

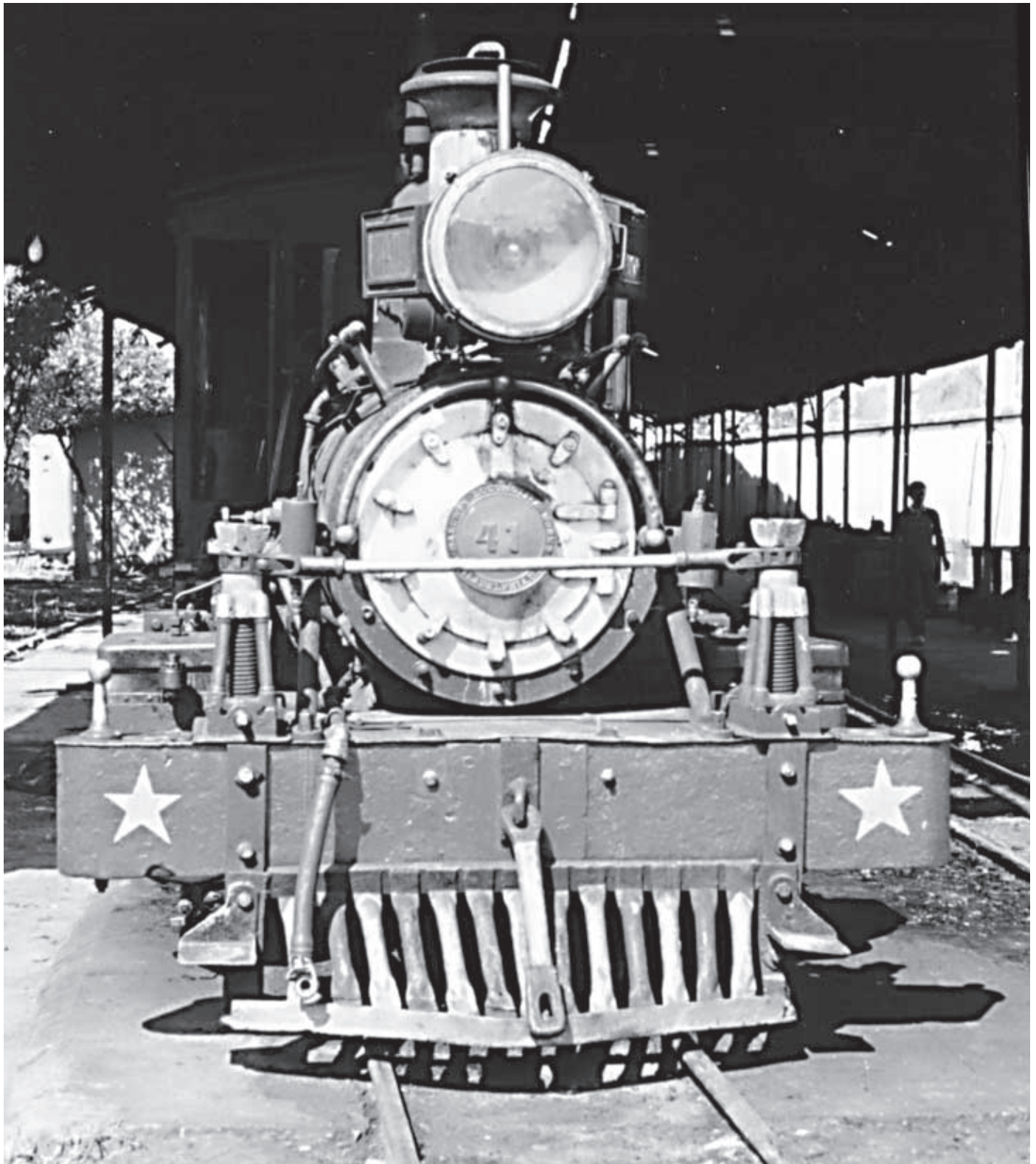


The Railway & Locomotive Historical Society Newsletter

Autumn 2000

Volume 20, Number 4

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



Newsletter Notes


In every issue we put in some error for you to find. In the last issue, it was the missing twos. How many did you find? Not just the back page. Likewise, Bob LeMassena misnumbers a locomotive just to keep us alert. Yes, AT&SF 375x should have been 3850-3875. Thanks to those who noticed.

The Lake at E'ham is on the move again. The PRRH&TS has made a very good case for Effingham, Illinois, and Lake Knabbe, which no longer exists. More about this in the next issue.

The 4-6-0 #1900 (Summer issue 20-3, page 6) was identified by Harry A. Frye, Jeff English and Gordon Mills as being Boston & Albany class F-2c series, 1900-1909, built April, 1907, at Schenectady by ALCO. In 1912 they were renumbered B&A 704-713 and scrapped in the 1930s.

The locomotive #7395 of McClain Foust (Spring issue 20-2, page 9) is a PRR H6a built by BLW in 1903. The photo of Mac (1861-1935), who worked for the PRR for 54 years, was taken before 1920. Thanks to A. Sherry.

The next Annual Meeting will be here in Jacksonville, Florida, next May 31 - June 3. Our weather then should have highs near 89 and lows near 69 with comfortable humidity (we are not Miami). This is the start of our season

as a summer resort. We are serviced by Amtrak's Silver Service (Silver Meteor, Silver Star and Silver Palm) and the Sunset Limited, or take your car on Auto Train to Sanford, 120 miles away. I-95 and I-10 intersect here and I-75 is just 70 miles away. Jacksonville is a city of one million with a seaport, manufactures (including odorless paper mills), warehouses, rail center (CSXT, NS and FEC), Navy bases, recreation (many Golf courses and beaches) and is the gateway to the rest of Florida. Come see Florida and join us in a very interesting conference. 

