

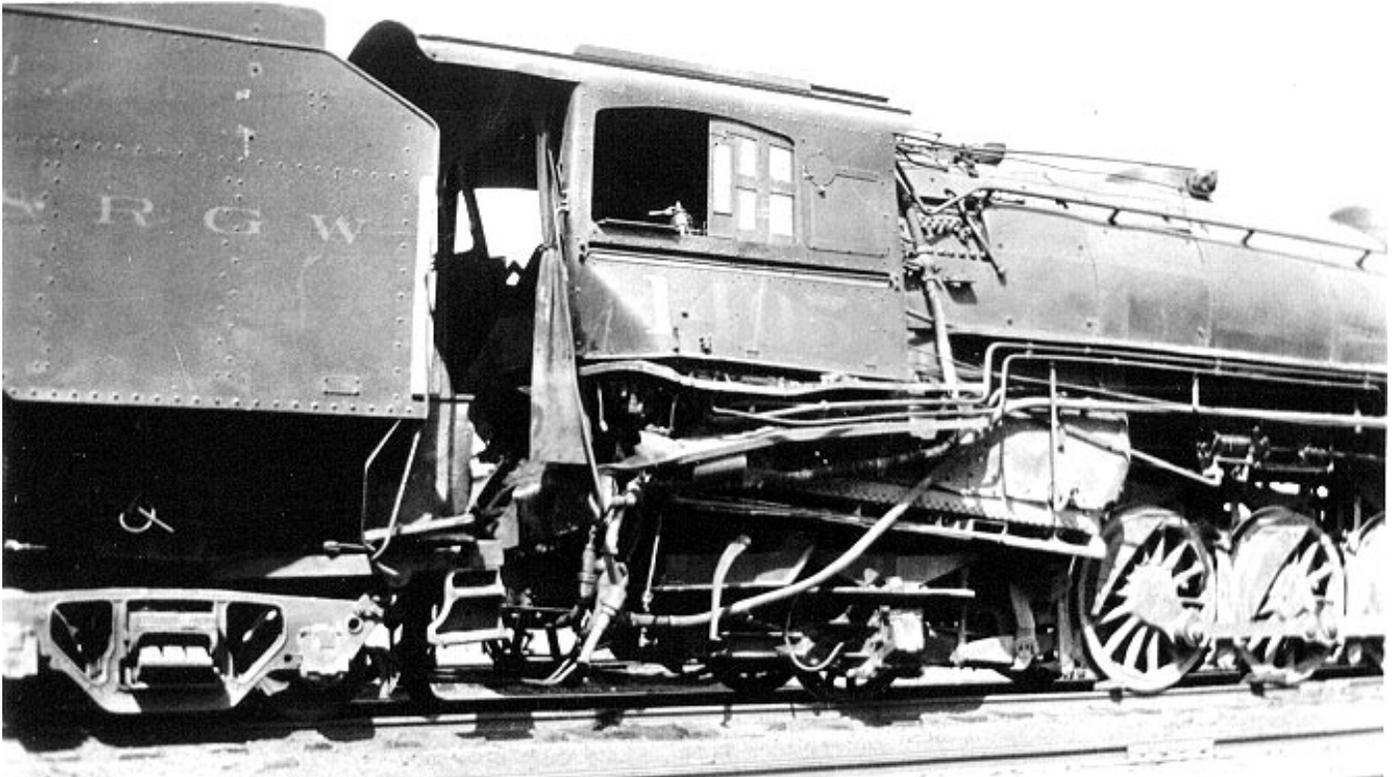


The Railway & Locomotive Historical Society Newsletter

Winter 2000

Volume 20, Number 1

A Quarterly Publication of the Railway & Locomotive Historical Society, Inc.



"Well, jack it back up and let's go." See page 4 for more information.

Newsletter Notes

The new Editor of the *Newsletter* is Clifford J. Vander Yacht, current Editor of the Southeast Chapter's *Southeast Limited*, Editor of the C&OHS 1990 book, *The Pere Marquette in 1945*, and founder of the Pere Marquette Historical Society as its President and Editor in 1995.



My railroad of choice is the Pere Marquette Railway which now celebrates its centennial. I was born, went to grade school, high school, and college (all in Holland, Michigan) and camped during the summer (in northern Michigan) all within a half mile of the PM. I'm a HO modeler that became a historian. I joined the C&OHS, NKPH&TS, GM&OHS and the BWMC- and NFC-NRHS. I'm now retired, so modeling and editing occupies my time.

A new broom, but not a clean sweep. There are some changes, however. The old "Times Roman" font has been replaced with "Ehrhardt" for text, "Valhalla" for headlines, and "Arial" for captions, bylines and the banner on the front page. The text is offset on the page so you can three-hole punch the *Newsletter* for notebook storage. Mystery photos and the Trading Post (both are now on the R&LHS WebSite - see page 4) will continue as before.

The oval logo, an original by Otto

Kuhler, has been partially replaced by a more modern acronym style logo. It is shaded to represent an old number board. There has been some criticism about the oval logo being too old fashioned and that a newer logo should be tried. *Railroad History* also has its own logo. The oval logo remains the official emblem of the R&LHS. Please direct ALL of your comments on this or other issues to the Editor. My address is on the back cover or use e-mail CliffVDY@JUNO.COM

I (no editorial "we" here as this is an informal publication) edit submitted text very lightly; changing the text just enough to make it readable, but not rewriting your story. This is a great place to see yourself in print. Personal experiences in railroading and older histories are the most popular, but don't forget new histories. Illustrate them with photos, maps and other "paper" from your collection. Endnotes, footnotes and/or a bibliography are not needed, but are welcome. If you are writing an **article**, or a **book**, please submit an overview of the article, the book or a just chapter from the book. Then add a few illustrations. This is a great way to smoke out corrections, affirmations, and new information from our readers.

