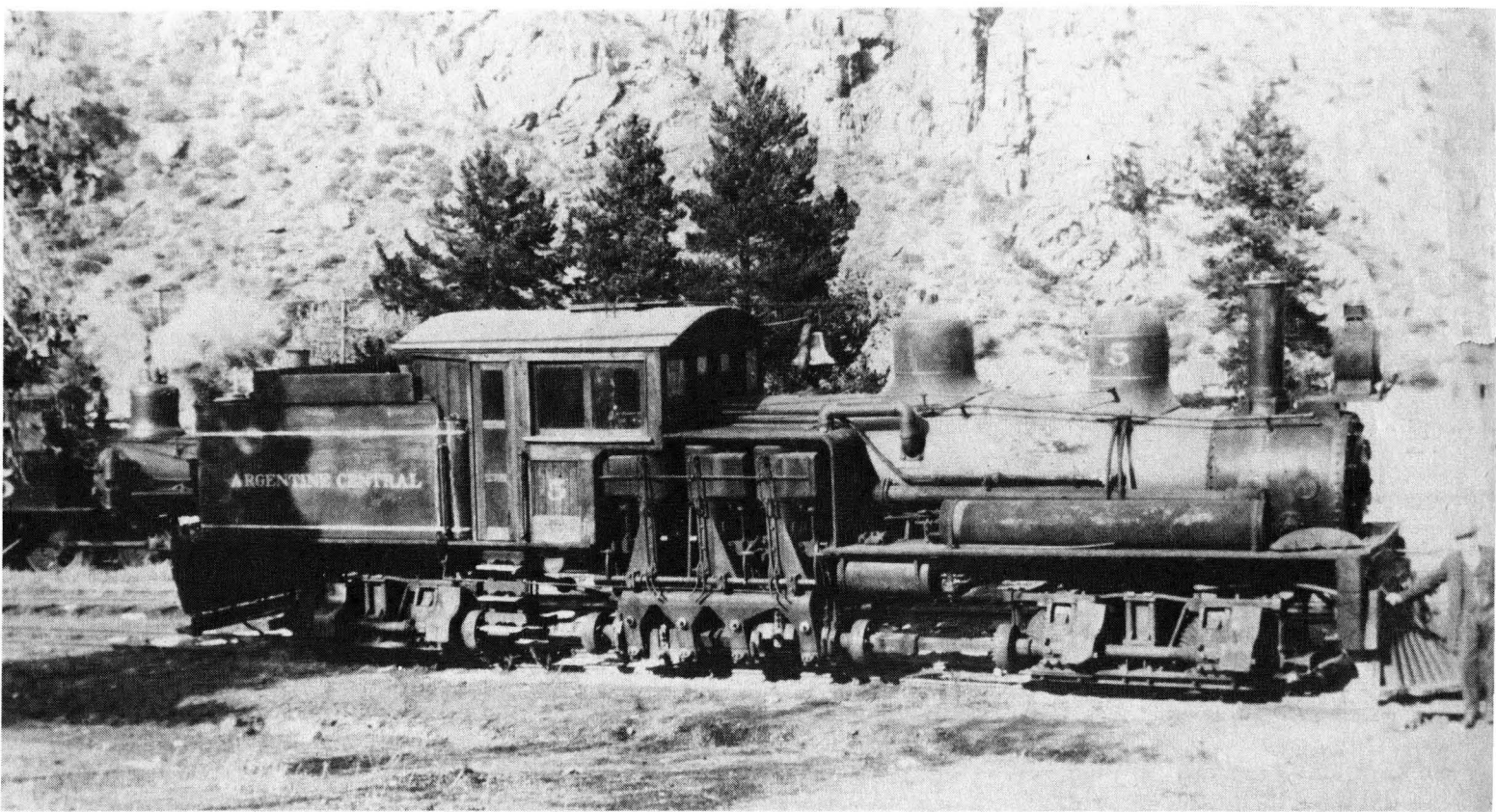


ANN ARBOR 50

1888





DAN ABBOTT COLLECTION, C.S. RYLAND COLLECTION; COURTESY CENTENNIAL PUBLICATIONS

ARGENTINE CENTRAL 5

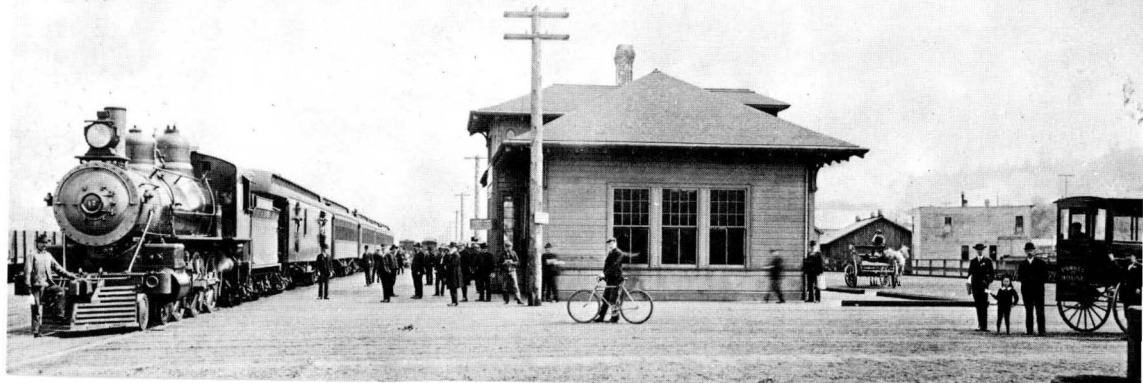
TWO NUMBER FIVES posed at Silver Plume as a C&S engine turned on the "wye" and the Argentine Central contraption they call a "Shay" waited to go up the mountain. When that engine's in motion, it's like observing the inside of a clock.

ASTORIA & COLUMBIA RIVER 4 4-4-0

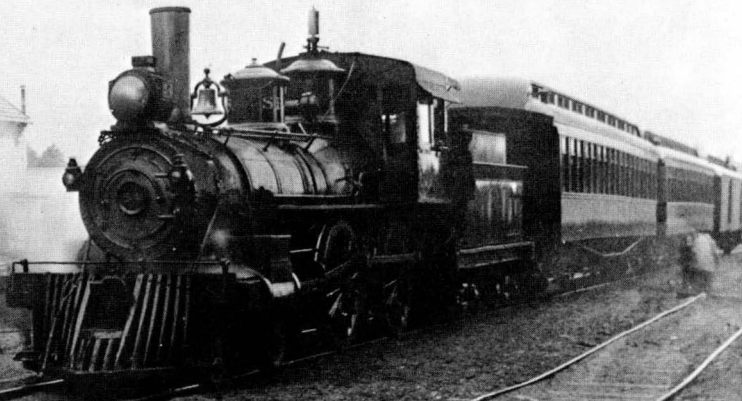
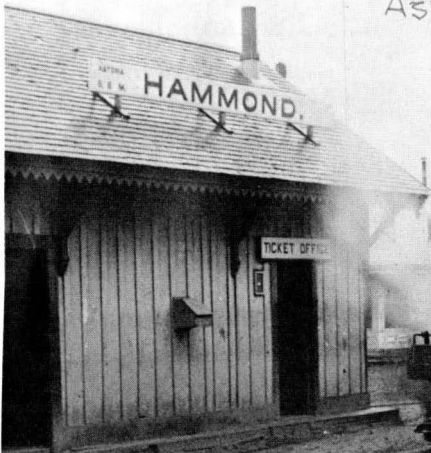


