



The Railway & Locomotive Historical Society Newsletter

Summer 2001

Volume 21, Number 3

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



Newsletter Notes

The Board of Directors approved paid display advertising in the *Newsletter*. You will see two such ads in this issue. There may be a change in policy for commercial and repeating ads in the future. If you know of a possible advertiser, please inform your *Newsletter* Editor.

I have appointed Mr. Bruce Heard of Pasadena, California, to head up an Advisory Board for the *Newsletter*. I am considering two more appointees. Their task is to help me maintain the quality and improve the quantity of features and financial support through advertising.

The attendance at the 2001 Annual Conference was just 2% of our membership, so we are presenting some of the content here for the other 98%. Our thanks to those who did attend.



The CSXT Emergency hotline is 1-800-232-0144.

Many thanks to those who responded to the inquiry about roundhouses. The information was a surprise. Watch the next issue. [R&LHS](#)

COVER PHOTOS: Upper left: John Hankey speaking at the Southeast Chapter dinner about the Martinsburg, West Virginia, roundhouse complex.

Upper center: Potomac Pundit, Don Phillips speaking at the R&LHS National Banquet.

Upper right: Dick Hillman of the Georgia Northeastern Railroad speaking about the Glover Locomotive Works and how their artifacts will be displayed at the Kennesaw Museum Foundation.

Center: R&LHS Chairman Bill Howes presents a plaque to John Goodwin honoring his 20 years as Society Secretary.

Lower left: Our Short Line Panel: Noel Perry of CSXT, Tom Hoback of the Indiana Rail Road, Jim Benz from Rail Link, Ed Lewis of the Aberdeen & Rockfish Railroad, and moderator, Mark Bennett.

Lower right: The Passenger Panel: Bob Lewis former editor of *Railway Age*, Jeff Barker of Amtrak, Alan Yorker, chairman of NARP, Seth Bramson who represented the FEC as their Corporate Historian, and the moderator, Bill Howes. Not shown is John Gibson of CSXT.

All photos by James A. Smith,

R&LHS Newsletter

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R&LHS MEMBER SERVICES

Membership Matters

Membership applications, change of address and other membership status inquiries should be sent to:

R&LHS - Membership
William H. Lugg, Jr.
PO 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. All items should be sent to Clifford J. Vander Yacht (see address at left).

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 five 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. 132 are available at \$7.50 per copy. For information on the availability of specific issues and volume discounts, write R&LHS Archives Services, PO Box 600544, Jacksonville, Florida 32260-0544.

Articles from the Bulletin & *Railroad History*

Copies of back issues of these publications of the Society are available to members at twenty cents per page (\$5.00 minimum) from R&LHS Archives Services, PO Box 600544, Jacksonville, Florida 32260-0544.

Research Inquiries

Source materials printed, manuscript and graphic are included in the Society's Archives. Inquiries concerning these materials should be addressed to R&LHS Archives Services, PO Box 600544, Jacksonville, Florida 32260-0544. To help expedite our response, please indicate a daytime telephone number where you can normally be reached. [R&LHS](#)

Additional Notes

by Robert A. LeMassena

Reference: "Energy Conservation on Steam Railroads: Institutions, Markets, Technology, 1889-1943" by Mark Aldrich, *Railroad History* #177, Autumn 1997.

The trailing truck booster saved energy by enabling a smaller locomotive to equal the performance of a larger one. A booster equipped 4-6-2 could accelerate a train as rapidly as a 4-8-2 which weighed 25 to 35 tons more, and attain the same higher speed, because the 4-6-2 had lower friction losses at high speed. The New York Central, Chesapeake & Ohio, Frisco and Southern Pacific used boosters extensively, but the Pennsylvania, Norfolk & Western, Burlington and Union Pacific avoided them.

There were several other factors which affected fuel consumption, most of which involved the basic design of the locomotive. Some of these are as follows:

Boiler Pressure

It was well known that negligible energy was needed to produce 300 psi steam instead of 200 psi steam. Yet, among 63 "models" of 4-8-4s embracing 1129 engines, only 14 had boiler pressures of 275 to 300 psi and some of the last ones constructed carried only 240 to 255 psi. Higher steam pressures produced greater drawbar horsepower without a detectable increase in fuel or water consumption and the engine ran more smoothly because the reciprocating parts were lighter. There were 16 different boiler pressures, whose unweighted average was 260 psi.

Combustion Chamber

There was no combustion in the combustion chamber, an extension of the firebox between the front of the grate area and the rear flue sheet. It replaced inefficient flue area at the front of the boiler with a very efficient heat absorbing area in the hottest part of the firebox. Among 4-8-4s, the lengths of this chamber ranged from 24 (Grand Trunk Western) to 102 (Norfolk & Western) inches and many 2-8-4s did not have one. The advantages of long combustion chambers and correspondingly shorter flues had been known long before "modern" locomotives were designed.