I can handle black and white or color prints, 35mm negatives and slides, and screened (previously printed black and white) photos. All items will be returned when published. Send valuable mail REGISTERED (requires Postmasters to sign for it so it doesn't get lost), not Certified Return Receipt (legal proof of mailing and delivery). You may send stuff e-mail in almost any format; scan photos 150 dpi final size (300 if JPG). I'll acknowledge all articles.

And keep those cards and letters coming! 



MEMBER SERVICES

Membership Matters

Membership applications, change of address and other membership status inquiries should be sent to William H. Lugg, R&LHS Membership, P. O. Box 292927, Sacramento, CA 95829-2927.

Trading Post

Society members may use, without charge, the Trading Post section of the quarterly *Newsletter* and the **R&LHS WebSite** to advertise items they wish to sell, trade or acquire or to seek information from other readers. This service is intended for personal, not general commercial, use. WebSite will be posted weekly. Advise when items should be withdrawn. All items should be sent to Clifford J. Vander Yacht, 2363 Lourdes Drive West, Jacksonville, FL 32210-3410, or e-mail CliffVDY@JUNO.COM.

Locomotive Rosters & Records of Builder's Construction Numbers

The Society has locomotive rosters for many roads and records of steam locomotive construction numbers for most builders. Copies are available to members at twenty cents per page (\$5.00 minimum) from James L. Larson, 12820 Westside Road, Manassas, VA 20112. A list of available rosters may be obtained from Mr. Larson for \$2.00.

Back Issues of *Railroad History*

Many issues of *Railroad History* since No. 131 are available at \$7.50 per copy from Milepost 1 Bookstore, 912 Sutter Street, #16, Folsom, CA 95630. For information on the availability of specific issues and volume discounts, send a stamped self-addressed envelope or call Milepost 1 at (916) 985-4777 or (800) 336-7547 or MP1@MP1.COM. *Note: Please do not address any other R&LHS Membership Service inquiries to Milepost 1.*

Articles from the *Bulletin* & *Railroad History*

Copies of articles from back issues of these publications of the Society are available to members at twenty cents per page (\$5.00 minimum) from Mrs. Jacqueline J. Pryor, Archivist-R&LHS, P. O. Box 1674, Sacramento, CA 95812-1674, phone (916) 323-8074, Wednesdays 8:30-11:30 a.m., Pacific Time.

Research Inquiries

Source materials printed, manuscript, and graphic are housed in the Society's archives in Sacramento, CA. Inquiries concerning these materials may be addressed to Jacqueline J. Pryor, Archivist - R&LHS, P. O. Box 1674, Sacramento, CA 95812-1674, phone (916) 323-8074, Wednesdays 8:30-11:30 a.m. Pacific Time. When writing, please enclose a stamped self-addressed envelope and a daytime phone number. 

President's Letter

by William F. Howes, Jr.

October 31, 1999, Board of Director's meeting:

President Howes reported on the Awards. The Gerald M. Best Senior Achievement Award was won by Bill Warrick. The George W. Hilton Book Award was won by H. Roger Grant for his *THE NORTH WESTERN*. The David P. Morgan Article Award was won by William D. Burt for his article, *Was the Conrail Monopoly Necessary?*

President Howes presented a special plaque to William L. Withuhn in recognition of his more than fifteen years of devotion to the Railroad History Awards Program, most of which were as its chairman. The President has a similar brass plaque for Vernon Glover for his service as the Editor of the *NEWSLETTER*; and one for H. Arnold Wilder for his long service as a Director, Treasurer and Assistant Secretary. Also one for H. Roger Grant for his services as Editor of *RAILROAD HISTORY* from 1988-1999 (#159 through 180-22 Issues).

Future Meetings:

The Annual Meeting will be held in Chicago, IL., June 2-4, 2000, at the Blackstone Hotel (\$109 per night) on Michigan Ave. The Directors' Meeting will take place on Friday, June 2nd. Chicago Chapter Meeting: evening of June 2. Saturday, tour of IRM. Sunday morning, June 4th, breakfast and the Annual Meeting of the Members of R&LHS. Announcements will appear in the *NEWSLETTER*.

Y2K Fall Directors Meeting will be held on October 1, 2000, in Indianapolis, IN.

NEW AT MILEPOST 1

The Night We Stole The Last Steam Engine, a music CD by Bob Woods. A mix of country, swing, blues and easy listening music about life working on the railroad. Mr. Woods uses his musical talent along with his love of railroading to share many stories of people who love railroading. Since childhood, Bob has always had an interest in steam trains and finally was able to fulfill his dream of working in the cab of a steam locomotive by hiring on the Yolo Shortline Railroad (YSLR). Bob's experiences working as a fireman puts the listener in the cab of YSLR steam engine #1233 as he takes you back to the good old days when steam ruled the rails.

Tracks include:

"The Night We Stole The Last Steam Engine", a story about a group of railroaders facing the end of the steam era, and decide to hijack a steam engine for one last run down the mainline.

"Where The Railroad Use To Run" a story of a little boy growing up watching trains run by his house and the joy it brought to him. Now all that is left is an abandoned right-of-way and today's children have no idea about the train activity that use to pass through their town.

"Broken Rail" puts you in the cab of a steam engine at speed when it encounters a broken rail and your hanging on for dear life as you tear up ties hoping the locomotive does not end up on its side.

