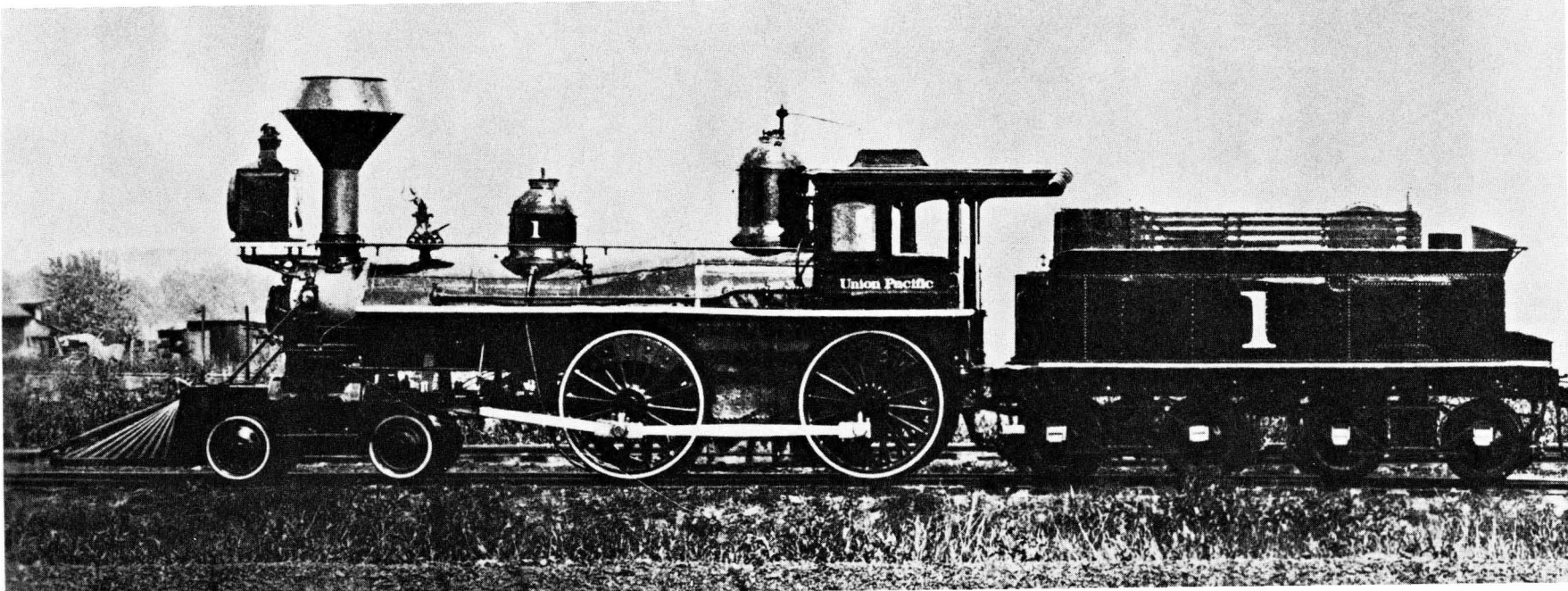


UMATILLA CENTRAL 54



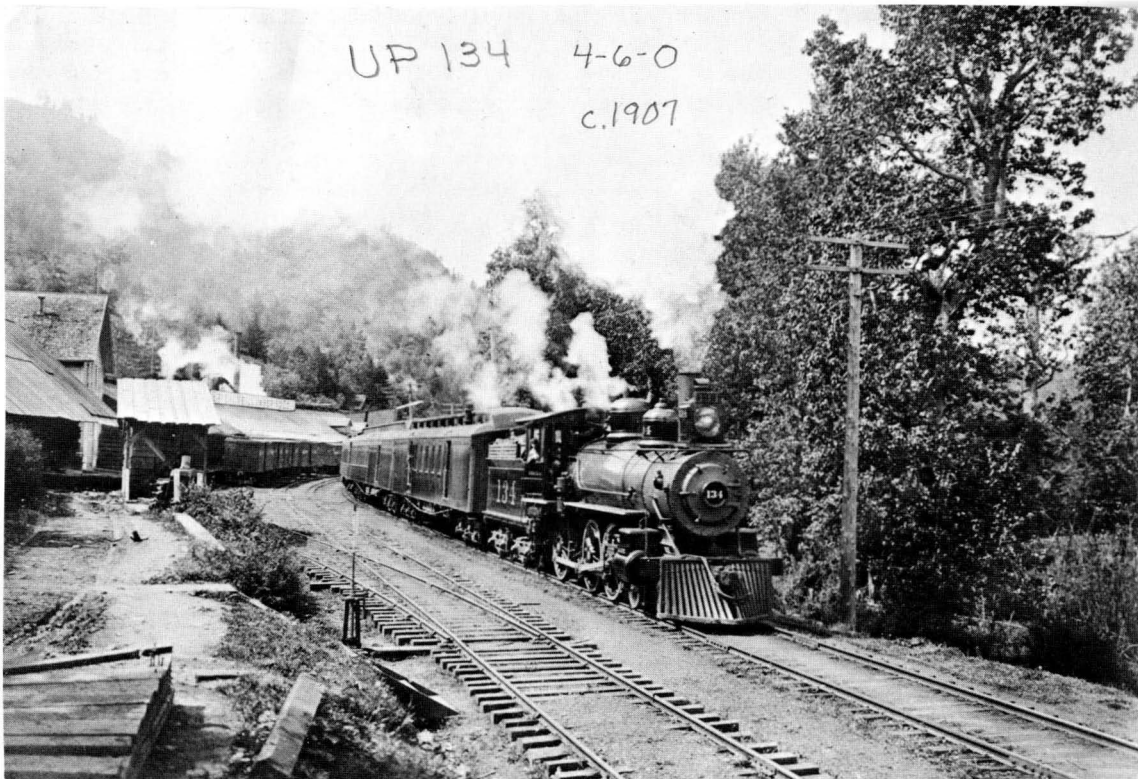


Union Pacific

I

UP 134 4-6-0

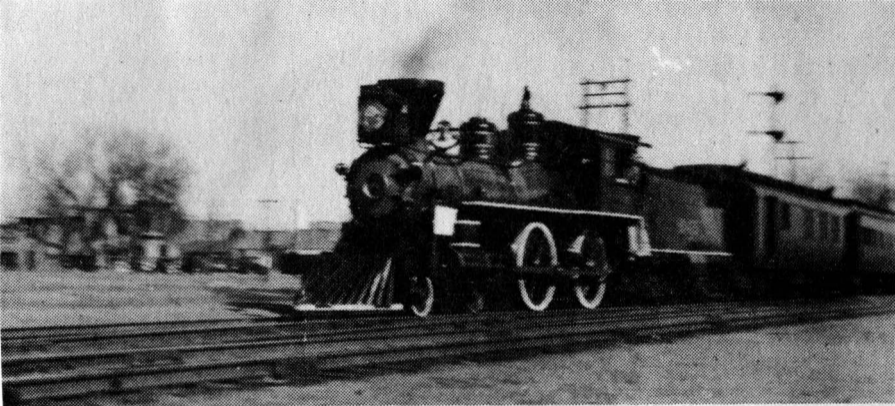
c.1907





DAVID S. DIGERNESS COLLECTION

UNION PACIFIC, DENVER & GULF 2-6-0 Number 59 crossing Bear Creek on the Morrison line, circa 1895



The old Union Pacific engine No.945, about 1920. — Walter Fisher.

UP 1243

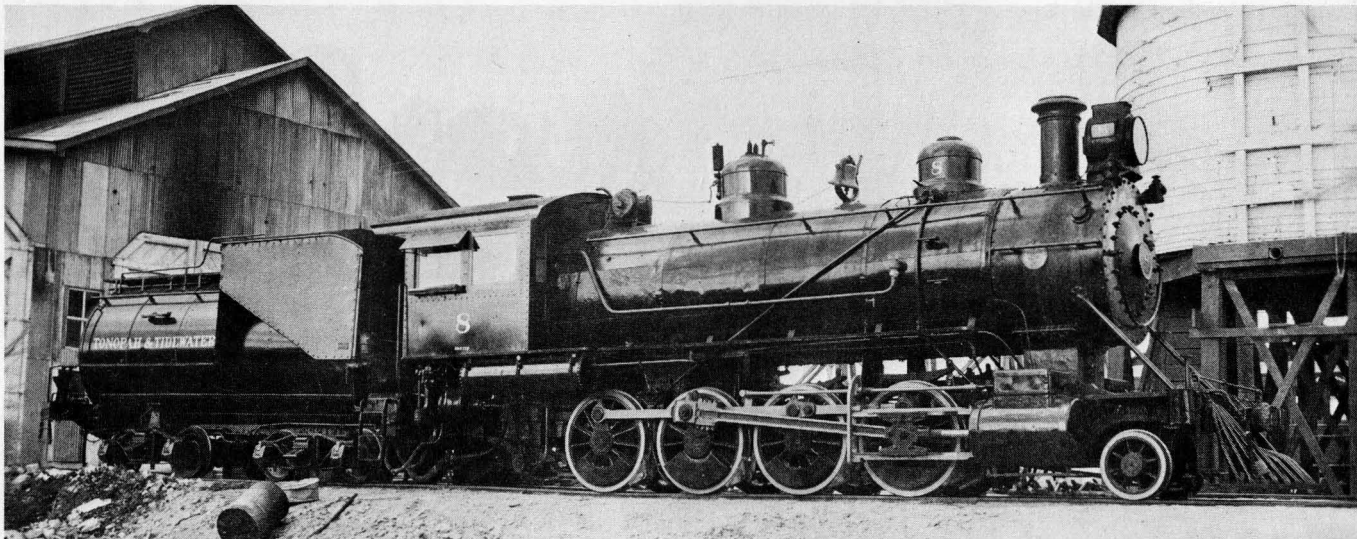




UP 2871 4-6-2



FRANK CLODFELTER calls this “my choice of the most handsome face of a freight locomotive on the Southern Railway.” He recalls that for an extra-board fireman Asheville-based Ms-4 Mikado 4879 was an “ultimate assignment” after hand-firing 12 to 18 tons of coal aboard a Consolidation. The Ms-4 is remembered for having larger driving wheels than a Santa Fe, a hand-toned bootleg whistle, and a stoker-fired boiler. Clodfelter recently ran the last trip of SR’s Asheville Special behind green-and-gold E8’s.



Gerald M. Best.

GERALD M. BEST, engine photographer extraordinaire, shot Tonopah & Tidewater 2-8-0 No. 8 at Death Valley Junction, Calif., on November 3, 1940. The 1907 Baldwin worked as an 0-8-0 for Kaiser Steel during the war.



UP 3129

4-6-2

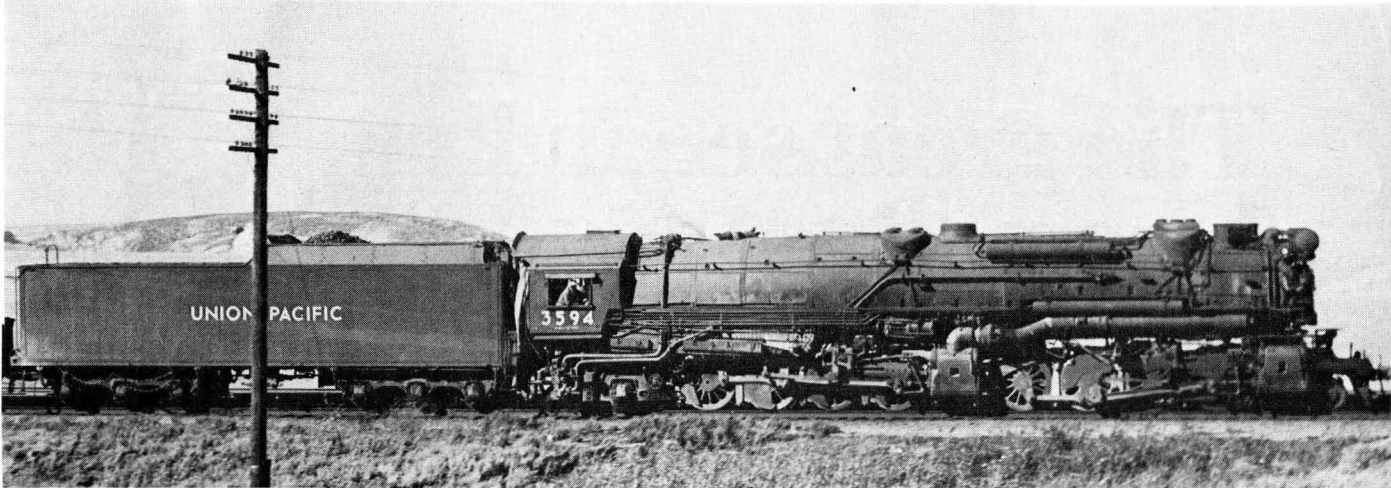
Union Pacific 3530 2-8-8-0



Union Pacific 3532

2-8-8-0





UNION PACIFIC

3594

Union Pacific 3938

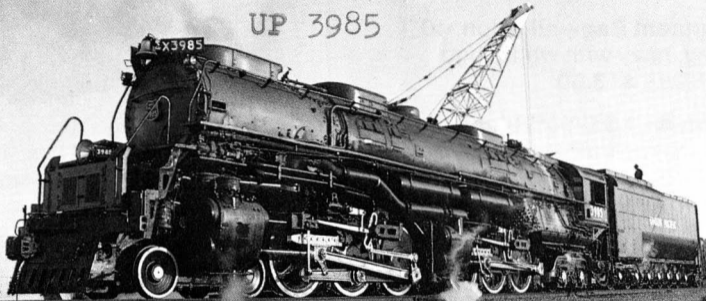
4-6-6-4



CHALLENGER 3938 leaves Boise, Ida., with the 18-car Pacific Limited on November 4, 1945, just about the time Author Satterfield was introduced to a 4-6-6-4 up the line at La Grande, Ore.