Contents

Baldwins in Brazil	3
C&TSRR Report September 2000	5
Durango & Silverton Railfest 2000	7
Errors in an Early California Timetable	8
Roundhouse Completed	9
TRADING POST	10
Year 2000 Railroad History Awards	11
New Dues Structure for 2001	11

COVER: Baldwin 38011, 1912 all steamed up and ready to go at the São João shed. She's a 4-6-0 No. 41. Photo taken October 30, 1999 by Cliff Schoff.

R&LHS Newsletter

Copyright © 2000 R&LHS
Published by the Railway & Locomotive Historical Society, Inc.

Editor/Publisher

Clifford J. Vander Yacht
2363 Lourdes Drive West
Jacksonville, FL 32210-3410
<CliffVDY@JUNO.COM>

Assistant Editor

Vernon J. Glover
P. O. Box 4077
Manassas, VA 20108-0708

R&LHS 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. 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. 131 are available at \$7.50 per copy from Milepost 1 Bookstore, 198 Wool St., #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 AM, 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 AM Pacific Time. When writing, please enclose a stamped self-addressed envelope and a daytime phone number. 

Baldwins in Brazil or A Journey with Maria Fumaça

by Clifford Schoff

NOTE - Thanks to Clifford Schoff for a detailed report on one of Brazil's most enchanting preserved railways. Who can deny the charm of the tiny very-narrow-gauge 1912-vintage Baldwins, a variety of locomotive long forgotten elsewhere. Maria Fumaça is the local nick-name applied to these locomotives, or so we are told. The preservation of this particular rail line was accomplished by the RFFSA, the national rail system under its Brazilian National Railway Museums program. Its formal title is Museu Ferroviaria de São João Del Rei. The initials ABPF mentioned in the text are the Portuguese language initials for the Brazilian Association of Railroad Preservation, a group that has preserved other railroad lines and maintains chapters in several urban centers.

—Vernon Glover, Assistant Editor

Report of Visit to São João del Rei, 30-31 October 1999

I visited the São João del Rei - Tiradentes narrow gauge line (2 ft 6 in/760 mm gauge) in the hill country of central Brazil on Saturday and Sunday, 30-31 October. This 12 km (7 mile) railroad is a remnant of a system that once extended to over 200 km (125 miles) and operated until 1983. My wife and I rode the 10:00 "FSSuHolOnly" train to Tiradentes on Saturday, and I observed and photographed the 14:15 train that day and the 10:00 train the next. The train locomotive for the weekend was 2-8-0 No. 68 (Baldwin #52256,1919) with 4-6-0 No. 41 (Baldwin #38011,1912) in steam as the reserve locomotive. I was told that one locomotive is used on the train for three weeks to a month, then another one is used. Each train was composed of nine cars and each car was well filled with passengers. All the trains left late due to late arriving tour buses and other late passengers. The 12 km run to Tiradentes takes about 30 minutes and is a pleasant trip. Tiradentes is quite a tourist attraction and well worth a walk-around or a ride in one of the horse-drawn buggies that meet the trains. Trains return from Tiradentes at 13:00 and 17:00. The re-



ABOVE: Baldwin 2-8-0 No. 68 ready to depart São João Station at Minas Gerais, Brazil. BELOW: Departing. All photos taken by the author taken October 31, 1999.




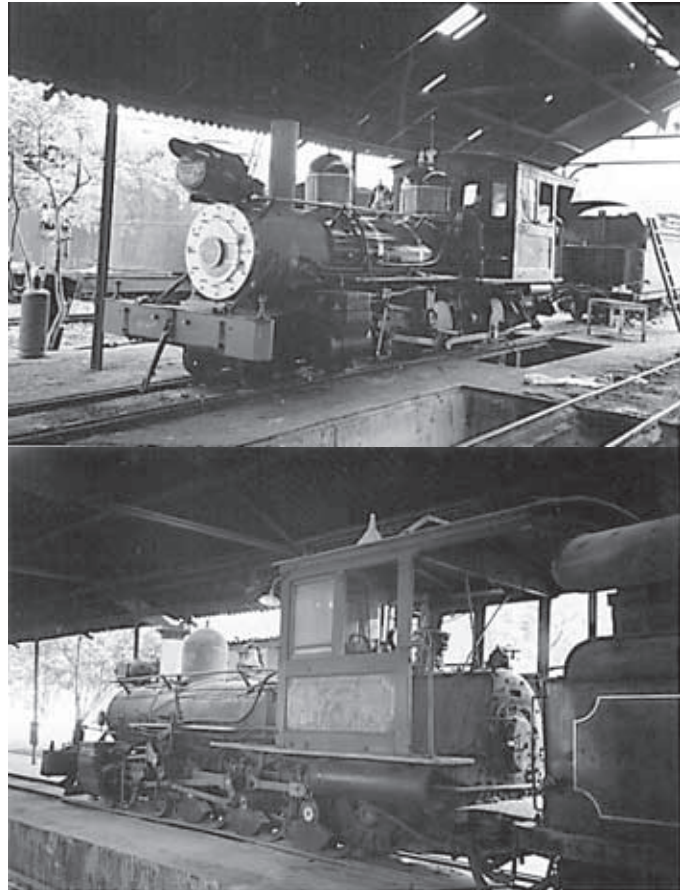
turn fare is R13.30 (about \$7) which includes a visit to the museum. There are no restrictions on photography. There is a good selection of T-shirts with excellent color images of locomotives at the São João station for those who are interested and a more limited selection at Tiradentes.