ASTORIA & COLUMBIA RIVER 17

4-6-0

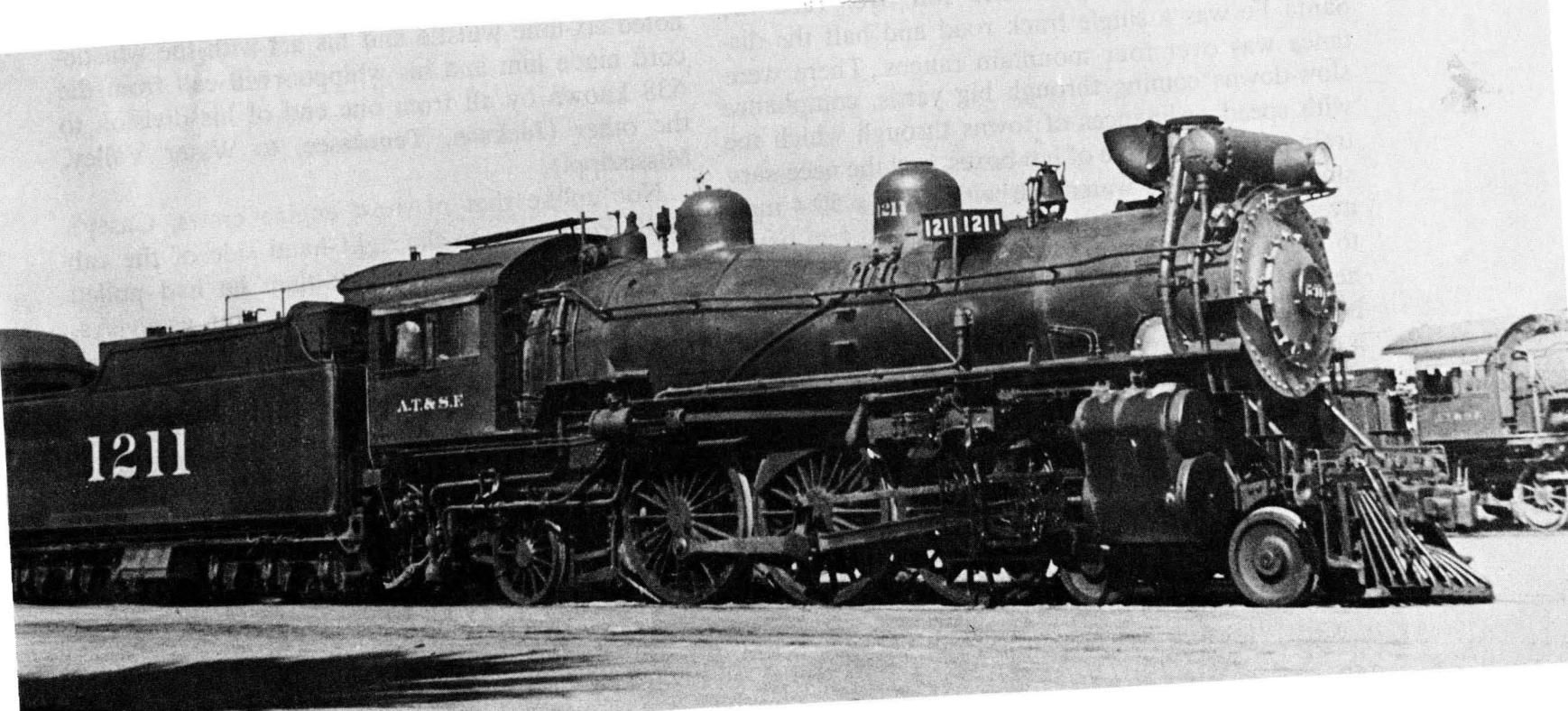


ASTORIA & COLUMBIA RIVER 54 4-4-0



1010 FS&P







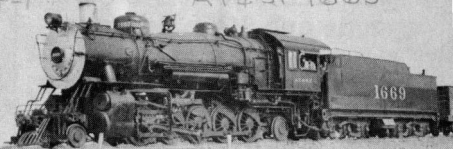
AT&SF 1293
4-6-2

AT&SF
682

1293

F-1

AT&SF 1669





2414

2414

2414

2414

AT&SFRR

1941

AT & SF 3268 2-8-2

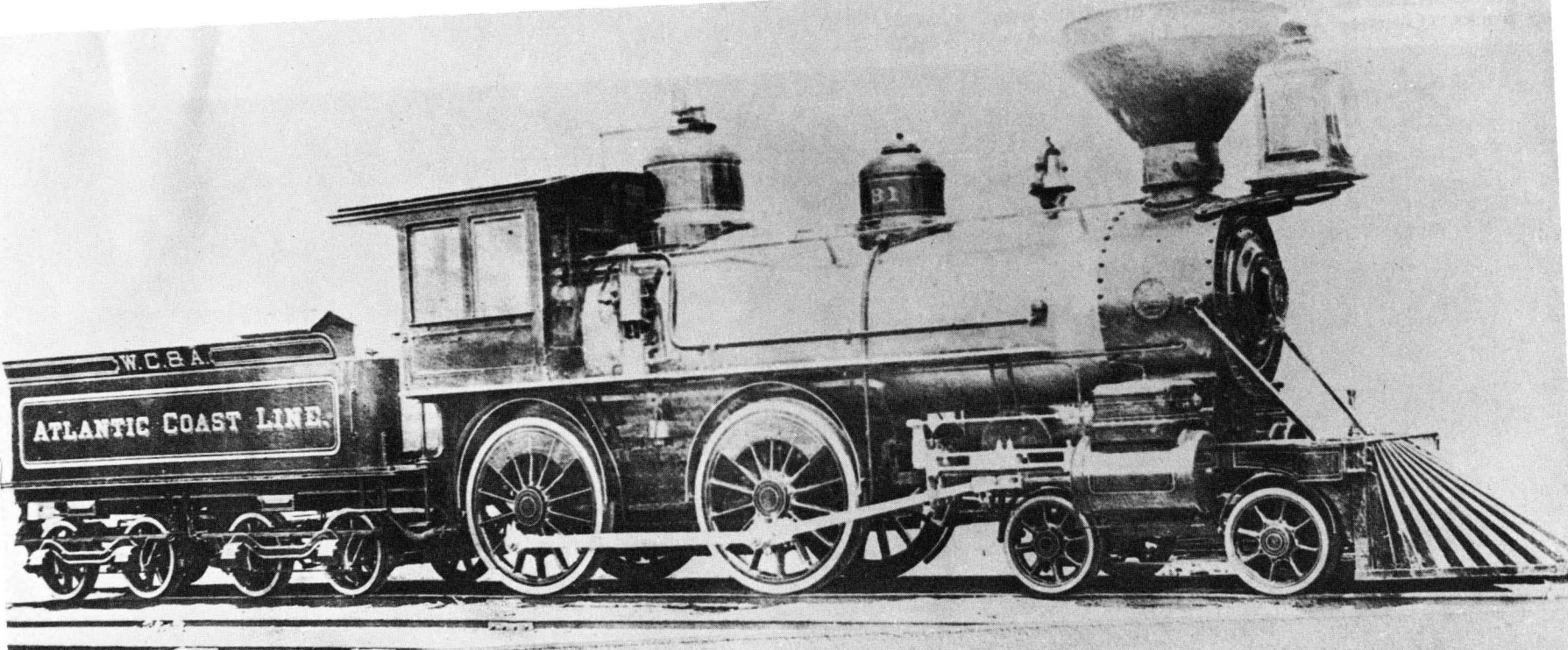


AT&SF 4060



Brian Woodcock is the proud owner of ex-Atlanta, Birmingham & Atlantic, ex-Atlantic Coast Line Baldwin-built No. 58 in 1907 scheduled for restoration and operation on the Wilmington & Western R.R. located near Wilmington, Dela. She is a classic 0-6-0 goat with 50" drivers and 220 lbs. pressure.

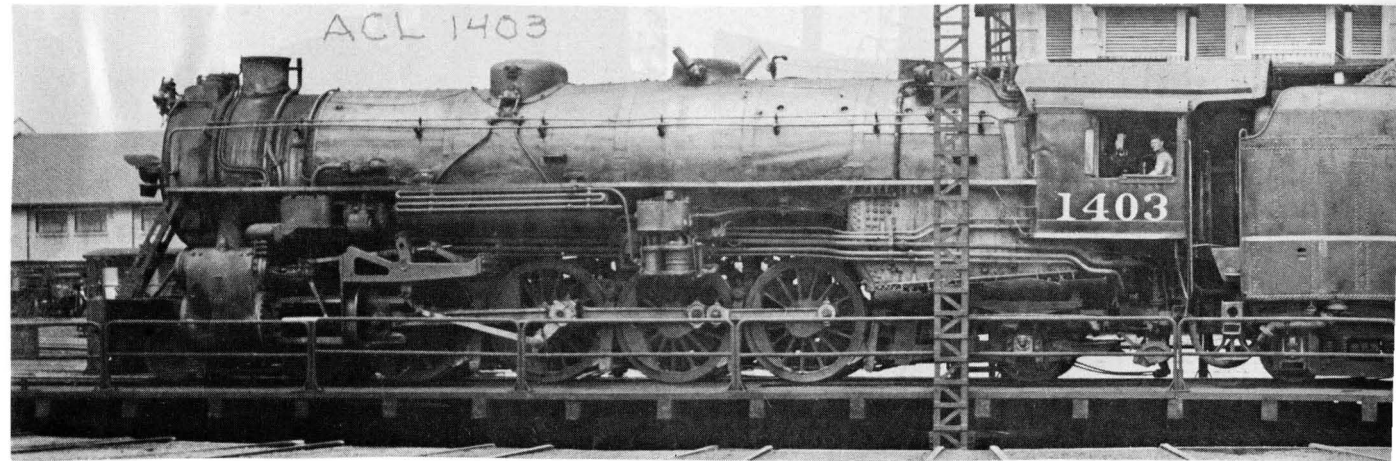


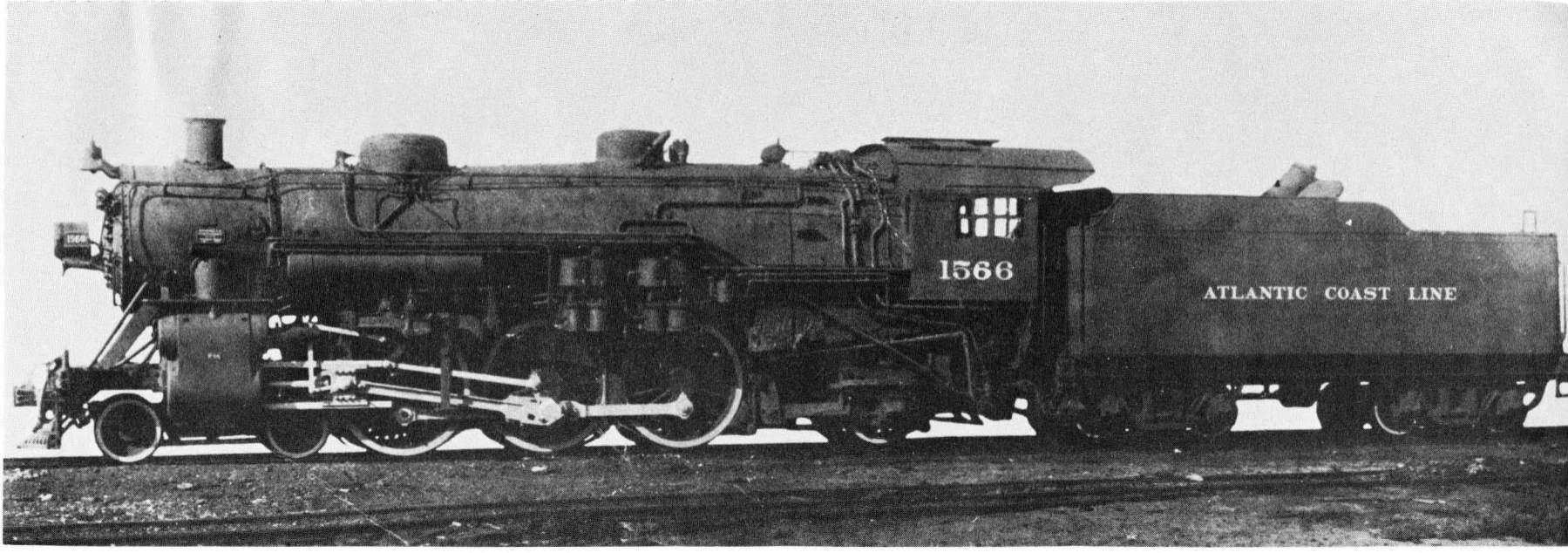


THE BALDWIN LOCOMOTIVE WORKS
Philadelphia

ACL 1403

1403

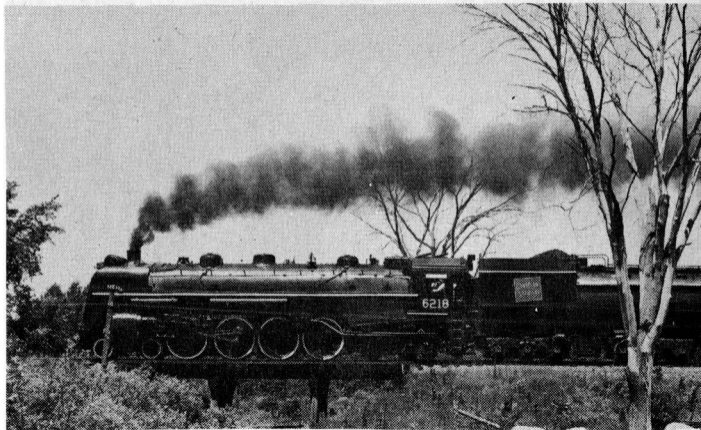


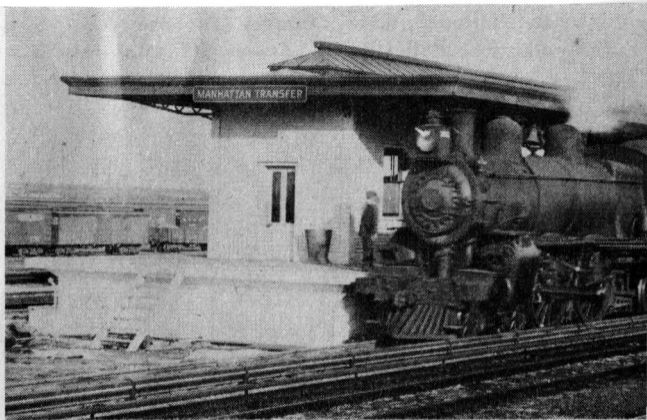


1566

ATLANTIC COAST LINE

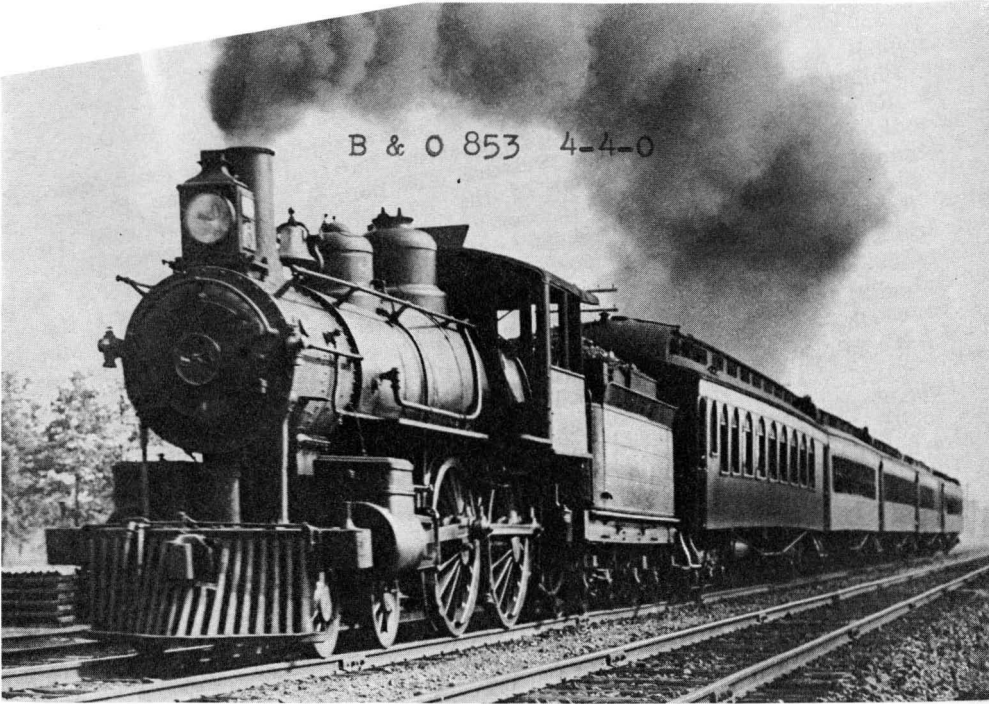
Ex-Canadian National 6218, fantrip favorite for years, on her farewell run, Belleville to Anson Jct., on July 3, 197



