



The Railway & Locomotive Historical Society Newsletter

Autumn 2001

Volume 21, Number 4


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




Newsletter Notes

A Diesel issue. "The only set of F-units still around in regular service, not to mention having 5 all together, painted the same and lined up the way EMD intended," is the way Dave Schauer put it. Joe Strapac starts off with the steam to Diesel transformation. Mrs. Elsie Voigt is the Editor of Southwest Chapter's monthly, *El Paso & Southwestern Flyer*. You can add that chapter to your renewal for more of her experiences. Here she writes two items about Diesels and illustrates them well. Then Vern Glover fills us in on some depot details of his once and future home state of New Mexico.

Just a note to say that a roundhouse was built in 1839 or 1840, at Derby, England, which is still standing.

The reprint of *Bulletin No. 57*, originally printed in 1946, with authoritative histories and operations of all ten of the two foot gauge railroads written by member H. Temple Crittenden with added photos and color cover is available for \$20.00 ppd. from C. W. Hauck, 8400 Summerhouse Road, Cincinnati OH 45243 

COVER PHOTO: On the morning of July 19, 2001, at 08:12, the final paragraph of the final chapter could be written for LTV Steel Mining Company's 44-year tradition of hauling iron ore 72 miles from their mine at Hoyt Lakes, MN, to the company ore dock located at Taconite Harbor on Lake Superior. It was at that time that LTV train No. 1 departed Knox (Hoyt Lakes) with 82 cars of taconite chips for Taconite Harbor; the final train to haul stockpiled ore after the mine and pellet plant closed in January. An emotional moment, especially for the few remaining employees who turned out to see the train off, many of which spent their entire working careers at the plant and feel a special kinship with the operation and the accomplishments they helped achieve over the past 44 years. That pride showed as the workers weren't about to let some leased locomotives have the honor of pulling the final train. No sir, for this occasion they reached into the stored deadline and resurrected an A-B-B-B-A set of F9s one last time. The five Fs, part of an original 11-unit order for 5 F9As and 6 F9Bs, hauled the first ore train in 1957 and remarkably hauled the last load on July 19. Their longevity is a tribute to the shop forces that keep them going all these years. Photo by Dave Schauer. 



R&LHS Newsletter

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Published by
The Railway & Locomotive Historical
Society, Inc.

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Jacksonville, FL

R&LHS MEMBER SERVICES

Membership Matters

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

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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 Web-Site 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).

Commercial Advertising

Anyone may present, with payment, display advertising to the quarterly *Newsletter* and the R&LHS WebSite to advertise any railroad oriented items. All advertisements 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. 

Why the Diesel Locomotive Replaced Steam

Step One: Build a Better Diesel Engine

Joseph A. Strapac

What made the diesel locomotive “happen,” more than any other influence, was the recognition by a small cadre of visionaries at General Motors that there was a large potential market for this advanced technology. Initially, Charles Kettering and Harold Hamilton and others had to convince their own corporate officers to simultaneously fund both basic research and build them a factory that (at that moment) had nothing to fabricate!

Their first real issue was the “prime mover,” the diesel engine itself. In 1930, diesel engines were handbuilt to a customer’s order, not assembled on a production line. They were physically large, heavy and complex (compared to the amount of power they delivered), and required constant, fussy maintenance. When a customer required more horsepower, designers thought in terms of greater bore and stroke instead of more cylinders; thus the notion of a large road freight locomotive was tied to a theoretical monster diesel engine of impressive physical dimensions.

The engineers who designed diesel engines during the 1920s and early 1930s thought mainly in terms of large stationary engines. The market for diesels to power trucks, submarines and locomotives did not yet exist; as a consequence diesel engine technology had not yet evolved very significantly. (This doesn’t mean that lightweight diesels hadn’t been thought of or hadn’t been built—they had—but most of the demand for diesel power in those days originated with refrigeration plants, standby generators and the like. Customers could afford to assign full-time stationary engineers to attend to these engines in a purely stationary environment.) They were mostly inline in design, with cylinders pointing straight up—requiring a long, heavy block.

