

Calendar Crossindex

Subject: Bridge

December	1983	<i>Location:</i> Ann Arbor	No date
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An Ann Arbor freight passes over a frozen Argo Pond, Ann Arbor, Michigan with 2-8-0 #2170.

August	1989	<i>Location:</i> Ann Arbor	1946
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Train #52 pulled by Atlantic #1614 crosses the Huron River bridge at Ann Arbor during the summer of 1946. At one time there were four of these I-class 4-4-2's on the Ann Arbor assigned exclusively to the passenger trains.

December	1990	<i>Location:</i> Mesick	No date
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Sothbound Train FT-2 passes over the Manistee River. After crossing this bridge the train will curve right, past the trees, through Mesick and on past Yuma, Harrietta, Boon arriving at Cadillac in about an hour or so.

November	1994	<i>Location:</i> Ann Arbor	No date
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Train 52, westbound, departing Ann Arbor crosses the Michigan Central Railroad and the Huron River. Shorty the little 69 inch drivers of the Atlantic will dig in to climb Osmer Hill.

April	1998	<i>Location:</i> Ann Arbor	1970
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Ann Arbor GP35's 393, 389 and 392 pose on the road's Huron River bridge in this early 1970's view.

Cover	2000	<i>Location:</i> Howell	1940
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Ann Arbor 2-8-2 # 2493 steams past the Howell depot during the late 1940's at the point o a westbound freight.

February	2000	<i>Location:</i> Ann Arbor	1940
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Ann Arbor mike #2480 makes its way across the Huron River bridge at Ann Arbor with and eastbound freight in this from the late 1940's. Though the clearance teeltales over the New York Central tracks conspire to ovscore the view of the Ann Arbor train, the picture is a wonderful view of a once commonplace event.

October	2006	<i>Location:</i> Ann Arbor	10/23/1994
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2000 hp GP38s #7771 and #7802 crossing the Huron River at Ann Arbor. The units are ex PC/CR. The daily turn is northbound at 11:30 AM on October 23, 1994, to pickup sand cars that the Tuscola and Saginaw Bay night train left at Osmer. Cars pulled from Saline earlier in the morning have been left in the siding at Ferry Yard and will be added to the train when it returns southward.

April	2007	<i>Location:</i> Between Cadillac - Clare	Undated
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Tuscola & Saginaw Bay GP35 #389 crossing an unidentified bridge between Cadilacc and Clare. Engine 389 is a 2500 hp unit built for the Ann Arbor in April 1964, serial #28995, and rides on Alco-GE trucks from Trade-in FA2s built in 1950.

June	2007	<i>Location:</i> Howell	May 1977
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North bound GP35s #385 and #394 crossing the Grand River Ave. overpass in Howell in May, 1977. This art deco style through girder bridge was built in 1937 as a grade crossing elimination project over what was then highway US16, now Grand Riverr Avenue. The Federal Government and the State Highway Department built the bridge with cooperation of the Ann Arbor Railroad.

April	2008	<i>Location:</i> Manistee River bridge	No date
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In this undated photo, a trio of Ann Arbor GP35s are crossing the Manistee River bridge near Mesick. The geeps are 2500 hp units built for the Ann Arbor in 1964 and ride on Alco-GE trucks from trade-ib FA2s built in 1950. The bridge is ametal pinned Pratt DeckTruss bridge built in 1898.

July 2008 *Location:* Glengarry No date

Engine #155, later 2175, a class G 2-8-0 built 10/15/1908 at Schenectady. Built as serial no. 4577 with 57" drivers, cylinders 22" bore, stroke 30" and with 217,600 lbs. tractive effort. The locomotive was scrapped 11/20/1950. Show here crossing as a test run, a new built bridge at Harlan, in the area of mile post 260, between Mesick and Copemish.

Note: this a loading testing of bridge over the Manistee and North Eastern crossing, located just west of Glengarry. The bridge was removed and the cut filled in after the M&NE abandoned the trackage.

August 2008 *Location:* Ann Arbor, MI interchange track No date

A brakeman's view of the Ann Arbor Railroad Huron River Bridge and Ann Arbor Railroad interchange track. This Michigan Central work train is passing a long stock stock yard on the right. Half way up the hill on the Ann Arbor interchange track a couple of teams cross the track as they pull their wagons north out of the city. Also seen on the interchange track is a long gone switch to an industry beyond the bridge. At the time of the photograph, the area had far fewer trees than at present.

June 2011 *Location:* Dundee August 5, 1978

On Saturday, August 5, 1978, Ann Arbor 394 leads eastbound train FT2 across the River Rasin, near Dundee, on a through Pratt truss bridge. The 2500 hp GP 35 locomotive was built by EMD in June 1964. The original EMD 567 prime mover was rebuilt with 645 power assemblies by the DT&I RR in 1967.

October 2011 *Location:* Bannister 1907 summer

Summer, 1907, with a class F ten wheeler in a hurry, on a trestle near Bannister, MI. Note the arch bar trucks on the box car and, underneath the tender, the pole sometimes used for pushing cars. Although not legible, it appears that the locomotive has a name on its cab side.

Cover 2015 *Location:* Ann Arbor October, 1992

Ann Arbor Railroad GP38s 7802 and 7802 and 7771, both ex Conrail/Penn Central units, cross the Huron River Bridge in October, 1992. The Ann Arbor received yhe locomotives in 1985. -- Don Maddock Photographer

July 2017 *Location:* Ann Arbor October, 1992

On the new Ann Arbor that runs between Toledo to Osmer, GP38 7802 crosses over the Huron River Bridge in October 1992 with a single car train heading for the small yard at Osmer and interchange with the Tuscola & Saginaw Bay Railroad. The locomotive was built for the Penn Central in October of 1969. It then went to Conrail before being bought by the Michigan Interstate Railway in March of 1985 and lettered Ann Arbor railroad. It continues to work on the Ann Arbor for Watco, repaint in a orange livery and renumberd WAMX 3879. -- Don Maddock Photographer

May 2018 *Location:* Milan May 3, 1986

A pair of south bound Ann Arbor GP 38s lead a train across the Saline River near Milan on May 3, 1986. This portion of the old Ann Arbor, about 50 miles from Toledo to Osmer, was operated by the Michigan Interstate Railroad from 1977 until 1988, by the Ann Arbor Acquisition Corporation until 2013 when WATCO took the line.

January 2021 *Location:* Howell January 6, 2016

It is January 6, 2016 and a trio of Great Lakes Central locomotives, GLC 396, 385 and 397, pass under the Isabel Street bridge in Howell on CSX tracks. With long strings of cars to interchange with CSX at the Ann Pere crossing, GLC must frequently pull the cars to the west side of Howell to clear the signals. The wooden bridge is closed to vehicular traffic but remains a popular spot for locals and photographers to view trains. Photographer, Mark Cowles

October 2021 *Location:* Elberta early 1980s

In this photograph from the early 1980's, a freight train led by four Ann Arbor GP35s is crossing the causeway leaving the yard at Elberta. Approaching Junction Switch (hidden by the grove of trees in foreground) at Mile Pole 290.29, the train will cross 184.22 miles to reach Owosso and another 106.07 before it yards in Toledo. The Ann Arbot has already moved the cars 60 to 80 miles across the waters of Lake Michigan. Photographer unknown, from the Don Harrison "UpNorth Memories" Collection

***Subject:* Buildings Railroad**

Inside Cover 2016 *Location:* Owosso Unknown

Water tank and shop building at Owosso yard -- Photographer Unknown Collection of Mark Cowles from the Brain Bluekamp collections

April 2016 *Location:* Owosso Unkown

Ten Wheeler No. 120 at Owosso, Michigan. This 1899 Baldwin locomotive was one of 3 Class F and later one of 2 Class H1 4-6-0s. It went through three numberings: 41, 100, and finally 120. It was equipped with 63 inch drivers and had a tractive effort of 12,500 pounds. No. 120 was scapped at Owosso in April of 1951. Note the wooden cab and lack of a builder's plate. -- Jay William Collection

December 2016 *Location:* Owosso October,2012

As part of the of the October 6, 2012, Ann Arbor Railroad Technical & Historical Assciation Annual Member's Meeting, attendees visited the Great Lakes Central's shops, formerly the Ann Arbor Railroad diesel shops, in Owosso, Michigan. Here in the "High Bay" is GLC GP 38-2 No. 399. Is was built in 1972 for the Penn Central, later became a Conrail locomotive, and then passed through ownship by EMD, Union Pacific, and LLPX before coming to the Great Lakes Central. -- Mark Cowles Photographer

Back cover 2016 *Location:* Ann Arbor 1963

On a winter evening in 1963, Ann Arbor FA-2 No. 54 is about depart Ferry in Ann Arbor with FT5, the overnight Toledo to Elberta boat train. -- Mark Hildebrant photograph

October 2022 *Location:* Toledo Engine house May 26, 1961

AA 51A, one of the Ann Arbor's 14 ALCO FA-2s, rests at the Toledo engine house on May 26, 1961. The Ann Arbor numbered these locomotives in pairs, as in 51 an 51A, and initjally considered each pair a single 3200-horsepower locomotive. This was delivered to the railroad in December of 1950 and with its sisters, replaced steam power on the railroad. It was turn over to the Wabash Railroad in of 1964 and subsequently traded in to EMD the follow month. Photographer: Lois A. Marre

November 2022 *Location:* Howell

In this undated photo from the steam era, a southbound train pauses at the Howell passenger station. Beyond the depot is the freight house, other long-gone buildings, and a couple of wood freight cars. The coaling shed, with a gondola on the trestle inside, sits farther back, and to the far right is a structure which at various times was a wool shed, a potato shed, and and the high school basketball court.

Subject: Caboose Steel

July 1984 *Location:* Ann Pere No date

Orders are given to the tailend by operator Julian Strong at Annpere Tower

August 1985 *Location:* Owosso No date

Caboose

April 1987 *Location:* Manistique No date

Manistique & Lake Superior caboose #8 was originally built as AA 2830. It went to the M&LS in 1957, and then went to DT&I as their Caboose #121.

April 1990 *Location:* Toledo 1960

Seventeen steel cabooses built in 1953 (2830 - 2839) and 1955 (2840 - 2846) meant the end for the wood hacks in use since the turn of the century. Caboose 22831 perparees to depart Ottawa Yard at Toledo for Owosso and Boat Landing.

Back cover 1990 *Location:* - 2-1984

Drawing Ann Arbor diesiel #1 and steel caboose #2839 - Craig Wilson

February 1991 *Location:* Diann February 11, 1978

During the winter of 1978, Lake Michigan became almost completely frozen over. The carferries could not make their runs, resulting in this model-like local passing Diann Tower on the morning of February 11, 1978.

June 1991 *Location:* Milan 1970

At traffic levels slowly dropped, meets between tains became harder to capture on film. GP-35 #388 leads the southbound past caboose 2832 on the west bound train as they pass at the south end of Milan yard in the late 1970's.

December 1992 *Location:* Alma 1968

The light of snow adds artistic highlights to caboose 2845 as it passes eastbound through Alma. While the yellow ends and compass herald reflect the DT&I influence in 1968, the marker lamps are remainders of an earlier era.

March 1994 *Location:* Springfield, Ohio No date

The Detroit, Toledo & Ironton Railroad took Ann Arbor cabooses south to serve their Ohio lines. We see AA 2836 in Spring, Ohio. Her fading flag symbolizes that she would return to AA tracks.

July 1996 *Location:* Owosso 1968

When delivered in late 1950, the Ann Arbor's two 1000hp ALCO RS-1s were very attractive units. By the mid-1960's, the Wabash style paint on most of the Ann Arbor locomotives had been neglected to the degree that the equipment looked rather sorry. Ann Arbor RS-1 #20 is a prime example in this February 17, 1968 photo. A partial repaint had eliminated the narrow white stripe on the long hood, further contributing to the motley appearance of a once sharp engine. It would be repainted one more time in the blue, white and gray before donning DT&I orange in the early 1970's.

November 1997 *Location:* Owosso 1979

When the Michigan Interstate took over operations of the Ann Arbor, its management worked hard to improve the image of the road and reverse the decay which had prevailed during most of the 1970's. Much of the Ann Arbor's equipment received a new image as well, and the of the roads remaining eleven steel cabooses would wear some variation of the "ferry in the the fog" paint scheme. AA 2835 is seen here at Owosso on November 3, 1979 wearing a fresh paint job that it received the previous month.

January 1998 *Location:* Owosso January 17, 1968

The Wabash shops built 10 of these attractive streamlined cupola cabooses for the Ann Arbor to its standard design in early 1952. An order for 7 more cars from International Car in 1955. AA2837, built 2/1952, was from the first group, 2830-2839. It is shown here at Owosso on January 17, 1968 wearing the DT&I-style red paint scheme with yellow ends and compass herald.

Cover 1999 *Location:* Unknown No date

(Left) Orders are hooped up from the "iron man" at Milan during the Michigan Interstate era. (Right top) Ann Arbor RS-1 cab side detail. (Right bottom) A TSBY freight head by ex- AA GP35 # 390 battles the elements in northern Michigan.

August 1999 *Location:* Milan 1990 summer

Ann Arbor Railroad GP38 7802 and caboose 2839 lounge at Milan, Michigan on a sunny Sunday morning during the summer of 1990.

November 1999 *Location:* Durand early 1950's

While photographs of the Ann Arbor's steel cabooses are somewhat common, views showing the cars with pennant heralds are harder to find. Cars 2830 - 2839 were delivered in late 1951 to the road with red bodies, silver roof and freight car red platforms and trucks, just like their contemporaries on the Wabash. They wore white Ann Arbor lettering as above, but lacked any type of herald. Sometime, probably in the mid or late 1950's, the freight car red end platforms and trucks were repainted caboose red, and the cars would have the small pennant herald applied to them. Some cars wore the outline version, while others donned the solid pennant. Cabooses 2840 - 2846, built by International Car in 1955, may sported the pennant heralds at delivery.

May 2002 *Location:* Elberta boat ling circa 1960

Ann Arbor RS-1 number 21, still with an idler car in tow, assists eastbound FT-2 in getting underway from Boat Landing during the mid-1960's. This is the sort of view fondly remembered by many Ann Arbor fans - a busy yard, ferries coming and going several times a day, and plenty of action to inspire railfans young and old.

May 2005 *Location:* Milan March 1991

Ann Arbor #7771, a 2000 hp GP38 built 9/1969. Ex PC, then CR #7771. The train is the daily run on its return trip to Toledo on an early Saturday morning in March 1991, at Crowe Rd. near Milan. The spine car and small box car came from Fingerly Lumber in Ann Arbor, the highcube from Saline. The Ann Arbor's last caboose was used for the long backup move down the Saline branch.

October 2005 *Location:* Owosso August 1979

Newly painted Michigan Interstate cabooses #2831 and #2838 at Owosso yard in August, 1979. Cars #2830-2839 were built by the Wabash for the Ann Arbor in 1952. Similar cars, #2840-2846 were built by International Car in 1955. No. 2831 is located in Traverse City about 1/2 mile east of the Dinner Train station, and is owned by the Railroad Historical Society of Northwest Michigan. No. 2838 is owned by the Bluewater, Michigan Chapter of the NRHS, and is located in the CSX roundhouse in Saginaw, MI.

September 2008 *Location:* Elberta 1958

An the engine service area in Elberta in 1958 is #56, a class D32, 1600 hp Alco built 12/9/1950. In the background are a Class D6, 660hp Alco switcher, a section car and one of the cabooses built for the Ann Arbor by the Wabash RR at its Decatur, IL shops.

December 2008 *Location:* Owosso caboose track May 5, 1959

On May 5, 1959 nine Ann Arbor cabooses were lined up in the Owosso yard waiting their assignments. Nearest the camera is #2812 which was later traded to the DT&I and renumbered 124. Next in line is #2831 which is now owned by the Railroad Historical Society of Northwest Michigan. It is on display in Traverse City, just east of the former C&O depot.

Back cover 2017 *Location:* Owosso 1981

Caboose AA2838 on a Michigan Interstate Railway eastbound train in the spring of 1981. A 1952 product of the Wabash car shops, 2838 has been restored and resides at the Steam Railroading Institute at Owosso, Michigan. -- Jim Sinclair Photograph

Subject: Caboose Wood

April 1984 *Location:* Manistique 1930

Caboose Wood Manistique and Lake Superior #7, Manistique, MI, 6/25/1958. Built in the 1870's by the Wabash, it purchased for the M and LS in the 1930's. It was scrapped in 1959.

January 1988 *Location:* Milan 1960

Caboose Wood M of W #4614

Cover 1990 *Location:* Ann Arbor July 8, 1950

"Hooping up orders," The conductor of this northbound freight is perched on the steps of his caboose to grab orders as his train passes the Ann Arbor, Michigan depot. This date is July 8, 1950 and in just a few years the wood caboose will be retired to maintenance-of-way service.

November 1990 *Location:* Ann Arbor July 5, 1950

Ten-Wheeler #152 prepares to act as a pusher, shoving backwards on the caboose on July 5, 1950. After helping this northbound over Osmer Hill, north of town, the locomotive will drift down to Ferry Yard.

March 1991 *Location:* Peru, Indiana June 1, 1943

Although some similarities appear between the AA and Wabash cabooses, the Annie's were unique. Their Wooden hacks were all built from 1890's boxcars. Ann Arbor 2811 is seen here at Peru, Indiana, pressed in Wabash service on June 11, 1943.

April 1993 *Location:* Owosso No date

Caboose Wood #2811

December 1995 *Location:* Elberta 1975

Caboose Wood DT&I #94 (Santa's caboose)

June 1998 *Location:* Ann Arbor 1950

In perhaps as nice a view of an Ann Arbor wood caboose as one will find, AA 2805 makes its way through Ann Arbor, Michigan during the summer of 1950. Having been replaced in mainline service by the road's steel cabooses delivered in 1952 and 1954, many of these wood hacks would find their way into maintenance of way service in the late 1950's. According to research done by Henry Burger, AA 2805 was converted to a maintenance of way car November, 1957, and was renumbered to AA 4614.

September 2000 *Location:* Unknown post 1957

Ann Arbor wood cabooses 4615, painted yellow with black lettering, and assigned to Maintenance of Way service, had formerly been AA 2820. After the arrival of the modern steel cabooses in 1952 and 1955, the road's ancient wood hacks became surplus. Several of the cars were converted to M of W service and 4615 is one of seven converted and reassigned during 1957. Coupled next to the caboose is AA X4621, one of fifty former Wabash steel rebuild box cars, sold to the Ann Arbor in 1954 and part of AA series 1100-1149. After retirement from revenue service, many of the 1100-series cars were painted black and assigned to Company Service.

September 2002 *Location:* Unknown No date

A rare early view of an Ann Arbor caboose wearing the key herald.

May 2003 *Location:* Toledo 1972

Ann Arbor RR Transfer caboose #2701 (one of two purchased from the DT&I in 1965) waits for its next assignment in roads Ottawa yard in Toledo.

November 2006 *Location:* Cadillac 1940s

Cadillac Coaling Tower and associated facilities, including a sand house, water tank and a pump house. Photo dated to the 1940's.

December 2006 *Location:* Unknown early 1900s

Caboose #11 built in 1887 or converted from a turn of the century boxcar. These cars were replaced by the newer cars in 1952 and 1955 and went into MOW service. Note the different hat styles being worn, with the crew most likely wearing the caps and the officials wearing the bowlers. Other views of this car as #2811 were used as the 2/1991 and 4/1993 calendar pages.

January 2012 *Location:* Alma 1940s

Two similar cabooses sit in Alma, Mi, sometime during the 1940's. No. 2814 is a Pullman product built in 1886 while No. 2825 was built in 1895. Note that the window placement is somewhat different on the two cars, with the windows on No. 2814 being placed slightly higher. These wood bodied cars have steel under frames and were 35' 3" and 35' 9" in length. Both cars were sold to Luria Bros. May 1, 1961.

June 2012 *Location:* Owosso February 19, 1977

Purchased from the DT&I in 1965, caboose 2701 was built in 1925 by the Standard Steel Car Co. The 29'3" long car was originally numbered 69 and subsequently 98 by the DT&I and would have been used for yard and interchange service. Seen here in the Owosso yards on February 19, 1977. Other photos show it lettered and in use by the Michigan Interstate as late as 1980.

April 2018 *Location:* Cadillac July 1964

Seen here in July 1964 at Cadillac, No. 4813 was built as Toledo, Ann Arbor and North Michigan No. 16 in 1891 at a cost of \$209.40. It was later renumbered Ann Arbor 2813. When converted to M of W service in November 1957, it received its current number. The caboose later went to the Cadillac & Lake City Railroad, then to the Leelanau Senic Railroad, and finally to Northern Scuba on M22 in Traverse City. Later photos show it now abandoned in overgrowth.

Inside Cover 2019 *Location:* Selma Yard, Cadillac circa 1919

An unusual view of an Ann Arbor freight train departing Selma Yard in Cadillac, circa 1919. The train is crossing the diamond of the Cummer and Diggins narrow gauge logging railroad. -- Photographer unknown, from historic postcard from the Arden O. Runyan collection

Inside Cover 2020 *Location:* Elberta Unknown

At some time in the distant past, a train is running along Elberta's Frankfork Avenue as it departs Boat Landing. The line eastward had stiff grades, and this day's tonnage demanded "double heading." The lead locomotive's headlight, number board, boiler piping, and air reservoir location suggest that it is one of the G (later I-4) class Consolidations acquired in 1908. The that can be discerned on the trailing locomotive hint that it, too, is a G class 2-8-0. Below: Possibly the same train has crossed the that would later become state highway M-22 and is winding its way toward Thompsonsille.

November 2021 *Location:* Unknown Unknown

Caboose AA 11 was one of several similar cars inherited by the new Ann Arbor Railroad from its bankrupt predecessor, the Toledo, Ann Arbor & North Michigan Railway. The car, built on the frame of a retired box car, was completed in 1895 at a cost of \$384. It was 35' 9" in length, 9' 3" width, and stood 14' 11" high. It worked in regular service into the 1950s and the arrival of the steel cars, at some point being renumbered 2809. It was ultimately transferred to the Maintenance of Way Department, where it was shorn of its cupola, painted yellow, and converted for use as a tool car. Photographer unknown, from the the Dave Harrell collection

September 2022 *Location:* Manistique, Michigan

Manistique & Lake Superior wood caboose No. 7 at Manistique, Michigan. This was reportedly built by the Wabash in the 1870s and acquired by the M&LS in the 1930s. It was scrapped in 1959. Photographer unknown, from the AARRT&H's John C. LaRue Collection

Subject: Car Ferry

April 1983 *Location:* Manistique 1964

M&LS #1 loads Boat No. 7 at Manistique, April 30, 1964. Caboose #8 (ex AA2830) can be seen on the adjacent track.

June 1983 *Location:* Unknown cira 1898

The absence of a sea gate and the portion of spar which was cut away to clear railway cars is evident in photo of AA boat No. 1, picture from annual report 1898.

June 1986 *Location:* Unknown 1925

This 1925 postcard view whows the car ferry No. 5 at Elberta being loaded at the West Slip. The steamer Puritian can be seen at the upper right. Loading the car ferry is AA #161, a G-1 class 2-8-0 built by Alco in 1909.

November 1986 *Location:* Unknown 1899

Car ferry Ann Arbor No. 3 was almost brand new when this excursion was held in 1899. No. 3 was the AA's first steel hulled car ferry. Note the twin smoke stacks and the "key" herald on the side of the boat.

February 1987 *Location:* Unknown No date

Steamer 'Wabash' turns in Frankfort Harbor at Slip No. 1. The 'Wabash' looks quite new. Also note coal loading hopper waiting to replenish the boat's fuel bunker.

August 1988 *Location:* Boat landing No date

Car ferries

December 1988 *Location:* Unknown 1900

Car ferries Nos. 1, 2, and 3

October 1989 *Location:* Boat landing No date

On the Ann Arbor, steam power was also in the form of carferries. In this undated postcard, four boats can be seen. Ann Arbor No. 7 steams out past Ann Arbor No. 6 at the lower right, and Ann Arbor No. 5 at the left in the East Slip. Also is Ann Arbor No. 3, tied up at the upper left of the photo. Car ferries Nos. 3, 5, 6, and 7

November 1991 *Location:* Elberta cira 1905

For five years Manistique had its own carferry. Manistique, Marquette & Northern No. 1 is shown here calling at the AA's Elbert dock about 1905. The vessel was sold to the Grand Trunk in 1908 which renamed her Milwaukee.

February 2002 *Location:* Frankfort No date

The original Marine Gateway at Frankfort spanned Main Street beside the Ann Arbor tracks on the north shore of Lake Betsie.

May 2002 *Location:* Elberta boat ling cira 1960

Ann Arbor RS-1 number 21, still with an idler car in tow, assists eastbound FT-2 in getting underway from Boat Landing during the mid-1960's. This is the sort of view fondly remembered by many Ann Arbor fans - a busy yard, ferries coming and going several times a day, and plenty of action to inspire railfans young and old.

June 2005 *Location:* Elberta 1953

Wabash Paymaster's Car at Elberta in 1953. Note the Cannonball drumhead. Alco S-1 #3, blt. 1944, switching the carferry.

February 2006 *Location:* Detroit Undated

Toledo, Ann Arbor & Northern Michigan. The Key Line. An outside sheathed wood box car, sits in a Detroit River ferry yard with Michigan Central's carferry Transfer in the background.

November 2009 *Location:* Frankfort off shore Undated

On their way back from Wisconsin, two of the Ann Arbor's carferries appear to be locked in the ice. Appearing to be stuck near the shore, locals have come out onto the ice to view the vessels, including one who sailed out in his ice boat.

September 2012 *Location:* Kewaunee, WI

A busy time at the docks at Kewaunee, WI, with a Green Bay & Western 2-8-2 Mikado working Pere Marquette 22 while Ann Arbor No. 7 is in the adjacent berth. Ann Arbor No. 7 was built by the Manitowoc Ship Yard in 1925 to a length of 347'9" with a beam of 56' 2" and a capacity of 30 rail cars on 4 tracks. In 1965, she was rebuilt and renamed Viking. Pere Marquette 22 was also built by the Manitowoc Ship Yard in 1924, with the same dimensions and capacity. In 1973 she was sold and reduced to a barge and renamed Pegasus. Her current status is unknown. Green Bay and Western 402, one of a half dozen class D47 Mikados, built by Alco in 1937. The 100 ton locomotive was equipped with 64" drivers. Among the freight cars in this photo, several have round roofs and at least one still has a vertical brake shaft.

Cover 2016 *Location:* Boat Landing July, 1981

Ann Arbor GP35 388 and the car ferry City of Milwaukee along with an idler flat and snow plow rest at Boat Landing, Elberta, Michigan, in July, 1981 -- Berry Carlson photograph

November 2018 *Location:* Superior, WI 1965

Ann Arbor No. 7, Built in Manitowoc in 1925, is shown in 1965 on its way to the ship yard at Superior, WI for conversion to the "Viking". The boat was 347' long with a beam of 56'. Its four tracks had, when built, a capacity of 30 cars, as the Viking, it would be lengthened to 360' and continue to sail until ferry service ended in 1982. The boat then had had various owners and was laid up in different ports with different uses proposed for it. At the time of writing, it was still laid up at Menominee, MI.

***Subject:* Car Ferry - Coal car**

November 2016 *Location:* Owosso July, 1957

Boat coaling hopper car at Owosso, Michigan, in July, 1957. The car was built in 1927 and originally came with Ann Arbor reporting marks and the Wabash name on the side. There were six of these cars in two series, one with two cars, 4520 and 4521, and the other with four cars, 4522 through 4525. This car was repainted in 1954. Note the longitudinal hoppers on the bottom for unloading the coal into the vessels' bunkers. Information came from the Norfolk & Western Historical Society. -- Photographer unknown, Mark Cowles collection, courtesy of Bob's Photos

***Subject:* Car Ferry 'Arthur K. Atkinson'**

Cover 1985 *Location:* Drawing No date

Car ferry 'AKA'

Inside Cover 1991 *Location:* Elberta -

Drawing of 'Arthur K. Atkinson and RS-1 at Elberta

February 1994 *Location:* Boat landing No date

AA No. 6 rests at Boat landing awaiting an upturn in traffic. In a few years she would be stretched in every direction transforming her into the Arthur K. Atkinson.

March 1999 *Location:* Elberta August 1973

In August of 1973, the Arthur K. Atkinson broke a crankshaft and was laid up until 1980, when repairs were made and the vessel was put back into service. This familiar view shows the ship tied up near the east slip while out of service during those years. At right, RS-1 number 21 waits for its next job.

Cover 2004 *Location:* Kewaunee, WI 8/16/88

Car ferry 'AKA'

Cover 2004 *Location:* Kewaunee, WI 8/16/88

Car ferry 'AKA'

April 2005 *Location:* Detour, MI 5/2004

Arthur K. Atkinson awaiting its fate in May 2004 at the old coal dock at Detour, MI after being towed there in November of 2003 for possible conversion into a tire recycling facility. The Atkinson entered service as Ann Arbor No. 6 in 1917, was rebuilt and renamed in 1959 and last ran in service in April 1982.

Subject: Car Ferry 'City of Milwaukee'

December 2001 *Location:* Unknown circa 1981

Car ferry 'City of Milwaukee' steams out of Frankfort harbor and into Lake Michigan on an overcast Michigan day some twenty years ago. Were it not for the white GT painted on her hull and the Grand Trunk marking, one might think were looking at a photo of Ann Arbor No. 7 in even earlier years. The City of Milwaukee pulled duty for for Ann Arbor Railroad as a backup boat on occasion, and came to the Annie for good after the Grand Trunk terminated its marine operations in 1978. Presently moored at Manistee, and still awaiting a permanent home, she is the last "classic" Lake Michigan car ferry in existence.

July 2020 *Location:* Boat landing July 1981

In July of 1981, AA 388, a 2500 horsepower GP35, rest on the turntable at Boat Landing, the Ann Arbor's rail to water at mile post 291.80 in Elberta, Michigan. An idler flat, used for placing and pulling cars from the the boats, occupies the foreground, and beyond are the sanding tower, a wedge snowplow, and the 'City of Milwaukee', a former Grand Trunk Western car ferry that served the Ann Arbor after 1979. A roundhouse is out of sight to the left.

Subject: Car Ferry 'Green Bay'

November 1984 *Location:* Unknown 1972

Car ferry 'City of Green Bay' waits out its final days moored at Boatlanding 8/20/1972

September 1985 *Location:* Unknown 1981

Car ferry 'City of Green Bay'

August 1992 *Location:* Betsie Lake post 1962

The car ferry 'City of Green Bay' enters Betsie Lake where it will make the turn and back into the east slip. Built in 1927 as the 'Wabash' the vessel was rebuilt in 1962 and continued to served the Ann Arbor until 1974.

June 2020 *Location:* Boat Landing 1970s

The 'City of Green Bay', built as the 'Wabash' by the Toledo Ship Building Company in 1927. It was rebuilt and renamed in 1962 but taken out of service only ten years later. In the mid-1970s it was to the Marine Salvage Company, loaded woaded with scrap metal, and towed to Spain for scrapping. With a Length of 366-feet and a beam of 56-feet, the ferry's four four tracks provided a capacity of 32 40-foot cars.

Subject: Car Ferry No. 1

March 1982 *Location:* Unknown 1910

Car ferry No. 1

April 2010 *Location:* Unknown post 1895's - pre 1911

Shown in this photo from the 1890's, Ann Arbor No. 1 was launched on Sedptember 29, 1892, by the Craig Shipbuilding Co. in Toledo, Ohio. Designed by the noted naval architect Frank Kirby, she was the first car ferry built for cross lake service and lasted until buring in 1910. With a length of 260' and a beam of 53', she had a capacity of 24 cars on 4 tracks. She was the first triple propeller boat used in this country. Built at a cost of \$260,000, the vessel was constructed of oak, sheathed with steel planking four feet above and below the water line.

February 2015 *Location:* Elberta Unknown

Ann Arbor No. 1 was built in Toledo in 1892 by the Craig Shipbuilding Co. As built, it was 260'4" long with a beam of 53'. It had four tracks and a capacity of 24 railcars. This vessel was the first of a pair of wooden car ferrys ordered by the railroad and was designed by the noted naval architect Frank E. Kirby. This car ferry was the first of its type, being designed for use on open water. It was also the first to be built with triple screws, one at the bow to assist with ice breaking and two aft for propulsion. The boat had an oak hull with steel sheathing installed to four above the water line. The vessel burned at Manitowoc in 1910.

***Subject:* Car Ferry No. 2**

July 2006 *Location:* Elberta c. 1912

The Carferry fleet at Elberta, sometime between 1911 and 1913. Ann Arbor No. 5 blt. 1910 by Toledo Shipbuilding Co., 350' x 53.3', 4 tracks holding 30 cars. Sold twice in 1966, scrapped in 1970. Ann Arbor No. 4 blt. 1906 by Globe Iron Works, Cleveland, 259' x 52', 4 tracks holding 22. Sold 1937 to the State of Michigan and renamed City of Cheboyan for use as an auto ferry at the Straits of Mackinac, then sold in 1960 for use as a barge. Ann Arbor No. 2 blt. In 1892 by Craig Shipbuilding in Toledo, 264' x 53', 4 tracks holding 24 cars, retired in 1913, sold as a barge and abandoned in 1927.

April 2011 *Location:* Frankfort 1898

Ann Arbor No. 2 at the Elberta dock in 1898. No. 2 was one of two boats built in 1892 for the Ann Arbor Railroad by the Craig Shipbuilding Co. of Toledo, Ohio. The railroad used these boats to initiate railroad car ferry service on Lake Michigan. The No. 2 was 264.2' x 53' and could carry up to 24 cars on its 4 tracks. The boat was retired in 1913, sold and cut down to a barge which was abandoned in 1927. Note the lack of a sea gate at the stern and the toward stack surrounded by cabins. At the time of the photo, there was no aft wheel house to use in docking the vessel.

***Subject:* Car Ferry No. 3**

March 1989 *Location:* Boat landing 1905

This 1905 view shows the harbor at Elberta. Carferry 'Ann Arbor No. 3' is being loaded in the West slip next to the massive grain elevator. Across the bay stands the Hotel Frontenac built and owned by the Ann Arbor Railroad.

September 1990 *Location:* Boat landing No date

Carferry Ann Arbor No. 3 begins to make its turn to back in the East Slip, passing Ann Arbor No. 5 in the West Slip at Elberta. When the boats were still in steam, the stacks bore red "A,s" on silver bands.

May 1996 *Location:* Elberta 1975

The Ann Arbor rostered five Alco ALCO S-3 switchers during its history. AA 4, 5, 6, 7, and 10. Ann Arbor #6 was one of four 660hp ALCO S-3 switchers built in late 1950 as replacement for steamers and to augment the road's lone Whitcomb and two S-1s for handling yard chores. In 1952 an S-3 was built for the Manisigue and Lake Superior as M&LS #1. This unit came to the Ann Arbor and the M&LS shut down in 1968 and became AA #110. AA#6 is shown at Boat Landing around 1975 wearing DT&I orange with the Annie's compass herald.

December 1999 *Location:* Elberta circa 1940

This wonderful circa 1940 view of the west slip and adjacent yard affords a look at Boat Landing during its heydays. There car ferries are visible, Boat No. 5 in the slip, Boat No. 6 at right, and tied up on the Frankfort side of the bay is Boat No. 3. The yard is full of wood-sheathed refrigerator cars and other classic steam era rolling stock, including one of the Ann Arbor's 90000-90199 series USRA single-sheathed box cars.

June 2001 *Location:* Elberta circa 1910

In this classic view of early marine operations, Ann Arbor 2-6-0 loads boat No. 3, circa 1940. The tall building on the left is the railroad's grain elevator, and the Royal Frontenac Hotel built and owned by the Ann Arbor is faintly visible across the bay. After a brief career, the hotel was destroyed by a fire on January 12, 1912.

Cover 2002 *Location:* Elberta Boat landing circa 1940

A circa 1940 view, looking past the bow of Ann Arbor No. 3 at Boat No. 6 moored across the bay, awaiting her turn at one of the two slips.

July 2009 *Location:* Frankfort channel Undated

Ann Arbor no. 3 leaving the harbor at Elberta, Michigan. Built in 1898 by Globe Iron Works, retired in 1960 and cut down to a barge and renamed Manistee. Length 260.4', beam 53', 4 tracks with a capacity of 24 cars. The yard holds a fascinating collection of wooden, private owner and railroad cars.

August 2010 *Location:* Boat Landing 1906

No. 3, Ann Arbor's first steel car ferry, built in 1898 by Globe Iron Works in Cleveland, Ohio, 258' x 52': 22 cars, originally, later 24, finally only 20 of the larger cars. Built with forward engines taken from Ann Arbor Nos. 1 and 2. Repowered in 1923 and lengthened 48'. Built with 2 stacks, rebuilt with only 1 as seen here. Built with a forward grain hold that could be discharged into a grain elevator at the slip while the cars were being moved off of and onto the boat. Seen here in 1906, she was retired in 1960, sold to Bultema Dock & Drege Co. who cut her down to a barge, and renamed the Manistee.

December 2010 *Location:* Boat Landing Undated

Ann Arbor No. 3 is seen here in the ice choked harbor at Elberta, next to the old grain elevator. The first steel car ferry, No. 3's dimensions were 258' x 52'. Lunched by the Globe Iron Works in Cleveland, Ohio, September 24, 1898, the vessel had a capacity of 22 cars on its four tracks. Lengthened by 48' in 1922, her capacity was increased to 24 cars and her dimensions to 306'. By the end of her service, with larger rail cars, her capacity was reduced to 20 cars. The boat lasted until 1960, when it was sold to Bultema Dock and Dredge Co. of Muskegon, who cut it down to a barge and renamed Manistee. It was used at the Straits of Mackinac during the 1965 season while the regular car ferry, Chief Wawatam, was being reboilered.

July 2013 *Location:* Elberta Unknown

Ann Arbor No. 3 sitting at Elberta. Built by Globe Iron Co. of Cleveland in 1898 with a capacity of 22 rail cars, it was 258' in length and 52' wide. It was retired in 1960 and sold to Bultema Dock and Dredge Co. who converted it to the barge Manistee. -- Photographer unknown, collection of Mark Cowles

***Subject:* Car Ferry No. 4**

July 2006 *Location:* Elberta c. 1912

The Carferry fleet at Elberta, sometime between 1911 and 1913. Ann Arbor No. 5 blt. 1910 by Toledo Shipbuilding Co., 350' x 53.3', 4 tracks holding 30 cars. Sold twice in 1966, scrapped in 1970. Ann Arbor No. 4 blt. 1906 by Globe Iron Works, Cleveland, 259' x 52', 4 tracks holding 22. Sold 1937 to the State of Michigan and renamed City of Cheboygan for use as an auto ferry at the Straits of Mackinac, then sold in 1960 for use as a barge. Ann Arbor No. 2 blt. In 1892 by Craig Shipbuilding in Toledo, 264' x 53', 4 tracks holding 24 cars, retired in 1913, sold as a barge and abandoned in 1927.