Henry R. Griffiths Jr.

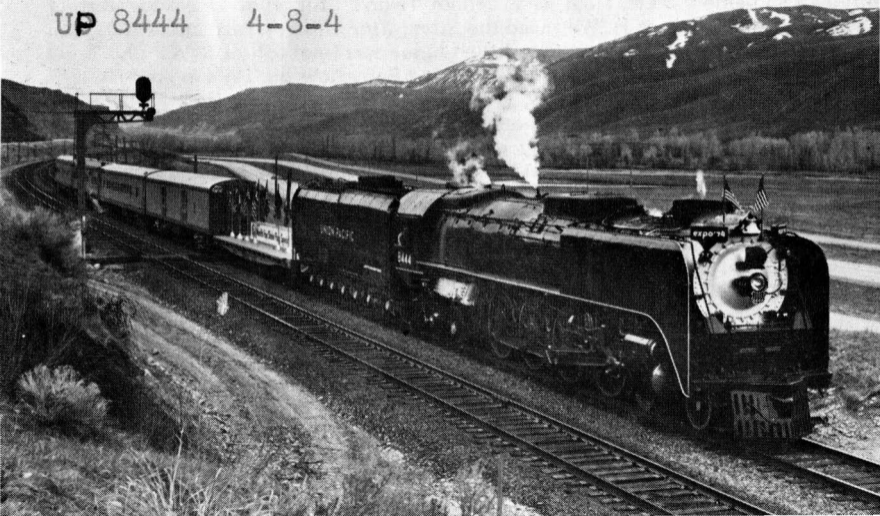
UP 3985



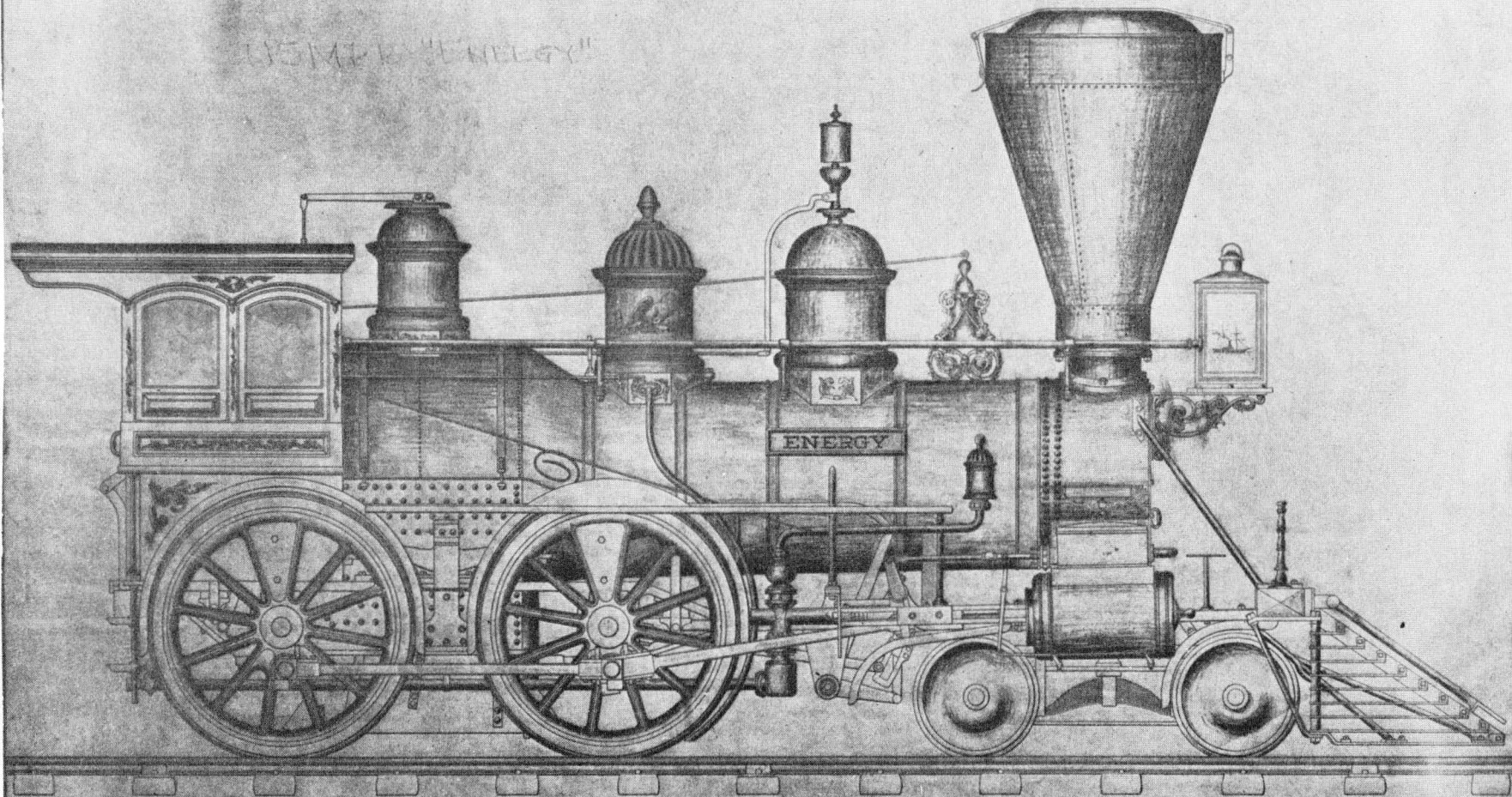


UP 8444

4-8-4

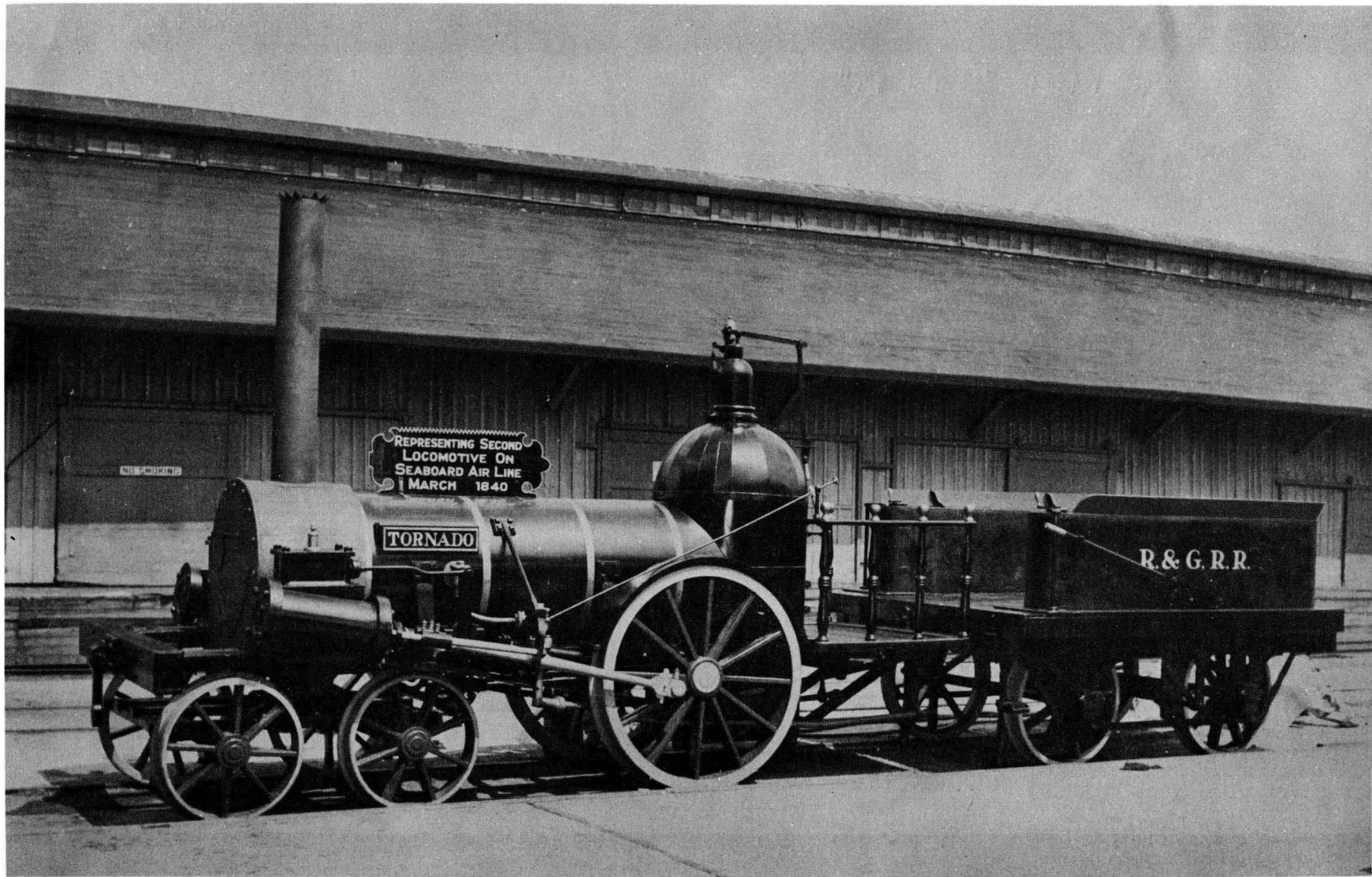


LOCOMOTIVE "ENERGY"



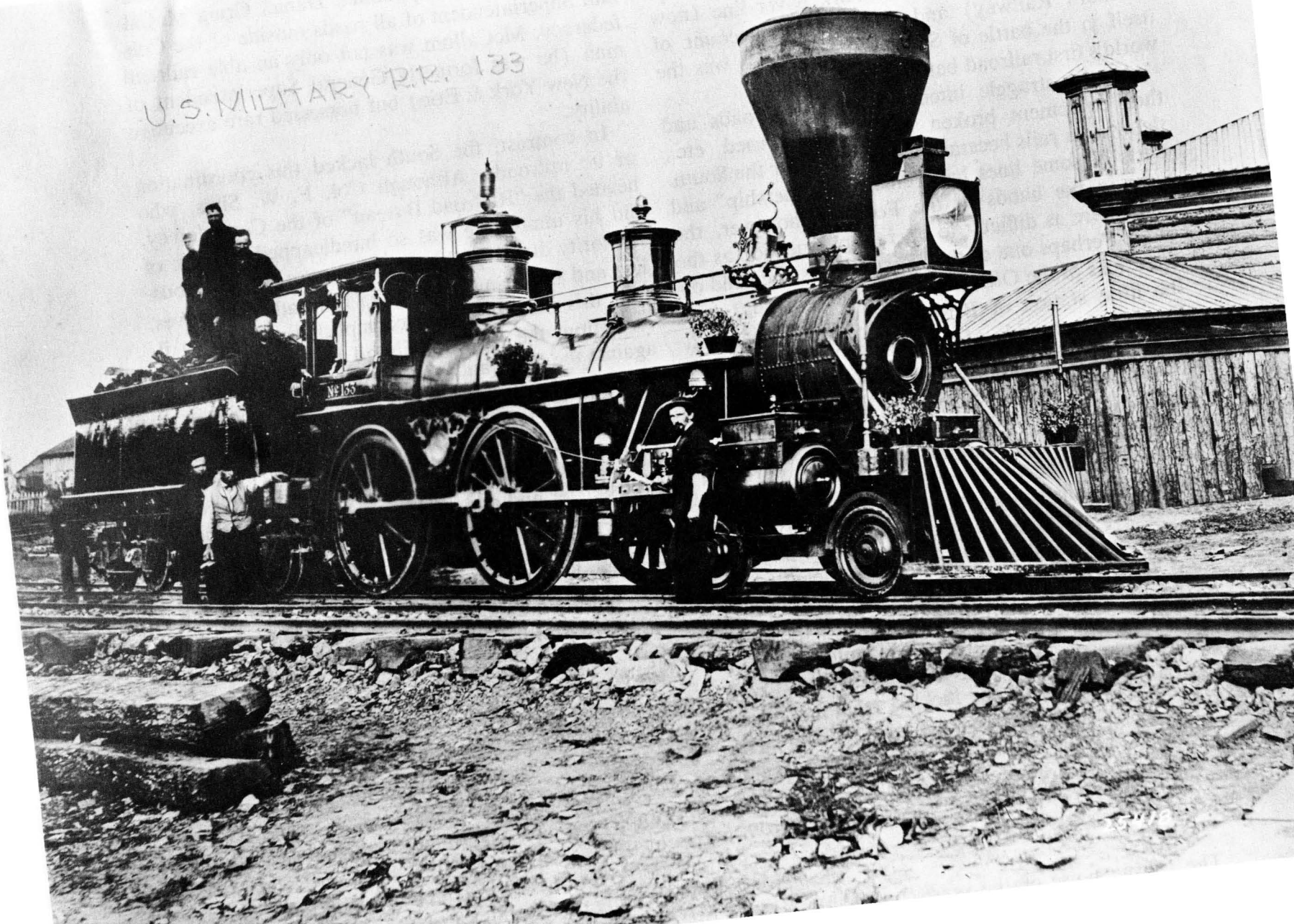
ENERGY

GOVERNMENT LOCOMOTIVE, AFTERWARDS SEABOARD & ROANOKE R. R. CYLINDERS 16"X24" DRIVERS 4' 6"
BUILT AT PATERSON, NEW JERSEY, 1862.

