

# R&LHS **Newsletter**

Autumn 2003

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# Newsletter Notes

I ran across a short article by Bob LeMassena in my pile of stuff and thought it would make a nice Christmas present. Happy Holidays!


Kim Daniloski tries her hand at writing railroad historical items.

I have added John Gruber to my masthead as an additional Editorial Advisor. John should help broaden the appeal of the **Newsletter**. Welcome aboard, John! John treats us to more of his photographic collection in this issue.

**CORRECTIONS:** 1) In the previous issue on page 5, the caption used is the same as on page 3. The caption was actually within the drawing stating, "Map of the New York, Boston & Chicago Electric Ry."

2) Axel Augustin of Halle, Germany, tells me that 18.201 is the fastest German steam engine currently operational. The fastest ever German steam engine title still belongs to 05.002 in 1936. 

# Southern California Chapter's 50<sup>th</sup> Year

A committee is planning for the Chapter's 50th anniversary celebration to be held October 25th in Elysian Park, Los Angeles. Formal invitations were sent about Labor Day to members with RSVP to select entrees of a New York steak with stuffed baked potato and vegetables or salmon with rice pilaf and vegetables. Plus a salad and desert. A vegetarian meal can be ordered instead. The program will feature Michael Gross as Master of Ceremonies and charter member Donald Duke as the featured speaker. 

**COVER:** Northern Pacific engine No. 2610 on the Portland to Seattle #407 run in September of 1947. Here near Black River, Washington. Photo by Jim Fredrickson, H. K. Vollrath collection.



## R&LHS Newsletter

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### 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 R&LHS Archives Services, see address below. A list of available rosters may be obtained for \$2.00.

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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, see address below.

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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, see address below. To help expedite our response, please indicate a daytime telephone number where you can normally be reached.

R&LHS Archives Services, PO Box 600544, Jacksonville, Florida 32260-0544  




# How To Design A New Steam Locomotive In 60 Minutes - Or Less

by Robert A. LeMassena

Did you ever wonder how the basic dimensions of a new engine were determined? Did you have visions of a smoke-filled room full of experts from a railroad and the builder, with shirt sleeves rolled up and neckties loosened, all gathered around a huge table covered with erection blueprints, pads of lined yellow paper, pencils, erasers, slide rules, Monroe flip-flop calculators, a current *Locomotive Cyclopedia*, profile and location drawings, operating timetables, and a copy of Cole's design manual? After a couple of weeks of intense effort, the group announced their success in work-

ing out the fundamental dimensions and characteristics for a new locomotive of unprecedented power.

With this concept in mind let us examine the origin of the first 4-8-4, twelve of which were built by American Locomotive Company for the Northern Pacific in 1926-1927. The railroad wanted a single locomotive which would replace double-headed Q6 4-6-2s in passenger service. Yet it did not want an articulated engine or one with three cylinders or five coupled axles. The project appeared to have been quite an undertaking, particularly in that the axle load should not



The Seattle to Portland #408 run on July 20, 1947 drew Northern Pacific engine No. 2602. Here at Titlow (near Tacoma), Washington. Photo by Jim Fredrickson, H. K. Vollrath collection.

exceed that of the railroad's WS 2-8-2s'. American assigned the problem to one of its design engineers, perhaps Alfred W. Bruce, who later wrote the book: *The Steam Locomotive in America* (Norton 1952).

Bruce commenced with the 73-inch driving wheels from the 4-6-2, thus putting the maximum horsepower in the 45-50 mph range, and the limiting speed about 70-75 mph. Next, he used the 28x30-inch cylinders from the 2-8-2, then increased the boiler pressure from 200 psi to 240 to obtain a zero-speed tractive effort of 65,000 pounds. A trailing-truck booster would add 12,000 pounds bringing the total to 77,000 pounds. This was not quite that of two 4-6-2s, but it was the maximum attainable without exceeding the axle-load and adhesion-ratio limitations. Baker valve gear was specified because all of its moving parts were supported by enclosed pivots.