Cover 2008 *Location:* Boat landing Circa 1930

It is around 1930, and Ann Arbor No. 4 is at anchor in the harbor at Elberta. Built in 1906 by the Globe Iron Works in Cleveland, its dimensions are 259' x 52' with a capacity of 22 cars on its four tracks. Bought by the State of Michigan in 1937, and renamed the City of Cheboygan, it ran as a Straits auto ferry until the opening of the Mackinac Bridge in 1957. In 1960 it was sold for use as a barge.

***Subject:* Car Ferry No. 5**

Back cover 1989 *Location:* - -

Drawing Carferry No. 5

September 1990 *Location:* Boat landing No date

Carferry Ann Arbor No. 3 begins to make its turn to back in the East Slip, passing Ann Arbor No. 5 in the West Slip at Elberta. When the boats were still in steam, the stacks bore red "A,s" on silver bands.

January 1995 *Location:* St. Clair River January 1911

Car ferry No. 5

December 1999 *Location:* Elberta cira 1940

This wonderful cira 1940 view of the west slip and adjacent yard affords a look at Boat Landing during its heydays. There car ferries are visible, Boat No. 5 in the slip, Boat No. 6 at right, and tied up on the Frankfort side of the bay is Boat No. 3. The yard is full of wood-sheathed refrigerator cars and other classic steam era rolling stock, including one of the Ann Arbor's 90000-90199 series USRA single-sheated box cars.

January 2001 *Location:* Elberta 1940

With Boat No. 5 tied up alongside the Marine Office at Boat Landing, Ann Arbor Class I-6 2-8-0 #2352 pulls duty as a stationary steam source for marine operations during the 1940's.

August 2003 *Location:* Elberta Boat landing No date

Two of the Ann Arbor Railroads carferry fleet are seen in the harbor at Elberta. Boat #5 is behind the marine office building, number is not visible from the other boat.

June 2004 *Location:* Manitowoc, WI 9/23/1940

Car ferry No. 5

July 2006 *Location:* Elberta c. 1912

The Carferry fleet at Elberta, sometime between 1911 and 1913. Ann Arbor No. 5 blt. 1910 by Toledo Shipbuilding Co., 350' x 53.3', 4 tracks holding 30 cars. Sold twice in 1966, scrapped in 1970. Ann Arbor No. 4 blt. 1906 by Globe Iron Works, Cleveland, 259' x 52', 4 tracks holding 22. Sold 1937 to the State of Michigan and renamed City of Cheboyan for use as an auto ferry at the Straits of Mackinac, then sold in 1960 for use as a barge. Ann Arbor No. 2 blt. In 1892 by Craig Shipbuilding in Toledo, 264' x 53', 4 tracks holding 24 cars, retired in 1913, sold as a barge and abandoned in 1927.

January 2007 *Location:* Elberta Undated

Ann Arbor No. 5, was the largest carferry on the lakes at the times of her launch on Nov. 26, 1910, as hull #118 of the Toledo Shipbuilding Co. She was the first carferry built with a seagate. Her dimensions were 360' x 53' 3", 4 tracks and a 30 car capacity. Converted to burn oil in 1964, sold in 1966, resold later that year and traded in 1967, became a temporary breakwater for the Palisades Nuclear power plant. In 1970, after breaking apart, the bow was scrapped and the stern was towed out into Lake Michigan, where it ultimately sank.

February 2009 *Location:* Frankfort channel Undated

Ann Arbor No. 5 leaving Frankfort on a cold winter day. The carferry was built in 1910 by the Toledo Shipbuilding Co., sold twice in 1966 and scrapped in 1970. Length: 360', beam 53.3', 4 tracks with a capacity of 30 cars.

March 2012 *Location:* Unknown -

Ann Arbor No. 5 stuck in the ice. Date and location are unknown, but one source identifies it as the St. Clair River, possibly during the delivery from the ship yard. No. 5 was built in 1910 by the Toledo Shipbuilding Co. with a length of 360', a beam of 53' 3", and a capacity of 30 rail cars. At the time of its construction, it was the largest carferry and the first on the Great Lakes built with a seagate. The vessel was sold in 1966 and resold several times after that. It was finally used as a breakwall during the construction of the Palisades nuclear power plant. While in that use, it suffered damage during a severe storm. The forward end was then cut up for scrap while the after end was to be towed to the scrap yard. While under tow, it sank in almost 200' of water. It was rediscovered eight miles offshore in 2005 while a team, including author Clive Cussler's NUMA organization, was searching for the wreck of a Northwest Airlines plane.

June 2017 *Location:* Manitowoc, Wisconsin September 23, 1940

Ann Arbor No. 5 at Manitowoc, Wisconsin, September 23, 1940. The vessel, built in 1910 by the Toledo Shipbuilding Company, is seen here in a floating drydock. The boat was 360 feet x 53 feet, with four tracks and a capacity of 30 cars. It was sold twice in 1966, used as a breakwater, and finally scrapped in 1970. -- Photographer unknown, from Bob's Photos courtesy of Mark Coowles, used with permission

February 2021 *Location:* Elberta Unknown

Ann Arbor No. 5 works its way through the ice filled channel as it leaves the harbor at Elberta. Another boat is back at the slip. The No. 5 was built by the Toledo Ship Building Company as their hull No. 118 ml 910. The boat was 360' in length with a beam of 56'3". It had four tracks and, as built, could hold 30 cars. It was rebuilt in 1948, sold in 1966 and scrapped in 1970. Photographer unknown, from the Benzie County Museum, Gill Pearson Collection

Subject: Car Ferry No. 6

February 1986 *Location:* Unknown No date

This is an unusual photograph of an unusual arrangement Ann Arbor 4-6-0 locomotive #121 was used as a spare boiler on car ferry Ann Arbor No. 6. The unique smokestack was made of oil drums welded together to get the smoke above the spar deck.

February 1994 *Location:* Boat landing No date

AA No. 6 rests at Boat landing awaiting an upturn in traffic. In a few years she would be stretched in every direction transforming her into the Arthur K. Atkinson.

December 1999 *Location:* Elberta cira 1940

This wonderful cira 1940 view of the west slip and adjacent yard affords a look at Boat Landing during its heydays. There car ferries are visible, Boat No. 5 in the slip, Boat No. 6 at right, and tied up on the Frankfort side of the bay is Boat No. 3. The yard is full of wood-sheathed refrigerator cars and other classic steam era rolling stock, including one of the Ann Arbor's 90000-90199 series USRA single-sheathed box cars.

Cover 2002 *Location:* Elberta Boat landing cira 1940

A cira 1940 view, looking past the bow of Ann Arbor No. 3 at Boat No. 6 moored across the bay, awaiting her turn at one of the two slips.

March 2008 *Location:* Green Bay January 27, 1929

Ann Arbor No. 6 in ice on Green Bay, January 27, 1929, while on the route between Elberta and Menominee, Michigan. The boat was built in 1917 by Great Lakes Engineering Works in Ecorse, MI. Dimensions: 360' x 53.3' with four tracks and a capacity of 26 cars. In 1959, the boat was rebuilt and renamed Arthur K. Atkinson. The vessel operated until the car ferry service was shutdown in April 1982.

Subject: Car Ferry No. 7

April 2000 *Location:* Unknown No date

Ann Arbor Boat No. 7, built in 1925 in Manitowoc, Wisconsin, was perhaps the Ann Arbor's most handsome steamer. Seen above in her original configuration, the ship was rebuilt and recommissioned as the diesel powered car ferry Viking in 1965.

April 2002 *Location:* Frankfort channel cira 1940

Ann Arbor No. 7, with a load of freight bound for a Wisconsin port and destinations beyond, steams through the channel at Frankfort in the 1940's.

September 2012 *Location:* Kewaunee, WI

A busy time at the docks at Kewaunee, WI, with a Green Bay & Western 2-8-2 Mikado working Pere Marquette 22 while Ann Arbor No. 7 is in the adjacent berth. Ann Arbor No. 7 was built by the Manitowoc Ship Yard in 1925 to a length of 347'9" with a beam of 56' 2" and a capacity of 30 rail cars on 4 tracks. In 1965, she was rebuilt and renamed Viking. Pere Marquette 22 was also built by the Manitowoc Ship Yard in 1924, with the same dimensions and capacity. In 1973 she was sold and reduced to a barge and renamed Pegasus. Her current status is unknown. Green Bay and Western 402, one of a half dozen class D47 Mikados, built by Alco in 1937. The 100 ton locomotive was equipped with 64" drivers. Among the freight cars in this photo, several have round roofs and at least one still has a vertical brake shaft.

January 2013 *Location:* Lake Michigan Unknown

Built as hull 214 and launched in December 1924, No. 7 is the third of six Manitowoc car ferries built for the Ann Arbor, Pere Marquette and Grand Trunk Western railroads for cross Lake Michigan service. No. 7 was rebuilt in 1965 and renamed Viking. It ended service in 1982, and is now in long term layup in Menominee, Michigan. -- Photographer unknown, collection of Mark A. Cowles, from the Brain Bluekamp collections

August 2014 *Location:* Elberta July 4, 1981

It is July 4, 1981, and the car ferry Viking is seen at its dock at Elberta, Michigan. It was built by the Manitowoc Shipbuilding Company in 1925 and launched as Ann Arbor No. 7. Rebuilt and renamed Viking in 1965, it ran until 1982 and is currently laid up in Menominee, Michigan. -- Photographer Barry Carlson

November 2018 *Location:* Superior, WI 1965

Ann Arbor No. 7, Built in Manitowoc in 1925, is shown in 1965 on it way to the ship yard at Super, WI for conversion to the "Viking". The boat was 347' long with a beam of 56'. Its for tracks tracks had, when built, a capacity of 30 cars, as the the Viking, it would be lengtheded to 360' and continue to sail until ferry service ended in 1982. The boat then had had various owners and was laid up in different ports with different uses proposed for it. At the time of writing, it was still laid laid up up at Menominee, MI.

February 2022 *Location:*

Ann Arbor No. 7 was built by Manitowoc Shipbuilding Corporation in 1924 and made her maiden voyage on February 2, 1925. The boat was 360-feet long overall and was powered by twin three-cylinder triple expansion engines producing 1400-hp each. In 1964, she sailed to the Fraser Shipyards in Superior, Wisconsin, passing through the Soo Locks -- the lake ferry to do so. It emerged as the M. V. Viking, repowered with four 1760-hp EMD diesel engines and with a raised deck to accommodate taller freight cars.

Subject: Car Ferry 'Viking'

July 1982 *Location:* Unknown 1979

Car ferry 'Viking'

March 1984 *Location:* Unknown 1981

Car ferry 'Viking' entering Frankfort Harbor in Michigan Interstate colors, July 1981

September 1987 *Location:* Unknown 1975

Noble 'Viking' sails into Frankfort Harbor -- August, 1975.

Cover 1991 *Location:* Unknown 1981

Car ferry 'Viking' in Interstate paint

July 1991 *Location:* Kewaunee, Wisconsin July 13, 1981

Bridge traffic across Lake Michigan was always a large part of the Ann Arbor Railroad's existence. The Green Bay & Western was a strong link in that traffic obtained from the Northwest. Two unique Alco RS-27's unload the Viking at Kewaunee on July 13, 1981.

March 1993 *Location:* Elberta No date

Car ferry 'Viking'

April 2004 *Location:* Boat landing 1974

Car ferry 'Viking'

August 2014 *Location:* Elberta July 4, 1981

It is July 4, 1981, and the car car ferry Viking is seen at its dock at Elberta, Michigan. It was built by the Manitowoc Shipbuilding Company in 1925 and and lunched as Ann Arbor No. 7. Rebuilt and renamed Viking in 1965, it ran until 1982 and is currently laid up in Menominee, Michigan. -- Photographer Barry Carlson

July 2016 *Location:* Elberta July, 1981

The Viking at Elberta in July, 1981, wearing the colors of the Michigan Interstate Railway. The boat would be taken out service the following year and laid up at various ports for several decads. The Viking was originally Ann Arbor No. 7, built at Manitowoc, Wisconsin, in 1925 with a length of 348 feet and a beam of 56 feet. Rebuilt in 1965, the measurements were enlarged to a length of 360 feet and a beam of 58 feet. -- Barry Carlson Photographer

November 2018 *Location:* Superior, WI 1965

Ann Arbor No. 7, Built in Manitowoc in 1925, is shown in 1965 on it way to the ship yard at Super, WI for conversion to the "Viking". The boat was 347' long with a beam of 56'. Its for tracks tracks had, when built, a capacity of 30 cars, as the the Viking, it would be lengtheded to 360' and continue to sail until ferry service ended in 1982. The boat then had had various owners and was laid up in different ports with different uses proposed for it. At the time of writing, it was still laid laid up up at Menominee, MI.

December 2019 *Location:* Elberta February 27, 1979

The car ferry Viking at Boat Landing, February 27, 1979. The 360- foot long vessel was built by Manitowoc Shipbuilding Company in 1925 and launched as Ann Arbor No. 7. It was rebuilt and renamed Viking in 1965. The Viking ran as a railroad car ferry until 1982 and then went into private ownership.

May 2020 *Location:* Boat Landing October 22, 1977

Ann Arbor 7, an Alco S-3, switch out the car ferry 'Viking' on October 22, 1977. The 660 horsepower, one of the railroad's five end cab switchers, was built in 1950. After the the State of Michigan took over the Ann Arbor, the unit was sold to the Kent, Barry, Eaton Connecting Railway. After suffering engine problems on that line, it was returned and then sold for scrap.

February 2022 *Location:*

Ann Arbor No. 7 was built by Manitowoc Shipbuilding Corporation in 1924 and made her maiden voyage on February 2, 1925. The boat was 360-feet long overall and was powered by twin three-cylinder triple expansion engines producing 1400-hp each. In 1964, she sailed to the Fraser Shipyards in Superior, Wisconsin, passing through the Soo Locks -- the lake ferry to do so. It emerged as the M. V. Viking, repowered with four 1760-hp EMD diesel engines and with a raised deck to accommodate taller freight cars.

***Subject:* Car Ferry 'Wabash'**

November 2007 *Location:* Elberta Undated

The Wabash was the last boat built for the Ann Arbor, and the only one built with a name instead of a number, entered service on June 25, 1927. She was constructed by the Toledo Ship Building Co. as hull #177 at a cost of \$807,200. Vessel dimensions were 360' x 57' ", with 4 tracks and a 32 car capacity. Rebuilt as the City of Green Bay in 1962, taken out of service in 1972 and sent overseas for scrapping in 1974.

***Subject:* Car Repair Shop**

March 1992 *Location:* New York 1950

Ann Arbor RS-1 #20 poses for the company photographer outside the American Locomotive Company plant at Schenectady, New York in 1950. This locomotive is now on display in the village of Shepard and an effort is underway to restore it to these original colors.

***Subject:* Coaling Towers**

July 1992 *Location:* Manistique No date

Manistique & Lake Superior 2-8-0 #2380 awaits its next assignment at Manistique. This 1901 Baldwin product was formerly Atlantic Mining Company #8. The always marginal M&LS finally ceased operations twenty-four years ago this month.

July 1997 *Location:* Ann Arbor No date

The Ann Arbor Railroad had a coaling tower and steel water tank at Ann Arbor, located south(east) of Ferry Yard. Here, eastbound Train 52 has stopped, probably to take on water for the remainder of its trip to Toledo's Cherry Street depot. As was common during the last years of Ann Arbor passenger service, one of the Wabash ACF-built coaches (1217) is wearing the markers.

March 2003 *Location:* Chilson No date

In this photo we see an Ann Arbor Railroad passenger train approaching the coaling tower at Chilson, Michigan.

November 2006 *Location:* Cadillac 1940s

Cadillac Coaling Tower and associated facilities, including a sand house, water tank and a pump house. Photo dated to the 1940's.

***Subject:* Crane**

June 1989 *Location:* Pittsfield Junction 1970

Steam in action on the Ann Arbor in the 1970's was in the form of this venerable 100-ton Bucyrus crane built in 1912. Here it is at work on a derailment at Pittsfield Junction, just south of Ann Arbor.

July	1993	<i>Location:</i> Owosso	No date
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Steam shovel at Owosso

August	1994	<i>Location:</i> Owosso	1972
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Ann Arbor GP 35 387 has coupled on to the Bucyrus 100 ton steam wrecker behind the Owosso diesel shop. As of this 1972 photo the wrecker still saw rare service.

September	1995	<i>Location:</i> Unknown	1970
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Steam crane

January	1997	<i>Location:</i> Elise	Jan. 28, 1911
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January 28, 1911 saw the derailment of an Ann Arbor train near Elsie, Michigan. In this classic view of early railroading, the road's hand derrick has been called into service to clean up the aftermath of the accident and is lifting the tender of one of the road's 4-6-0

October	1997	<i>Location:</i> Toledo	1938
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one of the more interesting and elusive pieces of equipment in maintenance of way service on the Ann Arbor was ditcher 3723, see here working in Toledo during 1938. Formerly numbered S-40, this machine was built in 1913 by the American Ditcher Company and sold to the Wabash in 1934.

Cover	1998	<i>Location:</i> Elberta	1930s
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Ann Arbor hand derrick 3179 is surrounded by other maintenance of way equipment in this steam era photograph. Painting standards adopted for the road's equipment after coming under the control of the Wabash specified the complete name of the parent road with A. A. stenciled nearby in smaller letters. New stenciling diagrams from the early 1930's no longer called for inclusion of the Wabash stencil, restoring to prominence the Ann Arbor name. The extent to which actual practice followed the diagrams is, at best a guess. Regarding what the official diagrams would seem to indicate, the characteristic variation associated with repaints, along with the length of time that some equipment might go between painting, combined to produce a cornucopia of lettering schemes which can be seen in photographs of the late 1930's and 1940's.

January	2015	<i>Location:</i> Owosso	July 8, 1972
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GP35 and derrick 3187 at the Owosso shops on July 8, 1972. The 2500 horsepower 387 was built in April of 1964 as one of ten GP35s for the Ann Arbor. It last operated in 1982 and was sold to Peaker Services as parts source in 1985. The car body was finally scrapped at Owosso in the early 1990's. The derrick was built in 1912 by Bucyrus Co. in Milwaukee, Wisconsin, as Number 180. It is now located in Buckley, Michigan, at the Northwest Engine and Thresher Club.

June	2016	<i>Location:</i> Toledo, Ohio	June, 1939
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Ann Arbor derrick 3187 and boom car 3398 in Toledo, Ohio, in June, 1939. The derrick was built by Bucyrus in March, 1912, and cost the Ann Arbor \$13,675. The boom and cables were powered by two 10 inch by 12 inch cylinders, providing a lifting capacity of 100 tons. After serving the railroad for almost 70 years, it is now at the Northwest Michigan Engine and Thresher Club in Buckley, Michigan. The boom car was cut down from boxcar car 3942 and later, in 1962, became a tie car. -- Jay William Collection

Subject: Customer

Cover	1986	<i>Location:</i> Elberta	1965
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ALCO RS1 #21 at Boatlanding next to Elberta packing plant

January	1996	<i>Location:</i> Milan	February 12, 1994
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Ann Arbor Railroad GP38 7771 leads unit 7802 on a freight past the old mill at Milan, Michigan on February 12th, 1994. Three of these units were acquired from Conrail and comprise the entire fleet of the present day Ann Arbor.

March	1998	<i>Location:</i> Byron	1950
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Byron, Michigan, located 88.93 miles from Toledo's Cherry Street depot, represented a typical small station stop on the Ann Arbor with its frame depot and nearby elevator. Passenger service had ceased a couple of years before when this early 1950's view was captured. Though suffering from much neglect, Byron is one of the few extant depots on the Ann Arbor.

March 2000 *Location:* Ann Arbor No date

One of several DT&I GP7's to serve the Ann Arbor during the motive swapping years from 1967 to 1972, Detroit, Toledo and Ironton 967 heads up an Ann Arbor freight while on loan from its parent as a stand-in for a commandeered Ann Arbor GP35. An Excellent article about the use of DT&I motive power on the Ann Arbor appears in the Summer 1991 issue of The Double A. Information for modelers is included, and the new HO scale Proto 2000 Phase II GP7 would be an excellent starting point for this DT&I engine.

October 2003 *Location:* Howell No date

We are looking at the Ann Arbor's depot and motor car shed in Howell, Michigan.

November 2005 *Location:* Henderson, MI December 29, 1994

Switching the elevator at Henderson on the ex NYC branch 7 miles north of Owosso Jct., around 4 pm, 12/29/1994 GP 35 #389 is still in the original yellow and black TSBY colors as it picks up several loads of beans.

July 2007 *Location:* Bates, MI May 15, 2007

GP 35s #393, City of Cadillac and #394, City of Clare switch the lumber yard at Bates, north of Traverse City, on May 15, 2007. Bates is located on the former Chicago & West Michigan / Pere Marquette / C&O line, now operated by TSBY between Grawn to the southwest and Williamsburg to the northeast. TSBY gains access to this line from the former PRR branch line to Traverse City from Walton Junction on the line north of Cadillac.

October 2007 *Location:* Howell 1890s

Northbound Baldwin built 2-8-0 #42 passes Howell elevator after passing under North Michigan Ave. bridge. The locomotive was built for the TAA&NM in Feb. 1893 with 50" drivers. It was repossessed by the N&W in 1894. The mill lasted until about 1910 and was across the tracks and slightly east of the existing depot. Note: the locomotive was repossessed by Baldwin then sold to N&W. The elevator site became site of Ann Arbor motor McKean motor car house.

August 2009 *Location:* Ashley 11/25/2006

A forty-two year old Tuscola and Saginaw Bay EMD GP35 switches a cut of grain hoppers at the grain elevator in Ashley, on November 25, 2006. The town of Ashley, named after the builder of the Ann Arbor Railroad, was the junction with the Grand Trunk Western.

September 2009 *Location:* Owosso 1/29/1978

A major online industry for the Ann Arbor Railroad and its successors, Dundee Cement, owned by Holcim Ltd. It is the largest producer of cement in the U. S. This Chicago Freight Car Leasing Co. covered hopper was in Owosso on January 29, 1978.

August 2011 *Location:* San Diego, CA 1956

Shown way off line in San Diego, CA in 1956, number 280 is one of 50 boxcars built by the Wabash RR in 1950 and assigned to the Ann Arbor in 1956. These cars were in service on the Ann Arbor until 1972. The cars, numbered 250 through 299, were 40' long, with improved Dreadnaught ends, diagonal panel roofs and 6' Youngtown doors. The paint scheme on the car is the one applied by the Wabash shops using the older outline pennant. The car was painted box car red, including ends and roof. The load appears to be bagged cement from California's Cotton Cement

April 2016 *Location:* Owosso Unkown

Ten Wheeler No. 120 at Owosso, Michigan. This 1899 Baldwin locomotive was one of 3 Class F and later one of 2 Class H1 4-6-0s. It went through three numberings: 41, 100, and finally 120. It was equipped with 63 inch drivers and had a tractive effort of 12,500 pounds. No. 120 was scrapped at Owosso in April of 1951. Note the wooden cab and lack of a builder's plate. -- Jay William Collection

October 2019 *Location:* Traverse City Novemeber, 2016

It is noon on an untypically warm November day in 2016, and a pair of Great Lakes Central GP35s rolls by the repurposed Traverse City depot with lumber loads for Amerhart Limited's building supplies warehouse in Williamsburg. The Ann Arbor purchased the locomotives in 1964, and they are now working for their fourth owner. Tailing unit GLC 393 wears a new, special livery commemorating the Great Lakes Central's ten years of operation. -- Kelly Countryman Photographer

Subject: Depots

August	1983	<i>Location:</i> Azalia	1910
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Azalia Depot with tile factory in background about 1910. Agent Arile Hitchcock is believed to be closest to the doorway.

November	1983	<i>Location:</i> Shepard	cira 1915
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Mr. N. W. Struble and daughter, Pearl Rowland, depart the Shepherd depot after arriving in one of the Ann Arbor's five McKeen motorcars.

Cover	1984	<i>Location:</i> Elise	cira 1915
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Mc Keen Car stopped at Elsie depot

January	1984	<i>Location:</i> Yuma	cira 1915
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Ann Arbor's Yuma, Michigan depot cira 1915

February	1984	<i>Location:</i> Marion depot	cira 1915
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Mc Keen Car at Marion, MI cira 1915

August	1984	<i>Location:</i> Howell	1949
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Passenger Train #52 stops at Howell, Michigan 8/10/1949. Within a year passenger service will end on the Ann Arbor.

October	1985	<i>Location:</i> Thompsonville	No date
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Depots

September	1986	<i>Location:</i> Toledo	No date
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The Ann Arbor's Cherry Street Station in Toledo, Ohio represented the southern-most end of the railroad. Passenger trains had to turn on a wye at Ottawa Yard and back up all the way to track this depot.

February	1988	<i>Location:</i> Owosso	No date
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Depots

Cover	1990	<i>Location:</i> Ann Arbor	July 8, 1950
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"Hooping up orders," The conductor of this northbound freight is perched on the steps of his caboose to grab orders as his train passes the Ann Arbor, Michigan depot. This date is July 8, 1950 and in just a few years the wood caboose will be retired to maintenance-of-way service.

February	1990	<i>Location:</i> Durand	No date
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Nine of the ten Ann Arbor GP-35's survive today on the Yuscola & Saginaw Bay. Number 389 and 388 back down the Grand Trunk Western mainline in front of the Durand Depot, a move necessitated by the removal of the diamonds at the depot.

May	1991	<i>Location:</i> Elsie	1910
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Train time at Elsie, 1910. This wooden depot later succumbed to fire and was replaced by a handsome brick structure. The number of cars behind Atlantic #201 and the large crows suggest that this train is one of the "Prosperity Specials" run by the railroad during that era.

May	1992	<i>Location:</i> Ann Arbor	No date
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With Train 52 in tow, Atlantic 1612 departs from the depot in Ann Arbor. From the wig-wag signal to the wooden crossbucks on the striped post to the Railway Express truck, the photograph really captures the "atmosphere" of railroading.

May	1994	<i>Location:</i> Unknown	No date
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Pullman Standard was the largest supplier of modern steel box cars to the Ann Arbor Railroad. The PS-1 series was heavily represented on the roster although then parent Wabash Railroad had only a handful. The 1217 promotes the Ann Arbor DIRECT ROUTE advantage.

June	1994	<i>Location:</i> Beulah	1918
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Depots

May	1995	<i>Location:</i> Oak Grove	1911
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Depots

March 1997 *Location:* Durand cira 1940

The Durand depot, used by the Grand Trunk Western and the Ann Arbor Railroads during the years of passenger service has always been an impressive structure. In this scene, AA1614, the Ann Arbor's sole Class E-6 Atlantic stops at Durand with westbound train 51 sometime during the 1940s. As of August 1996, the AARRT&HA now has a display room in this historic depot.

April 1997 *Location:* Sherman -

Sherman, Michigan was a station and on the Ann Arbor and predecessors during the very early years. Later, it would become the Mesick depot, after the famation of that town. In this interesting view from around the turn of the century, a group of section hands pose with their tools for an unknown photographer at the Sherman depot.

March 1998 *Location:* Byron 1950

Byron, Michigan, located 88.93 miles from Toledo's Cherry Street depot, represented a typical small station stop on the Ann Arbor with its frame depot and nearby elevator. Passenger service had ceased a couple of years before when this early 1950's view was captured. Though suffering from much neglect, Byron is one of the few extant depots on the the Ann Arbor.

October 1999 *Location:* Thompsonville 1960

At one time, Thompsonville claimed two depots, after the Ann Arbor Railroad moved its depot to Copemish, the road would share this Pere Marquette depot at Thompsonville with its owner, and it srved as a train order station for both AA and PM (later C&O) trains. The Ann Arbor terminated its passenger service in 1950, but short C&O passenger trains still at the depot in the early 1960's when this photograph was taken.

Cover 2000 *Location:* Howell 1940

Ann Arbor 2-8-2 # 2493 steams past the Howell depot during the late 1940's at the point o a westbound freight.

January 2000 *Location:* Howell No date

A serence winter view of the Ann Arbor's Howell depot and freight house. The brick depot was built in 1884 and is preserved today, housing a museum. The 22' x 48' freight house, constructed during the same year, has long since vanished. Beyond the freight house on the same spur, is a fuel depot, one of many such small on-line customers which once existed on the Annie.

July 2001 *Location:* Clare July 17, 1949

Train 52, with ten-wheeler #153 at the point, calls at the AA/PM Union depot in Clare, Michigan on July 17, 1949. The interlocking tower and depot both sport gray paint with with and black trim. Passenger service would end a year later, and the view would change further in the early 1950's, when the tower's wood siding would be covered with "maintenance-free" asbestos. The tower would vanish completely be the late 1950's, replaced by an automatic interlocker and the familiar color light signals.

March 2002 *Location:* Ann Arbor cira 1940

Extra 2201 West headed by a Wabash USRA Mikado, picks up train orders from the operator at Ann Arbor on a late winter afternoon in the late 1940's. Sevearaal of these Class K-2 locomotives were assigned to the Ann Arbor during the steam era.

August 2002 *Location:* Vernon No date

A passenger and the agent wait for the McKeen car to arrive at the Ann Arbor's depot at Vernon.

February 2003 *Location:* Boon 1910

Ann Arbor Railroad depot at Boon, Michigan as it looked in 1910.

June 2003 *Location:* Alma 1976

Here we see the Ann Arbor agent office and freight house at Alma. This building is currently part of Alma College.

September 2003 *Location:* Elberta cira 1910

This photo shows the Elberta, Mi depot cira 1910

October 2003 *Location:* Howell No date

We are looking at the Ann Arbor's depot and motor car shed in Howell, Michigan.

January	2004	<i>Location:</i> Copemish	c. 1940s
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Depots

October	2004	<i>Location:</i> Mt. Pleasant	5/10/67
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Depots

December	2004	<i>Location:</i> Bannister	undated
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Depots

January	2006	<i>Location:</i> Boon	1890s
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Section crew in front of the TAA&NM depot at Boon, 55 miles from Frankfort and 245 miles to Toledo, in this early 1890's photo, the open window allows us to see the agent with his telegraph equipment. Note that the baggage room door is at wagon height rather than extending all the way to the platform. In the background in the cutover evidence of lumbering in the area.

March	2006	<i>Location:</i> Durand	3/31/2002
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GP 35s #385 City of Elmira and #390 City of Durand head a rare Saturday southbound grain extra past the Durand Union Depot on March 31, 2002. These 2500 hp locomotives, built in 1964, were then 36 years old.

May	2006	<i>Location:</i> Owosso	1940s
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Owosso Station in the 1940s. Located west of Washington Street, just south of the Shiawassee river, which ran behind it. The AARRT&HA has never yet found a photo showing the back side of the station.

June	2006	<i>Location:</i> Howell	5/15/2005
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GP35 #385 City of Elmira leads a Lake Central Charter from the depot museum and under the North Michigan Avenue Bridge in Howell on Sunday, May 15, 2005. The trip was one of several operated in conjunction with Howell History Days.

September	2006	<i>Location:</i> Toledo	7/19/1950
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Last run of Train #51, its scheduled 7 hr. 37 min. trip to Frankfort. The train is preparing to leave Toledo's Cherry Street Depot on July 19, 1950. I class Atlantic, 4-4-2, #1611, was built by Schenectady in Nov. 1907 with 69" drivers. Originally numbered 201, it was withdrawn and scrapped in Feb. 1951.

March	2007	<i>Location:</i> Byron	June 2006
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The nicely restored Nyron Station in June of 2006. Byron was incorporated as a village after the Ann Arbor Railroad came through. The first depot was destroyed by fire in 1909 and the last regularly scheduled passenger train stopped here in July of 1950 and the station was closed in 1958. After a long period of decay, it has been restored and now frequently sees the occasional passenger trains out of Howell as well as being the northern terminus for the Howell Dinner Train.

May	2008	<i>Location:</i> Clare	Built 1898
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Ann Arbor - Pere Marquette Union Depot at Clare Michigan. The 'V' shaped depot is number 779, located at milepost 179. The Queen Ann-style structure was built by the two railroads in 1898 at a cost \$6585. Each railroad had an agents office, waiting rooms and baggage areas. Note the train on the connecting track at the back of the building, also the baby buggy and milk cans on the platform.

June	2009	<i>Location:</i> Elsie	1910
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Sometime in 1910, a southbound, seven car passenger train approaches Elsie Station at mile post 120, pulled 4-4-2 #201, later #1611, a 1907 Schenectady built class I-E5 Atlantic. The locomotive, costing \$13,698.61 has 69" drivers. It was scrapped in 195

Cover	2010	<i>Location:</i> Shephard	8/20/1984
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GP-35 388 and sister working southbound past the Shepherd Station on August 20, 1984. The former Ann Arbor locomotives are now in Tuscola and Saginaw Bay Railway service. The 3888 is one of two units that had its top headlight blanked out. The trailing unit is in new Michigan Interstate paint. The Shepherd depot is now the home of Ann Arbor RS-1 20, displayed in its Wabash inspired blue and white paint scheme.

Cover	2011	Location: Owosso	1940s
Westbound engine No. 1611, 4-4-2 Atlantic type, built in 1907 by Schenectady, waits with a typical 1940's passenger train at Owosso.			
February	2011	Location: Durand	mid 1950's
A pair of FA-2s, led by No. 51 crosses the double tracks of GTW's Holly sub east of the Durant Union Station sometime during the mid 1950s. Items of note, the unique set of signals on the post to the left of the stand pipe providing water to GTW's steam locomotives. The class D32 Alcos were built in 1950 and were part of the Ann Arbor's fleet of 14 of the 1600 hp cab units.			
May	2011	Location: Whitmore Lake	July 1950
July 1950 and the last westbound Ann Arbor passenger train, pulled by Atlantic type 4-4-2 #1611, makes its last stop at the Whitmore Lake Station. A small number of people await the train, and there is even something for the baggage car.			
July	2012	Location: Toledo Cherry Street station	November 1903
Cherry Street Station, Toledo, OH, date unknown. No. 153, a class F3 4-6-0 built by Baldwin in November 1903 sits with its train for passengers. The locomotive is one of 12 Ten Wheelers on the Ann Arbor's roster, and one of six of the F3 Class. This class weighed in at about 70 tons, had a boiler pressure of 170 psi. and cylinder dimensions of 19" x 26". The locomotives were used by the Ann Arbor in both freight and passenger service. No. 153 was scrapped in December 1948.			
October	2012	Location: Park Lake	
Park Lake Station, at Milepost 213 (1905 listing) located halfway between Marion and McBain, in the northeast corner of Osceola County. The station appears to include a residence for the agent. Beyond the station building is a handcar shed. Alongside the tracks in the foreground are a couple of pieces of special trackwork. The photo is undated and the building and sidings are long gone.			
December	2012	Location: Clare	
A eastbound plow train passing the Clare depot. While the paint on the depot is deteriorating, the train order signal is still in place. Plow 4502, built by the Russell Snowplow Company of Ridgeway, PA, is a single track style plow in which the blade is pointed in the center and throws snow off to both sides of the track. The plow also has extendable wings enabling it to to enlarge the path and flanges blades to clear snow and ice from between the rails. The plow, built in November 1953, was acquired from the Wabash in the early 1950s to replace aging wooded plows. The Queen Ann style depot was built by the Pere Marquette and Ann Arbor Railroads in 1898 at a cost of \$6585. It included waiting rooms agent's offices with bay windows for each railroad. It is currently the subject of an active preservation group working to restore and maintain it.			
April	2013	Location: Urania Station	Unknown
Urania Station, located at milepost 36.53. Urania was just a location on the railroad, not a town or community. Thomas Richards words worked to bring the railroad to Milan and was rewarded with the chance to name a station. He took the opportunity to name it after his late wife. The station was located on Willis Road, north of Milan, and is the site of a 95 car passing siding. At one time there was also a spur for coal, serving a state hospital. The spur was removed in 1969. -- Photographer unknown collection of Mark A. Cowles from Brian Bluekamp collections.			
June	2014	Location: Owosso	Unknown
A two car northbound train pauses at the Ann Arbor's home town depot in Owosso. Along with the Arch windowed coach is either steel Baggage/RPO car No. 474 or 477. The brick depot, which replaced an earlier wooden structure, was built in 1912 at a cost of \$18,550.92 It lasted about 40 years, being dismantled sometime during the middle 1950s. Interestingly, no known photo of the back side of the building exists. -- Photographer William J. Miller, from the collection of Robert A. Hadley, provided by Henry Burger			

December 2015 *Location:* Clare February 11, 2014

February 11, 2014, and a GP38-2 drills the old C&O yard at Clare, passing the 119 year old Union Station. The depot was built to serve the Flint and Pere Marquette and the Toledo, Ann Arbor and North Michigan Railroads. It later served passengers on the Ann Arbor, Pere Marquette, and Chesapeake and Ohio Railroads and as an office for the CSX, Michigan Interstate, and Tuscola and Saginaw Bay Railroads. Likewise, the locomotive has had many owners, starting with Penn Central, then, Conrail and Union Pacific as well as a couple of lease companies before coming to the Great Lakes Central. -- Mark Cowles Photographer

Inside Cover 2016 *Location:* Farwell 1910

The Ann Arbor's long gone depot at Farwell, Michigan, 5 1/2 miles west of Clare near milepost 184, in 1910. -- Postcard Photo from Arden O. Runyan Collection

March 2016 *Location:* Milan June, 2014

June 18, 2014, at Milan, Michigan, where Ann Arbor 1337 is heading north across the Norfolk Southern's former Wabash mainline. The 3000 hp GP40 was built in 1968 for the Penn Central. It later went to the Missouri-Texas and the Union Pacific before being purchased by the Ann Arbor. Tailing the geep is the Fort Wayne Railroad Historical Society's Nickel Plate Berkshire 765 on its way to the Steam Railroad Institute in Owosso, Michigan, for a series of excursions.