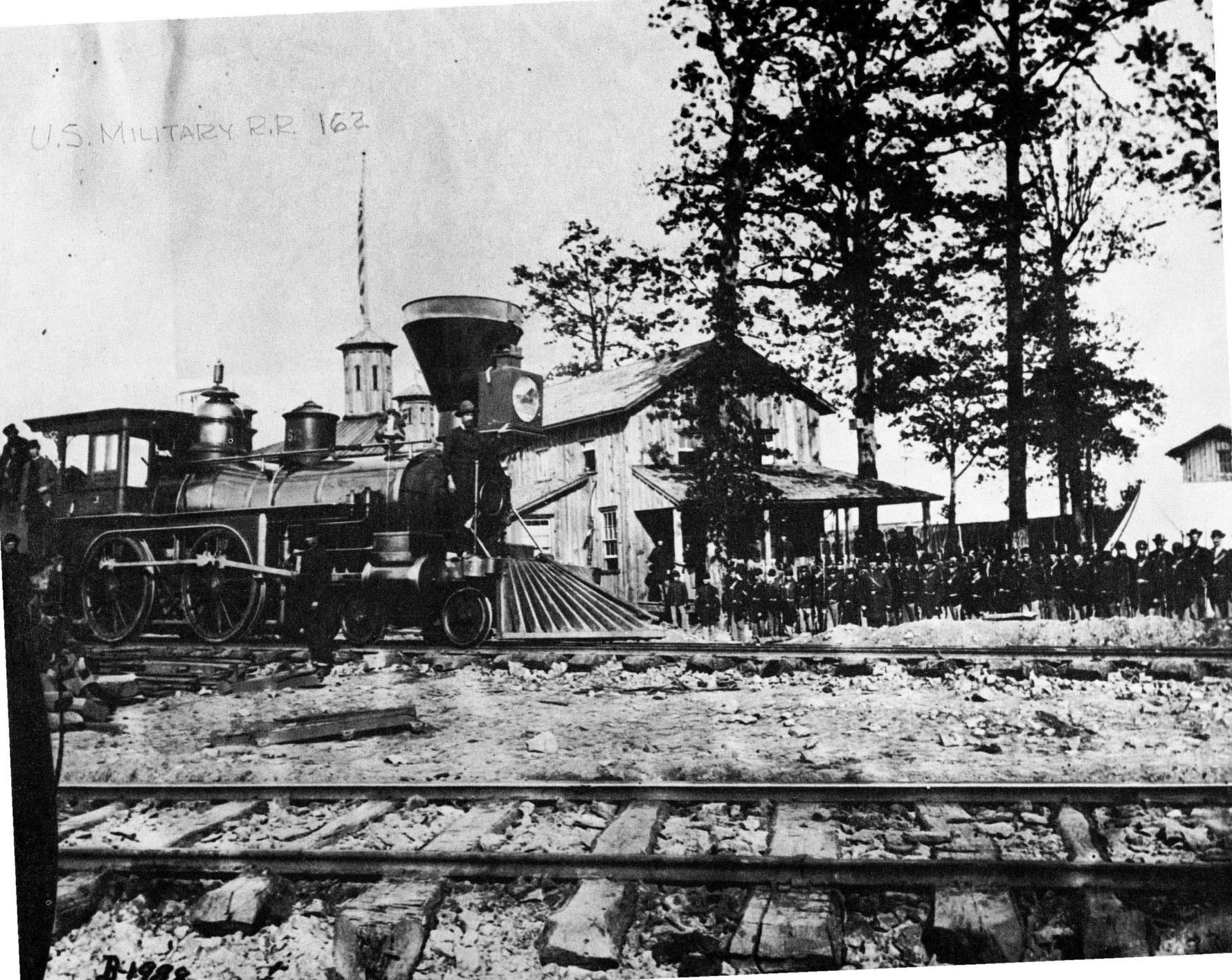


The builder of *Tornado*. Raleigh & Gaston's first loco-

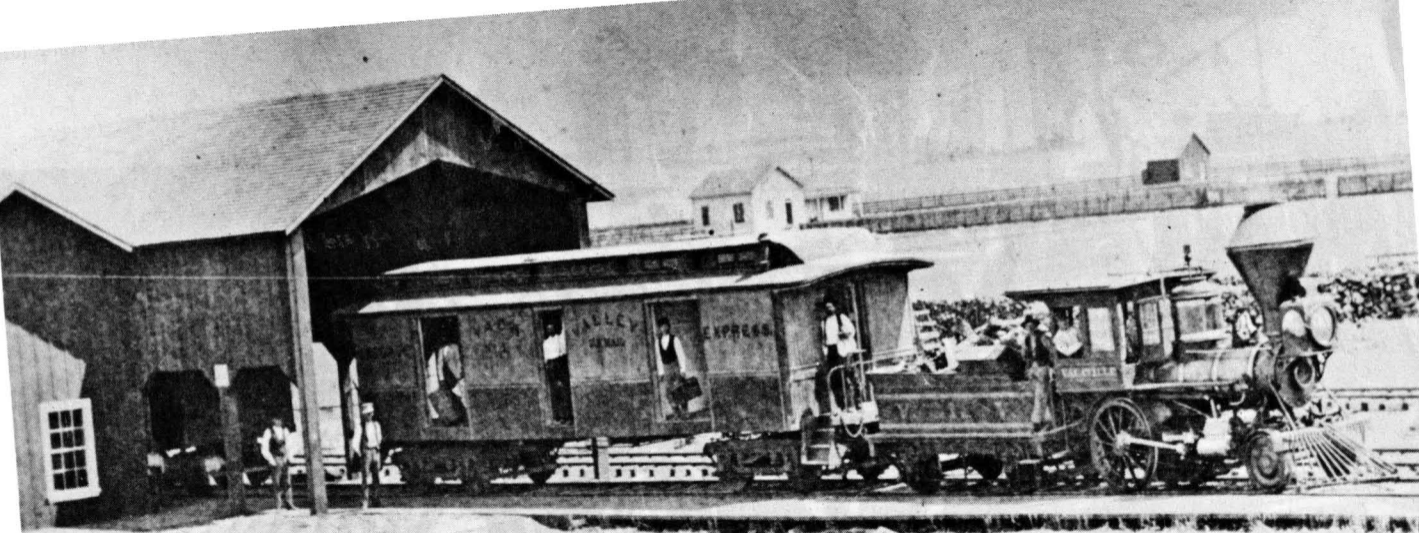
U.S. MILITARY R.R. 133



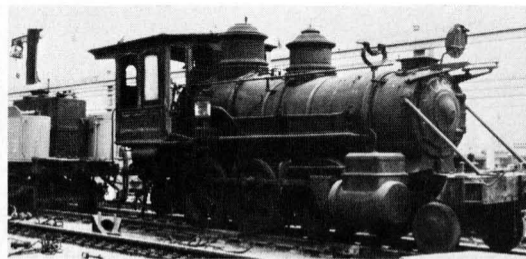
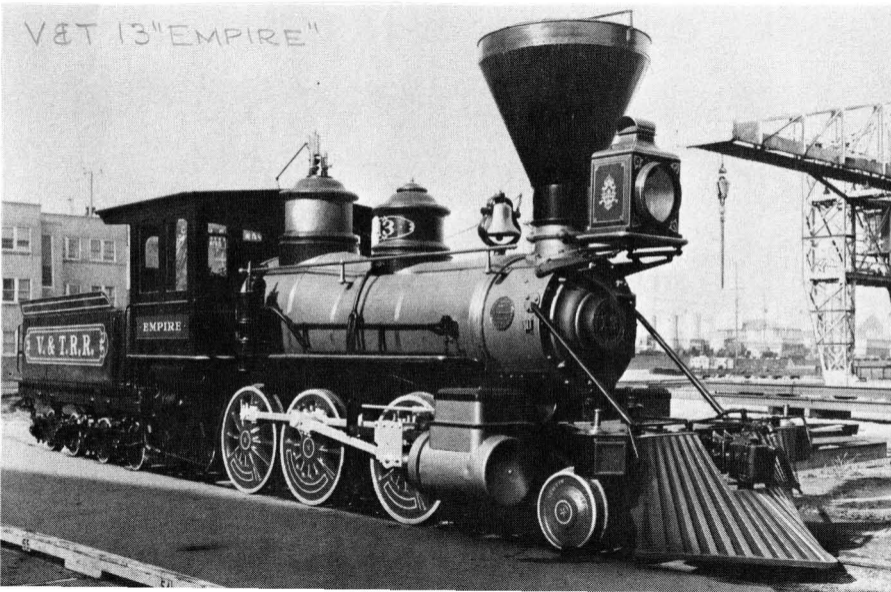
U.S. MILITARY R.R. 162



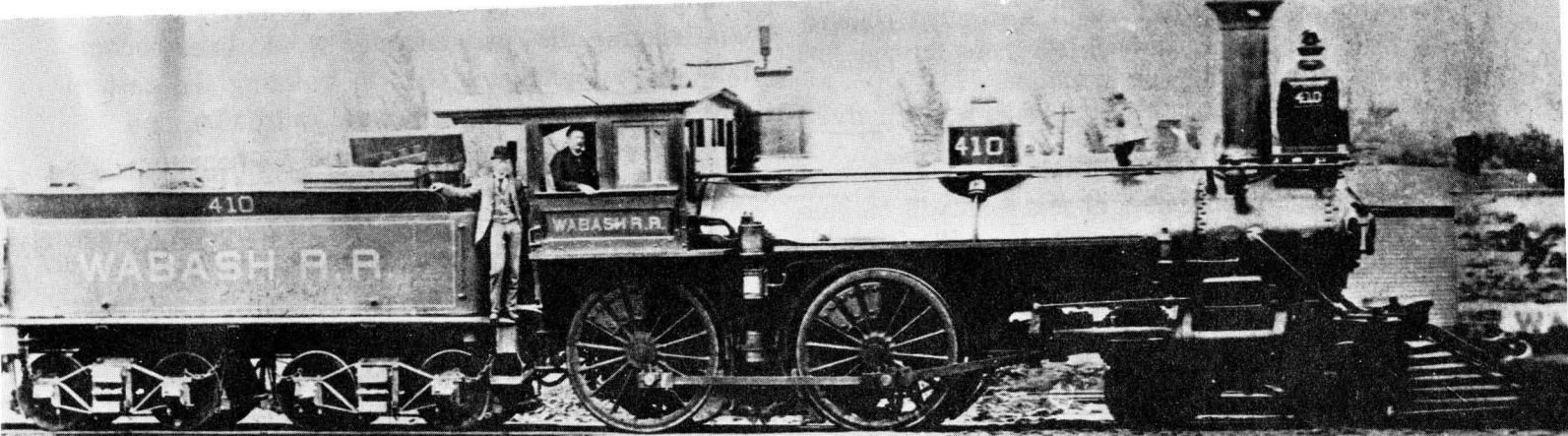
B-1988



VACA VALLEY - "VACAVILLE"



MUSEUM-BOUND: Former Virginia & Truckee 2-6-0 No. 13, *Empire*, is one of more than a dozen pieces of historical rail equipment owned by the Pacific Coast Chapter of R&LHS which have been restored during the past 10 years by craftsmen at the San Francisco shipyard of Bethlehem Steel Corporation. The units are destined for display at a rail museum to be built at Sacramento by the State of California. The *Empire*, which came to the shipyard in 196 (above) after sitting outside for almost 30 years, was restored in five months. Other pieces redone include V&T 2-4-0, *J. W. Bowker*; NWP 4-6-0 112 and narrow gauge caboose 5591; and Pullman car *St. Hyacinthe*.





