

**WALLY ABBEY VISITS CINCINNATI
UNION TERMINAL**

PRESENTED BY: GEORGE W. HAMLIN

At

Northwestern University

Transportation Center

Sandhouse Gang

Evanston, Illinois

April 12, 2018

ACKNOWLEDGMENTS

**Wally Abbey
photographs courtesy of
the Center for Railroad
Photography and Art**

WHO WAS WALLY ABBEY?

WHO WAS WALLY ABBEY?

Wallace W. Abbey III; 1927-2014

- Journalist
- Railroader
- Communications/Public Relations Professional

THERE IS A NORTHWESTERN CONNECTION

THERE IS A NORTHWESTERN CONNECTION

The tradition of Willie the Wildcat was established in 1924 when Wallace Abbey of the Chicago Tribune wrote, "The Northwestern team fought like wildcats yesterday..." The name so expressed the fighting spirit of the team that the name "Wildcats" was officially adopted as the University's athletic nickname.

Source: "History of Willie the Wildcat", www.northwestern.edu

WHO WAS WALLY ABBEY?



WHO WAS WALLY ABBEY?

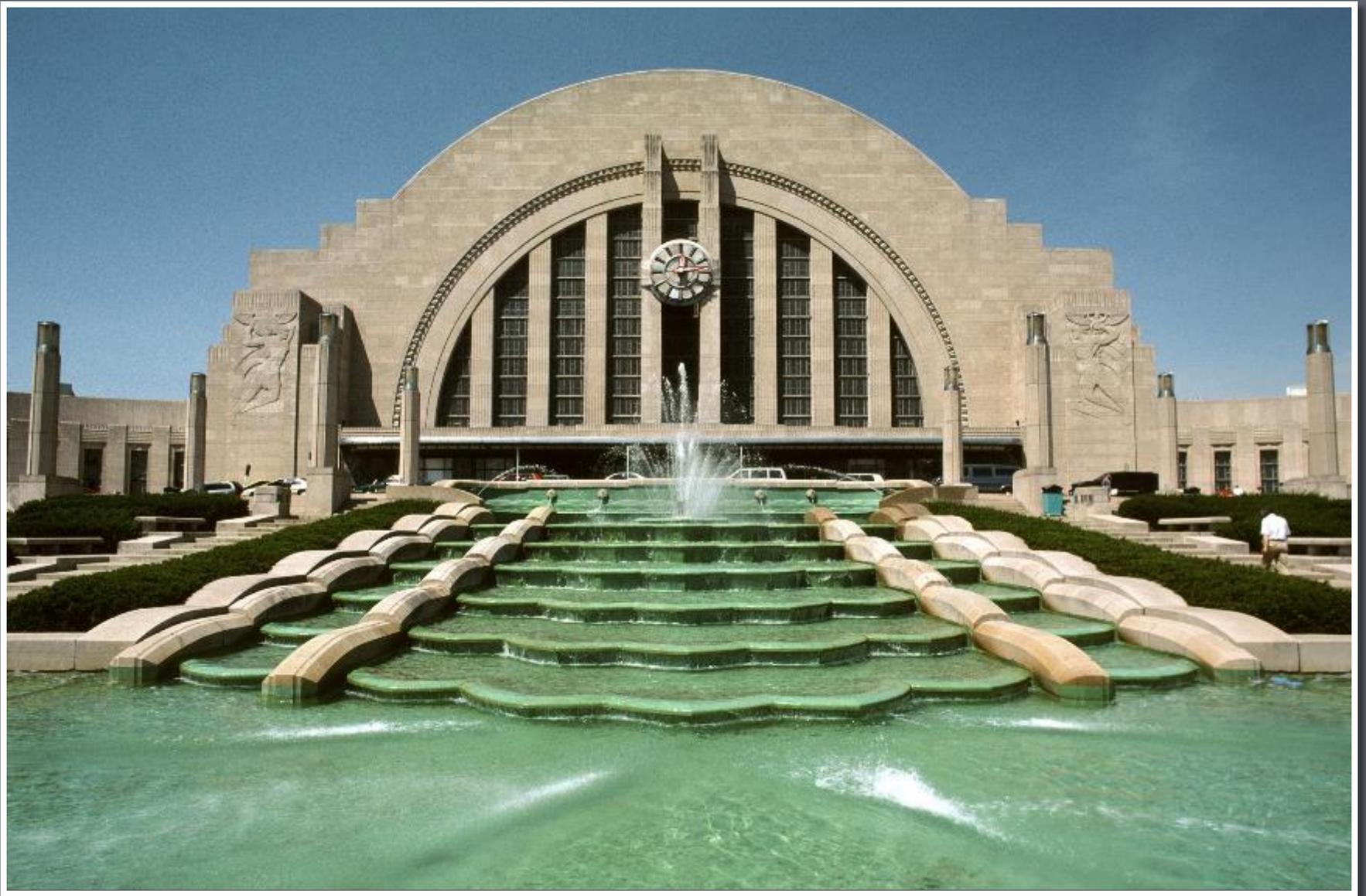
Wallace W. “Wally” Abbey (1927-2014) belongs to a rare species of railroad photographers: those who have a full understanding of all aspects of railroading, coupled with the knowledge of how to present visual ideas in a manner that excites the railroad community and the general public alike.

Source: Center for Railroad Photography & Art website

FURTHER ...

In Wally Abbey's creative and comprehensive views, we see people at work, travelers on luxury trains, interiors of cars, workers in the shop and on the track, and trains in many of their varied habitats.

Source: Center for Railroad Photography & Art website



The Magnificent Venue

AN ART DECO MASTERPIECE

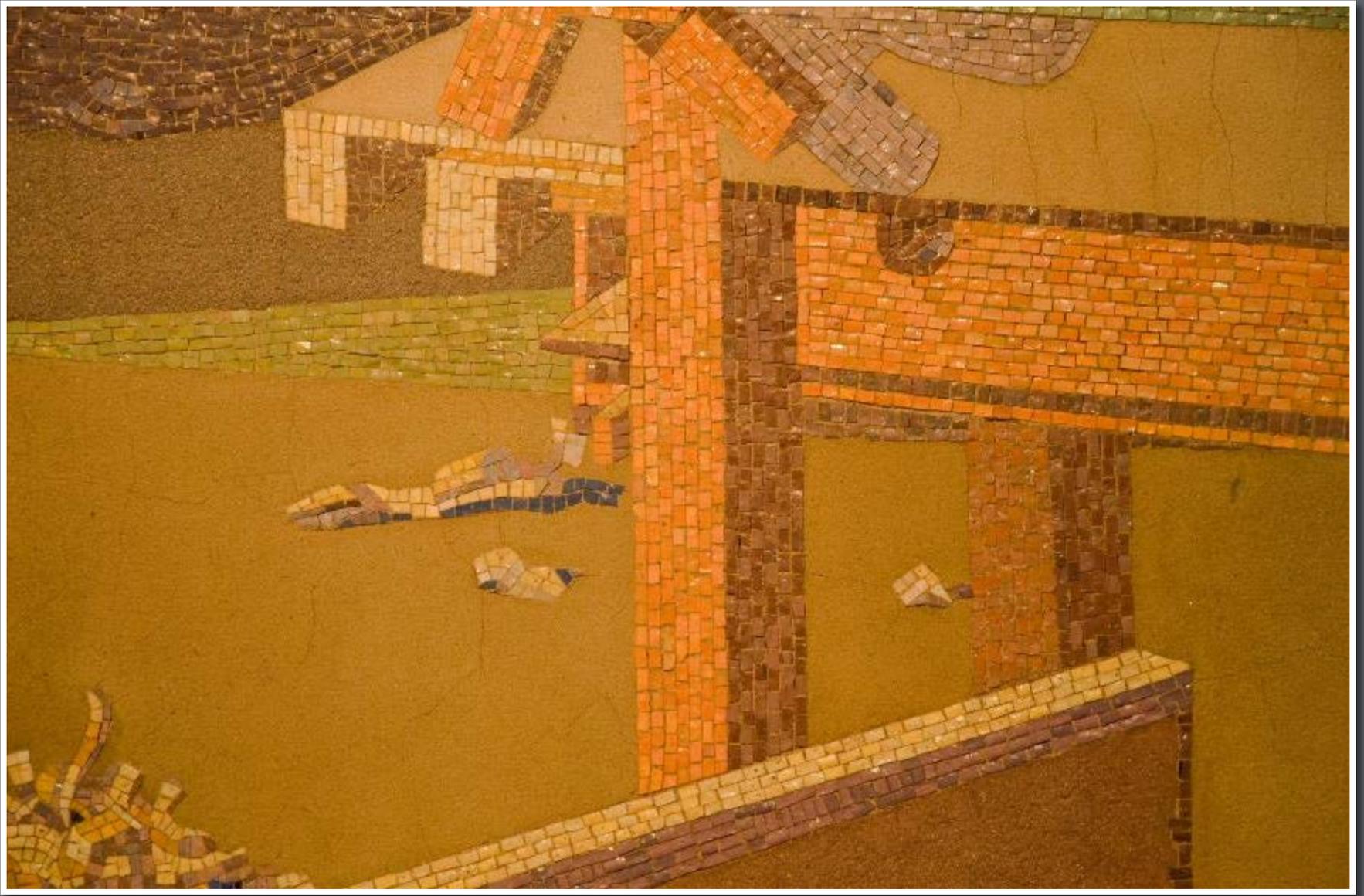
The Cincinnati Union Terminal was begun in 1930 and completed in 1933.

The terminal, with its associated buildings, with its twenty-one associated buildings, bridges, viaducts, and walkways was indeed built in a coordinated Art Deco style. The project was so massive that it can be compared only to the largest projects of the 1930s – Hoover Dam, Golden Gate Bridge, and Rockefeller Center.

Source: *Rediscovering Art Deco U.S.A.*, Capitman, Kinerk and Wilhelm, Viking Studio Books, 1994



Weinold Reiss murals



Weinold Reiss murals-detail

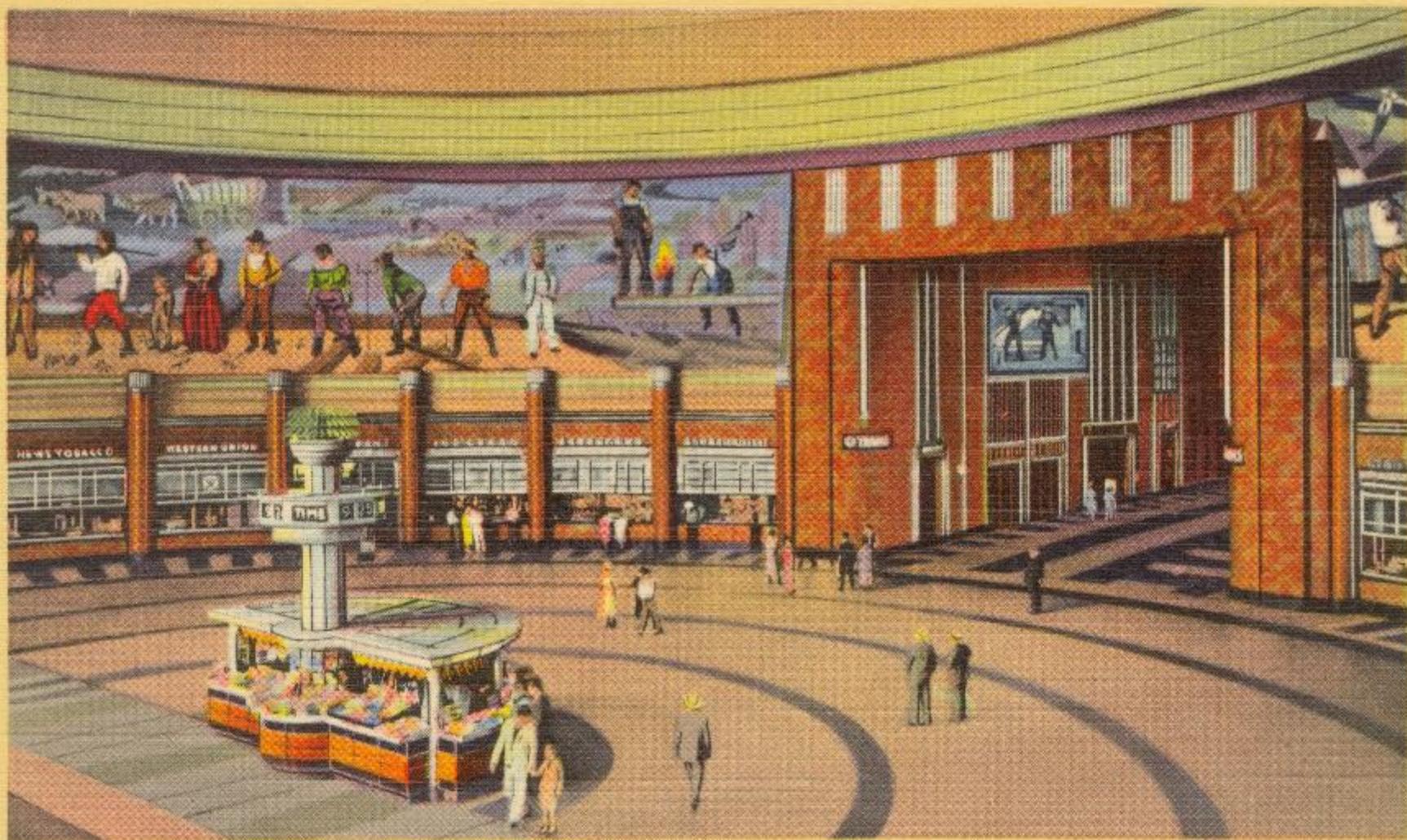
13—Approach to Union Terminal, Cincinnati, Ohio



8A-H2418

7—Bird's-Eye View of Cincinnati, Ohio, Union Terminal in Foreground





LOBBY, UNION TERMINAL, CINCINNATI, OHIO

14—Concourse, Union Terminal, Cincinnati, Ohio



THE PLAYERS

Issued
April 27,
1952.