For railroaders who want to reminisce about the good days, or for those who always dreamed about what it would be like to ride the rails, this is a musical of railroading that you will enjoy.

BOOKS

Southern Pacific's Coast Line Pictorial by Anthony W. Thompson and John R. Signor. Signature Press. This volume enlarges the story of this fascinating stretch of the SP, first covered in Signor's *SP Coast Line* done in 1995. This new book is pictorial in nature, with nearly 600 photographs, 140 in color, and few ever published previously. Richard Steinheimer's 85 photos form the heart of the book. San Francisco to Los Angeles in the 1940-1960 era. Price: \$65.00, hardbound, 304 pages, 8½x11, 10 drawings.

Snowbound Streamliner - Rescuing the 1952 City of San Francisco by Robert J. Church. Signature Press. A railroaders' story of 16 incredible days of hardship, frustration and heroism in January 1952. The author uses statements from the men who manned the rescue rotaries and locomotives involved in the epic rescue of the train trapped in a snowslide at Yuba Pass. Enriched by unpublished photos from SP archives, this is a fascinating narrative of a Sierra winter at its worst and railroaders at their best. Price \$49.95, hardbound, 160 pages, 8½x11, 205 photos, maps.

Milepost 1, 198 Wool St., Folsom, CA, 95630. 10% discount to R&LHS members. Orders: (800) 336-7547. e-mail MP1@MP1.COM. 

R&LHS WebSite

With the help of our WebMaster, Adrian Ettlinger, we have entered the 20th and 21st Centuries with our own WebSite on the Internet. New address: <http://www.rlhs.org>.

This will always be a "work in progress" as information is added and refined, but we will have a valuable resource for our members, as well as a great tool for soliciting new members.

Adrian Ettlinger may be contacted at AETTlinger@Worldnet.att.net 

Chapter News

New York Chapter

Because of construction in Grand Central Terminal, the meetings have been moved. Sept. meeting: Talk by Joe Cunningham on New Haven's EP-5 Jets. Oct. meeting: Slides by Bill Hough taken at RailFair '99. No Dec. meeting because of location problems.

Chicago Chapter

The directors of the George Krambles Transportation Scholarship Fund are planning a memorial dinner the evening of March 11, 2000, (on what would have been Krambles's 85th birthday) at the Chicago Marriott O'Hare, near O'Hare airport. Donations start at \$75, with proceeds going to the Scholarship Fund. The hotel has established a special rate for those staying over night. Full details may be obtained from Marge Lester % Arthur Anderson LLP, 33 West Monroe Street (Mail Stop 08-16), Chicago, IL 60603. Phone: (312) 507-6172. Feb. GB&W/WC pictorial.

Gold Spike Chapter

Sept. meeting: We have applied for a grant to get the Hospital Car out of Smith and Edwards. Want to get *Moonglow* restored by GM and state funding for the Museum.

Lackawanna Chapter

Dec. meeting: Dansbury Depot, Crystal St., East Stroudsburg, PA (The former Lackawanna station, now known as the Dansbury Station Restaurant). A Dutch-treat luncheon will follow the meeting.

Pacific Coast Chapter Over 1200 attend RailFair '99

[Thanks for a job well done. -Ed] Milepost One is being moved, but when you see a new video or book you want, give Rusty a call (800)336-7547, FAX (916) 985-3763 or e-mail at MP1@MP1.com.

Southern California Chapter Bob Kredel Involved with Car/Train Crash

Former Chairman, Bob Kredel, coordinated a staged crash of a van carrying a crash dummy and a freight train Oct. 7, to warn motorists who risk death by ignoring railroad crossing warnings. New state penalties take effect Jan. 1. Sept. meeting: Jim Caballero's slides of Guayaquil & Quito (Ecuador) Railway trip. Oct. meeting: Member's slides of RailFair '99. Nov. meeting: Joe Bonino's movies of steam operations on the SP. Also, plans are for a March

18 Harbor and Alameda corridor tour for the Chapter.

Southwest Chapter

Our sympathy goes to the family of Frank H. Nelson, President of the Southwest Chapter R&LHS. See page 5. Y2K Calendar is \$7.00, ppd. Calendar, P. O. Box 3420, El Paso, TX 79923.

Southeast Chapter

Oct. joint meeting with NRHS: Talgo CEO, Jean-Pierre Ruiz, talked on the Talgo TPU-6 trainset. Nov. meeting: Derek Sands reported on his week at RailCamp '99. We'll try to find funding for next year. Dec. issue of *Southeast Limited* in full color. The Southeast Chapter will host the R&LHS 2001 National Convention.

Put Cliff on your newsletter mailing list or e-mail your highlights. Remember, much of what comes to the *Newsletter* also goes **weekly** to the WebSite. 

Cover Puzzle by Cornelius Hauck

Just what kind of wreck was this? It happened on the Rio Grande/Santa Fe "Joint Line" south of Denver, near Castle Rock, sometime around 1930. The tender of the Rio Grande 1916 Brooks 2-10-2 #1405 has been jammed up against the cab and derailed, and the crew of the following Santa Fe 2-10-2 seem both puzzled and resigned about what to do about it. But what happened?

One scenario: the D&RGW Santa Fe was serving as helper on the AT&SF freight, not unusual in joint-line operation, and the hogger on the D&RGW engine slammed on the brakes at the same time as the Santa Fe engineer opened up on the throttle, an error in communication that resulted in the tender getting caught in the middle. No, it's not likely that this was caused by the slack running out between the two locomotives.