The 671 heads down the mainline with the Wabash's crack Banner Blue in the twenties. (Courtesy Wabash Railroad)

The Pacific engine 672, built in 1912, pulling out of Montpelier, Ohio, at 10:30 A.M., July 3, 1944, is on the head end of perhaps one of the most famous trains on this continent. Nearly everyman's railroad at one time or another had a train dubbed "The Cannonball" rolling over its lines—even Casey Jones was pulling a cannonball over the Illinois Central on his fateful run—but here we see the cannonball of them all—"The Wabash Cannonball." It is not known when the song was first crooned about "This train she runs to Quincy, Monroe, and Mexico,/She runs to Kansas City, and she's never running slow..." but the author has the words of it, written by his mother in her "Copy Book" in 1892. The Wabash Cannonball is running still—behind a diesel. (Photographed by and courtesy Richard J. Cook)

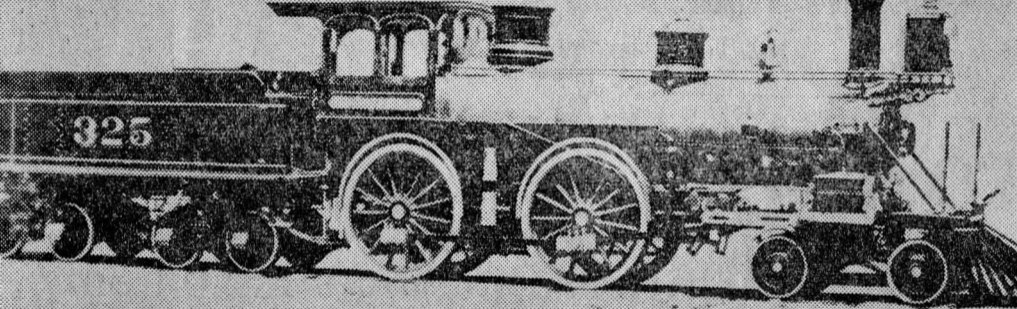
The last steam locomotive operated on the Wabash Railroad. It took its last trip on January 28, 1955, on the Bluffton branch. (Courtesy Wabash Railroad)



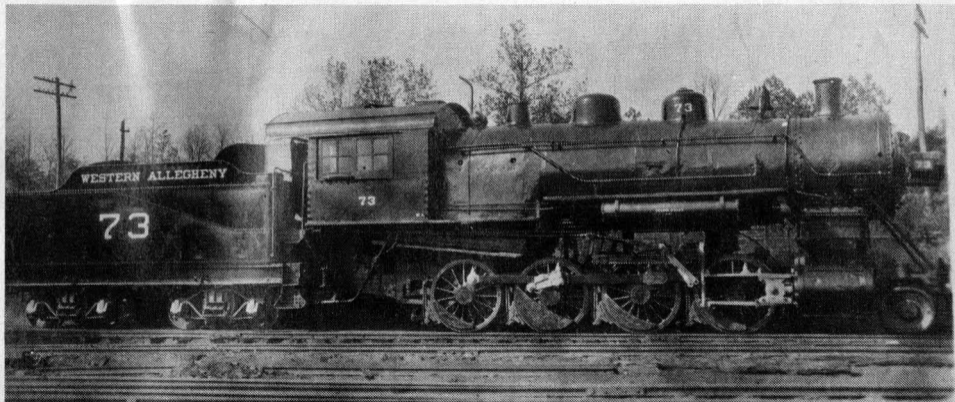
WABASH 672



Wabash, St. Louis & Pacific 325
"Col. Robert Andrews"

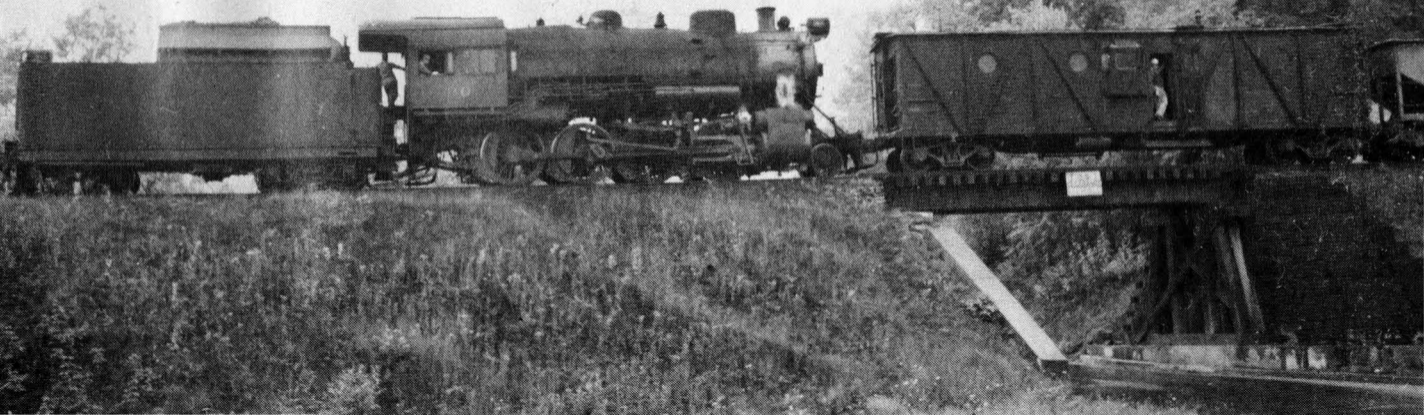


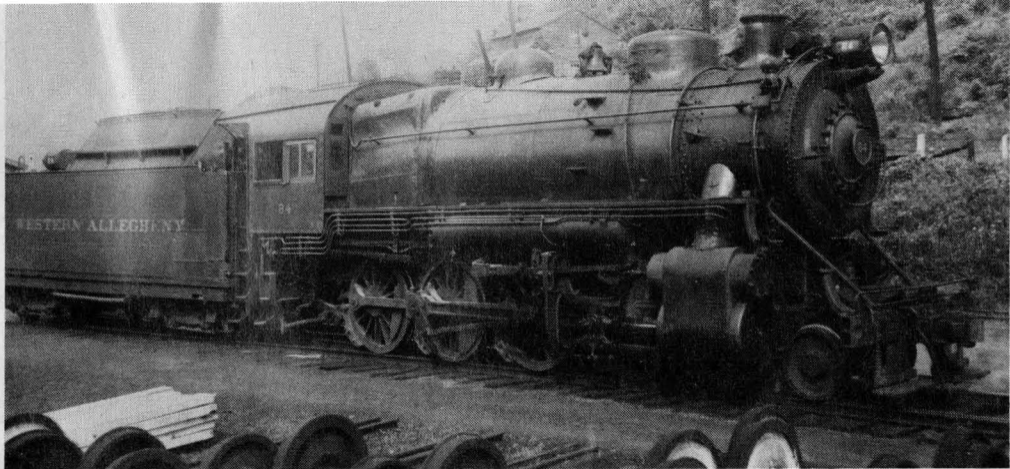
BUILT IN 1880, this locomotive pulled the old Wasbash Cannon Ball. People in the St. Louis office of the Norfolk & Western Railway dug up the picture.



GERALD M. BEST COLLECTION/PETER ROEHM COLLECTION

WESTERN ALLEGHENY 80

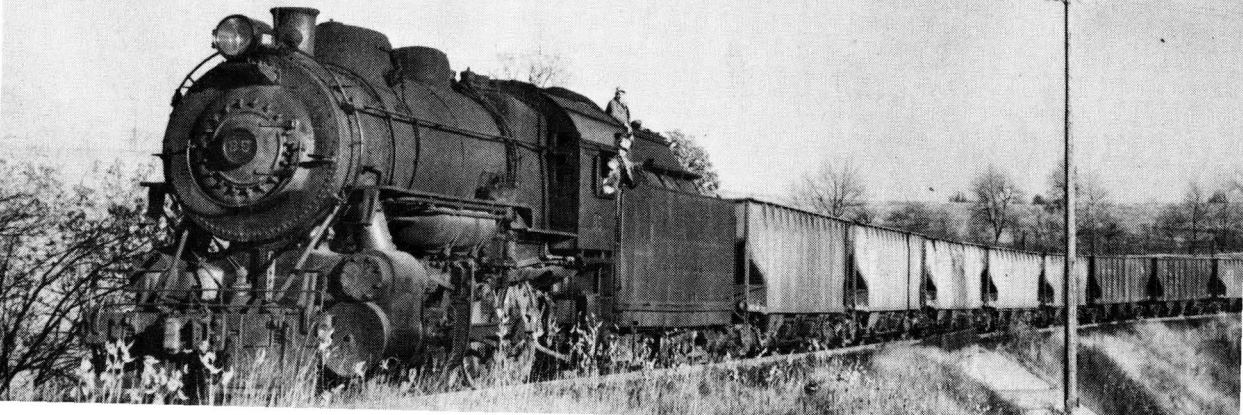




WESTERN
ALLEGHENY

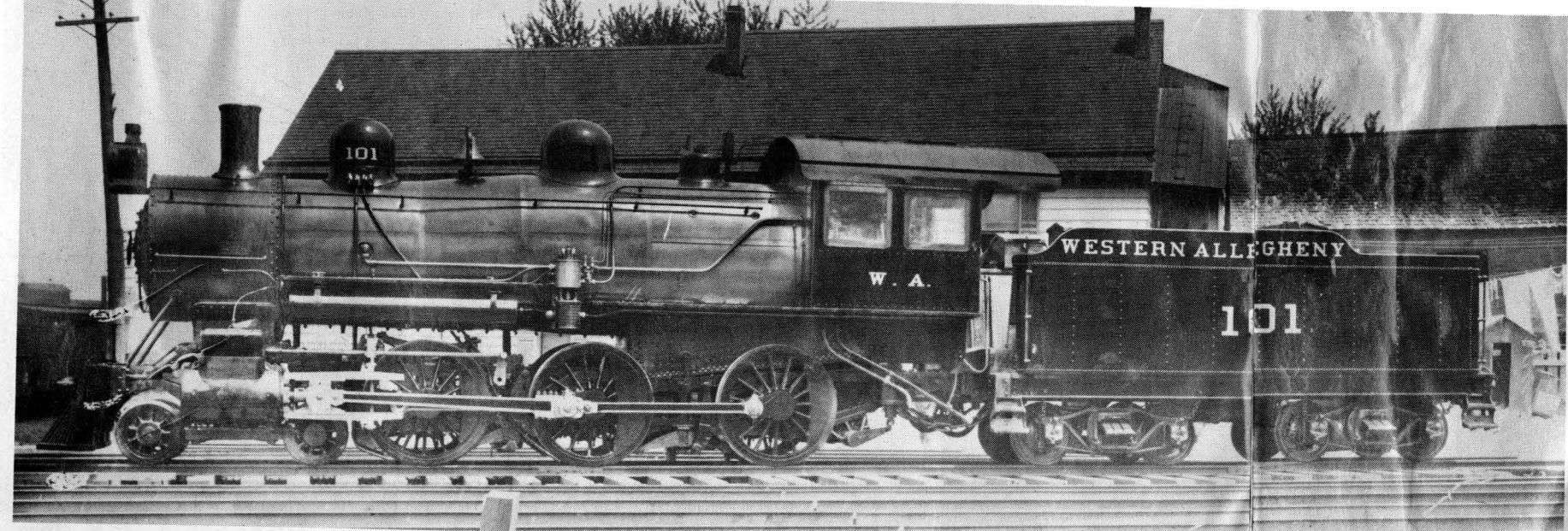
84

WESTERN ALLEGHENY 85



WESTERN ALLEGHENY 86







ton, NS.

Highway 68 from East Brady on the Allegheny River
 s up the WA at its east end of track in the valley of
 ar Creek near Brady's Bend. There are four active coal
 ers between there and Kaylor. The portable H&G Coal
 loader takes cars right on the main line and is the WA's
 ernalmost customer ("northernmost" to the railroad, as *all*
 E branches run timetable direction northward from the
 line).