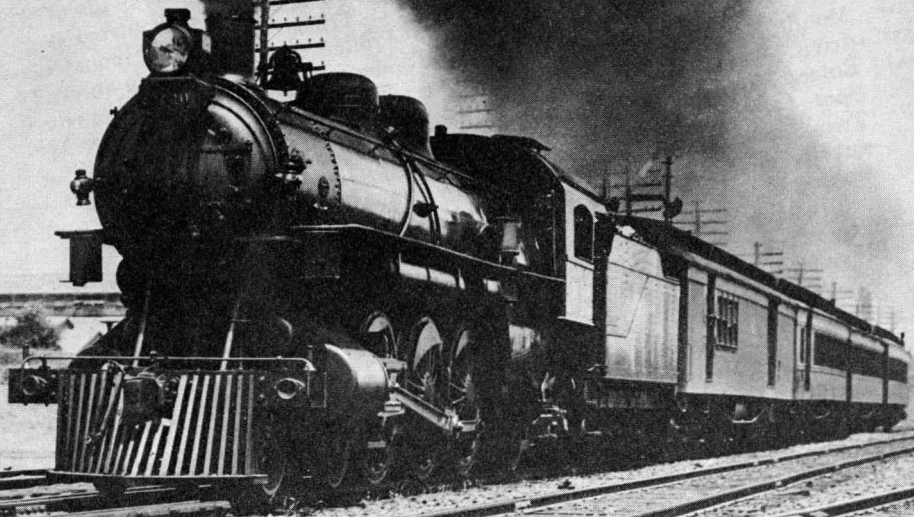


**Remember the old Manhattan Transfer on the Pennsy near
in this cameo is Atlantic 3151 being cut off from her nine**

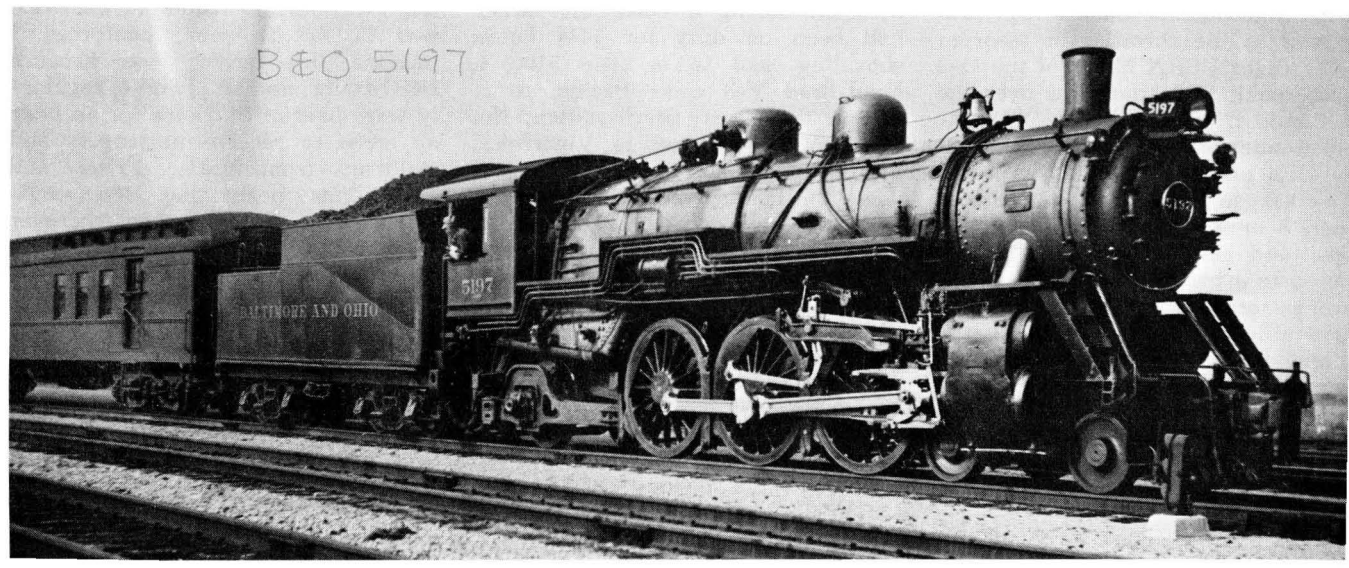
B & O 853 4-4-0



B & O 2120
4-6-2



B&O 5197



B&O 5215



BEO 5227 4-6-2





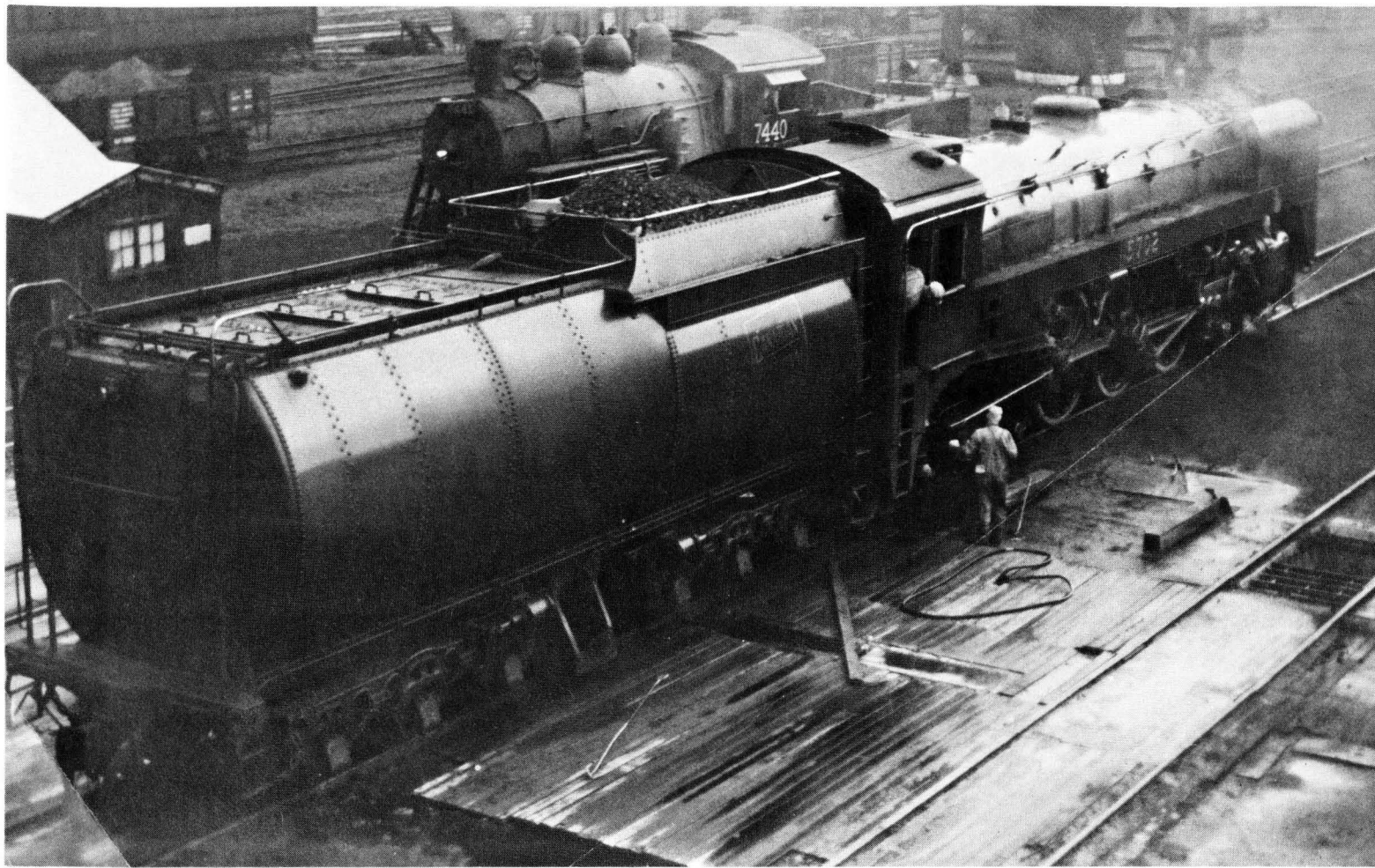
B&O 5229

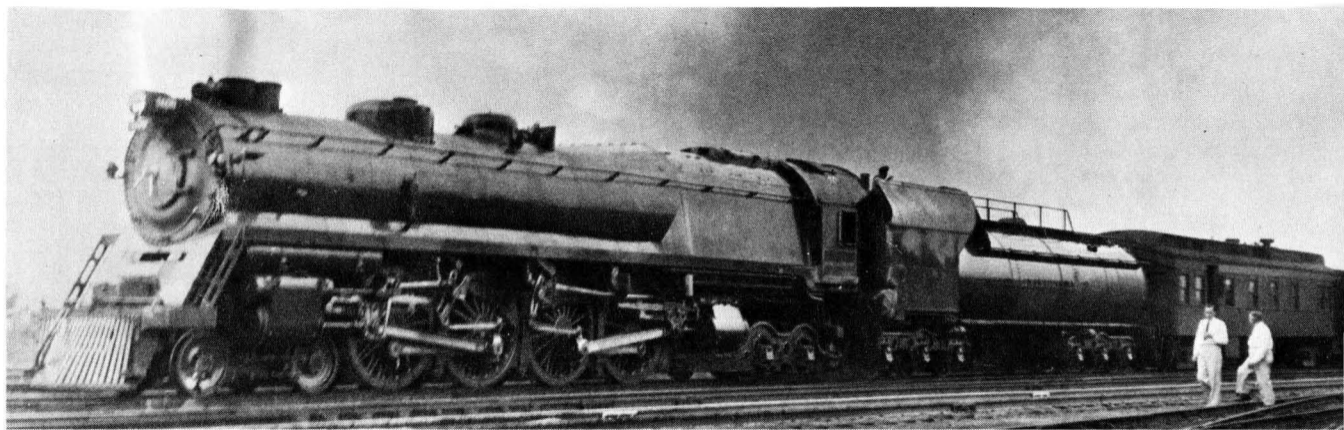




B&O 5320 4-6-2



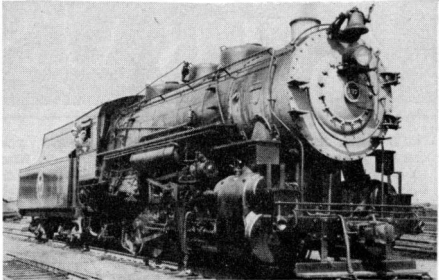




BEO

Roy W. Carlso

STILL a source of satisfaction: Experimental duplex locomotive 5600, the George H. Emerson, was worth becoming truant to see



Belt RW of Chi. 137 0-8-

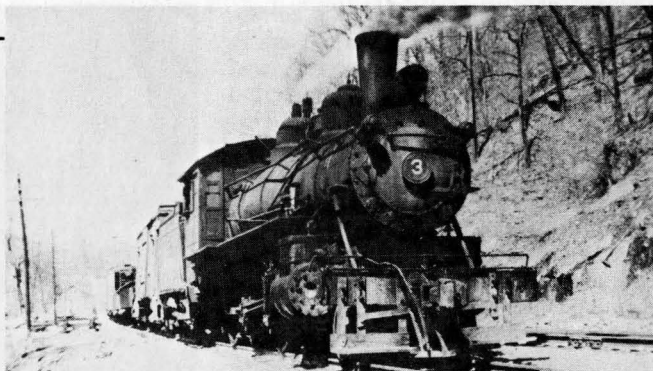
BIG CREEK & TELOCAST 5
3-TRUCK HEISLER





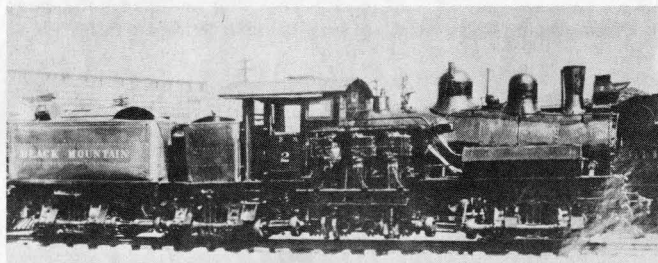
Collection of C. H. Greene.

BLACK MOUNTAIN 1 (above) still is active as **Clinchfield 1**. **Shay 2** (below) was used on grades beyond Burnsville to Pensacola.

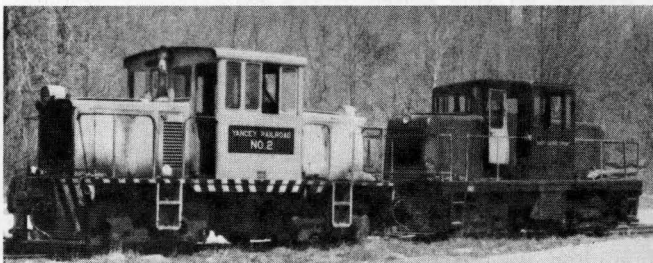


Collection of C. H. Greene.

CLINCHFIELD 99 became Yancey property as its **3** (above), now is preserved in Jackson, Tenn. Diesels (below) show differences.



Collection of William S. Cannon.



William S. Cannon.