After having determined the propulsion machinery dimensions, the next step was to find a boiler capable of producing sufficient steam at 240 psi, to double the horsepower of the 4-6-2. The USRA heavy 4-8-2 generated 200 psi steam, and weighed 55,000 pounds per driving axle; it could be made stronger/heavier, increasing the axle load to an acceptable 66,000 pounds. Its small and large diameters - 85 and 94 inches - fit vertical clearance limits. Its 20½ foot flue length was appropriate, and its 60-inch combustion chamber could be lengthened to 74 inches, twice that of an average

4-6-2.

In order to double the 4-6-2's horsepower the firebox and grate area must be enlarged. The longer flues with the superheater will add about 5%; the longer combustion chamber will add about 10%; and the higher steam pressure will contribute about 25%. Hence, the grate area needs an additional 60%, for a total of 114 sqft. This requires a 4-wheel trailing truck. The low-grade coal burned on this large expanse of grates produced such an enormous volume of ash that the entire space beneath the firebox was occupied by ash hoppers. This caused the rear extension of the engine's frame to surround the trailing truck, (a feature shared by the Chicago & Northwestern and Canadian National 4-8-4). The booster added so much weight to the rear axle that the engine for the mechanical stoker was placed on the tender. Add an exhaust-steam injector and a pair of compound air compressors to complete the basic design of the first 4-8-4.

The estimated maximum drawbar horsepower (45 mph), using 8800 btu/lb lignite, is 3040. When the engine was tested in service, it produced 3100 horsepower at 43 mph.

At this same time, the Santa Fe was working with the Baldwin Locomotive Works on the design of a 4-8-4 for passenger service. Its basic dimensions were derived from the railroad's 4-8-2,, as were almost all North American 4-8-4s. The Santa Fe's engine was somewhat larger, having a boiler with 88

inches small diameter and 100 inch large diameter. Although much better coal was used, the grate area was the maximum - 108 sqft - for all subsequent designs. The steam pressure was a modest 210 psi, which developed a 66,000-pound tractive effort with 73-inch drivers and 30x30-inch cylinders. When it was road tested, the engine developed 3220 Draw Bar Horse Power at 40 mph, burning 10,500 btu/lb coal. Note - This locomotive, numbered 3751, is not that numbered 3751 in existence today.

RLHS



The Seattle to Portland #408 with Northern Pacific engine No. 2603. Here at McCarver Street in Tacoma, Washington, sometime in June 1943. Photo by Jim Fredrickson, H. K. Vollrath collection.

# Representations of Railroad Work

by John Gruber

Photos by John Gruber unless indicated otherwise

For Marc Deneen, working for the railroad for 43 years was a good experience. He comes from a railroad family. His father, John, spent 30 years on the railroad, and Tim, his son, already has 30 years of service in as a locomotive engineer.

Deneen and many others will be a part of “Representations of Railroad Work, Past and Present,” a three year, \$125,000 educational, exhibit, and publishing program to interpret railroad labor and work history using photographs and individual case histories. The North American Railway Foundation approved funding for the Center for Railroad Photography and Art project late in July.

“Yes, it was quite a change from telegraph and telephone to computers, but I got familiar with them too. It wasn’t a bad job. At the age of 61, I took my pension a year early, in 1986. All I lost was 10 percent for one year. I get a fairly good pension now,” said Deneen, who lives in Riley, where he grew up, a small community 15.7 miles west of Madison, Wisconsin. His father, a buttermaker, was agent at Riley from 1906 until the station closed. Today, a state trail and tavern next door dominate the town.

Deneen started on the Chicago & North Western



**Marc Deneen started with the telegraph key, ended on a computer keyboard here at Monona Yard in Madison on April 28, 1983, three years before retirement. He worked for the C&NW in Madison or nearby, always living in the same house at Riley, Wisconsin.**

August 23, 1943, as a helper to telegraph operator-agent Fred Wagner at Mt. Horeb, worked his way up to telegrapher, agent, car distributor, and dispatcher for the Madison Division in Madison.