Another scenario: The D&RGW engine was a light engine backing up north on the southbound main and got "tagged" by the approaching Santa Fe freight.

Then again, the Rio Grande engine, running light, might have stalled on the line, or the crew stopped for lunch, without giving thought to the possibility of someone else using their track.

After giving this a number of years of thought, I have come to the conclusion that there IS no really logical explanation for this contretemps. Shall we write it off as "just another boner?" 

George Krambles

Our good friend and associate George Krambles died on Wednesday, November 24th, 1999. He was 84 years old. George had undergone heart bypass surgery the previous week. The family suggested that donations be made to the George Krambles Transit Scholarship Fund. The R&LHS is making a \$1000 contribution to the Fund. Personal donations may be made to the Fund through:

Arthur Peterson
315 South Crescent
Park Ridge, Illinois 60068-4109
Telephone: (847) 698-0269

An Interview with George Krambles

By Robert C. Post

[Condensed from R&LHS *Railroad History 175* - Ed.]

When it comes to electric transit, George Krambles is someone who can say "Been there, done that." After graduating from the University of Illinois in 1936 with a degree in railway electrical engineering, he went to work for the legendary Indiana Railroad. In 1937 George returned to his native city of Chicago after landing a job with the Chicago Rapid Transit Company as a student engineer. Although he was classified as a "temporary employee" at the outset, it was the beginning of an association with the CRT and its successor Chicago Transit Authority (CTA) that would last more than four decades.

In 1938, when the city began construction of the State Street subway, George helped plan the electrical systems. In 1938, he helped found the Central Electric Railfans' Association (CERA) and initiated its distinguished publication program.

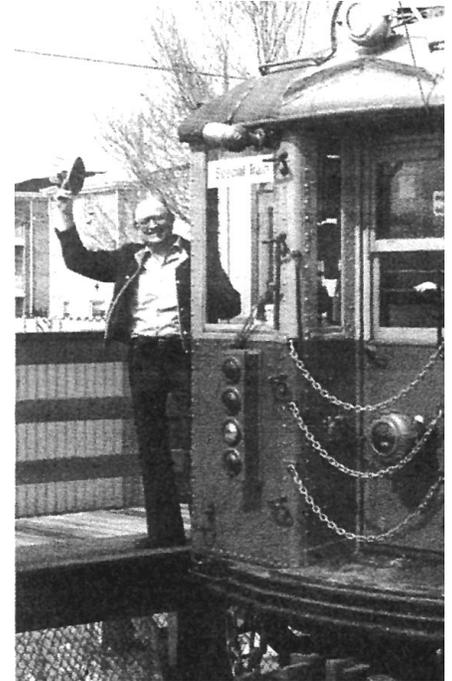
His career took him to virtually

every area of transit engineering, planning, operations, and maintenance. By the 1970s, Krambles had worked his way to the top of the CTA hierarchy, and in 1976 he became general manager of this, the second largest urban transit operation in North America. Even while occupying the top spot he was known as a man who never asked anything of anyone else that he would not do himself. He remained, for example, a qualified motorman and bus driver throughout his CTA career. When he retired as executive director on April 1, 1980, the CTA employee magazine called him "a legend in his own time as a renaissance man in transit."

When George left the CTA he merely stepped up a crowded regimen of consulting worldwide. At his farewell party on the Skokie Swift (the line he inaugurated in 1964 which became an archetype for all light-rail operations) he was handed tickets for Buenos Aires, where he had agreed to consult with the operators of the subway system. Subsequently he has imparted his expertise to transit managers from Hoboken and Philadelphia to Edmonton, Seattle, San Jose, and Los Angeles, from Caracas to Budapest, Tel Aviv, and Taipei. He also continued building one of the world's finest documentary and photographic reference collections on transit, and he sparkplugged a unique program called the George Krambles Transit Scholarship Fund to provide financial assistance to students aiming at careers in urban mass transit.

Today, at the age of eighty-one, Krambles retains a perpetually youthful demeanor and shows little evidence of slowing the pace he has maintained for more than sixty years. He is active both in transit affairs and in the historical community. A stalwart R&LHS board member for some twenty-six years, he is renowned at annual meet-

ings for his generous spirit but also for his pithy admonitions to get on with business, to keep sight of the big picture and avoid the traps of micromanagement that occasionally snare his fellows seated around the table. R&LHS



Frank Nelson

Frank H. Nelson, 68, died Saturday, October 16, 1999, President of the Southwest Chapter R&LHS, and a resident of El Paso for 35 years and a veteran of the U.S. Army. He was an electronic tech with RCA/GE for 32 years, and a member of the American Legion #58. As befitting his long years of service and his stature in the military, he will remain throughout eternity in Fort Bliss National Cemetery.

He is survived by his wife Eleanor C. Nelson, son Frank H. Nelson, Jr., and a large family. He also enjoyed a large family of friends. As our president, he was always calm, fair-handed and generous. All the members of the Southwest Chapter of the R&LHS are saddened by his passing. R&LHS

Misleading Railroad Histories

by Cliff Vander Yacht

They said it was an inexhaustible supply of lumber. But in about 35 years it was all gone except two small stands, one being the Hartwick Pines just north of Grayling, Michigan. I'm referring to the virgin timber of the lower peninsula of Michigan, huge tracts of pine and hardwoods. At first the logs were floated down the rivers to mills as far away as Chicago. The largest raft ever floated was towed from the Pere Marquette boom (collection of logs at Ludington, Michigan, on Pere Marquette Lake) to Chicago in 1873 containing 600 logs averaging 42 feet long and four feet in diameter. Then Ephraim Shay (1839-1916) devised his deep woods locomotive about 1880 and the rest of the forest disappeared. And the railroads built to tap this great forest fell on hard times.