SOUTH TOE RAMBLERS BLACK MOUNTAIN STEAM

Road No.	Type	Class	Builder and date	Cylinders (in.)	Driver diam. (in.)	Weight (lbs.)	Tractive effort (lbs.)	Boiler pressure (lbs.)
1	4-6-0	G-7	CC&IC, August 1882	19x22	50	83,100	15,100	165

Built at Logansport, Ind., by Columbus, Cincinnati & Indianapolis Central Railroad as 423; to Pittsburgh, Cincinnati & St. Louis 423 in March 1883; to Pittsburgh, Cincinnati, Chicago & St. Louis 423 in October 1890; to Pittsburgh, Cincinnati, Chicago & St. Louis 543 in August 1899; to Ohio River & Charleston 5 in March 1900; to South & Western 5 in January 1903; to Carolina, Clinchfield & Ohio 5 in April 1908; to Black Mountain 1 in April 1913; last used on Black Mountain in April 1955; to Clinchfield, at present operating as Clinchfield 1.

2	Three-truck Shay	—	Lima, October 1914	14½x15	36	198,000	40,000	200
---	------------------	---	--------------------	--------	----	---------	--------	-----

Built for Cumberland Corporation but lettered Black Mountain; builder's No. 2798; leased to Clinchfield; sold to Birmingham Rail & Locomotive Co., then to Vredenburgh Sawmill Co. 17, Corduroy, Ala., in August 1928. Disposition unknown.

3	4-6-0	G-1	Baldwin, December 1905	19x26	63	137,700	21,400	200
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Built as South & Western 1; builder's No. 27048; to Carolina, Clinchfield & Ohio 99 in April 1908; to Black Mountain 3 in March 1954; sold by Clinchfield in February 1956 to City of Jackson, Tenn.; preserved at Casey Jones Museum in Jackson as Illinois Central 382 (engine was built from same blueprints as IC 382, the engine on which Casey Jones was killed).

YANCEY DIESELS

Road No.	Type	H.p.	Builder and date	Builder's No.	Weight (tons)	Remarks
1	B-B	300	GE, March 1955	32344	45	Chain-driven diesel-electric built at Erie, Pa.
2	B-B	300	GE, March 1941	12984	50	Rod-driven diesel-electric built at Schenectady, N.Y., as U.S. Navy 65-0098.

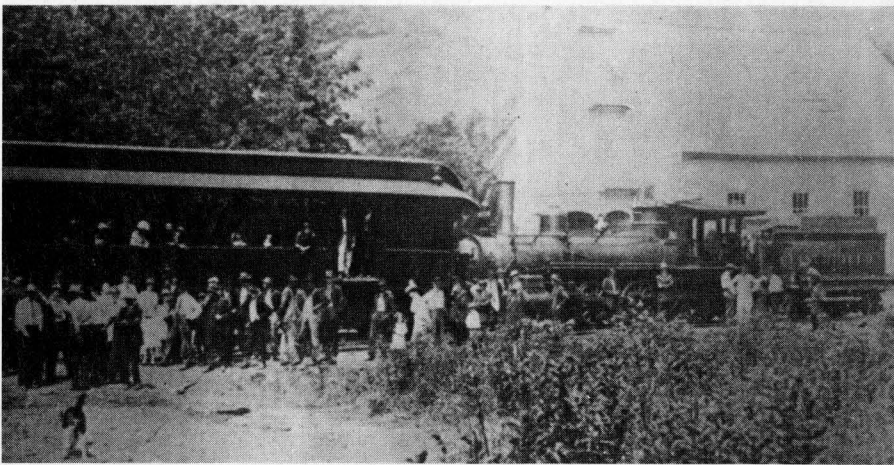
field Railroad family. For this collateral Ruffin received \$40,000 in cash to apply against construction costs. However, the maker of the original notes defaulted on them. Ruffin lost his collateral, and his interests in the railroad were assigned to the Holston Corporation, which then advanced the money to rebuild and properly complete the line.

This branch-line railroad ran through only one village, Micaville. Other interests soon wanted the railroad expanded into Burnsville, 10 miles from Kona, by building a branch from the original line up the watercourse of Little Crabtree Creek. Trackage on this route, which became the main line, went through Burnsville in 1912 and on to Pensacola, Murchison, and Eskota in 1913. Lumber was the main reason for the extension. The line then had 23.38 miles of light-duty track of 60-pound rail and locally cut ties. A short spur at Pensacola connected with the rail lines of the Carolina Spruce Lumber Company, whose tracks ranged all over the nearby mountainsides. At Eskota, the Black Mountain connected with the trackage of the Brown Brothers Lumber complex, which in its heyday had track that ran all the way to the top of Mount Mitchell.

Lumbering was a profitable business through the World War I years, and the Black Mountain line prospered. In Mitchell and Yancey counties, men hacked at the mountains, gouging away feldspar and mica from their layered beds under the Blue Ridge. Development of this new mineral industry added to the line's revenues.

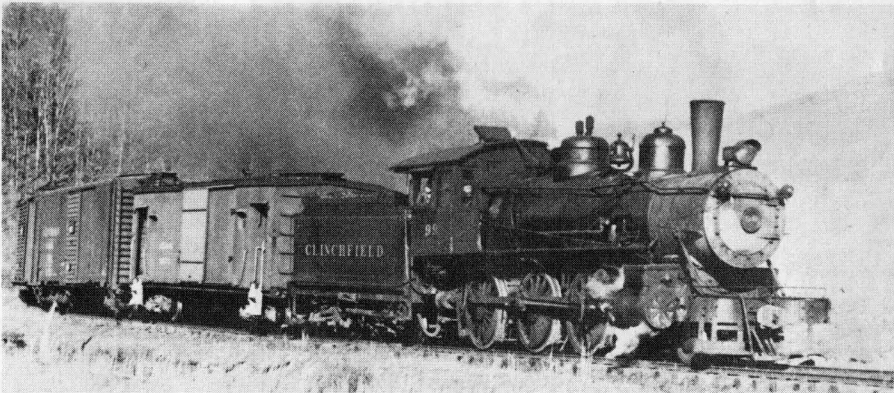
The first passenger cars entered Pensacola on July 13, 1913, powered by 4-6-0 No. 6 of parent Clinchfield. Passenger service as such never existed on the Black Mountain, however. Rather, the passenger cars — a coach and a combination baggage-mail-coach — were hooked onto the rear of the morning train down to Kona, where Clinchfield passenger trains 37 and 38 were met. The return trip to Eskota was made in the afternoon.

The little Black Mountain had only



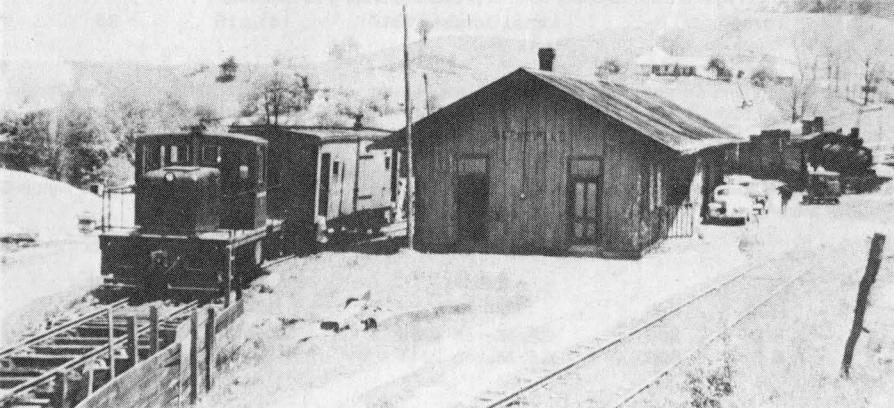
Collection of C. H. Greene.

FIRST passenger train to Pensacola, N. C., arrived on July 13, 1913, behind CC&O No. 6.



Collection of William S. Cannon.

CLINCHFIELD 99, leased to Black Mountain and later to be its 3, nears Burnsville in 1952.



Collection of C. H. Greene.

BOTH STEAM AND DIESEL were present at Burnsville during the summer of 1955.