SYSTEM TIME TABLES

Baltimore & Ohio RAILROAD



PLEASE KEEP FOR REFERENCE

Chesapeake and Ohio Railway

Passenger TIME TABLES



Corrected to
APRIL 27, 1952
Subject to Change Without Notice



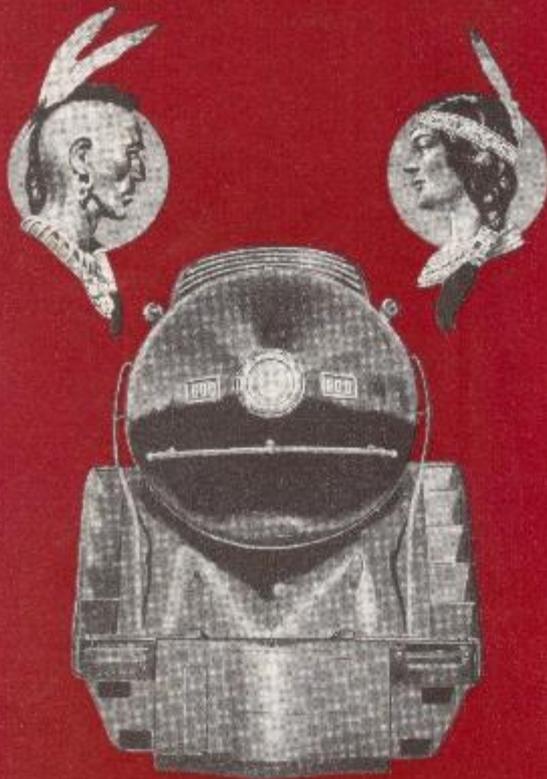
**PASSENGER TRAIN
TIME TABLES**

**LOUISVILLE
AND
NASHVILLE
RAILROAD**

APRIL 27, 1952

Norfolk and Western

RAILWAY

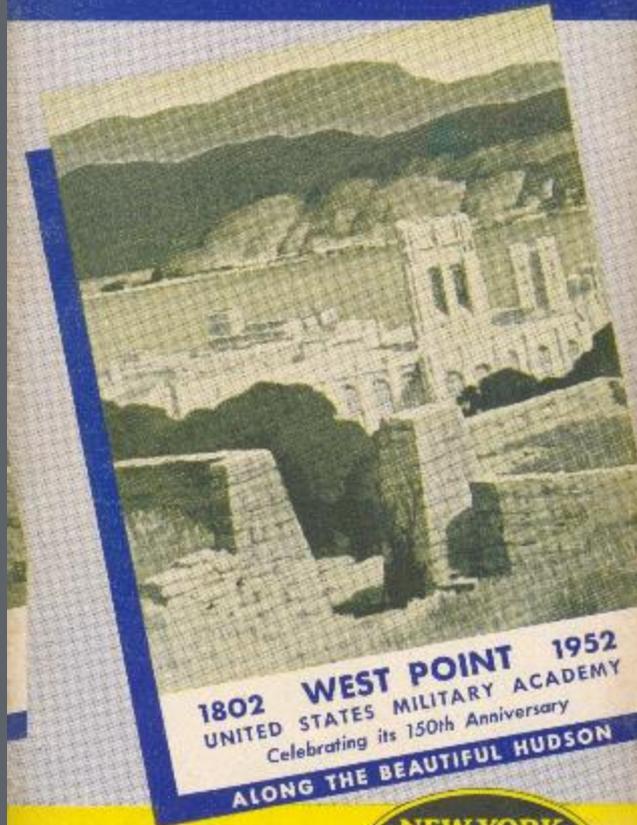


TIME TABLE

July 1, 1952 — No. 3

New York Central

The Scenic Water Level Route



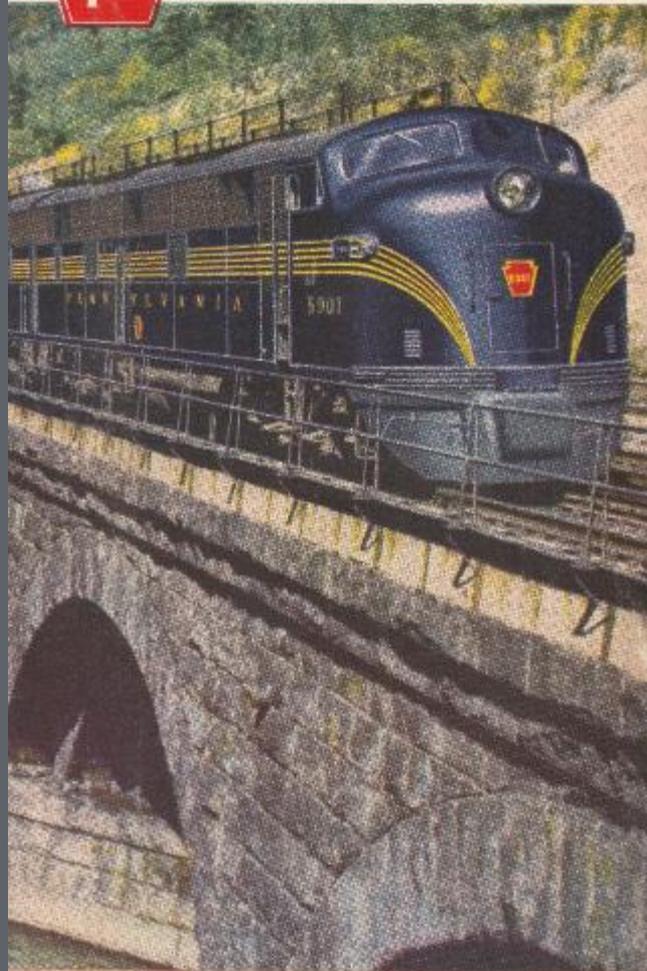
Effective April 27, 1952
Form 1001

The time shown herein is Standard Time,
add one hour for Daylight Saving Time.



ISSUED MARCH 2, 1952

PENNSYLVANIA RAILROAD

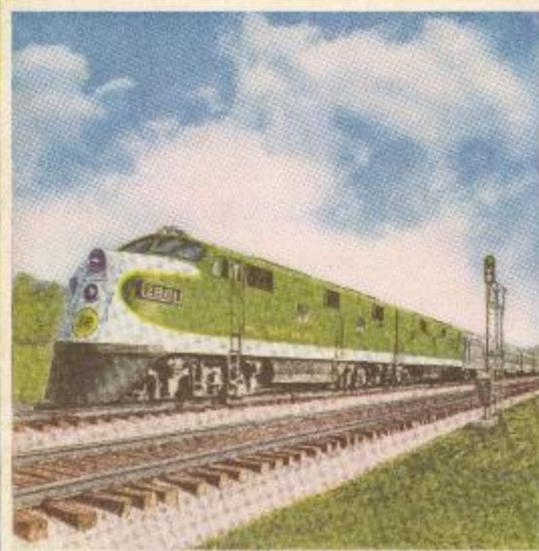


FORM 1

MAY 15, 1952

SOUTHERN RAILWAY SYSTEM

The Southern Serves the South



THE CRESCENT

NEW YORK — NEW ORLEANS DIESEL-POWERED DE LUXE STREAMLINED TRAIN

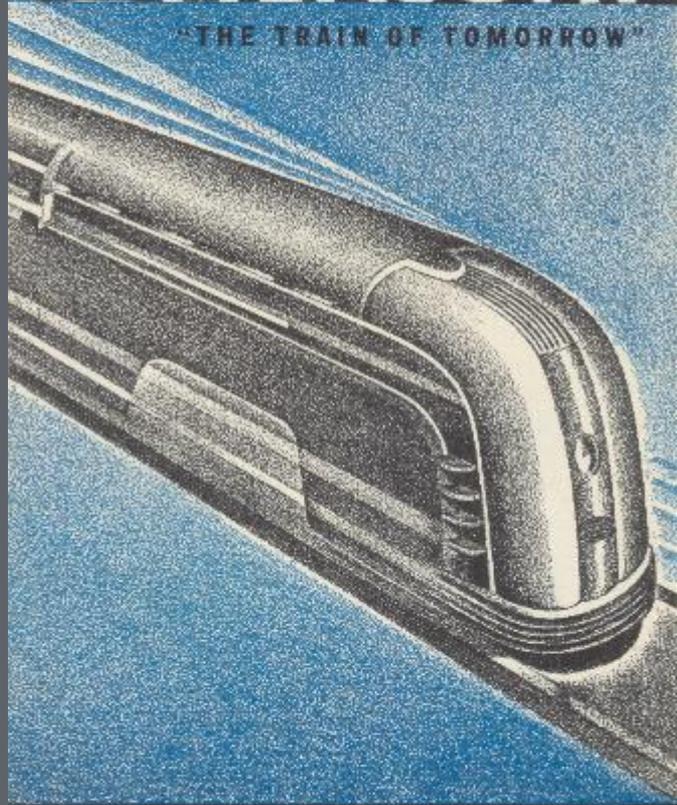
TIME TABLES OF PASSENGER TRAINS

Daily Schedules and Standard Time
unless otherwise indicated

THE TRAINS

The
MERCURY

"THE TRAIN OF TOMORROW"