A vague plan was made by the State of Michigan to get into the railroad business. Three east to west parallel lines were proposed: Michigan Southern through the lower tier of counties from Monroe to New Buffalo, the Michigan Central from Detroit to Benton Harbor/St. Joseph, and the Michigan Northern from Port Huron to Grand Haven. The southernmost route zigzagged like a single shoe lace trying to tie the small cities together until it lit out for Chicago. That became the Lake Shore and Michigan Southern. The MC had the best going, connecting Ann Arbor, Jackson, Battle Creek and Kalamazoo before getting Chicago fever just four miles west of Kazoo. The Flint & Pere Marquette moved the western terminus of the Michigan Northern some 67 miles north of Grand Haven to Pere Marquette (renamed Ludington by the time the railroad was built) and obtained its land grant. So here is where the Pere Marquette history begins.

The Flint & Pere Marquette has a decided advantage in corporate histories: it was the first to incorporate, was joined by the Flint & Holly two years later, didn't have any other major PM predecessors for eight years, and kept its name, except for a change of Railway to Railroad, up to the big consolidation of the three railroads that made the **Pere Marquette Railroad on January 1, 1900**. This makes it easy for historians to follow this development for the whole

thirteen years it took for the F&PM to connect its namesake cities, averaging just 20 miles per year, while ignoring the rest of the predecessors. However, to get a proper timeline, look at the chart covering the first thirteen years of Pere Marquette Railroad predecessor history. This table lists the year the railroad section was completed, the towns connected and mileage (negative figures indicate realignments, etc.) and the company's name. See also the map of the PM.

The Lawton to Paw Paw section was never part of a main line. The Lansing to Ionia to Greenville section became part of the Detroit to Howard City line. When a connection was later made from Grand Junction to Grand Rapids, the name changed from Detroit, Lansing and Lake Michigan, to eventually the Detroit, Grand Rapids & Western before becoming part of the PM. This is 182.25 miles during the 1862 to 1875 period of time. The Chicago and West Michigan started from New Buffalo to St. Joseph, and on to Montague crossing the previously laid Allegan

to Muskegon tracks at Holland. Branches and extensions took it from Montague to Pentwater, from Holland to Grand Rapids to White Cloud, and from Muskegon to Big Rapids. All three of these termini are just a few miles south of the F&PM line. For the 1862 to 1875 time frame, this is 353.5 miles for the C&WM part, versus 335.62 miles for the F&PM portion. In other words,

when the other groups got going, they caught up quickly.

Histories that follow each item to its conclusion before going on to others are easier to follow logically, but may be misleading. A chronological ordering may give a better picture of the true development. As H. Roger Grant points out, "History is not simply chronology," but a string of contextual views may not be good history either. In this case, all three of the main lines of the eventual PM were put into place in a very short period of time. Something to keep in mind when you contemplate that next article for *Railroad History*. R&LHS

Primary source:

Pere Marquette Railroad Co. Corporate History, ICC Valuation, 1914.

Pere Marquette

Father Jacques Marquette, (1637-75), a Jesuit missionary, was born in Laon, France. He landed at Quebec in 1666. He founded a mission at Sault Sainte Marie, "Michigan," at La Pointe, "Wisconsin," and at Saint Ignace, "Michigan," He and Louis Jolliet were the first Europeans to see the Mississippi River. On his way back from establishing a mission near what is now Chicago, he died on the eastern shore of Lake Michigan where a river and lake are named after him, and later a city.

Pere Marquette Trackage Built

Year	From	To	Miles	RR Name	Final RR
1862	East Saginaw	Flint	32.56	F&PMRyCo	F&PM
1864	Flint	Holly	17.84	F&HRRCo	F&PM
1867	East Saginaw	Bay City	12.00	F&PMRyCo	F&PM
1867	East Saginaw	Midland	20.00	F&PMRyCo	F&PM
1867	Lawton	Paw Paw	4.00	PPRRCo	C&WM
1868	Midland	Averills	6.55	F&PMRyCo	F&PM
1868	East Saginaw	Bay City	1.00	F&PMRyCo	F&PM
1869	Lansing	Ionia	38.26	I&LRRCo	DL&W
1870	New Buffalo	St. Joseph	27.00	C&MLSRrCo	C&WM
1870	Averills	Lake	36.00	F&PMRyCo	F&PM
1870	Ionia	Greenville	19.72	I&LRRCo	DL&W
1870	Allegan	Muskegon	57.50	MLSRRCo	C&WM
1871	St. Joseph	Montague	116.00	C&MLSRrCo	C&WM
1871	Detroit	Howard City	98.60	DL&LMRRCo	DL&W
1871	Lake	Reed City	27.00	F&PMRyCo	F&PM
1871	Holly	Monroe	65.50	HW&MRyCo	F&PM
1872	Montague	Pentwater	27.00	C&MLSRrCo	C&WM
1872	Holland	Grand Rapids	24.50	C&MLSRrCo	C&WM
1872	Kiddville	Belding	1.67	DL&LMRRCo	DL&W
1872	East Saginaw	South Saginaw	2.60	F&PMRyCo	F&PM
1872	McGraw Spur		1.41	F&PMRyCo	F&PM
1872	McGrew	Otter Lake	16.00	FRRrCo	F&PM
1872	Grand Rapids	Newaygo	35.43	GRN&LSRrCo	C&WM
1872	Stanton Jct.	Stanton	23.00	IS&NRRCo	DL&W
1872	Tittabawasee Jct.	St. Louis	28.60	SV&StLRrCo	F&PM
1873	Muskegon	Big Rapids	55.50	C&MLSRrCo	C&WM
1873	Saginaw	Bay City	-0.65	F&PMRyCo	F&PM
1874	Muskegon	Big Rapids	-4.00	C&MLSRrCo	C&WM
1874	Holland	Grand Rapids	1.00	C&MLSRrCo	C&WM
1874	Stanton Branch		1.00	DL&LMRRCo	DL&W
1874	Reed City	Ludington	47.87	F&PMRyCo	F&PM
1874	East Saginaw	South Saginaw	1.34	F&PMRyCo	F&PM
1875	Holland	Grand Rapids	-1.00	C&MLSRrCo	C&WM
1875	St. Louis	Cedar Lake	20.00	CS&CRrCo	F&PM
1875	Newaygo	White Cloud	10.57	GRN&LSRrCo	C&WM