B&M 3685 4-6-2

3685

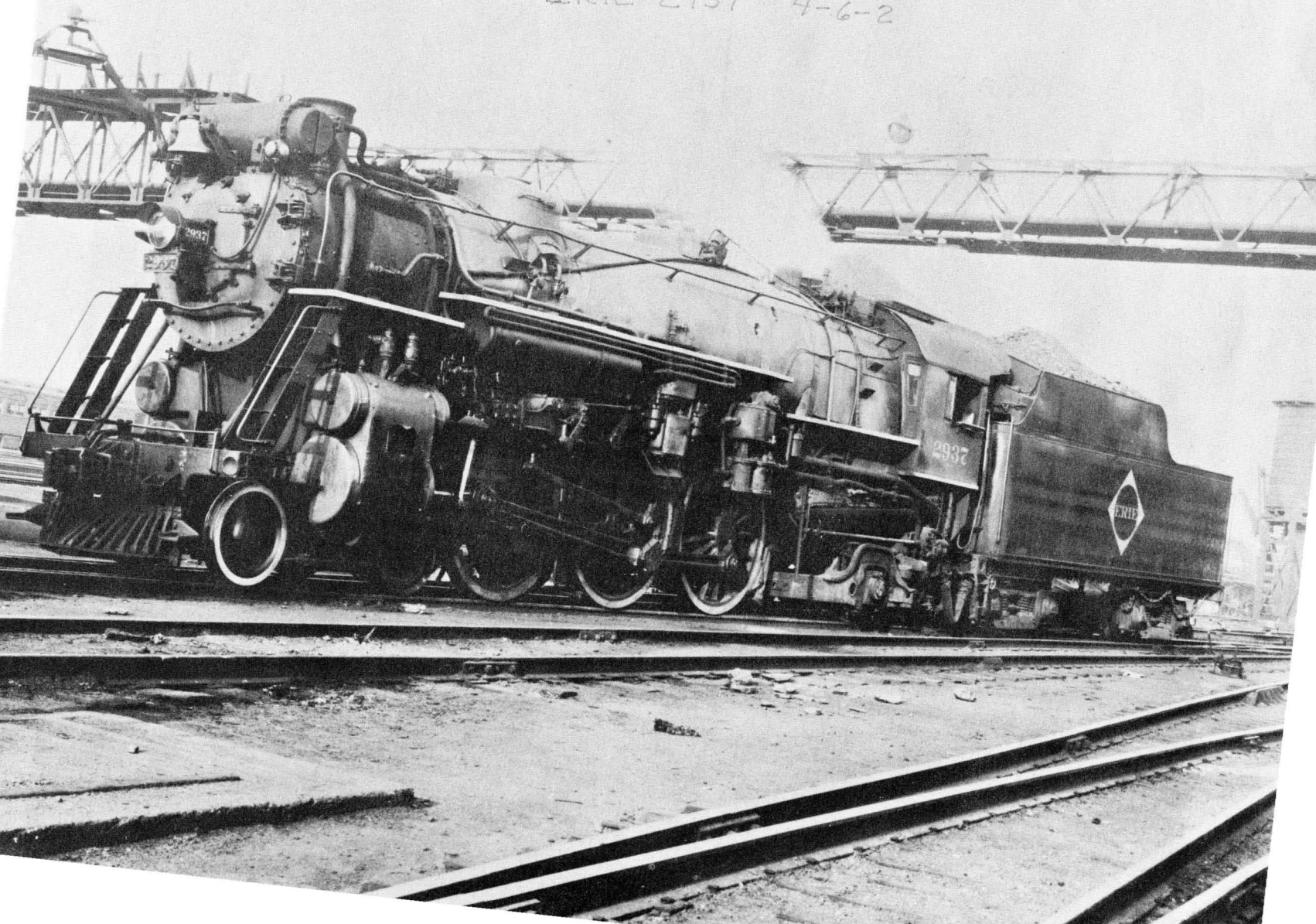
3685



B&M 3685 4-6-2

3685

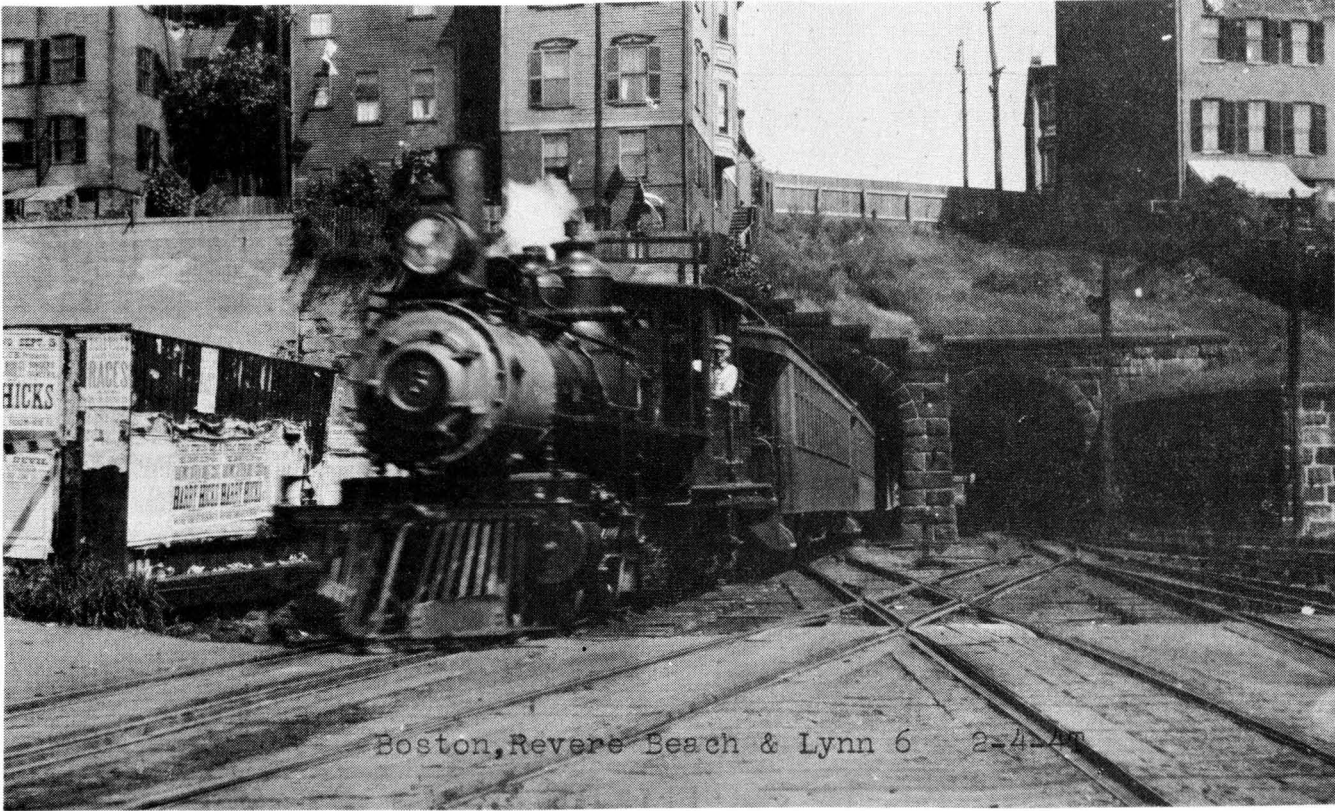
ERIE 2937 4-6-2



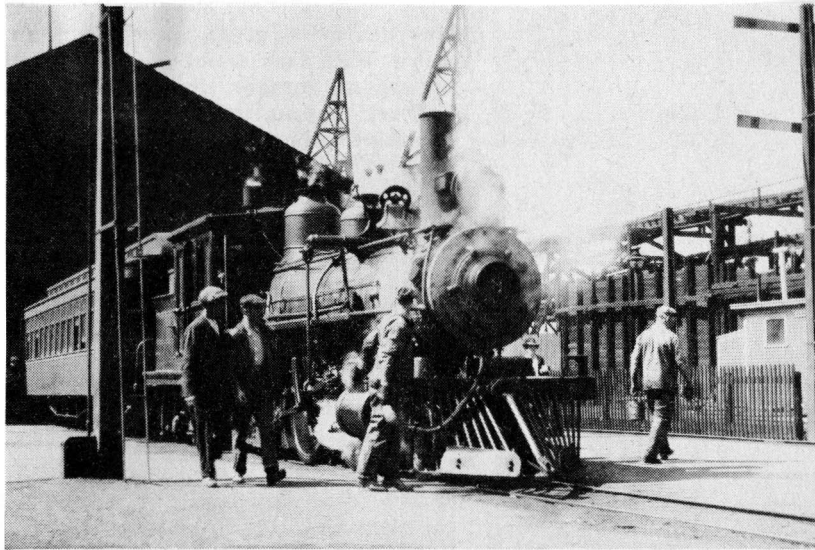
B&M 3698

4-6-2





Boston, Revere Beach & Lynn 6 2-4-47



Boston, Revere Beach & Lynn No. 8 shown outside the old East Boston, Mass., trainshed. The little 2-4-4, built by Manchester in 1900, faithfully served the commuter run until the very end.

Boston, Revere Beach & Lynn
#20 2-4-4T



All-Time Roster: Boston, Revere Beach & Lynn

Number	Name	Type	Builder	Builder's Number	Date	Cylinders	Drivers	Disposition
1	Orion	0-4-4	Mason	508	1873	10x15	36	Sold, 1888
1		4-4-0	Hinkley	—	1879	12x18	39	Sold, 1901
1		2-4-4	Manchester	27801	1903 ³	14x18	49	Scrapped, 1928
2	Pegasus	0-4-4	Mason	549	1875	10x16	42	Scrapped, 1896
2		2-4-4	Manchester	1707	1899 ³	14x18	49	Scrapped, 1928
3	Jupiter	0-4-4	Mason	550	1875	10x16	42	Scrapped, 1896
3		2-4-4	Manchester	1708	1899 ³	14x18	49	Scrapped, 1928
4	Mercury	2-4-0	Porter, Bell & Co.		1876			Leased, 1878
4		2-4-6	Mason	683	1882	14x18	48	Scrapped, 1904
4		2-4-4	Manchester	30125	1904	14x18	49	Scrapped, 1928
5	Leo	4-4-0	Hinkley	1240	1876			Sold, 1883
5		2-4--	Mason	720	1885 ⁶	14x28	49	Scrapped, 1928
6	Draco	0-4-4	Mason	559	1876	10,16	42	Scrapped, 1885
6		2-4-4	Mason	727	1886 ⁷	14x18	49	Scrapped, 1928
7		2-4-6	Mason	684	1882 ⁷	14x18	48	Scrapped, 1928
8		2-4-4	Mason	692	1883	14x18	48	Scrapped, 1900
8		2-4-4	Manchester	1741	1900 ⁸	14x18	49	Scrapped, 1928
9		2-4-4	Mason	740	1887	14x18	49	Scrapped, 1928
10		2-4-4	Mason	741	1887	14x18	49	Scrapped, 1929
11		2-4-4	Taunton	981	1890 ⁷	14x28	49	Scrapped, 1928
12		2-4-4	Taunton	982	1890 ⁷	14x18	49	Scrapped, 1928
13		2-4-4	Manchester	1742	1900	14x18	49	Scrapped, 1928
14		2-4-4	Manchester	25872	1902	14x18	49	Heater, after 1928
15		2-4-4	Manchester	27802	1903	14x18	49	Scrapped, 1928
16		2-4-4	Manchester	30499	1905	14x18	49	Scrapped, 1928
17		2-4-4	Manchester	39054	1906	14x18	49	Scrapped, 1928
18		2-4-4	Manchester	42268	1907	14x18	49	Scrapped, 1928
19		2-4-4	Manchester	42741	1907	14x18	49	Scrapped, 1928
20		2-4-4	Manchester	42742	1907	14x18	49	Scrapped, 1928
21		2-4-4	Manchester	42743	1907	14x18	49	Scrapped, 1928
22		2-4-4	Manchester	50830	1912	14x18	49	Scrapped, 1928
23		2-4-4	Manchester	50831	1912	14x18	49	Scrapped, 1928
24		2-4-4	Schenectady	54590	1914	14x18	49	Scrapped, 1928
25		2-4-4	Schenectady	54591	1914	14x18	49	Scrapped, 1928
26		2-4-4	Schenectady	54592	1914	14x18	49	Scrapped, 1928

¹ Originally built for the North & South of Georgia, the engine went through a trestle near Rome, Ga., while in transit, returned to the builder, and was sold to BRB&L in 1875 which later sold it to the Nantucket Railroad.

² Originally the Profile & Franconia Notch Profile, she came to the BRB&L in 1899 from the Boston & Maine, was later resold to the Nantucket Railroad.

³ Leased to the Boston, Winthrop & Point Shirley, 1883, returned to the BRB&L, 1892, burned at Winthrop Jct., 1896.

⁴ Boston, Winthrop & Point Shirley.

⁵ Brown Co., Fla.

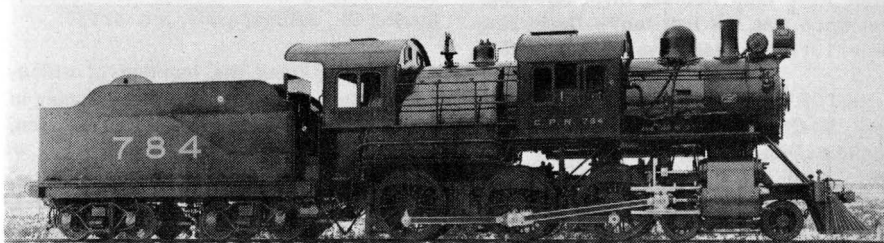
⁶ Rebuilt, 1917.

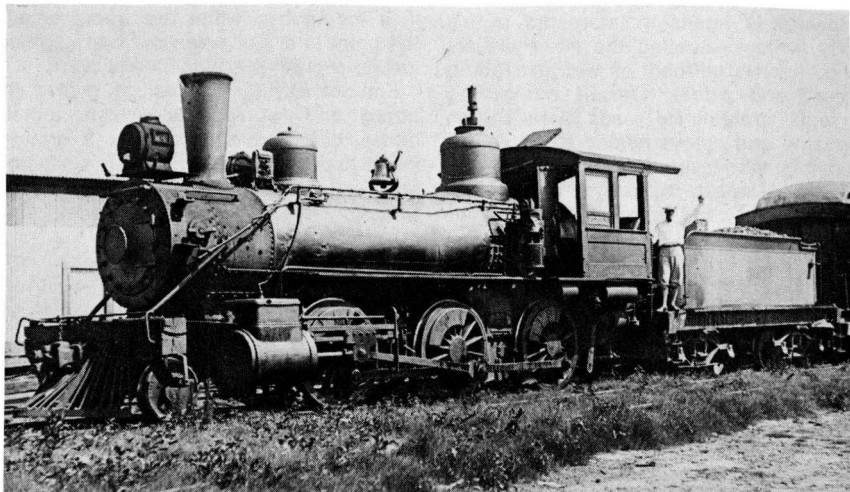
⁷ Rebuilt, Manchester, 1920.

⁸ Burned in roundhouse fire at Orient Heights in 1904, but rebuilt.

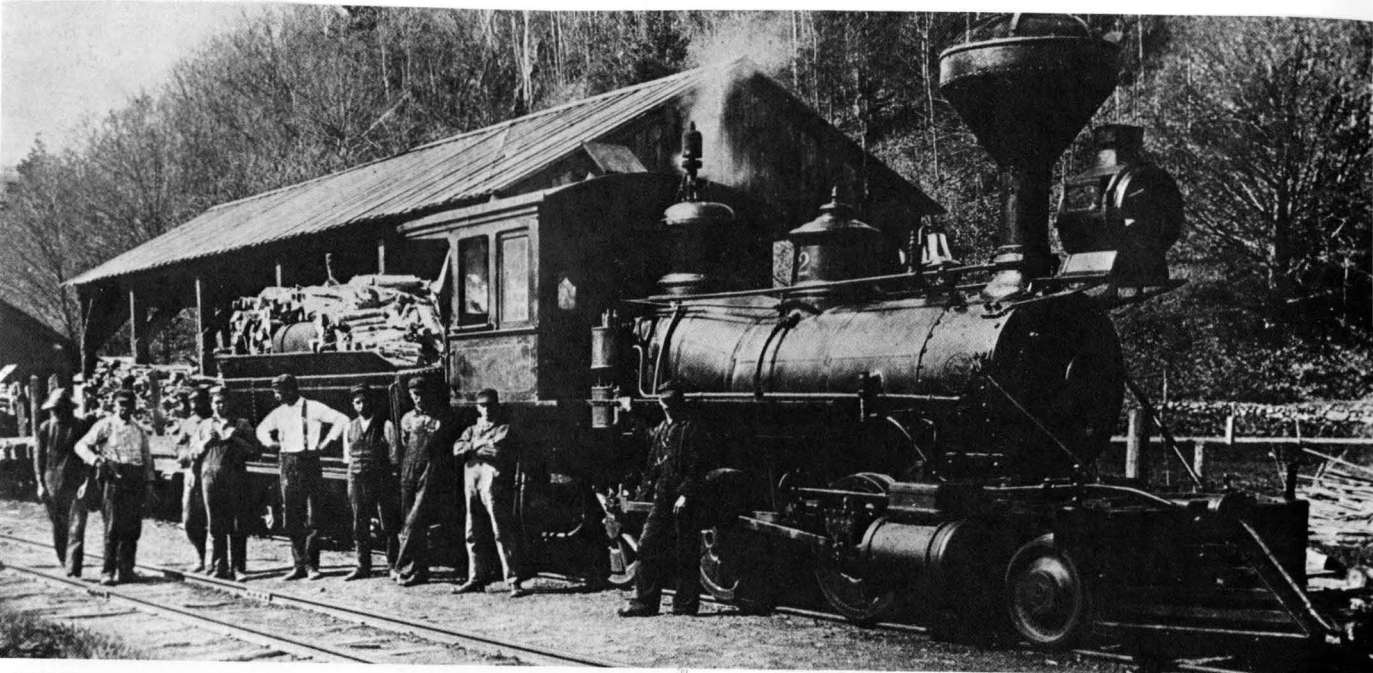
Note: The Boston, Revere Beach and Lynn acquired the Boston, Winthrop & Shore No. 1, an 0-4-4ST, when it absorbed that road in 1892, but the engine was scrapped in 1893. Roster was prepared by the late Charles E. Fisher, President, Railway & Locomotive Historical Society.