“I liked my job as long as the passenger trains were running. That was kind of exciting because you really had to be on the ball. It was a little bit strenuous. Some of the guys couldn’t take it. There was pressure to keep the trains on time. Freight trains were put in the hole and they would be there until the passenger train went by. If you had some trouble, it was too bad.”

In 1958, the C&NW moved the dispatchers to Milwaukee. He would have stayed as a dispatcher if they had stayed in Madison. Instead, he spent the rest of his railroad days as chief yard clerk at Monona Yard in Madison.

Deneen, known for his story telling, tells about the day that Wagner left him in charge of the Mt. Horeb station. “He told the train dispatcher to take it easy on me. That was all right. But the Western Union hot shots, man they would telegraph. Rosie, secretary for the cheese buyer, told me to give their next car to bando. I jumped on that, to get the rate and all that. I figured that was a destination. Couldn’t find bando in the state where it was going. When he came back the next day, Wagner was asked about it. He said, that’s B&O,” Deneen laughs.

How has work changed? “Wagner used to tell me, You have it good, because when I started working we worked 12 hours a day, seven days a week. When I started in 1943, I worked 48 hours; then they passed the 40-hour week. In those times, if you had to work your day off, it was time and a half.”

As have many others, the Deneen family has spent a century in the railroad industry at a time when employment climbed from 1,040,000 in 1900 to 2,236,000 in 1920, then declined to 883,000 in 1960 and 227,000 in 2001. For much of the period of industrialization in the United States, railroads were the single largest non-farm employer in the country.

While accounting for work in statistical and per-





**Conductor Tom Burke smiles as he helps passengers climb aboard the last Milwaukee Road passenger train out of Madison, Wisconsin, on April 30, 1971. He and Fred Loften often worked together on the Madison to Chicago passenger runs. Both railroaders from Milwaukee were qualified as conductors, although on this day Loften is serving as the brakeman. Loften started work as a brakeman in 1948, Burke in 1951.**

sonal ways, the center's project offers the opportunity to bring together the public, railway labor, the railroad heritage community, and academic historians in conversations about the culture, significance, and social history of railway work. The center also will bring the photographers and artists that produced these images into the public's view

Another goal is finding and preserving collections. "We really are interested in hearing from you all. Let us know where these photographs are, and give us names that we can begin to trace. Tell us about your family's genealogy. We want share the railroad family stories with a larger public," said John Gruber, center president. "In addition, we want to look at the role of women and minorities."

While we are canvassing archives and libraries, we expect to make extensive use of personal collections. The center, as an organization dedicated to visual representations, is an ideal candidate to take on this type of a project. We are familiar with many image collections, and we can track down unknown collections. Apart from finding new images, locating these obscure collections is a beneficial end unto itself. By doing so, we ensure that the images are not lost and, in fact, can contribute to our collective social histories.

An example of the under-represented is *Great Railway Photographs U.S.A.* by Lucius Beebe and



**A Denver & Rio Grande Western locomotive engineer takes train 10, the Yampa Valley Mail, into Denver on Oct. 2, 1964. The photos with this article are examples of what the Center is looking for "Representations of Railroad Work, Past and Present."**

Charles Clegg (1964). The partners turned up 17 close up photos of people in the 243 pages, especially Rock Island locomotive engineer Lew Brown (page 165) by Jules Bourquin, Rutland ticket agent (page 224) by Jim Shaughnessey, and "The Lamp Cleaner" (page 140) by H. Reid. That's 6 percent of the 294 photos in the book. In fact, *The Trains We Rode* (Vol. 2, 1966) has a better representation of people photos from the Pennsylvania Railroad alone: conductor Lewis W. Ragan at the tower named for him (page 575), locomotive engineer (page 621), and Ollie P. Keller (page 558), veteran Broadway Limited engineer also featured in the *American Magazine* in 1924. But who are the anonymous people and the photographers?