In 1930, when GM purchased both Electro-Motive Corp. and Winton Engine Company, some big ideas hadn’t yet been born. It was left to these dreamers to think “outside the box” and conceptualize an entirely different kind of diesel engine, one that would be:

- Lightweight and compact
- Easily maintained in the field
- Inexpensive to manufacture
- Intensively tested before production
- Amenable to modular expansion

Electro-Motive came up with a different process to manufacture engines. Instead of casting an iron block (the

practice in automobile engines), the Electro-Motive diesel engine “block” was created by welding together a box from steel plates. Then cast cylinder liners and heads and a forged crank and rods were inserted or attached. The engine was an “assembly,” rather than a “casting.” It was made up of relatively small parts that could be removed without lifting the engine assembly itself out of the locomotive. And because the engine is just a box containing modular subassemblies, the box could easily be built to hold as many cylinders as necessary; from 1938 to 1943, Electro-Motive offered a V6 (600hp.), a V12 (1000hp.) and a V16 of 1350 horsepower.

The cylinders were arranged in a “V,” tilted outward so they didn’t have to stand as tall; more of them could be crammed into a given length and they were easier to reach for maintenance. A pleasant side effect of the “V” layout, at first at 60° and later at 45°, was that Electro-Motive switchers boasted the lowest hoods in the industry, improving visibility. Even more pleasant was the fact that Electro-Motive could weld together engine boxes from steel plate on an assembly line—and eventually automate the process—driving down the actual cost of each engine. R&LHS

Next: Thinking about a new kind of locomotive...

RR Photo Exhibit

The Center for Railroad Photography and Art’s traveling exhibition, “Railroads and Photography: 150 Years of Great Images,” will be at Nevada State Railroad Museum, Carson City, Nevada, September 1, 2001 through January 6, 2002.

“Artists and photographers over the years have produced a vast number of visual images which capture the importance and excitement of American railroading. We believe this cultural heritage should be preserved and be shown to a wider range of people,” said John Gruber of Madison, Wisconsin, the center’s founder, who in 1994 received a national award from the Railway & Locomotive Historical Society for lifetime achievement in railroad photography. Gruber is also managing editor of R&LHS’s *Railroad History*.

The center also has a magazine, *Railroad Heritage*, and a web site, www.railphoto-art.org. A catalog is being prepared for the Carson City display. R&LHS



The BANGOR AND AROOSTOOK RAILROAD's Deluxe Train, THE AROOSTOOK FLYER, provides Northern Maine with fast, dependable passenger service, hauled by passenger Diesel locomotives built by Electro-Motive Division of General Motors.



SOUTHERN PACIFIC is using General Motors Diesel freight locomotives built by Electro-Motive Division for an increasing number of freight trains. In the Southwest they make runs of more than 1200 miles between Los Angeles and Tucumcari.



NORTHERN PACIFIC's growing fleet of General Motors freight Diesels contribute to superior transportation service along the "Main Street of the Northwest."



MISSOURI-KANSAS-TEXAS RAILROAD, The Katy Lines, uses Smooth Diesel Power, built by Electro-Motive Division of General Motors, to deliver your freight between Texas, Oklahoma and the North. *The Katy Serves the Great Southwest.*



ERIE RAILROAD uses Diesel locomotives built by Electro-Motive Division of General Motors in both passenger and freight service for dependable, on-time performance.



FLORIDA EAST COAST RAILWAY is the modern double track, smooth-riding Diesel-powered route between Jacksonville and Miami, using locomotives built by Electro-Motive Division of General Motors.



From the original Streamliner, City of Salina, grew a powerful fleet of over 300 Diesel locomotive units used by the UNION PACIFIC RAILROAD for movements linking important Western cities. Electro-Motive Division of General Motors supplies this motive power.