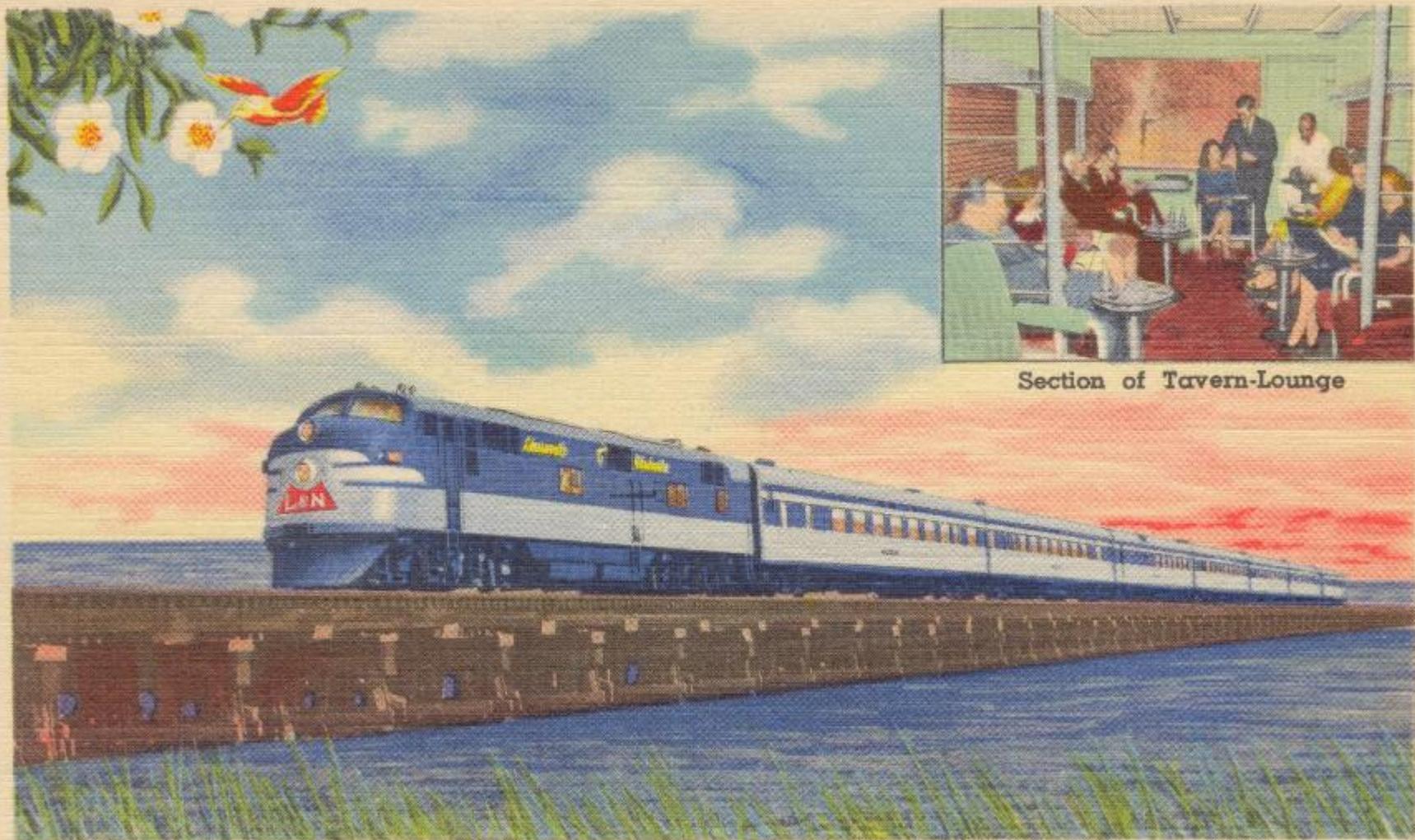


NEW YORK CENTRAL SYSTEM

Presenting a New
**CINCINNATI
LIMITED**

**FASTEST PULLMAN AND COACH TRAIN
NEW YORK - CINCINNATI**

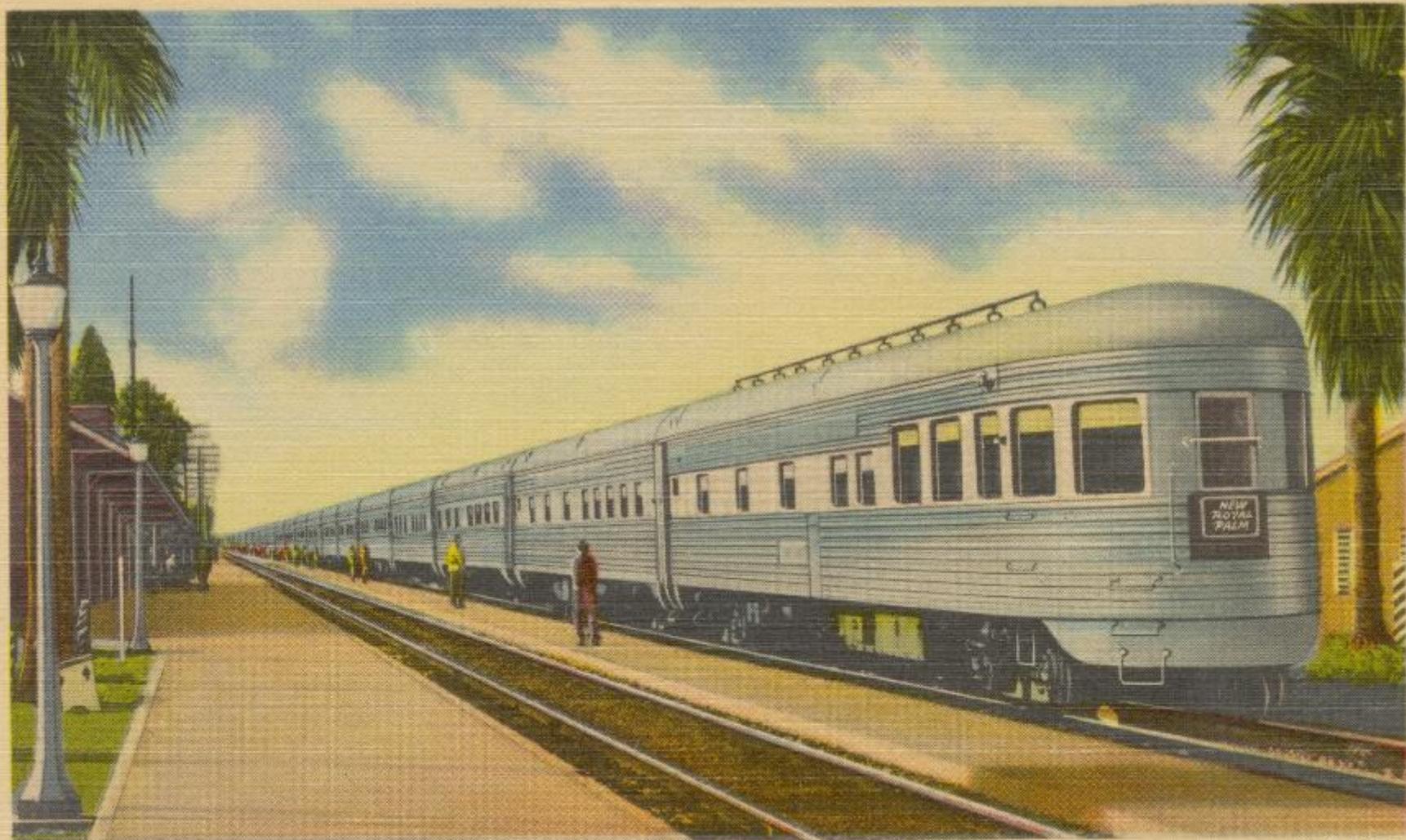




Section of Tavern-Lounge

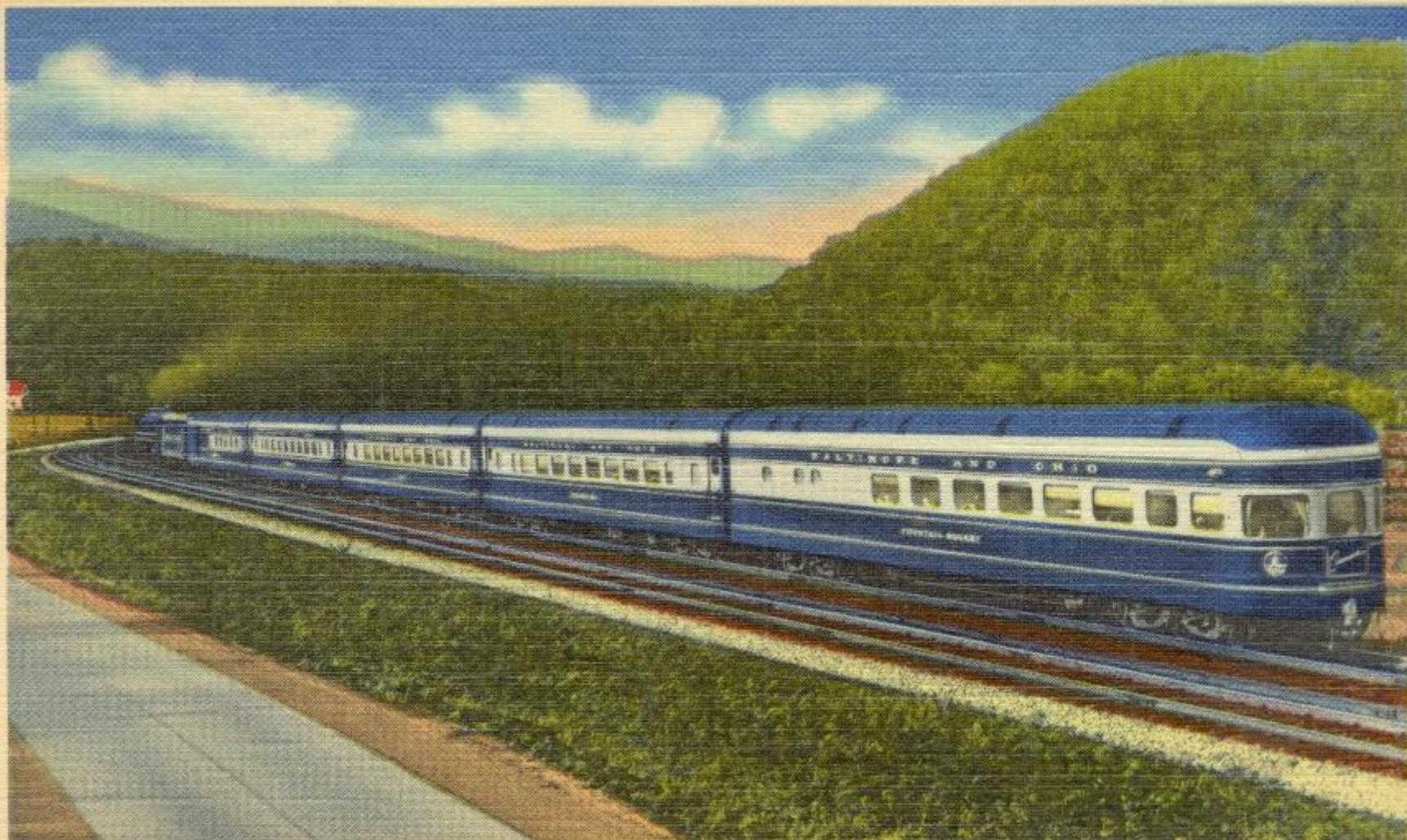
THE HUMMING BIRD CROSSING BILOXI BAY—LOUISVILLE & NASHVILLE R. R.





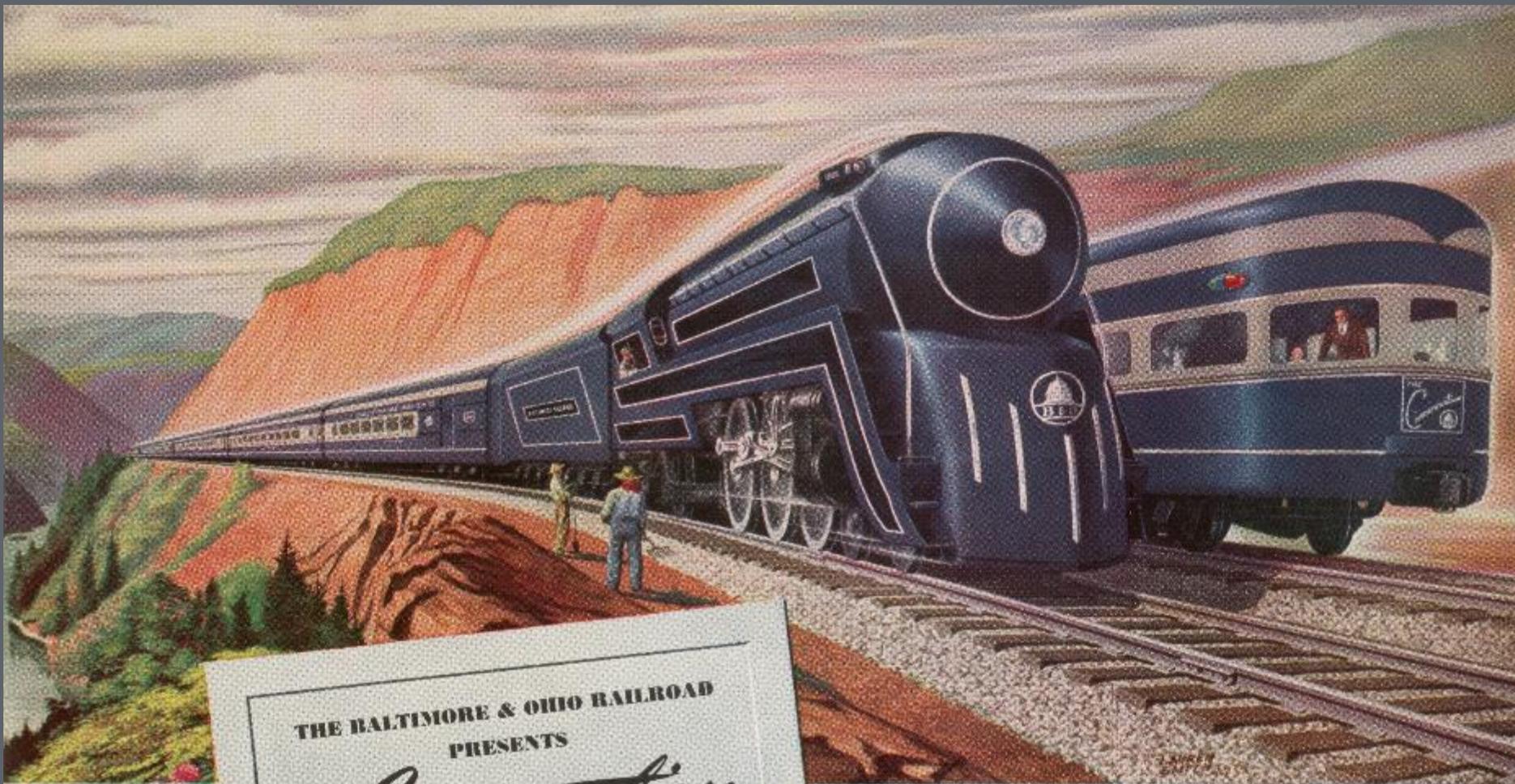
NEW ROYAL PALM

IC-H1351



9B-H809

The Cincinnati, Baltimore & Ohio All-Coach Streamliner in the Allegheny Foothills, near Dawson, Md.



THE BALTIMORE & OHIO RAILROAD
PRESENTS

THE Cincinnati



TWO ONGOING TRANSITIONS

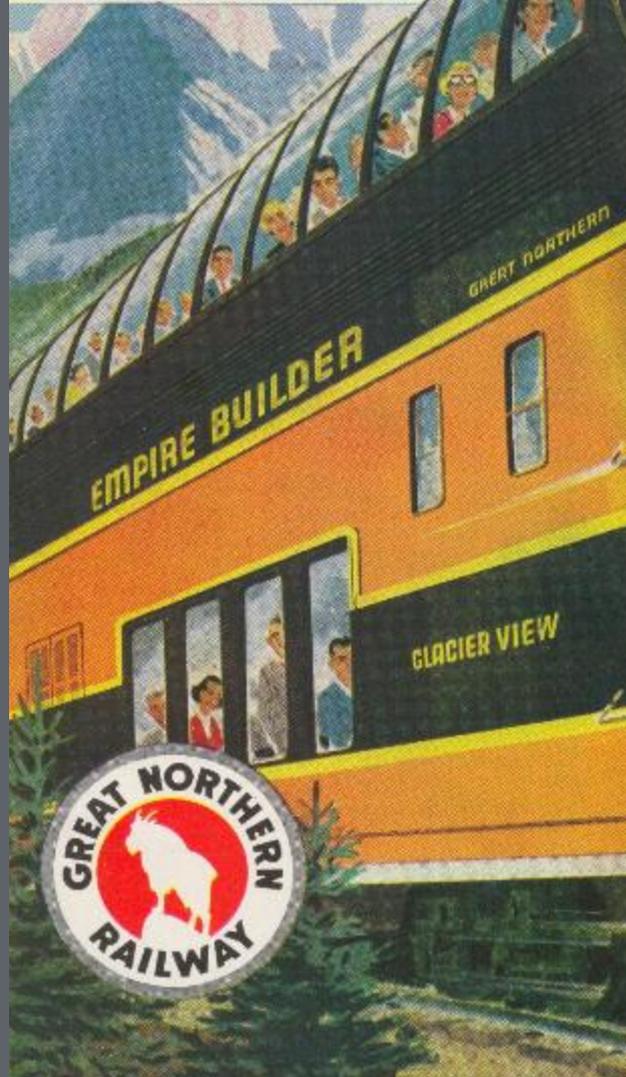
- Steam-Diesel
- Postwar streamliners

STEAM FINALE

Railroad	Last Steam Service
Baltimore & Ohio	1960
Chesapeake & Ohio	1957
Louisville & Nashville	1957
New York Central	1957
Norfolk & Western	1960
Pennsylvania	1957
Southern	1953

GREAT DOMES

on Great Northern's
Greatest Train





B&O "Bird" series sleeping car



L&N "Pine" series sleeping car; L&N Historical Society, via Ron Flanary

OUTSTANDING PHOTOS

- Tell a story, or are a part of a story
- Will stand the test of time
- Have strong esthetic appeal

OUTSTANDING PHOTOGRAPHY ON THREE LEVELS

- Photojournalism
- History
- Art

OUTSTANDING PHOTOGRAPHY ON THREE LEVELS

- **Photojournalism**

**The Fruits of
Wally's
Labors**

AMERICA'S MOST BEAUTIFUL STATION? — page 14

May 1953 • 50¢

Trains & Travel

In this issue:

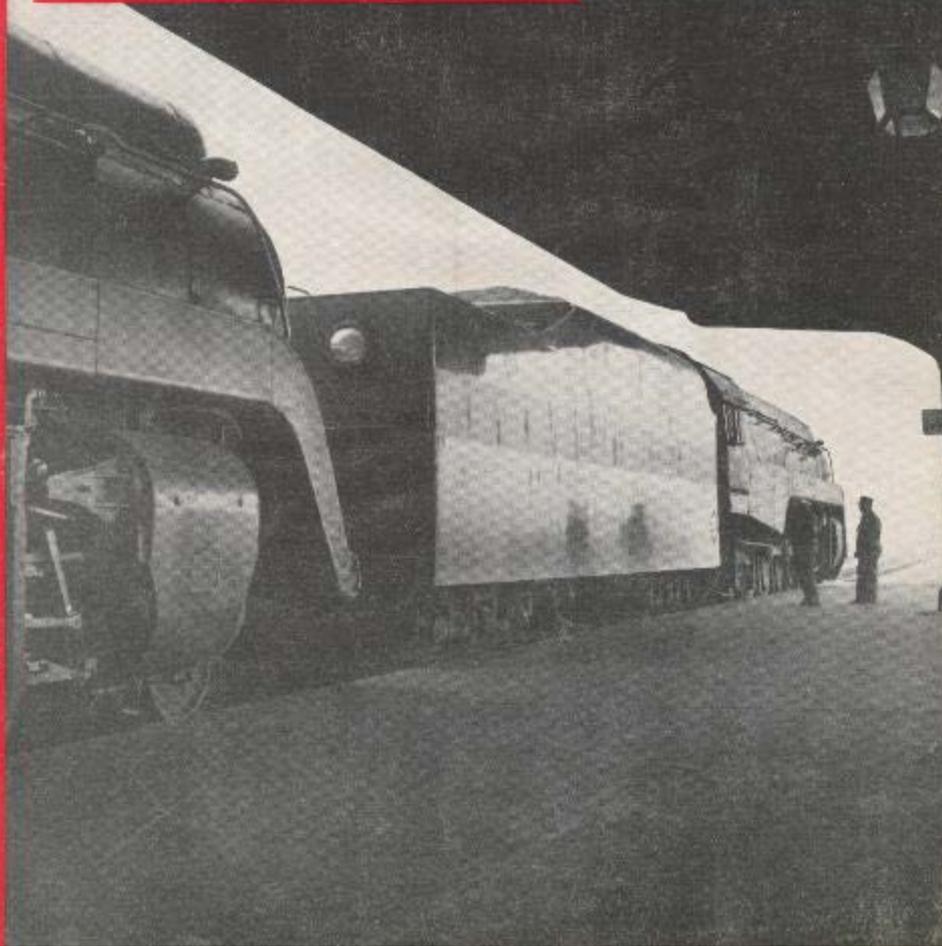
5th Annual
Motive Power
Survey

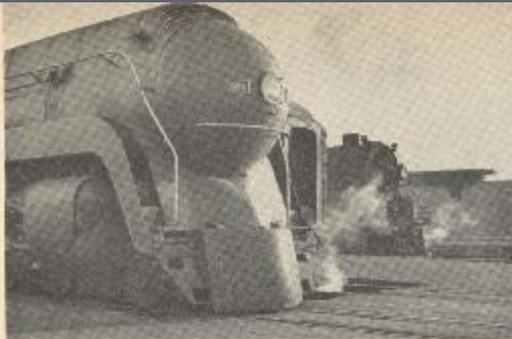
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The Fruits of Wally's Labors





Two recent arrivals—Norfolk & Western's Pennsylvania and New York Central's Midnight Special—stand patiently awaiting their passengers into a typically busy Cincinnati morning.



Leaving the low train shed and the high doors of the station behind, the New York Central's Ohio State Limited picks its way through the complicated interlocking near the rail doc.

Behind the impressive facade of Cincinnati Union Terminal is a remarkable story of large-scale railroad station operation

THE only time that Cincinnati's fabulous Union Terminal has seen a situation so confused that it taxed the organizational genius which runs this \$1-million-dollar plant was about two weeks before it was open for business. It was in March 1933, as the company was tracing out the last details before receiving the first trains of Cincinnati's seven railroads on April 1. The Ohio River, known throughout its valley as an unapproachable stream, suddenly went berserk and dashed the railroads out of their old Central Union Depot.

Cincinnati's railroads yelped "Foul!" and high-tailed it for their already-completed Union Terminal. Genial S. W. Rogers, who came to install the signals and interlocking in the new depot and

stayed to become its present manager, can laugh about it now. But he definitely leaves the impression that it was no laughing matter in 1933 to suddenly find oneself using a major railroad station which had all the gadgets—except that some of them weren't hooked up. Even today in the hectic morning and evening rush hours when the 15 tracks are seldom empty, or back in 1945 when 374,990 passenger, mail and express cars moved in and out of the terminal, or that same summer when 2500 persons slept all night in the depot, never was the detail more snafued. For, as these pages show, after Cincinnati Union Terminal went from blueprint to operation all the confusion somehow flouted its way down the river.

A photo story by Wallace W. Abbey



Continued on page 14

Temple of transportation

Temple of transportation . . . continued

This is what makes the terminal tick

Although its construction and opening in the depression of the 30's evoked considerable criticism, Cincinnati's Union Terminal proved itself the answer to the city's terrific snarl of freight and passenger traffic that got so bad during World War I that it became a matter of extreme danger to the war effort. An emergency study published in 1923 named the "Old Ditch" which led to the depot then used by most roads as the bottleneck, and recommended that freight and passenger trains find separate facilities.

The planners came up with the terminal strictly for passenger trains that Cincinnati has today, a superbly designed station with attendant coach yard, engine termi-

nal, mail and express building, and sundry public side shows which actually create a self-sufficient city beneath the tremendous rotunda dome which stands at the head of the concourse.

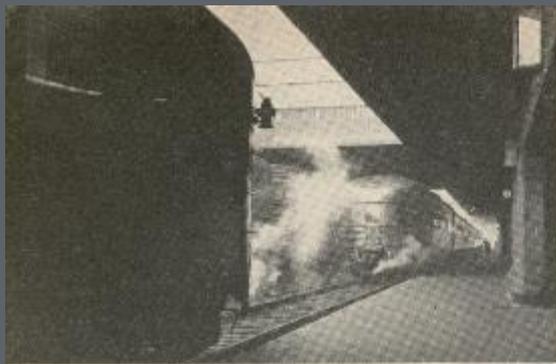
It is the activity that the transient doesn't see that makes the terminal tick. Upstairs in the interlocking tower, where the view is superb and the activity is appalling, or out on the "arrow's nest" in the mail room, where the sacks tumble down a chute like so much coal into a tender, the working of the terminal's 2024 employees, out of sight of the murals in the concourse and the romance of the steam train, keep the terminal operating as the important gateway to the South that it is.



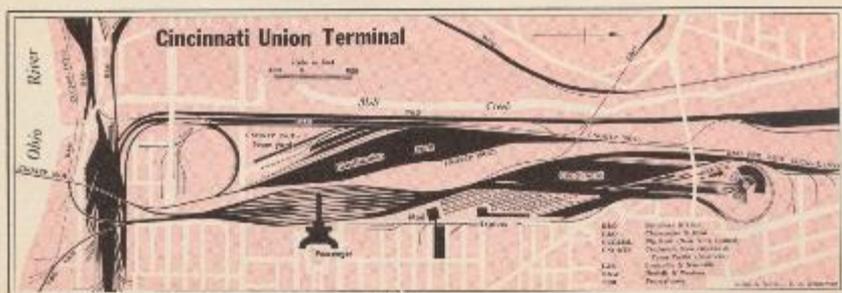
Looking south from Western Hill Viaduct (left), the terminal's facilities except for the roundhouse are packed into one view. The coach yard is in the foreground; beyond are the mail and express platforms and then the passenger station itself. The terminal interlocking (above, left) is second only to St. Louis terminal's in size and includes 40 double-throw switches, a roundhouse. While the engine terminal still services many steam locomotives, the terminal company itself is dieselized (above, right) and tie-ups of various road's diesel outside the house are common (right). Here units of the Chesapeake & Ohio, Pennsylvania and New York Central stand over the switching pits. Upstairs in the mail building is the "arrow's nest" (below), an elevated switching platform to which mail sacks tumble from an overhead conveyor into great hoppers. Sacks dump the sacks into specified slots; by which they travel to another switching platform and further classification on the floor below.

Continued on page 2002





Everything in Cincinnati's passenger terminal is done on the grand scale necessary to serve the thousands of people who use it daily. A sign across the rotunda and down the long concourse (left) gives a good indication of the size of the building. The rotunda and concourse are decorated with artistic murals appropriate to transportation and to Cincinnati. The long tracks are, when necessary, accommodated here from here (above, left) Norfolk & Western's Powhatan Arrow and New York Central's James Whitcomb. They stand tall to rail under the shed. Passengers reach the Riley (above) and other tracks by means of stairways or long ramps from the concourse. The Riley is Chicago-bound via Indianapolis. Outstanding attraction of the depot is the rotunda (right) faced with a glass wall and rimmed with ticket offices and all things necessary to rail passengers.



Temple of transportation . . . continued

The business of serving people never ceases

Seven railroads—Baltimore & Ohio, Chesapeake & Ohio, Louisville & Nashville, New York Central, Norfolk & Western, Pennsylvania and Southern—use the terminal with 51 trains in and 51 out a day, but only the B&O has trains which do not terminate. The result is a great and eternal transfer of passengers and head-end business

which brings upwards of 40,000 persons a day under the awe-inspiring 107-foot-high rotunda dome, a factor of incalculable value which alone vindicates the Cincinnati Chamber of Commerce for going off the deep end when the depot was opened and calling it "a great temple of transportation."



DID IT WORK?

“His article on the Terminal was especially memorable; legions of talented photographers flocked there in the early 1950s to record the Art Deco passenger-train mecca. But Abbey’s photographs were definitive.”

Source: *Wallace W. Abbey, A Life in Railroad Photography*, Kevin P. Keefe and Scott Lothes, Indiana University Press, 2018, page 64

A 1972 REPRISE

Cincinnati Union Terminal: a memoir

"You had to be there, preferably on a soft spring evening"

DAVID P. MORGAN

1. WHEN I first saw Cincinnati Union Terminal, I was 12 years old, and the structure was the grandest railroad architecture I had ever seen or imagined I ever would. CUT was more than a station. In a sense, its station function was one of its lesser virtues. The Terminal was the confirmation of everything railroading stood for in my formative, impressionable years. The size and sweep of its masonry symbolized an enduring, self-sustaining, fundamental transportation. For CUT was a built-for-the-ages edifice, fit for the lumb of an Egyptian pharaoh, aptly acclaimed by the local chamber of commerce as a "great temple of transportation." Its very location, 1½ miles west of downtown, expressed its character: the Terminal didn't come to the city; the city came to it.

Imagine, please, the impact of the place upon a boy who had just arrived on the leather cushions of the smoker-combine of D&O 54, a morning train from down-river Louisville. For him, Cincinnati Union Terminal was a ramp leading from the platform up into the train concourse—a 400-foot kaleidoscope of murals and red marble walls and leather waiting-room seats and terrazzo floor—which emptied into an immense (106 feet high, 125 feet deep, 176 feet wide) main-concourse rotunda, which in turn looked down more than a third of a mile of terraced fountains, green park, and dual-railway plaza.

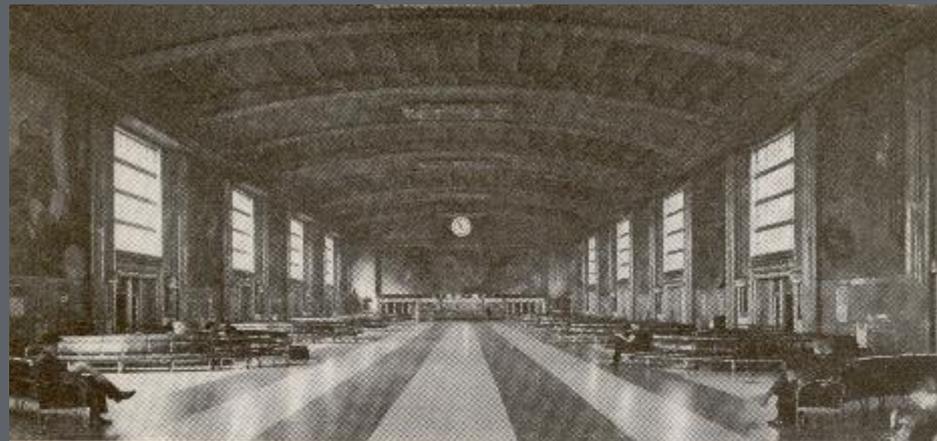
My recollection is that the Terminal had everything in addition to trains, and research verifies that it did. Everything: a newsreel theater; Western Union; soda fountains; heroic artwork; a time-zoned map of the nation, plus world globes; gift shops; a garage; restaurants; a cocktail lounge; a bank branch; a directors' board room with fireplace; and oh, yes—ticket windows, baggage rooms, arrivals and departures boards, phone booths, and other facilities of all those other stations in all these other places.

(No wonder, then, that not one of the seven railroads which erected the 41-million-dollar Terminal and which "jointly and severally and unconditionally guaranteed" its bonds was in the hands of receivers; insolvency surely would have been grounds for expulsion from that most august of all railroad associations.)

CINCINNATI should and should not have broken ground for a huge rail passenger terminal in August 1929 (a few months before Black Tuesday on Wall Street) and completed it in March 1933 (the month FDR closed the banks). The case can be argued pro and con with equal fervor and fact. In 1929, on the eve of construction, 108 passenger trains arrived in the city and 108 departed each day. By 1950, half that number were left. Today Amtrak operates one train each way and those soon will leave in search of smaller, less costly facilities. But who could have forecast the ultimate depth of the decline a half century ago, when people still rode trains and when the gateway complexion of Cincinnati traffic (as many as

Photo: Walter R. Abner





"IMAGINE the impact upon a boy . . . of a 410-foot kaleidoscope of minals and red marble walls and leather seats and terrazzo floor."

three out of four passengers were changing trains or otherwise passing through) was cursed with no fewer than five different depots, all old? Who was to say that Cincinnati didn't deserve a decent unified station, or that once the banks reopened and the pump was primed, CUT wouldn't make economic as well as esthetic sense?

Regardless, the great work was incorporated on November 13, 1937: stocks and bonds were issued; the first dirt was dug in August 1929, and the builders proceeded with their objective of an 8-platform, 16-track through-type passenger station capable of handling more than 200 trains and 17,000 travelers every 24 hours. This meant 224,534 cubic yards of poured concrete, 45,421 tons of bridge and building steel, 8,250,000 bricks, 94 miles of new track (including 107 switches and 149 signals), and total support facilities (e.g., mail and express buildings, coachyard, 200,000-gallon water tank, coal dock, powerhouse, and 20-stall roundhouse). Depression or not, logic or not, Cincinnati would get a civic wonder of a union terminal on the bank of the Ohio River, just as sister Cleveland had won one earlier within sight of the shore

of Lake Erie. As its statistics reveal, Cincinnati's CUT (like Cleveland's) was a complex proposition, and not solely because of its exotic rotunda (the station building itself accounted for only 21 per cent of the total budget). Immense grading was necessary to lift the Terminal out of the reach of a flood-stage Ohio River, and that meant elaborate steel bridges at the south end of the station. Agony, CUT's inability to purchase one particular parcel of land meant that the station tracks could not be built at right angles to the train concourse (they're askew by approximately 4 degrees).