The center's project stretches from an 1850s daguerreotype at the Library of Congress of three trackworkers standing on a handcar through the Lewis Hine work portraits of the 1920s and 1930s to amateur and professional photographers today. Hine's portrait of locomotive engineer Edward Reynolds, first published in 1921, won a prize from the New York Art Directors Club in 1924. Ivy Lee, the PRR's long time public relations adviser, entered the photograph in the contest. To what extent did Hine and the Pennsylvania Railroad cooperate on these and other portraits?

At <http://www.railphoto-art.org/gallery.html>, an "in progress" gallery, the center is presenting examples of the types of images it is looking for in the first phase of the project. As the project moves along, many more




Illinois Central section workers rest on their motor car somewhere near Madison, Wisconsin. The photo is from Katherine Penn, whose father, Fred (1864-1952), was a section foreman at Fitchburg, Wis., and Madison until retiring in 1940. The family lived in houses maintained by the IC at both locations. While we may not be able to identify all of the people, we will find out more about their jobs.

images will be posted.

The center first will collect images of workers, many of them historical, and catalog them online for reference. Second, to bring this visual history to the public, the center will produce a museum-quality traveling exhibition, accompanied by a take-home brochure. Finally, the center will follow this exhibit with a book showing and explaining some of the standout images from the exhibit and the search.

NARF, Harrisburg, Pennsylvania, was formed in 1996 as private operating foundation “to explore, nurture and support railway safety, efficiency and technology and to educate about and preserve the history of railroads in the United States and Canada.” The foundation receives its financial support from organized rail labor.

The new program fits well with the center’s goal of presenting visually exciting images and their significance to a wide audience. This focus sets the center apart from most other historical and preservation organizations. Its traveling exhibit, now at Ely, Nevada; journal, *Railroad Heritage*; and web site, [www-railphoto-art.org](http://www-railphoto-art.org), are a part of its initiatives.

It’s an ambitious goal to capture the great images of people, to personalize railroading in a way not many others have done, but the project could change the face of railroad history. 



The Chicago & North Western hired Dorothy Lucke (1909-1986) and other women as “engine wipers” in Clinton, Iowa, during World War II. That was her only railroad employment. After her husband, Albert Lucke, died in 1948, she went back to work, first at a toy factory and then for 25 years at the Clinton Garment Company, according to her daughter, Diane Johnson, Clinton. Later, she married Isaac Leslie. To better understand railroad work, the center is providing biographic information about people such as Lucke. The April 1943 photo is from a series by Jack Delano of railroads during World War II. It is in the Farm Security Administration-Office of War Information collection at the Library of Congress, which is a rich source of photos of people in the work environment.



Under the watchful eye of Ray Miller, Ralph Kepler (1922-1999), known informally as Dugan, prepares paperwork in the Milwaukee Road’s Madison office on May 26, 1962. Kepler started as a telegrapher in 1944, retired in 1982. Miller, who lives in Madison, was a switchman and yardmaster from 1948 to 1986.

# Gettysburg Lincoln Railroad Station

by Kim Daniloski

On November 18, 1863, Abraham Lincoln arrived in Gettysburg via train. He was on his way to deliver the Gettysburg Address. This event may have been what sealed the Gettysburg Railroad Station's place in history, but there were plenty of stories to tell before that.

According to Gettysburg historian Gerald Bennett, author of *The Gettysburg Railroad Company & Lincoln Station*, December 16, 1858, marked the beginning of the story for The Gettysburg Railroad Company. A formal celebration was held that day in honor of the start of rail service in Gettysburg. Almost 8,000 people were present for the festivities and a free train ride was offered to each one. The next day, the railroad officially opened for business, with both freight and passenger services available.

But the passenger station hadn't yet been completed. It wasn't until early May 1859, that the station ticket office was ready to open. The building, considered unusual for its architecture at the time, was a two-story brick, four bayed, Italianate-villa style building. It was capped with bracketed cornices under the eaves and had a flat roof, crowned with a cupola. Inside the cupola was a large, brass bell, used to announce the departure of trains. From its looks alone, Gettysburg Station stood out.