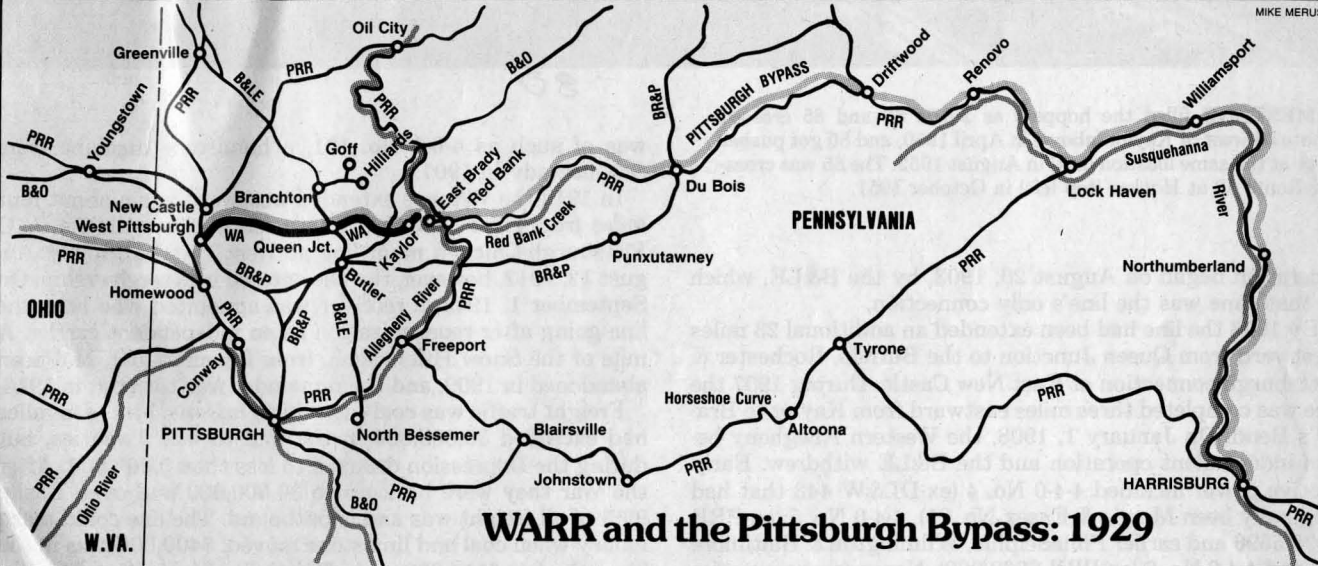
e Dewey "Blue Row Tippel" is next, with a modern con-
 r loader and its own siding. In the same area is the Basic
 gies loader, another portable affair that works cars
 ted on the main line. The most interesting structure of
 astern four is the Harcliffe Tippel, a lovely old timber
 eyor and bin off a truck dump. The Harcliffe has its own
 g on the south side of the main.

ute 68 crosses the tracks in the middle of the commu-
 of Kaylor (pronounced KAY-lur) and parallels the rail-
 up past the engine facility. Another tippel, belonging to
 Mauersburg Coal Co., is located right behind the engine
 Route 68 crosses to the north side of the track again
 ast beyond the engine facility and follows it up the valley to

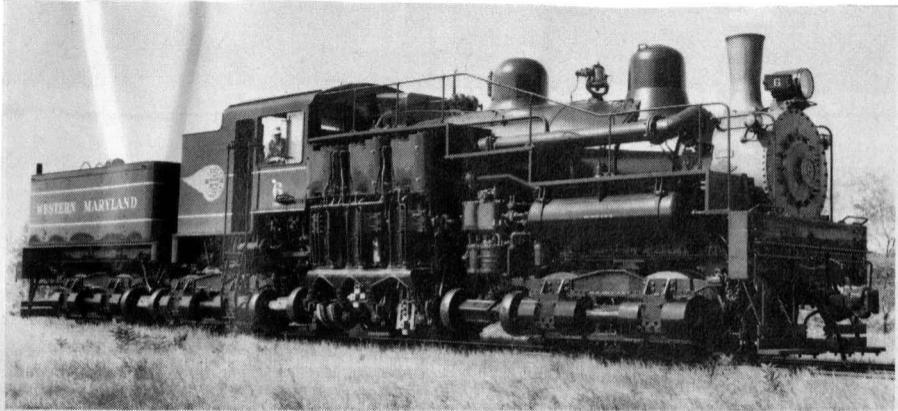
MARC BALKIN



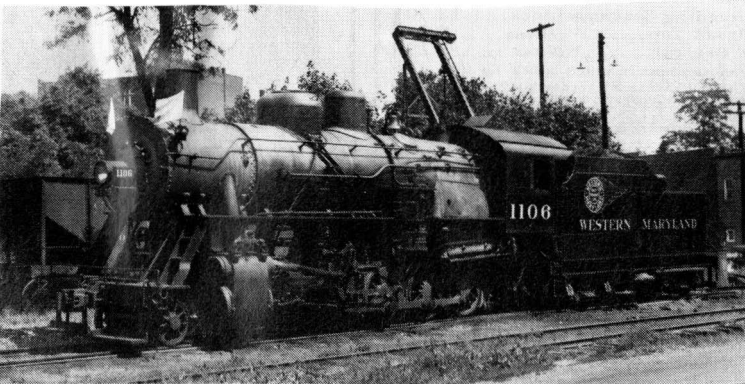
GOING TO WORK at 4:00 p.m., the crew leaves the caboos
 "office" at Kaylor. Their first work may be one of the tipples, like
 the Harcliffe (below), east of town.



WARR and the Pittsburgh Bypass: 1929



WESTERN MARYLAND SHAY NO. 6 was spruced up and ready for presentation to the B&O Museum of Transportation in Baltimore when this official portrait was made in September 1953. She'll run again!



1106

1106



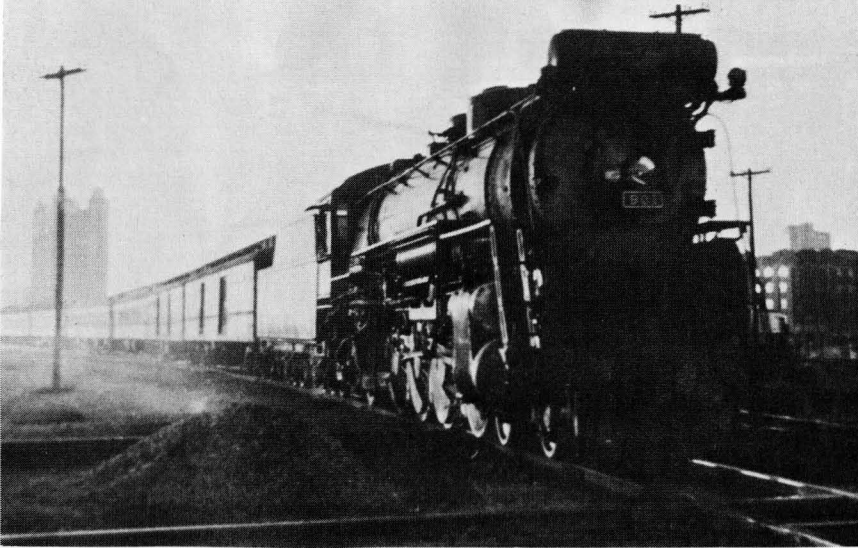
WESTERN MARYLAND



PAUL DUNN was not a photographer who concentrated on big power at the expense of the small. On June 6, 1940, he found Wheeling & Lake Erie 2-8-0 4313 shuffling cars in the yards at Brewster, O., and this photo—now in the collection of John B. Corns—resulted. In 1939 the Consolidation type accounted for a solid one-third of the Wheeling's power—71 locomotives out of a roster total of 197.

Paul Dunn

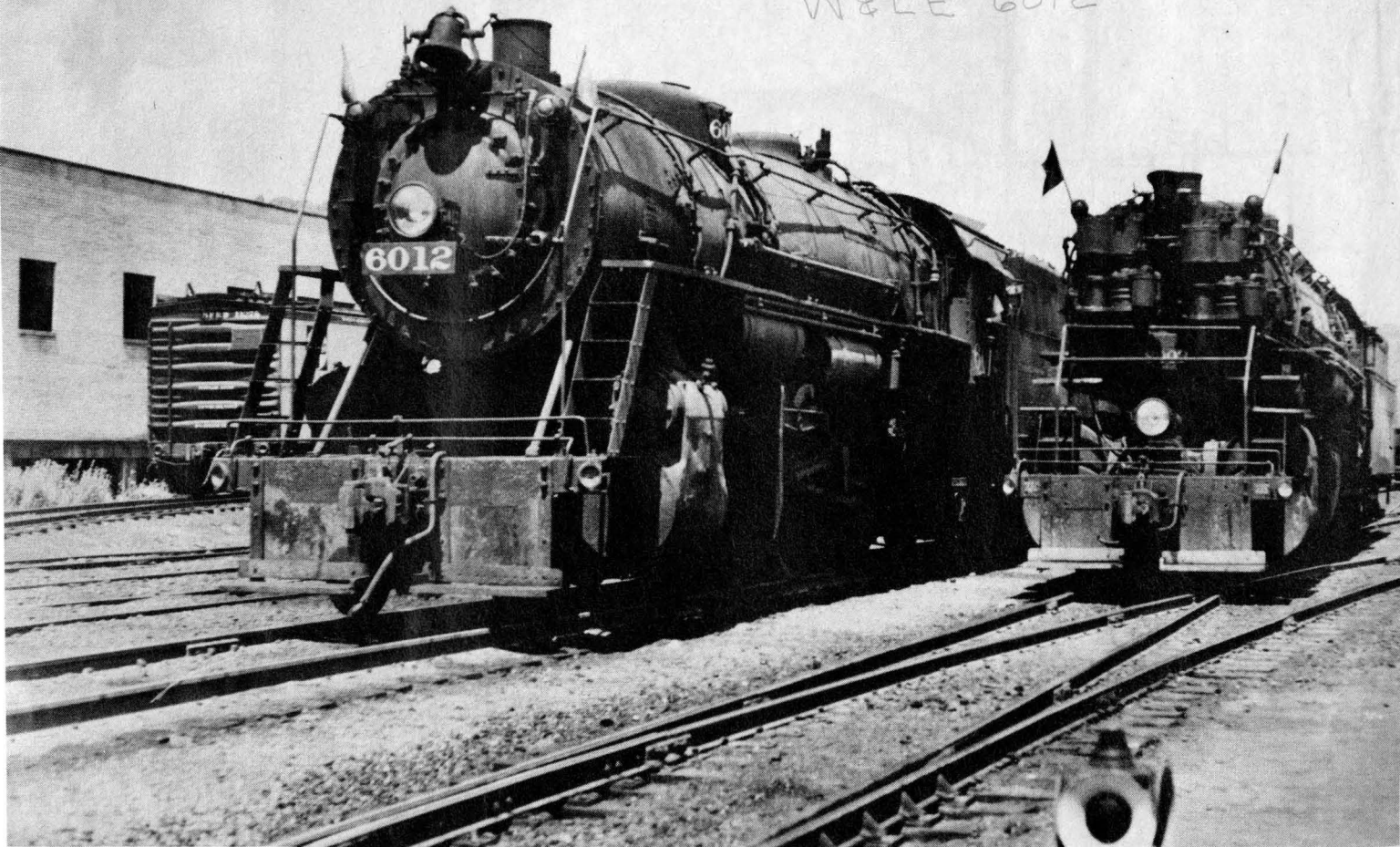
T&P 901



CHARLES M. MIZELL JR. was out chasing trains with Everett DeGolyer on December 28, 1940. The day was climaxed by the departure from Fort Worth of Texas & Pacific train 16, the Texan. Mountain 901 leads the limited across diamonds of Santa Fe and Katy away from T&P's skyscraper station.