Roller Bearings

Although roller bearings reduced locomotive friction to almost zero, railroads were reluctant to try them. Timken could not induce any railroad to install them even without charge. Consequently, in 1931, the company paid American to construct a fully equipped 4-8-4 which operated on

fourteen railroads. The Lackawanna was the first customer followed closely by the Northern Pacific. Despite the complete success of roller bearings, many railroads, including the Pennsylvania, Southern Pacific and Burlington, would not use them. Freight cars used in interchange service were quite a different matter, however, because other railroads would be the beneficiaries of one railroad's investment. Canadian Pacific, Chicago & North Western and Great Northern installed roller bearings on rebuilt 4-8-4 locomotives, which had been constructed originally without them.

Belpaire Firebox

This firebox, having a rectangular cross section, possessed greater volume and heat absorbing area than did a radial stay firebox with the same grate area. Consequently it could produce 10 to 20 percent more steam at the same firing rate. The Pennsylvania had the largest number of such engines, followed by the Canadian National and the Great Northern, which used that kind of firebox on its freight service locomotives. The Pennsylvania was so convinced of the Belpaire design's superiority that it modified 130 USRA 2-10-2s after a few years of use.

Firebox Syphons

These syphons, usually two in the firebox and one in the combustion chamber, added about 100 square feet of heating area for each one. In addition, they continuously circulated water from the bottom front of the firebox to the top of the crown sheet, where the temperature was the hottest, thereby protecting the crown sheet should the water level drop too low. Many railroads, among them the Lackawanna, Santa Fe and Rio Grande, utilized them, while others, such as the Pennsylvania, Union Pacific and Norfolk & Western, did not, although on their most modern locomotives inverted "T" circulating tubes were installed.

Exhaust Nozzle

Angus Sinclair, Editor of Locomotive Engineering magazine, said that exhaust nozzles and stacks were the subject of more misinformed experimentation than any other part of a steam engine. Actually the nozzle and stack was a steam powered ejector which produced draft for the fire-

box and boiler with minimum back pressure from the cylinders.

Decreasing the back pressure by one psi was the equivalent of increasing the boiler pressure by ten psi; hence the design of the nozzle and stack was a major factor in obtaining the maximum power from a locomotive. Only a few railroads, notably the Pennsylvania, New York Central, Norfolk & Western, Santa Fe and Union Pacific, possessed facilities to determine efficient nozzles. Most other railroads accepted railroad industry standards with modifications indicated by their individual experiences. Some sophisticated designs were developed in Europe, but only one was tried in the USA, far too late to affect locomotive design.

Poppet Valves

Poppet valves and associated valve gear reduced the pressure losses as the high pressure and exhaust steam passed through the valve chamber, and provided better control of the valve events, thus increasing the power produced in the cylinders. During the late 1920s, Baldwin sponsored the installation of Caprotti valve gear and valves on ten engines of six railroads. Though their performance was satisfactory, the valves and operating mechanism was not rugged enough for USA operating conditions, and all of the engines were provided later with conventional valves and valve gear. Another European, rotary cam, poppet valve, assemblage was installed on a couple of locomotives during the 1930s, but it was not until 1939 that the Pennsylvania put a new Franklin system on a 4-6-2. It was so effective in increasing drawbar horsepower at high speeds that the Pennsylvania specified it for 52 divided drive 4-8-4s built in 1942 (2) and 1946 (50). This "steam distribution system" was installed also on one locomotive each of the Santa Fe, Burlington, Missouri Pacific and New York Central and ten Chesapeake & Ohio engines. Actual over the road tests showed fuel and water savings of 10 to 20 percent, but by that time the conversion to diesel-electric motive power was well under way, and commercial production of steam locomotives terminated in 1950.

Grate Area and Grates

A modern steam locomotive carrying 275 to 300 psi boiler pressure could produce about 50 drawbar horsepower at a reasonably efficient firing rate (125 lbs of 12000 btu coal/sqft/hr), consuming some 1000 lbs of water. It was evident that higher firing rates wasted fuel; yet 4-8-4s were built with fireboxes ranging from 65 to 115 sqft with an average of 95 sqft. The design of the grates (size, shape and distribution of air openings) was highly dependent on the kind of coal used. Lackawanna and Norfolk Western

locomotives were operated with remarkably transparent exhausts, while Rio Grande engines would emit clouds of smoke when working hard, losing as much as 25% of the fuel as unburned cinders.