September 2016 *Location:* Copemish Unknown

Union Depot and Lunch Room at Copemish, Michigan. This depot and water tank served the Ann Arbor, the Manistee & North Eastern, and the Arcadia & Betsie River railroads. Ownerships of the locomotive and date of the photograph are unknown. The station building is reported to now be a private residence in Glen Arbor, Michigan, area. -- Photographer unknown, Mark Cowles Collection

February 2017 *Location:* Durand Unknown

The "York" depot at Durand sometime in the early 1950s. Located timetable west (compass north) of the Grand Trunk Western diamonds, this building was the Ann Arbor's original station in the city of Durand. It later became a train order station for the railroad. The Signal Department building behind it belong to the Grand Trunk Western. -- Photographer unknown, from the Brain Bluekamp collection courtesy of Mark Cowles.

March 2017 *Location:* Clare May 2, 1981

It is May 2, 1981, and a set of four Michigan Interstatate 2500 HP EMD GP35s head south, crossing the Chessie System diamond and passing the Clare depot, which had served both the Ann Arbor and the Pere Marquette/C&O railroads. The locomotives, bought by the Ann Arbor in 1964, would continue to serve successor railroads. The depot has been preserved, but was relocated a few hundred feet to the east. The Chessie line would be abandoned, with the tracks in Clare becoming industrial tracks for the Tuscola & Saginaw Bay Railroad and later the Great Lakes Central. -- Barry Carlson Photographer

September 2017 *Location:* Mesick Unknown

Milk cans are being loaded while an Ann Arbor 4-4-0 smokes during a station stop at Mesick, located at mile post 254.12. While no date is shown on the photo, it was taken during the transition period from horse drawn to horseless carriages. The earliest possible date could be established by those familiar with the automobile model. -- Photographer unknown, collection of Dave Davis from Centurion Photos, courtesy of Mark Cowles, used with permission.

Inside Cover 2018 *Location:* Corunna

The Ann Arbor depot at Corunna, Michigan. The McKean motor car on the righthand track places the date as circa 1910.

September 2018 *Location:* Oak Grove

The first Oak Grove, Livingston County, Depot. In addition to the numerous individuals in the photo, at some of them possible passengers, there is a fair amount of freight business, milk cans on the ground, barrels on the platform and crates in the building. This structure burned and was replaced by a more ornate brick station, the foundations of which are still visible east and north of the road crossing.

September 2019 *Location:* Ithaca 1912

The Ithaca, Michigan, station, located at milepost 138.37. The photograph is undated, but the substantial concrete platform suggests it was taken some time after 1912. The Ann Arbor's annual reports for that year lists expenditures of several thousand dollars for remodeling the village's depot and building a new platform. -- Photographer Pesha, collection of David Tinder, from Centurion Photo

March 2020 *Location:* Clare November 17, 1982

Michigan Northern 1604, an Electro-Motive GP9, heads north on the State of Michigan's ex- Ann Arbor tracks through Clare on November 17, 1982, passing the joint Ann Arbor - Chesapeake & Ohio depot. The train order signal's blade is in a vertical position, showing that there are no orders for the train crew. MIGN 1604 was an ex-Louisville & Nashville, Chattanooga and St. Louis unit acquired by the Michigan Northern in 1981.

Subject: Diesel 44DE

Back cover 1990 *Location:* - 2-1984

Drawing Ann Arbor diesel #1 and steel caboose #2839 - Craig Wilson

April 2001 *Location:* Owosso November 1949

The Ann Arbor's one and only 44ton, Whitcomb switcher #1 poses at Owosso near the steam-era water tower in November, 1949.

Inside Cover 2003 *Location:* Drawing 1955

Equipment line drawing of Ann Arbor #1

August 2005 *Location:* Owosso 1955

Ann Arbor #1, a 44 ton, 380 hp, Whitcomb built 1/1941, photographed at Owosso in 1955. It was sold to the Dundee Cement Co. 10/1985 and then to the owner of the Toledo, Lake Erie & Western in Waterville, OH in 1973. It remains, inoperative, with that railroad's collection in Grand Rapids, OH. Box car \$73921 was built by the Standard Tank Car Co. of Sharon, PA and delivered in May 1924.

June 2022 *Location:* Owosso Sept. 7, 1947

Ann Arbor No. 1, a 380-horsepower 44-ton Whitcomb Model 44-DE-22 purchased in 1941. It is shown here switching a string of tank cars outside of the Owosso shops on September 7, 1947. The locomotive went to Dundee Cement and is now in the collection of the Lake Erie & Western Railroad in Grand Rapids, Ohio. Photographer: Elliot Kahn, from the AARRT&HA's Louis A. Marre Collection

Subject: Diesel Engine

July 1991 *Location:* Keweenaw, Wisconsin July 13, 1981

Bridge traffic across Lake Michigan was always a large part of the Ann Arbor Railroad's existence. The Green Bay & Western was a strong link in that traffic obtained from the Northwest. Two unique Alco RS-27's unload the Viking at Keweenaw on July 13, 1981.

September 1991 *Location:* Elberta No date

The Boat Landing switcher is returning to the yard from Junction Switch and a trip to Frankfort. It was not unusual for the local crew to take one of the ferry idler cars with them.

February 1992 *Location:* Toledo 1960

Penn Central coal trains were a common sight on the Ann Arbor in the late 1960's. GP-38 7892 and four other units are at Ottawa Yard in Toledo awaiting a rested crew to take the loaded train to Owosso.

April 1994 *Location:* Owosso May 1969

Alco S# and S1 switchers 6 and 3 await servicing at the Owosso diesel shop. In May of 1969 they both wear black and white paint. No. 3 would leave the roster while 6 would carry several orange paint schemes.

January 2021 *Location:* Howell January 6, 2016

It is January 6, 2016 and a trio of Great Lakes Central locomotives, GLC 396, 385 and 397, pass under the Isabel Street bridge in Howell on CSX tracks. With long strings of cars to interchange with CSX at the Ann Pere crossing, GLC must frequently pull the cars to the west side of Howell to clear the signals. The wooden bridge is closed to vehicular traffic but remains a popular spot for locals and photographers to view trains. Photographer, Mark Cowles

March 2021 *Location:* Byron July 10, 2020

At 7:22 pm on July 10, 2020, a southbound Great Lakes Central "Owosso South Turn" approaches Byron, Michigan, Mile Post 88.93. On the point is GLC 397. An Elector-Motive GP38-2, originally purchased by the Penn Central as PC 8015 in 1972. The trailing unit is an even older EMD, GP35 GLC 392. Purchased originally by the Ann Arbor in 1964, it is now in its fourth paint scheme and working for its fourth owner. Photographer: Mark Cowles

August 2021 *Location:* GLC Williamsburg District July 7, 2017

On the overcast morning of July 7, 2017, the day's north turn out of Cadillac is is running eastward on the Great Lake Central's Williamsburg District, here following the east Arm, Grand Traverse Bay. This track, once part of the Pere Marquette Railway line to Petoskey , now ends about about eleven miles eastward from Traverse City and serves only one customer, Amerhart Limited, in Williamsburg. The GLC periodically bring one or two cars of lumber to this large building supply distributor; today car train is likely the the largest in several years.

Subject: Diesel FA2

Cover 1982 *Location:* Owosso 1953

ALCO FA2 #51A and #54A

December 1982 *Location:* Elberta 1953

ALCO FA2 #55 and #55A

September 1983 *Location:* Byron 9/18/1961

FA2 #50A leads and eastbound freight as it crosses Bath Road, Byron, Michigan on September 18, 1961

May 1984 *Location:* Owosso (New) yard 1956

ALCO FA2 #51 on point of 4 FA2's at the new Owosso yard, RS1 #20 idles prior to it's sitching duties circa 1956

February 1985 *Location:* Unknown No date

ALCO FA2

April 1986 *Location:* Durand 1951

FA-2 #53 rounds a curve south of Durand, MI in 1951. Seven of these A-A sets of Alco diesels spelled the end for Ann Arbor RR steam power

Back cover 1986 *Location:* - -

Drawing set of FA's

Cover 1987 *Location:* Ann Arbor Ferry yard No date

ALCO FA2 #56 westbound

Back cover 1987 *Location:* - -

Drawing set of FA's

April 1988 *Location:* Ann Arbor No date

ALCO FA2 #51

January 1990 *Location:* Osmer hill 1950

1950 marked the year that the Ann Arbor finally dieselized. AA 56 was only a few months old when Robert Hadley's camera caught the FA-2 charging up Osmer Hill outside Ann Arbor.ALCO FA2 #56

April 1991 *Location:* Owosso 1956

ALCO RS-1 #21 must have received a new coat of paint in 1956. The blue-white-gray colors look remarkably clean as the engine awaits its next assignment at Owosso.

October 1991 *Location:* Toledo No date

A pair of FA-2's stand sanded and ready in Toledo. The Wabash / Ann Arbor made an eyepleasing choice when they decided to dieselize with the handsome Alcos.

January	1993	<i>Location:</i> Owosso	1950
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ALCO FA2 #53

Cover	1994	<i>Location:</i> Owosso	1957
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Ann Arbor FA2 55 ups up a freight train through Owosso, Michigan on a Spring day in 1957. Note the reflective white paint that looks silver or gray on one and white on the other.

December	1994	<i>Location:</i> Urania	No date
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Alco FA2 51 heads up a freight. The units are almost brand new with just a little mud on her face.

March	1996	<i>Location:</i> Near Pontiac trail north of Ann	No date
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Sporting their Wabash inspired paint, Ann Arbor FA-2's 50 and 50A hustle a freight near Pontiac Trail in 1956. Behind the engines is one of the Annie's USRA single-sheated boxes, followed by a Southern Pacific flat, New York Central box and another Ann Arbor single sheathed box car, probably from the 74000 or 41000 series. Initially operated in pairs comprising a "single unit", these handsome engines would later be equipped for multiple unit operation. Four of them would even see service on the Wabash after leaving the Ann Arbor.

December	1997	<i>Location:</i> Elberta	July 17, 1973
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In the early 1950's, the Ann Arbor went shopping for a replacement for its aging wood snowplows. The result was steel Russell snowplw 4502 which still has its Wabash-era pennant herald in this July 17, 1973 photo. The plow was a common resident at Boat Landing during the off season, but as winter set in, it would be called into action battling the heavy Michigan snows. Overland Models has previously imported brass models of this "standard" single track Russell, while Walthers produces HO scale models and recently announced an N scale version. The above paint scheme is caboose red (including roof) with yellow grabs, white lettering, silver horn and black headlight.

December	1998	<i>Location:</i> Toledo	No date
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Early in their careers on the Ann Arbor, ALCO FA-2s 56 and 56A, together comprising on Class D-32 locomotive, rest next to the relatively new Ross & White sand tower at the road's Manhattan Yard in Toledo. This tower was later moved to Ottawa Yard. Barely visible at right is the Annie's roundhouse and "lean-to" sand storage/drying shed. Also evident are the water columns and tank, which along with the other structures once essential to the existence of steam motive power, would soon be relegated to history.

May	1999	<i>Location:</i> Owosso	1956
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Ann Arbor Railroad RS-1 number 21 rests with a pair of FA-2 at Owosso, Michigan in 1956. This view shows the locomotive in fairly fresh Wabash-style blue, white and gray paint. The engine has a pair of single chime horns added to its cab roof, and an early variant spark arrestor on its stack, but has yet to receive a wide walkway atop its radiator grill.

June	2002	<i>Location:</i> Toledo	1956
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The Ann Arbor dieselized its entire system in late 1950. Seven A-A pairs of ALCO FA-2 freight locomotives were the choice for road engines, and they displayed the Wabash-inspired Ann Arbor blue, gray and white paint scheme very well. Ann Arbor 53 and 53A are seen here at Toledo in 1956, awaiting their next call to duty.

September	2005	<i>Location:</i> Durand	1960s
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FA #55A leads a southbound freight across the diamonds at Durand. Note the gate behind the second reefer and the smudge pots on the walkways.

Cover	2007	<i>Location:</i> Elberta	Undated
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A Class D32, 1600 hp Alco FA2 and companion, appear to be prepared to head a southbound out of Elberta. Number 56A was built 12/9/1950 and ran until traded in to EMD 3/16/1964. Fifty-seven year after being built, some of the trucks from these Alcos continue to run under successor GP35s.

September	2008	<i>Location:</i> Elberta	1958
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An the engine service area in Elberta in 1958 is #56, a class D32, 1600 hp Alco built 12/9/1950. In the background are a Class D6, 660hp Alco switcher, a section car and one of the cabooses built for the Ann Arbor by the Wabash RR at its Decatur, IL shops.

February 2010 *Location:* Ann Arbor - Ferry yard 1957

Westbound FA-2 56 and companion pull a freight through Ferry Yard in Ann Arbor sometime in 1957. The D-32 class 1600 hp locomotive was built in December 1950, weighted almost 122 tons, and had a tractive effort of 71,640 pounds. In June, 1964, it was traded to EMD parts, including trucks. As a result, the new GP-35s came with rebuilt Alco trucks, although not necessarily the same trucks, that came from these locomotives.

February 2011 *Location:* Durand mid 1950's

A pair of FA-2s, led by No. 51 crosses the double tracks of GTW's Holly sub east of the Durant Union Station sometime during the mid 1950s. Items of note, the unique set of signals on the post to the left of the stand pipe providing water to GTW's steam locomotives. The class D32 Alcos were built in 1950 and were part of the Ann Arbor's fleet of 14 of the 1600 hp cab units.

November 2011 *Location:* Owosso 1956

Alco RS-1 at Owosso, in 1956. The 1000 hp, #21 was built in Dec. 1950 and is shown painted in the original Wabash inspired blue, white and gray paint scheme. The 30 ton locomotive was one of two class Class D10 locomotive on the roster. It received limited MU capability in 1965, only being able to mate with sister #20. After the State of Michigan took over the Ann Arbor, it was donated to the Southern Michigan Railway where it remains.

August 2012 *Location:* Alma

A trio of Alco FA-2s, coupled elephant style, pass eastbound through Alma, MI, lead by No. 64. The Ann Arbor had 16 of these locomotive, class D32, all 1600 hp, cab units built in December 1950. Alco-GE built 376 FA-2s between October 1950 and June 1956. No. 54 was traded in to EMD on June 11, 1964, for GP35s. It was the last FA-2 to leave the property.

Cover 2013 *Location:* Durand January, 1959

GTW 0-8-0 #8314 and AA Alco FA-2 #56 and companion at Durand, Michigan in January 1959. The GTW class class P-5-b was built by Alco-Schenectady in 1924. It was later sold to Northwestern Steel and Wire in 1960 and after several years of use by them, it was scrapped. -- Dan Gawrych Photographer collection of Mark Cowles, from Brain Bluekamp collections.

March 2014 *Location:* Toledo, Ohio September, 1962

Ann Arbor No. 54, a somewhat grubby Alco FA-2 leads a freight near Toledo, Ohio, in September 1962. Alco built a total of 334 of these 1600 hp locomotives between October, 1950, and June, 1956. The Ann Arbor acquired 14 units in December of 1952 and ran them in road service for nearly a dozen years. No. 54 was the last FA-2 to leave the property when it was sent to EMD as a trade-in for a new GP35 in June, 1964. -- Photographer unknown, Bob's Photo print from collection of Mark Cowles.

June 2015 *Location:* Durand 1956

A pair of ALCO FA-2s, headed by No. 51 lead an Ann Arbor freight out of the yard at Durand in 1956. Between 1950 and 1956, ALCO built 395 of the 1600 horsepower A-units and 227 B-units at its Schenectady, New York, and Montreal, Quebec, plants. The Ann Arbor received 14 FA-2s in 1950 to complete dieselization of the railroad. On March 27, 1964, No. 51 was traded to GM-EMD for credit toward the GP35s. -- Photographer unknown, collection of the AARRT&HA

Back cover 2016 *Location:* Ann Arbor 1963

On a winter evening in 1963, Ann Arbor FA-2 No. 54 is about depart Ferry in Ann Arbor with FT5, the overnight Toledo to Elberta boat train. -- Mark Hildebrant photograph

October 2022 *Location:* Toledo Engine house May 26, 1961

AA 51A, one of the Ann Arbor's 14 ALCO FA-2s, rests at the Toledo engine house on May 26, 1961. The Ann Arbor numbered these locomotives in pairs, as in 51 an 51A, and initially considered each pair a single 3200-horsepower locomotive. This was delivered to the railroad in December of 1950 and with its sisters, replaced steam power on the railroad. It was turned over to the Wabash Railroad in of 1964 and subsequently traded in to EMD the following month. Photographer: Lois A. Marre

***Subject:* Diesel GP35**

June 1982 *Location:* Clare 1975

EMD GP35

October	1984	<i>Location:</i> US-12 overpass	1980
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TO 1 approaches the US-12 underpass October 1980 with GP35 #87 on point - GP35 #386 on trail

April	1985	<i>Location:</i> Cohoctah	No date
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EMD GP35

November	1985	<i>Location:</i> Clare	No date
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EMD GP35

March	1986	<i>Location:</i> Clare	1985
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Tuscola & Saginaw Bay GP35 393 and 394 at Clare, MI in 1985. Purchased in 1964, these locomotives ride on Alco trucks from the Ann Arbor FA-2 units which they replaced. TSBY the current operator of the northern segment of the Ann Arbor.

December	1986	<i>Location:</i> Owosso shop	12/7/1984
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Times are changing on the Ann Arbor in this December 7, 1984 view of the Owosso shop. To the right GP-35 #385 is one one of two AA units to wear the yellow and black colors of operator Tuscola & Saginaw Bay. To the left is TSBY/AA #10, an Alco S-3 built for AA subsidiary Manistique & Lake Superior as M&LS #1.

March	1987	<i>Location:</i> Alma	1968
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DT&I GP7 #473 at Alma, Michigan, January 1, 1968. DT&I considered GP-35's poor short haul units -- Ann Arbor's GP-35's went to the DT&I while their units pulled Annie's trains.

October	1987	<i>Location:</i> Elberta	1974
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GP-35's 386 and 389 are a few miles out of Elberta along the Betsie River. Summer of 1974.

July	1988	<i>Location:</i> Elberta	1981
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EMD GP35

September	1988	<i>Location:</i> Flat Rock	1971
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EMD GP35

February	1990	<i>Location:</i> Durand	No date
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Nine of the ten Ann Arbor GP-35's survive today on the Tuscola & Saginaw Bay. Number 389 and 388 back down the Grand Trunk Western mainline in front of the Durand Depot, a move necessitated by the removal of the diamonds at the depot.

August	1990	<i>Location:</i> Ferry yard	No date
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Agent Bill Linna looks on as Train TF-5 pass the Ferry Yard office led by GP-35 #390. The white number boards were installed and Gyalight removed while in service on the DT&I.

December	1990	<i>Location:</i> Mesick	No date
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Southbound Train FT-2 passes over the Manistee River. After crossing this bridge the train will curve right, past the trees, through Mesick and on past Yuma, Harrietta, Boon arriving at Cadillac in about an hour or so.

February	1991	<i>Location:</i> Diann	February 11, 1978
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During the winter of 1978, Lake Michigan became almost completely frozen over. The carferries could not make their runs, resulting in this model-like local passing Diann Tower on the morning of February 11, 1978.

June	1991	<i>Location:</i> Milan	1970
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At traffic levels slowly dropped, meets between trains became harder to capture on film. GP-35 #388 leads the southbound past caboose 2832 on the west bound train as they pass at the south end of Milan yard in the late 1970's.

Cover	1992	<i>Location:</i> Alma	1981
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Ann Arbor Railroad GP-35's 386 and 389 lead an eastbound freight through Alma in January of 1981, a scene which could not be duplicated eleven years later. Engine would become the only Ann Arbor GP-35 to be scrapped while 389 still travels these rails in the yellow and black colors of the Tuscola & Saginaw Bay Railway. The C&O line to the left in the photo is gone as the Mid-Michigan Railroad now uses the former Ann Arbor mainline through Alma.

April	1992	<i>Location:</i> Cadillac	No date
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GP-35's 391 and 393 prepare to depart Selma Yard at Cadillac for the run to Elberta.

June	1992	<i>Location:</i> Mesick	June 14, 1981
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Extra East at 2 P. M. on the afternoon of June 14, 1981. GP-35's 385, 391 and 394 are at Mile Post 255 and in a few minutes will cross the bridge over the Manistee River just west of Mesick.

September	1992	<i>Location:</i> Pittsfield Junction	June 19, 1990
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Three ex-Conrail GP-38's make up the motive power of the current Ann Arbor Railroad. 7802 and 777 are at Pittsfield Junction on June 19, 1990.

May	1993	<i>Location:</i> Durand	1978
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EMD GP35

October	1993	<i>Location:</i> Cadillac	1990
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EMD GP35

January	1994	<i>Location:</i> Elberta	No date
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Michigan Instate GP 35 389 idles at Boat Landing on the ready track. Engines were fueled and sanded there to be sent back south on the next train.

August	1994	<i>Location:</i> Owosso	1972
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Ann Arbor GP 35 387 has coupled on to the Bucyrus 100 ton steam wrecker behind the Owosso diesel shop. As of this 1972 photo the wrecker still saw rare service.

October	1994	<i>Location:</i> Toledo	1978
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Sand tonnage rumbles through the Toledo area. Sand mined in Yuma, Michigan bound for the Ford Motor Company in Cleveland has been an enduring commodity haul for the Ann Arbor Railroad.

February	1995	<i>Location:</i> Durand	1998
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EMD GP35

Cover	1996	<i>Location:</i> Elberta	1973
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Familiar faces to most of the Ann Arbor were the GP35's delivered in 1964 and painted in a DT&I inspired scheme. This scene shows three of them on an eastbound freight in Elberta in 1973

November	1996	<i>Location:</i> Howell	1994
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The Tuscola and Saginaw Bay presently operates much of the former Ann Arbor line and relies on the former Annie's GP35s for most of its motive power requirements. TSBY #393 and #394, shown here at Howell on December 2, 1994 wear the road's attractive blue, red and yellow paint scheme.

December	1996	<i>Location:</i> Owosso	1974
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A crisp winter night in 1974 finds Ann Arbor GP35 #390 resting from its duties at the Owosso, Michigan terminal.

Cover	1997	<i>Location:</i> Elberta	1973
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Jim Sinclair's camera found Ann Arbor ALCO S-3 number 6 and crew waiting for their next switching move at Boat Landing on July 17th, 1973. In the distance, a plume of smoke drifts from the stack of the car ferry S. S. City of Milwaukee, on loan from the Grand Trunk. Countless passenger and railfans witnessed similar sights at the Ann Arbor's Marine terminal during the diesel era.

July	1997	<i>Location:</i> Elberta	July 17, 1973
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During the era of DT&I control and beyond, the Ann Arbor's ten GP35s were the darling of Annie enthusiasts. Delivered in 1964 in a vibrant DT&I-inspired orange and black paint scheme, these engines were hard to miss. Engine 390 is seen here at Boat Landing on July 17th, 1973 coupled between two of its mates. More information about these engines can be found in Volume 82-3, Number 20 of the AARRT&HA Newsletter and in Summer and Fall 1992 issues of the Double A.

August 1997 *Location:* Petosky Aug. 1, 1990

Most of the former Ann Arbor GP35s survive today on the Tuscola & Saginaw Bay, which operates a good portion of the former Ann Arbor, as well as Michigan trackage from other roads such as the Pennsy. Here, TSBY 393 and 385 are seen on August 1, 1990 with an extra bound for Petoskey from Cadillac.

April 1998 *Location:* Ann Arbor 1970

Ann Arbor GP35's 393, 389 and 392 pose on the road's Huron River bridge in this early 1970's view.

October 1998 *Location:* Owosso August 28, 1996

Tuscola and Saginaw Bay GP35 389 leads 390 and a third unit on a TSBY freight at King Road, Owosso, Michigan on August 28, 1996. Former Ann Arbor units make up the backbone of the Tuscola and Saginaw Bay's motive power fleet.

Cover 1999 *Location:* Petoskey December 20, 1989

In addition to the former trackage it serves, the Tuscola and Saginaw Bay Railway also runs over ex-Pennsylvania RR track from Cadillac to Petoskey. In this December 20, 1989 scene, TSBY 390, one of eight former Ann Arbor Railroad GP35's operated by the road, battles the north Michigan winter weather on its run to Petoskey.

Cover 1999 *Location:* Unknown No date

(Left) Orders are hooped up from the "iron man" at Milan during the Michigan Interstate era. (Right top) Ann Arbor RS-1 cab side detail. (Right bottom) A TSBY freight head by ex- AA GP35 # 390 battles the elements in northern Michigan.

July 1999 *Location:* Elberta No date

The sand house and adjacent fueling rack at Boat Landing (Elberta) were a popular location to photograph the Ann Arbor's diesel motive power. In this view, GP35 number 390 hides behind the sand house, while its mate rests in the background. The structure was originally constructed to service the road's ALCO FA-2's and remained in use until the facilities were abandoned when service ended on the road's north end in 1982. It was demolished in 1990 when the yard and most of its structures were razed.

June 2000 *Location:* Owosso July 3, 1999

Well into their fourth decade of service, most of the former Ann Arbor's EMD GP35s continue to faithfully serve the Tuscola and Saginaw Bay. In this scene, TSBY 388 and 390 rest at Owosso on July 3, 1999.

August 2000 *Location:* Mainline No date

A bicyclist waits next to the waving "wig-wag" crossing signal as GP35's 388, 385 and 391 approach the grade crossing with an Ann Arbor freight. At right, the crossbucks are mounted on a vertical piece of old rail, in classic Ann Arbor fashion.

October 2000 *Location:* Thompsonville 1970's

In this view from the late 1970's, Ann Arbor 390 and 389 work at Thompsonville while in charge of an eastbound AA/Michigan Instate freight. Unit 389 wears the "ferry in the fog" paint scheme by this time, part of Michigan Interstate's effort to revitalize the struggling Annie.

March 2001 *Location:* Lakeland 1966

Ann Arbor GP35s 391 and 387 work at Lakeland, Michigan, possibly circa 1965-67. Engine 391 still has its Gyalight and white on black number boards, while 387 already has black on white replacements. The train is probably TF-1 and unit 391 is headed west. More likely than not, they are preparing to set out and/or pick up cars off the GTW interchange or have just done that and are returning to the remainder of their train that was east of the interlocking.

November 2001 *Location:* Osmer 1999 fall

Three former Ann Arbor GP35s, now in the yellow, blue and red livery of the Tuscola and Saginaw Bay, wait to interchange with the present-day Ann Arbor Ann Arbor during the fall of 1999. Coincident with repainting, TSBY has named its locomotive to recognize key on-line cities. In this group, engine 390 wears the name City of Durand, engine 394, the City of Clare and engine 385, The City of Elmira.

January 2002 *Location:* Beulah No date

Ann Arbor GP35 number 386 and Russell plow 4502 team up to clear snow from the track along Crystal Lake.

October	2002	Location: Elberta	July 17, 1973
Ann Arbor GP35 number 390 lounges at Boat Landing on July 17, 1973.			
December	2002	Location: Boyne Falls	February 17, 2001
Ex-Ann Arbor GP35 number 392 battles another Michigan winter near Boyne Falls at the point of a Tuscola and Saginaw Bay freight on 2/17/2001.			
Cover	2003	Location: Middleton	December 18, 1999
On a clear December 18, 1999 TSBY #388 and #1977 are ready to take a grain train from Middleton to Owosso. Action takes place on the Middletown Branch.			
January	2003	Location: Durand	March 9, 1978
GP35s #394 and 390 lead an Ann Arbor train thru Durand on a late afternoon winter day (March 9, 1978)			
December	2003	Location: Boon	July 1979
Ann Arbor train FT2 meets Sperry Railcar at Boon siding, in July, 1979. This meet has drawn much attention with a couple of company vehicles as well as a couple of railfans.			
August	2005	Location: Howell	March 1979
AA GP35 #386 & Michigan Interstate GP35 #392 leading a freight north the west side of Howell, MI in March, 1979. The 2500 HP GP35s were built in 1964 and ride on the Alco trucks of the Ann Arbor's retired Fas. #386 was cut up in Owosso in 1986, the first GP35 to be scrapped.			
November	2005	Location: Henderson, MI	December 29, 1994
Switching the elevator at Henderson on the ex NYC branch 7 miles north of Owosso Jct., around 4 pm, 12/29/1994 GP 35 #389 is still in the original yellow and black TSBY colors as it picks up several loads of beans.			
December	2005	Location: Henderson	12/29/94
EMD GP35			
March	2006	Location: Durand	3/31/2002
GP 35s #385 City of Elmira and #390 City of Durand head a rare Saturday southbound grain extra past the Durand Union Depot on March 31, 2002. These 2500 hp locomotives, built in 1964, were then 36 years old.			
June	2006	Location: Howell	5/15/2005
GP35 #385 City of Elmira leads a Lake Central Charter from the depot museum and under the North Michigan Avenue Bridge in Howell on Sunday, May 15, 2005. The trip was one of several operated in conjunction with Howell History Days.			
August	2006	Location: Durand	July 2, 2001
GP 35 #2648 City of Howell ex Southern Ry, #2648, blt. Jan 1965. The north bound train was spending the mid afternoon switching the north end of the yard in Durand, July 2, 2001. Owosso-Osmer trains were running during daylight hours during the summer to allow for a maintenance window on the Clare to Cadillac portion of the line.			
April	2007	Location: Between Cadillac - Clare	Undated
Tuscola & Saginaw Bay GP35 #389 crossing an unidentified bridge between Cadillac and Clare. Engine 389 is a 2500 hp unit built for the Ann Arbor in April 1964, serial #28995, and rides on Alco-GE trucks from Trade-in FA2s built in 1950.			
June	2007	Location: Howell	May 1977
North bound GP35s #385 and #394 crossing the Grand River Ave. overpass in Howell in May, 1977. This art deco style through girder bridge was built in 1937 as a grade crossing elimination project over what was then highway US16, now Grand River Avenue. The Federal Government and the State Highway Department built the bridge with cooperation of the Ann Arbor Railroad.			

Cover 2010 *Location:* Shephard 8/20/1984

GP-35 388 and sister working southbound past the Shepherd Station on August 20, 1984. The former Ann Arbor locomotives are now in Tuscola and Saginaw Bay Railway service. The 3888 is one of two units that had its top headlight blanked out. The trailing unit is in new Michigan Interstate paint. The Shepherd depot is now the home of Ann Arbor RS-1 20, displayed in its Wabash inspired blue and white paint scheme.

June 2010 *Location:* Boon 8/24/1994

The 5:45(pm) to Yuma. GP-35s westbound with empties near Boon on their way back to the sand pit at Yuma, August 24, 1994. The Tuscola and Saginaw Bay railroad took over operating the Osmer to Alma portion of the Ann Arbor in October 1982. They assumed operations of the line from Alma to Elberta/Frankfort in May 1984. The following October the TSBY assumed what was left of Michigan Northern's old Pennsylvania line between Reed City and Petoskey. The TSBY was purchased by the Great Lakes Central in March 2006.

October 2010 *Location:* Alma 4/8/1969

Detroit Toledo and Ironton GP-35 352 switching at Alma, MI, April 8, 1969. The 352 was built in 1964 and was one of 8 GP-35s on the DT&I's roster. The DT&I controlled the Ann Arbor, for the second time, from 1963 until 1976, and locomotives from both roads were used on the other's trains. In addition to any local industries, the Ann Arbor interchanged traffic with the Chesapeake and Ohio's Elmdale to Saginaw line, which it crossed here at grade.

June 2011 *Location:* Dundee August 5, 1978

On Saturday, August 5, 1978, Ann Arbor 394 leads eastbound train FT2 across the River Rasin, near Dundee, on a through Pratt truss bridge. The 2500 hp GP 35 locomotive was built by EMD in June 1964. The original EMD 567 prime mover was rebuilt with 645 power assemblies by the DT&I RR in 1967.

September 2011 *Location:* Hamburg September 12, 2009

Forty-five years old and freshly repainted, GP 35 391 is in trailing mode with a Hamburg Railroad Days excursion train being pulled by NKP 765, on September 12, 2009. EMD built 1333 of these 2500 hp GP 35s and #391 is one one of 10 ordered by the Detroit Toledo & Ironton RR for the Ann Arbor, which it controlled at that time. Great Lakes Central began operations in March 2006 after purchasing the Tuscola and Saginaw Bay Railway. With 424 miles miles of track, it is the largest regional railroad in Michigan. It operates from Osmer, north of Ann Arbor, to Yuma, from Cadillac to Petoskey and Traverse City, Ashley to Middletown and from Owosso to St. Charles, all in Michigan.

February 2012 *Location:* Yuma

For over 46 years, from 1964 through 2010, EMD GP35s were the mainstay of the Ann Arbor, Michigan Interstate, Tuscola and Saginaw Bay and Great Lakes Central Railroad operations. The 2500 hp units, riding on 62 year old trucks from retired Alcos, have been constantly upgraded to provide service to their ownersw, and only recently have faced replacement by new acquired GP38-2s. They are seen here eastbound on train FT2 near Yuma, MI.

December 2012 *Location:* Clare

A eastbound plow train passing the Clare depot. While the paint on the depot is deteriorating, the train order signal is still in place. Plow 4502, built by the Russell Snowplow Company of Ridgeway, PA, is a single track style plow in which the blade is pointed in the center and throws snow off to both sides of the track. The plow also has extendable wings enabling it to to enlarge the path and flangesr blaades to clear snow and ice from between the rails. The plow, built in November 1953, was acquired from the Wabash in the early 1950s to replace aging wooded plows. The Queen Ann style depot was built by the Pere Marquette and Ann Arbor Railroads in 1898 at a cost of \$6585. It included waiting rooms agent's offices with bay windows for each railroad. It is currently the subject of an active preservation group working to restore and maintain it.

June 2013 *Location:* Ann Pere May 27, 2011

Great Lakes Central on CSX in Howell on the evening of May 27th, 2011. GP38-2s 393, 399 and GP35 385 back a grain train toward the Ann Pere interchange. In order to get into or out of the long CSX siding, a train must pull west of the Howell Pepsi plant to clear the switch and signal at the west end of the siding, passing under the wood bridge seen in the background. Once clear, the train then backs into the siding or backs dowl to its own tracks at Ann Pere.

October 2013 *Location:* Owosso March, 1964

Tuscola and Saginaw Bay GP35 # 385 and RS-2 #466 at the shops in Owosso, Michigan. The 2500 hp #385 was built by EMD in March 1964, one of the 10 GP35s bought by the Ann Arbor. The 1500 hp #466, built in October 1946 for the Detroit and Mackinac Railroad, was the first of 378 RS-2s built by Alco. It has since been sold to the Michigan Southern Railroad. This portion of the Owosso shops was built by the Ann Arbor Railroad in 1952. -- Photographer Robert I. Warwick.

December 2013 *Location:* Harrietta February, 2011

A pair of Great Lakes Central EMDs trundle the company's wedge snowplows through the white birch forest near Harrietta on a frigid morning in February, 2011. GP35 #393, once appropriately tagged "City of Cadillac" by former owner Tuscola and Saginaw Bay, served as Cadillac switcher for years and made many previous trips clearing the line westward to Yuma. GP38-2 399 is new to this task, having been on the railroad for less than three months. -- Photographer Kelly Countryman

Cover 2014 *Location:* Alma July 9, 1975

A trio of GP35s move the freight near Alma, MI July 9, 1975 -- Photographer Dennis Schmidt

July 2014 *Location:* Alma August 22, 1980

A three unit set of EMD 2500 hp GP35s passes through a canyon of trees near Alma, August 22, 1980. Lead unit, No. 389, arrived on the Ann Arbor May 1, 1964, being the fourth of the 10 new GP35s delivered to the railroad at that time. The Ann Arbor designated these locomotives Class D-35. They are Phase 1-b models with Alco trade in trucks which due to their length, resulted in a smaller 2300 gallon fuel tank rather than the standard 2500 gallon tank.

October 2014 *Location:* Alma May 17 1998

The City of Howell former Southern Railway GP35 No. 2648, and the City of Mt. Pleasant, ex Ann Arbor GP35 No. 392, pass through Alma on May 17, 1998. No. 2645 was built by Electro-Motive Division in January 1965 while the 392 was built at LaGrange in May of 1964. -- Photographer Dennis Schmidt

December 2014 *Location:* Perrinton March 4, 2008

Great Lakes Central GP35 No. 385, Leads GP35 No. 394, still in Tuscola and Saginaw Bay paint, and a leased GATX GP38 through the late winter snow on March 4, 2008, at Perrinton, just west of Pompeii, on the Middleton District. Season Greeting to you and yours from the Officers and Board of the Ann Arbor Railroad Technical and Historical Association. -- Photographer Dennis Schmidt

January 2015 *Location:* Owosso July 8, 1972

GP35 and derrick 3187 at the Owosso shops on July 8, 1972. The 2500 horsepower 387 was built in April of 1964 as one of ten GP35s for the Ann Arbor. It last operated in 1982 and was sold to Peaker Services as parts source in 1985. The car body was finally scrapped at Owosso in the early 1990's. The derrick was built in 1912 by Bucyrus Co. in Milwaukee, Wisconsin, as Number 180. It is now located in Buckley, Michigan, at the Northwest Engine and Thresher Club.