During the Civil War, though new recruits shipped out and veteran soldiers returned via Gettysburg Station, the building found some other uses as well. Until their barracks were built, the 10th NY Calvary Regiment, stationed in Gettysburg for the winter of 1861-62, utilized a second story room in the station as a rehearsal hall for their regimental band. On July 1, 1863, army surgeons commandeered the station's ticket office and passenger platform. The makeshift station hospital was used throughout the days of the battle, until trains started arriving with supplies.

The next important moment for The Gettysburg Railroad came on November 18, 1863, when President Abraham Lincoln arrived in Gettysburg. Local dignitaries greeted the president at the station. From there

he followed his host, David Wills, to his mansion in the town square. The next day, after his famous speech, Lincoln boarded the train again to leave for Washington.

On December 31, 1942, Gettysburg Station had its last boarding call and rang its bell one last time. Since that time the building has fallen into much dilapidation and decay. A project to refurbish the newly renamed Gettysburg Lincoln Station (see back page) into the town's visitor orientation center is underway by the Borough of Gettysburg and is expected to be completed by late 2004. Main Street Gettysburg, a non-profit organization focused on the town's economic revitalization and historic preservation, has been an integral part of this project since its inception.


To help support Main Street Gettysburg's efforts, you can join the organization, make a contribution, or donate a brick. The personalized bricks Main Street Gettysburg offers are \$60.00, tax deductible, and are engraved with either your name or the name of a friend or family member. Specific military designations may be included to honor a veteran.

Once renovations are complete on Gettysburg Lincoln Station, the bricks will be laid along the path President Lincoln walked from the station to the David Wills house on Lincoln Square. It's an incredible way to become permanently involved in the history of this famous site.

For more information, or to make a contribution or donate a brick, visit the Main Street Gettysburg web site at <<http://www.mainstreetgettysburg.org>>.

Main Street Gettysburg, 59 East High Street, Gettysburg PA 17325.

<[info@mainstreetgettysburg.org](mailto:info@mainstreetgettysburg.org)>

Kim Daniloski is a junior Communication Studies major at Virginia Tech from Arendtsville, Pennsylvania. During the summer, she is a volunteer intern with Main Street Gettysburg. Kim's hobbies include writing, singing, and participating in Virginia Tech's marching band, the Marching Virginians. 



# 2004 RAILROAD TOURS

## OUR 20<sup>TH</sup> YEAR OPERATING RAILROAD TOURS

**THE CALIFORNIA ZEPHYR RETURNS - April 15-18.** The original "CZ" will operate again over the High Sierra to Reno, Nevada for the Western Pacific 2004 Convention. Mark your calendars-this is a MUST DO event!

**GREAT CANADIAN RAIL ADVENTURE - April 22-May 6.** A grand railroad tour of British Columbia and Alberta including Vancouver Island. Features a four day charter steam excursion over the mainline of the Canadian Pacific from Calgary to Vancouver and a two day charter on the British Columbia Railroad.

**CANADIAN STEAM EXPRESS - April 26-May 3.** Four day steam charter over the CP mainline between Calgary and Vancouver. Also charter on the BCR using two FP7's.

**CARIBOO SPECIAL - May 1-2.** Charter over the British Columbia Railroad using two CP painted FP7's.

**MC CLOUD STEAM SPECIAL - May 15.** Enjoy a full day steam excursion between McCloud and Burney roundtrip on the McCloud Railroad in Northern California.

**WHITE PASS STEAM SPECTACULAR - June 10-13.** Charter steam for the railfan photographers over the White Pass & Yukon Railroad with different consists each day.

**ALASKA RAILFAN ADVENTURE - June 10-20.** Come north with us to Alaska and enjoy the many delights of railfanning including our White Pass Steam Spectacular.