The architects and the engineers prevailed, however, and at 6 a.m. on Sunday, March 19, 1933, CUT was opened to revenue traffic as Southern 15, an all-day, all-stops local to Chattanooga, pulled out of the station. The first arrival took place at 7:10 a.m., when C&O 5, the Sportsman, pulled in. Both trains were premature. CUT had been scheduled to open on April 1, but an unruly river had chased the trains out of their old depots.

Thus did Baltimore & Ohio, Chesapeake & Ohio, Louisville & Nashville, New York Central (Big Four), Norfolk

& Western, Pennsylvania, and Southern (CNO&TP) depart the old B&O, Central Union, Court Street, Fourth Street, and PRR-L&N depots to enter the last but two (30th Street, Philadelphia, and Los Angeles Union Passenger Terminal) of the ultimate rail passenger facilities to be built in the land. And thus was created an experience for every sensitive traveler who passed through the Queen City. I know. I was there, first when CUT was a mere six years old; again during the Big War; then on subsequent affairs with steam in twilight: with Mr. Young's X; and with old friends, from the Cincinnati to the Pan, that were running out their final miles. If you were ever in CUT, you know the attraction. If not, allow me to tell you about it.

CINCINNATI UNION TERMINAL . . . the blueprints, the photographs—they go just so far in describing the place in either its great dimension or its fine detail. You had to be there, preferably on a soft spring evening with a warm shower in progress. You walked outside, across the driveway, down the terrace past the fountains, and then—then you turned and looked back up at that huge arch with its illuminated clock, the one with the 16-foot face. I stood there first as a boy with my Dad, I stood there once with the most beautiful girl in the world, I stood there on many occasions alone, absorbed in the fact that something so large, so beautiful could be pure railroad to the last penny of its mortgage. (If you stood inside the rotunda, at one foot of the arch, and talked in normal tones, a person 176 feet across the way at the other foot could hear you.) I don't like to admit it, but it's true: Without the rotunda and the arch, CUT would have been just another nice big station, efficient but forgettable.

It finally has dawned on me what CUT looked like inside. Obvious—a land-locked Queen Mary. Bear in mind that the keel of the Cunarder was laid in 1930, little more than a year after work was started on CUT, and that but for a three-year suspension in work caused by the depression the Mary would have been launched about the time CUT opened—then compare interiors. You find the same great halls, the same so-soon-dated décor, the same effect as modernism came to grips with conservatism, the same big-is-best and nothing-is-too-good-for-our-customers. The station and the ship: As a child of their era and as a patron of both, I'm convinced that the comparison isn't coincidental.

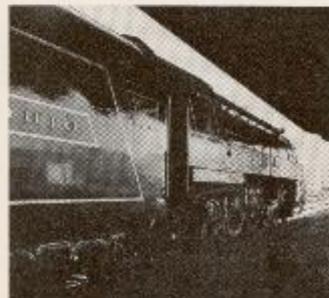
In the matter of trains, Cincinnati had much in common with Kansas City. Both were gateways (more people rode through or changed trains than originated or terminated their journeys there), both omitted commuters,

both enjoyed a great deal of competing and connecting among tenant roads. There were places you could reach by way of only one road out of Cincinnati (SR's Asheville, N. C., comes to mind), but not many. And to most places you had a choice of at least two daily departures on each of two roads. To illustrate: Virginia, for example, there were N&W's Cavalier and Pocahontas vs. Chessie's F.F.V. and Sportswagon, and to Florida there were L&N's Southland and Flamingo pitted against SR's Royal Palm and Peace de Leon.

I never could make up my mind which trains appeared the most on CUT's Arrivals & Departures board—or why. Louisville & Nashville, which was rural in nature even if it was affluent in coal, hit the big time in Cincinnati as it did in no other town. Its trains crossed the Ohio on Chessie's great bridge, then wound along high over the riverbank on steel trestlework before cussing into CUT beside such aristocracy as Central Hudsons. I always felt that L&N looked a bit self-conscious in CUT, with the dwarf signals and pneumatic turnouts and modernistic rotunda. The Pan-American was more one with bluegrass and Gulf baysou, Bowling Green and Montgomery; yet there she was—hey, look me over! We Louisville boys usually rode "our road" up to Cincinnati, but we didn't necessarily tell anyone in the big city how we got there.

If L&N was diffident, Southern was haughty—as any road would be that could find tremendous Pea-E Pacifics dressed up in green and gold, and topped by three-quarter-bailer-length smoke deflectors, and coupled to consists with names such as Queen and Crescent. But SR went a step further. The system didn't allow its engines or cars to linger in CUT but pulled them back across the river to Ludlow, Ky., for servicing. Even Pennsy didn't try that, and I never found out how SR explained the exclusiveness. Unless, of course, a P5-4 (6411-6482 series on the CNO&TP) was too regal to find any peers in CUT's roundhouse.

New York Central was right at home in CUT. It should have been. The year work had begun in the Queen City, CUT's architects, Fellheimer and Wagner, had just completed NYC's own Central Station in Buffalo, and allowing for a tower instead of a rotunda as the hallmark, the similarity is apparent. Central was at home in the big time, what with its trains serving Grand Central, Central, and the other CUT. In fact, a mural of a J-1 Hudson hung over the Cincinnati Arrivals board. A J-1 carrying green, at that. My Dad, who is British and therefore is receptive to multiple icon and high speed and graceful design, admired to depart CUT on the likes of the



"TERMINALS most distinctive streamliner."



"SURELY the finest steam locomotive."



"LIGHTS wink across the diagram."



"AND BELOW . . . at track level."

Syracuse, with the bogger of the 4-6-4 up front easing us off the bridgework and down to the riverbank, then screwing up his reverse wheel and allowing that marvelous racer to build up to 60 and 65 and 70 and beyond ... running wild, running wild.

Rival Pennsylvania loomed large in Cincinnati Union Terminal with, for example, 10 departures between 9:05 a.m. and 11:40 p.m. in the summer of 1955. Of course, CUT was not out of the cloth of PRR orthodoxy; it had nothing in common with 30th Street, Philadelphia. (Thirtieth Street, although it was newer looked older, yet conversely it may have aged better.) One cannot imagine a GUL electric nosing into CUT, and heaven forbid speculation on what General Atterbury would have thought of mosaic murals and gray-and-rose terrazzo. PRR owned a share over 14 per cent of CUT and 50 per cent of Chicago Union Station, and the two structures reflected those statistics.

Baltimore & Ohio, on the other hand, although it was older than PERRY and scarcely as affluent as Central, and was most celebrated for such venerables as its Mount Royal and Camden stations in Baltimore, appeared



THURSDAY, WILSON W. ALLEN

"NEW YORK CENTRAL was right at home in C.U.T."

to me to mesh with CUT quite well. In those days B&O had to cut corners to maintain the appearance of parity with the Nos. 1 and 2 of Eastern railroading. B&O took you right to the doorstep of your hotel in New York because it didn't have a tunnel; B&O streamlined old heavyweight sleepers because it couldn't afford new lightweights. B&O took a plunge on diesels to offset USRA-vintage steam; and B&O welcomed (if thought) a next-generation Cincinnati station for which six other carriers, most of them competitive in some measure, shared the job. B&O was the only road to run through CUT, was the first with diesels in CUT, and was the owner of the Crocokertes, the Terminal's most distinctive streamliner (no, I haven't forgotten about the original James Whitcomb Riley).

Of the real-headlers, Norfolk & Western was Avia to you-know-whose Hertz. N&W came crawling out of the coalfields on a pretty, winding, bridge-punctuated branch, content to play a supporting role in CUT as the least passenger-oriented carrier in the station. But in 1941

N&W changed its image. Roanoke turned out engine 605, prototype of the streamlined J-class 4-8-4's whose bullet-nosed look deserved a modern surrounding. Found for pound, detail for detail, the J surely was the finest steam locomotive ever to thread the Terminal's double-slip turnouts. Also, she was an absolute contrast in size and style to the Geeps that pulled N&W out of CUT for the last time.

Which leaves Chesapeake & Ohio . . . and I mean the C&O of Van Sweringen east, not the latter-day blue-and-yellow incarnation of Robert R. Young's publicists. Cheasie, the old classic Cheasie, laid it on for passengers with F-19 Pacifics (remember the stars on the cylinders, and the cameo of the first American president on the Elasco feedwater heater, and the splendid Vanderbilt tank?) and library-lounge sleepers and Imperial Salon Cars ("Individual seats for passengers not desiring Pullman accommodations"). That was eastbound. Westbound C&O scaled everything down to a choice if unremarked little local that a 4-4-2 took out of CUT for an 8-hour, 263-mile journey to, of all places, Hammond, Ind. C&O was a reason, a key reason, we ride the L&N to CUT, for Cincinnati was the one big city where Cheasie was to be found in full bloom.

Today Amtrak wants out of Cincinnati Union Terminal. No ticket the agency sells in CUT begins to cover terminal charges, much less contribute anything toward the cost of the train ride itself. Even absent many of its support facilities and run by a skeleton staff (231 in 1970, down from 2200 in 1963), the Terminal has turned in an annual deficit of more than 4 million dollars in recent years. The most visionary of Amtrakers can't justify use of a transportation temple at those prices. This will leave the Terminal empty and its owners (the biggest one bankrupt) individually, severally, and unconditionally responsible for 10 million dollars' worth of bonds due in 1974.

I'm sorry about the debt, but I'm happy that Amtrak elected to leave CUT, my Terminal, wasn't created for the likes of a quasi-Government agency operating a national system of passenger trains out of a common timetable. CUT was of the railroads, by the railroads, for the railroads—pluralistic, private, pooh, a monument to a vanished time of Pullman and Vanderbilt, the Van Sweringens and Willard, Tri-Motors and Model A's 1½-cent-a-mile fares and 10 per cent reductions on round trips.

Naturally, I'll read about Cincinnati's plans for its empty edifice, if only for material for *Thruway*'s news columns. But in my heart, the Terminal—the temple, if you will—is secure. Lights wink across the track diagram over its 187-lever interlocking machine. Under the great roundels tickets are being dated and sleeping-car diagrams inked in. Down the train concourse crowds dutifully assemble at the ramps and stairs leading to the platforms below. And below, at track level, smoke curls from diner galleys, blankets are tucked into lowers and uppers, and engineers and trainmen compare Hamiltons.

Stephens are staving as a handlight lamp brights a glow and hand tags at a throttle, and at 1:15 p.m. L&N 1, the Azalea, screeches out of Cincinnati Union Terminal. The wail of its Mountain type turbine chime the green disk, and B.P.O. and baggage cars and coaches and Pullmans and diner follow their charge obediently over carway bridgework. From a high-backed green-plush seat a boy of 12, with his face pressed against the window, looks back at that soaring arch of CUT. Dark is deepening as 68-inch drivers keep couplers taut, as the city and the river fall behind the worker lamps on the rear of the diner, as a writer snubs the first call for dinner. The boy, in his furwadded pants and impressionable, is happy. He has seen the big time and it has stood up to its billing. **1**

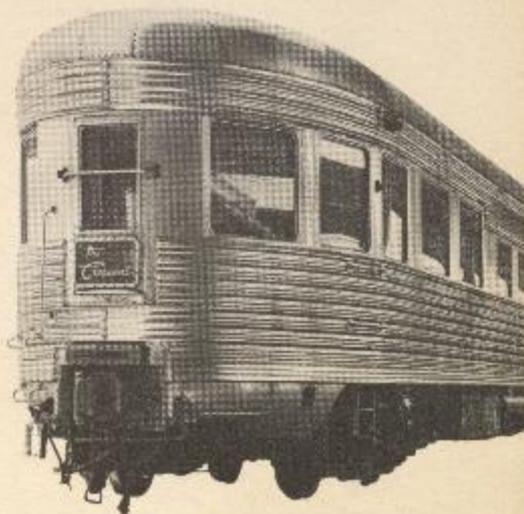
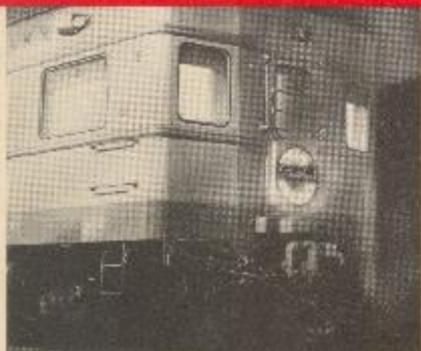
OUTSTANDING PHOTOGRAPHY ON THREE LEVELS

- Photojournalism
- History

Trains

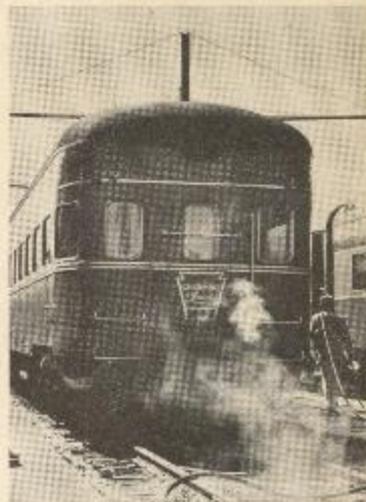
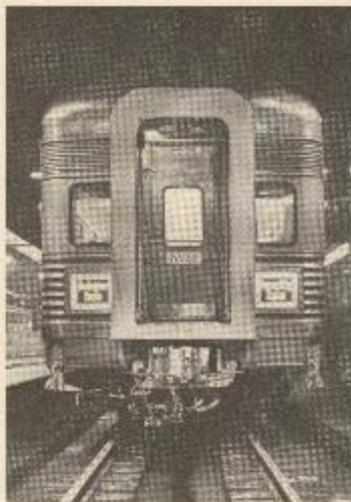
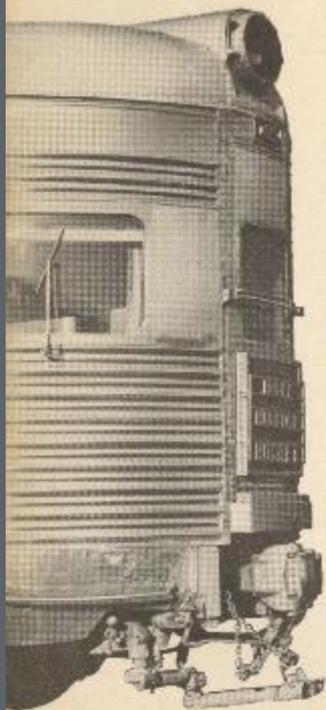
THE MAGAZINE OF RAILROADING

FEBRUARY 1964 • 50c



What do all these trains have in common?