I met a retired engineer who is now one of the handful of volunteers who help keep the locomotives running, run the museum, sell T-shirts, etc. He indicated that, contrary to the report in *Continental Railway Journal* 113 in 1998, the railroad had not ceased operation in 1997 (or any other

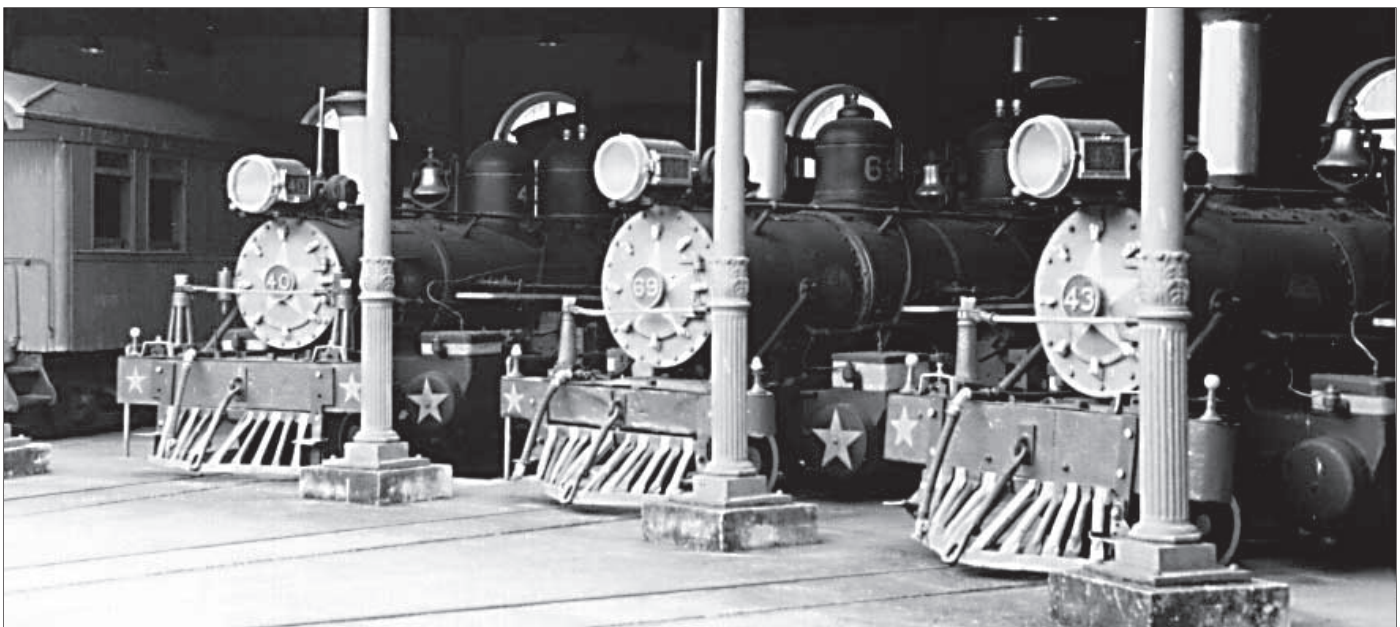
time). Privatization saw it being transferred from the RFFSA to the Ferrovia Central Atlantico (FCA). Within the last few months it has become the property of a large mineral and transportation company, Cia. Vale do Rio Doce, which has put money into the operation. Roadbed, track, and buildings appeared to be in good condition. There were signs of fresh ballast having been applied very recently, and the roundhouse looked as if it had received a coat of paint not long before. This pleases the volunteers, but they hope that the city of São João del Rei or the state of Minas Gerais will acquire the line. However, there are no negotiations going on to that end. They have been told by a government lawyer that the railway will not be allowed to close, but will be taken care of one way or another. The volunteers would like to see the railway become linked with the ABPF preservation group and the meter gauge railroad at Campinas near São Paulo.

The roundhouse at São João del Rei contained three meter gauge locomotives and seven 760 mm gauge Baldwins (Nos. 37, 38, 40, 43, 55, 62, and 69). I was told that all but 37 and 40 were operable. Two locomotives, 4-4-0 No. 22 and 4-6-0 No. 42, were under repair in an open shed near the roundhouse, with 22 being painted after heavy repairs. No. 41 was simmering at one end of the shed. 2-8-0 No. 60 was on display off by itself on a siding between two buildings fenced off from the rest of the complex, but near the roundhouse. I was told that the buildings (which looked like former freight sheds) comprised the SJDR "Convention Center." 4-4-0 No. 21 was on display under the station roof, and 4-4-0 No. 1 was in the adjacent museum. The 600 mm gauge ex-Feldbahn (Henschel #16179, 1919)

0-8-0T was just outside the museum building along with a few other exhibits, but was under the station roof. 



TOP: 4-4-0 No. 22 being painted. ABOVE: 4-6-0 No. 42 under repair in the shed. BELOW: Baldwins in the roundhouse. 4-6-0s Nos. 40 and 43, and 2-8-0 No. 69 at São João Del Rei. Photos by the author 10/30/1999.



C&TSRR Report September 2000

by Vernon J. Glover

This summer the narrow gauge trains of the Cumbres & Toltec Scenic Railroad have departed their terminals much the same as for the past thirty years. The towns of Chama, New Mexico, and Antonito, Colorado, have enjoyed the seasonal influx of visitors and their purchases seemingly undisturbed by the railroad's near-death experience of the past year. The tourist business in the southern Rockies has perhaps been more affected by the rising price of gasoline and the publicity surrounding the forest fires of early summer. Nevertheless, the little railroad remains on the list of Most Endangered Historic Places as determined by the New Mexico Heritage Preservation Alliance.