March 2015 *Location:* Alma September 7, 1975

September 7, 1975, a trio of GP35s heads up a freight near Alma, Michigan. The lead locomotive, No. 393, 2500 horsepower unit, was built for the Ann Arbor by Electro-Motive in June of 1964 and in 2014 is still running on the same tracks for its fourth owner. -- Denis Schmidt Photographer

May 2015 *Location:* Clare October, 1984

GP35s 385 and 389 are tied up on the passing track at Clare in October of 1984. These were the only two locomotives to wear this particular paint scheme, and it 385's first trip in these colors. The two 2500 horsepower locomotives were built in 1964 for the Ann Arbor Railroad. No. 385 was damaged in a 2012 grade crossing collision in South Boardman and has been repaired, while No. 389 is currently out of service with mechanical issues. -- Robert Warrick Photographer

July 2015 *Location:* Durand March 9, 1972

With a combined 10,000 horsepower, Ann Arbor No. 391 leads three other EMD GP35s and a train through the Durand Yards on March 9, 1972. Purchased by the Ann Arbor in 1964, 391 continues to run on the Great Lakes Central in fourth set of colors. -- Dennis Schmidt Photographer

January 2019 *Location:* Owosso Unknown

GP35s Ann Arbor 391 and 389, 2500 horsepower units delivered to the railroad in May, 1964, as two of eight acquired to replace the FA-2s. Later, while in tn service on the Tuscola and Saginaw Bay, 391 was name 'City of Owosso' and 389 became the the 'City of Traverse City'. Now property of the Great Lakes Central, 391 is cuurrently out of service at Owosso. Not so fortunate, 389 was scrapped in 2018. -- Barry Carlson Photographer

March 2019 *Location:* Ashley October,1980

It is October 10, 1980, and a pair of 26-year-old EMD GP35s are moving a train south though the Village of Ashley, named after promoter of the Ann Arbor Railroad. The train is passing the small park at the junction with the old Grand Trunk Western "Turkey Trail" line. A hi-rail truck waits on the branch while its crew inpects the passing train. -- William T. Clynes Photographer

May 2019 *Location:* Boon August,1994

On an afternoon in late August of 1994, a pair, a of ex-Ann Arbor GP35s is climbing the grade into Boon with a short string of empty sand cars for the quarry at Yuma. On this day, the locomotives are working for the Tuscola and Saginaw Bay Railway and display the second of three TSBY paint schemes. - Don Maddock Photographer

August 2019 *Location:* Alberta October 2,1976

A trio of EMD GPs have arrived at Boat Landing, Elberta, on October 2, 1976. Boat Landing was milepost 291 from Toledo. It had two car ferry aprons serving boats sailing to, at various times, Manitowoc and Kewaunee in Wisconsin, and Menominee, Gladstone, and Manistique in Michigan. Most of the the yard trackage was removed in 1990, and the area is now a park. The turntable survives, but the pit has has been filled. -- Barry Carlson Photographer

October 2019 *Location:* Traverse City Novemeber,2016

It is noon on an untypically warm November day in 2016, and a pair of Great Lakes Central GP35s rolls by the repurposed Traverse City depot with lumber loads for Amerhart Limited's building supplies warehouse in Williamsburg. The Ann Arbor purchased the locomotives in 1964, and they are now working for their fourth owner. Tailing unit GLC 393 wears a new, special livery commemorating the Great Lakes Central's ten years of operation. -- Kelly Countryman Photographer

December 2019 *Location:* Selma yard February 3, 2011

A pair of Great Lakes Central GP35s, sporting the remnants of two different Tuscola and Saginaw Bay Liveries, push aside fresh snow as they ease out of Cadillac's Selma Yard on the morning of Febuary 3, 2011. In 2016, the trailing unit GLC 393, was refinished in a special paint scheme celebrating the Great Lakes Central's tenth anniversary. -- Kelly Countryman Photographer

Cover 2020 *Location:* Howell February 2017

Great Lakes Central 393, displaying a special livery celebrating the railroad's first decade of operation, leads two other GP35s and a lone GP38-2 while setting out cars for CSX in Howell during a rare sunny day in February of 2017.

July 2020 *Location:* Boat landing July 1981

In July of 1981, AA 388, a 2500 horsepower GP35, rest on the turntable at Boat Landing, the Ann Arbor's rail to to water at mile post 291.80 in Elberta, Michigan. An idler flat, used for placing and pulling cars from the the boats, occupies the foreground, and beyond are the sanding tower, a wedge snowplow, and the 'City of Milwaukee', a former Grand Trunk Western car ferry that served the Ann Arbor after 1979. A roundhouse is out of sight to the left.

August 2020 *Location:* Alma September 17, 1998

Tuscola & Saginaw Bay 2648, an ex ex-Southern Railway high nose GP35, and TSBY 392, an ex-Ann Arbor GP35, lead a train through Alma on September 17, 1998. TSBY 2648, the 'City of Howell,' was scapped by the Great Lake Central in 2018. The trailing TSBY 392, the 'City of Mt. Pleasant,' remains in occasional service on the Great Lake Central.

December 2020 *Location:* Howell February 5, 2017

GLC 393, one of the Ann Arbor's original GP35s, displys the Great Lake Central's special paint scheme celbrating the railroad's 10th birthday. On February 5, 2017, the locomotive leads a long train though the west side of Howell on CSX tracks while switching the AnnPere interchange.

October 2021 *Location:* Elberta early 1980s

In this photograph from the early 1980's, a freight train led by four Ann Arbor GP35s is crossing the causeway leaving the yard at Elberta. Approaching Junction Switch (hidden by the grove of trees in foreground) at Mile Pole 290.29, the train will cross 184.22 miles to reach Owosso and another 106.07 before it yards in Toledo. The Ann Arbor has already moved the cars 60 to 80 miles across the waters of Lake Michigan. Photographer unknown, from the Don Harrison "UpNorth Memories" Collection

Cover 2022 *Location:* Boat landing - Elberta Sept 18, 1976

Ann Arbor GP35s 388 sits at Boat Landing, Elberta, Michigan, on September 18, 1976 -- Arthur H. Peterson Photograph from the AARRT&H Louis A. Marre Collection.

May 2022 *Location:* Durand May 16, 2013

On the afternoon of May 16, 2013, ex Ann Arbor Gp35s GLC 393 and GLC 390 are northbound through downtown Durand. The 393 display well worn Tuscola & Saginaw Bay Railway paint while 390 has recently been repainted into the Great Lakes Central's blue and white scheme. Immediately behind 390 is a boxcar - somewhat of a rarity in GLC trains. Photographer: Dennis Schmidt

August 2022 *Location:* Perrinton, Michigan March 3, 2012

On March 3, 2012, a pair of the Great Lakes Central's ex-Ann Arbor GP35s is passing through Perrinton, Michigan, after working the large Michigan Agricultural Commodities Elevator in Middleton. The elevator's grain bins are visible in the distance. GLC 393 on the point, still wears the oxidized paint of the Tuscola & Saginaw Bay Railway while trailing unit GLC 385 displays the Great Lakes Central's early blue and white livery.

December 2022 *Location:* Alma Feb. 4, 2021

In the early hours of February 4, 2021, the Great Lakes Central's GP35 GLC 393 is on the point of a 79-car grain train tied down on the mainline south of Alma. After sunrise, a Mid-Michigan Railroad crew will arrive and take the empties eastward to the Hemlock Township Anderson elevator for loading. The locomotive was built in 1964 for the Ann Arbor and later worked for the Michigan Interstate Railway and the Tuscola & Saginaw Bay Railway. While on the TSBY roster, it was named the City of Cadillac. In 2016 it was repainted into a special blue, white, and silver scheme commemorating the GLC's ten-year anniversary. Photographer: Cadden Zank

Subject: Diesel GP38

August 1995 *Location:* Milan No Date

EMD GP38

January 1996 *Location:* Milan February 12, 1994

Ann Arbor Railroad GP38 7771 leads unit 7802 on a freight past the old mill at Milan, Michigan on February 12th, 1994. Three of these units were acquired from Conrail and comprise the entire fleet of the present day Ann Arbor.

February 1997 *Location:* Milan February 20, 1993

In a scene typical of the present day Ann Arbor Railroad, ex-Conrail GP38s 7771 and 7802 prepare to leave the east end of Milan yard with a Toledo bound freight on February 20th, 1993.

September 1998 *Location:* Milan August 26, 1996

Summer is waning as Ann Arbor GP38s 7802 and 7771 hustle a freight through Milan, Michigan on August 26, 1996.

August 1999 *Location:* Milan 1990 summer

Ann Arbor Railroad GP38 7802 and caboose 2839 lounge at Milan, Michigan on a sunny Sunday morning during the summer of 1990.

February 2001 *Location:* Osmer November 29, 1999

November 29, 1999: Ann Arbor Railroad GP38s 7802, 7771 and a pair of blue, gray and yellow CSX Geeps arrive at Osmer and take the siding with a train of 61 empties. Shortly after this picture was taken, the Ann Arbor units would be cut off and travel down the main and over to Saline.

May	2005 <i>Location:</i> Milan	March 1991
Ann Arbor #7771, a 2000 hp GP38 built 9/1969. Ex PC, then CR #7771. The train is the daily run on its return trip to Toledo on an early Saturday morning in March 1991, at Crowe Rd. near Milan. The spine car and small box car came from Fingerly Lumber in Ann Arbor, the high cube from Saline. The Ann Arbor's last caboose was used for the long backup move down the Saline branch.		
April	2006 <i>Location:</i> Pittsfield Twnshp	June 1992
EMD GP38 #7802, Ex Penn Central / Conrail #7802, Build Oct. 1969. A June, 1992, southbound morning train crossing Warner Road in Pittsfield Township. Only Visteon parts today, the Tuscola and Saginaw Bay must not have set out sand at Osmer during the night.		
October	2006 <i>Location:</i> Ann Arbor	10/23/1994
2000 hp GP38s #7771 and #7802 crossing the Huron River at Ann Arbor. The units are ex PC/CR. The daily turn is northbound at 11:30 AM on October 23, 1994, to pickup sand cars that the Tuscola and Saginaw Bay night train left at Osmer. Cars pulled from Saline earlier in the morning have been left in the siding at Ferry Yard and will be added to the train when it returns southward.		
June	2013 <i>Location:</i> Ann Pere	May 27, 2011
Great Lakes Central on CSX in Howell on the evening of May 27th, 2011. GP38-2s 393, 399 and GP35 385 back a grain train toward the Ann Pere interchange. In order to get into or out of the long CSX siding, a train must pull west of the Howell Pepsi plant to clear the switch and signal at the west end of the siding, passing under the wood bridge seen in the background. Once clear, the train then backs into the siding or backs down to its own tracks at Ann Pere.		
December	2013 <i>Location:</i> Harrietta	February, 2011
A pair of Great Lakes Central EMDs trundle the company's wedge snowplows through the white birch forest near Harrietta on a frigid morning in February, 2011. GP35 #393, once appropriately tagged "City of Cadillac" by former owner Tuscola and Saginaw Bay, served as Cadillac switcher for years and made many previous trips clearing the line westward to Yuma. GP38-2 399 is new to this task, having been on the railroad for less than three months. -- Photographer Kelly Countryman		
May	2014 <i>Location:</i> Ann Arbor	June 14, 2013
On June 14, 2014, a Great Lakes Central special train cross the Huron River on its approach to Ann Arbor for display at the city's 13th annual Green Fair. The leading cab car, FRYX 790, is one of a set of former Chicago area Metra cars the GLC was contracted to rebuild for potential commuter service between Howell and Ann Arbor and Ann Arbor and Detroit -- Photographer Steve Sobel		
December	2014 <i>Location:</i> Perrinton	March 4, 2008
Great Lakes Central GP35 No. 385, Leads GP35 No. 394, still in Tuscola and Saginaw Bay paint, and a leased GATX GP38 through the late winter snow on March 4, 2008, at Perrinton, just west of Pompeii, on the Middleton District. Season Greeting to you and yours from the Officers and Board of the Ann Arbor Railroad Technical and Historical Association. -- Photographer Dennis Schmidt		
Cover	2015 <i>Location:</i> Ann Arbor	October, 1992
Ann Arbor Railroad GP38s 7802 and 7802 and 7771, both ex Conrail/Penn Central units, cross the Huron River Bridge in October, 1992. The Ann Arbor received the locomotives in 1985. -- Don Maddock Photographer		
December	2015 <i>Location:</i> Clare	February 11, 2014
February 11, 2014, and a GP38-2 drills the old C&O yard at Clare, passing the 119 year old Union Station. The depot was built to serve the Flint and Pere Marquette and the Toledo, Ann Arbor and North Michigan Railroads. It later served passengers on the Ann Arbor, Pere Marquette, and Chesapeake and Ohio Railroads and as an office for the CSX, Michigan Interstate, and Tuscola and Saginaw Bay Railroads. Likewise, the locomotive has had many owners, starting with Penn Central, then, Conrail and Union Pacific as well as a couple of lease companies before coming to the Great Lakes Central. -- Mark Cowles Photographer		
Back cover	2015 <i>Location:</i> Azalia	August, 1992
As darkness approaches, the same pair of locomotives bring a train north through the soybean fields near Azalia, Michigan, on an August evening in 1992. -- Don Maddock Photographer		

January 2016 *Location:* Alma December, 1969

Detroit, Toledo and Ironton EMD GP38 No. 205 leads a winter freight in Alma, Michigan, on December 20, 1969. This 2000 hp locomotive built in September, 1969, was one of five new GP38s, along with five old GP7s, that the DT&I transferred and leased to the Ann Arbor in exchange for ten of the Ann Arbor's new GP35s. -- Dennis Schmidt

December 2016 *Location:* Owosso October, 2012

As part of the of the October 6, 2012, Ann Arbor Railroad Technical & Historical Association Annual Member's Meeting, attendees visited the Great Lakes Central's shops, formerly the Ann Arbor Railroad diesel shops, in Owosso, Michigan. Here in the "High Bay" is GLC GP 38-2 No. 399. It was built in 1972 for the Penn Central, later became a Conrail locomotive, and then passed through ownership by EMD, Union Pacific, and LLPX before coming to the Great Lakes Central. -- Mark Cowles Photographer

May 2017 *Location:* Durand May 16, 2013

A Great Lakes Central southbound prepares to depart Durand on May 16, 2013. Leading the locomotive consist is a pair of the Ann Arbor's original GP35s, one still in faded Tuscola and Saginaw Bay colors. These 52 year old, 2500 horse EMDs are still earning their keep. The third locomotive is a much younger but well traveled ex-Penn Central GP38-2. Note the two passenger cars trailing the locomotives. -- Dennis Schmidt Photographer

July 2017 *Location:* Ann Arbor October, 1992

On the new Ann Arbor that runs between Toledo to Osmer, GP38 7802 crosses over the Huron River Bridge in October 1992 with a single car train heading for the small yard at Osmer and interchange with the Tuscola & Saginaw Bay Railroad. The locomotive was built for the Penn Central in October of 1969. It then went to Conrail before being bought by the Michigan Interstate Railway in March of 1985 and lettered Ann Arbor railroad. It continues to work on the Ann Arbor for Watco, repainted in an orange livery and renumbered WAMX 3879. -- Don Maddock Photographer

August 2017 *Location:* Osmer yard May 5, 2011

May 5, 2011, and the Great Lakes Central entire roster of GP38-2s bring 80+ grain loads and a couple of empty hoppers into the Osmer yard for interchange with the Ann Arbor. The five EMDs were built for the Penn Central in 1972. From there, they went to Conrail, Union Pacific, Locomotive Leasing Partners (LLPX), GATX Corporation (GMTX), and finally to the Great Lakes Central. -- Don Maddock Photographer

February 2018 *Location:* Milan June 1991

Milan Tower and a passing southbound train on in June morning in 1991. The brick interlocking tower first stood at the Wabash - New York Central crossing in Britton, Michigan, but was moved to Milan in the mid-1930s when the Central's line was abandoned. It guarded the Ann Arbor - Wabash diamonds in Milan until August 12, 1991, when it was removed from service. The tower was razed the following May.

May 2018 *Location:* Milan May 3, 1986

A pair of south bound Ann Arbor GP 38s lead a train across the Saline River near Milan on May 3, 1986. This portion of the old Ann Arbor, about 50 miles from Toledo to Osmer, was operated by the Michigan Interstate Railroad from 1977 until 1988, by the Ann Arbor Acquisition Corporation until 2013 when WATCO took the line.

Cover 2020 *Location:* Howell February 2017

Great Lakes Central 393, displaying a special livery celebrating the railroad's first decade of operation, leads two other GP35s and a lone GP38-2 while setting out cars for CSX in Howell during a rare sunny day in February of 2017.

October 2020 *Location:* Marion July 31, 2015

On July 31, 2015, the morning Great Lakes Central Clare turn rolls through Marion eastbound behind a pair of the railroad's GP38-2s. The train is heavily laden with fracking sand from Fairmount Santrol's quarry at Yuma. The sand plant has since closed, reopened, and closed again in response to fluctuations in the demand for Yuma's material.

December 2020 *Location:* Howell February 5, 2017

GLC 393, one of the Ann Arbor's original GP35s, displays the Great Lakes Central's special paint scheme celebrating the railroad's 10th birthday. On February 5, 2017, the locomotive leads a long train through the west side of Howell on CSX tracks while switching the AnnPere interchange.

July 2021 *Location:* Dundee June 17, 2020

On June 17., 2020, GP40-3 WAMX 4049 leads GP39-2 WAMX 3927 and Ann Arbor train RS102 southward approaching Dundee. The 4049 was built in 1968 for the Penn Central as PC 3111. It the went to Conrail, The Missouri-Kansas-Texas, the Union Pacific, and Larry's Truck and Electric before coming to the Ann Arbor. The 3927 was built in 1984 as the MKT 371. It Became UP 2370 when the Union Pacific acquired the Missouri-Kansas-Texas, WP 2370 in a temporary renumbering, and NGPS 2370 when it was leased to the New England Southern. It was acquired by the Ann Arbor cira 2012 and became Watco 3927 in 2015. Photographer: Don Maddock

December 2021 *Location:* Azalia February 9, 2013

On the very cold Saturday morning of February 9, 2013, two of the Ann Arbor's thee GP39-2s are approaching Azalia, Michigan, as they return to Toledo with cars off the Great Lakes Central. The Ann Arbor's were purchased by the Missouri-Kansas-Texas in 1984 after EMD's new GP49 was already in production. The MKT apparently preferred the GP39-2s proven 2300 horsepower 645E 12 c-cylinder engine over the GP49's uprated 2800 horsepower 645F 12-cylinder but also desired EMD's other recent product improvements. The MKT's GP39's were built with GP49 car bodies.

January 2022 *Location:* Whitmore Lake Feb. 26, 2020

Passing through Whitmore Lake on February 26, 2020, is GLC 397, a 2000 horsepower GP38-2 built by Eletro-motive in 1972 for Penn Central. It was later owned by Conrail (CR), Electro-Motive Division Leasing (EMDX), Union Pacific (UP), Locomotive Leasing Partners (LLPX) and the GATX Locomotive Group (GMTX). Photographer: Chris Trower

May 2022 *Location:* Durand May 16, 2013

On the afternoon of May 16, 2013, ex Ann Arbor Gp35s GLC 393 and GLC 390 are northbound through downtown Duran. The 393 display well worn Tuscola & Saginaw Bay Railway paint while 390 has recently been repainted into the Great Lakes Centra's blue and white scheme. Immediately behind 390 is a boxcar - somewhat of a rarity in GLC trains. Photographer: Dennis Schmidt

July 2022 *Location:* Toledo fuel rack June 28, 2015

WAMX 3979 displays its newly applied heritage livery in Toledo on June 28, 2015. This 2000 horseElectro-Motive GP38 was manufactured for the Penn Central Company in 1969 and was assigned road number 7802. It maintained that designation into the 1980s when it was repainted Conrail blue and in 1985 when it was again refinished, this time in the orange scheme of the new Ann Arbor Railroad. In 2015 the Ann Arbor orange paint, heralds, and lettering were restored, but it was renumbered into the Watco number sequence. Photographer: Don Maddock

Subject: Diesel GP39

February 2005 *Location:* near Osmer 9/22/2003

Ann Arbor RR GP39-2 #2368 & 2373, running between the Huron River and Osmer siding on 5/21/2004. These 2300 hp units carry their former UP numbers but were originally MKT #369 and #374, built 6/1984. They were put into service 8/1/2003 and made their first trip together on the Ann Arbor on 9/22/2003.

December 2007 *Location:* Ann Arbor - Wright St. Undated

On a snowy winter day,GP 39-2 #2368 is crossing Wright St. on the north side of Ann Arbor. The 12-cylinder, 2300hp locomotive was build for the Missouri-Kansas-Texas railroad in April 1984. It later became Union Pacific #2368, renumbered Western Pacific 2368 after retirement to make room for an active locomotive. It was acquired by the Ann Arbor RR inn July 2003 and put into service during October.

November 2013 *Location:* Alexis, Ohio May 23, 2012

On May 23, 2012, a southbound Ann Arbor road job into Toledo has all four of the current day Annie's yellow hood units leading 95 cars, 90 of which were CSXT grain loads. The GP39-2 #2370, #2370, GP40 #1337 And GP39-2 #2368 and their train are at Alexis Junction in North Toledo while the second half (or so) of the train is still in Michigan. -- Photographer David Patch

July 2018 *Location:* Milan February 2008

An Ann Arbor train passes throug Milan, MI in February 2008. The lead unit, EMD GP 39-3 No. 2373, was built inn 1984 with a MKT, WP, UP heritage. The railroad itself, came, came into existence in 1988 and run a distance of 50 miles, from Toledo to Osmer, north of Ann Arbor, an interchange with the Great Lakes Central that runs north from there. The railroad's headquarters were off line in Howell, MI. The railroad was purchased by WATCO in 2013.

January 2020 *Location:* Milan January 6, 2019

Late in the afternoon of January 6, 2019, a trio of Ann Arbor EMDs brings a long train of auto racks into Milan. On the point, WAMX 3927 was formerly AA 2370, one of the Ann Arbor's ex-Union Pacific, ne-Missouri-Kanas-Texas GP39-2s and the first to to be refinished into parent company Watco's corporate livery. The Ann Arbor brings loads of Jeeps from Chrysler's Toledo plant to Milan six night each week, but these are empties going to Urania for short term storage.

Cover 2021 *Location:* Monroe County February 2013

On a bright, but frigid winter morning in February 2013, a pair of Ann Arbor GP-39-2s haul a short cut of frac sand loads and single boxcar of auto parts southward through Michigan's Monroe County. Don Maddock Photograph

March 2022 *Location:* Milan January 2016

On a windy warm for season afternoon in the first week of January 2016, two of the Ann Arbor's ex-Union Pacific, ne' Missouri--Kansas--Texas GP39-2s are switching the in Milan. Pairs of of these were once daily visitors to the Ann Arbor's Michigan lines, but the railroad's 3000 horsepower GP40 and Gp40-2 now handle the road trains and the GP39-2s seldom travel northh of Samaria. Photographer: Don Maddock

***Subject:* Diesel GP40**

November 2013 *Location:* Alexis, Ohio May 23, 2012

On May 23, 2012, a southbound Ann Arbor road job into Toledo has all four of the current day Annie's yellow hood units leading 95 cars, 90 of which were CSXT grain loads. The GP39-2 #2370, #2370, GP40 #1337 And GP39-2 #2368 and their train are at Alexis Junction in North Toledo while the second half (or so) of the train is still in Michigan. -- Photographer David Patch

March 2016 *Location:* Milan June,2014

June 18, 2014, at Milan, Michigan, where Ann Arbor 1337 is heading north across the Norfolk Southern's former Wabash mainline. The 3000 hp GP40 was built in 1968 for the Penn Central. It later went to to the Missouri-Texas and the Union Pacific before being purchased by the Ann Arbor. Tailing the geep is the Fort Wayne Railroad Historical Society's Nickel Plate Berkshire 765 on its way to the Steam Rairoad Institute in Owosso, Michigan, for a series of excursions.

Cover 2017 *Location:* Pittsfield Junction June 28, 2011

An Ann Arbor Railroad northbound crests the long climb from Milan as it approaches Pittsfield Junction on the evening of June 28, 2011. -- Don Maddock Photographer

January 2018 *Location:* Howell Feb. 5, 2017

Feb. 5, 2017, Great Lakes Central Anniversary Unit, GP35 No. 393 work a grain train. The train is on CSX tracks in Howell, Mi. The GLC often needs to pull long trains being interchanged at AnnPere west through Howell to clear switches and signals.

July 2019 *Location:* Pittsfield Township September,2016

On the Friday before Labor Day in 2016, Ann Arbor 1337 and 2368 bring a unit grain train south through Pittsfield Township after an early morning pickup at Osmer. The lead unit, AA 1337, was built as a standard EMD GP40 for Penn Central in 1968. It later worked for Conrail, the Missouri-Kansas-Texas, and the Union Union Pacific before coming to the Ann Arbor. It has reported It been up-graded with "Dash 2" or later controls. -- Don Maddock Photographer

October 2019 *Location:* Traverse City Novemeber,2016

It is noon on an untypically warm November day in 2016, and a pair of Great Lakes Central GP35s rolls by the repurposed Traverse City depot with lumber loads for Amerhart Limited's building supplies warehouse in Williamsburg. The Ann Arbor purchased the locomotives in 1964, and they are now working for their fourth owner. Tailing unit GLC 393 wears a new, special livery commemorating the Great Lakes Central's ten years of operation. -- Kelly Countryman Photographer

Cover 2020 *Location:* Howell February 2017

Great Lakes Central 393, displaying a special livery celebrating the railroad's first decade of operation, leads two other GP35s and a lone GP38-2 while setting out cars for CSX in Howell during a rare sunny day in February of 2017.

***Subject:* Diesel GP7**

May 1986 *Location:* Owosso No date

Ann Arbor RS-1 #21 shares space at Owosso shop with Detroit, Toledo & Ironton GP-7 #9667. During the years from 1967 to 1972, Ann Arbor GP-35's were swapped to parent DT&I for that roadss's GP-7's and GP-38's.

March 2000 *Location:* Ann Arbor No date

One of several DT&I GP7's to serve the Ann Arbor during the motive swapping years from 1967 to 1972, Detroit, Toledo and Ironton 967 heads up an Ann Arbor freight while on loan from its parent as a stand-in for a commandered Ann Arbor GP35. An Excellent article about the use of DT&I motive power on the Ann Arbor appears in the Summer 1991 issue of The Double A. Information for modelers is included, and the new HO scale Proto 2000 Phase II GP7 would be an excellent starting point for this DT&I engine.

August 2015 *Location:* Owosso February,1968

At the Owosso shops, February 1968, Detroit, Toledo and Ironton's 1500 horsepower GP7 No. 965 was built in November, 1953, and later sold to the Illinois Central Gulf Railroad. It was one of nine DT&I GP7s used on the Ann Arbor from mid 1967 through the spring of 1971 while the DT&I used the Ann Arbor's GP35s on its own lines.

Subject: Diesel GP9

March 2020 *Location:* Clare November 17, 1982

Michigan Northern 1604, an Electro-Motive GP9, heads north on the State of Michigan's ex- Ann Arbor tracks throuh Clare on November 17, 1982, passing the joint Ann Arbor - Chesapeake & Ohio depot. The train order signal's blade is in a vertial position, showing that there are no orders for the train crew. MIGN 1604 was an ex-Louisville & Nashville, Chattanooga and St. Louis unit acquired by the Michigan Northern in 1981.

Subject: Diesel NW2

July 2005 *Location:* Kalkaska July 1989

TSBY 1000 hp NW2 #1977 at Kalkaska on a July Sunday in 1989. The 1977 was built in July July 1942 as UP #1034. Purchased by TSBY in 1977.

Subject: Diesel RF16

May 1987 *Location:* Ann Arbor No date

Ann Arbor's entry into dieselization began with this Whitcomb 44 ton switcher shown at Ferry yard. The "one spot" is still running on the Toledo, Lake Erie and Western.

Subject: Diesel RS1

October 1982 *Location:* Elberta 1974

ALCO RS1 #21

September 1984 *Location:* Owosso No date

ALCO RS1 #20 still retaining it's Wabash colors sits at Owosso yard with caboos 2838

Cover 1986 *Location:* Elberta 1965

ALCO RS1 #21 at Boatlanding next to Elberta packing plant

May 1986 *Location:* Owosso No date

Ann Arbor RS-1 #21 shares space at Owosso shop with Detroit, Toledo & Ironton GP-7 #9667. During the years from 1967 to 1972, Ann Arbor GP-35's were swapped to parent DT&I for that roadss's GP-7's and GP-38's.

October 1986 *Location:* Owosso 1977

ALCO RS1 #21 in the locomotive shop at Owosso, MI on Oct 15, 1977. Notice that there are three levels at which the locomotive can be worked on at once: the pit between the rails, the floor and the raised platform on either side.

Inside Cover 1991 *Location:* Elberta -

Drawing of 'Arthur K. Akinson and RS-1 at Elberta

April 1991 *Location:* Owosso 1956

ALCO RS-1 #21 must have received a new coat of paint in 1956. The blue-white-gray colors look remarkably clean as the engine awaits its next assignment at Owosso.

March 1992 *Location:* New York 1950

Ann Arbor RS-1 #20 poses for the company photographer outside the American Locomotive Company plat at Schenectady, New York in 1950. This locomotive is now on display in the village of Shepard and an effort is underway to restore it to these original colors.

May 1996 *Location:* Elberta 1975

The Ann Arbor rostered five Alco ALCO S-3 switchers during its history. AA 4, 5, 6, 7, and 10. Ann Arbor #6 was one of four 660hp ALCO S-3 switchers built in late 1950 as replacement for steamers and to augment the road's lone Whitcomb and two S-1s for handling yard chores. In 1952 another S-3 was built for the Manistique and Lake Superior as M&LS #1. This unit came to the Ann Arbor and the M&LS shut down in 1968 and became AA #110. AA#6 is shown at Boat Landing around 1975 wearing DT&I orange with the Annie's compass herald.

May 1996 *Location:* Elberta 1975

The Ann Arbor rostered five ALCO S-3 switchers during its history. AA 4, 5, 6, 7, and 10. Ann Arbor #6 was one of four 660hp ALCO S-3 switchers built in late 1950 as replacements for steamers and to augment the road's lone Whitcomb and two S-1s for handling yard chores. In 1952 another S-3 was built for the Manistique and Lake Superior as M&LS #1. This unit came to the Ann Arbor after the M&LS shutdown in 1968 and became AA #10. AA#6 is shown at Boat Landing around 1975 wearing DT&I orange with the Annie's compass herald.

July 1996 *Location:* Owosso 1968

When delivered in late 1950, the Ann Arbor's two 1000hp ALCO RS-1s were very attractive units. By the mid-1960's, the Wabash style paint on most of the Ann Arbor locomotives had been neglected to the degree that the equipment looked rather sorry. Ann Arbor RS-1 #20 is a prime example in this February 17, 1968 photo. A partial repaint had eliminated the narrow white stripe on the long hood, further contributing to the motley appearance of a once sharp engine. It would be repainted one more time in the blue, white and gray before donning DT&I orange in the early 1970's.

May 1998 *Location:* Owosso May 24, 1970

The Ann Arbor acquired two ALCO RS-1s in November of 1950, numbered 20 and 21. They Originally wore a handsome version of the Wabash-style blue, white and gray paint scheme. Repainted here with a fresh coat of orange paint and sporting the Ann Arbor's compass herald on the cab, RS-1 #20 works at Owosso, Michigan on May 24, 1970. The RS-1's served until 1982. This engine, along with steel caboose, AA 2845, are on display adjacent to the Shepherd, Michigan, depot where they are undergoing cosmetic restoration.

Cover 1999 *Location:* Unknown No date

(Left) Orders are hooped up from the "iron man" at Milan during the Michigan Interstate era. (Right top) Ann Arbor RS-1 cab side detail. (Right bottom) A TSBY freight head by ex- AA GP35 # 390 battles the elements in northern Michigan.

March 1999 *Location:* Elberta August 1973

In August of 1973, the Arthur K. Atkinson broke a crankshaft and was laid up until 1980, when repairs were made and the vessel was put back into service. This familiar view shows the ship tied up near the east slip while out of service during those years. At right, RS-1 number 21 waits for it next job.

May 1999 *Location:* Owosso 1956

Ann Arbor Railroad RS-1 number 21 rests with a pair of FA-2 at Owosso, Michigan in 1956. This view shows the locomotive in fairly fresh Wabash-style blue, white and gray paint. The engine has a pair of single chime horns added to its cab roof, and an early variant spark arrestor on its stack, but has yet to receive a wide walkway atop its radiator grill.

May 2000 *Location:* Ann Arbor No date

Ann Arbor Railroad RS-1 number 21 takes on fuel at ferry Yard in Ann Arbor two decades or so ago. Note: another view of fuel operation on date page.

May 2001 *Location:* Elberta 1973

With an idler in tow, Ann Arbor Railroad RS-1 number 21 switches cars at Boat Landing during the summer 1973.

May 2002 *Location:* Elberta boat ling cira 1960

Ann Arbor RS-1 number 21, still with an idler car in tow, assists eastbound FT-2 in getting underway from Boat Landing during the mid-1960's. This is the sort of view fondly remembered by many Ann Arbor fans - a busy yard, ferries coming and going several times a day, and plenty of action to inspire railfans young and old.

February 2004 *Location:* Toledo Undated

ALCO RS1 #20

Cover 2005 *Location:* Whitmore Lake 12/4/77

ALCO RS1 #21, built 1950, with a southbound freight waiting for a crew north of Whitmore Lake on 12/4/77. This locomotive is in the collection of the Southern Michigan Railroad Society and is being restored to operation.

Cover 2006 *Location:* Ann Arbor December 1950

Nearly new Alco-GE RS1 #21 pauses in downtown Ann Arbor during December 1950. The class D10, 1000 hp unit, was built in Auburn, New York in November 1950, builder's No. 78375. The unit is presently owned by Southern Michigan Railway Society and is undergoing restoration.

November 2011 *Location:* Owosso 1956

Alco RS-1 at Owosso, in 1956. The 1000 hp, #21 was built in Dec. 1950 and is shown painted in the original Wabash inspired blue, white and gray paint scheme. The 30 ton locomotive was one of two class Class D10 locomotive on the roster. It received limited MU capability in 1965, only being able to mate with sister #20. After the State of Michigan took over the Ann Arbor, it was donated to the Southern Michigan Railway where it remains.

January 2014 *Location:* Owosso December, 1969

Ann Arbor No. 20, an Alco RS-1, rests in Owosso during the 1969 Christmas slowdown. Alco produced 623 of these 1000 hp, 120 ton road switchers between 1941 and 1960. The Ann Arbor acquired two copies in December of 1950 and assigned them to Class D10. Both units worked into the 1980s and were preserved after their retirement. No. 20 is on display in Shepherd, Michigan, and No. 21 awaits restoration by the Southern Michigan Railway Society, Inc. -- Photographer Dennis Schmidt

January 2017 *Location:* Elberta May, 1969

Alco RS-1 No. 21, seen here working the yard at Boat Landing in May of 1969. This 1000 horsepower locomotive was built in December, 1950. After working for the Ann Arbor Railroad and Michigan Interstate Railway, it was donated to the Southern Michigan Railroad Society, Incorporated. It is currently being mechanically restored. -- Hugh A. Hornstein Photographer

April 2020 *Location:* Toledo, Ohio April 20, 1979

AA 20, an Alco RS-1, is working in Toledo on April 20, 1979. The 1000-hp locomotive, one of two owned by the Ann Arbor Railroad, was built in 1950. It was later acquired by the State of Michigan during the Ann Arbor's bankruptcy proceedings and subsequently donated by the state to the Southern Michigan Railroad Society.

***Subject:* Diesel RS2**

January 1986 *Location:* Byron 1981

Ann Arbor RS2's #301 and #303 bring train TO-3 north through Byron, MI in 1981. These two units were built for the Green Bay and Western in 1950 and were purchased by Michigan Interstate in 1979.

November 2008 *Location:* Owosso 12/1978

Michigan Interstate Alco RS3 #301 in Owosso, December 1978, was built for the Green Bay & Western in March 1950. The 1500 hp unit has builders no. 77914. It was sold in Oct. 1977, resold to Michigan Interstate in 1979. It was then sold to Southern Michigan Railroad and has been sold with its present owner and location unclear.

October 2013 *Location:* Owosso March, 1964

Tuscola and Saginaw Bay GP35 # 385 and RS-2 #466 at the shops in Owosso, Michigan. The 2500 hp #385 was built by EMD in March 1964, one of the 10 GP35s bought by the Ann Arbor. The 1500 hp #466, built in October 1946 for the Detroit and Mackinac Railroad, was the first of 378 RS-2s built by Alco. It has since been sold to the Michigan Southern Railroad. This portion of the Owosso shops was built by the Ann Arbor Railroad in 1952. -- Photographer Robert I. Warwick.

October 2016 *Location:* Byron October, 1981

Michigan Interstate Railway Alco RS-2 No. 301 heads through Byron, Michigan, in October, 1981. The 1600 hp locomotive was built for the Green Bay & Western Railroad in 1950 and was purchased by the Michigan Interstate in 1979. It later went to the Lake Superior Railroad Museum but has since been cut up and scrapped. The eastbound train is just north of the Byron depot. -- Barry Carlson Photographer

October 2018 *Location:* Cohoctah

Michigan Interstate Alco RS3 No. 301 leads a southbound train that has just passed through Cohoctah in north Livingston County. The 1600 hp locomotive is an ex Green Bay & Western unit built in 1950 and purchased from a dealer in 1979. This locomotive is one of two on the the Michigan Instate roster and is one of 1265 built by Alco for U. S. railroads between May 1950 and August 1956. The locomotive went to the lake Superior Railroad Museum in Duluth, MN, but it has since been cut up and scrapped.

May 2021 *Location:* Toledo Ottawa yard May 29, 1982

Michigan Interstate Railway's ex-Green Bay & Western Alco RS-2 AA 303, works switching bi-level auto racks in Toledo's Ottawa Yard on May 29, 1982. The 1600 horsepower locomotive was built in 1950 and was purchased by the Michigan Interstate in 1979. The unit later went to the Lake Superior Railroad Museum in Duluth, Minnesota. Photographer: Ron Cady

***Subject:* Diesel S1**

April 1994 *Location:* Owosso May 1969

Alco S# and S1 switchers 6 and 3 await servicing at the Owosso diesel shop. In May of 1969 they both wear black and white paint. No. 3 would leave the roster while 6 would carry several orange paint schemes.

March 1995 *Location:* Toledo 1953

ALCO S1 #2

May 1997 *Location:* Toledo January 22, 1964

Ann Arbor Number 2 was one of two ALCO S-1s delivered to the road in in 1944. It is seen here working in Toledo on the eastbound Ann Arbor main at the Columbus Street crossing on January 22, 1964. The reserved black, Wabash-style scheme is the only one that this engine would wear. ALCO yard switchers were common sights at Toledo, Owosso and Boat Landing during the diesel years.

June 2005 *Location:* Elberta 1953

Wabash Paymaster's Car at Elberta in 1953. Note the Cannonball drumhead. Alco S-1 #3, blt. 1944, switching the carferry.

***Subject:* Diesel S2**

August 1987 *Location:* Toledo 1969

Ann Arbor S-3 No. 4 switches -- Toledo, Ohio, August 23, 1969. This is the original paint scheme on the Alco switchers.

***Subject:* Diesel S3**

January 1982 *Location:* Owosso shop 1979

ALCO S3 #10

January 1983 *Location:* Owosso 1970

Ann Arbor #10 sits Owosso Yard on January 7, 1970. With the exception of the repainting of the cab sides, the Alco S-3 still wears the paint scheme it wore as M&LS #1 in 1968 when Ann Arbor's lone subsidiary was abandoned.

April 1983 *Location:* Manistique 1964

M&LS #1 loads Boat No. 7 at Manisitique, April 30, 1964. Caboose #8 (ex AA2830) can be seen on the adjacent track.