The first American Diesel freight locomotive and 6,000 horsepower mobile power plants like this one are in the great fleet of General Motors Diesel locomotives built by Electro-Motive Division with which the 8,000-mile Southern Railway System "Serves the South."



EMD put artist's renditions on one side of the 1950 calendar cards shown above slightly reduced in size. Collection of William F. Howes, Jr.

Diesel Engineers Remember ALCOs, FMs, EMDs, and GEs

by Elsie Voigt

Most steam locomotive engineers had strong preferences as to which types of engines they wanted to drive and master inside and out. Within their types of choice they even knew the “personality” of individual locomotives. They enthused over some but recoiled at climbing into others of the same class. With diesels, nothing has changed. Engineers have likes and dislikes today as they always have had.

It’s not that they are overly sensitive. It’s just that they appear to have particularly long memories for engines which treated them well, and for old engine insults: Those ALCO RS3s and RS11s — the 244 engine they used gave us a string of problems. And the ALCO Centuries, the C636s, the C415s — they came equipped with “Hi-Ad” (high adhesion) trucks. That design meant trouble. In fact, we don’t recall any really good ALCO trucks.

In earlier decades at Southern Pacific it seemed as though the ALCOs were forever in the shop, but it was even harder to keep the Fairbanks Morse diesels out of the shop. One former engineer familiar with FMs put it clearly: Fairbanks Morse simply did not make a good product! All you hear about good-looking, this, and faithful, that — don’t believe any of it. We did everything we could just to get them on the road much less keep them there.

As to the EMD carbody Fs and Es, there are always some retired engineers around to remember them with black humor: The only thing worse than a carbody was a steam engine. The Fs leaked lube oil all over the engine room floor, and it was funny to watch the FRA inspectors slipping in the mess because we had to do it every day. There were holes in the walls and floors. Snow would blow through in huge drifts across the walkways beside the engine and scared us when that wet stuff would get to the main generator.

Carbody 16-cylinder 567B engines leaked so much oil that crews never knew when a rod would be thrown, causing a crankcase explosion. It was dangerous for the fireman who, by the rules, had to step through the slop and snow and heat to look out back checking for lube oil escaping with the engine exhaust. At least the hood units (Geeps) gave everyone a sheet of metal between the engine (same 567B) and an outside runningboard.

Carbody controls were too awkward for the engineer to reach and the cab noise was terrible, since cab and engine shared the same housing. Hood units finally displaced the Fs though many of both had been built in the same ’49 - ’53 time span. The hood locomotives were almost like “Cadillacs” compared to the carbodies, someone observed. Later and larger EMD GPs and SDs delighted enginemen, especially the SD40-2, probably the most versatile, easy to handle, brilliantly conceived of all DC-traction diesel-electrics.

EMD had just about cornered the road-engine market, while for a few decades GE attempted a successful invasion with its U-series diesels. For some reason they remained confined within the limits of 1960’s technology. U3OCs, U28Cs, U25Cs, etc. as well as four-axle models were poorly received; so were later B- and C-series units. The gist of GE’s early efforts was captured by an engineer with 38 years of service on the Santa Fe: An EMD has a GE beat by a city block. You can make an EMD do just what you want when you want it.

The “when you want it” phrase was a significant part of his summation. Across the figurative table from the engineers who had to drive the U-boats were the engineers with degrees and sliderules who insist to this day that a U-boat couldn’t give you an instant response because “loading” it took a little time. And the time

was unimportant, because when fully loaded a U-boat could then “dig in” and deliver more tractive effort starting out with a train than a comparable EMD. But there were old-timers who noticed that the Us aged very, very rapidly when given that most arduous of dig-in assignments — pulling a unit coal train through mountainous country.