Deward, Michigan in 1942 is a ghost town with just a few buildings left. A huge band saw was run here by David Ward. The giant forest is now nothing but white pine stumps and grass. Deward was near the Michigan Central, just north of Grayling. Pair of photographs taken by Grace Vander Yacht [editor's mother].

PM System Map

Project PM 1225



The black lines show the 1875 extent of the future Pere Marquette, and the white lines show the final extent within the state of Michigan. Car ferries, trackage and trackage rights took the PM to Wisconsin, Illinois, Indiana, Ohio, and New York states and Ontario Canada.

Corrections

to Summer 1999 Newsletter #19-3

Three Cylinder Steam Locomotives by Robert A. Le-Massena, Pages 4-5: D&GRW 4-8-2 weighs 419,000 lbs. (not 291,000 lbs.). BRC 0-8-0 Joy -1, Baker (not Walschaerts) -2. Thanks to Vernon Smith for the latter. -RAL

to Winter 1999 Newsletter #19-4

John Willever coauthored the Lackawanna #952 article with Ken Miller. Your Editor was also an electrical engineer and he did NOT form the GM&OHS or the two chapters of the NRHS.

to Railroad History #181

The list of Chapter Officers was from issue #179 rather than from issue #180. Mark Reutter, Railroad History Editor, states, "It's unfortunate, but at least the officers were named in the nearest previous issue. And we'll be sure to get things right in 182!" R&LHS

A broken spring on one of Pere Marquette locomotive 1225's driver axles forced the Michigan State Trust for Railway Preservation (MSTRP), located in Owosso, MI, to cancel the Engineer-for-an-Hour program after just one day's operation on August 22, 1999. The MSTRP reported that after a day's run, the first of six planned for the last weekends of the summer, the post-trip inspection of the locomotive revealed that several leaves of one of the big springs that support the locomotive had cracked and were beginning to move. This was disappointing to us, but it's an unavoidable part of operating old machinery. [PM 1225, a 2-8-4 Berkshire, has been restored to operating condition by volunteers. -ed]

Broken springs are one of the few breakdowns that can happen to a steam locomotive that is easily remedied in 1999. We have drawings of springs for all the Advisory Mechanical Committee 2-8-4s, but these aren't needed. Springs were standardized and identified by a part number. Although the nation's suppliers of giant leaf springs have consolidated down to one supplier, they kept the old specifications, so all we had to do, once we found the Standard Steel Company, was to tell them to make us eight number SE-422s. This is one of the few times we're able to order steam-locomotive parts as if they were auto parts. R&LHS

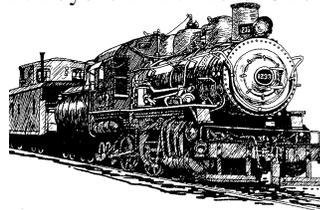
Info Wanted!

Please send information to your editor on train excursions that are NOT listed in the *Steam Passenger Service Directory*. See note below. Bill Lugg sent me this:

Severn Valley Railway runs steam every month (at least a few days - but solid from early May through September) in merry old England. Write: Severn Valley Railway (Holdings) PLC, The Railway Station, Bewdley, Worcestershire, UK, DY12 1BG. R&LHS

SW Railfan Tours

Photograph SP #1233, a 1918 Baldwin 0-6-0, on photo runbys on the Yolo Shortline May 13, 2000. Special



R&LHS price of \$128 until 2/29/00. Many other train trips are available around the world. Get more information from Trains Unlimited, Tours, 1-800-359-4870. R&LHS

Narrow Gauge News

Cumbres & Toltec Scenic Railroad

1999 will go down as one of the toughest years yet for the steam locomotives of the C&TSRR. On April 25, No. 484 derailed on an ice-filled crossing one-half mile west of the Los Pinos tank. It took large cranes to re-rail the locomotive as it was headed downhill off the grade and tilted at an angle as well. It was decided to hold the locomotive out of service for a full running gear rebuild, with work to begin as soon as possible. No. 497, the second locomotive on the April snow-clearing run, was not damaged, but was pulled from service on August due to excessive lateral motion on the number 1 (leading) drive wheels.

Nos. 487 and 489 are in service following retiring of the no. 1 drivers and other work. No. 463 was in service until August 9 although with continuing excessive steam consumption problems, but was taken off the line to install valves to cut off the water glass in the event it breaks (one of the requirements of the new Federal Railroad Administration rules for steam locomotives). No. 488 is out of ser-

vice for tube sheet and flue replacement, to be accomplished before winter, workload permitting

Chief Mechanical Officer Walter Rosenberger stated that four locomotives will be in service for the busy autumn foliage season.