**DOMES TO THE PACIFIC NORTHWEST FOR THE NMRA CONVENTION - July 2-8.** We will have five private rail cars coupled onto Amtrak's "Coast Starlight" from Oakland and arriving Seattle on July 3 for the model railroad convention. Our rail cars will then depart Seattle on July 7 for the return to Oakland, California.

**DOMES TO CANADA WITH THE NMRA - July 4.** We will have the "California Zephyr" Vista Dome cars "Silver Lariat" and "Silver Solarium" coupled onto Amtrak's Talgo from Seattle to Vancouver and return.

**STAMPEDE PASS RAIL ADVENTURE - July 6.** Charter train from Seattle to Cle Elum and return over the old Northern Pacific's Stampede Pass, now operated by the BNSF. Final arrangements pending at the deadline for this ad.

**PACIFIC COAST DOMES - August 7-9.** Charter domes up the California Coast LA to San Luis Obispo. Weekend at Cambria-San Simeon and Hearst Castle. Option to ride to Oakland.

**GREAT PERUVIAN RAIL ADVENTURE - August 21-September 2.** Grand railroad tour of Peru features six breathtaking train rides over some of the most rugged lines in the world high in the Andes.

**DOMESTO FEATHER RIVER RAILROAD DAYS - August 27-29.** Great family weekend onboard our dome cars from the San Francisco Bay Area to Reno, Nevada and a full day in Portola at the annual "Railroad Days" event.

**CHINA STEAM SPECTACULAR - September 19-October 2.** Featuring the last of the mainline steam in China.

**RIO GRANDE PHOTO FREIGHT - September 27-28.** Charter steam photo freight on Cumbres Pass in the Rockies.

**DURANGO PHOTO SPECIAL - September 29.** Charter photo special out of Durango, Colorado to Cascade Canyon.

**NEVADA NORTHERN RAILFAN SPECTACULAR - October 2-3.** Charter steam with a 4-6-0 and 2-8-0 pulling different consists including a doubleheader out of East Ely, Nevada.

**NEW ENGLAND FALL COLORS RAIL ADVENTURE - October 2-9.** Railroad tour of New England during the Fall Colors. Tour will visit Massachusetts, Maine, New Hampshire and Vermont.

**THE OLD PATAGONIAN EXPRESS - October 28-November 12.** Featuring several days on the 251 mile Esquel line in Argentina which is the last 100% steam worked route in South America. The entire line will be open again in 2004.

**MEXICAN COPPER CANYON RAIL ADVENTURE - November 11-17.** Enjoy rugged Copper Canyon in Mexico onboard our all Pullman charter train. Tour starts and ends in Tucson, Arizona.

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# TRADING POST

*Submissions should be made to the Newsletter editor to arrive by October 1, 2003, 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 on our Web-Site. <<http://www.RLHS.ORG>>*

**BORROW or BUY** - John Barriger's book, *Super Railroads*. Seeking new owners for many railroad items. 5 page list of books, large prints, maps, Lackawanna items, etc. **Thomas T. Taber, III**, 504 S. Main, Muncy PA 17756. <[thomtaber@chilitech.net](mailto:thomtaber@chilitech.net)>

**FOR SALE** - Railroad books (Fiction, Nonfiction, Toy Trains & Models), Back issues of *Western Railroader*, *Pacific News* and other magazines, Lionel catalogs for sale. For list send name, address (no lase) to **David Graeber**, 7840 Antelope Rd. Apt. 112, Citrus Heights CA 95610. List can be sent via <[ddgraeber@cs.com](mailto:ddgraeber@cs.com)>

**FOR SALE** - A matched pair of 270 B Adlake marker lamps complete including mounting brackets. Mint condition. The B models have the large red lenses 6 3/8". Both marked **SP**. Co. left and right. Also, SFRy inspector's lantern; SF (amber globe), T&TRR (clear) and SP (clear) hand lanterns; Frisco reflector lamp (for derail use); SFRy switch lamp; AT&SFRR and LS&MSRR brass locks and SF hat badges. Ask for detailed list. **Dick Rogers**, PO Box 179, Culver City CA 90232-0179. (310) 837-2254.