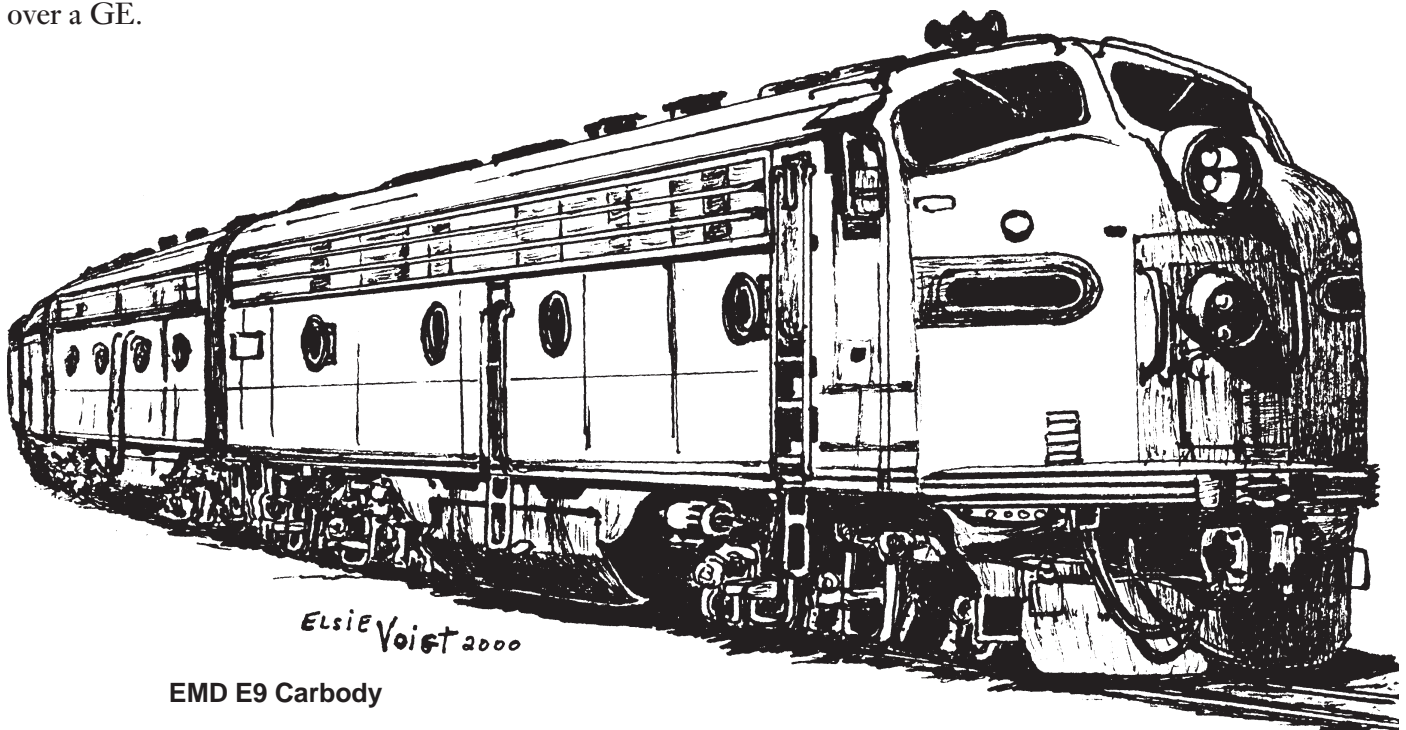
One engineer with vast experience running a wide variety of diesels commented on the earlier GE Dash 8s: They were particularly bad at handling slack, but only slightly worse than the early Dash 9s. The U-boats, of course were hopeless at handling slack. I’ll give you one example of GE performance. When a GE unit is on the point with an EMD MUed directly behind it, you can feel strong shoves while you’re in the leader as the EMD tries to show that GE how to handle the slack. I know! I’ve been in that situation many times.

What the engineers wanted most was responsiveness. Every single time they had a choice of engines (until well into the 1990s) they would choose a GM over a GE.