It was over a year ago that the governing body of the state-owned railroad, the C&TSRR Commission, in October 1999, voted to terminate the lease of the railroad to its operating contractor for breach of contract. The railroad ceased operations early and the property was shut down under the protection of staff hired by the C&TSRR Commission. The following months were a time of uncertainty, caretaker maintenance, and in the end, key decisions involving both winter maintenance and selection of a new operating contractor.

Despite the cliffhanger drama of last winter and spring, the C&TSRR has made a miraculous recovery. The railroad looks and runs much the same as always, but every part of the railroad has experienced rebirth under a new management.

Winter Locomotive Work

Even before proposals for a new operating contractor were requested, the support group called Friends of the Cumbres and Toltec Scenic Railroad joined with the C&TSRR Commission to perform the most important locomotive repairs over the winter to ensure that the new operator would have motive power available to begin operations. This was a new kind of activity for the Friends, a volunteer group that had mostly performed work repairing and painting wooden freight cars and buildings along the line.

Drawing on their internal resources, the Friends ordered boiler tubes, the long-lead-time materials necessary to repair the locomotives. In addition, the Friends provided

a grant of \$62,000 to the Commission to pay for a shop crew and additional materials in order to complete the needed work on the locomotives before the operating season. Through this timely work, the yet-to-be-selected operating contractor would be able to begin the operating season on the customary late May weekend.

During the winter work, significant deterioration was found in the locomotives resulting from the lack of attention to many details of maintenance over the preceding years. Wear was extensive and the shop crews were busy throughout the winter and spring months. Locomotives involved in this effort were 463, 487, 489, and 497, all former Denver & Rio Grande Western locomotives. No. 497 proved to be in the worst condition with many more worn out parts discovered during repairs.

In the meantime, the process of selecting a new operating contractor was proceeding and lobbying of the New Mexico and Colorado legislatures was taking place to ensure that the necessary state appropriations of funds would occur to cover the maintenance work needed to bring the line up to initial operating condition for the season. These activities became a widespread community effort in southern Colorado and northern New Mexico.

After considerable effort the C&TSRR Commission rejected all the hopeful bidders for the contract. Typically they either had no experience at running a comparable railroad or they required capital investment by the two states, which was not politically feasible. Once again the Friends stepped into the vacuum, proposing operation through a nonprofit corporation. Money was raised, in the substantial amount of \$300,000, and the Rio Grande Railway Preservation Corporation was created as a nonprofit corporation to operate the railroad under lease. After extensive negotiations and working out the details, a contract was signed and the RGRPC on April 1 took up the challenge of bringing the railroad up to operating condition in time for the season to begin in late May. Members of the Friends raised the necessary capital and brought in experienced steam railroad management, based on their widespread interests in the subject.

Locomotive work continued throughout the spring months, and the locomotives passed their FRA inspection

sin mid-May 2000. The FRA inspections addressed safety and steam boiler conditions. Work on the locomotives continued to repair significant wear items as well as to increase operating efficiency.

When the season opened on May 27, 2000, three locomotives were ready to go. No. 489 was the Chama road engine, while No. 463 played the role of Chama helper. No. 487 was the Antonito road locomotive. No. 497 remained in the shops for additional work discovered during repairs and did not enter service until late August, just in time for the fall foliage season's heavy traffic.

Track and Roadbed Work

Beginning with the spring thaw in the San Juan Mountains, the range crossed by the railroad at Cumbres Pass, the track crew not only repaired the worst sections of the neglected track but an additional crew went to work on a long-term upgrade of trackage beginning along the east end of the railroad. A grant of \$800,000 from the Economic Development Administration was matched by parts of the state appropriations and work began. The EDA grant was also slightly modified to permit its use anywhere along the C&TSRR route rather than the easternmost 10 miles as originally intended. Many areas along the line had been neglected during the preceding years, not only in cross tie replacements, but in ditching and ballast management as well. The most necessary track and roadbed work was carried out in time for an FRA inspection trip over the line during the mid-May 2000 visit by the team of inspectors.

Not the least of the preparations for resuming daily train operation was the clearing of weeds from the roadbed using the Jordan Spreader, a heavily built car carrying road-grader type blades for scraping and grading the roadbed.

Operating Season

The high country remained unusually dry as the operating season opened, and fire danger was rated high by the authorities. The Los Alamos fire and others in the San Juans confirmed this rating. The railroad responded by carrying a water car on every train that sprayed the roadbed and following each train with a motorized fire car and crew to check for any small fires that may have been started by the train. This effort was successful and no fire problems resulted from the railroad's operations. The summer rains arrived in August, so the danger is somewhat abated. The drier autumn months will present another challenge.

As the season moved from spring to summer, ridership remained good after the first weeks of heightened public interest. The closest population centers in New Mexico and Colorado remained the best source of riders, although California and Texas weighed in significantly. Overall ridership was slightly higher than projections, although it remained below the highest recorded levels. There is every indication that the C&TSRR has overcome the negative circumstances of last year's publicity and this year's gasoline price increases and the widely reported forest fires. In mid-season it was decided to extend train operations another week, to October 22.