May 1985 *Location:* Elberta No date

ALCO S3 #7

December 1986 *Location:* Owosso shop 12/7/1984

Times are changing on the Ann Arbor in this December 7, 1984 view of the Owosso shop. To the right GP-35 #385 is one one of two AA units to wear the yellow and black colors of operator Tuscola & Saginaw Bay. To the left is TSBY/AA #10, an Alco S-3 built for AA subsidiary Manistique & Lake Superior as M&LS #1.

October 1990 *Location:* Unknown Oct. 5, 1974

By October 5, 1974 S-3 #10 was painted in the Ann Arbor's standard orange switcher scheme but the still and battaery box stripes, as well as those showing through the fading paint on the pilots give away the locomotives's M&LS heritage.

Cover 1993 *Location:* Toledo No date

ALCO S1 #3

April 1994 *Location:* Owosso May 1969

Alco S# and S1 switchers 6 and 3 await servicing at the Owosso diesel shop. In May of 1969 they both wear black and white paint. No. 3 would leave the roster while 6 would carry several orange paint schemes.

May 1996 *Location:* Elberta 1975

The Ann Arbor rostered five ALCO S-3 switchers during its history. AA 4, 5, 6, 7, and 10. Ann Arbor #6 was one of four 660hp ALCO S-3 switchers built in late 1950 as replacements for steamers and to augment the road's lone Whitcomb and two S-1s for handling yard chores. In 1952 another S-3 was built for the Manistique and Lake Superior as M&LS #1. This unit came to the Ann Arbor after the M&LS shutdown in 1968 and became AA #10. AA#6 is shown at Boat Landing around 1975 wearing DT&I orange with the Annie's compass herald.

Cover 1997 *Location:* Elberta 1973

Jim Sinclair's camera found Ann Arbor ALCO S-3 number 6 and crew waiting for their next switching move at Boat Landing on July 17th, 1973. In the distance, a plume of smoke drifts from the stack of the car ferry S. S. City of Milwaukee, on loan from the Grand Trunk. Countless passenger and railfans witnessed similar sights at the Ann Arbor's Marine terminal during the diesel era.

August 1998 *Location:* Manistique 1955

The Manistique and Lake Superior was a subsidiary road of the Ann Arbor, located in Michigan's upper penninsula. Its sole diesel waas ALCO S-3 #1 built in 1952. After the M&LS ceased operations in 1968, this engine became Ann Arbor #10. M&LS #1 is shown here working at Manistique in August, 1955.

Cover 2001 *Location:* Ann Arbor No date

Still wearing its original Wabash-style paint scheme, Ann Arbor Railroad ALCO S-3 switcher #6 lounges at Ferry Yard in Ann Arbor, awaiting its next run.

September 2001 *Location:* Toledo circa 1950

Ann Arbor S-1 #3 works at Toledo, circa 1950. Among the cars in the train's consist are a Green Bay and Western refrigerator, an non-descript tank car, a Pennsy stock car, and a Pennsy X-31 box car. Those were the days..

July 2002 *Location:* Elberta July 17, 1973

Ann Arbor ALCO S-3 switcher number 6 at Boat Landing on July 17, 1973.

July 2003 *Location:* Owosso April 5, 1971

The Ann Arbor switcher (S3) #10, former M&LS #1 waits for its next assignment in the Owosso yard,

February 2007 *Location:* Toledo 1962

Alco-GE S3 switcher #10, former Manistique & Lake Superior #1 shown here in Toledo, c. 1962. This 660 hp unit was built in 1952 and sold to the Ann Arbor in Dec. 1968 after the M&LS shutdown. After being sold to an individual by the State of Michigan, it was donated to the National Railroad Musuem in Green Bay, WI, where it has been repainted into Green Bay & Western colors.

September 2008 *Location:* Elberta 1958

An the engine service area in Elberta in 1958 is #56, a class D32, 1600 hp Alco built 12/9/1950. In the background are a Class D6, 660hp Alco switcher, a section car and one of the cabooses built for the Ann Arbor by the Wabash RR at its Decatur, IL shops.

April 2009 *Location:* Owosso April 1975

Looking fresh from the paint shop, Alco S3 #10, rests in the Owosso yards in April 1975. Originally Manistique and Lake Superior #1, the 660 hp locomotive was built in Oct. 1952, and became AA #10 in Dec. 1968. After taking over the assets of the Ann Arbor

May 2012 *Location:* Elberta July 1981

It is July 1981 and the 660 hp Alco S-3 No. 7 is seen at Elberta working cars on or off of the Viking. The unit, one of five S-3s on the roster, was purchased in November 1950. The locomotive was leased by the State of Michigan to the Kent, Barry and Eaton Connecting Railroad, which returned it with engine problems. It was not repaired and was sold for scrap.

February 2016 *Location:* Elberta Unknown

No. 6 was one of four 660 hp Alco S-3s on the Ann Arbor roster, all built in 1950. It is shown here in Elberta, Michigan, with an idler car used for switching the car ferries. This unit was later leased by the State of Michigan to the Kent - Barry - Eaton Connecting Railroad and repainted into their colors. It was returned early in 1980 with a burned out engine and was sent to Alma Iron & Metal for scrapping. Of the 292 S-3s built, only three are known to be preserved, one being Manistique & Lake Superior No. 1, later Ann Arbor No. 10.

December 2018 *Location:* Elberta February 18, 1977

It is February 18, 1977, and road units, GP35s No. 386, 387 and 392 rest in company with an Alco S3 switch near the sand tower in Elberta yard. Located between mileposts 290 - 291.9, along the south shore of Lake St. Ignace and across the lake from Frankfort, the yard served the car ferry dock and local industries. Next stop for west bounds, the ports of Keweenaw, mp 352, 60 mi., Manitowoc, mp 371., 79 mi. or Menominee, mp 372, 79 mi.

May 2020 *Location:* Boat Landing October 22, 1977

Ann Arbor 7, an Alco S-3, switch out the car ferry 'Viking' on October 22, 1977. The 660 horsepower, one of the railroad's five end cab switchers, was built in 1950. After the State of Michigan took over the Ann Arbor, the unit was sold to the Kent, Barry, Eaton Connecting Railway. After suffering engine problems on that line, it was returned and then sold for scrap.

Subject: Diesel Shops

October 1986 *Location:* Owosso 1977

ALCO RS1 #21 in the locomotive shop at Owosso, MI on Oct 15, 1977. Notice that there are three levels at which the locomotive can be worked on at once: the pit between the rails, the floor and the raised platform on either side.

August 1994 *Location:* Owosso 1972

Ann Arbor GP 35 387 has coupled on to the Bucyrus 100 ton steam wrecker behind the Owosso diesel shop. As of this 1972 photo the wrecker still saw rare service.

December 1996 *Location:* Owosso 1974

A crisp winter night in 1974 finds Ann Arbor GP35 #390 resting from its duties at the Owosso, Michigan terminal.

October 2013 *Location:* Owosso March, 1964

Tuscola and Saginaw Bay GP35 # 385 and RS-2 #466 at the shops in Owosso, Michigan. The 2500 hp #385 was built by EMD in March 1964, one of the 10 GP35s bought by the Ann Arbor. The 1500 hp #466, built in October 1946 for the Detroit and Mackinac Railroad, was the first of 378 RS-2s built by Alco. It has since been sold to the Michigan Southern Railroad. This portion of the Owosso shops was built by the Ann Arbor Railroad in 1952. -- Photographer Robert I. Warwick.

July 2022 *Location:* Toledo fuel rack June 28, 2015

WAMX 3979 displays its newly applied heritage livery in Toledo on June 28, 2015. This 2000 horse Electro-Motive GP38 was manufactured for the Penn Central Company in 1969 and was assigned road number 7802. It maintained that designation into the 1980s when it was repainted Conrail blue and in 1985 when it was again refinished, this time in the orange scheme of the new Ann Arbor Railroad. In 2015 the Ann Arbor orange paint, heralds, and lettering were restored, but it was renumbered into the Watco number sequence. Photographer: Don Maddock

Subject: Diesel Whitcomb

July	1994	<i>Location:</i> Owosso	1947
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Whitcomb #1

September	2013	<i>Location:</i> Unknown	1947
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Ann Arbor #1 shown switching cars in 1947 at an unrecorded location. The 380 hp, 44 ton locomotive was built in 1941, builder's number 1/1941 at Rochelle, Illinois, by the Whitcomb Locomotive Company, which had been owned by the Baldwin Locomotive Company since 1940. The Ann Arbor class D3 locomotive weighed in at 85,600 lbs. and had a tractive effort of 25,700 lb. The No. 1 was sold to Dundee Cement in October 1965 and renumbered 951901. It was later sold to an individual who operated it on the Toledo, Lake Erie and Western Railroad out of Grand Rapids, Ohio. It still in their collection, operatable, but need of work. -- Photographer unknown, collection of Mark Cowles, from Brian Bluekamp collection.

Subject: Drawing

Cover	1983	<i>Location:</i> -	1983
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Composite drawing by Craig Wilson

Back cover	1990	<i>Location:</i> -	2-1984
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Drawing Ann Arbor diesiel #1 and steel caboose #2839 - Craig Wilson

Inside Cover	1991	<i>Location:</i> Elberta	-
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Drawing of 'Arthur K. Akinson and RS-1 at Elberta

Inside Cover	1997	<i>Location:</i> Michigan	June 26, 1931
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Ann Arbor Railroad system map from a June 26, 1931 local timetable

February	1998	<i>Location:</i> Detroit	1900
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American Car and Foundry built 200 of these wood gondolas for the Ann Arbor in 1899-1900 at its Detroit plant. This builder photo shows the cars as they were delivered in a classic period paint scheme with a variant of the "Key" herald. The line drawing below is from a stenciling diagram dated August 23, 1926, which shows the application of Wabash style lettering to these cars. In early 1925, shortly after the Wabash took over the Ann Arbor, 95 of these cars were still in use. Seventeen were listed in revenue service in 1932, though all were off the roster the following year.

Inside Cover	2003	<i>Location:</i> Drawing	1955
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Equipment line drawing of Ann Arbor #1

Inside Cover	2006	<i>Location:</i> Drawing	1920
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Diagram of Stock car, wood siding, single deck

Inside Cover	2007	<i>Location:</i> Engine Diagram	dated 1929
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Diagram Class H, engines 180- 182. Note this drawing appears to from the set of original drawing to make the diagram books.

Inside Cover	2008	<i>Location:</i> Paint Diagram	dated August 1926
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Tank car - Diagram of car number 500 the only one.

Inside Cover	2009	<i>Location:</i> Drawing	1920
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Paint drawing for Ann Arbor 9000 series Refrigerator car

Inside Cover	2010	<i>Location:</i> Drawing	undated
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Diagram for Gondola

Inside Cover	2011	<i>Location:</i> Drawing	11/25/1967
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Gondola, steel, 2000 series, assigned to the Ann Arbor by the Detroit, Toledo & Ironton Railroad.

Inside Cover	2012	<i>Location:</i> Drawing	January 1927 version
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Drawing of Engine No. 1 0-6-0 Pittsburgh 1898, Ann Arbor drawing

Subject: Elevators

June 2001 *Location:* Elberta cira 1910

n this classic view of early marine operations, Ann Arbor 2-6-0 loads boat No. 3, cira 1940. The tall building on the left is the railroads grain elevator, and the Royal Frontenac Hotel built and owned by the Ann Arbor is faintly visible across the bay. After a brief career, the hotel was destroyed by a fire on January 12, 1912.

***Subject:* Employee**

October 1992 *Location:* Owosso December 1975

December, 1975: Ron Chadwick dispatches dispatchs trains from the office in Owosso - a vital but little seen aspect of the railroads operations.

***Subject:* Engine turn table**

March 2010 *Location:* Owosso pre-1940s

Owosso Yard in the 1940's. The roundhouse is out of sight to the left. The shop building on the right survived until 1999. The steam Railroad Institue has replaced the turntable with a 100' Pere Marquette one from New Buffalo, MI. 2-8-0 2183, a Schenectady product, appears to be undergoing some type of work or inspection. This 57" drivered locomotive was scrapped in October 1940. Another unidentified steamer lurks in the background behind a couple of wooden work cars.

May 2010 *Location:* Owosso 5/20/1947

On May 20, 1947, class H-K6 Mikado type 2-8-2 #2480 sits beyond the turntable at Owosso. Built by Brooks in December 1916, the locomotives was original numbered 180. Designed for freight service with 63" diameter drivers, it could exert a tractive effort of 59,014 lbs. with its 27"x 30" cylinders. Used on snowplow trains in February 1951, it was sold on March 6, 1952, although still listed as on standby in 1953.

November 2010 *Location:* Elberta - Boat landing late 1880's

South Frankfort, later Elberta, in the late 1800's. Along the wharf are a number of two and three masted schooners, of the type known as "lumber hookers." On the vessel at the right, a sailor can be seen sitting on the boom doing some kind of work on the sail. At the far left are a turntable and water tank. There are three different sizes and a large number of flats loaded with logs. The passenger cars, from left to right, are a baggage-mail, a combine, a coach and the char car Frankfort. On the Frankfort side of the harbor are seen a passenger car and some additional freight cars.

***Subject:* Freight Car**

June 2016 *Location:* Toledo, Ohio June, 1939

Ann Arbor derrick 3187 and boom car 3398 in Toledo, Ohio, in June, 1939. The derrick was built by Bucyrus in March, 1912, and cost the Ann Arbor \$13,675. The boom and cables were powered by two 10 inch by 12 inch cylinders, providing a lifing capacity of 100 tons. After serving the railroad for almost 70 years, it is now at the Northwest Michigan Engine and Thresher Club in Buckley, Michigan. The boom car was cut down from from boxcar car 3942 and later, in 1962, became a tie car. -- Jay William Collection

May 2021 *Location:* Toledo Ottawa yard May 29, 1982

Michigan Interstate Railway's ex-Green Bay & Western Alco RS-2 AA 303, works switching bi-level auto racks in Toledo's Ottawa Yard on May 29, 1982. The 1600 horsepower locomotive was built in 1950 and was purchased by the Michigan Interstate in 1979. The unit later went to the Lake Superior Railroad Museum in Duluth, Minnesota. Photographer: Ron Cady

August 2021 *Location:* GLC Williamsburg District July 7, 2017

On the overcast morning of July 7, 2017, the day's north turn out of Cadillac is running eastward on the Great Lake Central's Williamsburg District, here following the east Arm, Grand Traverse Bay. This track, once part of the Pere Marquette Railway line to Petoskey, now ends about eleven miles eastward from Traverse City and serves only one customer, Amerhart Limited, in Williamsburg. The GLC periodically bring one or two cars of lumber to this large building supply distributor; today car train is likely the the largest in several years.

October 2021 *Location:* Elberta early 1980s

In this photograph from the early 1980's, a freight train led by four Ann Arbor GP35s is crossing the causeway leaving the yard at Elberta. Approaching Junction Switch (hidden by the grove of trees in foreground) at Mile Pole 290.29, the train will cross 184.22 miles to reach Owosso and another 106.07 before it yards in Toledo. The Ann Arbor has already moved the cars 60 to 80 miles across the waters of Lake Michigan. Photographer unknown, from the Don Harrison "UpNorth Memories" Collection

March 2022 *Location:* Milan January 2016

On a windy warm for season afternoon in the first week of January 2016, two of the Ann Arbor's ex-Union Pacific, ne' Missouri--Kansas--Texas GP39-2s are switching the in Milan. Pairs of of these were once daily visitors to the Ann Arbor's Michigan lines, but the railroad's 3000 horsepower GP40 and Gp40-2 now handle the road trains and the GP39-2s seldom travel northh of Samaria. Photographer: Don Maddock

Subject: Freight Car - Box

November 1987 *Location:* Owosso 1939

Automobile traffic wa important to the 'Annie'. For years the double door box car was the mainstay of that service. The Ann Arbor example is with Murphy ends and roof. Owosso, June, 1939.

June 1995 *Location:* Unknown No date

Box car, High cube #69005

September 2000 *Location:* Unknown post 1957

Ann Arbor wood caboos 4615, painted yellow with black lettering, and assigned to Maintenance of Way service, had formerly been AA 2820. After the arrival of the modern steel cabooses in 1952 and 1955, the road's ancient wood hacks became surplus. Several of the cars were converted to M of W service and 4615 is one of seven converted and reassigned during 1957. Coupled next to the caboos is AA X4621, on of fifty former Wabash steel rebuild box cars, sold to the Ann Arbor in 1954 and part of AA series 1100-1149. After retirement from revenue service, many of the 1100-series cars were painted black and assigned to Company Service.

August 2001 *Location:* Ann Arbor 1950

Rail fan David Bearslee captured this wonderful view of some classic freight cars resting at Ferry yard in Ann Arbor during the summer of 1950. Along with the Annie's classic single-sheathed 74000-series box car with Hutchins ends, there is a Denver and Rio Grande Western single-sheathed Fowler box car, a 1920's Chicago and Northwestern flat car with an inspiring load of tanker bodies, a Pere Marquette 1937 AAR-type box car, an unknown tank car, and beyond that, what appears to be an Ann Arbor 73750series single-sheathed box car. For modlers, the scene represents a tempting bunch of cars to replicate in miniature.

August 2005 *Location:* Owosso 1955

Ann Arbor #1, a 44 ton, 380 hp, Whitcomb built 1/1941, photographed at Owosso in 1955. It was sold to the Dundee Cement Co. 10/1985 and then to the owner of the Toledo, Lake Erie & Western in Waterville, OH in 1973. It remains, inoperative, with that railroad's collection in Grand Rapids, OH. Box car \$73921 was built by the Standard Tank Car Co. of Sharon,PA and delivered in May 1924.

October 2005 *Location:* Owosso August 1979

Newly painted Michigan Interstate cabooses #2831 and #2838 at Owosso yard in August, 1979. Cars #2830-2839 were built by the Wabash for the Ann Arbor in 1952. Similar cars, #2840-2846 were built by International Car in 1955. No. 2831 is located in Traverse City about 1/2 mile east of the Dinner Train station, and is owned by the Railroad Historical Societ of Northwest Michigan. No. 2838 is owned by the Bluewater, Michigan Chapter of the NRHS, and is located in the CSX roundhouse in Saginaw, MI.

February 2006 *Location:* Detroit Undated

Toledo, Ann Arbor & Northern Michigan. The Key Line. An outside sheated wood box car, sits in a Detroit River ferry yard with Michigan Central's carferry Transfer in the background.

July 2010 *Location:* Owosso 7/21/1957

Sitting in the yards at Owosso on July 21, 1957, is outside braced box car equipped with batteries. Stenciling says that the racks are not to be removed as the car is for battery loading only. Additional stenciling on the car indicates that it was built in September of 1919 and is to be held for dismantling. Car No. 90080

August 2010 *Location:* Boat Landing 1906

No. 3, Ann Arbor's first steel car ferry, built in 1898 by Globe Iron Works in Cleveland, Ohio, 258' x 52': 22 cars, originally, later 24, finally only 20 of the larger cars. Built with forward engines taken from Ann Arbor Nos. 1 and 2. Repowered in 1923 and lengthened 48'. Built with 2 stacks, rebuilt with only 1 as seen here. Built with a forward grain hold that could be discharged into a grain elevator at the slip while the cars were being moved off of and onto the boat. Seen here in 1906, she was retired in 1960, sold to Bultema Dock & Drege Co. who cut her down to a barge, and renamed the Manistee.

September 2010 *Location:* Owosso 9/7/1949

Sitting in the yards at Owosso on September 7, 1949, is this double sheated steel frame box car, then in use by the Stores Department. The car was formerly numbered in both 5101 - 5133 and 8137 - 8149 series. Stenciling on the car indicates that it was built in June of 1910.

August 2011 *Location:* San Diego, CA 1956

Shown way off line in San Diego, CA in 1956, number 280 is one of 50 boxcars built by the Wabash RR in 1950 and assigned to the Ann Arbor in 1956. These cars were in service on the Ann Arbor until 1972. The cars, numbered 250 through 299, were 40' long, with improved Dreadnaught ends, diagonal panel roofs and 6' Youngtown doors. The paint scheme on the car is the one applied by the Wabash shops using the older outline pennant. The car was painted box car red, including ends and roof. The load appears to be bagged cement from California's Cotton Cement

October 2011 *Location:* Bannister 1907 summer

Summer, 1907, with a class F ten wheeler in a hurry, on a trestle near Bannister, MI. Note the arch bar trucks on the box car and, underneath the tender, the pole sometimes used for pushing cars. Although not legible, it appears that the locomotive has a name on its cab side.

April 2017 *Location:* 1964

Pullman Standard PS-1, 50 foot box car with staggered double Youngstown doors, circa 1964. The cars were assigned to the Ann Arbor by the Detroit, Toledo & Ironton from their 15000-15299 series of cars. At least for a time, the cars were equipped for auto parts loading. -- Paul Dunn Photographer, from Richard Burg Collection

Cover 2021 *Location:* Monroe County February 2013

On a bright, but frigid winter morning in February 2013, a pair of Ann Arbor GP-39-2s haul a short cut of frac sand loads and single boxcar of auto parts southward through Michigan's Monroe County. Don Maddock Photograph

December 2021 *Location:* Azalia February 9, 2013

On the very cold Saturday morning of February 9, 2013, two of the Ann Arbor's thee GP39-2s are approaching Azalia, Michigan, as they return to Toledo with cars off the Great Lakes Central. The Ann Arbor's were purchased by the Missouri-Kansas-Texas in 1984 after EMD's new GP49 was already in production. The MKT apparently preferred the GP39-2s proven 2300 horsepower 645E 12 c-cylinder engine over the GP49's uprated 2800 horsepower 645F 12-cylinder but also desired EMD's other recent product improvements. The MKT's GP39's were built with GP49 car bodies.

Inside Cover 2022 *Location:* Detroit, Michigan 1887

Toledo, Ann Arbor and North Michigan Railway Hay Car No. 921, built by the Peninsular Car Company of Detroit in 1887. It was the first of a series of 25 such cars numbered 921 though 945. These cars were 34-feet long, 8-feet 6-inches wide, and 7-feet 9-inches high with a capacity of 20-tons. They were later reclassified as furniture and Hay cars; only two remained in service by 1914. The Peninsular Car Company was founded in Detroit in 1885, merged with several other companies in 1892 to become the Michigan-Peninsular Car Company and in 1899 merged with others to become the American Car & Foundry Company. Photographer unknown, from the Keweenaw Railway Historical Society Collection.

May 2022 *Location:* Durand May 16, 2013

On the afternoon of May 16, 2013, ex Ann Arbor Gp35s GLC 393 and GLC 390 are northbound through downtown Duran. The 393 display well worn Tuscola & Saginaw Bay Railway paint while 390 has recently been repainted into the Great Lakes Centra's blue and white scheme. Immediately behind 390 is a boxcar - somewhat of a rarity in GLC trains. Photographer: Dennis Schmidt

***Subject:* Freight Car - Covered Hopper**

April 1999 *Location:* Ann Arbor Ferry yard April 13, 1964

Near the end of the period of Wabash control, the Ann Arbor Railroad leased a handful of GACX Airslide covered hoppers. Here GACX 42632 is seen in Ann Arbor lettering at Ferry Yard, Ann Arbor on April 13, 1964. More information about these cars may be found in the book Freight Cars of the Ann Arbor Railroad, 1947-1985, written by Craig Wilson and available through the AARRT&HA.

November 2000 *Location:* Builder December 1957

One of fifty cars in Ann Arbor Railroad series 136-185, AA146 poses for its builder's photographer on a deary day in December, 1957. With roller bearing trucks and round roof hatches which distinguished then them their predecessors on the road, these 70 ton covered hoppers were built by American Car and Foundry and delivered to the Ann Arbor in January of 1958. They were financed under a Wabash Railroad Conditional Sale Agreement dated December 15, 1957 and leased from the Wabash. Typically found in cement service on the Annie, They proved durable, with 38 of them still on the roster as late as 1983.

November 2005 *Location:* Henderson, MI December 29, 1994

Switching the elevator at Henderson on the ex NYC branch 7 miles north of Owosso Jct., around 4 pm, 12/29/1994 GP 35 #389 is still in the original yellow and black TSBY colors as it picks up several loads of beans.

September 2009 *Location:* Owosso 1/29/1978

A major online industry for the Ann Arbor Railroad and its successors, Dundee Cement, owned by Holcim Ltd. It is the largest producer of cement in the U. S. This Chicago Freight Car Leasing Co. covered hopper was in Owosso on January 29, 1978.

June 2010 *Location:* Boon 8/24/1994

The 5:45(pm) to Yuma. GP-35s westbound with empties near Boon on their way back to the sand pit at Yuma, August 24, 1994. The Tuscola and Saginaw Bay railroad took over operating the Osmer to Alma portion of the Ann Arbor in October 1982. They assumed operations of the line from Alma to Elberta/Frankfort in May 1984. The following October the TSBY assumed what was left of Michigan Northern's old Pennsylvania line between Reed City and Petoskey. The TSBY was purchased by the Great Lakes Central in March 2006.

June 2012 *Location:* Owosso February 19, 1977

Purchased from the DT&I in 1965, caboose 2701 was built in 1925 by the Standard Steel Car Co. The 29'3" long car was originally numbered 69 and subsequently 98 by the DT&I and would have been used for yard and interchange service. Seen here in the Owosso yards on February 19, 1977. Other photos show it lettered and in use by the Michigan Interstate as late as 1980.

January 2016 *Location:* Alma December, 1969

Detroit, Toledo and Ironton EMD GP38 No. 205 leads a winter freight in Alma, Michigan, on December 20, 1969. This 2000 hp locomotive built in September, 1969, was one of five new GP38s, along with five old GP7s, that the DT&I transferred and leased to the Ann Arbor in exchange for ten of the Ann Arbor's new GP35s. -- Dennis Schmidt

Cover 2017 *Location:* Pittsfield Junction June 28, 2011

An Ann Arbor Railroad northbound crests the long climb from Milan as it approaches Pittsfield Junction on the evening of June 28, 2011. -- Don Maddock Photographer

August 2017 *Location:* Osmer yard May 5, 2011

May 5, 2011, and the Great Lakes Central entire roster of GP38-2s bring 80+ grain loads and a couple of empty hoppers into the Osmer yard for interchange with the Ann Arbor. The five EMDs were built for the Penn Central in 1972. From there, they went to Conrail, Union Pacific, Locomotive Leasing Partners (LLPX), GATX Corporation (GMTX), and finally to the Great Lakes Central. -- Don Maddock Photographer

March 2019 *Location:* Ashley October, 1980

It is October 10, 1980, and a pair of 26-year-old EMD GP35s are moving a train south through the Village of Ashley, named after promoter of the Ann Arbor Railroad. The train is passing the small park at the junction with the old Grand Trunk Western "Turkey Trail" line. A hi-rail truck waits on the branch while its crew inspects the passing train. -- William T. Clynes Photographer

May	2019 <i>Location:</i> Boon	August, 1994
On an afternoon in late August of 1994, a pair, a of ex-Ann Arbor GP35s is climbing the grade into Boon with a short string of empty sand cars for the quarry at Yuma. On this day, the locomotives are working for the Tuscola and Saginaw Bay Railway and display the second of three TSBY paint schemes. - Don Maddock Photographer		
July	2019 <i>Location:</i> Pittsfield Township	September, 2016
On the Friday before Labor Day in 2016, Ann Arbor 1337 and 2368 bring a unit grain train south through Pittsfield Township after an early morning pickup at Osmer. The lead unit, AA 1337, was built as a standard EMD GP40 for Penn Central in 1968. It later worked for Conrail, the Missouri-Kansas-Texas, and the Union Union Pacific before coming to the Ann Arbor. It has reported It been up-graded with "Dash 2" or later controls. -- Don Maddock Photographer		
September	2020 <i>Location:</i> Potomac Yard, Virginia	March 10, 1969
In 1958, the Ann Arbor acquired 50 of these 77-ton, 2006 cubic foot covered hoppers from ACF Industries, successor to the the American Car and Foundry Company. They differed from the the railroad's earlier covered hoppers by having ound covers and riding on roller bearing trucks. Originally intended for cement service out of Dundee, by the 1960s many were hauling casting sand from Yuma to Cleveland. This car was photographed in Potomac Yard, Virginia on March 10, 1969.		
Cover	2021 <i>Location:</i> Monroe County	February 2013
On a bright, but frigid winter morning in February 2013, a pair of Ann Arbor GP-39-2s haul a short cut of frac sand loads and single boxcar of auto parts southward through Michigan's Monroe County. Don Maddock Photograph		
January	2021 <i>Location:</i> Howell	January 6, 2016
It is January 6, 2016 and a trio of Great Lakes Central locomotives, GLC 396, 385 and 397, pass under the Isabel Street bridge in Howell on CSX tracks. With long strings of cars to interchange with CSX at the Ann Pere crossing, GLC must frequently pull the cars to the west side of Howell to clear the signals. The wooden bridge is closed to vehicular traffic but remains a popular spot for locals and photographers to view trains. Photographer, Mark Cowles		
March	2021 <i>Location:</i> Byron	July 10, 2020
At 7:22 pm on July 10, 2020, a southbound Great Lakes Central "Owasso South Turn" approaches Byron, Michigan, Mile Post 88.93. On the point is GLC 397. An Elector-Motive GP38-2, originally purchased by the Penn Central as PC 8015 in 1972. The trailing unit is an even older EMD, GP35 GLC 392. Purchased originally by the Ann Arbor in 1964, it is now in its fourth paint scheme and working for its fourth owner. Photographer: Mark Cowles		
July	2021 <i>Location:</i> Dundee	June 17, 2020
On June 17,, 2020, GP40-3 WAMX 4049 leads GP39-2 WAMX 3927 and Ann Arbor train RS102 southward approaching Dundee. The 4049 was built in 1968 for the Penn Central as PC 3111. It the went to Conrail, The Missouri-Kansas-Texas, the Union Pacific, and Larry's Truck and Electric before coming to the Ann Arbor. The 3927 was built in 1984 as the MKT 371. It Became UP 2370 when the Union Pacific acquired the Missouri-Kansas-Texas, WP 2370 in a temporary renumbering, and NGPS 2370 when it was leased to the New England Southern. It was acquired by the Ann Arbor cira 2012 and became Watco 3927 in 2015. Photographer: Don Maddock		
December	2021 <i>Location:</i> Azalia	February 9, 2013
On the very cold Saturday morning of February 9, 2013, two of the Ann Arbor's thee GP39-2s are approaching Azalia, Michigan, as they return to Toledo with cars off the Great Lakes Central. The Ann Arbor's were purchased by the Missouri-Kansas-Texas in 1984 after EMD's new GP49 was already in production. The MKT apparently preferred the GP39-2s proven 2300 horsepower 645E 12 c-cylinder engine over the GP49's uprated 2800 horsepower 645F 12-cylinder but also desired EMD's other recent product improvements. The MKT's GP39's were built with GP49 car bodies.		
August	2022 <i>Location:</i> Perrinton, Michigan	March 3, 2012
On March 3, 2012, a pair of the Great Lakes Central's ex-Ann Arbor GP35s is passing through Perrinton, Michigan, after working the large Michigan Agricultural Commodities Elevator in Middleton. The elevator's grain bins are visible in the distance. GLC 393 on the point, still wears the oxidized paint of the Tuscola & Saginaw Bay Railway while trailing unit GLC 385 displays the Great Lakes Central's early blue and white livery.		

December 2022 *Location:* Alma Feb. 4, 2021

In the early hours of of February 4, 2021, the Great Lakes Cental's GP35 GLC 393 is on the point of a 79-car grain train tied down on the on the mainline south of Alma. After sunrise, a Mid-Michigan Railroad crew will arrive and take the empties easties eastward to the Hemlock Township Anderson elevator for loading. The locomotive was built in 1964 for the Ann Arbor and later worked for the Michigan Interstate Railway and the Tuscola & Saginaw Bay Railway. While on the TSBY roster, ir was named the City of Cadillac. In 2016 it was repainted into a special blue, white, and silver scheme commemorating the GLC's ten-year anniversary. Photographer: Cadden Zank

***Subject:* Freight Car - Flat**

September 1991 *Location:* Elberta No date

The Boat Landing switcher is returning to the yard from Junction Switch and a trip to Frankfort. It was not unusual for the local crew to take one of the ferry idler cars with them.

July 2011 *Location:* Benzie County July 4, 1889

One hundred and twenty years ago, Frankfort and Southeastern 4-4-0 "Frankfort"bis dressed up with flags and, not just antlers, but an entire deer's head is mounted on top of the large headlight. No. 1 was built by the Rhode Island Locomotive Works in May of 1889. The Frankfort and South Eastern was incorporated in Frankfort in 1885 as a 3' guage line. That was later changed and it was built as a standard gauge line. The line was complete to Beecher in 1889 and then sold to the Toledo, Ann Arbor and North Michigan in 1892, becoming part of the Ann Arbor RR in 1895.

Cover 2016 *Location:* Boat Landing July,1981

Ann Arbor GP35 388 and the car ferry City of Milwaukee along with an idler flat and snow plow rest at Boat Landing, Elberta, Michigan, in July, 1981 -- Berry Carlson photograph

February 2016 *Location:* Elberta Unknown

No. 6 was one of four 660 hp Alco S-3s on the Ann Arbor roster, all built in 1950. It is shown here in Elberta, Micigan, with an idler car used for switching the car ferries. This unit was later leased by the State of Michigan to the Kent - Barry - Eaton Connecting Railroad and repainted into their colors. It was returned early in 1980 with a burned out engine and was sent to Alma Iron & Metal for scrapping. Of the 292 S-3s built, only three are known to be preserved, one being Manistique & Lake Superior No. 1, later Ann Arbor No. 10.

***Subject:* Freight Car - Gondola**

February 1998 *Location:* Detroit 1900

American Car and Foundry built 200 of these wood gondolas for the Ann Arbor in 1899-1900 at its Detroit plant. This builder photo shows the cars as they were delivered in a classic period paint scheme with a variant of the "Key" herald. The line drawing below is from a stenciling diagram dated August 23, 1926, which shows the application of Wabash style lettering to these cars. In early 1925, shortly after the Wabash took over the Ann Arbor, 95 of these cars were still in use. Seventeen were listed in revenue service in 1932, though all were off the roster the following year.

July 1999 *Location:* Elberta No date

The sand house and adjacent fueling rack at Boat Landing (Elberta) were a popular location to photograph the Ann Arbor's diesel motive power. In this view, GP35 number 390 hides behind the sand house, while its mate restin the background. The structure was orginally constructed to service the road's ALCO FA-2's and remained in use until the facilities were abandoned when service ended on the road's north end in 1982. It was demolished in 1990 when the yard and most of its structures were razed.

Inside Cover 2010 *Location:* Drawing undated

Diagram for Gondola

January 2010 *Location:* Owosso 1947

Appearing to be fresh from the Owosso paint shop in 1947, General Service (GS) type gondola 9571 has been okay for cinder service. This was one of a series of drop bottom gondolas numbered between 9500 and 9996, in use between 1931 and 1953. Dimensions: inside length 40', outside length 40' 8"; interior width 9' 5 1/2"; exterior width 10'; capacity 1576 cu. Ft., 100,000 lbs.

Inside Cover 2011 *Location:* Drawing 11/25/1967

Gondola, steel, 2000 series, assigned to the Ann Arbor by the Detroit, Toledo & Ironton Railroad.

January 2011 *Location:* Conneaut, OH 4/10/1971

One of 95 AAR class GB 77 ton gondolas leased to the Ann Arbor between 1965 and 1972. These cars were built by Greenville Car Co. in 1944 and rebuilt by the DT&I in 1968. Length 52' 6", width, 10' 4". Steel plate floor with solid ends. The car shown in Conneaut, Ohio on April 10, 1971.

Inside Cover 2019 *Location:* Selma Yard, Cadillac circa 1919

An unusual view of an Ann Arbor freight train departing Selma Yard in Cadillac, circa 1919. The train is crossing the diamond of the Cummer and Diggins narrow gauge logging railroad. -- Photographer unknown, from historic postcard from the Arden O. Runyan collection

***Subject:* Freight Car - Hopper coal**

November 2019 *Location:* Zanesville, Ohio Unknown

Composite hopper No. 30974 at Zanesville, Ohio. Seventy five of these 50-ton War Emergency Hopper were built for the Ann Arbor by the Wabash Railroad at their Decatur, Illinois, car shops in 1944. They were rebuilt in the mid 1950s but mostly retired by the end of that decade. -- P. B. Dunn Photographer, from the John C. La Rue Jr. Collection.

Inside Cover 2021 *Location:* Wabash Indiana September 16, 1942

Ann Arbor 2552, a USRA Light Santa Fe 2-10-2, pauses in Wabash Indiana on September 16, 1942. In late 1917, the United States faced a critical shortage of transportation resources as it prepared to enter World War 1. Unprecedented tonnages of war materials needed moved to the seaports, and the expanding armed forces demanded transport for large numbers of men. To address this exigency, the railroads were placed under temporary federal control, and the United States Railroad Administration (USRA) was created to operate the country's railroad system. Among the USRA's many undertakings were the design of a series of stand locomotives and the distribution of new locomotives to railroads needing additional motive power. In 1919, the USRA assigned four of its new Baldwin "Light Santa Fe" 2-10-2 locomotives to the Ann Arbor. Weighing over half a million pounds with tender and producing 68,375 pounds of tractive effort, these were to be the largest, heaviest, most powerful team engines the railroad would ever own. Originally numbered 190-193 and placed in Class L, they were eventually renumbered 2550 to 2553 and reclassified L2. The following year, the Ann Arbor purchased the Ls on a 15 year, \$223,900 equipment trust. This was apparently a good price for four new locomotives, as the 2-10-2s were really too big and heavy for the Ann Arbor. To prevent damage to the track, they were limited to 30 miles per hour (freight trains with smaller locomotives were permitted 45mph, passenger trains 55mph) and were restricted from many side tracks. Operation west of Cadillac posed problems since turning an 86 1/2 locomotive on Elberta's 76 foot turntable was a challenge. The Ls were often assigned secondary duties, like pushing trains up the hill from Ferry Yard to Osmer, and spent significant time on the Wabash. They worked for the Ann Arbor until 1942, when management declared them "of no further use to the company" and sold them to the Kansas City Southern. They continued in service there until 1951. Photographer: Malcolm D. McCarter

***Subject:* Freight Car - Refrigerator**

Inside Cover 2009 *Location:* Drawing 1920

Paint drawing for Ann Arbor 9000 series Refrigerator car

***Subject:* Freight Car - Stock**

Inside Cover 2006 *Location:* Drawing 1920

Diagram of Stock car, wood siding, single deck

***Subject:* Freight Car - Tank**

Inside Cover 2008 *Location:* Paint Diagram dated August 1926

Tank car - Diagram of car number 500 the only one.