In very recent years GE has learned lots of lessons. Not only is the company the largest builder by far of diesel-electrics, but also it can at last be said that GE makes fine locomotives. One example is the latest Dash 9 44CW with DC traction and in the 4,300 to 4,400 horsepower range. Its opposite numbers at EMD (now GMLG) are the SD75M and SD75I, both of which are sold in much lesser quantities than the Dash 9s.

AC traction now seems a walk in the park for GE, which has outpaced EMD “by a city block” in the 6,000 horsepower range. (This is being written in midyear 2000.) These highest-horsepower ACs, however, have had a somewhat long yo-yo history in both companies, though the lesser-horsepower AC-traction locomotives they both build have proved very successful through several years of service. Engineers comments in future years will undoubtedly add spice to AC history.

R&LHS



EMD E9 Carbody

ABOVE: A typical E9A, bought by ten railroads, displaying stainless steel intake grilles, only two exhaust stacks with spark arresters and new fuel tank skirts. Differentiating E9s from E8s and all previous E-series Passenger Locomotives. Drawing by Elsie Voigt.

Annual Reports

NEW YORK CHAPTER R&LHS 2000

During the calendar year 2000 the New York Chapter held eight meetings at our regular meeting place, Williamson Library, Grand Central Terminal, New York City.

Our programs at these meetings covered a variety of subjects, covering the time period from the 1800's to the present, steam, diesel and electric locomotives, from the New York area to Europe, trolleys, elevateds, subways and light rail.

We were saddened in December 2000 by the death of our Secretary of 35 years, Arnold B. Joseph, a life member of our society. Arnie is memorialized in *Railroad History No. 184*.

During the year we published eleven newsletters. These, we believe, are the glue which holds the majority of our members in the chapter. Our current membership stands at 72.

This is the New York Chapter's 68th continuous year of meetings, and we are proud to be the Society's first and oldest chapter.

We invite you to attend our meetings the 2nd Friday of each month, September through June. For further information please contact our chapter secretary, Peter Conovich, at 212-825-1426.

I wish to acknowledge the assistance of the chapter officers and directors throughout the past year, and of President Bill Howes and Membership Secretary Bill Lugg. Their support has been invaluable.

Charles M. Smith
Chairman, New York Chapter

CHICAGO CHAPTER ACTIVITIES FOR 2000-2001

Sept. Member William Shapotkin provided a pictorial history of the suburban services of the Chicago & North Western's "Northwest Line"—historically the Wisconsin Division.

Oct. Member Fred Ash, who is preparing a history of Chicago's Union Station, gave an illustrated talk on the station.

Nov. John Dziobko, who travelled in the East in the 1950's gave the Chapter a slide program on what he saw early in 1958 along the Eastern seaboard, especially the Pennsy's GG-1 problems in the blizzard that February and the last months of the B&O's Royal Blue Line.

Dec. A history of the New York Central's Joliet Branch, which dated back to 1854, and was heavily used for years as a bypass around Chicago congestion, was given by Ralph Eisenbrandt, a former NYC man who worked along the

line in the late 1950's.

Jan Member Vernon Smith, retired chief mechanical officer of the Belt Railway of Chicago, and former employee of Lima Locomotive Works and Franklin Railway Supply, gave us an illustrated talk on Poppet Valve Locomotives in the U.S.

Feb. Frank Van Bree, president of the Monon Railroad Historical Society and former employee of the Monon, gave an illustrated talk on the its last years.

March Member Mike Franke, who is now with the Midwest High Speed Rail Initiative, gave a talk on the impending construction of the Chicago-St. Louis link and the system in general.

April Member William Shapotkin presented a second program this meeting year on aspects of Chicago suburban services—on the long-gone Pennsy's Pan Handle line.

May The Life & Times of the Peoria & Eastern, the NYC's entrance into the Peoria industrial and interchange district was elucidated by Mark Vaughan.

