EMD's GP30 his favorite locomotive and was drawn to Indiana Northeastern when he took his first photos of the now popular short line enroute to Summerail 2010. Since that time, the railroad has replaced a cramped rodent-infested engine shed in the company headquarters town of Hillsdale, Michigan with a new state of the art engine house in Hudson, Indiana and has restored much of its line from the mud up. It has also rebuilt and repainted much of its power and has added six-axle power. He enjoys the quarterly visits to the railroad to photograph and spend time with his good friends who are the backbone of the Indiana Northeastern and its success story.

Steve Smedley, a huge, by body weight, introvert and fan of Randy Allard's photo work, lives in Atlanta, Illinois, still, with his wife Donna. They have been bickering for 35 years and share a Victorian home built by the publisher of the Atlanta Argus newspaper in 1901. As a "senior" Summerail presenter who prides himself on his record of always being the last one to get his completed show turned in, Smedley is pleased to present at Marion. He met Dave Oroszi and the lovely Jill in El Paso, Illinois, when he was working for the Peoria Journal-Star in the early 1980s and chasing Toledo, Peoria & Western 700.

15 MINUTE INTERMISSION

8:25 p.m. 10) Jerry Pyfer - *Tales of the Rails – Illinois Central* (Rockford, IL)

"Tales of the ICG" is another of Jerry's slide programs chronicling his all-too-short lived railroad trainman career among other railroad topics. In this program he was working the Illinois Central Gulf's Freeport and Amboy Districts of the Iowa Division in the late 1970s into the early 1980s.

Jerry, a life-long resident of Loves Park, Illinois, started his passion for trains at the tender age of two. He worked for the Milwaukee Road as a trainman from September 1971 until moving to the Illinois Central Gulf in November 1978 in the same capacity. Getting furloughed from the ICG in October 1982, Jerry then became a letter carrier with the U.S.P.S. where he met Cindy, his wife of over 37 years. They have three grown sons and two charming granddaughters, along with two handsome grandsons. He retired the day after Christmas 2014 and wrote "The Milwaukee Road - Tales of the Racine & Southwestern," a 124-page book documenting his Milwaukee Road years in words and photographs.

8:55 p.m. 11) David Oroszi – *Crazy Mix 1* (Dayton, OH)

This program is a mix of various subjects from Dave's photo archive. It starts out with a trip to the Ponderosa Ranch at Crawford Hill, Nebraska, in 2010 to shoot BNSF trains slugging up the hill. Next is a look at Steamtown in Scranton, Pennsylvania, in 2011. In 2014 there is a tour of the Bear Run Mine in Dugger, Indiana, the largest open pit mine east of the Powder River, in conjunction with the L&N Historical Soc. convention in Terre Haute that year. Also, in 2014 he was lucky to take a tour of the Age of Steam roundhouse in Sugar creek, Ohio, so that is next up in the program. In 2015 Steve Glischinski ran a photo trip on the Osceola & St. Croix Valley Ry using the former Great Northern SD45 "Hustle Muscle" and then another trip on the St. Croix Valley RR using two re-lettered Northern Pacific SD45s. The final section is on our beloved AC tower in Marion. See, he told you it was a *crazy mix*! And there is a Crazy Mix 2 in the works too.

David and his wife Jill have been pursuing their railroad interest for over 50 years now. They are lifelong residents of Dayton, Ohio, where they live with their four cats. Dave's interest in trains began as a child with his model train layout and expanded into photography in 1967.

Have a safe trip home and see you next year!