Compound Articulated Locomotives

Although the first compound articulated locomotive antedated the first one built in the USA by fifteen years, the proportions of the cylinders had been determined much earlier, perhaps by a French or German university professor. The theory was to make the low pressure cylinders larger so that they would produce as much power as the high pressure cylinders. During the next 45 years everyone accepted those theoretical proportions, and what is more interesting is that no one ever road tested a Mallet to see if the results matched the theory. Nobody knew very much about those locomotives; the builders constructed them, and the railroads operated them. Period. However, during the late 1930s, the Norfolk & Western became aware that the low pressure engine had not been producing as much power as the rear one. Experiments revealed that much larger valves, piping and exhaust passages were needed, together with valve gear modifications. The result was an astounding 50% power increase, and the railroad immediately rebuilt its newest Mallets accordingly, and then built all new ones likewise.

There was one other technique to increase the low speed tractive effort of the low pressure engine, injection of high-pressure steam while the locomotive was being operated in compound mode. This had been common practice in the power generation industry since the 1920s, but appears to have been unknown to locomotive builders until 1942, when it was mentioned in a book by Baldwin's Chief Design Engineer. The N&W began to install a valve to accomplish this beginning in 1952 after it had constructed its last Mallet. The zero speed tractive effort was increased from 127,000 lbs to 166,000 lbs, thereby preventing stalling of heavy trains at the crest of a grade. No other railroad utilized this simple device which improved performance and saved fuel.

Heavy Rail

Because it is stiffer, heavier rail reduces car resistance, thus conserving energy. The Lackawanna began to install 131 lb/yd rail in 1929 when it electrified its suburban lines in New Jersey, then continued for its entire mainline. The Pennsylvania laid 151 to 155 lb rail on its electrified lines and found that train resistance was reduced about 30%. Subsequently, it used that rail on all of its mainlines. Other

users were the Norfolk & Western and Bessemer & Lake Erie.

Loco Valve Pilot

Cylinder back pressure gauges were sometimes installed to enable the engineer to adjust the valve gear cutoff for minimum back pressure. A more effective device was the Loco Valve Pilot, which indicated the actual cutoff and speed. The engineer could adjust the cutoff per the gauge indications to attain maximum power for any load and speed. Experienced engineers did not need this, but it enabled inexperienced engineers to operate a locomotive efficiently.

Conclusion

One wonders why these elements, which were known to reduce fuel consumption or increase an engine's power, were not more widely adopted. Probably the greatest impediment was that they required the expenditure of capital funds for which approvals and compelling evidence of effectiveness was necessary. They were not like wasted coal or excessive smoke, which anyone could see and understand.

Some railroads had testing programs (Pennsylvania, New York Central, Norfolk & Western, Union Pacific and Santa Fe) for evaluating improvements such as steam pressure, exhaust nozzles, combustion chambers and grates. Certain elements would have been difficult to justify (boosters, roller bearings, Belpaire fireboxes, firebox syphons) as they were affected by other considerations. Was the item patented? Was a license fee involved? Did the manufacturer route any traffic over the railroad? Was there any price/performance competition? What bank handled the manufacturer's financing? What was company policy? Was a business or personal friendship a factor in the decision? The "not invented here" philosophy of industry took the form "Our railroad is different; it is not the Pennsylvania" (or Santa Fe, or New York Central or Union Pacific).

The basic design of the locomotive and its accessory appliances was affected by lack of knowledge of fundamental principles and an understanding of how fuel and water consumption was influenced. Specific information was not readily available, and even when it was, management often decided otherwise. Timken advertised that its roller bearings increased a locomotive's tractive effort by reducing the engine's friction to almost zero, yet this fact was never recognized by locomotive manufacturers and industry committees. In fact, Baldwin's Chief Design Engineer stated in his 1942 book, "The Steam Locomotive," that roller bearings had no effect on tractive effort. He was incorrect.

It was known that the Type E superheater increased the boiler efficiency by 5 to 10 percent, but when the N&W rebuilt its Class Y5 2-8+8-2s, the less efficient Type A units were retained, perhaps because some accountant declared that they had not been fully depreciated.

The New York Central shortened the combustion chamber of its 4-8-4s by a foot, thus decreasing their maximum horsepower, and the Lackawanna decreased the boiler pressure of its 4-8-4s to reduce slippage. Later, it restored the pressure and decreased the standard bore of the cylinders, thus regaining the lost horsepower.