Canadian Pacific Camelback, or Mother Hubbard, Ten-wheeler class D10d No. 784. She was built by Montreal Locomotive Works in October, 1907, with 22½x28" cylinders





BOWDEN RAILWAY eng. No. 2, 2-6-0/pass. train at Bowden, Ga. 9/29 (from orig. glass plate)



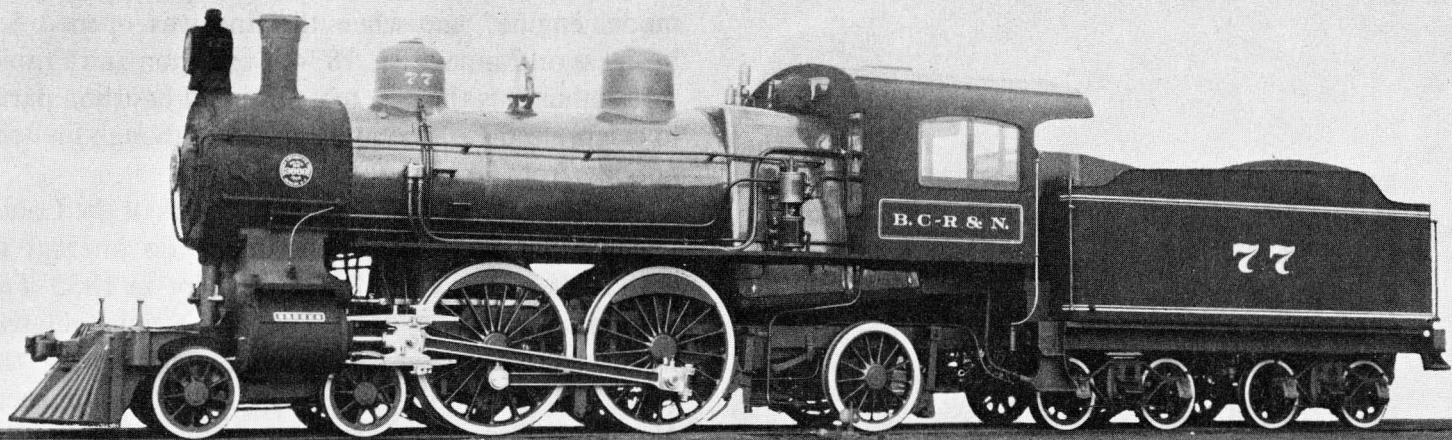
THREE-FOOT GAUGE Number 2 stands in front of the South Londonderry woodshed, ready for the return trip to Brattleboro. (Jim McFarlane Collection)

BRATTLEBORO & WHITEHALL 2



Homer R. Hill

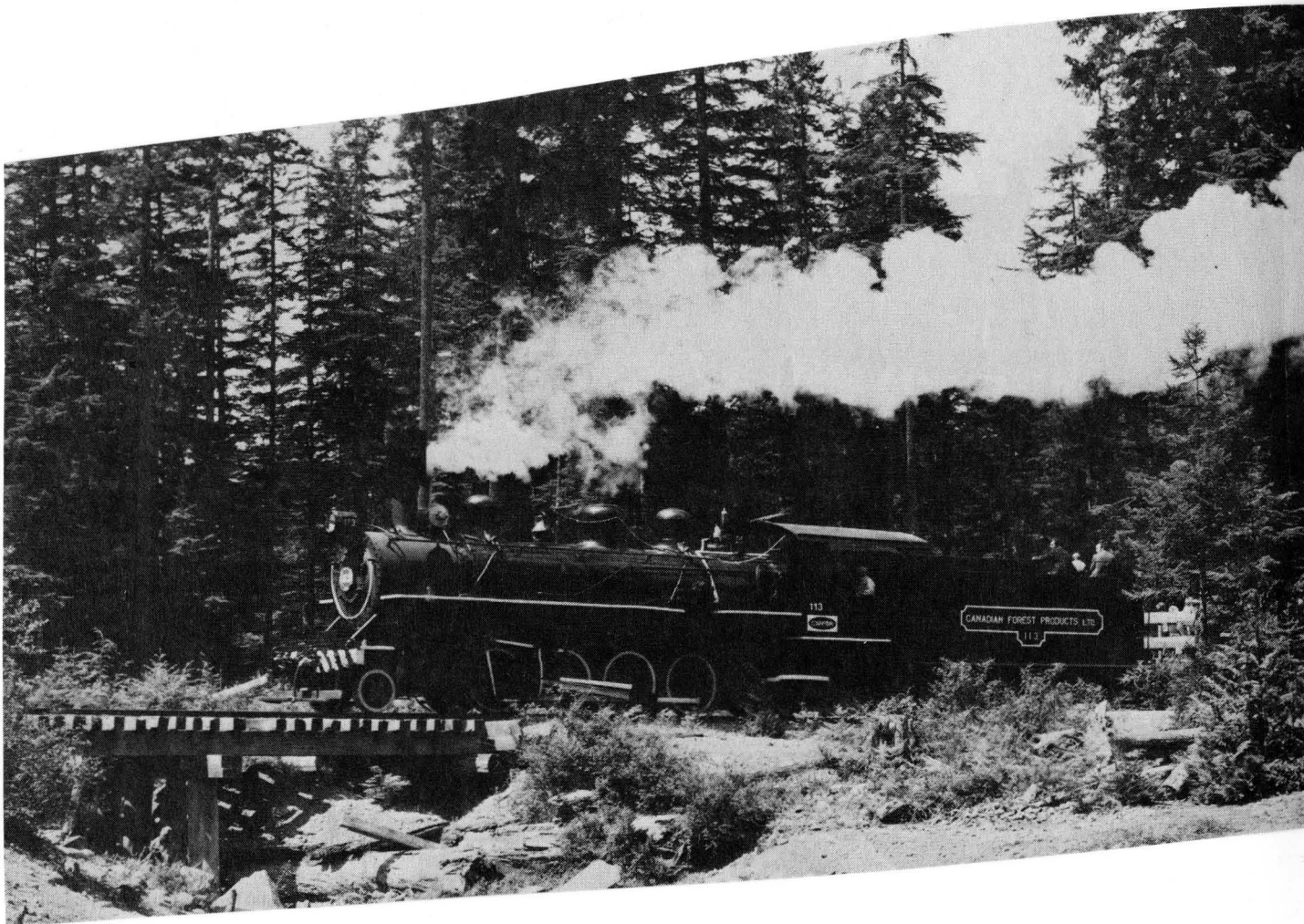
HOMER R. HILL climbed a cinder pile behind the fans at Bridgton, Me., on August 25, 1940, to take what he thought might be a final photo of a 2-foot-gauge engine, Bridgton & Harrison 2-4-4T No. 8. The fans had traveled up from Boston that day in three coaches and a diner coupled behind Boston & Maine's Bar Harbor Express (with Pacific 3710, Peter Cooper, in charge) and had looked at Portland's Union Station (since demolished) while being transferred to Maine Central. "Fortunately," he adds, "B&HR No. 8 has been preserved."





X-45 45

California Western 2-8-2



CB&Q 2921 4-6-2

1948

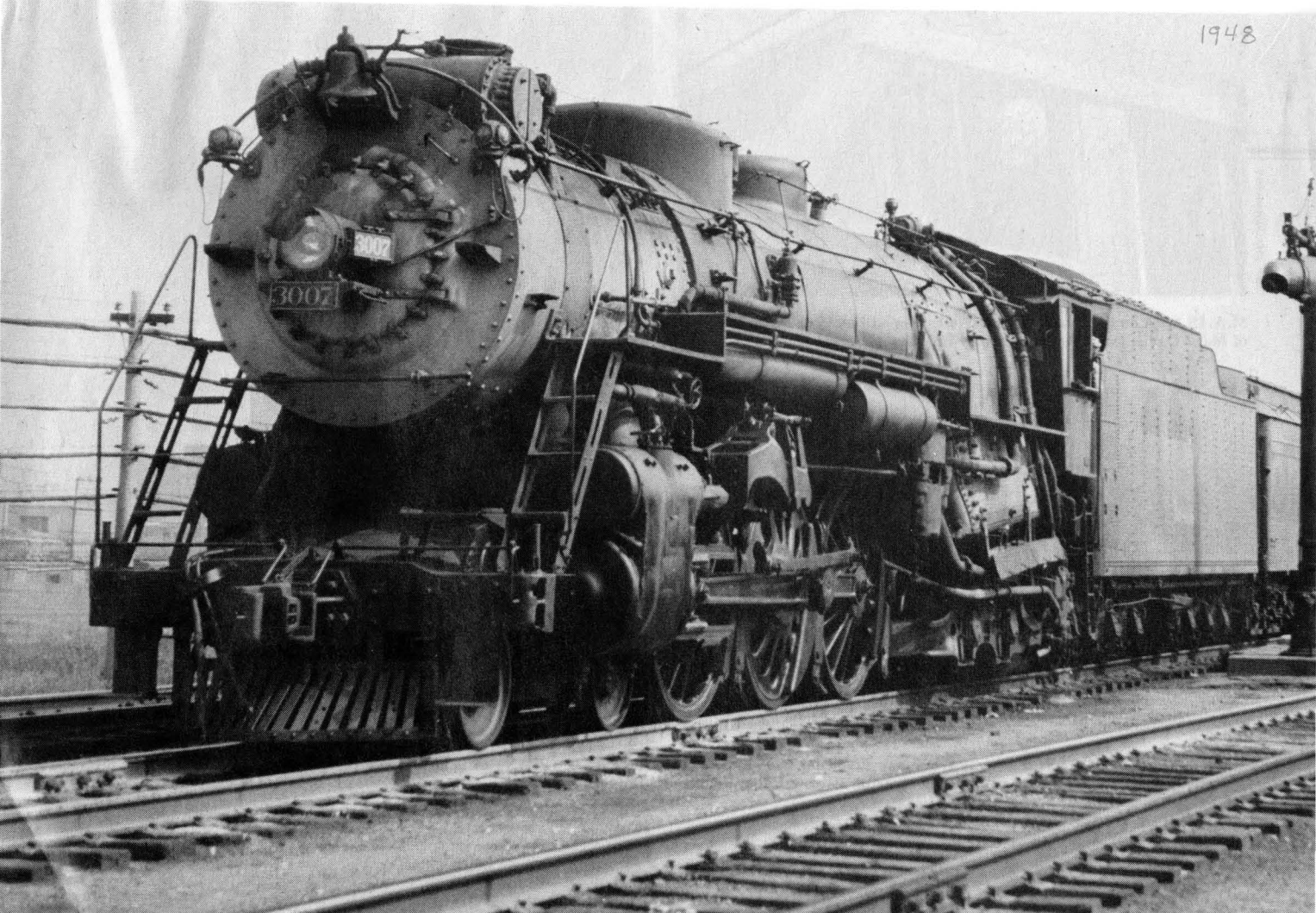




ZEPHYR

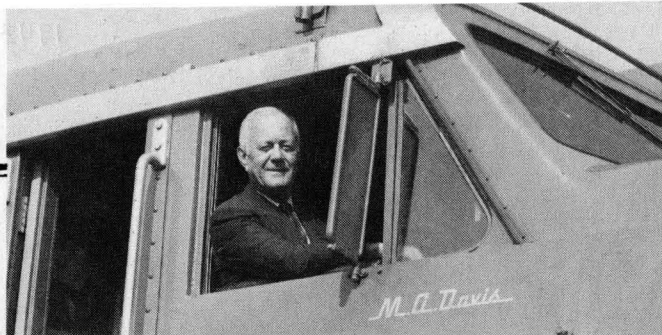
Burlington
Route

1948



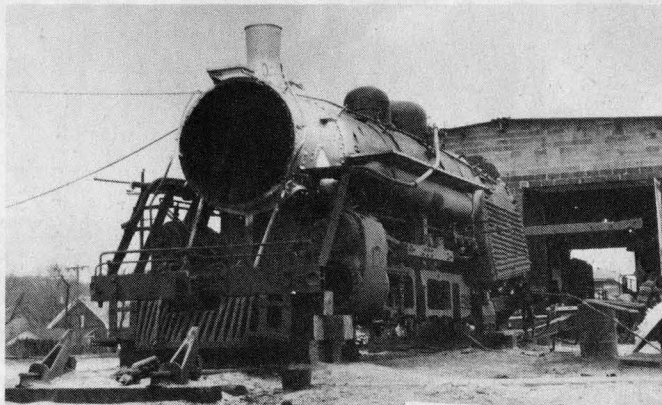
CB&Q 3007 4-6-4

JIM SHAUGHNESSY



M.A. IS A PA on the D&H, as Alco 16 was named the *M.A. Davis* in honor of Marv Davis, the Road Foreman of Engines and good will ambassador.