Publication: The Chapter has, almost "in press," a reprint of a Rock Island "General Roster" of 1926, possibly the most complete listing of personnel, equipment, facilities, and line segments ever put into a pocket book of 300 pages. It Shows the line at about the peak of its profitability and operations.

Charles H. Stats
Chairman, Chicago Chapter

SOUTHEAST CHAPTER YEAR 2000

The Southeast Chapter was formed in May, 1989. We have approximately 55 members who meet on the second Thursday of each month at the CSX Transportation headquarters building (13th floor) in downtown Jacksonville, Florida, at 500 Water St. We have a great time talking about current and historic railroad events.

In addition to an annual banquet (held in the private car *Georgia No. 300*, recently used by President Clinton) and yearly Photo Contest, our meetings always feature a program. Some of which featured: Paul Reistrup, CSXT VP Passenger Integration, former Amtrak President/CEO, talking about his career. R&LHS President, Bill Howes, reviewing the end of B&O/C&O passenger service prior to the creation of Amtrak.

Our Chapter continues to sell a reprint of R&LHS Bulletin #86, *The Story of the Florida Railroads* by George W. Pettengill, Jr. It covers Florida's railroad history from it's beginning in 1834 through 1903. At only \$13.95 it is a real bargain.

We also publish *The Southeast Limited*, a every other

month newsletter. Recent articles included: *The South's Last Steam Builder*, by Richard Hillman, and *Talleyrand Terminal Railroad, or In the Shade of the Crane* by Chapter chairman, Jim Smith.

Much of the second half of the year 2000 was devoted our chapter's plans to host the R&LHS annual convention and Directors meeting. Details regarding the hotel, field trip, speaking events, the national banquet and annual membership meeting were arranged by our Convention Committee. It was a lot of work that also dominated the first half of 2001. However, we feel it succeeded in offering our guests a unique blend of railroad history and current events.

If you are interested in rail history, then come travel with us, as we observe railroading past and present in the Southeastern United States and around the country.


James A. Smith
Chairman, Southeast Chapter 

Diesel Mechanical

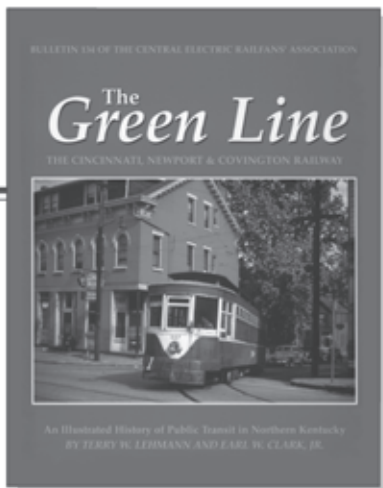
by Elsie Voigt

The Denver & Rio Grande Western No.50 is typical of the prewar, four-wheel, Diesel locomotives built in the 25- to 35-ton range by the Davenport Locomotive Works. She

was constructed in 1937 for the Sumpter Valley Railroad's three-foot gauge trackage and later ran for a few other owners before she came to the D&RGW. Fortunately, she ended up at the Colorado Railroad Museum in Golden where careful volunteer hands restored her to working order and repainted her in the Rio Grande's black with orange trim.

No.50 is a diesel-mechanical with the engine power transmitted directly to gearing on one axle, driving the other axle by means of connecting rods. Very little is heard today about diesel locomotives with mechanical transmissions. Since there was no room for counterweights on the small wheels, the Davenport designers of this model placed the weights separately outside the wheels, leaving parts of the frame between the weights and the wheels. During the repainting, the restorers did the wheels and underframe in black, making them difficult to see. But they trimmed the outside edges of the counterweights in white giving the little diesel a startling appearance. 

BACK COVER: With her black and orange paint scheme, D&RGW No. 50 looks like something for Halloween, but the silver steps and white connecting rods and counter balances it shows she's ready for work. Drawing by Elsie Voigt, ink and watercolor pencil 13.5x9.75 inches.