Locomotive misutilization was a source of wasted fuel and water. A pair of Erie 2-8-4s pushing a coal train at 10 mph, consumed about 25,000 pounds of coal and 150,000 lbs of water hourly while exerting a combined tractive effort of 150,000 lbs. One Norfolk & Western 2-8+8-2 compound articulated could equal this performance with about 80,000 lbs of water and 15,000 lbs of coal per hour. Three Delaware & Hudson 4-6+6-4s at 10 mph burned 50% more coal and consumed 50% more steam than did two N&W Mallets. The reason for these differences was the N&W's smaller driving wheels 57/58 in vs 70/69 in, and the compounding of the cylinders, as well as their operation at much shorter and more efficient valve gear cutoffs.

Without question, proper firing was very important in the conservation of fuel and water; but one wonders how much was wasted because the locomotives did not incorporate to a greater extent elements of design and accessory appliances which conserve the energy in the fuel consumed. We know that engine weights, tractive effort and driver diameter were important considerations in a locomotive design; but was fuel and water consumption ever evaluated during the design process? ^{R&LHS}

* The author uses a plus sign to denote the articulation point in what is otherwise the Whyte System of notation.

[Steam enthusiasts, those of us who directly experienced the age of steam, and those who have read many books on the subject of steam engines, know the terminology used by Bob LeMassena. Others, who haven't had that luck, often want those terms explained. I, as Editor, extend to all my readers the opportunity to now become teachers of steam technology by writing a paragraph or more on this enchanting subject. Injectors, syphons (or siphons), what are those? How do they work? — CVY]

R&LHS National Convention A Success!

By James A. Smith, R&LHS Southeast Chapter Chairman

On Friday we took a field trip to the 44 mile NASA Railroad at the Kennedy Space Center. First, we toured the railroad shop facility and saw NASA Railroad's entire roster of three SW 1500's. Officials described how the solid fuel rocket booster segments were transferred from rail car to the Vehicle Assembly Building (VAB).

We then toured inside the VAB; originally built to construct the Saturn 5 moon rockets. This part of the space center is closed to the general public, so being able to photograph solid rocket nose cones, an external fuel tank, and the shuttle *Atlantis* ready to move to the launch pad was unexpected. Our bus tour around launch pad 39A was much closer than the public tours. Visiting the new Saturn 5 Visitor Center was fun too.

We came back to earth at the New Smyrna Beach shops of the Florida East Coast Railway. This tour also was a rare event, as the FEC had been off limits to rail fans and historical organizations. That has changed now, and the FEC brought locomotive No. 2000 out for us to see. This "one of a kind" GP40 has been repainted in the old Flagler red and yellow scheme and was the backdrop for a group photo. The FEC also let us go through its round-end observation car, *Azalea*, originally built for the Detroit-Miami, *New Royal Palm*. It is now a functional inspection car.

That evening the Southeast Chapter hosted a dinner with guest speaker/historian John Hankey, who talked about the Baltimore & Ohio Railroad roundhouse complex at Martinsburg, West Virginia. Titled "Things Aren't Always What They Seem." It touched on the history of the facility, its pivotal role in the Civil War and the current plans

for restoration. John's talk, illustrated by slides of this unique railroad facility which includes two roundhouses, the recently renovated station believed to be the oldest active station in the country, NA (Martinsburg) and R (Miller) towers, and a freight house.

On Saturday, we copied the Lexington Group's "Speakers Program" format that included feature speakers and two panels. Kicking it off was Ed Lewis, President of the Aberdeen & Rockfish Railroad. Our members were impressed with the frank discussion of short line operation and how the A&R and Pee Dee River Railway handled a variety of activities, including bridge load limits, attracting new industries, etc., that impact today's short line railroads.

This was followed by a Short Line Panel hosted by CSXT Director Mark Bennett, which asked the question: "Is there a role for short lines in the 21st century?" Ed Lewis used the Pee Dee River Railway expansion to serve four new large customers as an example of how a short line can help itself and its connecting carriers.

Jim Benz, President of Rail Link noted that they operate a number of switching operations cheaper than a Class 1 carrier. There has been a significant trend toward short line switching operations, with Rail Link operating 24 at this time. Jim also noted that the Genessee & Wyoming, which owns Rail Link and other short lines, is also expanding by acquiring railroads in foreign countries which are privatizing their existing state owned lines. An example is the recent acquisition of significant operations in Australia by the G&W.

Tom Hoback, President of the Indiana Rail Road, said



NASA Railroad No. 1 showing the current paint scheme for the three SW 1500's.



NASA Railroad No. 3 with the Vehicle Assembly Building in the left background.



Two solid rocket motor nose cones waiting on assembly.

that they used advanced technology to reduce operating costs. The IRR is now running remote control engines, solar powered switch machines and one man train crews to efficiently operate their line. Listening to Tom, you soon realize that the IRR is a short line at the technological forefront in developing new ways to run their railroad.