January 2022 *Location:* Whitmore Lake Feb. 26, 2020

Passing through Whitmore Lake on February 26, 2020, is GLC 397, a 2000 horsepower GP38-2 built by Electro-motive in 1972 for Penn Central. It was later owned by Conrail (CR), Electro-Motive Division Leasing (EMDX), Union Pacific (UP), Locomotive Leasing Partners (LLPX) and the GATX Locomotive Group (GMTX). Photographer: Chris Trower

June 2022 *Location:* Owosso Sept. 7, 1947

Ann Arbor No. 1, a 380-horsepower 44-ton Whitcomb Model 44-DE-22 purchased in 1941. It shown here switching a string of tank cars outside of the Owosso shops on September 7, 1947. The locomotive went to Dundee Cement and is now in the collection of the Lake Erie & Western Railroad in Grand Rapids, Ohio. Photographer: Elliot Kahn, from the AARRT&HA's Louis A. Marre Collection

August 2022 *Location:* Perrinton, Michigan March 3, 2012

On March 3, 2012, a pair of the Great Lakes Central's ex-Ann Arbor GP35s is passing through Perrinton, Michigan, after working the large Michigan Agricultural Commodities Elevator in Middleton. The elevator's grain bins are visible in the distance. GLC 393 on the point, still wears the oxidized paint of the Tuscola & Saginaw Bay Railway while trailing unit GLC 385 displays the Great Lakes Central's early blue and white livery.

***Subject:* Freight House**

December 1994 *Location:* Urania No date

Alco FA2 51 heads up a freight. The units are almost brand new with just a little mud on her face.

January 2000 *Location:* Howell No date

A serene winter view of the Ann Arbor's Howell depot and freight house. The brick depot was built in 1884 and is preserved today, housing a museum. The 22' x 48' freight house, constructed during the same year, has long since vanished. Beyond the freight house on the same spur, is a fuel depot, one of many such small on-line customers which once existed on the Annie.

October 2003 *Location:* Howell No date

We are looking at the Ann Arbor's depot and motor car shed in Howell, Michigan.

September 2018 *Location:* Oak Grove

The first Oak Grove, Livingston County, Depot. In addition to the numerous individuals in the photo, at some of them possible passengers, there is a fair amount of freight business, milk cans on the ground, barrels on the platform and crates in the building. This structure burned and was replaced by a more ornate brick station, the foundations of which are still visible east and north of the road crossing.

***Subject:* Freight Train**

February 1983 *Location:* Mesick 1917

A train load of coal for the 'Czar' is captured at Mesick in 1917.

July 1983 *Location:* Cohoctah circa 1914

Conductor Betcher takes his place on the ground ready to inspect passing Train extra 2490 as it meets Train 51, engine 1614 at Cohoctah.

December 1983 *Location:* Ann Arbor No date

An Ann Arbor freight passes over a frozen Argo Pond, Ann Arbor, Michigan with 2-8-0 #2170.

July 1984 *Location:* Ann Pere No date

Orders are given to the tailend by operator Julian Strong at Annpere Tower

October 1984 *Location:* US-12 overpass 1980

TO 1 approaches the US-12 underpass October 1980 with GP35 #87 on point - GP35 #386 on trail

January 1986 *Location:* Byron 1981

Ann Arbor RS2's #301 and #303 bring train TO-3 north through Byron, MI in 1981. These two units were built for the Green Bay and Western in 1950 and were purchased by Michigan Interstate in 1979.

July 1986 *Location:* Cadillac 1951

Ann Arbor RR train TO-3 passes one of Michigan's most familiar landmarks, the Durand Depot in August 9, 1981. The train is actually on Grand Trunk Western rails. The AA tracks were originally on the north side of the depot, to the left in this view.

January	1987	<i>Location:</i> Ann Arbor	1935
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Mikado 2482 with cylinder cocks open starts a freight out of Ann Arbor, MI, 1935

November	1988	<i>Location:</i> Osmer	No date
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Freight Trains

Cover	1989	<i>Location:</i> Alma	No date
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Consolidation (2-8-2) #2491 bring a freight train through the Ann Arbor Railroad's namesake city. These 1923-built Alco locomotives were the backbone of the Ann Arbor's freight handling fleet until seven A-A sets of FA-2 diesels retired them in 1950.

Cover	1990	<i>Location:</i> Ann Arbor	July 8, 1950
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"Hooping up orders," The conductor of this northbound freight is perched on the steps of his caboose to grab orders as his train passes the Ann Arbor, Michigan depot. This date is July 8, 1950 and in just a few years the wood caboose will be retired to maintenance-of-way service.

January	1990	<i>Location:</i> Osmer hill	1950
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1950 marked the year that the Ann Arbor finally dieselized. AA 56 was only a few months old when Robert Hadley's camera caught the FA-2 charging up Osmer Hill outside Ann Arbor. ALCO FA2 #56

February	1990	<i>Location:</i> Durand	No date
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Nine of the ten Ann Arbor GP-35's survive today on the Tuscola & Saginaw Bay. Number 389 and 388 back down the Grand Trunk Western mainline in front of the Durand Depot, a move necessitated by the removal of the diamonds at the depot.

April	1990	<i>Location:</i> Toledo	1960
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Seventeen steel cabooses built in 1953 (2830 - 2839) and 1955 (2840 - 2846) meant the end for the wood hacks in use since the turn of the century. Caboose 22831 prepares to depart Ottawa Yard at Toledo for Owosso and Boat Landing.

May	1990	<i>Location:</i> Ann Arbor	July 6, 1950
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Consolidation 2480 was only months from retirement as it pulled this freight train out of the Ann Arbor on July 6, 1950. The arrival of the new FA-2's diesels made scenes such as this quickly disappear.

August	1990	<i>Location:</i> Ferry yard	No date
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Agent Bill Linna looks on as Train TF-5 pass the Ferry Yard office led by GP-35 #390. The white number boards were installed and Gyalight removed while in service on the DT&I.

December	1990	<i>Location:</i> Mesick	No date
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Southbound Train FT-2 passes over the Manistee River. After crossing this bridge the train will curve right, past the trees, through Mesick and on past Yuma, Harrietta, Boon arriving at Cadillac in about an hour or so.

January	1991	<i>Location:</i> Durand	1940
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Mikado 2482 has received permission to cross the Grand Trunk Western diamonds just east of the depot in Durand. The south bound train has undoubtedly had to wait a while to clear this busy GTW hub in the late 1940's.

February	1991	<i>Location:</i> Diann	February 11, 1978
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During the winter of 1978, Lake Michigan became almost completely frozen over. The carferries could not make their runs, resulting in this model-like local passing Diann Tower on the morning of February 11, 1978.

Cover	1992	<i>Location:</i> Alma	1981
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Ann Arbor Railroad GP-35's 386 and 389 lead an eastbound freight through Alma in January of 1981, a scene which could not be duplicated eleven years later. Engine would become the only Ann Arbor GP-35 to be scrapped while 389 still travels these rails in the yellow and black colors of the Tuscola & Saginaw Bay Railway. The C&O line to the left in the photo is gone as the Mid-Michigan Railroad now uses the former Ann Arbor mainline through Alma.

February	1992	<i>Location:</i> Toledo	1960
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Penn Central coal trains were a common sight on the Ann Arbor in the late 1960's. GP-38 7892 and four other units are at Ottawa Yard in Toledo awaiting a rested crew to take the loaded train to Owosso.

April 1992 *Location:* Cadillac No date

GP-35's 391 and 393 prepare to depart Selma Yard at Cadillac for the run to Elberta.

June 1992 *Location:* Mesick June 14, 1981

Extra East at 2 P. M. on the afternoon of June 14, 1981. GP-35's 385, 391 and 394 are at Mile Post 255 and in a few minutes will cross the bridge over the Manistee River just west of Mesick.

September 1992 *Location:* Pittsfield Junction June 19, 1990

Three ex-Conrail GP-38's make up the motive power of the current Ann Arbor Railroad. 7802 and 777 are at Pittsfield Junction on June 19, 1990.

November 1992 *Location:* Alma 1950

During the steam era, big mikados kept the mainline freights moving. On July 6, 1950 AA 2480 was near the end of her career as the locomotive dragged a heavy westbound freight into Ann Arbor. The FA-2's were only six months away.

December 1992 *Location:* Alma 1968

The light of snow adds artistic highlights to caboose 2845 as it passes eastbound through Alma. While the yellow ends and compass herald reflect the DT&I influence in 1968, the marker lamps are remainders of an earlier era.

Cover 1994 *Location:* Owosso 1957

Ann Arbor FA2 55 ups up a freight train through Owosso, Michigan on a Spring day in 1957. Note the reflective white paint that looks silver or gray on one and white on the other.

September 1994 *Location:* Vernon March 29, 1941

Passenger train 51 meets an eastbound freight at Vernon, Michigan on a cold, crisp March 29, 1941. Passenger trains treated as inferior movements on the Annie were not uncommon. Note the varnish had to take the siding.

October 1994 *Location:* Toledo 1978

Sand tonnage rumbles through the Toledo area. Sand mined in Yuma, Michigan bound for the Ford Motor Company in Cleveland has been an enduring commodity haul for the Ann Arbor Railroad.

December 1994 *Location:* Urania No date

Alco FA2 51 heads up a freight. The units are almost brand new with just a little mud on her face.

Cover 1996 *Location:* Elberta 1973

Familiar faces to most of the Ann Arbor were the GP35's delivered in 1964 and painted in a DT&I inspired scheme. This scene shows three of them on an eastbound freight in Elberta in 1973

January 1996 *Location:* Milan February 12, 1994

Ann Arbor Railroad GP38 7771 leads unit 7802 on a freight past the old mill at Milan, Michigan on February 12th, 1994. Three of these units were acquired from Conrail and comprise the entire fleet of the present day Ann Arbor.

March 1996 *Location:* Near Pontiac trail north of Ann No date

Sporting their Wabash inspired paint, Ann Arbor FA-2's 50 and 50A hustle a freight near Pontiac Trail in 1956. Behind the engines is one of the Annie's USRA single-sheated boxes, followed by a Southern Pacific flat, New York Central box and another Ann Arbor single sheathed box car, probably from the 74000 or 41000 series. Initially operated in pairs comprising a "single unit", these handsome engines would later be equipped for multiple unit operation. Four of them would even see service on the Wabash after leaving the Ann Arbor.

April 1996 *Location:* Ann Arbor No date

While 2-8-0's were the most numerous wheel arrangement on the Annie's "modern" freight power, her most capable engines were the eight mikados on the roster. Ann Arbor 2-8-2 #2492 originally wore #185 when delivered in 1923 by the American Locomotive Works. One of five locomotives originally comprising Class H-1, they were reclassified to Class K-7 and renumbered around 1930. These units were similar to the Ann Arbor's first three 2-8-2's delivered by Alco in 1916 and would be the steam power built for the road.

November 1996 *Location:* Howell 1994

The Tuscola and Saginaw Bay presently operates much of the former Ann Arbor line and relies on the former Annie's GP35s for most of its motive power requirements. TSBY #393 and #394, shown here at Howell on December 2, 1994 wear the road's attractive blue, red and yellow paint scheme.

February 1997 *Location:* Milan February 20, 1993

In a scene typical of the present day Ann Arbor Railroad, ex-Conrail GP38s 7771 and 7802 prepare to leave the east end of Milan yard with a Toledo bound freight on February 20th, 1993.

May 1997 *Location:* Toledo January 22, 1964

Ann Arbor Number 2 was one of two ALCO S-1s delivered to the road in in 1944. It is seen here working in Toledo on the eastbound Ann Arbor main at the Columbus Street crossing on January 22, 1964. The reserved black, Wabash-style scheme is the only one that this engine would wear. ALCO yard switchers were common sights at Toledo, Owosso and Boat Landing during the diesel years.

August 1997 *Location:* Petosky Aug. 1, 1990

Most of the former Ann Arbor GP35s survive today on the Tuscola & Saginaw Bay, which operates a good portion of the former Ann Arbor, as well as Michigan trackage from other roads such as the Pennsy. Here, TSBY 393 and 385 are seen on August 1, 1990 with an extra bound for Petoskey from Cadillac.

August 1998 *Location:* Manistique 1955

The Manistique and Lake Superior was a subsidiary road of the Ann Arbor, located in Michigan's upper peninsula. Its sole diesel was ALCO S-3 #1 built in 1952. After the M&LS ceased operations in 1968, this engine became Ann Arbor #10. M&LS #1 is shown here working at Manistique in August, 1955.

October 1998 *Location:* Owosso August 28, 1996

Tuscola and Saginaw Bay GP35 389 leads 390 and a third unit on a TSBY freight at King Road, Owosso, Michigan on August 28, 1996. Former Ann Arbor units make up the backbone of the Tuscola and Saginaw Bay's motive power fleet.

Cover 1999 *Location:* Petoskey December 20, 1989

In addition to the former trackage it serves, the Tuscola and Saginaw Bay Railway also runs over ex-Pennsylvania RR track from Cadillac to Petoskey. In this December 20, 1989 scene, TSBY 390, one of eight former Ann Arbor Railroad GP35's operated by the road, battles the north Michigan winter weather on its run to Petoskey.

February 1999 *Location:* Durand 1939 era

It is April of 1939, and Ann Arbor mikado 2490 passes through Durand with a consist headed by five refrigerator cars, including one from the Armour Refrigerator Line, and two Green Bay and Western cars. The handsome Mike from the Annie's K-7 class is fitted with a large snow plow pilot, which undoubtedly came in handy during the previous winter. By the time this photograph was taken, the locomotive had been modified with a Worthington feedwater heater, but had yet to receive lubricators atop its cylinders which necessitated raising the forward section of the running boards.

February 2001 *Location:* Osmer November 29, 1999

November 29, 1999: Ann Arbor Railroad GP38s 7802, 7771 and a pair of blue, gray and yellow CSX Geeps arrive at Osmer and take the siding with a train of 61 empties. Shortly after this picture was taken, the Ann Arbor units would be cut off and travel down the main and over to Saline.

Cover 2003 *Location:* Middleton December 18, 1999

On a clear December 18, 1999 TSBY #388 and #1977 are ready to take a grain train from Middleton to Owosso. Action takes place on the Middletown Branch.

January 2003 *Location:* Durand March 9, 1978

GP35s #394 and 390 lead an Ann Arbor train thru Durand on a late afternoon winter day (March 9, 1978)

December 2003 *Location:* Boon July 1979

Ann Arbor train FT2 meets Sperry Railcar at Boon siding, in July, 1979. This meet has drawn much attention with a couple of company vehicles as well as a couple of railfans.

October 2017 *Location:* Yuma October 2, 1976

A twelve year old GP35 uses its 2500 horsepower to lead a sister unit and mixed freight through a cut, surrounded by the autumn colors. The train is near Yuma, Michigan on October 2, 1976. -- Barry Carlson Photographer

Back cover 2017 *Location:* Owosso 1981

Caboose AA2838 on a Michigan Interstate Railway eastbound train in the spring of 1981. A 1952 product of the Wabash car shops, 2838 has been restored and resides at the Steam Railroading Institute at Owosso, Michigan. -- Jim Sinclair Photograph

January 2018 *Location:* Howell Feb. 5, 2017

Feb. 5, 2017, Great Lakes Central Anniversary Unit, GP35 No. 393 work a grain train. The train is on CSX tracks in Howell, Mi. The GLC often needs to pull long trains being interchanged at AnnPere west through Howell to clear switches and signals.

March 2018 *Location:* Osmer August 2005

It is August 2005, and GP35s 392 and 390 are bring the Tuscola and Saginaw Bay's morning Osmer turn south through the farm and forest county between Durand and Howell. The EMDs began their long careers with the Ann Arbor in 1964, became State of Michigan property, were purchased by the Tuscola and Saginaw Bay, and since 2006 worked for the Great Lakes Central.

May 2018 *Location:* Milan May 3, 1986

A pair of south bound Ann Arbor GP 38s lead a train across the Saline River near Milan on May 3, 1986. This portion of the old Ann Arbor, about 50 miles from Toledo to Osmer, was operated by the Michigan Interstate Railroad from 1977 until 1988, by the Ann Arbor Acquisition Corporation until 2013 when WATCO took the line.

July 2018 *Location:* Milan February 2008

An Ann Arbor train passes through Milan, MI in February 2008. The lead unit, EMD GP 39-3 No. 2373, was built in 1984 with a MKT, WP, UP heritage. The railroad itself, came into existence in 1988 and run a distance of 50 miles, from Toledo to Osmer, north of Ann Arbor, an interchange with the Great Lakes Central that runs north from there. The railroad's headquarters were off line in Howell, MI. The railroad was purchased by WATCO in 2013.

August 2018 *Location:* Diann August 18, 1978

August 18, a local, or, turn, crosses the Diann diamond at milepost 20 north of Toledo, Locomotives Nos. 394 and 385 are 2500 hp EMD GP 35s built in 1964. After serving the Ann Arbor, the Michigan Interstate and the Tuscola and Saginaw Bay, these 54 year old locomotives, now repowered with EMD 645 engines, are their fourth owner, the Great Lakes Central Railroad.

October 2018 *Location:* Cohoctah

Michigan Interstate Alco RS3 No. 301 leads a southbound train that has just passed through Cohoctah in north Livingston County. The 1600 hp locomotive is an ex Green Bay & Western unit built in 1950 and purchased from a dealer in 1979. This locomotive is one of two on the Michigan Interstate roster and is one of 1265 built by Alco for U. S. railroads between May 1950 and August 1956. The locomotive went to the Lake Superior Railroad Museum in Duluth, MN, but it has since been cut up and scrapped.

December 2019 *Location:* Selma yard February 3, 2011

A pair of Great Lakes Central GP35s, sporting the remnants of two different Tuscola and Saginaw Bay Liveries, push aside fresh snow as they ease out of Cadillac's Selma Yard on the morning of February 3, 2011. In 2016, the trailing unit GLC 393, was refinished in a special paint scheme celebrating the Great Lakes Central's tenth anniversary. -- Kelly Countryman Photographer

Inside Cover 2020 *Location:* Elberta Unknown

At some time in the distant past, a train is running along Elberta's Frankfork Avenue as it departs Boat Landing. The line eastward had stiff grades, and this day's tonnage demanded "double heading." The lead locomotive's headlight, number board, boiler piping, and air reservoir location suggest that it is one of the G (later I-4) class Consolidations acquired in 1908. The that can be discerned on the trailing locomotive hint that it, too, is a G class 2-8-0. Below: Possibly the same train has crossed the that would later become state highway M-22 and is winding its way toward Thompsonsille.

January 2020 *Location:* Milan January 6, 2019

Late in the afternoon of January 6, 2019, a trio of Ann Arbor EMDs brings a long train of auto racks into Milan. On the point, WAMX 3927 was formerly AA 2370, one of the Ann Arbor's ex-Union Pacific, ne-Missouri-Kanas-Texas GP39-2s and the first to to be refinished into parent company Watco's corporate livery. The Ann Arbor brings loads of Jeeps from Chrysler's Toledo plant to Milan six night each week, but these are empties going to Urania for short term storage.

August 2020 *Location:* Alma September 17, 1998

Tuscola & Saginaw Bay 2648, an ex ex-Southern Railway high nose GP35, and TSBY 392, an ex-Ann Arbor GP35, lead a train through Alma on September 17, 1998. TSBY 2648, the 'City of Howell,' was scapped by the Great Lake Central in 2018. The trailing TSBY 392, the 'City of Mt. Pleasant,' remains in occasional service on the Great Lake Central.

October 2020 *Location:* Marion July 31, 2015

On July 31, 2015, the morning Great Lakes Central Clare turn rolls through Marion eastbound behind a pair of the railroad's GP38-2s. The train is heavily laden with fracking sand from Fairmount Santrol's quarry at Yuma. The sand plant has since closed, reopened, and closed again in response to fluctuations in the demand for Yuma's material.

December 2020 *Location:* Howell February 5, 2017

GLC 393, one of the Ann Arbor's original GP35s, dispys the Great Lake Central's special paint scheme celbrating the railroad's 10th birthday. On February 5, 2017, the locomotive leads a long train though the west side of Howell on CSX tracks while switching the AnnPere interchange.

***Subject:* Freight Yard**

April 1990 *Location:* Toledo 1960

Seventeen steel cabooses built in 1953 (2830 - 2839) and 1955 (2840 - 2846) meant the end for the wood hacks in use since the turn of the century. Caboose 22831 perparees to depart Ottawa Yard at Toledo for Owosso and Boat Landing.

August 1990 *Location:* Ferry yard No date

Agent Bill Linna looks on as Train TF-5 passess the Ferry Yard office led by GP-35 #390. The white number boards wee installed and Gyrilight removed while in service on the DT&I.

September 1990 *Location:* Boat landing No date

Carferry Ann Arbor No. 3 begins to make its turn to back in the East Slip, passing Ann Arbor No. 5 in the West Slip at Elberta. When the boats were still in steam, the stacks bore red "A,s" on silver bands.

November 1990 *Location:* Ann Arbor July 5, 1950

Ten-Wheeler #152 prepares to act as a pusher, shoving backwars on the caboose on July 5, 1950. After helping this northbound over Osmer Hill, north of town, the locomotive will drift down to Ferry Yard.

June 1991 *Location:* Milan 1970

At traffic levels slowly dropped, meets between tains became harder to capture on film. GP-35 #388 leads the southbound past caboose 2832 on the west bound train as they pass at the south end of Milan yard in the late 1970's.

July 1991 *Location:* Kewaunee, Wisconsin July 13, 1981

Bridge traffic across Lake Michigan was always a large part of the Ann Arbor Railroad's existence. The Green Bay & Western was a strong link in that traffic obtained form the Northwest. Two unique Alco RS-27's unload the Viking at Kewaunee on July 13, 1981.

August 1991 *Location:* Manistique No date

With a second-hand tender from the Wabash, Manistique & Lake Superior 2380 does not cut a dashing figure. This hand me-down consolidation was formerly Atlantic Mining Coper Range No. 8. The engine worked on the M&LS until it was scrapped in 1951.

December 1991 *Location:* Owosso No date

Trim Ten wheelers graced the AA for many years. They proved able as light switchers, passenger engines, and on way freights. No. 121, an 1899 Baldwin product, was still used to push freights over Osmer Hill in the Forties.

January 1994 *Location:* Elberta No date

Michigan Instate GP 35 389 idles at Boat Landing on the ready track. Engines were fueled and sanded there to be sent back south on the next train.

February 1997 *Location:* Milan February 20, 1993

In a scene typical of the present day Ann Arbor Railroad, ex-Conrail GP38s 7771 and 7802 prepare to leave the east end of Milan yard with a Toledo bound freight on February 20th, 1993.

August 2001 *Location:* Ann Arbor 1950

Rail fan David Bearslee captured this wonderful view of some classic freight cars resting at Ferry yard in Ann Arbor during the summer of 1950. Along with the Annie's classic single-sheathed 74000-series box car with Hutchins ends, there is a Denver and Rio Grande Western single-sheathed Fowler box car, a 1920's Chicago and Northwestern flat car with an inspiring load of tanker bodies, a Pere Marquette 1937 AAR-type box car, an unknown tank car, and beyond that, what appears to be an Ann Arbor 73750series single-sheathed box car. For modlers, the scene represents a tempting bunch of cars to replicate in miniature.

August 2003 *Location:* Elberta Boat landing No date

Two of the Ann Arbor Railroads carferry fleet are seen in the harbort at Elberta. Boat #5 is behind the marine office building, number is not visible from the other boat.

April 2011 *Location:* Frankfort 1898

Ann Arbor No. 2 at the Elberta dock in 1898. No. 2 was one of two boats built in 1892 for the Ann Arbor Railroad by the Craig Shipbuilding Co. of Toledo, Ohio. The railroad used these boats to initiate railroad carferry service on Lake Michigan. The No. 2 was 264.2' x 53' and could carry up to 24 cars on its 4 tracks. The boat was retired in 1913, sold and cut down to a barge which was abandoned in 1927. Note the lack of a sea gate at the stern and the toward stack surrounded by cabins. At the time of the photo, there was no aft wheel house to use in docking the vessel.

January 2012 *Location:* Alma 1940s

Two similar cabooses sit in Alma, Mi, sometime during the 1940's. No. 2814 is a Pullman product built in 1886 while No. 2825 was built in 1895. Note that the window placement is somewhat different on the two cars, with the windows on No. 2814 being placed slightly higher. These wood bodied cars has steel under frames and were 35' 3" and 35' 9" in length. Both cars were sold to Luria Bros. May 1, 1961.

May 2012 *Location:* Elberta July 1981

It is July 1981 and the 660 hp Alco S-3 No. 7 is seen at Elberta working cars on or off of the Viking. The unit, one of five 3-3s on the roster, was purchased in November 1950. The locomotive was leased by the State of Michigan to the Kent, Barry and Eaton Connecting Railroad, which returned it with engine problems. It was not repaired and was sold for scrap.

June 2012 *Location:* Owosso February 19, 1977

Purchased from the DT&I in 1965, caboose 2701 was built in 1925 by the Standard Steel Car Co. The 29'3" long car was originally numbered 69 and subsequently 98 by the DT&I and would have been used for yard and interchange service. Seen here in the Owosso yards on February 19, 1977. Other photos show it lettered and in use by the Michigan Interstate as late as 1980.

Cover 2018 *Location:* Elberta February 18, 1977

Elberta yard

***Subject:* Interlock Tower**

June 1990 *Location:* Milan No date

The scene inside the interlocking tower at Milan, Michigan is practically timeless. Built by the Wabash Railroad, it served the junction between the Ann Arbor and Norfolk & Western.

September 1992 *Location:* Pittsfield Junction June 19, 1990

Three ex-Conrail GP-38's make up the motive power of the current Ann Arbor Railroad. 7802 and 777 are at Pittsfield Junction on June 19, 1990.

October 1994 *Location:* Toledo 1978

Sand tonnage rumbles through the Toledo area. Sand mined in Yuma, Michigan bound for the Ford Motor Company in Cleveland has been an enduring commodity haul for the Ann Arbor Railroad.

December 2000 *Location:* AnnPere 1940s

The engineer of Ann Arbor Railroad mike number 2493 leans out the cab window to pick up orders "on the fly" at Ann Pere tower in this classic steam-era photograph from the 1940's. To the right, on the PM/C&O interchange track, PM87460, a very interesting Pere Marquett steel-sheated, rebuild box car with original Hutchins ends, awaits retrieval.

November 2003 *Location:* Cadillac No date

Location Cadillac: These two photos give us a view of the AA/PRR tower at the diamond in Cadillac. The photo on the left is looking at the tower from the AARR mainline from east (or south) and the photo on the right is looking straight on at the diamond

April 2012 *Location:* Ann Pere -

Annpere Tower, located southeast of Howell, protected the crossing of the Ann Arbor and Pere Marquette railroads. This is the second tower at what was originally called Howell Junction. It was closed June 30, 1959. This view is looking south along the Ann Arbor tracks. The signals near the tower are train order order signals, the shorter one being for the Ann Arbor and indicating that the tower has orders to deliver. Note the pipes that connect the signals to the levels in the tower. The single blade semaphore in the distance is the home signal for the interlocking plant and is in the stop position.

August 2018 *Location:* Diann August 18, 1978

August 18,, a local, or, turn, crosses the Diann diamond diamond at milepost 20 north of aToledo, Locomotives Nos. 394 and 385 are 2500 hp EMD GP 35s built in 1964. After serving the Ann Arbor, the Michigan Interstate and the Tuscola and Saginaw Bay, these 54 year old locomotives, now repowered with EMD 645 engines, are their forth owner fourth owner, the Great Lakes Central Railroad.

Subject: M of W

January 1985 *Location:* Farwell No date

Snow plows

June 1985 *Location:* Manistique 1958

Snow plows

July 1985 *Location:* Milan 1979

Maintenance of Way Equipment

July 1987 *Location:* Cadillac 1976

AA 4624 at Elberta, July, 1976. The ex-Wabash box car was specially painted by the art class of Cadillac High School in 1972 to welcome the Michigan Artrain.

January 1988 *Location:* Milan 1960

Caboose Wood M of W #4614

March 1988 *Location:* Owosso No date

Maintenance of Way Equipment

June 1989 *Location:* Pittsfield Junction 1970

Steam in action on the Ann Arbor in the 1970's was in the form of this venerable 100-ton Bucyrus crane built in 1912. Here it is at work on a derailment at Pittsfield Junction, just south of Ann Arbor.

January 1992 *Location:* Unknown 1940

The Ann Arbor owned two wooden Russell Snow Plows. Here, AA 4500 is being shoved by a 2400-series mikado on a cold and snowy day in the 1940's.

April 1995 *Location:* Unknown 1900

Maintenance of Way Equipment

Cover 1997 *Location:* Elberta 1973

Jim Sinclair's camera found Ann Arbor ALCO S-3 number 6 and crew waiting for their next switching move at Boat Landing on July 17th, 1973. In the distance, a plume of smoke drifts from the stack of the car ferry S. S. City of Milwaukee, on loan from the Grand Trunk. Countless passenger and railfans witnessed similar sights at the Ann Arbor's Marine terminal during the diesel era.

April 1997 *Location:* Sherman -

Sherman, Michigan was a station and on the Ann Arbor and predecessors during the very early years. Later, it would become the Mesick depot, after the formation of that town. In this interesting view from around the turn of the century, a group of section hands pose with their tools for an unknown photographer at the Sherman depot.

October 1997 *Location:* Toledo 1938

one of the more interesting and elusive pieces of equipment in maintenance of way service on the Ann Arbor was ditcher 3723, see here working in Toledo during 1938. Formerly numbered S-40, this machine was built in 1913 by the American Ditcher Company and sold to the Wabash in 1934.

December 1997 *Location:* Elberta July 17, 1973

In the early 1950's, the Ann Arbor went shopping for a replacement for its aging wood snowplows. The result was steel Russell snowplow 4502 which still has its Wabash-era pennant herald in this July 17, 1973 photo. The plow was a common resident at Boat Landing during the off season, but as winter set in, it would be called into action battling the heavy Michigan snows. Overland Models has previously imported brass models of this "standard" single track Russell, while Walthers produces HO scale models and recently announced an N scale version. The above paint scheme is caboose red (including roof) with yellow grabs, white lettering, silver horn and black headlight.

Cover 1998 *Location:* Elberta 1930s

Ann Arbor hand derrick 3179 is surrounded by other maintenance of way equipment in this steam era photograph. Painting standards adopted for the road's equipment after coming under the control of the Wabash specified the complete name of the parent road with A. A. stenciled nearby in smaller letters. New stenciling diagrams from the early 1930's no longer called for inclusion of the Wabash stencil, restoring to prominence the Ann Arbor name. The extent to which actual practice followed the diagrams is, at best a guess. Regarding of what the official diagrams would seem to indicate, the characteristic variation associated with repaints, along with the length of time that some equipment might go between painting, combined to produce a cornucopia of lettering schemes which can be seen in photographs of the late 1930's and 1940's.

September 2000 *Location:* Unknown post 1957

Ann Arbor wood caboose 4615, painted yellow with black lettering, and assigned to Maintenance of Way service, had formerly been AA 2820. After the arrival of the modern steel cabooses in 1952 and 1955, the road's ancient wood hacks became surplus. Several of the cars were converted to M of W service and 4615 is one of seven converted and reassigned during 1957. Coupled next to the caboose is AA X4621, one of fifty former Wabash steel rebuild box cars, sold to the Ann Arbor in 1954 and part of AA series 1100-1149. After retirement from revenue service, many of the 1100-series cars were painted black and assigned to Company Service.

December 2003 *Location:* Boon July 1979

Ann Arbor train FT2 meets Sperry Railcar at Boon siding, in July, 1979. This meet has drawn much attention with a couple of company vehicles as well as a couple of railfans.

May 2004 *Location:* Unknown 7/21/57

Maintenance of Way Equipment

January 2006 *Location:* Boon 1890s

Section crew in front of the TAA&NM depot at Boon, 55 miles from Frankfort and 245 miles to Toledo, in this early 1890's photo, the open window allows us to see the agent with his telegraph equipment. Note that the baggage room door is at wagon height rather than extending all the way to the platform. In the background in the cutover evidence of lumbering in the area.

August 2007 *Location:* Elberta Undated

Ann Arbor passenger car #4405, originally #11, was a 66 passenger coach built by Pullman in 1886. Overall length is 59' 5" while the inside length is 51' 8" with an interior width of 8' 11". Location is marked as Elberta, the dapper individual on the platform is unidentified. The car is listed in 1917, but not in 1925.

February 2013 *Location:* Owosso June 14, 1976

Ann Arbor Maintenance of Way dining car 3296, sitting at Owosso, Michigan, on June 14, 1976. Some sources indicate that the car is an ex Wabash Pullman sleeper, although its exact heritage has not been determined. -- Potographer unknown, collection of Mark Cowles, Bob's Photos, Used with permission.

Inside Cover 2014 *Location:* Owosso May 3, 1980

In 1955, the Ann Arbor purchased 50 box cars from the Wabash. These had been built in 1922-23 by ACF and Pullman as double sheathed, door and half automobile box cars. In 1929, the Wabash rebuilt them into steel cars. They were numbered 1100-1149 on the Ann Arbor and were converted to work train service in 1961. Seen here at Owosso, May 3, 1980, note, the short ladders installed next to the door additional grab irons on the end of the car. Note also that the roof walk has been removed, although full height ladders are still present on the sides and ends of the car. The car still has has old style ribbed wheel to go with its fresh new paint. -- Photographer J. R. Quinn, from the John C. La Rue, Jr. collection.

June 2016 *Location:* Toledo, Ohio June, 1939

Ann Arbor derrick 3187 and boom car 3398 in Toledo, Ohio, in June, 1939. The derrick was built by Bucyrus in March, 1912, and cost the Ann Arbor \$13,675. The boom and cables were powered by two 10 inch by 12 inch cylinders, providing a lifing capacity of 100 tons. After serving the railroad for almost 70 years, it is now at the Northwest Michigan Engine and Thresher Club in Buckley, Michigan. The boom car was cut down from from boxcar car 3942 and later, in 1962, became a tie car. -- Jay William Collection

January 2017 *Location:* Elberta May, 1969

Alco RS-1 No. 21, seen here working the yard at Boat Landing in May of 1969. This 1000 horsepower locomotive was built in Decemeber, 1950. After working for the Ann Arbor Railroad and Michigan Interstate Railway, it was donated to the Southern Michigan Railroad Society, Incorporated. It is currently be mechanically restored. -- Hugh A. Hornstein Photographer

April 2018 *Location:* Cadillac July 1964

Seen here in July 1964 at Cadillac, No. 4813 was built as Toledo, Ann Arbor and North Michigan No. 16 in 1891 at a cost of \$209.40. It was later renumbered Ann Arbor 2813. When converted to M of W service in November 1957, it received its current number. The caboose later went to the Cadillac & Lake City Railroad, then to the Leelanau Senic Railroad, and finally to Northern Scuba on M22 in Traverse City. Later photos shows show it it now abandoned in overgrowth.

March 2019 *Location:* Ashley October, 1980

It is October 10, 1980, and a pair of 26-year-old EMD GP35s are moving a train south though the Village of Ashley, named after promoter of the Ann Arbor Railroad. The train is passing the small park at the junction with the old Grand Trunk Western "Turkey Trail" line. A hi-rail truck waits on the branch while its crew inspects the passing train. -- William T. Clynes Photographer

Subject: Motor Car

August 1982 *Location:* Clare cira 1915

Mc Keen Car

Cover 1984 *Location:* Elise cira 1915

Mc Keen Car stopped at Elsie depot

February 1984 *Location:* Marion depot cira 1915

Mc Keen Car at Marion, MI cira 1915

June 1999 *Location:* Owosso 1911 - 1929

In 1911, the Ann Arbor Railroad took delivery of five, seventy foot long, McKeen motor cars, to expand its passenger service and stave off competition from competition from a proposed interurban line. In many ways, the McKeens were ahead of their time, but the car;s mechanical transmissions made them far less reliable than the gas-electric motor cars which came on the scene in the 1920's and were used successfully on many other railroads over the next few decades. The Ann Arbor used McKeens for a relatively short time, and left the roster in 1924.

February 2014 *Location:* Unknown Unknown

A Manistique & Lake Superior Railroad Cadillac Rail Car with appears to be a small group officials inspecting either the car or the line. This is likely one of two motor car acquired by the railroad in 1933 to carry mail and perhap, the occasional passenger. Note the auto style marker light, front and rear. Note also, the dolly wheel located between the wheels of the front truck. These would be jacked down so so that the car could be swung off o the tracks at an appropriate crossing or other suitable spot -- Photographer unknown, Centurion photo print from ARRT&HA collection

***Subject:* Motor Car Mckeen**

November 1983 *Location:* Shepard cira 1915

Mr. N. W. Struble and daughter, Pearl Rowland, depart the Shepherd depot after arriving in one of the Ann Arbor's five McKeen motorcars.

November 1995 *Location:* Cohoctah 1924

Mc Keen Car

August 2002 *Location:* Vernon No date

A passenger and the agent wait for the McKeen car to arrive at the Ann Arbor's depot at Vernon.

March 2004 *Location:* Toledo Undated

Mc Keen Car

December 2011 *Location:* Chilson Unknown

McKeen Motor Car No. 5 at Chilson, south of Howell, on its Trip from Howell to Toledo. This 70' car was purchased by the Ann Arbor in May of 1911, one of 5 cars purchased in 1911 for local service between Toledo and Cadillac, the grades north of Cadillac being too serve for the car's limited power. The car was divided into Motor's cab and engine room, a 6' 6" baggage compartment, a 29' smoking comparment and a 54' passenger compartment. One stall motor car shelds were built for the McKeens at Cadillac, Owosso, Howell and Toledo. The last use of the cars was in 1924.

Inside Cover 2018 *Location:* Corunna

The Ann Arbor depot at Corunna, Michigan. The McKeen motor car car on the righthand track places the the date as circa 1910.

***Subject:* Open Hopper**

November 2012 *Location:* Owosso July 21, 1957

One of 25 hoppers transferred from the Wabash to the in 1943, where they used until 1958 when they were transferred back to the Wabash. The cars were some of the hundreds rebuilt by the Wabash with pressed steel panel sides manufactured by Union Metal Products. In the USRA cars, capacity was increased from 1880 cu. Ft. The Ann Arbor cars, being 30" longer at 33'. Had their capacity raised to 2120 cu. Ft. The car is shown in Owosso, July 21, 1957.

***Subject:* Passenger Car**

April 2003 *Location:* Elberta No date

A view of the Ann Arbor passenger/observation car "Owooso" in the Elberta yard.