PAUL H. STRINGHAM recalls that his fingers were so numbed by the cold of January 31, 1941, that he was barely able to release the shutter of

W&LE 6012





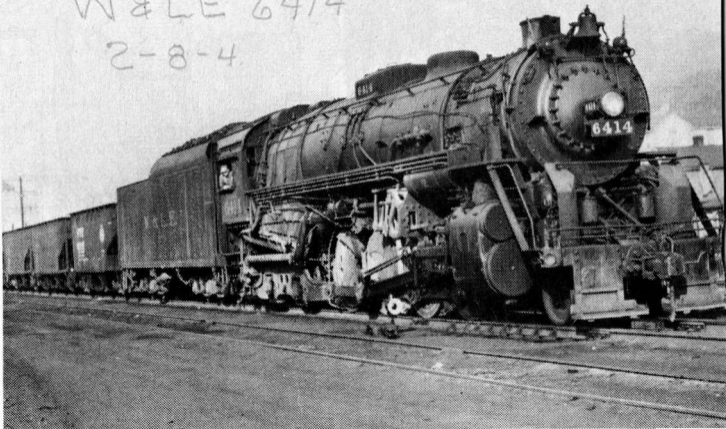
616

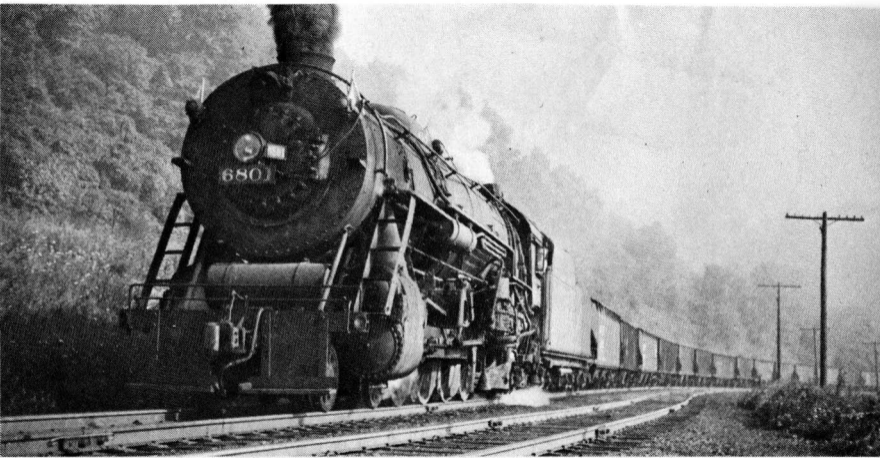
MISSOURI PACIFIC LINES

1947

W&LE 6414

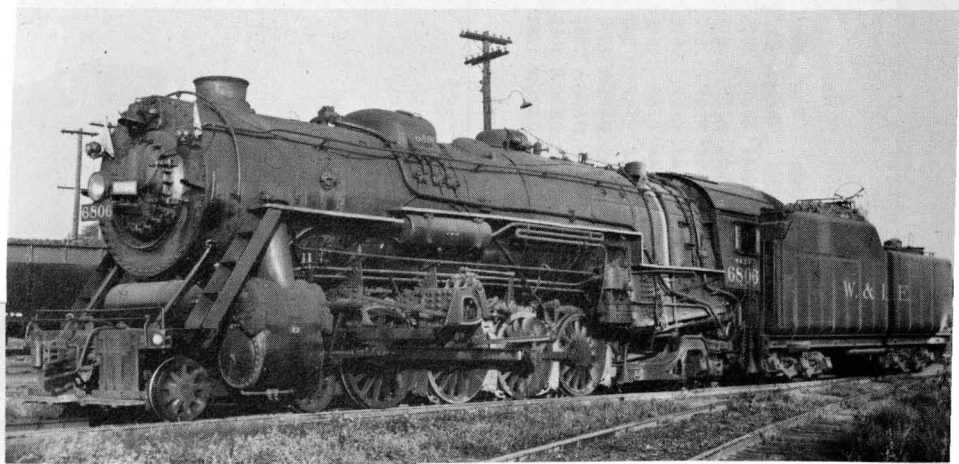
2-8-4





J. J. Young J

12. Wheeling & Lake Erie 4-8-2 6801; ex-



USRA-ISH appearance of the 6806 (above right) early in her Wheeling life was occasioned by installation of a bell hanger like those of 2-8-4's. It was soon changed (right).



Bob Redmond.

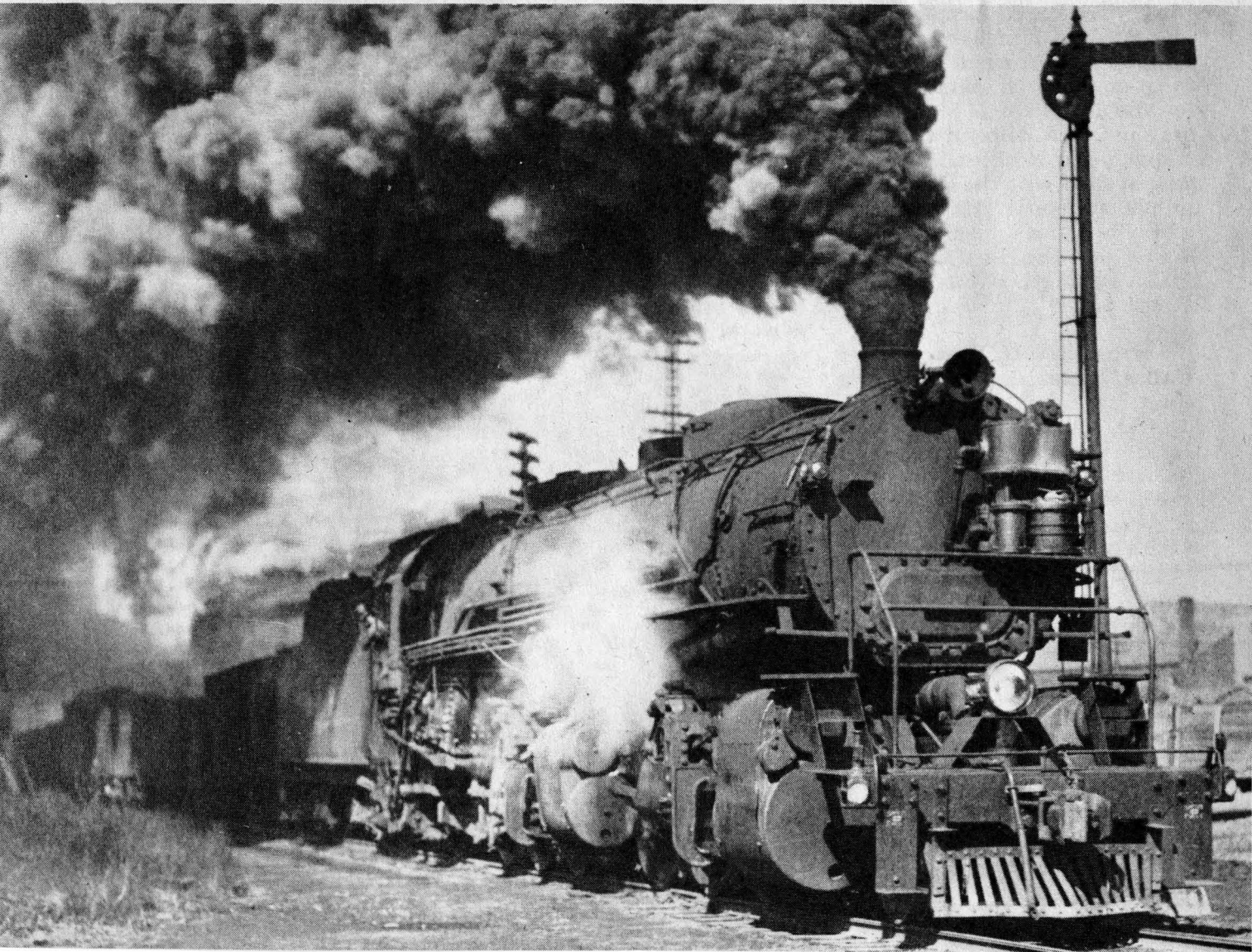
CLEARING Brewster, O., for Pine Valley is a 4-8-2/2-8-4 doubleheader of Nos. 6807 and 6421. Crew in the rear engine will receive far the better ride once slack is stretched.



WHEELING MALLET 8002 was dozing in the small "holding" yard at Neffs, on the south end of the Adena Railroad in March 1950, only four months after the W&LE became part of the Nickel Plate. Two W&LE K-1

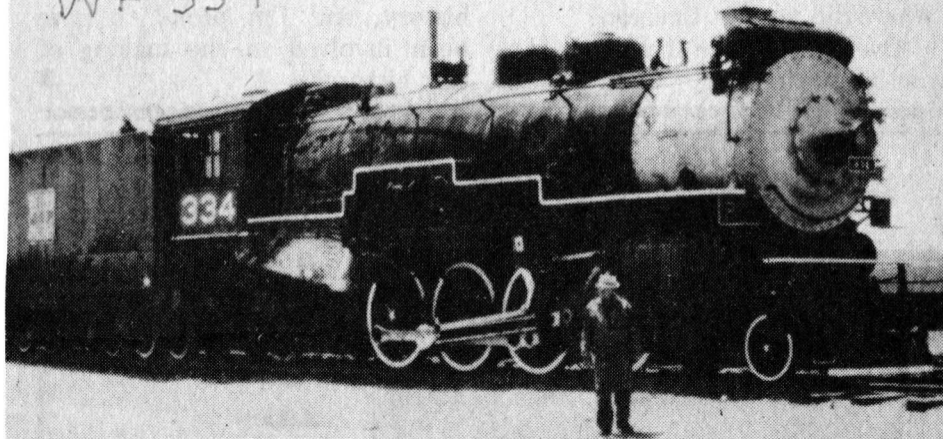
Berkshires (below left) 6432 and 6406, caught the morning light in the Dillonvale engine terminal. Sister K-1 6414 was bringing Adena Railroad coal into Pine Valley Yard in May 1947. Mallets often worked this job.

Wheeling & Lake Erie 2-6-6-2 No. 8002 southbound through Canton, Ohio, in 1937. The class I-3 Mallet is on the headend of train 170 and has just crossed the mainline of the Pennsylvania Railroad at Wandle tower.



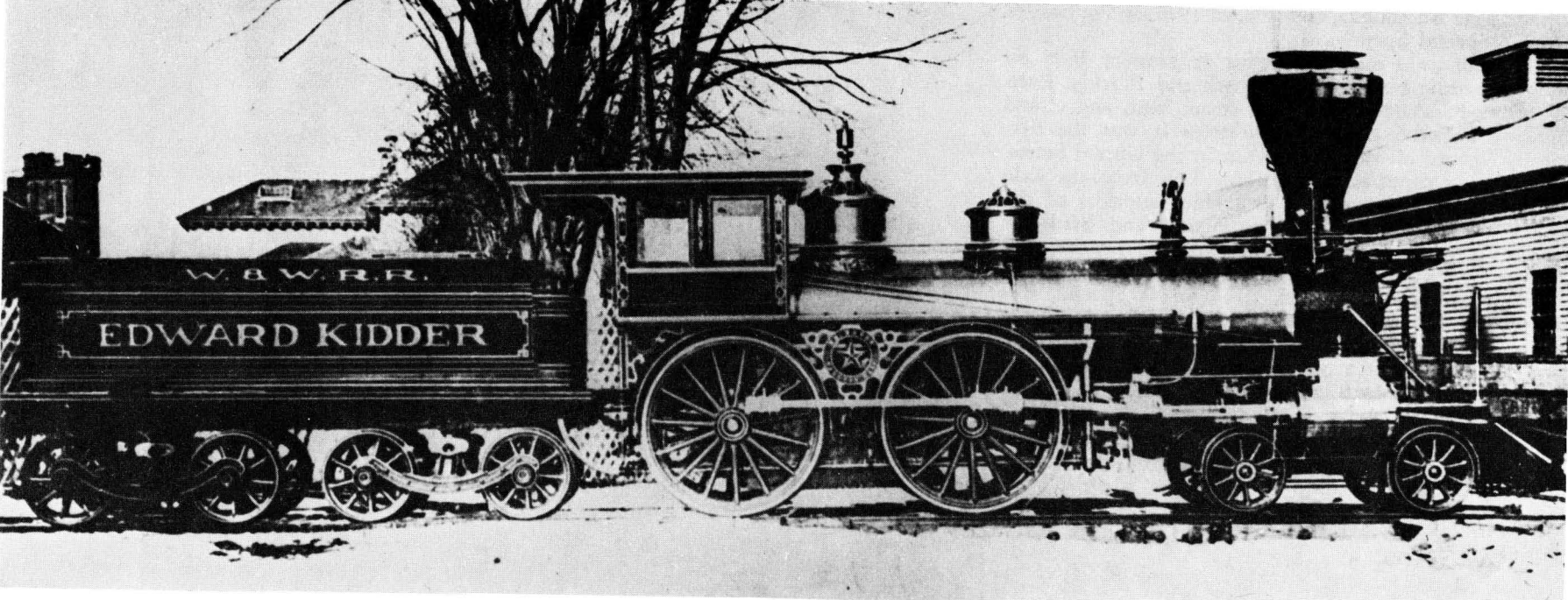
WP 334

2-8-2





West Side Lumber Company Shay 10 with log train near Tuolumne, Calif., in 1938.



W & W R.R.