Finally, Noel Perry, a CSXT Marketing Director said that short lines play a significant part in providing Class 1 carriers with revenue traffic. Noel also gave us some significant insights into truck costs and how both short lines and the large carriers are developing service and price guidelines that are competitive with long haul trucking costs.

Our afternoon Passenger Panel was moderated by R&LHS Chairman Bill Howes. The theme was introduced by Seth Bramson who talked about the “Development of passenger service in Florida”. His theme was to concentrate on one “special” route that gave a unique picture of Florida history and how the railroad was known by Florida residents. Of course, his favorite route was visualizing a ride over the FEC’s Seven Mile Bridge on the Key West Extension and only being able to see ocean!

Seth also participated on the Passenger Panel and reviewed the development of the *Florida Fun Train* and the various events that spelled it’s ultimate demise. Amtrak was represented on the panel by Jeff Barker who fielded numerous questions about its Florida operation, past and present. Existing train service is strong, with three Miami/Tampa-New York trains, the *Sunset Limited* running between Orlando and the West Coast and *Auto Train* between Sanford, FL and Lorton, VA. This will grow with the pro-



The shuttle *Atlantis* ready to move to the launch pad.

jected addition in 2002 of two trains a day operating over the FEC between Jacksonville and Miami.

Mr. Alan Yorker, the new NARP Chairman, talked about the continuing need to promote Amtrak and both long and short distance passenger service. He also noted a number of state supported passenger train operations. He encouraged us all to support future passenger train operation by writing our congressional representatives at both the state and national level to secure continued funding.

Mr. Bob Lewis, former Editor and Publisher of *Railway Age*, also supported future passenger operations. Finally, John Gibson, CSXT AVP Operations Planning, informed us of some of the many items considered by Class 1 carriers when studying possible increases in passenger service. He also addressed some of the actions taken by CSXT to improve service over their Amtrak routes.

Following Saturday evening’s R&LHS National Banquet, we were entertained by Don Phillips, who is well known for his column as the *Potomac Pundit* in *TRAINS*



R&LHS group listening to NASA employee Bill Riddle describe the VAB and the *Challenger* failure.

RAILROAD PERIODICALS INDEX, 1831 - 1999

compiled by Thomas T. Taber, III

Covering 80 periodicals of US and Canadian steam, electric and industrial railroad material with 20,000 companies, 60,000 articles, and 200,000+ citations. Indexed by railroad and by subject. 873 pages, cloth bound, \$75.00 postpaid. To be reviewed in the next *Railroad History*.

Guide to Railroad Historic Resources compiled by Thomas T. Taber, III

25,000 companies, 700 locations in US and Canada, 100,000 collections with 500 described. Four volumes, cloth binding, \$150.00 postpaid. See review in *Railroad History* #169.

Available for individual states or railroads at reduced cost; write for details and prices.

Both of these works are the definitive books in their fields. A must for American railroad history researchers.

Thomas T. Taber
504 South Main Street
Muncy PA 17756

The Little Falls Railroad

by Dr. Jim Brown and Cliff Vander Yacht

A humorous fictional account of the early days of railroading in Wisconsin, well illustrated with vintage drawings. 78 pages. \$15.00+\$3.50 S&H.


RAILROAD MUSEUM

Home to a reference library of over 1000 books and magazines dating back 100 years. Memorabilia, models, telegrapher's equipment and lanterns are on display with a gallery of railroad art. Outdoor garden railroad and Milwaukee Road bay window caboose. Doll Museum in adjacent building. Less than 20 miles from I-94 or I-90. We are always looking for ephemera and artifacts to add to our museum collection or for preservation.

The Little Falls Railroad & Doll Museum Ltd.
PO Box 177
Cataract WI 54620-0177
<Railldoll@CenturyTel.Net>

Magazine and as a transportation reporter for the Washington Post. Don lived up to the definition of a pundit by giving us both positive and negative views on the industry, including comments on Amtrak, railroad mergers, traffic flows, and the future of possible government spending on railroads.

On Sunday morning we held the official R&LHS Annual Membership meeting. Chairman Bill Howes gave a brief statement about the R&LHS. Atlanta historian, Dick Hillman, who is also the Manager-Safety for the Georgia Northeastern Railroad Company in Marietta, GA, gave a special talk on the history of the Glover Locomotive Works, the last steam builder in the South. He covered the history of the Clover Works and the rescue/transition of artifacts, including a locomotive, to the proposed addition to the Kennesaw Museum Foundation, home to the famous Civil War locomotive, the *General*.