June 2005 *Location:* Elberta 1953

Wabash Paymaster's Car at Elberta in 1953.Note the Cannonball drumhead. Alco S-1 #3,blt. 1944, switching the carferry.

August 2007 *Location:* Elberta Undated

Ann Arbor passenger car #4405, originally #11, was a 66 passenger coach built by Pullman in 1886. Overall length is 59' 5" while the inside length is 51' 8" with and interior width of 8' 11". Location is marked as Elberta, the dapper individual on the platform is unidentified. The car is listed in 1917, but not in 1925.

November 2010 *Location:* Elberta - Boat landing late 1880's

South Frankfort, later Elberta, in the late 1800's. Along the wharf are a number of two and three masted schooners, of the type known as "lumber hookers." On the vessel at the right, a sailor can be seen sitting on the boom doing some kind of work on the sail. At the far left are a turntable and water tank. There are three different sizes and a large number of flats loaded with logs. The passenger cars, from left to right, are a baggage-mail, a combine, a coach and the char car Frankfort. On the Frankfort side of the harbor are seen a passenger car and some additional freight cars.

May 2014 *Location:* Ann Arbor June 14, 2013

On June 14, 2013, a Great Lakes Central special train crosses the Huron River on its approach to Ann Arbor for display at the city's 13th annual Green Fair. The leading cab car, FRYX 790, is one of a set of former Chicago area Metra cars the GLC was contracted to rebuild for potential commuter service between Howell and Ann Arbor and Ann Arbor and Detroit -- Photographer Steve Sobel

Inside Cover 2017 *Location:* Owosso Unknown

Business Car No. 8, the Owosso, an all wood car built in 1889. It was sold in 1941 to the West Shore Hotel in Owosso for \$150. -- Photographer unknown, from the Don Wilson collection courtesy of Gordon Lykekesen

May 2017 *Location:* Durand May 16, 2013

A Great Lakes Central southbound prepares to depart Durand on May 16, 2013. Leading the locomotive consist is a pair of the Ann Arbor's original GP35s, one still in faded Tuscola and Saginaw Bay colors. These 52 year old, 2500 horse EMDs are still earning their keep. The third locomotive is a much younger but well traveled ex-Penn Central GP38-2. Note the two passenger cars trailing the locomotives. -- Dennis Schmidt Photographer

***Subject:* Passenger train**

April 1982 *Location:* Durand circa 1940

Passenger Trains

November 1982 *Location:* Mesick circa 1915

Passenger Trains

May 1983 *Location:* Marion circa 1915

The engineer takes care of oiling engine #202 as the baggage car is loaded in the scene at Marion, Michigan.

July 1983 *Location:* Cohoctah circa 1914

Conductor Betcher takes his place on the ground ready to inspect passing Train extra 2490 as it meets Train 51, engine 1614 at Cohoctah.

October 1983 *Location:* Temperance circa 1935

Engine 1610, bell ringing, prepares to depart Temperance.

August 1984 *Location:* Howell 1949

Passenger Train #52 stops at Howell, Michigan 8/10/1949. Within a year passenger service will end on the Ann Arbor.

March 1985 *Location:* Owosso 1941

Passenger Trains

Cover 1988 *Location:* Owosso No date

Passenger Trains

May 1988 *Location:* Durand No date

Passenger Trains

April 1989 *Location:* Durand No date

F-class 4-6-0 #121 makes a station stop at Durand, Michigan, in 1938. By 1927, the Ann Arbor had eleven of these locomotives from various builders. They worked as switchers and on local freights as well as handling some passenger trains.

May	1989	<i>Location:</i> Durand	1938
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Passenger Trains

August	1989	<i>Location:</i> Ann Arbor	1946
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Train #52 pulled by Atlantic #1614 crosses the Huron River bridge at Ann Arbor during the summer of 1946. At one time there were four of these I-class 4-4-2's on the Ann Arbor assigned exclusively to the passenger trains.

September	1989	<i>Location:</i> Ann Arbor	No date
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Football trains brought many different steam locomotives from other railroads to the Ann Arbor, like this Chesapeake & Ohio backing down to pick up its train at Ferry Yard.

November	1989	<i>Location:</i> Ann Arbor	No date
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The eight H-class mikados were the real workhorse of the Ann Arbor. Although they were freight locomotives, this photo taken at Ferry Yard is evidence they did see passenger service on football specials. The massive snowplow pilot bears testimony to northern Michigan winters.

December	1989	<i>Location:</i> Durand	1942
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Durand, Michigan; 1942, Northbound train #51 makes a lengthy stop at the Grand Trunk Western depot so that its consist of mail and express baggage could be handled to the GTW's Chicago Subdivision.

March	1990	<i>Location:</i> Ann Arbor	No date
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Atlantic 1611 heads south across State Street in Ann Arbor with Train No. 52. The dust and smoke give the impression of great speed but high speed with AA passenger trains was only relative to pedestrians.

July	1990	<i>Location:</i> Ann Arbor	No date
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July, 1990 marks the fortieth anniversary of the end of passenger service on the Ann Arbor. Short two or three car trains were the norm, as Trains 51 and 52 trundled their way through the pastures and forests of Michigan.

May	1991	<i>Location:</i> Elsie	1910
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Train time at Elsie, 1910. This wooden depot later succumbed to fire and was replaced by a handsome brick structure. The number of cars behind Atlantic #201 and the large crows suggest that this train is one of the "Prosperity Specials" run by the railroad during that era.

May	1992	<i>Location:</i> Ann Arbor	No date
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With Train 52 in tow, Atlantic 1612 departs from the depot in Ann Arbor. From the wig-wag signal to the wooden crossbucks on the striped post to the Railway Express truck, the photograph really captures the "atmosphere" of railroading.

September	1994	<i>Location:</i> Vernon	March 29, 1941
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Passenger train 51 meets an eastbound freight at Vernon, Michigan on a cold, crisp March 29, 1941. Passenger trains treated as inferior movements on the Annie were not uncommon. Note the varnish had to take the siding.

November	1994	<i>Location:</i> Ann Arbor	No date
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Train 52, westbound, departing Ann Arbor crosses the Michigan Central Railroad and the Huron River. Shorty the little 69 inch drivers of the Atlantic will dig in to climb Osmer Hill.

Cover	1995	<i>Location:</i> Owosso	No date
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Passenger Trains

July	1995	<i>Location:</i> Benzie County	1889
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Passenger Trains

August	1996	<i>Location:</i> Ann Arbor	1940
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Train 52, with Ann Arbor Class E-5 Atlantic at the point, pauses to take on water at Ann Arbor in the later 1940's. At one time, the Annie operated four of these graceful ALCO engines and a very similar sister built in 1909. Together, they were the road's primary passenger power.

March 1997 *Location:* Durand cira 1940

The Durand depot, used by the Grand Trunk Western and the Ann Arbor Railroads during the years of passenger service has always been an impressive structure. In this scene, AA1614, the Ann Arbor's sole Class E-6 Atlantic stops at Durand with westbound train 51 sometime during the 1940s. As of August 1996, the AARRT&HA now has a display room in this historic depot.

July 1997 *Location:* Ann Arbor No date

The Ann Arbor Railroad had a coaling tower and steel water tank at Ann Arbor, located south(east) of Ferry Yard. Here, eastbound Train 52 has stopped, probably to take on water for the remainder of its trip to Toledo's Cherry Street depot. As was common during the last years of Ann Arbor passenger service, one of the Wabash ACF-built coaches (1217) is wearing the markers.

November 1998 *Location:* Ann Arbor No date

The Ann Arbor's freight power is shined up and looking its best in this classic photo which was once a common sight during University of Michigan football weekends. On a crisp fall day cira 1940, Extra 2176 East, a football special headed by Ann Arbor Class I-4, 2-8-0 #2176 waits to depart Ferry Yard for Toledo. Because of its location adjacent to the athletic facilities in Ann Arbor, Ferry Yard served as a marshalling point for special passenger trains run by the railroads to transport fans to the games. Also in the consist are Wabash Class K-2 Mikado #2201, another Ann Arbor Class I-4 Consolidation (either 2173 or 2175), and a string of coaches, possibly from the Wabash.

July 2001 *Location:* Clare July 17, 1949

Train 52, with ten-wheeler #153 at the point, calls at the AA/PM Union depot in Clare, Michigan on July 17, 1949. The interlocking tower and depot both sport gray paint with with and black trim. Passenger service would end a year later, and the view would change further in the early 1950's, when the tower's wood siding would be covered with "maintenance-free" asbestos. The tower would vanish completely by the late 1950's, replaced by an automatic interlocker and the familiar color light signals.

November 2002 *Location:* Ann Arbor No date

Three Ann Arbor locomotives, each at the point of a Football Special, wait at Ferry Yard.

March 2003 *Location:* Chilson No date

In this photo we see an Ann Arbor Railroad passenger train approaching the coaling tower at Chilson, Michigan.

June 2006 *Location:* Howell 5/15/2005

GP35 #385 City of Elmira leads a Lake Central Charter from the depot museum and under the North Michigan Avenue Bridge in Howell on Sunday, May 15, 2005. The trip was one of several operated in conjunction with Howell History Days.

September 2006 *Location:* Toledo 7/19/1950

Last run of Train #51, its scheduled 7 hr. 37 min. trip to Frankfort. The train is preparing to leave Toledo's Cherry Street Depot on July 19, 1950. I class Atlantic, 4-4-2, #1611, was built by Schenectady in Nov. 1907 with 69" drivers. Originally numbered 201, it was withdrawn and scrapped in Feb. 1951.

March 2009 *Location:* Unknown undated

A Class B 4-4-0, #9 was built by Rogers in 1887 with 63" drivers and weighting in at 81,600 lbs. The engine is seen here with a wooden cab and pilot, and on the pilot, a long link for the link pin coupler. Although the crew is posing for the camera, th

Cover 2011 *Location:* Owosso 1940s

Westbound engine No. 1611, 4-4-2 Atlantic type, built in 1907 by Schenectady, waits with a typical 1940's passenger train at Owosso.

March 2011 *Location:* Owosso Unknown

Westbound train No. 51 passing through the Owosso yards moments away from its scheduled 11:32 A.M. station stop. 4-6-0 #151 was built by Baldwin in 1903 and lasted until being scrapped in 1951. It was equipped with 63" drivers and 19" x 26" cylinder bore and stroke, giving it a tractive effort of 153,300 lbs. On the left is the roundhouse and on the right the old shop building that lasted until being torn down in 1999 after housing PM 2-8-4 #1225 for a time. The site of the roundhouse now holds the Steam Railroad Institute's engine house, the current home of PM 1225.

May 2011 *Location:* Whitmore Lake July 1950

July 1950 and the last westbound Ann Arbor passenger train, pulled by Atlantic type 4-4-2 #1611, makes its last stop at the Whitmore Lake Station. A small number of people await the train, and there is even something for the baggage car.

July 2011 *Location:* Benzie County July 4, 1889

One hundred and twenty years ago, Frankfort and Southeastern 4-4-0 "Frankfort" is dressed up with flags and, not just antlers, but an entire deer's head is mounted on top of the large headlight. No. 1 was built by the Rhode Island Locomotive Works in May of 1889. The Frankfort and South Eastern was incorporated in Frankfort in 1885 as a 3' gauge line. That was later changed and it was built as a standard gauge line. The line was complete to Beecher in 1889 and then sold to the Toledo, Ann Arbor and North Michigan in 1892, becoming part of the Ann Arbor RR in 1895.

July 2012 *Location:* Toledo Cherry Street station November 1903

Cherry Street Station, Toledo, OH, date unknown. No. 153, a class F3 4-6-0 built by Baldwin in November 1903 sits with its train for passengers. The locomotive is one of 12 Ten Wheelers on the Ann Arbor's roster, and one of six of the F3 Class. This class weighed in at about 70 tons, had a boiler pressure of 170 psi. and cylinder dimensions of 19" x 26". The locomotives were used by the Ann Arbor in both freight and passenger service. No. 153 was scrapped in December 1948.

August 2013 *Location:* Owosso Unknown

Baldwin built 4-6-0 #151 with a typical Ann Arbor passenger train, label as being at Owosso on an unknown date. The locomotive was built in February 1903 and came to the Ann Arbor as number 49, later being renumbered to 108 and finally as 151. The ten wheeler has 63" drivers and was designed as being suitable for both freight and passenger service. The engine was scrapped at Owosso in March of 1951. -- Photographer unknown collection of Mark Cowles, from Brain Bluekamp collection

April 2014 *Location:* Dundee Unknown

Atlantic No. 1612 leads a passenger train across the River Raisin at Dundee on an unknown date. The 4-4-2 type locomotive was built by Schenectady in 1907 at a cost of \$13,698.61 and was one of five Atlantic type locomotives the Ann Arbor owned. It last ran on September 30, 1950, pulling Train 52 from Frankfort to Owosso. It was scrapped three months later. -- Photographer unknown, collection of Mark Cowles.

June 2014 *Location:* Owosso Unknown

A two car northbound train pauses at the Ann Arbor's home town depot in Owosso. Along with the Arch windowed coach is either steel Baggage/RPO car No. 474 or 477. The brick depot, which replaced an earlier wooden structure, was built in 1912 at a cost of \$18,550.92. It lasted about 40 years, being dismantled sometime during the middle 1950s. Interestingly, no known photo of the back side of the building exists. -- Photographer William J. Miller, from the collection of Robert A. Hadley, provided by Henry Burger

September 2015 *Location:* Durand April 11, 1942

Ann Arbor No. 152 with eastbound train 52 at the Grand Trunk's Durand Union Station around 2:00 pm on April 11, 1942. Detroit and Mackinac trains also stopped at this station, allowing passengers to transfer between trains of all three railroads. Note also the Grand Trunk's coaling tower in the background. No. 152 was one of 4 class F3, later reclassified as H4, 4-6-0s that were built by Baldwin in 1903 for the Ann Arbor. It was scrapped in March, 1953. -- Lynn E. Taylor Photographer, collection of Dick Fountain - RR & Traction Photos

November 2015 *Location:* Ann Arbor

Eastbound train 52 is in Ann Arbor on its daily except Sunday trip from Frankfort to Toledo. The Ann Arbor's 1939 Time Table No. 107 shows Train 52 leaving Boat Landing at 7:10 am, Frankfort at 7:40 am, and arriving in Toledo at 4:55 pm. It was scheduled to be in Ann Arbor at 3:25 pm. -- William J. Miller Photographer collection of AARRT&HA

September 2017 *Location:* Mesick Unknown

Milk cans are being loaded while an Ann Arbor 4-4-0 smokes during a station stop at Mesick, located at mile post 254.12. While no date is shown on the photo, it was taken during the transition period from horse drawn to horseless carriages. The earliest possible date could be established by those familiar with the automobile model. -- Photographer unknown, collection of Dave Davis from Centurion Photos, courtesy of Mark Cowles, used with permission.

April 2019 *Location:* Durand April 11, 1942

Ten Wheeler Ann Arbor 152 running eastward (Compass south) near Durand Union Station on April 11, 1942. The 1903 H-4 class Baldwin was initially Ann Arbor 50 and later 109. With 63-inch drivers, 19-inch x 26-inch cylinders, and 170 pounds per square inch of steam pressure, the 152 produced 21,528 pounds of tractive effort. It was in service as late as May 1950 and was scrapped in March 1953. -- Photographer unknown, Lynn E. Taylor Collection of the Michigan Railroad Club, courtesy of Dick Fountain - - RR & Traction Photos

June 2019 *Location:* Durand Unknown

Led by Ann Arbor 1614, a 4-4-2 class E-6 Atlantic, an east bound (compass south) train is loading baggage and passengers at Durand's Union Station. The 1909 ALCO Scenectady built locomotive was numbered 204 and placed in class I-1. With 69-inch drivers, the locomotive had a tractive effort of 23,125 pounds. It was scrapped in April of 1951, nine months after passenger service ended. -- George F. Kuschel, courtesy of Dick Fountain - RR & Traction Photos

April 2021 *Location:* Toledo station Unknown

A westbound passenger train waiting at the Ann Arbor's Cherry Street Passenger depot and business office in Toledo. The building was erected in 1896 and sat on the south eastern corner of Cherry and Seneca Streets between the Wheeling & Lake Erie freight office and the Toledo Terminal Railroad Station. It was razed in 1964 and the entire locale has been redeveloped during the city's Greenbelt Parkway project. AA 153, the locomotive on today's train, is a Baldwin Ten-Wheeler, one of six similar 4-6-Os purchased in 1902 and 1903. It was scrapped in 1948. Photographer unknown: from the Bob Lorenz Collection.

June 2021 *Location:* Ann Arbor South State Street Unknown

A Class ES 4-4-2 Atlantic pulls and eastbound, (compass south) passenger train across South State Street in the City of Ann Arbor. The switch in the foreground ran to a Sinclair Refining Company tank farm. The locomotive, AA 1611, was built by ALCO Schenectady in September 1907 and cost the Ann Arbor \$13,698.61. It worked for the railroad until passenger service ended and was scrapped in March of 1951. Photographer: Cleland Wylie, from the Sam Breck collection.

September 2021 *Location:* Ann Arbor Ferry yard Unknown

Game day trains at Ferry Yard in Ann Arbor circa 1930. From 1902 until 1967, Ann Arbor accommodated passenger specials to the University of Michigan foot games. An Ann Arbor Train came north from Toledo for local fans, and depending on the day's opponent, Grand Trunk Western, Pere Mere Marquette, Wabash, and the big eastern roads would run trains into towns over the the Ann Arbor tracks. The fan would disembark in the yard, and the University's big stadium was just a short walk up the hill. It appears today's game is over, and folks are boarding for the trip home. Photographer unknown, courtesy of Dave Harrell from the Centurion Photo Carlton Johnson Collection

November 2022 *Location:* Howell

In this undated photo from the steam era, a southbound train pauses at the Howell passenger station. Beyond the depot is the freight house, other long-gone buildings, and a couple of wood freight cars. The coaling shed, with a gondola on the trestle inside, sits farther back, and to the far right is a structure which at various times was a wool shed, a potato shed, and and the high school basketball court.

***Subject:* Roundhouse**

August 1991 *Location:* Manistique No date

With a second-hand tender from the Wabash, Manistique & Lake Superior 2380 does not cut a dashing figure. This hand me-down consolidation was formerly Atlantic Mining Coper Range No. 8. The engine worked on the M&LS until it was scrapped in 1951.

June 1996 *Location:* Toledo No date

Built by ALCO in 1912, Ann Arbor 2-8-0, #2352 was the longest lived of a group of three large Consolidation on the Annie. Originally designed Class G-2, these engines became Class I-6 when the Ann Arbor's motive power was reclassified and renumbered to conform to Wabash conventions. Formerly AA #172, this locomotive was scrapped in the late 1940's. It is shown here in Toledo.

September 1997 *Location:* Owosso July 1936

Among the myriad of ten wheels that served on the Ann Arbor during the steam era were two Class H-2 (former Class F-2) engines built by Baldwin in 1899 and numbered 130-131 (ex 102-103). Ann Arbor 130 is at the Owosso roundhouse in this view from July 1936. These engines had previously served the New York and Ottawa and were acquired second hand by the Ann Arbor.

June 1999 *Location:* Owosso 1911 - 1929

In 1911, the Ann Arbor Railroad took delivery of five, seventy foot long, McKeen motor cars, to expand its passenger service and stave off competition from competition from a proposed interurban line. In many ways, the McKeens were ahead of their time, but the car's mechanical transmissions made them far less reliable than the gas-electric motor cars which came on the scene in the 1920's and were used successfully on many other railroads over the next few decades. The Ann Arbor used McKeens for a relatively short time, and left the roster in 1924.

July 2000 *Location:* Owosso No date

In this early view, Ann Arbor 2-10-2 number 191 rests next to the roundhouse at Owosso. This engine would become AA2551 in the road's renumbering of the early 1930's. The United States Railway Administration assigned four of these lumbering, Baldwin built, USRA light "Sanfe Fe's" to the Annie in 1919, though they seem to have been ill-suited for use on the road, and were confined mostly to operation on the Ann Arbor's south end. Too long to be turned on a 75' turntable such as at Elberta and Owosso, Toledo was the only facility on the Ann Arbor with turntable long enough to accommodate them. All four were sold to the Kansas City Southern in September 1942, and AA 191/2551 became KCS engine 221, serving its new owner until scrapping in November of 1951.

November 2004 *Location:* Elberta circa 1940

Buildings - Roundhouse

March 2011 *Location:* Owosso Unknown

Westbound train No. 51 passing through the Owosso yards moments away from its scheduled 11:32 A.M. station stop. 4-6-0 #151 was built by Baldwin in 1903 and lasted until being scrapped in 1951. It was equipped with 63" drivers and 19" x 26" cylinder bore and stroke, giving it a tractive effort of 153,300 lbs. On the left is the roundhouse and on the right the old shop building that lasted until being torn down in 1999 after housing PM 2-8-4 #1225 for a time. The site of the roundhouse now holds the Steam Railroad Institute's engine house, the current home of PM 1225.

Subject: Sand House

December 1998 *Location:* Toledo No date

Early in their careers on the Ann Arbor, ALCO FA-2s 56 and 56A, together comprising on Class D-32 locomotive, rest next to the relatively new Ross & White sand tower at the road's Manhattan Yard in Toledo. This tower was later moved to Ottawa Yard. Barely visible at right is the Annie's roundhouse and "lean-to" sand storage/drying shed. Also evident are the water columns and tank, which along with the other structures once essential to the existence of steam motive power, would soon be relegated to history.

July 1999 *Location:* Elberta No date

The sand house and adjacent fueling rack at Boat Landing (Elberta) were a popular location to photograph the Ann Arbor's diesel motive power. In this view, GP35 number 390 hides behind the sand house, while its mate restin the background. The structure was originally constructed to service the road's ALCO FA-2's and remained in use until the facilities were abandoned when service ended on the road's north end in 1982. It was demolished in 1990 when the yard and most of its structures were razed.

June 2002 *Location:* Toledo 1956

The Ann Arbor dieselized its entire system in late 1950. Seven A-A pairs of ALCO FA-2 freight locomotives were the choice for road engines, and they displayed the Wabash-inspired Ann Arbor blue, gray and white paint scheme very well. Ann Arbor 53 and 53A are seen here at Toledo in 1956, awaiting their next call to duty.

October 2002 *Location:* Elberta July 17, 1973

Ann Arbor GP35 number 390 lounges at Boat Landing on July 17, 1973.

December 2018 *Location:* Elberta February 18, 1977

It is February 18, 1977, and road units , GP35s No. 386, 387 and 392 rest in company with and Alco S3 switch near the sand tower in Elberta yard. Located between mileposts 290 - 291.9, along the south of shore of Lake betsie and across the lake from Frankfort, the yard served the carferry dock and local industries. Next stop for west bounds, the ports of Kewaunee, mp 352, 60 mi., Manitowoc, mp 371., 79 mi. or Menominee, mp 372, 79 mi.

Subject: Shops area

March 1983 *Location:* Copemish cira 1890

Toledo, Ann Arbor & North Michigan engines #5 and #25 at the Copemish, Michigan engine house and coal dock

March 2010 *Location:* Owosso pre-1940s

Owosso Yard in the 1940's. The roundhouse is out of sight to the left. The shop building on the right survived until 1999. The steam Railroad Institue has replaced the turntable with a 100' Pere Marquette one from New Buffalo, MI. 2-8-0 2183, a Schenectady product, appears to be undergoing some type of work or inspection. This 57" drivered locomotive was scrapped in October 1940. Another unidentified steamer lurks in the background behind a couple of wooden work cars.

May 2010 *Location:* Owosso 5/20/1947

On May 20, 1947, class H-K6 Mikado type 2-8-2 #2480 sits beyond the turntable at Owosso. Built by Brooks in December 1916, the locomotives was original numbered 180. Designed for freight service with 63" diameter drivers, it could exert a tractive effort of 59,014 lbs. with its 27"x 30" cylinders. Used on snowplow trains in February 1951, it was sold on March 6, 1952, although still listed as on standby in 1953.

Subject: Signals

September 1998 *Location:* Milan August 26, 1996

Summer is waning as Ann Arbor GP38s 7802 and 7771 hustle a freight through Milan, Michigan on August 26, 1996.

October 1999 *Location:* Thompsonville 1960

At one time, Thompsonville claimed two depots, after the Ann Arbor Railroad moved its depot to Copemish, the road would share this Pere Marquette depot at Thompsonville with its owner, and it srved as a train order station for both AA and PM (later C&O) trains. The Ann Arbor terminated its passenger service in 1950, but short C&O passenger trains still at the depot in the early 1960's when this photograph was taken.

January 2000 *Location:* Howell No date

A serence winter view of the Ann Arbor's Howell depot and freight house. The brick depot was built in 1884 and is preserved today, housing a museum. The 22' x 48' freight house, constructed during the same year, has long since vanished. Beyond the freight house on the same spur, is a fuel depot, one of many such small on-line customers which once existed on the Annie.

October 2000 *Location:* Thompsonville 1970's

In this view from the late 1970's, Ann Arbor 390 and 389 work at Thompsonville while in charge of an eatbound AA/Michigan Instate freight. Unit 389 wears the "ferry in the fog" paint scheme by this time, part of Michigan Interstate's effort to revitalize the struggling Annie.

December 2000 *Location:* AnnPere 1940s

The engineer of Ann Arbor Railroad mike number 2493 leans out the cab window to pick up orders "on the fly" at Ann Pere tower in this classic steam-era photograph from the 1940's. To the right, on the PM/C&O interchange track, PM87460, a very interesting Pere Marquett steel-sheated, rebuild box car with original Hutchins ends, awaits retrieval.

September 2001 *Location:* Toledo cira 1950

Ann Arbor S-1 #3 works at Toledo, cira 1950. Among the cars in the train's consist are a Green Bay and Western refrigerator, an non-descript tank car, a Pennsy stock car, and a Pennsy X-31 box car. Those were the days..

June 2003 *Location:* Alma 1976

Here we see the Ann Arbor agent office and freight house at Alma. This building is currently part of Alma College.

November 2003 *Location:* Cadillac No date

Location Cadillac: These two photos give us a view of the AA/PRR tower at the diamond in Cadillac. The photo on the left is looking at the tower from the AARR mainline from east (or south) and the photo on the right is looking straight on at the diamond

February 2005 *Location:* near Osmer 9/22/2003

Ann Arbor RR GP39-2 #2368 & 2373, running between the Huron River and Osmer siding on 5/21/2004. These 2300 hp units carry their former UP numbers but were originally MKT #369 and #374, built 6/1984. They were put into service 8/1/2003 and made their first trip together on the Ann Arbor on 9/22/2003.

September 2005 *Location:* Durand 1960s

FA #55A leads a southbound freight across the diamonds at Durand. Note the gate behind the second reefer and the smudge pots on the walkways.

February 2011 *Location:* Durand mid 1950's

A pair of FA-2s, led by No. 51 crosses the double tracks of GTW's Holly sub east of the Durant Union Station sometime during the mid 1950s. Items of note, the unique set of signals on the post to the left of the stand pipe providing water to GTW's steam locomotives. The class D32 Alcos were built in 1950 and were part of the Ann Arbor's fleet of 14 of the 1600 hp cab units.

December 2011 *Location:* Chilson Unknown

McKeen Motor Car No. 5 at Chilson, south of Howell, on its Trip from Howell to Toledo. This 70' car was purchased by the Ann Arbor in May of 1911, one of 5 cars purchased in 1911 for local service between Toledo and Cadillac, the grades north of Cadillac being too steep for the car's limited power. The car was divided into Motor's cab and engine room, a 6' 6" baggage compartment, a 29' smoking compartment and a 54' passenger compartment. One stall motor car sheds were built for the McKeens at Cadillac, Owosso, Howell and Toledo. The last use of the cars was in 1924.

April 2012 *Location:* Ann Pere -

Annpere Tower, located southeast of Howell, protected the crossing of the Ann Arbor and Pere Marquette railroads. This is the second tower at what was originally called Howell Junction. It was closed June 30, 1959. This view is looking south along the Ann Arbor tracks. The signals near the tower are train order signals, the shorter one being for the Ann Arbor and indicating that the tower has orders to deliver. Note the pipes that connect the signals to the levels in the tower. The single blade semaphore in the distance is the home signal for the interlocking plant and is in the stop position.

October 2015 *Location:* Alma January, 1980

After the Tuscola and Saginaw Bay took over the Ann Arbor in 1977, it worked to develop its own image, but some time passed before all of the locomotives received new paint. Seen here in Alma in January, 1980, are two versions of the former Ann Arbor GP35s in the temporary "Bandit" paint schemes that were used until full paint could be applied. In the lead is No. 392 with its Michigan Interstate Railroad identity painted out and trailing is No. 394 with what appears to be its original Ann Arbor name painted out. Note the somewhat unusual signal next to the trailing unit. -- Dennis Schmidt Photographer

October 2016 *Location:* Byron October, 1981

Michigan Interstate Railway Alco RS-2 No. 301 heads through Byron, Michigan, in October, 1981. The 1600 hp locomotive was built for the Green Bay & Western Railroad in 1950 and was purchased by the Michigan Interstate in 1979. It later went to the Lake Superior Railroad Museum but has since been cut up and scrapped. The eastbound train is just north of the Byron depot. -- Barry Carlson Photographer

Back cover 2016 *Location:* Ann Arbor 1963

On a winter evening in 1963, Ann Arbor FA-2 No. 54 is about to depart Ferry in Ann Arbor with FT5, the overnight Toledo to Elberta boat train. -- Mark Hildebrandt photograph

February 2017 *Location:* Durand Unknown

The "York" depot at Durand sometime in the early 1950s. Located timetable west (compass north) of the Grand Trunk Western diamonds, this building was the Ann Arbor's original station in the city of Durand. It later became a train order station for the railroad. The Signal Department building behind it belongs to the Grand Trunk Western. -- Photographer unknown, from the Brain Bluekamp collection courtesy of Mark Cowles.

February 2018 *Location:* Milan June 1991

Milan Tower and a passing southbound train on in June morning in 1991. The brick interlocking tower first stood at the Wabash - New York Central crossing in Britton, Michigan, but was moved to Milan in the mid-1930s when the Central's line was abandoned. It guarded the Ann Arbor - Wabash diamonds in Milan until August 12, 1991, when it was removed from service. The tower was razed the following May.

March 2020 *Location:* Clare November 17, 1982

Michigan Northern 1604, an Electro-Motive GP9, heads north on the State of Michigan's ex- Ann Arbor tracks through Clare on November 17, 1982, passing the joint Ann Arbor - Chesapeake & Ohio depot. The train order signal's blade is in a vertical position, showing that there are no orders for the train crew. MIGN 1604 was an ex-Louisville & Nashville, Chattanooga and St. Louis unit acquired by the Michigan Northern in 1981.

June 2021 *Location:* Ann Arbor South State Street Unknown

A Class ES 4-4-2 Atlantic pulls and eastbound, (compass south) passenger train across South State Street in the City of Ann Arbor. The switch in the foreground ran to a Sinclair Refining Company tank farm. The locomotive, AA 1611, was built by ALCO Schenectady in September 1907 and cost the Ann Arbor \$13,698.61. It worked for the railroad until passenger service ended and was scrapped in March of 1951. Photographer: Cleland Wylie, from the Sam Breck collection.

Subject: Snow plow

August 1993 *Location:* Owosso No date

Snow plows

November 1993 *Location:* Unknown No date

Snow plows

January 2002 *Location:* Beulah No date

Ann Arbor GP35 number 386 and Russell plow 4502 team up to clear snow from the track along Crystal Lake.

July 2002 *Location:* Elberta July 17, 1973

Ann Arbor ALCO S-3 switcher number 6 at Boat Landing on July 17, 1973.

January 2008 *Location:* Walton Jct March 1964

Former Ann Arbor GP 35 #390 and Plow #4502 working on the former Pennsylvania Railroad's ex Grand Rapids & Indiana line. The northbound train is crossing U.S. 131 just north of Walton Jct. where the line to Traverse City branches off to the right. The 390 was built by EMD in March 1964. The Russell wedge was purchased by the Ann Arbor in the early 1950s to replace aging wooden plows.

December 2009 *Location:* Unknown Undated

Wedge plow #4502 sports a Michigan State Police seal while being used on the Great Lakes Central - Michigan State Police "operation Life Saver" trips. These trips were run to raise awareness of the danger to snowmobilers of using the tracks and the danger to trains created by the packed snow between the rails created by the snowmobilers. Russell Plow #4502 was purchased from the builder in November of 1953.

December 2012 *Location:* Clare

A eastbound plow train passing the Clare depot. While the paint on the depot is deteriorating, the train order signal is still in place. Plow 4502, built by the Russell Snowplow Company of Ridgeway, PA, is a single track style plow in which the blade is pointed in the center and throws snow off to both sides of the track. The plow also has extendable wings enabling it to enlarge the path and flanges blades to clear snow and ice from between the rails. The plow, built in November 1953, was acquired from the Wabash in the early 1950s to replace aging wooden plows. The Queen Ann style depot was built by the Pere Marquette and Ann Arbor Railroads in 1898 at a cost of \$6585. It included waiting rooms agent's offices with bay windows for each railroad. It is currently the subject of an active preservation group working to restore and maintain it.

November 2017 *Location:* Manistique August 31, 1961

Manistique & lake Superior plow No. 10, seen here on August 31, 1961. The Ann Arbor purchased the Russell plow from the Wabash in 1933, numbering it AA 4501, Class MKW. After the M&LS ceased operations in 1968, the plow went to the Cadillac & Lake City Railroad. -- Photographer unknown, collection of John C. La Rue courtesy of Henry Burger, Used with permission.

July 2020 *Location:* Boat landing July 1981

In July of 1981, AA 388, a 2500 horsepower GP35, rest on the turntable at Boat Landing, the Ann Arbor's rail to water at mile post 291.80 in Elberta, Michigan. An idler flat, used for placing and pulling cars from the the boats, occupies the foreground, and beyond are the sanding tower, a wedge snowplow, and the 'City of Milwaukee', a former Grand Trunk Western car ferry that served the Ann Arbor after 1979. A roundhouse is out of sight to the left.

Subject: Steam 0-6-0

February 1996 *Location:* Unknown -

Ann Arbor Railroad Class D, one engine. Reclassified to Class A in 1908. Reclassed and renumbered to to Class B-3, #300 in 1930. Scrapped in 1933. Shown here in Toledo around 1900. One of two engines in Ann Arbor Railroad Class A-2. Reclassed and renumbered to Class F-3, #104 in 1908. Reclassed and renumbered to Class H-3, #140 in 1930. Scrapped in 1933. Shown here in Owosso around 1902.

Inside Cover 2012 *Location:* Drawing January 1927 version

Drawing of Engine No. 1 0-6-0 Pittsburgh 1898, Ann Arbor drawing

April 2015 *Location:* Toledo Unknown

Ann Arbor 0-6-0 No. 1 came from the Toledo, Ann Arbor & North Michigan. The No. 1 was built by Pittsburg in 1898 and scrapped in 1933. It was built built with 51" drivers, 18" x 24" cylinder and 96000 pounds of tractive effort. This was the second No. 1 on the roster as the Toledo and State Line Railroad also had a locomotive with that number. -- Photographer unknown, collection of the AARRT&HA

Subject: Steam 0-8-0

June 1988 *Location:* Unknown 1949

No. 1520

September 1993 *Location:* Wabash Railroad 1948

No. 1520 on Wabash railroad

October 1996 *Location:* Toledo No date

Toledo was home to a pair of 0-8-0 switchers that were acquired by the road in 1920. Ann Arbor #1520 and #1521 belong to Class C-2 and also served on the Wabash during their career. AA #1520, shown here in Toledo, was scrapped in 1953, after finishing out her career on the Ann Arbor's parent road.

October 2008 *Location:* Toledo, OH? No date

Class U #1520 on of two 0-8-0s on the roster. Serial no. 61984, it was built by Brooks in 1920 at a cost of \$77,850. Delivered as #50, it was equipped with 51" drivers, a cylinder bore of 22.5", a 28" dyrokeand a tractive effort of 20,300 lbs.It was leased to the Wabash RR in 1945 and scrapped in August, 1952. Date and location not recorderd.

Cover 2012 *Location:* Moberly, Mo ? February 20, 1952

Class U No. 1520, one of two 0-8-0s built by Alco-Brooks in 1920, it purchased at a cost of \$77,850 and scrapped in January, 1953. Location unknown but dated 2/20/52 at which time the locomotive was leased to the Wabash and in service in Moberly, MO.

Cover 2013 *Location:* Durand January,1959

GTW 0-8-0 #8314 and and AA Alco FA-2 #56 and companion at Durand, Michigan in January 1959. The GTW class class P-5-b was built bt Alco-Schenectadt in 1924. It was later sold to Nprthwestern Steel and Wire in 1960 and after several years of use by them, it was scrapped. -- Dan Gawrych Photographer collection of Mark Cowles, forom Brain Bluekamp collections.

June 2018 *Location:*

Ann Arbor 1520, a 100-ton C1 class Eight-Wheel switcher. The railroad acquired two of these 0-8-0s from American Locomotive in June of 1920, originally numbered 50 and 51 and renumbered 1520 and 1521. They worked at Toledo and Elberta until displaced by the Ann Arbor's S-1 diesel switchers. In 1945 they were leased to the Wabash, where they worked into the early 1950s. -- William J. Miller Photographer, from AARRT&HA collection

Subject: Steam 2-10-2

December 1984 *Location:* Unknown No date

Steam wisps around 2-10-2 #2553 in the cold winter air. The largest of AA's steam power, they were used primarily as drag engines because of low top speed. They rarely saw service west of Owosso because of the difficulty turning them.

February 1989 *Location:* Chilson 1937

2-10-2 #2552 pauses for water at Chilson, Michigan in 1937. These four L-class locomotives built by Baldwin were the largest steam power used by the Ann Arbor. In 1942, they were sold to the Kansas City Southern where they ran for ten more years.

July 2000 *Location:* Owosso No date

In this early view, Ann Arbor 2-10-2 number 191 rests next to the roundhouse at Owosso. This engine would become AA2551 in the road's renumbering of the early 1930's. The United States Railway Administration assigned four of these lumbering, Baldwin built, USRA light "Santa Fe's" to the Ann Arbor in 1919, though they seem to have been ill-suited for use on the road, and were confined mostly to operation on the Ann Arbor's south end. Too long to be turned on a 75' turntable such as at Elberta and Owosso, Toledo was the only facility on the Ann Arbor with turntable long enough to accommodate them. All four were sold to the Kansas City Southern in September 1942, and AA 191/2551 became KCS engine 221, serving its new owner until scrapping in November of 1951.