The Future

The C&TSRR is on the path toward renewed prosperity and sustained operations. Much work remains to be done. The full roster of locomotives must be restored to operating condition to ensure continued operations over the long term. Typically, the fall foliage season requires five locomotives in steam, a condition that will strain the line's resources in 2000. A maintenance program must be put into effect and monitored by the C&TSRR Commission. Promotion of the line to its full potential remains an open issue. The new management is exercising good judgment, but at current levels of ridership the railroad can handle additional passengers with little additional expense. Remaining to be fully developed are the historic preservation and museum functions on the property. It will take some time for the C&TSRR to transcend its endangered status. Nevertheless, the C&TSRR remains one of the premier examples of preserved American steam railroading today. [R&LHS](#)




September 12, 1995 photo by J. R. Hereford, Jr. University of Chama, New Mexico.

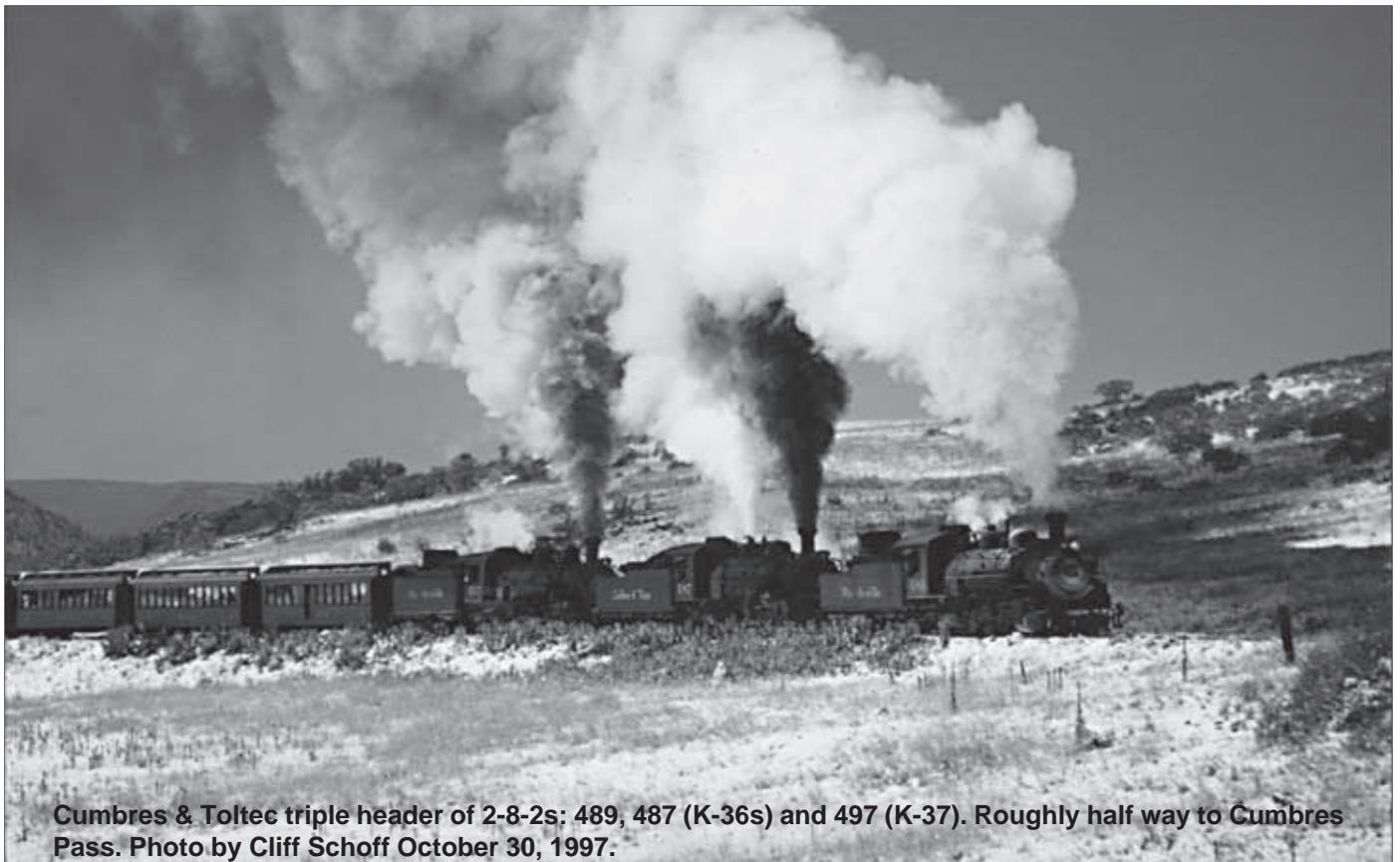
Durango & Silverton Railfest 2000

by Clifford Schoff

The Second Annual Railfest of the three-foot gauge Durango & Silverton Narrow Gauge Railroad ran from 23 to 29 August. It featured trips by Galloping Geese motors Nos. 2 and 5 and the maiden voyages of Goose No. 1, a recently completed reproduction of the first Rio Grande Southern motor car (more of a truck than a car), along with trains pulled by 1875 Baldwin 4-4-0 "Eureka". The three per day normal service trains also ran, although some days only saw two regular trains. On Saturday, 26 August, 2-8-2 No. 486 was officially put into service with a special ceremony, after which it pulled the 9:00 train to Silverton. This locomotive had spent many years on display for 30 years in Cañon City in central Colorado and was transferred to Durango in 1998. After 10,000 man hours of rebuilding, it performed splendidly.