Durango & Silverton Narrow Gauge

Former D&RGW locomotive No. 486 arrived in Durango following decades of display at Canon City, Colorado. The locomotive will be overhauled and returned to service as soon as possible. The engine was traded for No. 499, less suited to service on the D&SNGRR. Other D&SNGRR locomotives in service are 473, 476, 478, 480, 481, and 482.

In a less favorable light, the federal government is pursuing claims against the D&SNGRR for damages resulting from a 1994 fire in the San Juan National Forest. A federal district court judge dismissed several government claims against the railroad, but permitted the government to proceed with four claims for damages allegedly caused by locomotive sparks or cinders. A track motor car follows each train with a fire crew. R&LHS

— Vernon Glover's *Southwest Railroad Notes*

TRADING POST

Submissions should be made to the Newsletter editor to arrive by April 1, 2000, for inclusion in the next issue. All items will be posted on the WebSite weekly. See Member's Services section for details. Items must be legible and concise, for personal or nonprofit use, and may include a member's home address, telephone number and/or <e-mail address>. All items subject to available space and editorial decisions as to content.

WANTED - 85-foot TURNTABLE, more or less (need at least 90 feet for PM #1225 Berkshire, but can trade up with a shorter one). MSTRP, P. O. Box 665, Owosso, MI 48867-0665, (517) 725-9464. -CJY

SELLING - Collection of **Western** rail books, other books; also paper items and magazines, including first 50 years of *Trains* and most issues of *Railroad*

Magazine back to 1930s. Also remaining stock of the slick-paper magazine *Railroading*, most issues 1968 to 1975, at original price. Send SASE for lists to **William S. Young**, 1405 Wyman St., Aiken, SC 29801-4115.



SELLING *Rio Grande Superpower* book, autographed by author, plus an eight page supplement. \$25 postpaid. Only 50 copies left of my 1986 *Colorado's Mountain Railroads*, 8½x11, hardbound, 384 pages, 600 photos (50 in color), 225 railroads with concise histories and rosters. Includes a 16-page Hotchkiss/Classon railroad map and profiles of principal transmontane routes. \$40 ppd. to R&LHS members. **Robert A. LeMassena**, 1795 S. Sheridan Blvd., Lakewood, CO 80232.

WANTED - *Michigan Railroads and Railroad Companies* by Graydon M. Meints. **Clifford Vander Yacht**, 2363 Lourdes Drive West, Jacksonville, FL 32210-3410. <CliffVDY@JUNO.COM>



FREE - for cost of packaging and shipping, a mint condition 34x54 inch ATSF (Santa Fe) June 1976 wall map. **William R. Foster**, 4 Hillvale Cir., Wilmington, DE 19808-3631.

WANTED - Strongly interested in obtaining a copy of the book *De San Juan a Ponce en el Tron (From San Juan to Ponce on the Train)*, a photo story on the American Railroad of Puerto Rico, by Mr. Jack Delano. Will pay premium price. **Ronald R. Hosmeyer**, Route 3, Box 96, Grafton, WV 26354.

SELLING - *Russian Rail Transport, 1836-1917*, offers a new, colorful history of Russian railways from their beginning in 1836 until the Bolsheviks took power during WW1. The 274-page book is a translation from the Russian and was written by a consortium of authors from St. Petersburg State Transportation University. Of especial interest is the lengthy section on the building and rebuilding of the Trans-Siberian line. \$32.00 USA, \$36.00 foreign. Also available is the 118-page biography, *Franz Anton von Gerstner, Pioneer Railway Builder*, by Mikhail and Margarita Voronin. \$28.00 USA, \$32.50 foreign. Books shipped postpaid. Checks payable to Languages of Montour. **John C. Decker**, 112 Ardmoor Avenue, Danville, PA 17821. <JDecker@uplink.net>

WANTED - Original negatives, color slides, movies, and old original photographs of **The Scranton Transit Co.** or its predecessors. **Charles Wroblewski**, 206 Green St., Clarks Green, PA 18411-1212.

WANTED - A copy of *NORTHERN PACIFIC IC SUPER STEAM ERA - 1925 to 1945* by Schrenk & Frey. I have builder's plates to trade to fill gaps in my collection. Currently have NYC electrics from S & T Motors, N&W Y-6a, Y-6b, and K-1, C&O Lima from a 1600 class 2-6-6-6, and others. Looking for early Pre-ALCO front number plates, round Lima Shay, ALCO-GE-IR diesel plate. **Ron Muldowney**, 52 Dunkard Church Rd., Stockton, NJ 08559-1405.
<Steamfan@Gateway.net>

WANTED - Copies of **New York & Long Branch** timetables and trainsheets. Photocopies are acceptable. Will pay for copies and postage. **William F. Rapp**, 87 South Main St., Pittsford, NY 14534.



WANTED - Issues of **Pennsylvania Railroad Mutual Magazine**, *Pennsylvania*

nia News, and *The Pennsy*. Also seeks Pennsylvania Lines **PFTW&C** or **PCC-&STL** agent's lantern complete with composite green and white globe for flagging trains. Please state prices in first letter. SELLING - **Lake Shore & Michigan Southern** 2-wheel freight and baggage hand truck marked with company initials and inventory number. **Bob Hess**, 295 Hunters Road, Gore, VA 22637-3006

Railroad Historical Resources

Thomas T. Taber, Administrator
504 S. Main Street
Muncy, Pennsylvania 17756
Fax 570-546-8346

Providing answers and assistance to finding answers on railroad subjects of any kind prior to 1970. No charge.