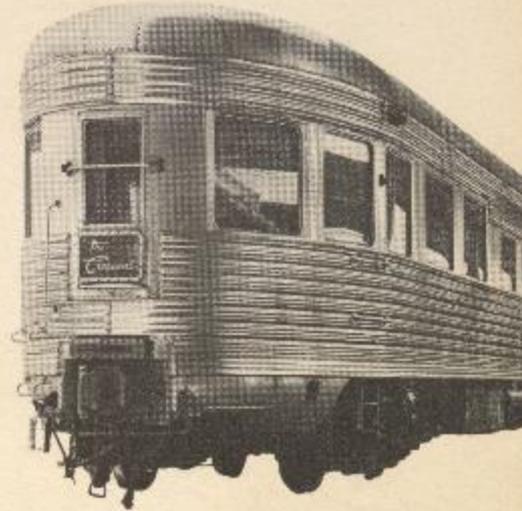
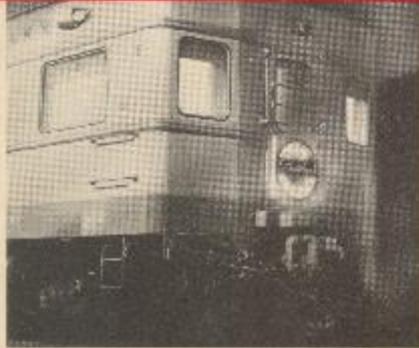
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Trains

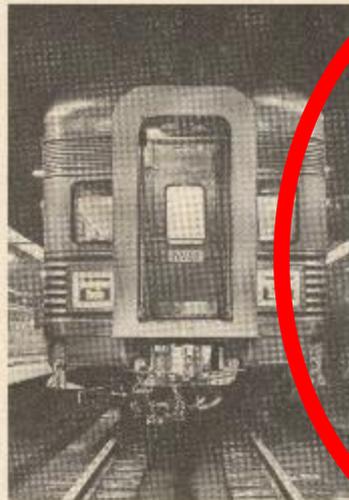
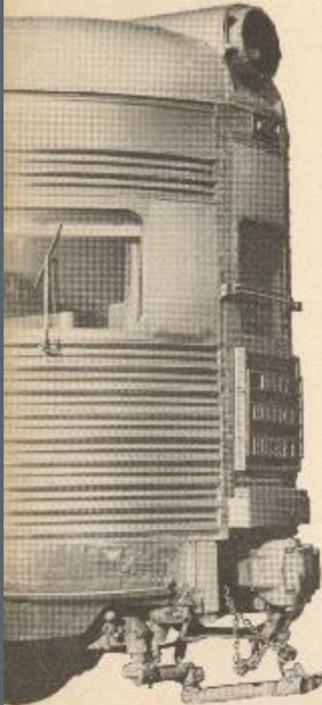
THE MAGAZINE OF RAILROADING

FEBRUARY 1964 • 50c



What do all these trains have in common?

See page 44



WEDNESDAY, SEPTEMBER 24, 1952

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NIXON PLACES FATE IN GOP COMMITTEE HANDS; DEMANDS STEVENSON POLITICAL FUND ACCOUNT

QUIT, ADLAI! Is Blunt Demand

As Democratic Campaign Over Years Parades

002 Candidates Rush To Register

Registration Rush, Record Expected

As Democrats Demand Stevenson Political Fund Account

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SENATOR Stays On Track

His Intentions, But Final Vote Is Delayed



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Candidate No Quitter, He Tells TV Audience In Unprecedented Talk

DENIES ANY WRONGDOING

In Use Of Expense Monies --Senator Bares Entire Financial Condition

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Rent Control Loses In 26 Communities

Fire Nixon? No!

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Fire Nixon? No!

White House In Yes-No Spot; Move Against Nixon Affirmed Then Denied, But Study's On

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Traffic Plans Fatal To Cincinnati's Best Drive Against Fog

COME TO THINK OF IT

Sports Bulletins

See Hart In Korea, Hersey In Mexico; Captain In Marine

Two Are Wounded In Korean Fighting

THE ENQUIRER'S ADDRESS: 1200 MAIN ST., CINCINNATI, OHIO 45202

TODAY'S WEATHER

CINCINNATI and VICINITY:
Partly Cloudy And A Little
Warmer Today; Fair And
Warmer Tonight. High 75,
Low 48.
Folter Count—44
FULL DETAILS MAP ON PAGE 12

THE CINCINNATI ENQUIRER

Largest Circulation of Any
Cincinnati Newspaper
AUGUST PAID CIRCULATION
DAILY: 185,458
SUNDAY: 264,898
Telephone: Parkway 2708
Classified Want Ads: Garfield 4300

112th YEAR NO. 167—DAILY

FINAL Pages

WEDNESDAY MORNING, SEPTEMBER 24, 1952

NEWS SERVICES: New York Times * Associated Press
International News * United Press * AP Wirephoto

5c Single copies to beyond
retail trading zone.

NIXON PLACES FATE IN GOP COMMITTEE HANDS; DEMANDS STEVENSON POLITICAL FUND ACCOUNT

QUIT, ADLAI!
Is Blunt Demand
As Democratic Clamor
Over Nixon Backfires

**GOP Committeeman Sends
Notice To Stevenson's
Aid For Showdown**

(BY ASSOCIATED PRESS)
CHICAGO, Sept. 23—Gov. Adlai E. Stevenson's withdrawal from the presidential campaign was demanded today because of his use of special cash fund to augment state salaries of some of his aids.
The demand was made by G. Wayland Brooks, Illinois Republican National Committeeman and former U. S. Senator from Illinois, in a letter to the Chairman of the Democratic National Committee, Stephen Mitchell.
Mr. Brooks also called for a congressional committee investigation of the fund collections to bring out who put up the money and how it was spent.
The former Senator, now a Chicago attorney, reminded Mr. Mitchell that the Democratic Chairman had demanded the re-

**Registration Rush, SENATOR
Record Expected Stays On Ticket,**

Hamilton County voters are expected to set a record for registration before the 9 p. m. deadline today.
Joseph H. Hudepohl, Deputy Clerk of the Board of Elections, yesterday predicted the total would reach 390,000—25,000 more than 1950's all-time high.
The board had its biggest day of the year yesterday with 1,856 persons registering. Mr. Hudepohl said an even larger throng probably would appear at the board's office at 612 Sycamore St. The office will be open from 8:30 a. m. to 9 p. m. today.

In addition, more than 1,000 polling places in the county also will be open for registration. Their hours will be from 10 a. m. to 2 p. m. and from 4 p. m. to 9 p. m.
The total registration in the county so far is 344,185.
Mr. Hudepohl said the polling places would be marked with flags. The Board of Elections will be glad to answer telephone queries concerning exact addresses of any of the polling places.

To insure a record turnout, the Junior Chamber of Commerce and the Federated Civic Associations last night conducted a one-hour porch-light campaign, during which all registered voters were asked to turn on their porch lights. Members of both associations then made calls on houses with dark porches to urge the residents to register today.

The Jaycees concentrated on Golf Manor while the rest of the county was covered by the more than 50 affiliate groups of the Federated Civic Association.

Persons who have never registered previously (including those who have recently come of age), who did

**Ike Intimates, But Final
Verdict Is Delayed**
Watches As Mate Defends
Expense Fund—Personal
Meeting Is Hinted

CLEVELAND, Sept. 23 (AP)—Gen. Dwight D. Eisenhower called Sen. Richard M. Nixon of California a courageous and brave man tonight and indicated strongly that he would keep him on the Republican ticket as his running mate.

Throwing away a prepared speech on inflation, the GOP presidential candidate told an emotion-filled Public Hall that he would announce his final decision after he talked to Senator Nixon face to face, probably at Wheeling, W. Va., tomorrow.

But he left little doubt what that decision would be.
General Eisenhower gave these views to an audience of 16,000 people after they listened to the dramatic radio-television defense by Senator Nixon of his acceptance of an \$18,000 private expense fund. Democrats have said Sen-



NIXON AS HE DEFENDED CAMPAIGN FUND

Sen. Richard Nixon, Republican nominee for Vice President, addressed a nationwide television audience last night, defending an \$18,000 fund collected by friends for his expenses. The talk was made from Los Angeles; this picture was made from a TV screen in New York. No pictures were permitted in the Los Angeles studio during Senator Nixon's talk.—AP Wirephoto.

**Candidate No Quitter,
He Tells TV Audience
In Unprecedented Talk
DENIES ANY WRONGDOING**

**In Use Of Expense Monies
---Senator Bares Entire
Financial Condition**

(BY ASSOCIATED PRESS)
LOS ANGELES, Sept. 23—Sen. Richard Nixon, pleading his case in a furor over an \$18,000 expense fund, declared tonight he is not a quitter and that he is submitting his political fate to the Republican National Committee.

The GOP candidate for Vice President said in an unprecedented report to the people that he will abide by the committee's decision, whatever it may be.

Gen. Dwight D. Eisenhower, speaking in Cleveland, called his running mate a "brave man"—indicating that the head of the ticket hoped that Senator Nixon would stay on the ticket.

HERE'S THE ADDRESS!

WASHINGTON, Sept. 23 (AP)—Sen. Richard M. Nixon asked his listeners tonight to wire the Republican National Committee their views on whether he should

Fire Nixon? No!

Cincinnati Western Union Office Flooded By

field children at a Christmas party gives each year by the Governor.

Mr. Mulroy said Governor Stevenson felt such expenses should not be charged to the state, the newspaper contended, and the fund was set up because the Governor did not wish to pay them from his personal funds.

The Tribune said Mr. Flanagan acknowledged Monday that he knew of the fund, that it was used to defray "political expenses" and had been set up partly from a surplus in the Stevenson for Governor campaign fund in 1948. Since then other contributions had added to it, Mr. Flanagan said.

Traffic Hurts Fatal To Cincinnati Men; Drove Against Bus

Edward King, 50, 758 W. Seventh St., died at General Hospital early yesterday a few hours after his automobile struck a trolley bus and a pole at Liberty and Sycamore Sts. His death was the 50th traffic fatality recorded in Hamilton County this year. Last year at this time there were 91 deaths. Police

said Mr. King's automobile side-swiped the bus, which had stopped for a stop sign, and then struck a wooden pole. He suffered a crushed chest.

passed a resolution to retain them.

Other communities which previously had revealed plans to stay under rent controls were Lockland, Mariemont, St. Bernard Terrace Park and Lincoln Heights in Hamilton County; Bellevue, Dayton and Newport in Campbell County; and Ludlow in Kenton County.

Newport's decision was tentative, contingent upon the approval of the Rent Stabilization Board of a 10 per cent rent increase.

Rents were decontrolled several months ago in Golf Manor, Indian Hill, Wyoming and Harrison as well as unincorporated areas of Kenton and Campbell Counties.

COME TO THINK OF IT:



Want to . . .



A new mattress is probably the very thing you need.

"He was my lifelong friend. We were very intimate. He committed an error. It was a definite error. There was no question about it. I believed that the worth of that man was too great to sacrifice.

"He made amends for his error. He has gone before the Highest Judge of all, but certainly George Patton justified my faith."

Son Hurt In Korea, Hershey Informed; Captain In Marines

WASHINGTON, Sept. 23 (AP)—Marine Capt. Gilbert R. Hershey, son of Maj. Gen. Lewis B. Hershey, Director of Selective Service, has been seriously wounded in Korea.

General Hershey said today he and his wife were officially notified this morning that Captain Hershey was wounded in his chest, neck and upper legs, and had been moved to the hospital ship Repose for further treatment.

The Captain's condition was reported as "good" with "no nerve involvement."

Captain Hershey, whose wife and daughter live in San Clemente, Calif., was in the thick of heavy fighting in Korea almost immediately after the war started, his father said.

The Captain later was returned to this country and assigned as an instructor at Quantico, Va., but on his insistent request was sent back to Korea in June. He commanded Co. C First Marines, and had been in heavy action at Bunker Hill.

251 NEW CASUALTIES

WASHINGTON, Sept. 23 (AP)—The Defense Department today identified 251 battle casualties in Korea. A new list reported 43 killed, 191 wounded, nine missing and eight injured.

of the Nixon fund, but that seemed to hold their fire until the campaign was well under way.

Today the Washington Star came out with a front page story stating that the Attorney General, partly as a result of a talk with President Truman, was studying the Corrupt Practices Act and various tax laws for their possible bearing on the expense fund.

The Star stated that President Truman had mentioned the matter to Mr. McGranery at last Friday's cabinet meeting in the White House.

Roger Tubby, assistant White House press secretary, began to receive many queries in person and on the telephone, about the Star story, and told all the questioners that it was correct—that Mr. Truman had asked Mr. McGranery to look into the law that might apply in the Nixon fund matter.

Less than two hours later Mr. Tubby walked into the White House press room and said:

"On this question as to whether the White House had directed the Justice Department to look into the legal aspects of the contributions to Nixon: I find I was absolutely wrong in giving the impression that such a directive had been sent to the Justice Department. No such directive was sent to Justice."

CONVICT RIOT QUELLED

CHESTER, Ill., Sept. 23 (AP)—A two-hour tear-gas siege by guards and state police tonight ended a rebellion of more than 27 hours by convicts at Menard State Prison.

crosses and Communists and those that defied them out of Washington."

He closed with a tribute to General Eisenhower—

"Remember, folks, Eisenhower is a great man, believe me. He is a great man, and a vote for Eisenhower is a vote for what is good for America."

Senator Nixon's report over 62 television and more than 750 radio stations climaxed nearly a week of charges that the GOP nominee was guilty of unethical and illegal practices.