JOHN KRAUSE



THE SEASON'S BIGGEST 0-0-0 was Whippany River 4-6-2 148 after she was stripped for rebuilding by a private contractor at New Hope, Penna.

BOB PENNISI



RAILFAN: JIM BOYD



THE ALLEGHANY CENTRAL began steam tourist operation on the C&O Hot Springs, Va., branch with ex-CPR 1286 as part of Cass Railfan Weekend.

BOB GAYER

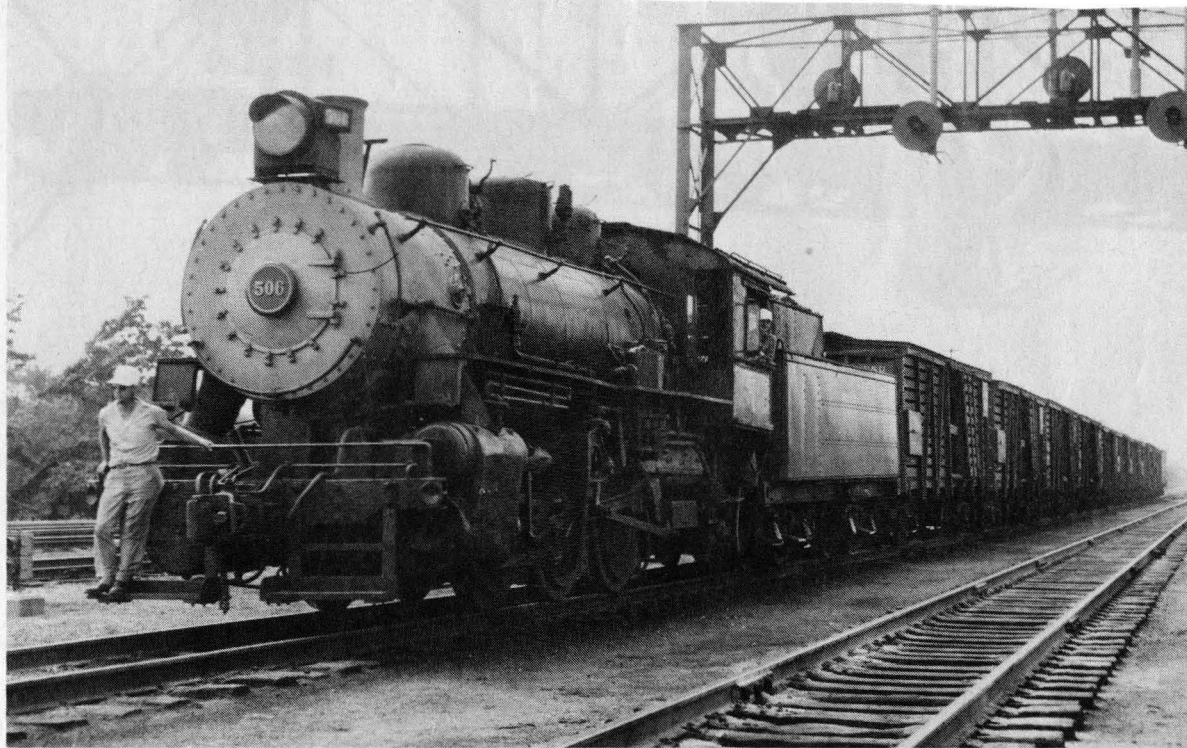


2380

3380

CB&Q 5608 4-8-4





THAT HEADLIGHT on 506 (above) made the otherwise pure-USRA 0-6-0 look like a refugee from a western movie, and those stock cars from the pens west of town didn't hurt the image. A four-unit set of F3's with passenger pilots and coupler doors (below) wheeled in with a string of freezers.

CB&Q 506

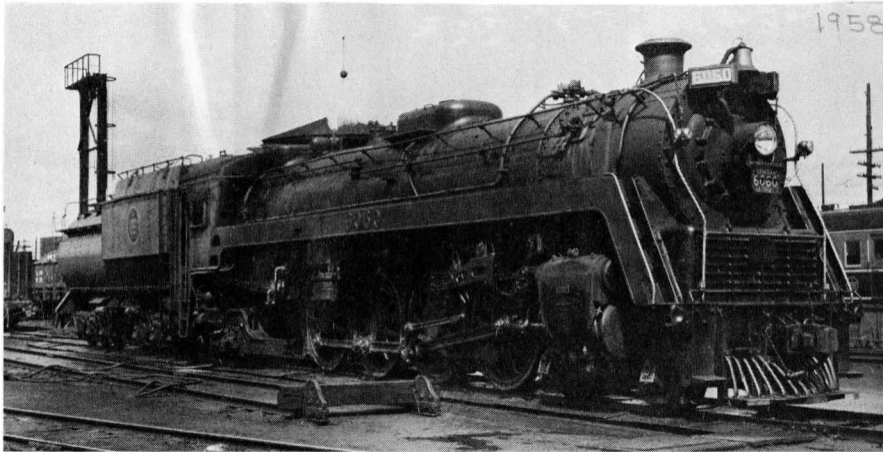


CN 5076

4-6-2



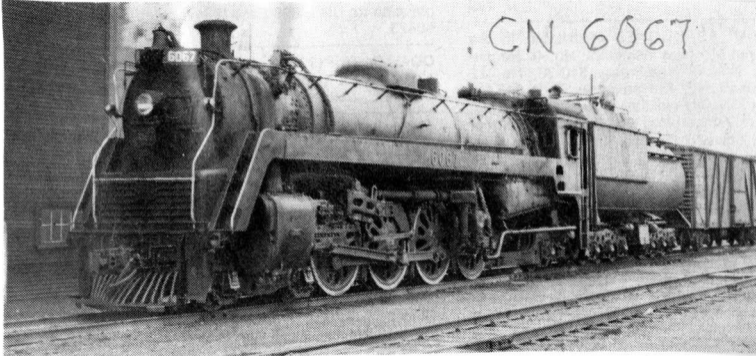
1958

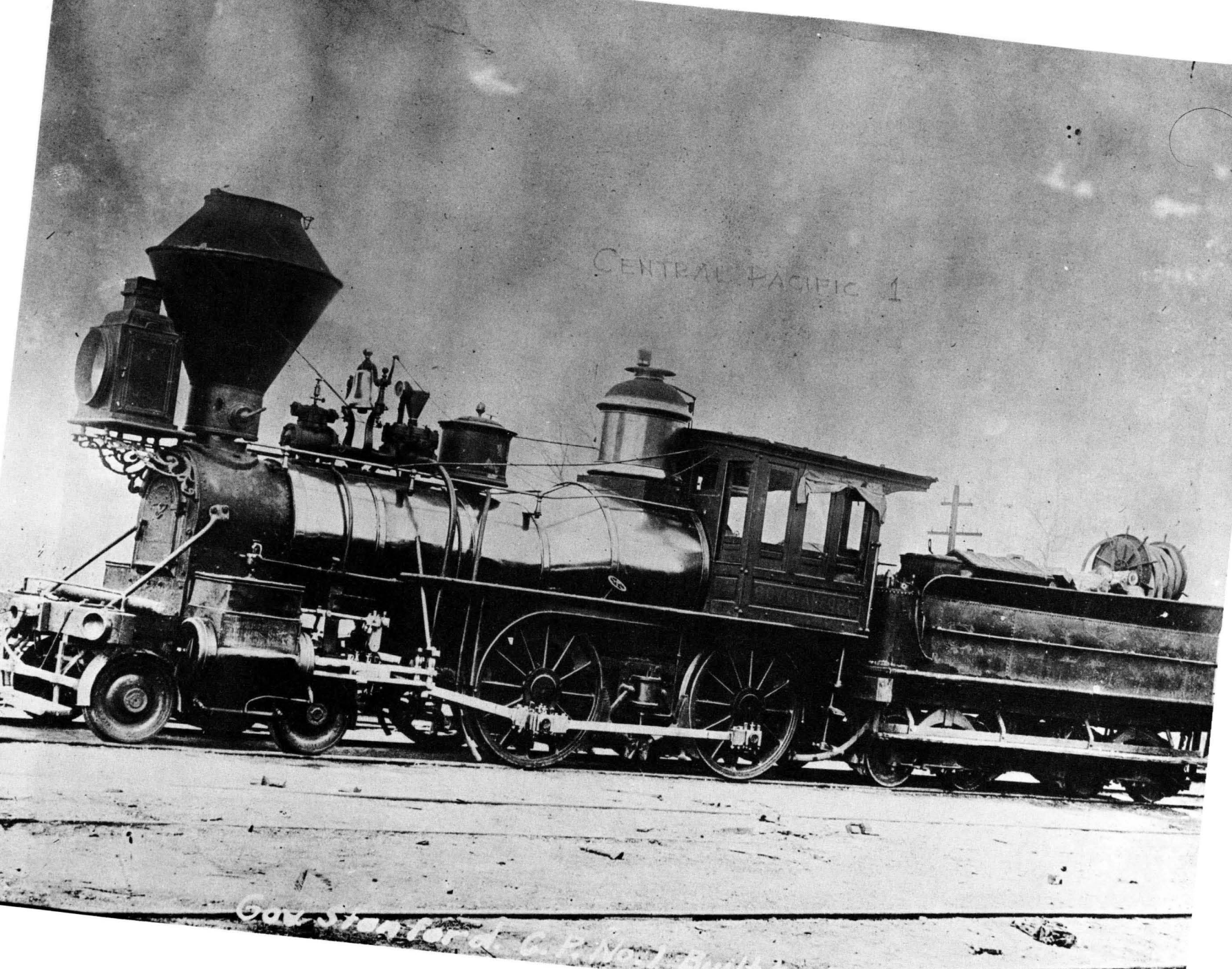


H. O. Lewi

CN Mountain No. 6060 pauses at Winnipeg's Transcona Shops in her working day

CN 6067

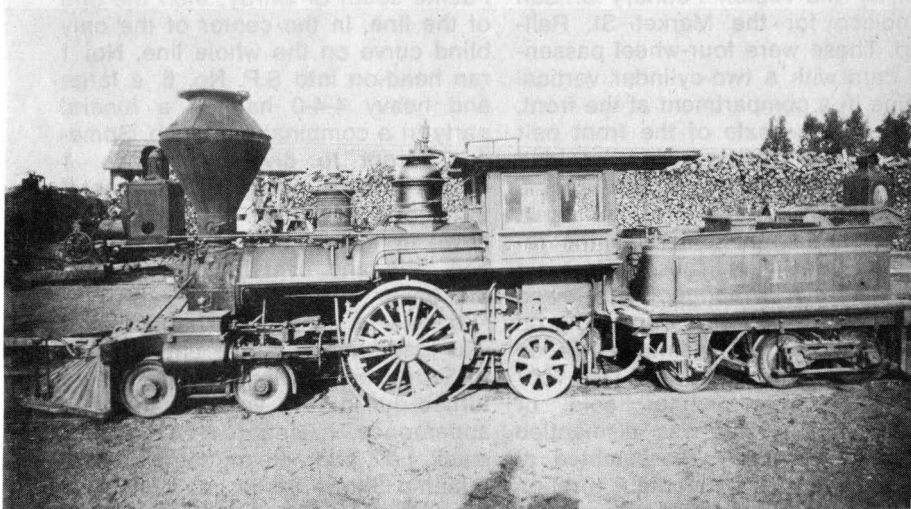
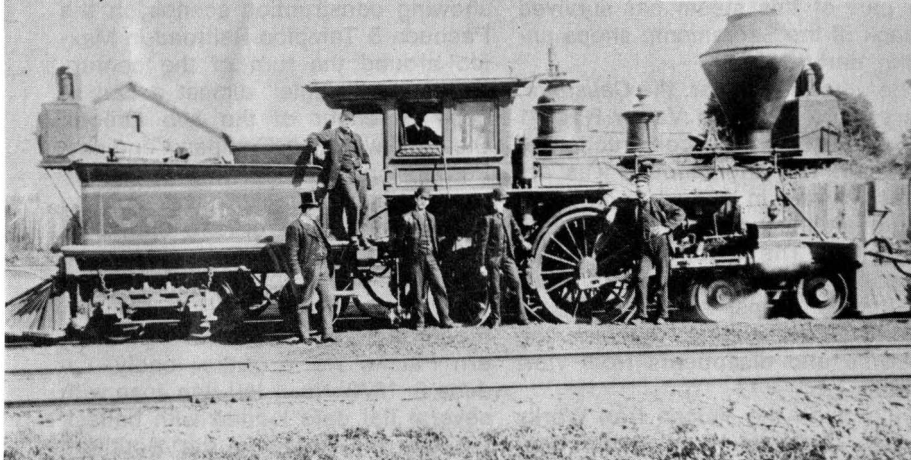