The Green Line

By Terry W. Lehmann and Earl W. Clark, Jr.



Locally referred to as the Green Line, the Cincinnati, Newport & Covington Railway's fleet of single and double truck cars provided fast and convenient transportation between Cincinnati and the smaller communities located across the Ohio River in northern Kentucky. The transition to all rubber-tired service and the change to public ownership are also examined.



**A New Book
from CERA!**



Order #B-134, *The Green Line*
240 pages, \$55
IL residents add \$4.81 tax.

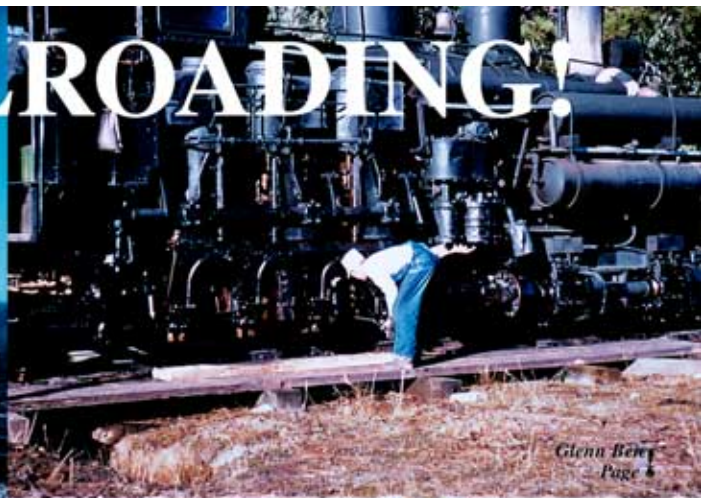
Central Electric Railfans' Association

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REAL RAILROADING!



Wallin Collection
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Glenn Beyer
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Kelley Graham
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Ed Haley
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Sunday River Photo
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SUNDAY RIVER PRODUCTIONS

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e-mail: sunriv@shore.net

Guy L. Dunscomb
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Frank Pfahler
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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>>

FOR SALE - *Railroads of the Santa Maria Valley*. Three California Railroads - Three different gauges. The most complete history of the rail industry of California's Santa Maria Valley. Featured are the narrow gauge **Pacific Coast Ry.**, the **Bettervia** feed lot railway (42"), and the still operating **Santa Maria Valley Railroad**, one of the last to give up steam. 197 pages, 200+ photos, maps timetables, etc. \$40.00. R&LHS members \$37.63 each plus \$5.00 shipping. **Hal Madson**, 1052 Columbus Dr., Santa Maria CA 93454 (805) 925-8065.

FOR SALE - Department of the Interior, USGS Bulletin 611 Guidebook of the Western United States parts A - F. Part A: the Northern Pacific Route, part B: the Overland Route, part C: The Santa Fe Route, part D: the Shasta Route and coast Line, part E: the Denver and Rio Grande Western Route, part F: the S. Pacific Lines New Orleans to Los Angeles. 6 volumes bound, 5 in excellent condition, one in good, \$550.00 Shipping paid. **Elizabeth G. Towle**, 4621 E. Don Jose Dr., Tucson AZ 85718 <phf3@mindspring.com>

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>

AVAILABLE - Railroad Memorabilia. 150 books (1920-1980) RR Playing cards (1920s), extensive collection of large maps, 33 rpm records, DL&W employee (to 1930s) and public (to 1901) timetables, steamship timetables, 150 D&RGW ng and British ng slides, large prints, posters, drawings, framed photographs, PRR calendars (1949-1952), Orchard Supply RR paintings (1996-2000), lanterns, switch keys and locks, loco weather vane, and IRT whistle. **Tom Taber**, 504 S. Main, Muncy PA 17756.