But he denied he received a cent of the \$18,000; and he denied that it was wrong for him to have accepted the money to help pay extra expenses of his Senate office. He read a statement from attorneys retained by Eisenhower national headquarters to study the legal aspects of the case:

"It is our conviction that Senator Nixon didn't obtain any financial gain from the collection and disbursement of the fund by Dana Smith (trustee of the fund):

"That Senator Nixon did not violate any Federal or state law

Two Are Wounded In Korean Fighting

Two Greater Cincinnatians have been wounded in action in the Korean fighting, the Department of Defense announced yesterday. They are Army Pvt. Fr. J. Connor, son of Ben Connor, 4333 Brownway Ave., and Marine Pfc. Howard W. Cope, son of Mr. and Mrs. Robert Cope, R. R. 2, Box 93, Alexandria, Ky.

have never been able to convert, and which will run out in two years. I have no life insurance whatever on Pat; I have no life insurance on our two youngsters, Patricia and Julie.

"I own a 1950 Oldsmobile car. We have our furniture. We have no stocks and bonds of any type. We have no interest of any kind, direct or indirect, in any business.

"Now, that is what we have.

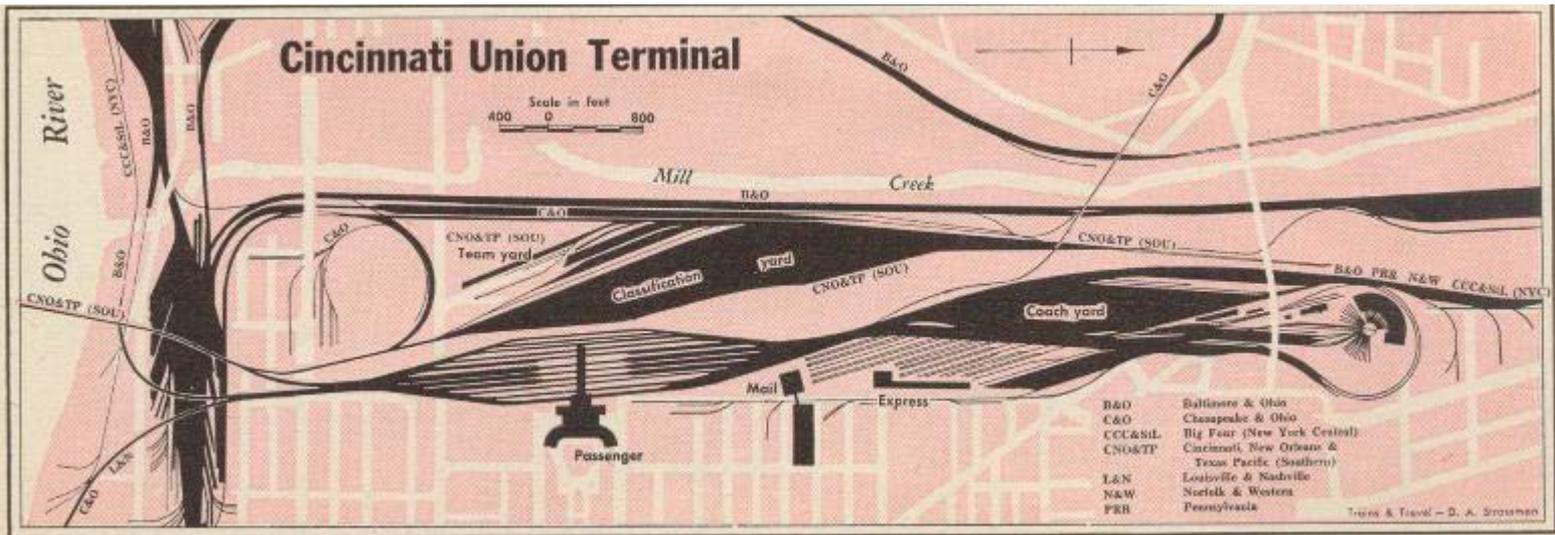
"What do we owe? Well, in addition to the mortgage, the \$20,000 on the house in Washington, the \$10,000 on the house in Whittier, I owe \$4,500 to the Riggs Bank in Washington, D. C., with interest at 4 1/2 per cent. I owe \$3,500 to my parents, and the interest on that loan, which I pay regularly, because it is the part of the savings they made in the years they were working so hard. I pay regularly 4 per cent interest."

Senator Nixon spoke from the stage of the El Capitan Theater in Hollywood and spoke off the cuff. On his way out after his broadcast, he was asked by a reporter how soon he expects to hear from the national committee.

He said: "No comment. The next move is entirely up to them."