My wife and I rode Goose No. 5 from Silverton to Elk Park and back on 25 August. The speed was low and the distance was short, only about ten miles, but the trip was very enjoyable. The Goose rode very well, although the low speed (10-15 miles per hour) probably contributed to this. Driving from Silverton to Durango, we overtook D&S 2-8-2 No. 486 near Durango on a practice run with an empty train and paced it in to town. Our other trip was behind Eureka & Palisade 4-4-0 No. 4 from Rockwood to Cascade Canyon and back on 29 August. This 125 year-old locomotive runs like a young colt and was great fun to ride behind. Several run-bys with its one coach, one caboose train added to the enjoyment. Many other events were on the schedule, including a reception, a railroaders flea market/swap meet, railroad movies, and many other Goose and Eureka trips, some traversing the entire line from Durango to Silverton on one day, returning the next.

Railfest 2001 will be around the same time in August next year and I heard that other Galloping Geese will be invited along with Geese 1, 2, and 5, and the Eureka. Check www.durangotrain.com or call 970-247-2733 for details in spring 2001. 



Cumbres & Toltec triple header of 2-8-2s: 489, 487 (K-36s) and 497 (K-37). Roughly half way to Cumbres Pass. Photo by Cliff Schoff October 30, 1997.

SACRAMENTO DAILY UNION.

FRIDAY, NOVEMBER 25, 1870.

RAILROAD TRAVEL.

SHORT ROUTE!

CALIFORNIA PACIFIC RAILROAD



Connecting at VALLEJO with

STEAMER NEW WORLD.

WINTER ARRANGEMENT.

To take effect Saturday, Oct. 1, 1870.

GOING SOUTH.

DAILY (SUNDAYS EXCEPTED).

Leave Sacramento	Trains Arrive at Calistoga	Trains Arrive at Marysville	New World Arrives at S'n Francisco
7:15 A. M.	12:45 P. M.	2:15 P. M.	11:30 A. M.
*11:00 A. M.	8:00 P. M.	9:30 P. M.	7:30 P. M.
3:15 P. M.	.....	.....	.....
*7:00 P. M.	.....	.....	.....

ON SUNDAYS.

2:30 P. M.	5:00 P. M.	7:00 P. M.
------------	-------	------------	------------

GOING NORTH.

DAILY (SUNDAYS EXCEPTED.)

New World Leaves S'n Francisco	Trains Arrive at Calistoga	Trains Arrive at Sacramento	Trains Arrive at Marysville
.....	.....	* 8:20 A. M.	.....
8:00 A. M.	12:45 P. M.	12:30 P. M.	2:15 P. M.
.....	.....	* 4:30 P. M.	.....
4:00 P. M.	8:00 P. M.	8:20 P. M.	9:30 P. M.

ON SUNDAYS.

8:30 A. M.	12:30 P. M.	1:00 P. M.	5:00 P. M.
------------	-------------	------------	------------

* The 8:20 A. M., 11 A. M., 4:30 P. M. and 7 P. M. Trains are Marysville Accommodation Trains, running through without change of cars, to and from Marysville and Sacramento.

Tickets for sale at the Depot of the Company, and Baggage checked to all points on the line.

R. S. MATTISON, Superintendent.

L. O. FOWLER, General Freight and Passenger Agent
Vallejo, September 28, 1870. n1-4p

Errors in an Early California Timetable

by Corny Hauck

This interesting timetable, or announcement of the "arrangement of trains" (as such ads were often termed), was published in the *Sacramento Daily Union* in 1870, complete with quaint stock cuts, to publicize the new fall schedule of the two-year old railroad. If you are not familiar with the California Pacific or its route, the main line of the railroad ran from Sacramento west to Vallejo, where the trains connected with a river steamer the *New World* for the remainder of the trip to San Francisco. From Vallejo, a long branch line stretched north to Calistoga, and another branch extended from Sacramento north to Marysville. Thus the schedule, if read across, gives the basic times for the Sacramento-San Francisco run plus times to Calistoga and Marysville.

To modern eyes, accustomed to detailed railroad timetables, this can appear confusing and confused. See if you can figure out just where the trains are running and how. And there is one glaring and serious error in the schedules. See if you can find that!

See next page for an explanation. R&LHS



Nearly completed roundhouse of the Colorado Railroad Museum at Golden, CO. It is dedicated as the Cornelius W. Hauck Restoration Building. Photos by C. W. Hauck.

Roundhouse Completed

At 5:45 PM on Thursday July 13th, barely 24 hours before the benefit banquet to honor Cornelius Hauck was to take place, the last of ten 1000-pound doors was lifted into place on the long-anticipated roundhouse. The following evening 85 museum members, friends, and invited guests sat down to an elegant buffet dinner arranged by advisory board member Connie Melior and served by Nina Faust and her crew from Zest Catering. This event raised over \$3,100 to go for the completion of the turntable.

On Saturday morning at 10:30, a crowd of over 500, perhaps the largest group to be at the museum at one time, was on hand for the impressive cornerstone laying presided over by the M. W. Grand Lodge A. F & A. M. of Colorado. This Masonic ceremony is a traditional one for important structures, and the same group officiated at the opening of Denver International Airport a few years ago.

Bigfoot's Bar-B-Q provided benefit box lunches, served by several of the museum trustees, which provided additional money for completing the project. Museum admission was free that day, and the store set an all-time record for sales, over \$13,000 for the weekend. The kids' coloring contest, supervised by Sharon McGee, Margaret Ruid, and Gladys Thrash, was a popular event, and hundreds of visitors toured the new building regardless of afternoon temperatures in the high 90s.

Corny and Janet Hauck, who had just celebrated their 50th anniversary, were joined by their entire family: John Hauck and Sandra Kemper; Amy and Timothy Hamilton, and Tom and Kim Hauck with their children Olivia and Alex.