SELL or TRADE - NYC **Interborough Rapid Transit** route destination (marker) light, 1903-1908, lenses dated 1905. 100% original, including working socket and wiring, totally restored, and all parts original to lamp. Porcelain passenger car number boards 24 1/4 x 7 black with white serif numbers. European steam locomotive cab number plate 22 x 8 x 1/2 thick, painted cast metal. Marker light aspect lenses and roundrels, various colors & diameters. **Adlake** hand lanterns with various Fresnel globe colors and individual Fresnel globes. SEEKING wax sealers from southern roads, whistles, builder's plates, etc. **Greg Hendricks**, 105 Old Course Road, Summerville, SC 29485, (843) 875-5729.

SEEKING copies of **R&LHS Bulletin Nos. 15 and 19** to complete collection. Top dollar paid for copies in good condition. **John F. Kell**, 103 White Birch Lane, Dallas, PA 18612-9145, (570) 675-0350.
<jkelljr@aol.com>



FOR SALE - Duplicate Kodak 20-slide sets of **B&O** steam and first generation diesel power photographed by William

Price, \$20 per set postpaid. Send LSASE or e-mail for details. Also available is a new, autographed copy of *Impossible Challenge II* by Herbert H. Harwood, Jr., \$35 postpaid. Also selling Mint-condition back issues of *Rails Northeast* are also available at \$5 each postpaid. Send LSASE or e-mail for details. **John Kernan**, 96 Beacon Hills Drive North, Penfield, NY 14526. <john.kernan@kodak.com>

WANTED - Books for collection: **Anthraxite Railroads** by Bogen; **Boomer Jones** by Earp; **Bucyrus, The Railroad Wrecker** by Larimer; **His Personal Record - Stories of Railroad Life** by Pinkerton; **Along the Line** by Swan; **Memories of a Retired Pullman Porter** by Turner; **Adventures of a Boomer Op** by Smith; and **Jo, A Telegraphic Tale** by Smith. Will pay \$50.00 each for copies in decent condition. Also seeks items from the C RR of NJ. **Dan Allen**, 147 Atsion Road, Medford, NJ 08055.



WANTED - Information on the early history of private chemical weed spraying contract services like the **Railway Chemical Sprayer Co., Inc.** of Owensboro, KY, circa 1906 and any others. **Jerry Pitts**, 6208 Thicket St. NW, Albuquerque, NM 87120-2528, (505) 897-8169.
<JJPi@aol.com>

WANTED - Original **Howard Fogg** paintings, both oil and watercolor. **John J. Atherton**, 16 Coachlight Dr., Poughkeepsie, NY 12603-4241, (914) 471-8152.
<JJAAMAPOU@aol.com>

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BUYER and SELLER BEWARE! The R&LHS is not responsible for the quality of the products or services offered or the integrity of the buyer or seller. 

Help Pick a Winner!

Help the R&LHS Awards Panel pick the nominees and the winners for the Railroad History Book Award and Article Award!

All members in good standing may enter candidate authors into consideration for nomination for the **2000 Railroad History Awards**. The R&LHS Awards Panel solicits advice from members in two award categories: the David P. Morgan Article Award, and the George and Constance Hilton Book Award.

Articles must have been published in magazines or journals with cover dates of 1998 and 1999. Enter the complete name of the author, the name of the article, the pages on which it may be found, the exact name of the magazine, and its exact cover date (month and year). (Some journals are hard to find, so please send a photocopy of the article, if you can. This will aid the panel and save some time.)

Books must have been published in 1997, 1998, or 1999. (See publication or copyright date for the book under consideration.) Enter the complete name of the author, the complete book title, complete name of publisher, and copyright or publication date.

The Awards Panel will make the final selection of Nominees and of Winners in each category. The Panel will take members' entries very seriously. In this way, the Society's members can play a key role in the Railroad History Awards.

Fill out and send in this coupon, or photo copy, by April 15, 2000. Only those entries postmarked on or before that date will be tallied for the 2000 awards. Mail to **Ed Graham, 316 Innisfree Circle, Daly City, CA 94015-4358**. Coupons sent to the wrong address or sent after April 15, 2000, will not be tallied.

To: R&LHS Awards Panel

Date: _____

For the **1999 David P. Morgan Article Award**

For the **1999 George and Constance Hilton Book Award**

Author's Full Name

Author's Full Name

Complete Title of Article

Complete Name of Book

Page Number(s) of Article

Complete Publisher's Name

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Copyright Year

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Whenever you have a change
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William F. Howes, Jr., President
3454 Cormorant Cove Drive
Jacksonville, FL 32223-2790

Material for the *Newsletter* is welcome and may be sent to:
Clifford J. Vander Yacht, Editor
2363 Lourdes Drive West
Jacksonville, FL 32210-3410

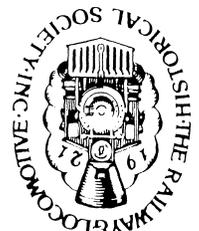
**PERE
MARQUETTE**

Pere Marquette Railway Celebrates its Centennial

Formed on January 1, 1900, from the Chicago and West Michigan, Detroit and Grand Rapids Western and the Flint and Pere Marquette Railroads in the state of Michigan. The PM was purchased on June 6, 1947, by the Chesapeake and Ohio Railway and now forms part of CSXT. The Pere Marquette Historical Society and the Chesapeake & Ohio Historical Society will hold a joint conference July 27-29, 2000, in Grand Rapids, Michigan. Contact your editor for details. 

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