Inside Cover 2021 *Location:* Wabash Indiana September 16, 1942

Ann Arbor 2552, a USRA Light Santa Fe 2-10-2, pauses in Wabash Indiana on September 16, 1942. In late 1917, the United States faced a critical shortage of transportation resources as it prepared to enter World War 1. Unprecedented tonnages of war materials needed moved to the seaports, and the expanding armed forces demanded transport for large numbers of men. To address this exigency, the railroads were placed under temporary federal control, and the United States Railroad Administration (USRA) was created to operate the country's railroad system. Among the USRA's many undertakings were the design of a series of standard locomotives and the distribution of new locomotives to railroads needing additional motive power. In 1919, the USRA assigned four of its new Baldwin "Light Santa Fe" 2-10-2 locomotives to the Ann Arbor. Weighing over half a million pounds with tender and producing 68,375 pounds of tractive effort, these were to be the largest, heaviest, most powerful team engines the railroad would ever own. Originally numbered 190-193 and placed in Class L, they were eventually renumbered 2550 to 2553 and reclassified L2. The following year, the Ann Arbor purchased the Ls on a 15 year, \$223,900 equipment trust. This was apparently a good price for four new locomotives, as the 2-10-2s were really too big and heavy for the Ann Arbor. To prevent damage to the track, they were limited to 30 miles per hour (freight trains with smaller locomotives were permitted 45mph, passenger trains 55mph) and were restricted from many side tracks. Operation west of Cadillac posed problems since turning an 86 1/2 locomotive on Elberta's 76 foot turntable was a challenge. The Ls were often assigned secondary duties, like pushing trains up the hill from Ferry Yard to Osmer, and spent significant time on the Wabash. They worked for the Ann Arbor until 1942, when management declared them "of no further use to the company" and sold them to the Kansas City Southern. They continued in service there until 1951. Photographer: Malcolm D. McCarter

Subject: Steam 2-6-0

June 2001 *Location:* Elberta circa 1910

In this classic view of early marine operations, Ann Arbor 2-6-0 loads boat No. 3, circa 1940. The tall building on the left is the railroad's grain elevator, and the Royal Frontenac Hotel built and owned by the Ann Arbor is faintly visible across the bay. After a brief career, the hotel was destroyed by a fire on January 12, 1912.

November 2014 *Location:* Owosso Unknown

Toledo, Ann Arbor & North Michigan 2-6-0 No. 52. Originally numbered 29, the locomotive, seen here in Owosso posing with its crew and others, was out-shopped by the Pittsburgh Locomotive and Car Works on November 12, 1887. Its 50" drivers and 17" x 25" gave it a tractive effort of 8800 pounds. It was sold to I. Gerson for scrap in June of 1913 after only 26 years of service. -- Photographer unknown collection of Mark Cowles from Brian Bluekamp collection.

***Subject:* Steam 2-8-0**

January 1987 *Location:* Ann Arbor 1935

Mikado 2482 with cylinder cocks open starts a freight out of Ann Arbor, MI, 1935

July 1989 *Location:* Owosso No date

Consolidation #2181 strikes a classic 3/4 pose at Owosso, home of the railroad's shop complex. Sixteen of these 2-8-0's could be found doing a variety of freight handling chores, including loading the carferries at Boat Landing.

August 1991 *Location:* Manistique No date

With a second-hand tender from the Wabash, Manistique & Lake Superior 2380 does not cut a dashing figure. This hand-me-down consolidation was formerly Atlantic Mining Coper Range No. 8. The engine worked on the M&LS until it was scrapped in 1951.

July 1992 *Location:* Manistique No date

Manistique & Lake Superior 2-8-0 #2380 awaits its next assignment at Manistique. This 1901 Baldwin product was formerly Atlantic Mining Company #8. The always marginal M&LS finally ceased operations twenty-four years ago this month.

June 1993 *Location:* Owosso No date

No. 2170 at Owosso

June 1996 *Location:* Toledo No date

Built by ALCO in 1912, Ann Arbor 2-8-0, #2352 was the longest lived of a group of three large Consolidation on the Annie. Originally designed Class G-2, these engines became Class I-6 when the Ann Arbor's motive power was reclassified and renumbered to conform to Wabash conventions. Formerly AA #172, this locomotive was scrapped in the late 1940's. It is shown here in Toledo.

November 1998 *Location:* Ann Arbor No date

The Ann Arbor's freight power is shined up and looking its best in this classic photo which was once a common sight during University of Michigan football weekends. On a crisp fall day circa 1940, Extra 2176 East, a football special headed by Ann Arbor Class I-4, 2-8-0 #2176 waits to depart Ferry Yard for Toledo. Because of its location adjacent to the athletic facilities in Ann Arbor, Ferry Yard served as a marshalling point for special passenger trains run by the railroads to transport fans to the games. Also in the consist are Wabash Class K-2 Mikado #2201, another Ann Arbor Class I-4 Consolidation (either 2173 or 2175), and a string of coaches, possibly from the Wabash.

February 2000 *Location:* Ann Arbor 1940

Ann Arbor mike #2480 makes its way across the Huron River bridge at Ann Arbor with and eastbound freight in this from the late 1940's. Though the clearance teetles over the New York Central tracks conspire to obscure the view of the Ann Arbor train, the picture is a wonderful view of a once commonplace event.

December 2000 *Location:* AnnPere 1940s

The engineer of Ann Arbor Railroad mike number 2493 leans out the cab window to pick up orders "on the fly" at Ann Pere tower in this classic steam-era photograph from the 1940's. To the right, on the PM/C&O interchange track, PM87460, a very interesting Pere Marquett steel-sheathed, rebuild box car with original Hutchins ends, awaits retrieval.

January 2001 *Location:* Elberta 1940

With Boat No. 5 tied up alongside the Marine Office at Boat Landing, Ann Arbor Class I-6 2-8-0 #2352 pulls duty as a stationary steam source for marine operations during the 1940's.

October 2001 *Location:* Alexis October 7, 1945

Handsome Ann Arbor Class K-7 mike #2493 works an eastbound extra at the Alexis diamond on October 7, 1945.

November 2002 *Location:* Ann Arbor No date

Three Ann Arbor locomotives, each at the point of a Football Special, wait at Ferry Yard.

July 2004 *Location:* Elberta 8/2/39

No. 2183 at Elberta

October 2007 *Location:* Howell 1890s

Northbound Baldwin built 2-8-0 #42 passes Howell elevator after passing under North Michigan Ave. bridge. The locomotive was built for the TAA&NM in Feb. 1893 with 50" drivers. It was repossessed by the N&W in 1894. The mill lasted until about 1910 and was across the tracks and slightly east of the existing depot. Note: the locomotive was repossessed by Bladwin then sold to N&W. The elevator site became site of Ann Arbor motor McKean motor car house.

July 2008 *Location:* Glengarry No date

Engine #155, later 2175, a class G 2-8-0 built 10/15/1908 at Schenectady. Built as serial no. 4577 with 57" drivers, cylinders 22" bore, stroke 30" and with 217,600 lbs. tractive effort. The locomotive was scrapped 11/20/1950. Show here crossing as a test run, a new built bridge at Harlan, in the area of mile post 260, between Mesick and Copemish.

Note: this a loading testing of bridge over the Manistee and North Eastern crossing, located just west of Glengarry. The bridge was removed and the cut filled in after the M&NE abandoned the trackage.

March 2010 *Location:* Owosso pre-1940s

Owosso Yard in the 1940's. The roundhouse is out of sight to the left. The shop building on the right survived until 1999. The steam Railroad Institute has replaced the turntable with a 100' Pere Marquette one from New Buffalo, MI. 2-8-0 2183, a Schenectady product, appears to be undergoing some type of work or inspection. This 57" drivered locomotive was scrapped in October 1940. Another unidentified steamer lurks in the background behind a couple of wooden work cars.

Inside Cover 2013 *Location:* Drawing January 1927

Diagram of engines 159 to 162 January 1927 -- from the collection of Henry F, Burger

May 2013 *Location:* Schenectady, New York August, 1908

This is probably a builder's photo of 2-8-0 #159 built at Schenectady, New York, in August 1908. It was one of 9 class G1 consolidations. It had 57" drivers, a cylinder bore of 22" and a stroke of 30". It was later renumber 2180 and reclassified as an I5. It was purchased at a cost of \$65,400 and served the railroad until scrapped in March 1950. -- Photographer unknown, collect of Mark A. Cowles, from the Brian Bluekamp collections.

Inside Cover 2020 *Location:* Elberta Unknown

At some time in the distant past, a train is running along Elberta's Frankfork Avenue as it departs Boat Landing. The line eastward had stiff grades, and this day's tonnage demanded "double heading." The lead locomotive's headlight, number board, boiler piping, and air reservoir location suggest that it is one of the the G (later I-4) class Consolidations acquired in 1908. The that can be discerned on the trailing locomotive hint that it, too, is a G class 2-8-0. Below: Possibly the same train has crossed the that would later become state highway M-22 and is winding its way toward Thompsonsille.

Subject: Steam 2-8-2

February 1982 *Location:* Durand 1940

No. 2494 at Durand

December 1985 *Location:* Owosso 1939

No. 2491 at Owosso

Cover 1989 *Location:* Alma No date

Consolidation (2-8-2) #2491 bring a freight train through the Ann Arbor Railroad's namesake city. These 1923-built Alco locomotives were the backbone of the Ann Arbor's freight handling fleet until seven A-A sets of FA-2 diesels retired them in 1950.

September 1989 *Location:* Ann Arbor No date

Football trains brought many different steam locomotives from other railroads to the Ann Arbor, like this Chesapeake & Ohio backing down to pick up its train at Ferry Yard.

November 1989 *Location:* Ann Arbor No date

The eight H-class mikados were the real workhorse of the Ann Arbor. Although they were freight locomotives, this photo taken at Ferry Yard is evidence they did see passenger service on football specials. The massive snowplow pilot bears testimony to northern Michigan winters.

May 1990 *Location:* Ann Arbor July 6, 1950

Consolidation 2480 was only months from retirement as it pulled this freight train out of the Ann Arbor on July 6, 1950. The arrival of the new FA-2's diesels made scenes such as this quickly disappear.

January 1991 *Location:* Durand 1940

Mikado 2482 has received permission to cross the Grand Trunk Western diamonds just east of the depot in Durand. The south bound train has undoubtedly had to wait a while to clear this busy GTW hub in the late 1940's.

January 1992 *Location:* Unknown 1940

The Ann Arbor owned two wooden Russell Snow Plows. Here, AA 4500 is being shoved by a 2400-series mikado on a cold and snowy day in the 1940's.

November 1992 *Location:* Alma 1950

During the steam era, big mikados kept the mainline freights moving. On July 6, 1950 AA 2480 was near the end of her career as the locomotive dragged a heavy westbound freight into Ann Arbor. The FA-2's were only six months away.

April 1996 *Location:* Ann Arbor No date

While 2-8-0's were the most numerous wheel arrangement on the Annie's "modern" freight power, her most capable engines were the eight mikados on the roster. Ann Arbor 2-8-2 #2492 originally wore #185 when delivered in 1923 by the American Locomotive Works. One of five locomotives originally comprising Class H-1, they were reclassified to Class K-7 and renumbered around 1930. These units were similar to the Ann Arbor's first three 2-8-2's delivered by Alco in 1916 and would be the steam power built for the road.

July 1998 *Location:* Elberta July 1939

Looking stately and capable in this photograph taken at Boat Landing (Elberta, MI) in July, 1939, Ann Arbor 2480, one of three Class K-6 Mikados on the Ann Arbor, stands coaled and ready for her next trip east. All of the Ann Arbor's 2-8-2 received Worthington Type 5-SA feedwater heaters during the 1930s, and that equipment is prominent on the pilot and smokebox in this view, which affords a detailed look at the fireman's side configuration of this 1916 Brooks (ALCO) product at the pinnacle of its career.

November 1998 *Location:* Ann Arbor No date

The Ann Arbor's freight power is shined up and looking its best in this classic photo which was once a common sight during University of Michigan football weekends. On a crisp fall day circa 1940, Extra 2176 East, a football special headed by Ann Arbor Class I-4, 2-8-0 #2176 waits to depart Ferry Yard for Toledo. Because of its location adjacent to the athletic facilities in Ann Arbor, Ferry Yard served as a marshalling point for special passenger trains run by the railroads to transport fans to the games. Also in the consist are Wabash Class K-2 Mikado #2201, another Ann Arbor Class I-4 Consolidation (either 2173 or 2175), and a string of coaches, possibly from the Wabash.

February 1999 *Location:* Durand 1939 era

It is April of 1939, and Ann Arbor mikado 2490 passes through Durand with a consist headed by five refrigerator cars, including one from the Armour Refrigerator Line, and two Green Bay and Western cars. The handsome Mike from the Annie's K-7 class is fitted with a large snow plow pilot, which undoubtedly came in handy during the previous winter. By the time this photograph was taken, the locomotive had been modified with a Worthington feedwater heater, but had yet to receive lubricators atop its cylinders which necessitated raising the forward section of the running boards.

Cover 2000 *Location:* Howell 1940

Ann Arbor 2-8-2 # 2493 steams past the Howell depot during the late 1940's at the point of a westbound freight.

January	1989	<i>Location:</i> Frankfort	1890
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The crew of Toledo, Ann Arbor & North Michigan 4-4-0 #20 poses in a gravel pit near Frankfort in the early 1890's. This locomotive was built by the Pittsburgh Locomotive Works in 1886, and is typical of the early steamers used on the Ann Arbor.

March	2009	<i>Location:</i> Unknown	undated
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A Class B 4-4-0, #9 was built by Rogers in 1887 with 63" drivers and weighting in at 81,600 lbs. The engine is seen here with a wooden cab and pilot, and on the pilot, a long link for the link pin coupler. Although the crew is posing for the camera, the

July	2011	<i>Location:</i> Benzie County	July 4, 1889
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One hundred and twenty years ago, Frankfort and Southeastern 4-4-0 "Frankfort" is dressed up with flags and, not just antlers, but an entire deer's head is mounted on top of the large headlight. No. 1 was built by the Rhode Island Locomotive Works in May of 1889. The Frankfort and South Eastern was incorporated in Frankfort in 1885 as a 3' gauge line. That was later changed and it was built as a standard gauge line. The line was complete to Beecher in 1889 and then sold to the Toledo, Ann Arbor and North Michigan in 1892, becoming part of the Ann Arbor RR in 1895.

September	2017	<i>Location:</i> Mesick	Unknown
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Milk cans are being loaded while an Ann Arbor 4-4-0 smokes during a station stop at Mesick, located at mile post 254.12. While no date is shown on the photo, it was taken during the transition period from horse drawn to horseless carriages. The earliest possible date could be established by those familiar with the automobile model. -- Photographer unknown, collection of Dave Davis from Centurion Photos, courtesy of Mark Cowles, used with permission.

***Subject:* Steam 4-4-2**

May	1983	<i>Location:</i> Marion	cira 1915
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The engineer take care of oiling engine #202 as the baggage car is loaded in the scene at Marion, Michigan.

October	1983	<i>Location:</i> Temperance	cira 1935
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Engine 1610, bell ringing, prepares to depart Temperance.

June	1984	<i>Location:</i> Ferry yard	cira 1938
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4-6-0 #153 works at Ann Arbor, MI cira 1938

December	1987	<i>Location:</i> Elberta	1939
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Hot Atlantic 1614 sits across from boat landing awaiting her turn to take train #52 south (East) on July 13, 1939. The Ann Arbor had four trim 4-4-2's to handle light passenger loads on the Ann Arbor.

August	1989	<i>Location:</i> Ann Arbor	1946
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Train #52 pulled by Atlantic #1614 crosses the Huron River bridge at Ann Arbor during the summer of 1946. At one time there were four of these I-class 4-4-2's on the Ann Arbor assigned exclusively to the passenger trains.

December	1989	<i>Location:</i> Durand	1942
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Durand, Michigan; 1942, Northbound train #51 makes a lengthy stop at the Grand Trunk Western depot so that its consist of mail and express baggage could be handled to the GTW's Chicago Subdivision.

March	1990	<i>Location:</i> Ann Arbor	No date
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Atlantic 1611 heads south across State Street in Ann Arbor with Train No. 52. The dust and smoke give the impression of great speed but high speed with AA passenger trains was only relative to pedestrians.

May	1991	<i>Location:</i> Elsie	1910
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Train time at Elsie, 1910. This wooden depot later succumbed to fire and was replaced by a handsome brick structure. The number of cars behind Atlantic #201 and the large crows suggest that this train is one of the "Prosperity Specials" run by the railroad during that era.

May	1992	<i>Location:</i> Ann Arbor	No date
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With Train 52 in tow, Atlantic 1612 departs from the depot in Ann Arbor. From the wig-wag signal to the wooden crossbucks on the striped post to the Railway Express truck, the photograph really captures the "atmosphere" of railroading.

December 1993 *Location:* Milan tower 1949

No. 1611 at Milan Tower

November 1994 *Location:* Ann Arbor No date

Train 52, westbound, departing Ann Arbor crosses the Michigan Central Railroad and the Huron River. Shorty the little 69 inch drivers of the Atlantic will dig in to climb Osmer Hill.

August 1996 *Location:* Ann Arbor 1940

Train 52, with Ann Arbor Class E-5 Atlantic at the point, pauses to take on water at Ann Arbor in the later 1940's. At one time, the Annie operated four of these graceful ALCO engines and a very similar sister built in 1909. Together, they were the road's primary passenger passenger power.

March 1997 *Location:* Durand circa 1940

The Durand depot, used by the Grand Trunk Western and the Ann Arbor Railroads during the years of passenger service has always been an impressive structure. In this scene, AA1614, the Ann Arbor's sole Class E-6 Atlantic stops at Durand with westbound train 51 sometime during the 1940s. As of August 1996, the AARRT&HA now has a display room in this historic depot.

December 2004 *Location:* Bannister Undated

No. 201 At Bannister

September 2006 *Location:* Toledo 7/19/1950

Last run of Train #51, its scheduled 7 hr. 37 min. trip to Frankfort. The train is preparing to leave Toledo's Cherry Street Depot on July 19, 1950. I class Atlantic, 4-4-2, #1611, was built by Schenectady in Nov. 1907 with 69" drivers. Originally numbered 201, it was withdrawn and scrapped in Feb. 1951.

June 2009 *Location:* Elsie 1910

Sometime in 1910, a southbound, seven car passenger train approaches Elsie Station at mile post 120, pulled 4-4-2 #201, later #1611, a 1907 Schenectady built class I-E5 Atlantic. The locomotive, costing \$13,698.61 has 69" drivers. It was scrapped in 195

Cover 2011 *Location:* Owosso 1940s

Westbound engine No. 1611, 4-4-2 Atlantic type, built in 1907 by Schenectady, waits with a typical 1940's passenger train at Owosso.

May 2011 *Location:* Whitmore Lake July 1950

July 1950 and the last westbound Ann Arbor passenger train, pulled by Atlantic type 4-4-2 #1611, makes its last stop at the Whitmore Lake Station. A small number of people await the train, and there is even something for the baggage car.

April 2014 *Location:* Dundee Unknown

Atlantic No. 1612 leads a passenger train across the River Raisin at Dundee on an unknown date. The 4-4-2 type locomotive was built by Schenectady in 1907 at a cost of \$13,698.61 and was one of five Atlantic type locomotives the Ann Arbor owned. It last ran on September 30, 1950, pulling Train 52 from Frankfort to Owosso. It was scrapped three months later. -- Photographer unknown, collection of Mark Cowles.

June 2019 *Location:* Durand Unknown

Led by Ann Arbor 1614, a 4-4-2 class E-6 Atlantic, an east bound (compass south) train is loading baggage and passengers at Durand's Union Station. The 1909 ALCO Scenectady built locomotive was numbered 204 and placed in class I-1. With 69-inch drivers, the locomotive had a tractive effort of 23,125 pounds. It was scrapped in April of 1951, nine months after passenger service ended. -- George F. Kuschel, courtesy of Dick Fountain - RR & Traction Photos

February 2020 *Location:* Durand May 15, 1938

Ann Arbor 1614, a 4-4-2 class E-6 Atlantic with a passenger train at Durand, May 15, 1938. The locomotive was built as AA 204 by Alco-Schenectady iin May 1090 at a cost of \$14,000. It had 19-inch bore, 26-inch stroke cylinders, 69-inch drivers, and produced 23,125 pounds of tractive effort.

June 2021 *Location:* Ann Arbor South State Street Unknown

A Class ES 4-4-2 Atlantic pulls and eastbound, (compass south) passenger train across South State Street in the City of Ann Arbor. The switch in the foreground ran to a Sinclair Refining Company tank farm. The locomotive, AA 1611, was built by ALCO Schenectady in September 1907 and cost the Ann Arbor \$13,698.61. It worked for the railroad until passenger service ended and was scrapped in March of 1951. Photographer: Cleland Wylie, from the Sam Breck collection.

Subject: Steam 4-6-0

February 1986 *Location:* Unknown No date

This is an unusual photograph of an unusual arrangement Ann Arbor 4-6-0 locomotive #121 was used as a spare boiler on car ferry Ann Arbor No. 6. The unique smokestack was made of oil drums welded together to get the smoke above the spar deck.

June 1987 *Location:* Selma - Cadillac 1938

Venerable ten wheeler #153 pauses in Selma yard, Cadillac 1938, behind the large coal tower.

April 1989 *Location:* Durand No date

F-class 4-6-0 #121 makes a station stop at Durand, Michigan, in 1938. By 1927, the Ann Arbor had eleven of these locomotives from various builders. They worked as switchers and on local freights as well as handling some passenger trains.

November 1990 *Location:* Ann Arbor July 5, 1950

Ten-Wheeler #152 prepares to act as a pusher, shoving backwards on the caboose on July 5, 1950. After helping this northbound over Osmer Hill, north of town, the locomotive will drift down to Ferry Yard.

December 1991 *Location:* Owosso No date

Trim Ten wheelers graced the AA for many years. They proved able as light switchers, passenger engines, and on way freights. No. 121, an 1899 Baldwin product, was still used to push freights over Osmer Hill in the Forties.

February 1993 *Location:* Owosso No date

No. 151 At Owosso

October 1995 *Location:* Ann Arbor No date

No. 120 at Ann Arbor

February 1996 *Location:* Unknown -

Ann Arbor Railroad Class D, one engine. Reclassified to Class A in 1908. Reclassed and renumbered to Class B-3, #300 in 1930. Scrapped in 1933. Shown here in Toledo around 1900. One of two engines in Ann Arbor Railroad Class A-2. Reclassed and renumbered to Class F-3, #104 in 1908. Reclassed and renumbered to Class H-3, #140 in 1930. Scrapped in 1933. Shown here in Owosso around 1902.

January 1997 *Location:* Elise Jan. 28, 1911

January 28, 1911 saw the derailment of an Ann Arbor train near Elsie, Michigan. In this classic view of early railroading, the road's hand derrick has been called into service to clean up the aftermath of the accident and is lifting the tender of one of the road's 4-6-0

September 1997 *Location:* Owosso July 1936

Among the myriad of ten wheels that served on the Ann Arbor during the steam era were two Class H-2 (former Class F-2) engines built by Baldwin in 1899 and numbered 130-131 (ex 102-103). Ann Arbor 130 is at the Owosso roundhouse in this view from July 1936. These engines had previously served the New York and Ottawa and were acquired second hand by the Ann Arbor.

September 1999 *Location:* Owosso 1930s

Ann Arbor Railroad Class H-1, 4-6-0, number 120 takes a break from its duties at Owosso during the 1930's. The white-trimmed tires and running boards were typical of Ann Arbor steam locomotives of the era.

July 2001 *Location:* Clare July 17, 1949

Train 52, with ten-wheeler #153 at the point, calls at the AA/PM Union depot in Clare, Michigan on July 17, 1949. The interlocking tower and depot both sport gray paint with with and black trim. Passenger service would end a year later, and the view would change further in the early 1950's, when the tower's wood siding would be covered with "maintenance-free" asbestos. The tower would vanish completely by the late 1950's, replaced by an automatic interlocker and the familiar color light signals.

September 2004 *Location:* Ferry Yard 7/5/50

No. 152 at Ferry yard

March 2005 *Location:* Toledo October 1929

Class F-3 4-6-0 #109 built by Baldwin 1/1903 with 63" drivers. This locomotive entered service as the second #50 and it ended service as #152. It was scrapped after 3/1933. It is shown here in Toledo in October, 1929.

March 2011 *Location:* Owosso Unknown

Westbound train No. 51 passing through the Owosso yards moments away from its scheduled 11:32 A.M. station stop. 4-6-0 #151 was built by Baldwin in 1903 and lasted until being scrapped in 1951. It was equipped with 63" drivers and 19" x 26" cylinder bore and stroke, giving it a tractive effort of 153,300 lbs. On the left is the roundhouse and on the right the old shop building that lasted until being torn down in 1999 after housing PM 2-8-4 #1225 for a time. The site of the roundhouse now holds the Steam Railroad Institute's engine house, the current home of PM 1225.

October 2011 *Location:* Bannister 1907 summer

Summer, 1907, with a class F ten wheeler in a hurry, on a trestle near Bannister, MI. Note the arch bar trucks on the box car and, underneath the tender, the pole sometimes used for pushing cars. Although not legible, it appears that the locomotive has a name on its cab side.

July 2012 *Location:* Toledo Cherry Street station Novemeber 1903

Cherry Street Station, Toledo, OH, date unknown. No. 153, a class F3 4-6-0 built by Baldwin in November 1903 sits with its train for passengers. The locomotive is one of 12 Ten Wheelers on the the Ann Arbor's roster, and one of six of the F3 Class. This class weighed in at about 70 tons, had a boiler pressure of 170 psi. and cylinder dimenisons of 19" x 26". The locomotives were used by the Ann Arbor in both freight and passenger service. No. 153 was scrapped in December 1948.

August 2013 *Location:* Owosso Unknown

Balwin built 4-6-0 #151 with a typical AnnArbor passenger train, label as being at Owosso on an unknown date. The locomotive was built in February 1903 and and came to the Ann Arbor as number 49, later being renumber to 108 and finally as 151. The ten wheeler has 63" drivers and was designed as being suitable for both freight and passenger service. The engine was scapped at Owosso in March of 1951. -- Photographer unkown collection of Mark Cowles, from Brain Bluekamp collection

September 2015 *Location:* Durand April 11, 1942

Ann Arbor No. 152 with eastbound train 52 at the Grand Trunk's Durand Union Station around 2:00 pm on April 11, 1942. Detroit and Mackinac trains also stopped at this station, allowing passengers to transfer between trains of all three railroads. Note also the the Grand Trunk's coaling tower in the background. No. 152 was one of 4 class F3, later reclassified as H4, 4-6-0s that were built by Baldwin in 1903 for the Ann Arbor. It was scrapped in March, 1953. -- Lynn E. Tayor Photographer, collection of Dick Fountain - RR & Traction Photos

April 2016 *Location:* Owosso Unkown

Ten Wheeler No. 120 at Owosso, Michigan. This 1899 Baldwin locomotive was one of 3 Class F and later one of 2 Class H1 4-6-0s. It went through three numberings: 41, 100, and finally 120. It was equipped with 63 inch drivers and had a tractive effort of 12,500 pounds. No. 120 was scapped at Owosso in April of 1951. Note the wooden cab and lack of a builder's plate. -- Jay William Collection

April 2019 *Location:* Durand April 11, 1942

Ten Wheeler Ann Arbor 152 running eastward (Compass south) near Durand Union Station on April 11, 1942. The 1903 H-4 class Baldwin was initially Ann Arbor 50 and later 109. With 63-inch drivers, 19-inch x 26-inch cylinders, and 170 pounds per square inch of steam pressure, the 152 produced 21,528 pounds of tractive effort. It was in service as late as May 1950 and was scrapped in March 1953. -- Photographer unknown, Lynn E. Taylor Collection of the Michigan Railroad Club, courtesy of Dick Fountain - - RR & Traction Photos

April 2021 *Location:* Toldo station Unknown

A westbound passenger train waiting at the Ann Arbor's Cherry Street Passenger depot and business office in Toledo. The building was erected in 1896 and sat on the south eastern corner of Cherry and Seneca Streets between the Wheeling & Lake Erie freight office and the Toledo Terminal Railroad Station. It was razed in 1964 and the entire locale has been redeveloped during the city's Greenbelt Parkway project. AA 153, the locomotive on today's train, is a Baldwin Ten-Wheeler, one of six similar 4-6-Os purchased in 1902 and 1903. It was scrapped in 1948. Photographer unknown: from the Bob Lorenz Collection.

April 2022 *Location:* Durand Station April 11,1942

Ten-Wheeler AA 152 during southbound stop at Durand Union Station on April 11, 1942. The locomotive was one of five class F3 (later reclassified I-14) 4-6-0 built by Baldwin for the Ann Arbor in 1902 and 1903. It remained in service through May 1950. Photographer unknown, from the Railroad Club's Lynn E. Taylor Collection, provided by Dick Fountain.

Subject: Steam Engine

May 1982 *Location:* Unknown 1913

T, AA & N. M. at Copemish

October 1988 *Location:* Ann Arbor No date

Wabash No. 673 at Ann Arbor

September 2014 *Location:* Elberta Unknown

In this rare undated photo, a pair of Mikados lead a late afternoon train out of Elberta. Due to grades, the Ann Arbor ran double headers between Elberta and Lucas and then the helper in reverse back to Elberta. Lucas is located between Cadillac and Marion. -- Photographer unknown Allen Blacklock-Deryl Homes collection.

March 2016 *Location:* Milan June,2014

June 18, 2014, at Milan, Michigan, where Ann Arbor 1337 is heading north across the Norfolk Southern's former Wabash mainline. The 3000 hp GP40 was built in 1968 for the Penn Central. It later went to the Missouri-Texas and the Union Pacific before being purchased by the Ann Arbor. Tailing the geep is the Fort Wayne Railroad Historical Society's Nickel Plate Berkshire 765 on its way to the Steam Railroad Institute in Owosso, Michigan, for a series of excursions.

September 2016 *Location:* Copemish Unknown

Union Depot and Lunch Room at Copemish, Michigan. This depot and water tank served the Ann Arbor, the Manistee & North Eastern, and the Arcadia & Betsie River railroads. Ownerships of the locomotive and date of the photograph are unknown. The station building is reported to now be a private residence in Glen Arbor, Michigan, area. -- Photographer unknown, Mark Cowles Collection

Inside Cover 2018 *Location:* Corunna

The Ann Arbor depot at Corunna, Michigan. The McKeen motor car on the righthand track places the date as circa 1910.

Inside Cover 2019 *Location:* Selma Yard, Cadillac circa 1919

An unusual view of an Ann Arbor freight train departing Selma Yard in Cadillac, circa 1919. The train is crossing the diamond of the Cummer and Diggins narrow gauge logging railroad. -- Photographer unknown, from historic postcard from the Arden O. Runyan collection

September 2021 *Location:* Ann Arbor Ferry yard Unknown

Game day trains at Ferry Yard in Ann Arbor circa 1930. From 1902 until 1967, Ann Arbor accommodated passenger specials to the University of Michigan foot games. An Ann Arbor Train came north from Toledo for local fans, and depending on the day's opponent, Grand Trunk Western, Pere Marquette, Wabash, and the big eastern roads would run trains into towns over the Ann Arbor tracks. The fan would disembark in the yard, and the University's big stadium was just a short walk up the hill. It appears today's game is over, and folks are boarding for the trip home. Photographer unknown, courtesy of Dave Harrell from the Centurion Photo Carlton Johnson Collection

June 2022 *Location:* Owosso Sept. 7, 1947

Ann Arbor No. 1, a 380-horsepower 44-ton Whitcomb Model 44-DE-22 purchased in 1941. It shown here switching a string of tank cars outside of the Owosso shops on September 7, 1947. The locomotive went to Dundee Cement and is now in the collection of the Lake Erie & Western Railroad in Grand Rapids, Ohio. Photographer: Elliot Kahn, from the AARRT&HA's Louis A. Marre Collection

November 2022 *Location:* Howell

In this undated photo from the steam era, a southbound train pauses at the Howell passenger station. Beyond the depot is the freight house, other long-gone buildings, and a couple of wood freight cars. The coaling shed, with a gondola on the trestle inside, sits farther back, and to the far right is a structure which at various times was a wool shed, a potato shed, and and the high school basketball court.

***Subject:* Timetable**

Inside Cover 1998 *Location:* unknwn -

A reproduction of an unused passenger baggage tag from the period of United States Railway Administration Control.

Cover 1999 *Location:* unknown January 2, 1949

A 1949 train and steamship timetable from the Ann Arbor Railroad.

***Subject:* Towers**

February 2018 *Location:* Milan June 1991

Milan Tower and a passing southbound train on in June morning in 1991. The brick interlocking tower first stood at the Wabash - New York Central crossing in Britton, Michigan, but was moved to Milan in the mid-1930s when the Central's line was abandoned. It guarded the Ann Arbor - Wabash diamonds in Milan until August 12, 1991, when it was removed from service. The tower was razed the following May.

***Subject:* Train order**

Inside Cover 2000 *Location:* Unknown September 3, 1941

A clearance card and corresponding train order, issued at Ann Arbor on 9/3/1941

***Subject:* Water Tank**

July 1989 *Location:* Owosso No date

Consolidation #2181 strikes a classic 3/4 pose at Owosso, home of the railroad's shop complex. Sixteen of these 2-8-0's could be found doing a variety of freight handling chores, including loading the carferries at Boat Landing.

August 1996 *Location:* Ann Arbor 1940

Train 52, with Ann Arbor Class E-5 Atlantic at the point, pauses to take on water at Ann Arbor in the later 1940's. At one time, the Annie operated four of these graceful ALCO engines and a very similar sister built in 1909. Together, they were the road's primary passenger passenger power.

July 1997 *Location:* Ann Arbor No date

The Ann Arbor Railroad had a coaling tower and steel water tank at Ann Arbor, located south(east) of Ferry Yard. Here, eastbound Train 52 has stopped, probably to take on water for the remaainder of its trip to Toledo's Cherry Street depot. As was common during the last years of Ann Arbor passenger service, one of the Wabash ACF-built coaches (1217) is wearing the markers.

December 1998 *Location:* Toledo No date

Early in their careers on the Ann Arbor, ALCO FA-2s 56 and 56A, together comprising on Class D-32 locomotive, rest next to the relatively new Ross & White sand tower at the road's Manhattan Yard in Toledo. This tower was later moved to Ottawa Yard. Barely visible at right is the Annie's roundhouse and "lean-to" sand storage/drying shed. Also evident are the water columns and tank, which along with the other structures once essential to the existence of steam motive power, would soon be relegated to history.

April 2001 *Location:* Owosso November 1949

The Ann Arbor's one and only 44ton, Whitcomb switcher #1 poses at Owosso near the steam-era water tower in November, 1949.

November 2006 *Location:* Cadillac 1940s

Cadillac Coaling Tower and associated facilities, including a sand house, water tank and a pump house. Photo dated to the 1940's.

October 2008 *Location:* Toledo, OH? No date

Class U #1520 on of two 0-8-0s on the roster. Serial no. 61984, it was built by Brooks in 1920 at a cost of \$77,850. Delivered as #50, it was equipped with 51" drivers, a cylinder bore of 22.5", a 28" dyrokeand a tractive effort of 20,300 lbs.It was leased to the Wabash RR in 1945 and scrapped in August, 1952. Date and location not recorded.

November 2010 *Location:* Elberta - Boat landing late 1880's

South Frankfort, later Elberta, in the late 1800's. Along the wharf are a number of two and three masted schooners, of the type known as "lumber hookers." On the vessel at the right, a sailor can be seen sitting on the boom doing some kind of work on the sail. At the far left are a turntable and water tank. There are three different sizes and a large number of flats loaded with logs. The passenger cars, from left to right, are a baggage-mail, a combine, a coach and the char car Frankfort. On the Frankfort side of the harbor are seen a passenger car and some additional freight cars.

Inside Cover 2016 *Location:* Owosso Unknown

Water tank and shop building at Owosso yard -- Photographer Unknown Collection of Mark Cowles from the Brain Bluekamp collections

September 2016 *Location:* Copemish Unknown

Union Depot and Lunch Room at Copemish, Michigan. This depot and water tank served the Ann Arbor, the Manistee & North Eastern, and the Arcadia & Betsie River railroads. Ownerships of the locomotive and date of the photograh are unknown. The station building is reported to now be a private residence in Glen Arbor, Michigan, area. -- Photograher unknown, Mark Cowles Collection

Inside Cover 2021 *Location:* Wabash Indiana September 16, 1942

Ann Arbor 2552, a USRA Light Santa Fe 2-10-2, pauses in Wabash Indiana on September 16, 1942. In late 1917, the United States faced a critical shortage of transportation resources as it prepared to enter World War 1. Unprecedented tonnages of war materials needed moved to the seaports, and the expanding armed forces demanded trasport for large numbers of men. To address this exigency, the railroads were placed under temporary federal control, and the United States Railroad Administration (USRA) was created to operate the county's railroad system. Among the USRA's many undertakings were the ddesign of a series of stand locomotives and the distribution of new locomotives to railroads needing additional motive power. In1919, the USRA assigned four of its new Baldwin "Light Santa Fe" 2-10-2 locomotives to the Ann Arbor. Weighing over half a million pounds with tender and producing 68,375 pounds of tractive effort, these were to be the largest, heaviest, most powerful team engines the railroad would ever own. Originally numbered 190-193 and placed in Class L, they were eventually renumbered 2550 to 2553 and reclassified L2. The following year, the Ann Arbor purchased the Ls on a 15 year, \$223,900 equipment trust. This was apparently a good price for four new locomotives, as the 2-10-2s were really too big and heavy for the Ann Arbor. To prevent damage to the track, they were limited to 30 miles per hour (freight trains with smaller locomotives were permitted 45mph, passenger trains 55mph) and were restricted from many side tracks. Operation west of Cadillac posed problems since turning an 86 1/2 locomotive on Elberta's 76 foot turntable was a challenge. The Ls were often assigned secondary duties, like pushing trains up the hill from Ferry Yard to Osmer, and spent significant time on the Wabash. They worked for the Ann Arbor until 1942, when management declared them "of no further use to the company" and sold them to the Kansas City Southern. They continued in service there until 1951. Photographer: Malcolm D. McCarter

Subject: Wrecks

January 1997 *Location:* Elise Jan. 28, 1911

January 28, 1911 saw the derailment of an Ann Arbor train near Elsie, Michigan. In this classic view of early railroading, the road's hand derrick has been called into service to clean up the aftermath of the accident and is lifting the tender of one of the road's 4-6-0