**WANTED** - Pre 1950 **PRR** related clipping files - the bigger the lot the happier I get. Send full details. Your out of pocket expenses (minimum) returned. **John Maye**, 1320 W. Lincoln Highway G14, Schererville IN 46375-1559.

**WANTED** - A swing arm telegraph sounder unit. The museum is looking for one for it's 2004 exhibit. They will be building a 1900's depot telegraph office. **Dr. James R. Brown**, The Little Falls

Railroad & Doll Museum, 9208 County Highway II, Sparta WI 54656-6485. <[raildoll@centurytel.net](mailto:raildoll@centurytel.net)>

**WANTED** - Original **Howard Fogg** train paintings, both oil and watercolor. **John Atherton**, 16 Coachlight Drive, Poughkeepsie NY 12603-4241. (845) 471-8152. <[JJAAMPOU@aol.com](mailto:JJAAMPOU@aol.com)>

**NEW ROCK ISLAND** book - 140 pages covering the fascinating history of the large Horton, Kansas, shops 1887-1946. Over 140 new photographs, many by local photographer Jules Bourquin from the 1898-1916 period. Special R&LHS price of \$29 postpaid softcover and \$54 hardcover. Also still available at special R&LHS prices are my books on the Kansas Central, \$22 postpaid, and the Leavenworth, Kansas & Western, \$20. **I. E. Quastler**, Box 14591, Portland OR 97293. <[iquastler@aol.com](mailto:iquastler@aol.com)>

**WANTED** - Steam, Diesel, and Electric locomotive builder's and number plates. Still looking for any number plate with the RR name cast around the rim. Also looking for early builders and first generation diesel plates. Will purchase one or a collection. I also have some plates for trade. **Ron Muldowney**, 52 Dunkard Church Road, Stockton NJ 08559-1405, (609) 397-0293 <[steamfan@crusoe.net](mailto:steamfan@crusoe.net)>



**John H. White, Jr.**, presents his home town's history of the fascinating hillside transporters in **Cincinnati, City of Seven Hills and Five Inclines**. He explains how they worked, the personalities who built and ran them, their safety record and why they all disappeared by 1948. 128 pages, 11 x 8 1/2, over 150 photos and illustrations, Hardbound. \$34.95 (\$6.00 s&h). Cincinnati Railroad Club, c/o W. Ross Carr, 4416 Homer Avenue, Cincinnati OH 45227-2945.

## New RR Books

*Press releases for new railroad oriented books appear here. They are not paid advertisements*

*and carry no endorsement by the R&LHS. All items subject to available space and editorial decisions as to content. Photographs are limited to 7/8 inches high.*



**Michael Ciaran Duffy** in *Electric Railways, 1880-1990* explores the history of electric and diesel-electric railway systems and the crucial role that they played in the development of wireless electrification. It includes track circuits and signals, and the USA and Britain. 480 pages, \$84.00. IEE, c/o Books International, PO Box 605, Herndon VA 20172. 1-800-230-7286.



**J. Parker Lamb** gives historians, enthusiasts and engineers information about one of the major works of engineering in the last two centuries. Here he traces the evolution of the steam engines from the early 1700s in England to the last American improvement. Profusely illustrated with 185 photos and 33 figures. 206 pages, 8 1/2 x 11, 2 apd., references, index, cloth. \$44.95. Indiana University Press, 601 N Morton Street, Bloomington IN 47404-3797. (812) 855-8817.