A few words of thanks. To Bill Howes for securing speakers and moderating the passenger panel, to chapter registrar Cliff Vander Yacht, to Paul Barnes and Seth Bramson for arranging Friday's tours, to Mark Bennett for moderating the short line panel, to all of our great speakers, to Gary Sease, Bill DeWitt and others for our registration/door prize material, to Ed Mueller and Arby Vandebossche for handling registration, and to my wife Ann for being very understanding through it all! 

More TRADING POST

Trains and Technology

Vol. 1 - Locomotives

by A. J. Bianculli

248 pages including 147 illustrations, University of Delaware Press. Devoted to locomotives of 19th century American railroads. Locomotive design and application through three stages — infancy (1830-50), adolescence (1850-75), and maturity (1875-1900) — is covered. Compounding, an important innovation, is treated extensively. The book also covers unusual variants such as geared and industrial engines, and several impractical designs, touted by various promoters. Order by title and number 0874137292. \$59.50 Associated University Presses, 440 Forsgate Drive, Cranbury NJ 08512.

PRESIDENT'S LETTER

As reported elsewhere in this issue of the *Newsletter*, the Society's Annual Meeting and Convention in June was a success. An enthusiastic "Well Done!" goes to all the guest speakers and panelists and, of course, to our host, the Southeast Chapter and its chairman, Jim Smith, and his hardworking associates: Cliff Vander Yacht, Paul Barnes, Paul Newton, Mark Bennett, Art Towson, Ed Mueller, Arby Vandenbossche and Richard Dickinson. We also appreciate those who made possible and so enjoyable our visits to the Kennedy Space Center, including the NASA Railroad, and to the Florida East Coast Railway's facilities at New Smyrna Beach. Member Seth Bramson was especially helpful with respect to the FEC tour and in securing a publication about that road for each attendee. Similarly, our thanks go out to all who provided door prizes and handout materials and to the fine staff of the Radisson Riverwalk Hotel in Jacksonville.

A meeting of your Board of Directors preceded the Convention and Annual Meeting. Expressing its gratitude for his twenty years of service as Secretary of the Society, the Board accepted the resignation of John Goodwin from the position and elected Dr. Michael Walker to succeed him. We are pleased and fortunate that John will remain on the Board.

Much of the Board meeting focused on (1) ways to generate revenue from RAILROAD HISTORY and the *Newsletter* so as to reduce our modest operating deficit while further enhancing these publications and other membership services, and (2) development of a long-range plan for the Archives.

The Board endorsed continued solicitation of advertising for RAILROAD HISTORY and the inclusion of paid advertisements (as well as the members' free Trading Post) in the *Newsletter*. Ads will represent a very small portion of each publication's content, and only ads appropriate for the Society's mission will be solicited and accepted. Also, additional outlets will be sought for retail sales of RAILROAD HISTORY. Furthermore, the RAILROAD HISTORY Advisory Planning Committee will explore other avenues for fund raising. In the expectation of greater income, the Board endorsed an additional expenditure of up to \$6000 for the publication of RAILROAD HISTORY in 2001. Enhancements for the *Newsletter* will also be considered on a case-by-case basis.

Preparatory to the development of a strategic plan for

our Archives, the Board approved a proposal to accelerate the computerized cataloging project for our holdings that Archivist Jacqueline Pryor has had underway for several years. The centerpiece of our Archives is a collection of several hundred thousand photographs and prints. These deal primarily with U.S. and Canadian railroads through the mid-20th Century, although some effort is currently underway to bring the coverage to 2000. Other collections in the Archives include operating documents such as rule books and operating timetables, employee passes, public timetables, advertising literature and post cards.

It is also recognized that the Board needs a better understanding of the nature and frequency of the requests the Society receives for photographs and other materials from the Archives, as well as orders for back issues or photocopies of our publications, plus general research inquiries. Therefore, effective immediately, all such inquiries should be addressed to the Society at P.O. Box 600544, Jacksonville, Florida 32260-0544. The Jacksonville office will either answer your inquiry directly or acknowledge receipt and promptly forward it to someone who can handle it. This procedure should be followed for all inquiries except those related to membership matters, which should continue to be directed to Membership Secretary Bill Lugg at P.O. Box 292927, Sacramento, California 95829-2927, or when ordering locomotive builders' records or railroad locomotive rosters, services handled directly by James L. Larson at 12820 Westside Road, Manassas, Virginia 20112-3419. These changes are reflected in the "R&LHS Membership Services" section in this issue of the *Newsletter*.

William F. Howes, Jr.
President
June 20, 2001

Resolution

Whereas John A. Goodwin has been a member of the Railway & Locomotive Historical Society for more than fifty years, and

Whereas he has served with great distinction as Secretary of the Society from 1981 to 2001,

We, the Officers and Directors of the Railway & Locomotive Historical Society do, this day of May 31, 2001, enact this Resolution expressing our appreciation to John A. Goodwin for his contributions to the Society and its members and for the fellowship we enjoy while in his company.