Bartlett & Company of Cincinnati, the investment banking firm with which Corny has long been associated, sponsored a drawing for two original CB&Q and UP kerosene lanterns. These were won by Mary Schneider of Boulder and Bill Sandin of Dacono, Colorado.


Funding from a donor who wishes to remain anonymous has provided sufficient money to install the turntable and connecting tracks by the end of the year. By then, machinery and tools will have been installed in the roundhouse, and we will have a first class restoration facility for the first time in over 40 years. We are certain that this will attract many new volunteers, just as the opening of the Richardson Library has done. Including the purchase of the additional land to allow completion of the main line loop, this project which began with planning in 1991 and involved raising \$1.7 million has been an amazing accom-




Corny admires the freshly placed stone, which is still dripping with water from the Masonic ceremony. (Mike Danneman photo)

plishment for the museum.

None of it would have happened without the hard work, support, and enthusiasm of many loyal volunteers and hundreds of members and friends. Watch for coverage on the roundhouse in the November issue of *Sunset* magazine.

Editor's note: This article is reproduced from Colorado Railroad Museum's *Iron Horse News*. 

California Pacific Schedule:

The branch train schedules are confusingly incomplete; arrival times for two trains on the Calistoga branch, from Vallejo, are provided; you must guess that they leave after making connection with the San Francisco boat and the Sacramento train, since through service is implied from each end. There are four Marysville "accommodations" for which only the Sacramento times are provided (as noted below the schedules), although Marysville times are given for the two through trains "north" (eastbound) from San Francisco, but no Marysville departure times. And to further confuse the traveller: while the "going north" schedule is correct as far as it goes, the "going south" is grievously in error: the arrival times shown for the 11:00 AM Marysville accommodation are on the wrong line, they are for the 3:15 PM through train from San Francisco! Happy travelling! 

TRADING POST

Submissions should be made to the Newsletter editor to arrive by January 1, 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>>

SELLING — Three detailed histories of Midwestern railroads, all with many maps and photos, full-color cover paintings, fully documented and indexed, and with special R&LHS prices. *Kansas Central Narrow Gauge*, 104 pages for \$23 postpaid, covers the years 1871-1890 of this UP affiliate; the 88-page history of the successor (1890-1935) UP line, the Leavenworth, Kansas & Western Railway, \$21 postpaid; the 136-page history of the colorful Kansas City Northwestern Railroad, \$27 postpaid. Order from author **I. E. Quastler**, 925 10th Street Unit B, Coronado CA 92118.



WANTED - Information, photos, maps, etc. of the Missouri Pacific in the Southern Illinois coal fields. Especially interested in structures and facilities at Bush and Herrin, Illinois, and the coal mines, but all information is of interest. **Jerry Michaels**, 133 Dewey Rt. 6, Amarillo Texas 79124, (806) 376-6548 after 5 PM CT. <asychis@aol.com>

SELLING - My new book, *Canadian Rail Passenger Review Number 3*, is full of in-depth articles with colour and b&w photos in 96 pages. Read about Canadian Pacific's forgotten transcontinental train, the *Imperial Limited*. Marvel at Canada's fastest steamers - Canadian National's Hudsons. Follow Milwaukee Road *Super Domes* career on CN. Investigate CP's graceful open platform sleeping-observa-

tion cars. Explore the history and construction of Toronto's Yonge Street subway line. Delve into the history of Brantford, Ontario's many stations. Experience a transcontinental ride to boot camp in 1943. Price \$26.95. Still available *New York Central in Canada: Southern Ontario Lines - Volume 1* at \$9.95. Shipping \$2.50 for one, \$4 for both. Send order to **Doug Smith**, Box 1369 Station B, Ottawa Ontario Canada K1P 5R4.



SEEKING - photos, maps and any other historical information regarding the Union Pacific's New East Tintic branch in Utah and equipment (including the three UP Shays) used there. **William H. Lugg, III**, 12625 Palomino Dr., Calhan, CO 80808-9308. <luggw1@uswest.net>

WANTED - Steam Builders Plates, Tall Cast Lanterns, Wax Sealers, Cap/Hat Badges, and Passes (Pre 1900). **Benjamin Reizner**, 8568 S.W. 113th Place, Miami FL 33173. (305) 598-8595. <rrbenl3@aol.com>

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.

SELLING - *The Little Falls Railroad*, an humorous fictional account of the early days of railroading by **Dr. Jim Brown & CJVY**. 78 pages. \$15.00+\$3.00 S&H. The Little Falls Railroad & Dollhouse Museum Ltd, PO Box 177, Cataract WI 54620-0177. <Raiddoll@CenturyTel.net>

WANTED - Back issues of *RAILROADIANA EXPRESS*: Winter 1986; Spring, Fall, Winter 1982; All 1981; Spring, Fall 1980; Spring, Summer, Winter 1979; All before 1979, prefer full years. Describe what you have and price. **John Maye**, 1320 W. Lincoln Highway #G8, Schererville IN 46375. (219) 865-8967 (9:30-8).

SELLING - My new book, *Western New York & Pennsylvania Ry.* [Pennsy] 260 pages with over 250 photos, maps and timetables. The book covers the road Buffalo to Emporium, Pa. Rochester Branch, Bradford Narrow Gauges and the Oil roads out of Titusville and Oil City Pa. Book should be in stock by Oct. 1. Cost is \$25 plus \$2 postage. **Paul Pietrak**, 98 Union Street, Hamburg NY 14075.

SELLING - *Captive Caboose in America* published by the American Railway Caboose Historical Educational Society. Lists known extant cabooses. \$20.00 to R&LHS members, \$30.00 to include membership in ARCHES. **Richard A. Eichhorst**, PO BOX 2772, St. Louis MO 63116. (314) 752-3148.