**In Venice in the 1920s**, R&LHS member, **Gregg M. Turner**, tells the fascinating tale of the Florida city built by the Brotherhood of Locomotive Engineers. 6 1/2 x 9 1/4, 128 pages soft cover. \$18.99. Arcadia Publishing, 2 Cumberland Street, Charleston SC 29401



**Fifty Years of Union Pacific Steam Excursions** by **Lloyd E. Stagner** and **James J. Reisdorff** is about steam-powered excursion trains operated by the Union Pacific Railroad starting May 17, 1953. This is the story of 844 and of 3985. 64 pages, 8 1/2 x 11, softcover. \$19.95 plus \$4.00 shipping (NE 5.5 % sales tax). South Platte Press, PO Box 163, David City NE 68632. <<http://www.southplattepress.com>>

# The 2004 Annual R&LHS Convention

will be held in Ogden, Utah June 10 to 13, 2004 (please note date change from earlier newsletter). Plan to attend and enjoy Utah and Ogden's unique railroading heritage. The convention hotel is just a block from historical Union Station where several events will be held. The program is still being finalized, but basically the convention activities are lining up like this:

**Thursday, June 10** - Registration starting at noon with the R&LHS Board meeting that afternoon followed by a membership get together at the Union Station for drinks and snacks from 5:30 to 7:00 pm. There will be a speaker during the get together. Everyone will be on their own for dinner that evening.

**Friday, June 11** - We board buses at 8 am. and journey up to the Golden Spike National Historic Site to visit the engine shops while they fire up the two beautiful reproductions of the Jupiter and 119. Maybe a surprise for a couple of lucky members. The locomotives will move out around 10:30 am. and the reenactment of the driving of the Golden Spike ceremony will take place at 11. We're hoping to have some of our members participate by playing the parts of the officials present back in 1869. Box lunches will be served at the visitors center. Then we journey back down to the original transcontinental grade and a short walk to the site of the "Big Fill" and "Big Trestle" that the Central Pacific and Union Pacific built parallel to each other. Then to the Thiokol plant where the space shuttle rocket motors are built where there is a display of rockets. A brief stop in Corinne and the Brigham City depots. Then on to the Union Station Museum to see the last car of the historic *Train of Tomorrow* built by General Motors in the late 40s. Finally will be a Dutch oven dinner at the Union Station with our guest speaker, Ric Morgan, who has written on the *Train of Tomorrow* which we hope to publish.

**Saturday, June 12** - A bus ride down to Salt Lake City to explore the new TRAX light rail system. You'll see the Winter Olympics flame cauldron, museum and monument at the University of Utah with the new TRAX extension line into the campus. We'll ride TRAX to their modern maintenance facility for a tour. Then with box lunches to Vivian Park in Provo Canyon where we'll board our special Heber Valley Railroad steam train for a beautiful ride to the main depot at Heber city. Plans are for at least one runby for the photographers. Then return to Ogden stopping at points of interest in Echo and Weber canyons, the route of the original transcontinental railroad. We may get lucky and spot some Union Pacific Action on the east/west double mainline. Back in Ogden after a break we'll gather at the convention hotel for our annual banquet and guest speaker.

**Sunday, June 13** - This is the time for our annual membership breakfast and business meeting from 9 to 11 am. We plan to have an interesting speaker at the meeting as well.

Anyone who wants to set up a vendor table at the convention, please let us know as soon as possible.

In order to help us plan our transportation needs and hotel room space, we would like those of you who are planning to attend the convention next year to please fill out the form below and mail it in. You are NOT obligating yourself at this time or sending any money. A more formal convention reservation form will be sent out some time after the first of the year 2004 that will show all the costs. Thanks.

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Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Address \_\_\_\_\_ email address \_\_\_\_\_  
City ST ZIP \_\_\_\_\_ (please check items below of interest)

- ☐ Field trip by bus to Golden Spike Historic Site on Friday the 11th
- ☐ Field trip by bus to TRAX and Heber Valley on Saturday the 12th
- ☐ Dutch Oven dinner on Friday the 11th
- ☐ Annual Banquet on Saturday the 12th
- ☐ Annual Breakfast on Sunday the 13th

Please mail form to: Maynard Morris, 340 E. Oak Lane, Kaysville UT 84037.





Gettysburg "Lincoln" Railroad Station, Gettysburg, Pennsylvania. At the time of this photo, ca. 1888, the depot was part of the Hanover Junction, Hanover and Gettysburg Railroad. Adams County Historical Society collection.

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