TRADING POST

Submissions should be made to the Newsletter editor to arrive by October, 2001, for inclusion in the next issue. All items subject to available space and editorial decisions as to content. Logos and photographs are limited to 7/8 inches high if space permits. New Trading Post items are posted every week on our WebSite.
<<http://www.RLHS.ORG>>

Railroad Stations of Coshocton, Ohio by Richard L. Hoover. 5½x8½" 64 pages, paperback, \$7.50 postpaid. A well illustrated and well researched tome focusing on the development other railroads and station facilities (PRR and W&LE) serving the author's home town of Coshocton, Ohio, and vicinity. The first of what was planned to be accomplished in a retirement tragically cut short by illness. All proceeds go to a memorial fund in his name for the benefit of disadvantaged and/or underprivileged children in the Pittsburgh area. **Otis Flinchpaugh**, 3436 Cheviot Avenue, Cincinnati OH 45211.

SEEKING - For a research project, all lot numbers for freight and passenger cars of Barney & Smith, Haskell & Baker, Pressed Steel, Standard Steel, Pullman (freight before 1925), American Car & Foundry (after 1957), Canadian Car & Foundry, National Steel Car (after 1965), General Motors Division (EMD Canada). And all General Electric order numbers (EMD after 1957). **Alan Wayne Hegler**, 2214 Arden Way #233, Sacramento CA 95825-3302.
<AlanWH@Earthlink.net>

SELLING - *Stock Cars of the Santa Fe Railway*, by Berry, Ellington & Martens. Complete coverage of the AT&SF Stock car fleet including plans, photos, roster and build dates. FOUND two boxes of these books. \$29.95 + \$3.00 S&H until they are gone. **Loren R. Martens**, 4285 Benito St., Montclair CA 91763.

WANTED - Original **Howard Fogg** paintings, both oil and watercolor. **John J. Atherton**, 16 Coachlight Dr., Poughkeepsie NY 12603-4241, (845) 471-8152.
<JJAAMAPOU@aol.com>

WANTED - *History of the Cumberland Valley Railroad* by Paul J. Westhafer of the Washington DC. Chapter NRHS 1979. **Eric Bickleman**, 510 W. Dustman Rd. #31, Bluffton IN 46714 (219) 824-0571.

WANTED - All issues of Pennsylvania Railroad *Mutual Magazine*, *Pennsylvania News*, and *The Pennsy*. Also seek agent's lantern with composite green-white globe used for flagging trains, with any of the following lettering: PFtW&C, PCC&StL, or **Pennsylvania Lines**. Please state prices in first letter. SELLING - **Lake Shore & Michigan Southern** 2-wheel freight and baggage truck marked with company initials and inventory number, excellent condition, approximately a century old. **Bob Hess**, 295 Hunters Road, Gore VA 22637-3006.

SEEKING - to dispose of his personal collection, has for sale NG and other RR history books. REDUCED FOR SALE. Send SASE for copy of list. **Norman F. Clarke**, 120 Pulpit Hill Rd. #8, Amherst MA 01002-4013. <clarcken@mindspring.com>

SELL or TRADE - NYC **Interborough Rapid Transit** route destination light, lenses dated 1905. 100% original, working socket and wiring. Totally restored. European steam locomotive cab number plate 22x8x½ thick, painted cast metal. Porcelain passenger car number boards, black with white serif numbers 24¼x7. **Adlake** hand lanterns with various Fresnel globe colors. Marker light aspect lenses and roundels, various colors and diameters; individual Fresnel globes. WANTED Wax sealers from southern roads, whistles, builder's plates, etc. **Greg Hendricks**, 105 Old Course Road, Summerville, SC 29485, (843) 875-5729.

WANTED - **Bangor and Aroostook** pre-1920 public and employee timetables. **Jerry Angier**, 69 Brentwood Rd, Cape Elizabeth ME 04107.
<Jerry4INS@aol.com>

SELLING - The Railroader's novel, *Double Jacks*, by former SP Division Engineer, M. E. McGinley. From motor cars to business cars, a comprehensive look back at railroad-ing in the 1970s. \$15.00 (CAs add \$1.07 tax), 529 pages with glossary. *Double Jacks*, 2029 Verdugo Blvd #143, Montrose CA 91020.

FOR SALE - Rare book, Richard K. Wright's classic, *Southern Pacific Daylight*, (1970), first edition numbered 304. Perfect condition, as new, with dust jacket. 656 pages, over 6 lbs, 1000 photos and illustrations. \$145.00 UPS insured. **Richard L. Ritterband**, 37 Wightman Court, Monarch Beach CA 92629. (949) 489-1939.