EDWARD KIDDER

1867

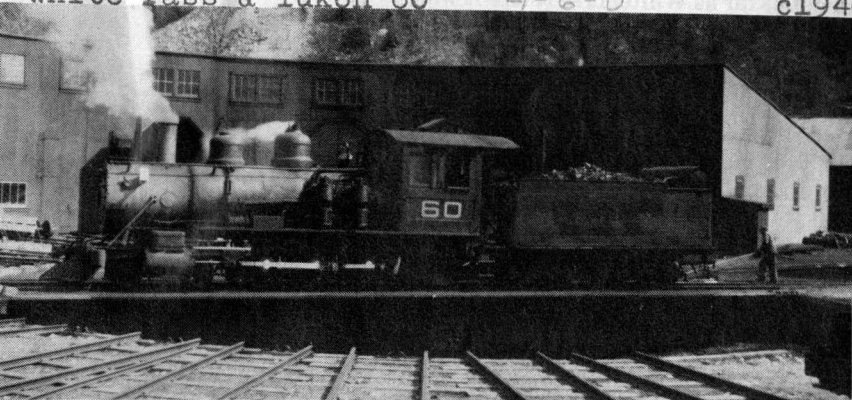
White Pass & Yukon 7 2-8-0

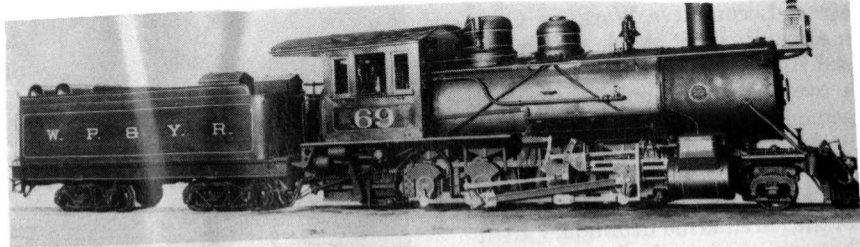


White Pass & Yukon 60

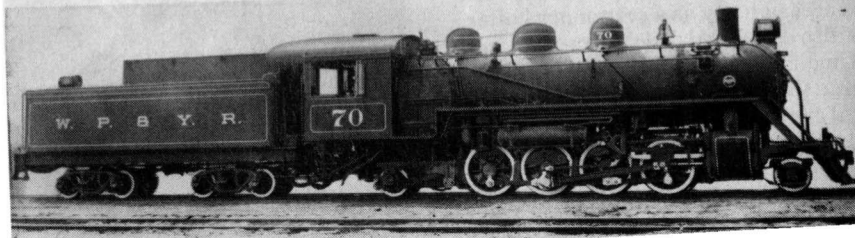
4-6-0

c194



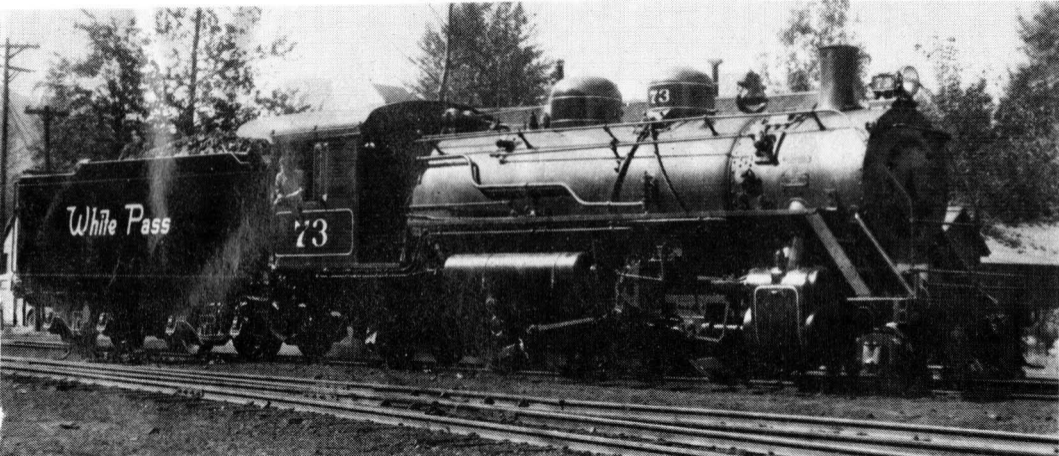


THIRTY YEARS of no new locomotives elapsed between the time the WP&Y bought outside-frame 2-8-0 69 in 1908 and husky Mikado 70 in 1938, reflecting the road's post-Gold Rush hardships. The 69 now operates on the Black Hills Central.





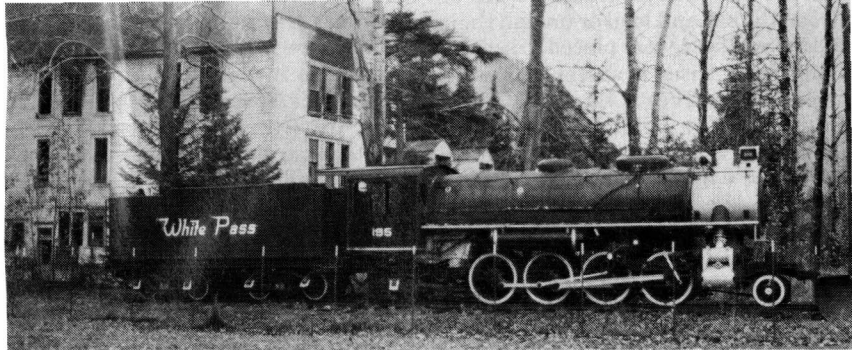
WHITE PASS & YUKON Mikado 73 went into excursion service this summer as announced. She's here northbound near Log Cabin, B.C., on June 20, 1982.



White Pass

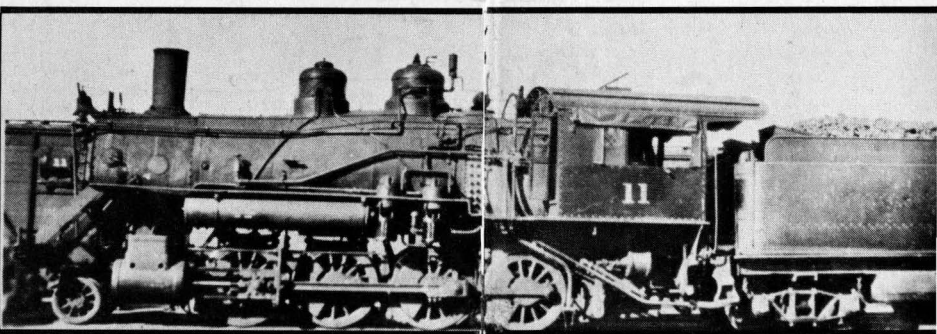
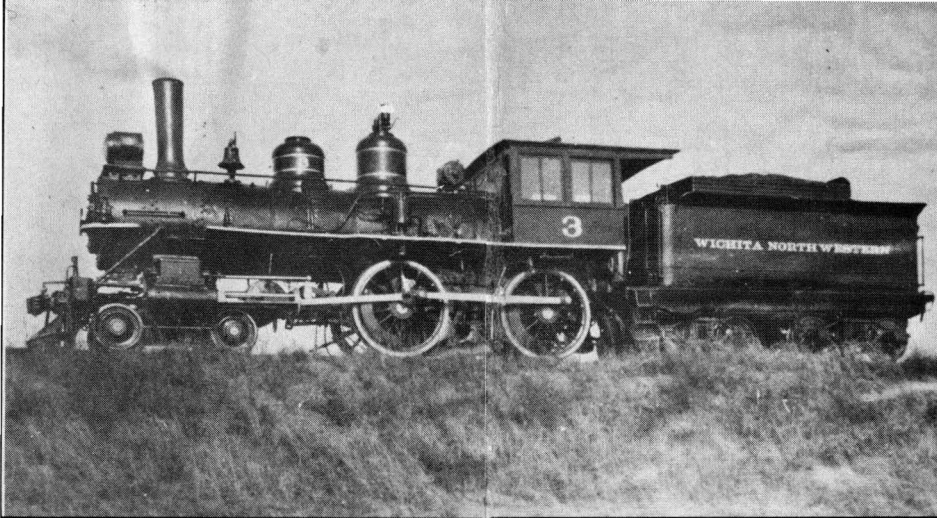
73

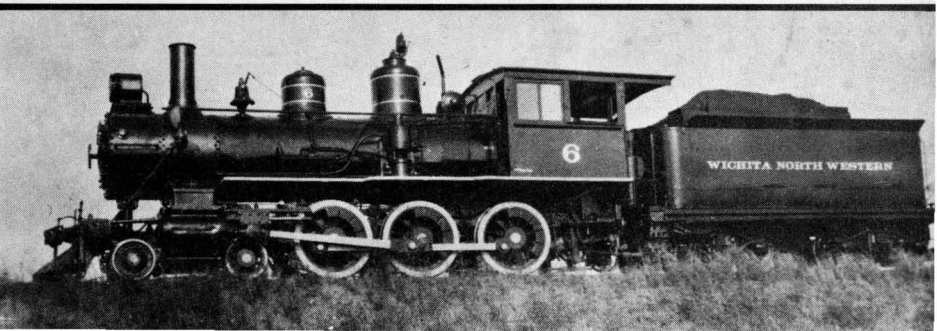
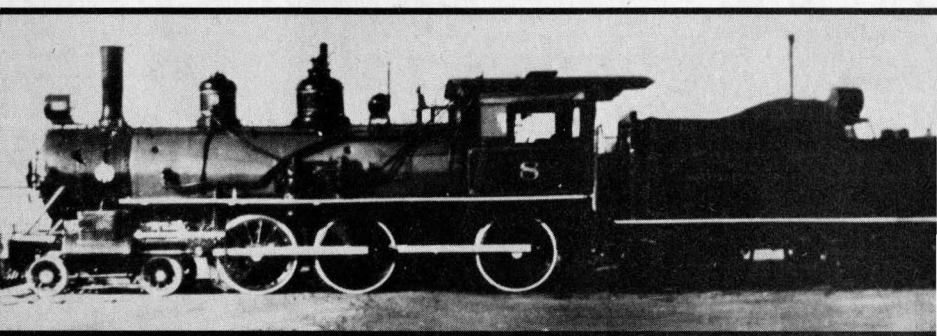
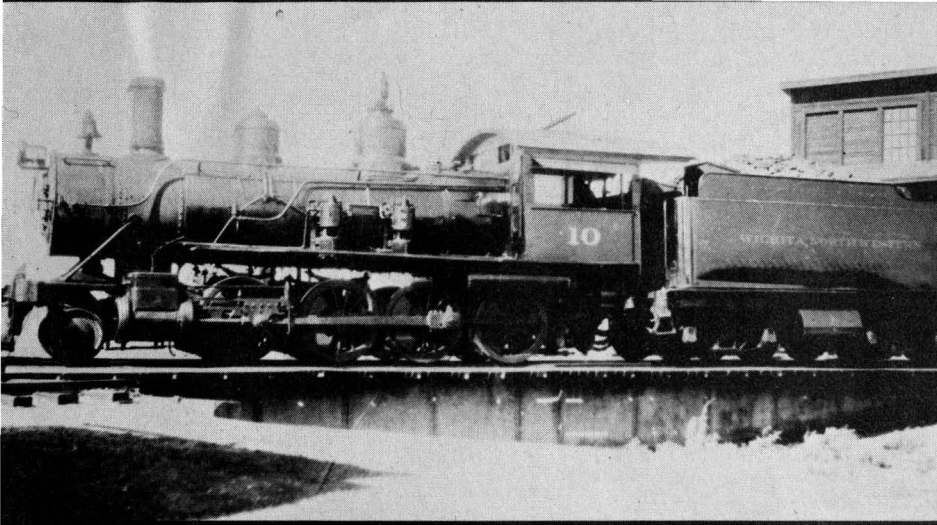
73