FOR SALE - Locomotive number plates, builder's plates, railway equipment plates, books, brochures employee timetables, public timetables, original railroad advertising lithographs, and more. SAE for desired list/lists. **Elmer Steuernagel**, PO Box 6090, Carefree AZ 85377-6090.



SELLING - Original railroad art. Over 300 engines and trains in charcoal, ink and colored pencil, and watercolor. Affordable prices. **Elsie Voigt**, HC 74 Box 44, Fort Davis TX 79734-9702. (915) 426-3414.

SELLING - R&LHS *Bulletin & Railroad History*: 1945 to 1994. *Bulletins*: 66, 68-74, 102-105, 107, 111, 113, 114, 116-118, 120, 122-125. *Railroad History*: 127, 129-135, 137-139, 141, 142, 144-149, 157-

170. *Bulletin*: \$8 ea., *Railroad History*: \$6.50 ea. SASE for list of contents. T W Meredith, PO Box 81, D'Hanis TX 78850-0081.


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>

SEEKING - Modeling information, pictures, etc. on **Western Pacific** and **Santa Fe** carfloat operations across San Francisco Bay. Also searching for information on the **Jersey Central's** Sound Shore Branch, especially pictures of the CNJ towers at Barber and Port Reading. Also need information on the **Lehigh Valley** in Perth Amboy. Carl Barna, 6570 Nile Circle, Arvada CO 80007. <cbarna@dellnet.com>

WANTED - *Electric Way Over The Mountains* by Steinheimer, *Speedway to Sunshine* by Bramson, *Southern Steam Power* by Ranks, and *Two Trains to Remember* by Beebe. Offering \$100 each for book in good condition. Dan Allen, 147 Atsion Rd., Medford NJ 08053.



SELLING - Republished history of Milwaukee Road in Northeast Iowa, *Grass Between the Rails*. \$21.50 ppd. Allamakee County Historical Society, P. O. Box 95, Waukon IO 52172.


SELLING - *The Story of Florida Railroads* by George W. Pettengill, Jr. A reprint of R&LHS *Bulletin* #86 (July 1952) with additions and corrections from *Bulletin* #88 (May 1953) covers Florida's railroads from 1834 to 1903. \$13.95 each (Florida residents add 6.5% St. tax) plus postage of \$3.00 for the first book, \$1.00 for each additional book. Southeast Chapter R&LHS, P. O. Box 664, Jacksonville FL 32201 

Year 2000 Railroad History Awards

THE GEORGE W. AND CONSTANCE M. HILTON BOOK AWARD:
Twilight of the Great Trains by Fred W Frailey of McLean, Virginia, Kalmbach Publishing Co. 1998).

THE DAVID P MORGAN ARTICLE AWARD:
Images of the Pacific Electric: Why Memories Matter by Robert C. Post of Federalsburg, Maryland, (*RAILROAD HISTORY* No. 179, R&LHS, 1998).

THE FRED A. AND JANE R. STINDT PHOTOGRAPHY AWARD:
James P. Gallagher of Baltimore, Maryland.

These were awarded at the Lexington Group/R&LHS combined meeting at Indianapolis, Indiana, September 29, 2000. Included with each award is a \$250 honorarium. 

NEW DUES STRUCTURE FOR 2001

There will be a general upward adjustment of dues effective with membership year 2001. The basic individual membership will cost \$25. A family membership will be available at \$30. Persons joining or renewing at a new "contributing" level of \$45, "sustaining" at \$75 or "Patron" at \$250 will receive a special reprinted edition of long out-of-print *BULLETIN* No. 57, featuring 139 pages of text with some 24 pages of photos and maps of two-foot gauge railroads by H. T Chittenden. First published in 1942, it is a concise history of all common carrier two foot gauge railroads operated in the United States in the 1880-1940 period. Written by a R&LHS member who "was there" and wrote from personal experience. Reprinted in its original form but with a few added photos and a color cover.

For a number of years, the Society has incurred an annual operating loss. In most instances, we have been able to cover this deficit with income realized from our invested reserves. Recent actions to improve our publications, while well-received by readers and quite successful in boosting membership, have placed further upward pressure on costs. The financial health of the Society and ability to continue to serve the membership with a variety of publications and services depends upon our successfully reducing the operating deficit. Your Board believes that income generated by the invested reserves should be used primarily to underwrite special projects in support of our educational mission such as this year's Millennium Special edition of *RAILROAD HISTORY* on "The Diesel Revolution."

— Bill Howes, President

Publisher: C. J. Vander Yacht
Printer: Raintree Graphics
Jacksonville, FL

Whenever you have a change
of address, please notify:


R&LHS - Membership
William H. Lugg, Jr.
P. O. Box 292927
Sacramento, CA 95829-2927

The Railway & Locomotive Historical Society Newsletter
is published quarterly by
The Railway & Locomotive Historical Society, Inc.

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

Membership Renewals

Within the next two months you should receive your membership renewal form. Please consider renewing at a higher level and receiving the reprint of *Bulletin No. 57*. Members without chapter affiliation should return their forms to R&LHS Membership and may renew for up to three years. Chapter members should return their forms to their chapters and should contact their chapters if extended membership is desired. Thank you. 

TIME VALUE MATERIAL!

ADDRESS SERVICE REQUESTED



The Railway & Locomotive Historical Society, Inc.
P. O. Box 292927
Sacramento, CA 95829-2927

Non-Profit Org.
U. S. POSTAGE
PAID
Jacksonville, FL
Permit No. 1111