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The Venue and Environs

BEHIND THE SCENES











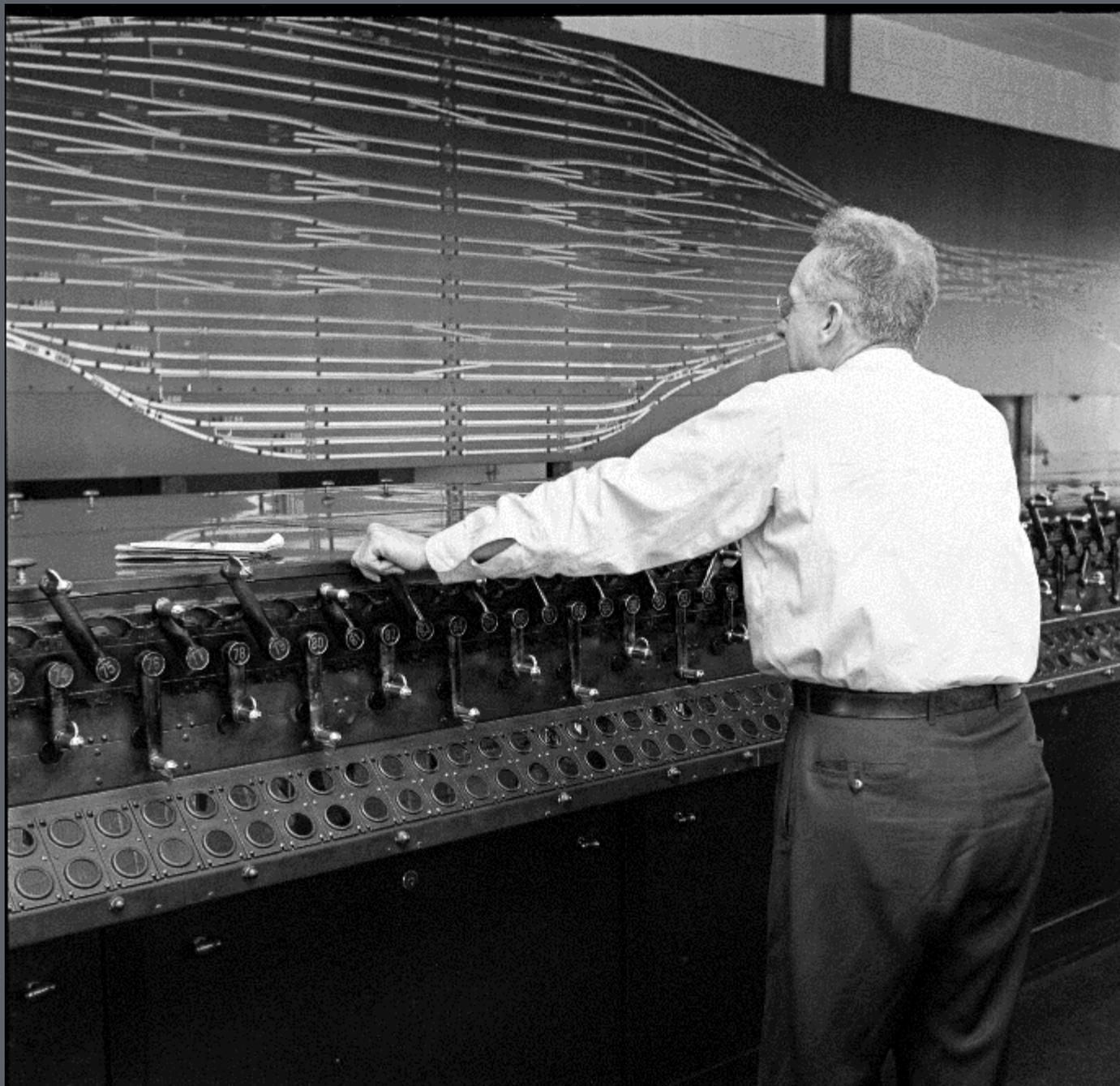
















PASSENGER'S PERSPECTIVE













































OUTSTANDING PHOTOGRAPHY ON THREE LEVELS

- Photojournalism
- History
- Art

CATCHING THE VIEWER'S EYE WITH

- **Light**
- **Line**
- **Form/Shape**





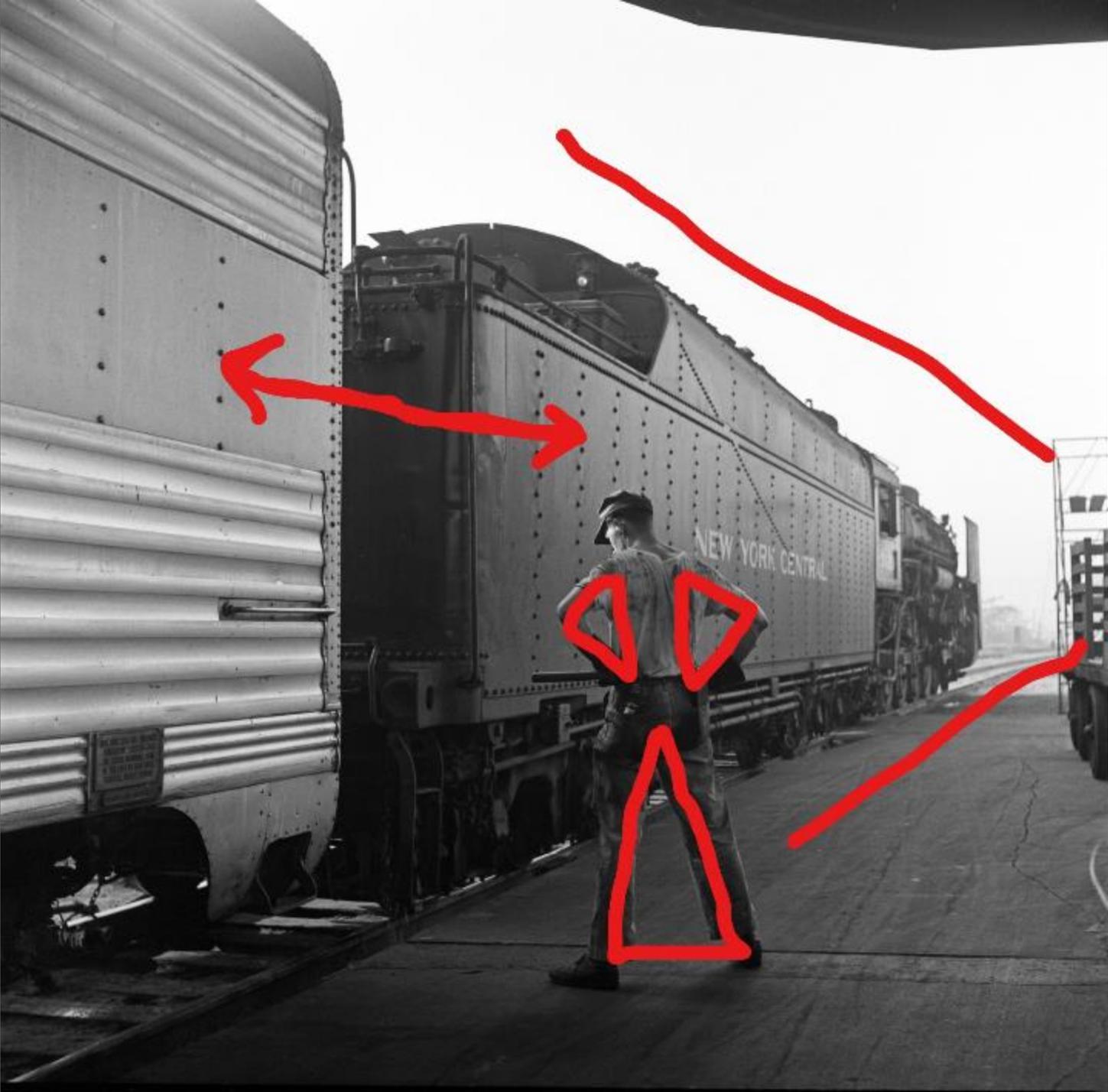






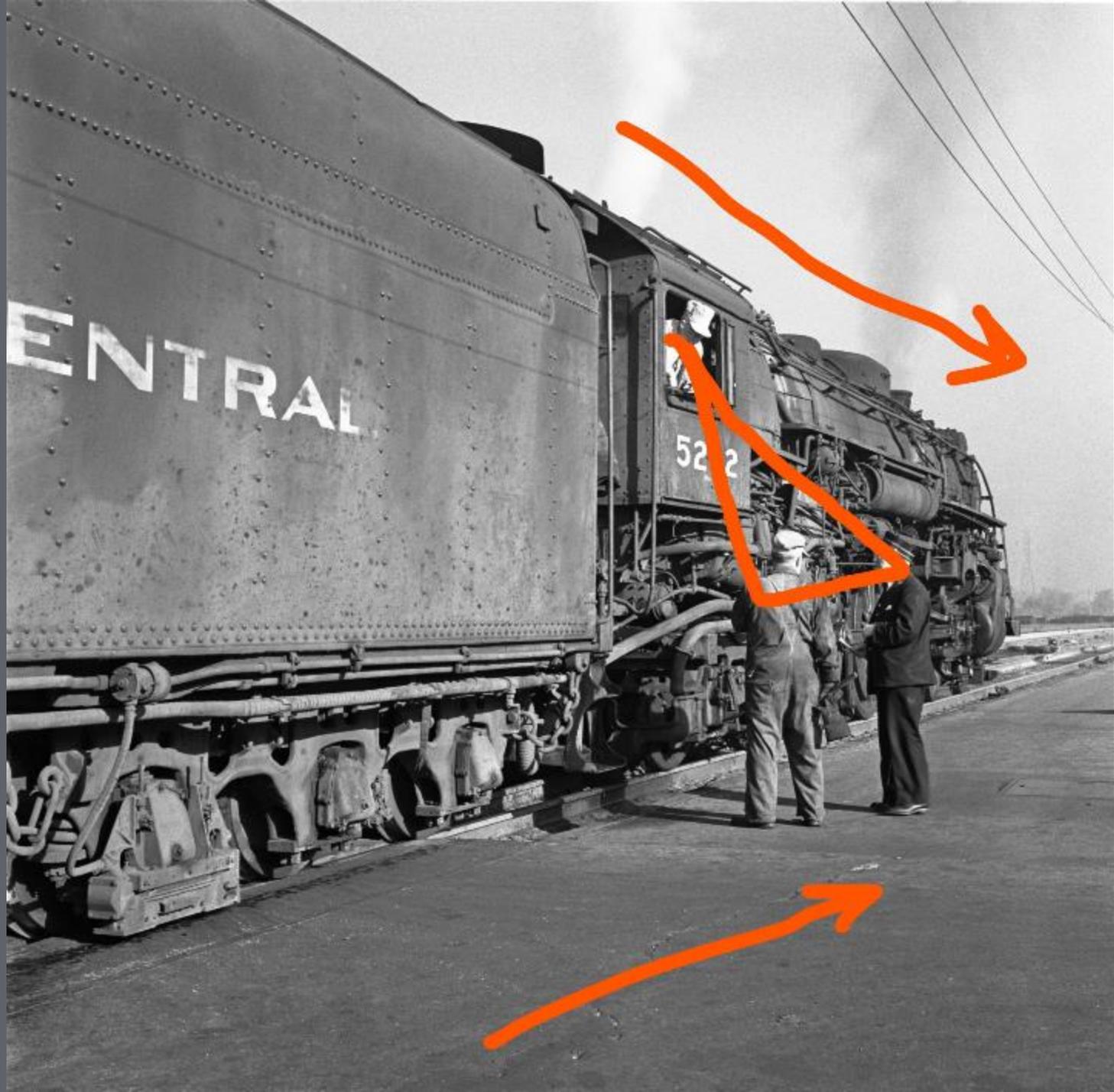






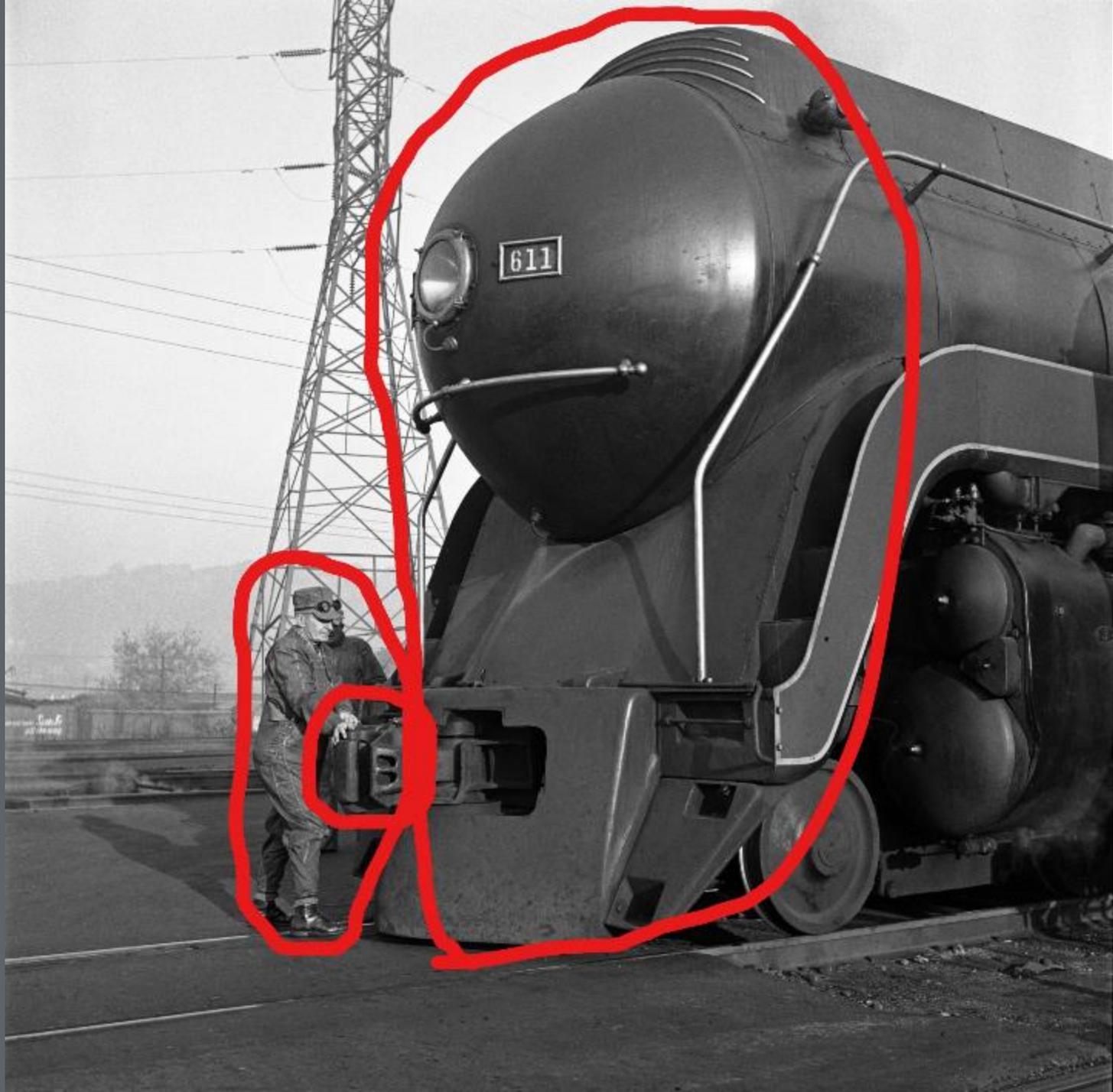






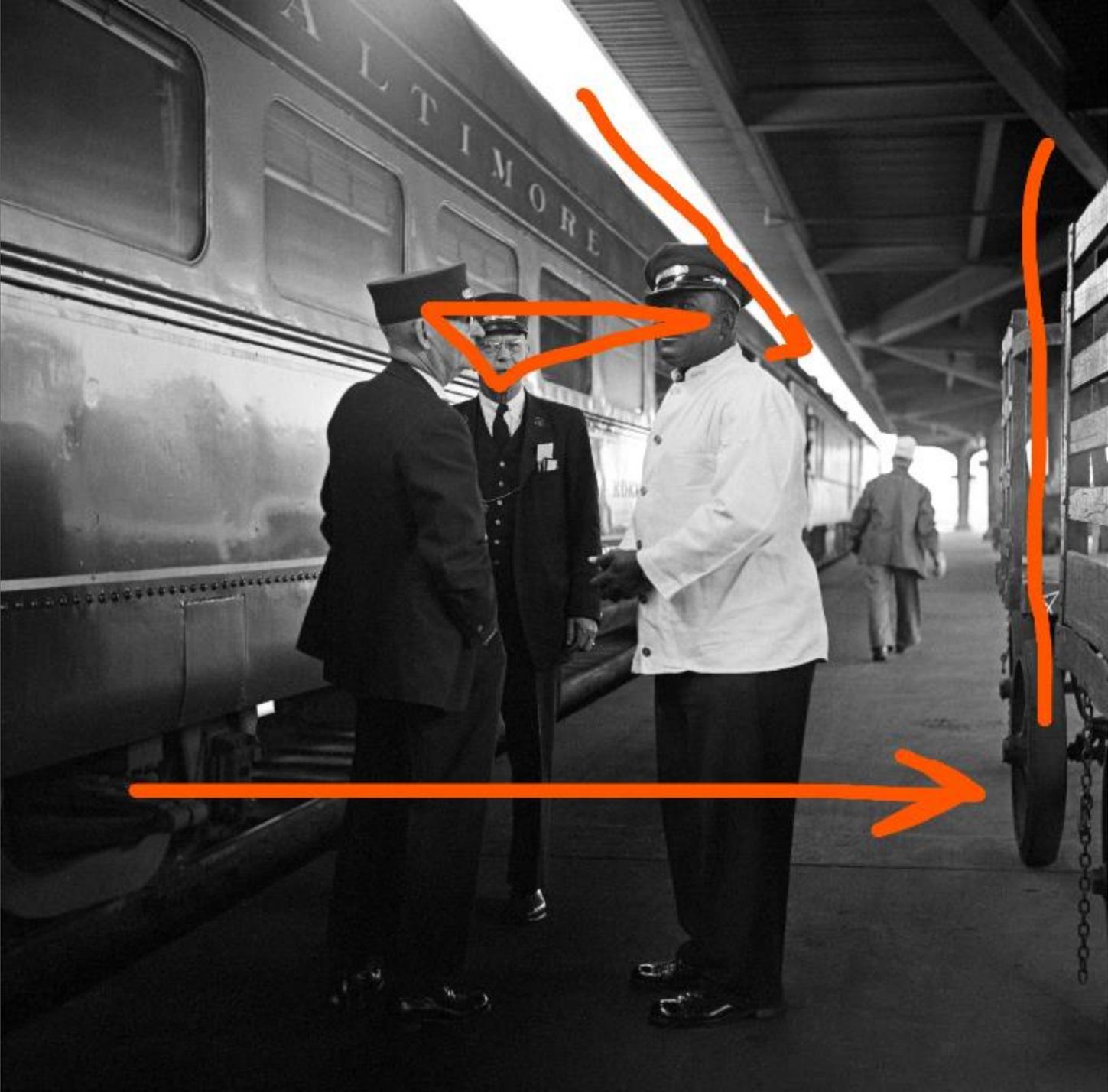


















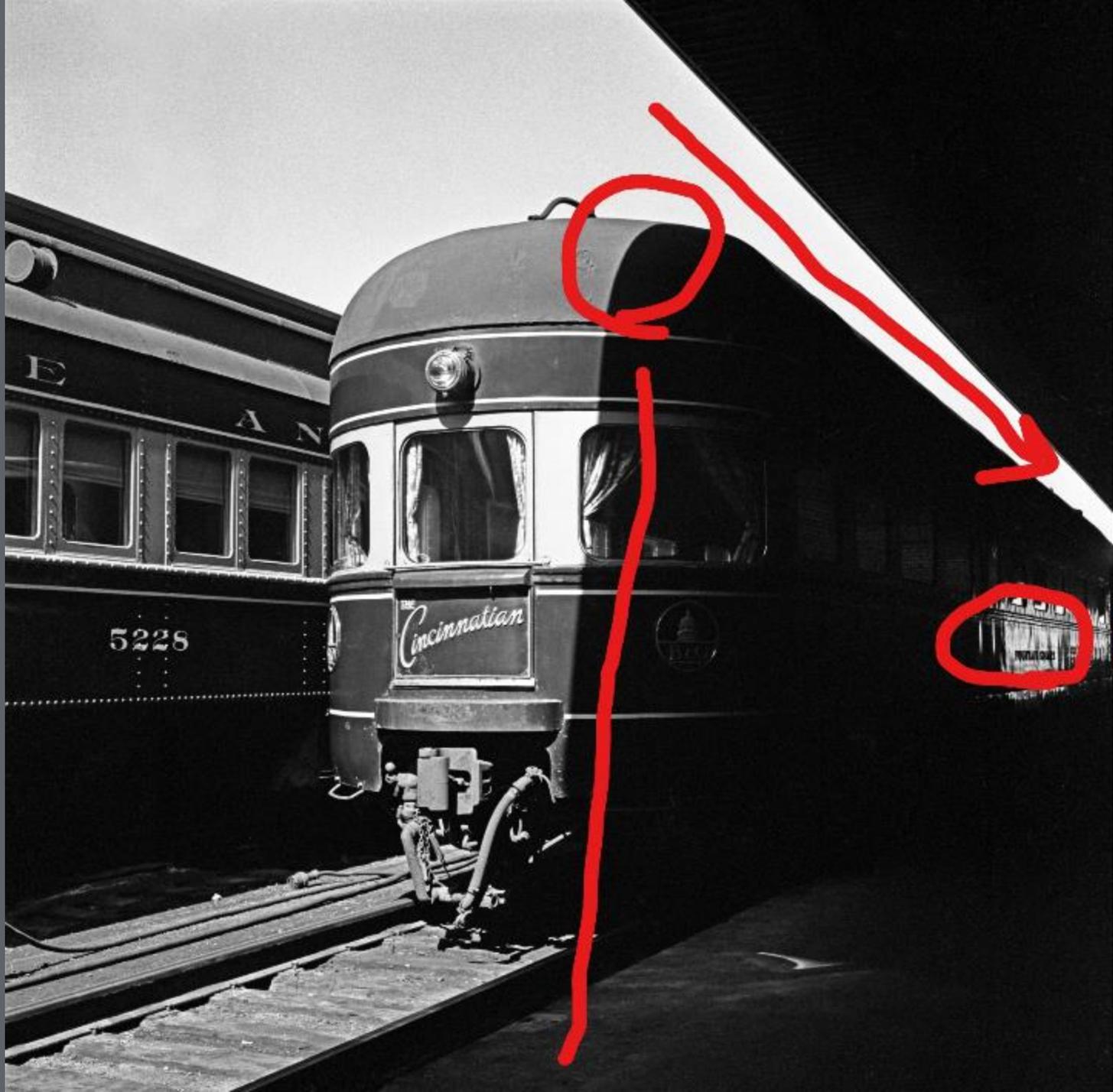


























But look again at this scene of the *James Whitcomb Riley* boarding on track 4, for it contains a rare, a mysterious, almost an other-world quality. The redcap turns and looks back up the ramp with a look of mixed acceptance and pain on his face ... the young woman turns too, and her expression is more than simple curiosity ... and the train and its passengers and crew appear to vanish into the mist in the distance.

Source: *Trains*, February 1972, page 55

COACHES FORWARD
37 38
TO REAR
35 36 34 33



Do these people somehow sense they're almost beyond time and into history, even as the shutter is snapped? We know not. We do know that Wally Abbey took an uncommon photo as the clock ticked toward 8:30 a.m. on that day in September 1952.

PRESENTED BY: GEORGE W. HAMLIN

At

Northwestern University

Transportation Center

Sandhouse Gang

Evanston, Illinois

April 12, 2018

Available from: www.railphoto-art.org