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>



FOR SALE - *Steamships of the Two Henrys* - being an account of the maritime ventures of Henry M. Flagler and Henry Bradley Plant. Profusely illustrated, many details of their railroads activities as well. Soft cover. Special discount price of \$28.00 (regular price \$39.95) offered to R&LHS members, allow \$3.00 for postage, Florida residents, please add 7% sales tax. **Ed Mueller**, 4734 Empire Avenue, Jacksonville FL 32207-2136, (904) 398-9687.

THINNING- **Frisco** print collection. Offering 50 subject prints by Lewis Marre he made from his or Frisco negatives. I can email list in Microsoft MSWorks format, or can mail a copy. Print price \$1.50? \$1.25? each. Would be nice to sell as a lot. Offer? **John P. Mann**, 6209 Nelwood Rd, Parma Heights OH 44130. <jmannmanny@aol.com>

WANTED - *The Enthusiast, Railroad Hobbyist Mag., Moody's Mag.* & other early railfans publications. One or more issues. No partial issues. Send details, all answered. **John Maye**, 1320 W. Lincoln Highway G10, Schererville IN 46375. (219) 865-8967 (9:30-8 central time).

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, all parts original to lamp. European steam locomotive number plate 22x8x1/2 thick, painted cast metal. Porcelain passenger car number boards, black with white serif numbers 24/4x7. **Adlake** hand lanterns with various Fresnel globe colors. Marker light aspect lenses and roundels. Various marker light and 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.

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.

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<JDecker@Uplink.net> 



Deming depot in its present form. This is the south or Union Pacific (Southern Pacific) side. Courtesy Great American Station Foundation.



Deming depot seen from north side owned by Burlington Northern Santa Fe. Courtesy Great American Station Foundation.



Postcard by Fred Harvey (no date) showing Southern Pacific main line train at Deming depot in its two-story form. Locomotive is SP 2280, 4-6-0 Class T-25 built by Cooke 1901.

The Deming, New Mexico, Depot

by Vern Glover

The Deming, New Mexico, depot, one of the few remaining early station buildings in New Mexico, received a bit of recognition recently. During July 2001, the Great American Station Foundation, headquartered in Las Vegas, New Mexico, announced the award of seed money grants to Deming, New Mexico, among other towns to encourage railroad station revitalization. The grant will be in the range of \$2,500 to \$3,000 for each location.

The Deming depot is a survivor from the earliest years of railroading in New Mexico, although in rebuilt and truncated form. Originally a rambling one and two story building, it was built in 1881 incorporating under one roof a depot, baggage room, station hotel and a complete Fred Harvey restaurant. The structure was completely rebuilt in 1930, when the second floor was removed as was a 40' x 200' portion of the first floor, leaving a one-story hip roof building 40' x 113'. Reports indicate that the remaining building represents a part of the original structure.

The building is jointly owned, supposedly, by the present railroads serving Deming — Burlington Northern Santa Fe and Union Pacific. Curiously, the north half of the structure is BNSF property, while title to the south half resides with the UP, corresponding to the property line separating the two rights-of-way. A local Deming Depot Committee has been working for several years with the owning railroads to preserve the building.

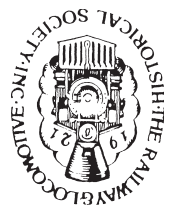
The Deming depot saw the making of history in its time. On March 8, 1881, the Santa Fe system joined rails with the Southern Pacific for the first time, creating the second transcontinental railroad route in the United States. The junction point thus created quickly grew into a bustling railroad town. It was named for Mary Jane Deming, wife of Charles Crocker, one of the legendary Big Four of California.

One of the last skirmishes in the southwest's series of "railroad wars" took place within sight of the Deming depot. In November 1901 a construction crew of the Southwestern Railroad of New Mexico forced a crossing of the Southern Pacific main line to permit delivery of hundreds of carloads of materials needed for the completion of the El Paso & Southwestern line to El Paso. In those times, James Douglas, head of Phelps Dodge, the copper producers, and the management of the Southern Pacific were not on good terms, to say the least. R&LHS



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