WANTED - *Virginia's Belt Line RR* (Norfolk & Portsmouth RR) by W. Hugh Modmaw. **E. Zehnder**, 237 Wisteria Dr, Southampton PA 18966.

WANTED - Steam, Electric, & Diesel locomotive builder's and/or number plates. I will purchase one or a collection and will travel within reason. I am still looking to fill gaps in my collection and I need a round Lima Shay, a WM Baldwin 4-8-4, an Alco from a Milwaukee Road 4-8-4, 4-4-2, and 4-6-4, and any early Pre-Alco number plates. I have plates to trade including a PRR H-9s, BLW I-Isa, Altoona Works J-1, DM&IR 0-10-0, and a Lima from C&O H-8 #1604. Please call, write or email me. **Ron Muldowney**, 52 Dunkard Church Rd., Stockton NJ 08559-1405. (609) 397-0293
<Steamfan@gateway.net>

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.

SELLING - *A Directory of Railroad Structures in North Carolina*. Coverage of all 451 documented structures with details of provenance, status, location and photographs. Continuous bound to lie flat with laminated covers. \$23.50 postpaid. **Art Peterson**, 3200 Gordon Drive, Geenville NC 27834-4926.

WANTED - Original photographs and any papers items of **The Scranton, Dunmore & Moosic Lake RR**. **Charles Wroblewski**, 206 Green Street, Clarks Green PA 18411-1212. 

2002 Rails in the Rockies

Annual Meeting

Events Schedule

Thursday, June 6, 2002:

- 4:00 - 7:00 pm Check-in/Registration at Wyndham Hotel
 7:00 - 8:30 pm No-Host Hospitality Hour in Aspen Leaf Room, Wyndham

Friday, June 7, 2002:

- 8:00 am - Noon R&LHS Board of Directors Meeting in Rockrimmon Room, Wyndham
 Noon - 1:30 pm Lunch on your own
 1:30 - 5:00 pm Bus Tour to FRA Test Center, Pueblo, CO
 7:30 pm - ??? No-Host Dinner at Giuseppe's Old Depot Restaurant

Saturday, June 8, 2002:

- 7:45 am Bus departs from Wyndham for Canyon City, CO
 9:00 am - Noon Canyon City & Royal Gorge RR (EMD-F-7s) [p 63*]
 Noon Bus departs for Manitou Springs, CO (*Box lunch en route*)
 1:00 - 5:00 pm Manitou & Pike's Peak Cog Railway to top of Pike's Peak, 14,300' [p 75*]
 5:30 - 6:00 pm Bus return to Wyndham Hotel
 6:30 - 7:30 pm Mixer in Salon D, Wyndham
 7:30 - 9:30 pm R&LHS Annual Dinner (plated) in Salon D, Wyndham (Speaker tbd)

Sunday, June 9, 2002:

- 8:00 - 1 1:00 am R&LHS Annual Business Meeting with Breakfast Buffet in Salon D, Wyndham (Speaker tbd)
 1:00 - 5:00 pm Optional "on-your-own" visit to Colorado Railroad Museum (CRRM) Operations/Steam-up, Golden, CO

* See *Guide to Tourist Railroads*, 2000 edition

Hotel Information

The convention hotel is the Wyndham Colorado Springs. Nestled in the foothills of Pikes Peak, the hotel has a view of and is within walking distance of the Denver to Pueblo Joint Line.

The R&LHS rate is \$99 per night (which is considerably below the standard rate).

Registration Fee

Annual meeting attendance fee to be determined at the September board meeting as well as cost of extra fare excursions.

Need More Information?

Please call Mike Walker at (719) 262-0777 or e-mail mike.walker@trw.com.

Other Area Activities

- Colorado Railroad Museum, Golden, CO
- Cumbres & Toltec Railway, Antonito, CO
- Durango & Silverton, Durango, CO
- Garden of the Gods, Colorado Springs
- U.S. Air Force Academy, Colorado Springs
- Central City (CO) Opera & Casinos
- Cripple Creek (CO) Historic District & Casinos

2002 RAILS IN THE ROCKIES

Early Registration Form

Name: _____

Address: _____

City, State, Zip: _____

Phone No.: _____ Fax No.: _____ Email: _____

Number of persons attending: _____

Yes, Please register me/us

Yes, but I'll let you know exact number in party later

Mail to: Dr. Mike Walker, 2002 Rails in the Rockies, PO Box 62924, Colorado Springs CO 80962-2924



Group photo of R&LHS members in front of the FEC No. 2000, specially painted in Flagler red and yellow colors.

TIME VALUE MATERIAL!

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