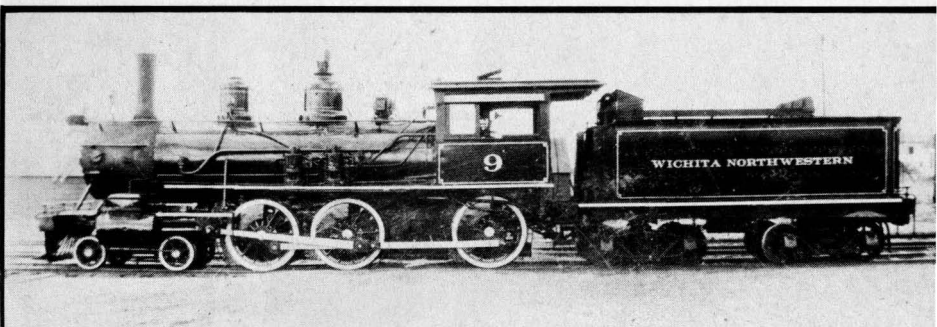
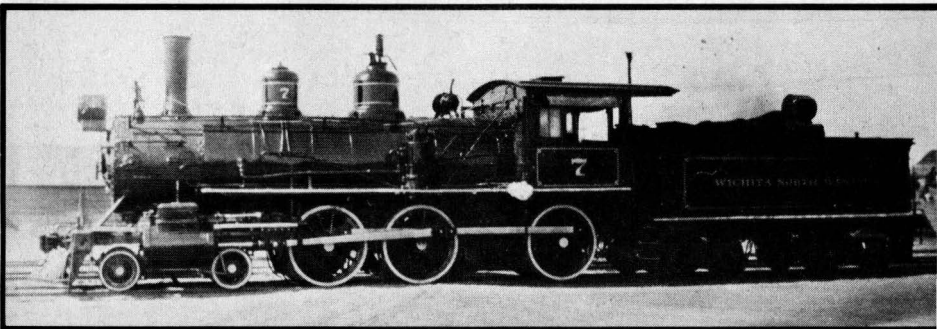
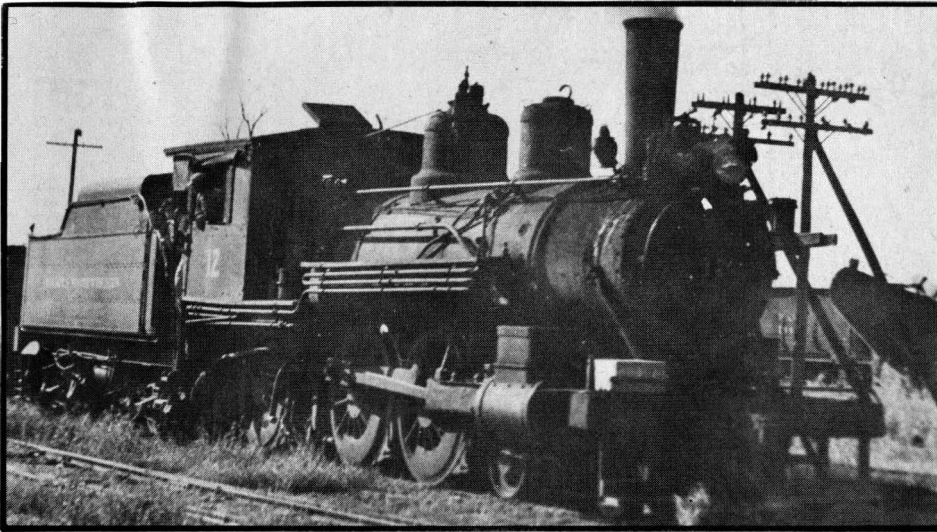


White Pass & Yukon 185 2-8-2

THE PAST IS PRESERVED on the WP&Y in both a static and living sense. On display at Skagway is one of the 1943 Army "Iranian" Mikados. You'd never mistake the EB



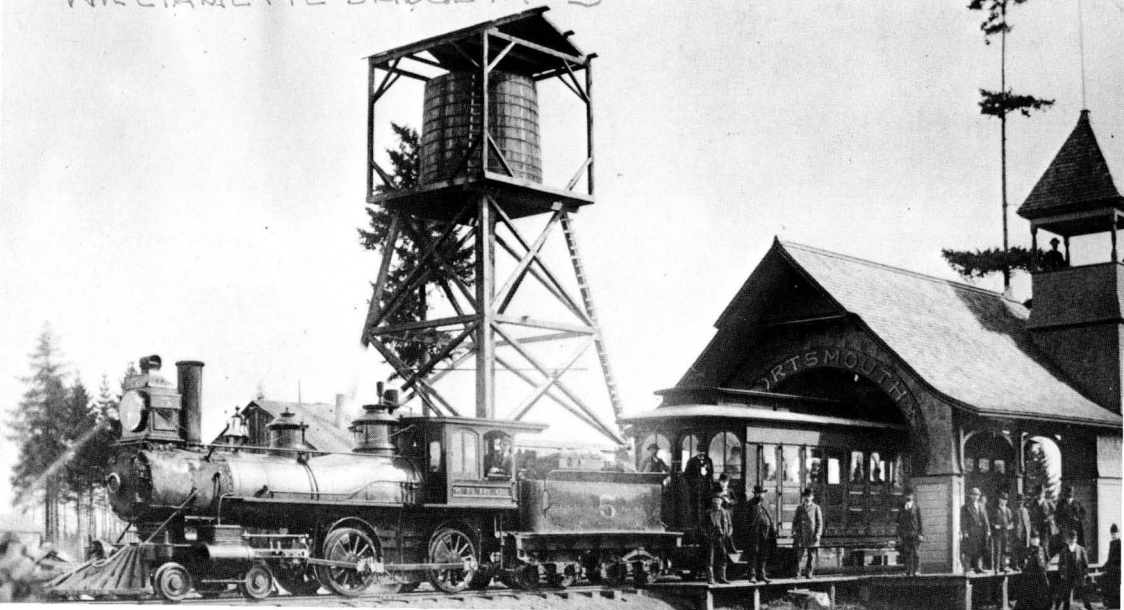


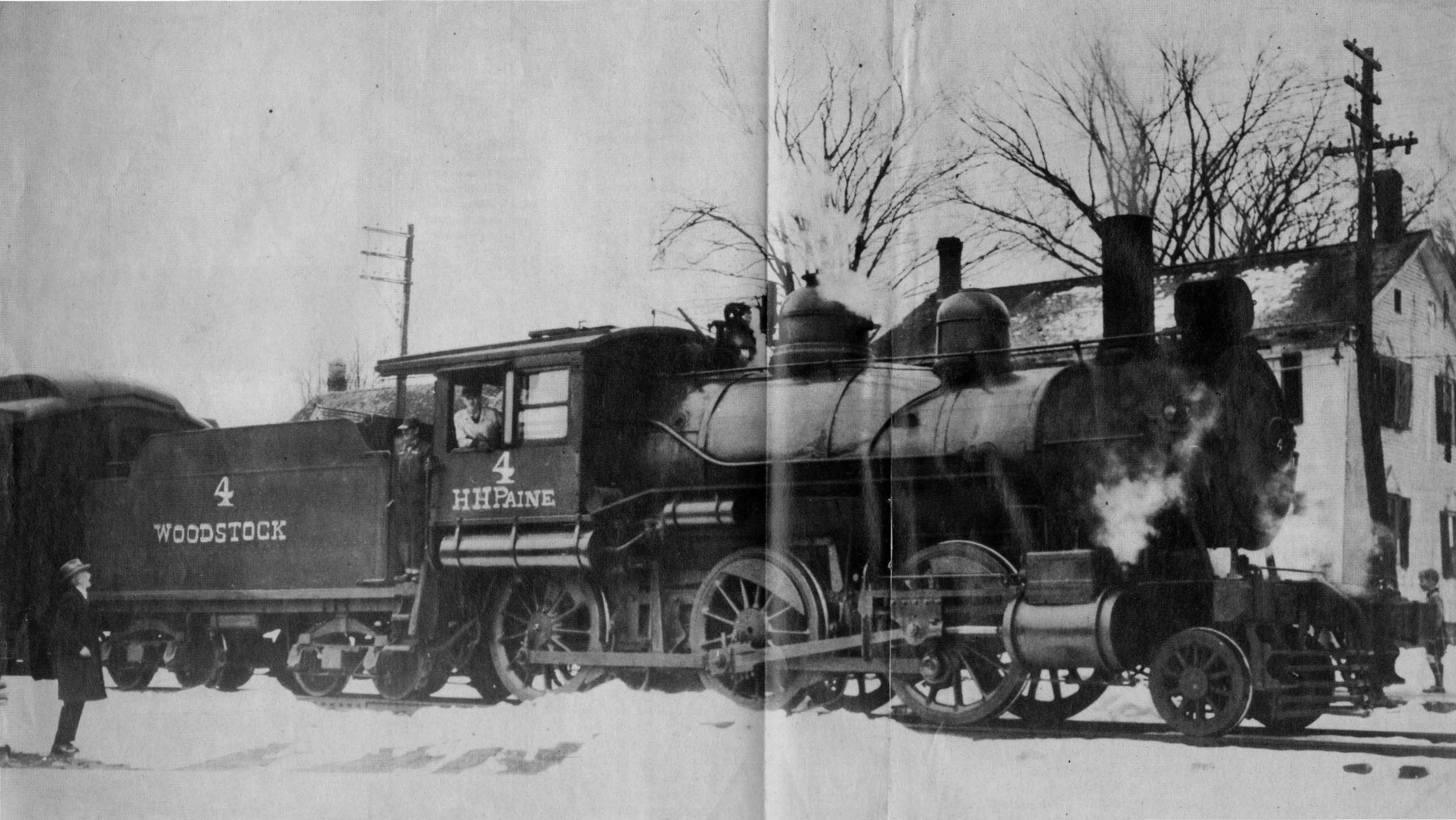


#1

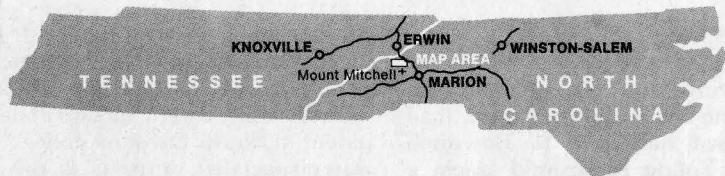


WILLAMETTE BRIDGE RY 5

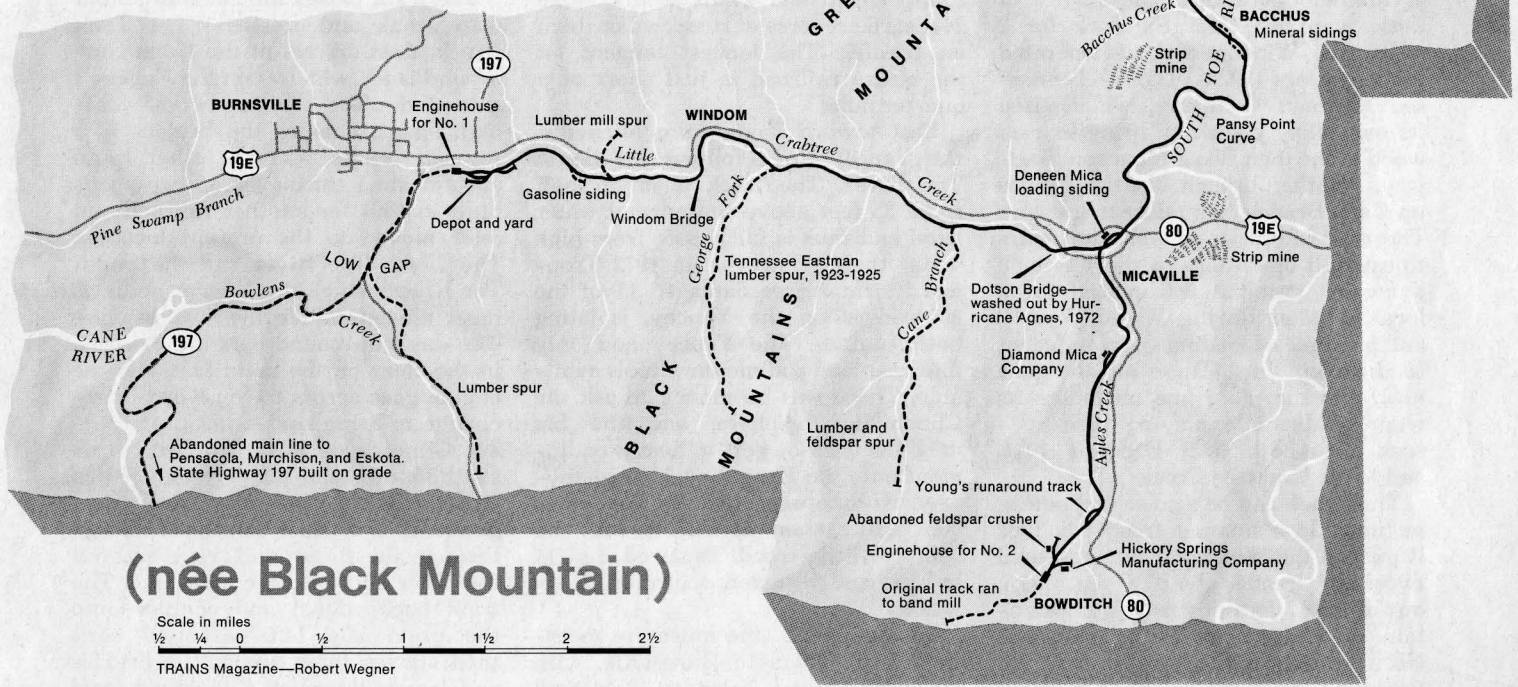




Last train into Woodstock, Vt., on April 15, 1933, when the 14-mile Woodstock Railroad was abandoned. After riding in the cab with engineer Harry H. Paine, I shot this picture. It marks the end of the quaint old American custom of naming a locomotive for her engineer and painting that name on her cab.

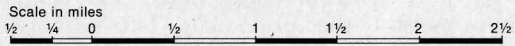


YANCEY RAILROAD



Abandoned main line to Pensacola, Murchison, and Eskota. State Highway 197 built on grade

(née Black Mountain)





Caught between two Southern Pacific semaphores, Yreka Western No. 19, a Mikado, prepares to do her duty switching the interchange tracks in hot Montague, Calif., in September, 1973.