CENTRAL PACIFIC 1

Gov. Stanford & C. P. No. 1





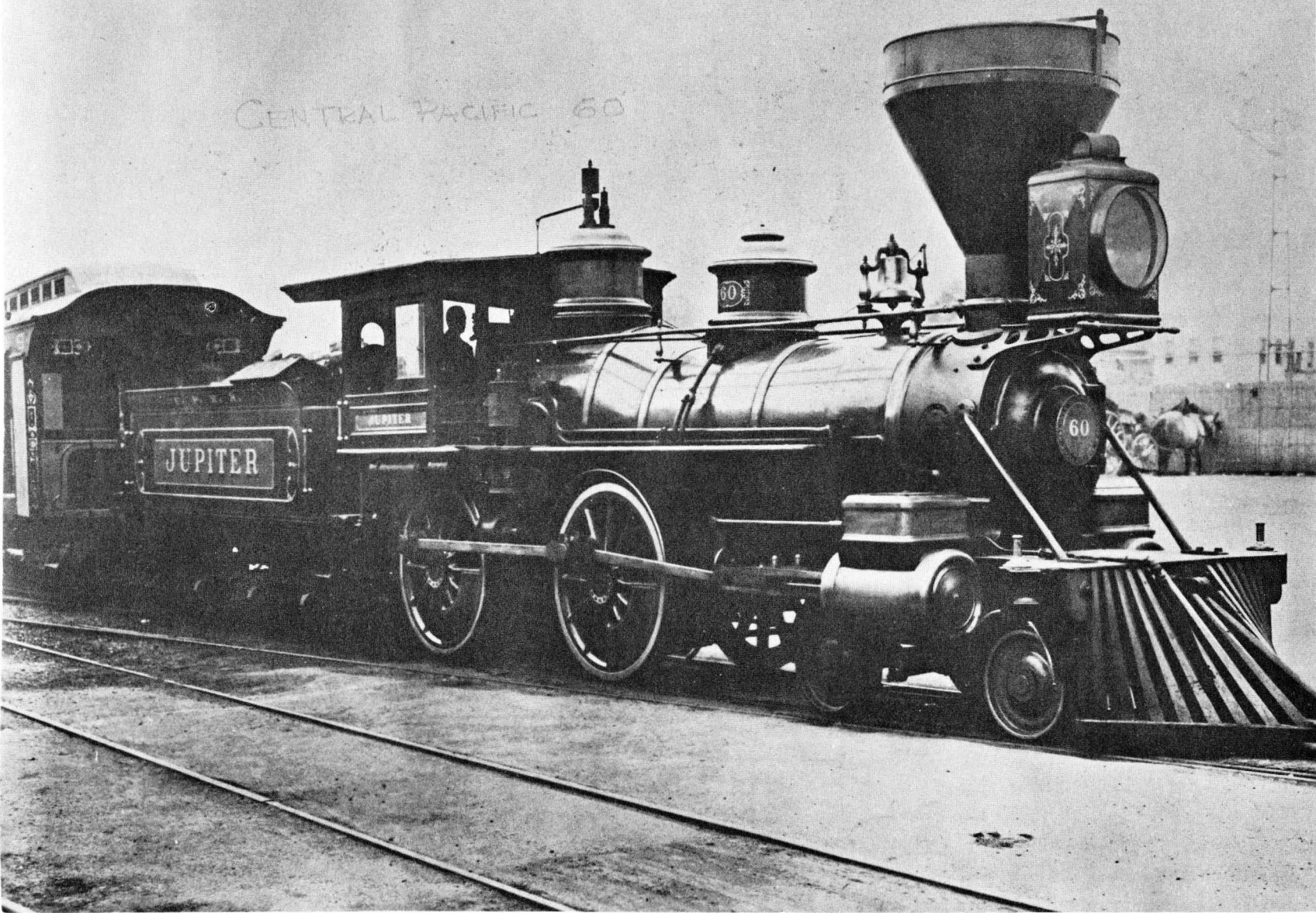
Central Pacific No. 4, the T. D. Judah had a two-wheel trailer under the cab, and an oddly designed tender. The headlight on the rear of the tender, and the rear pilot were required for back-up operation of passenger trains.

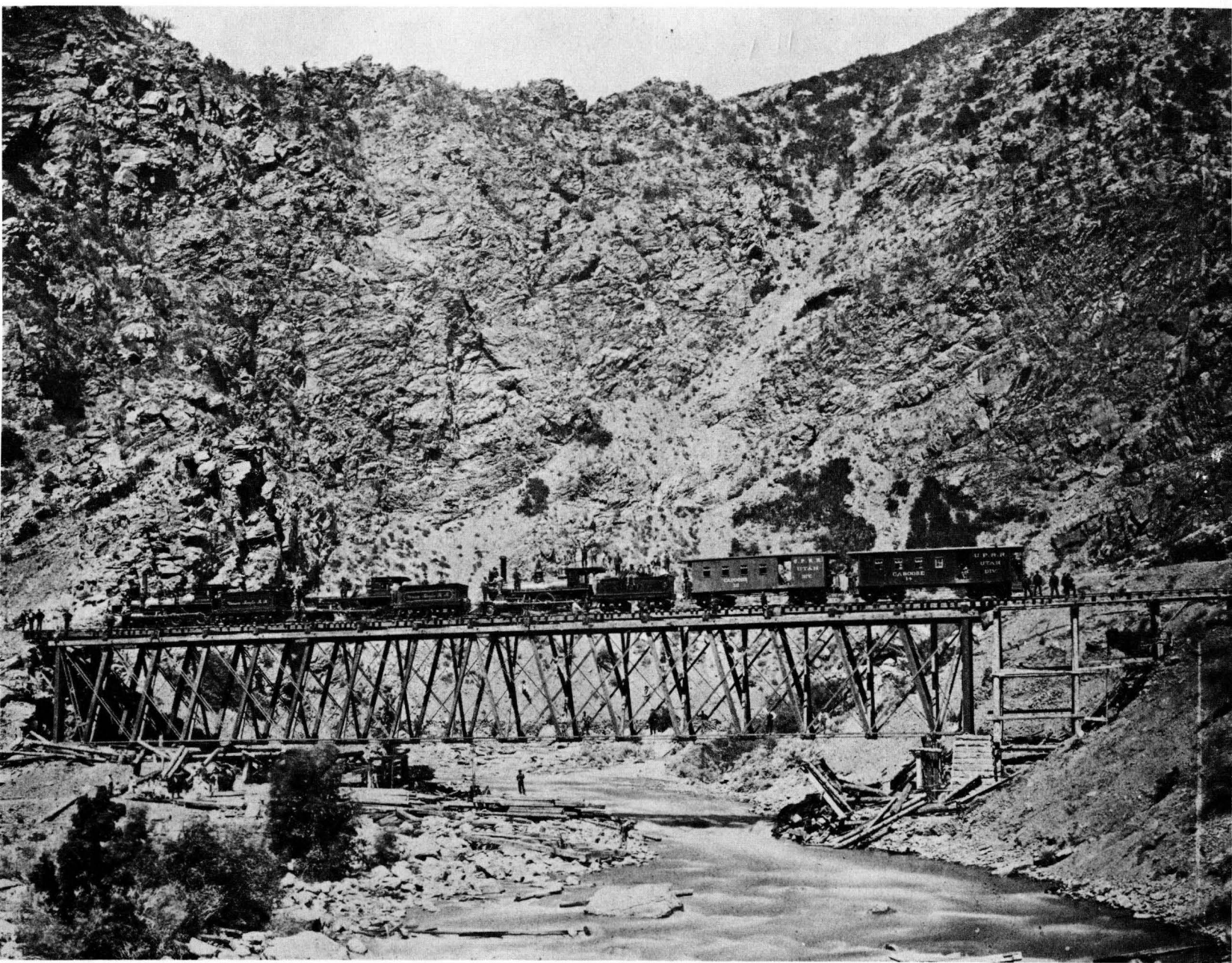
CENTRAL PACIFIC 4



111

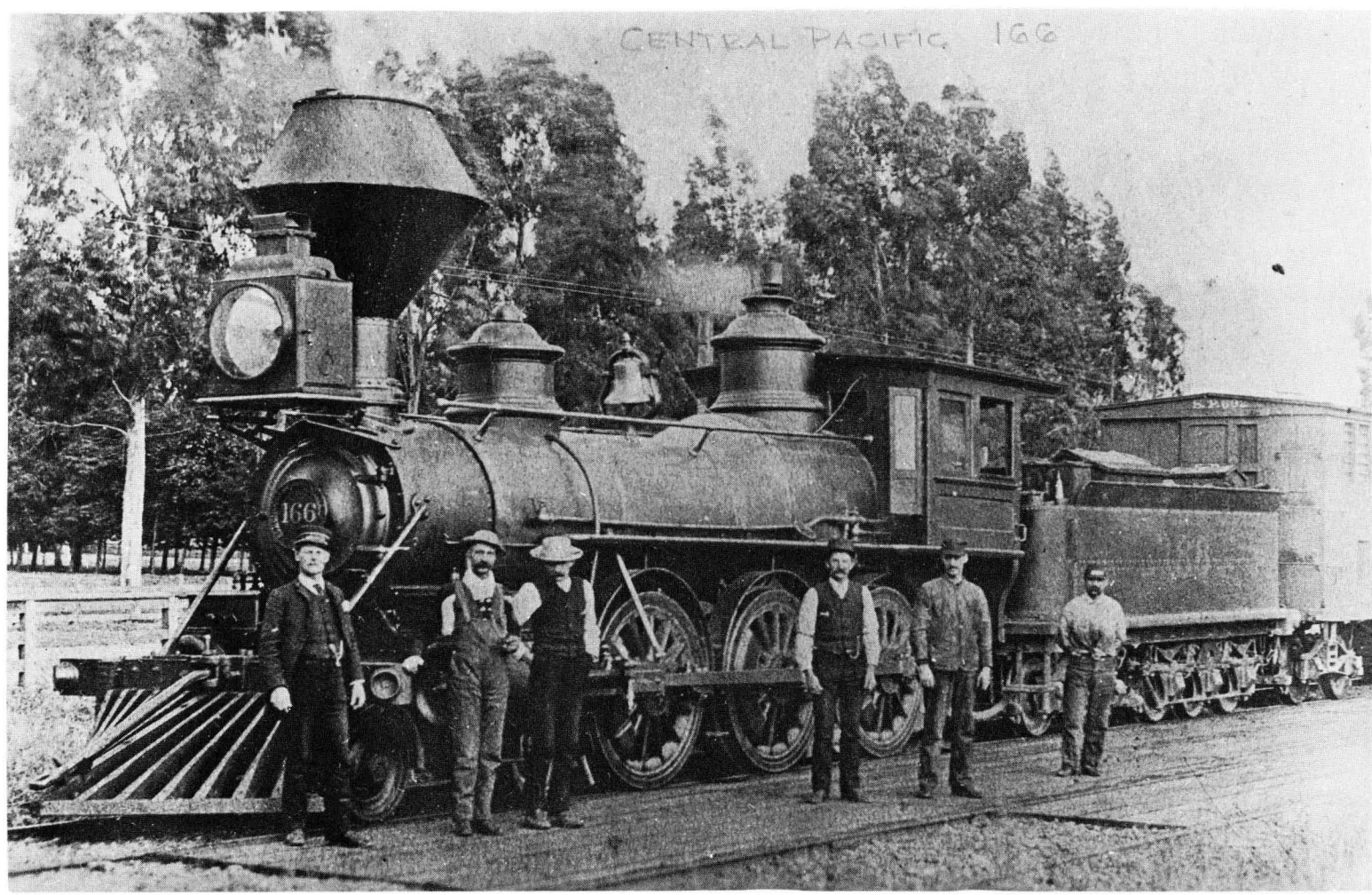
CENTRAL PACIFIC 60

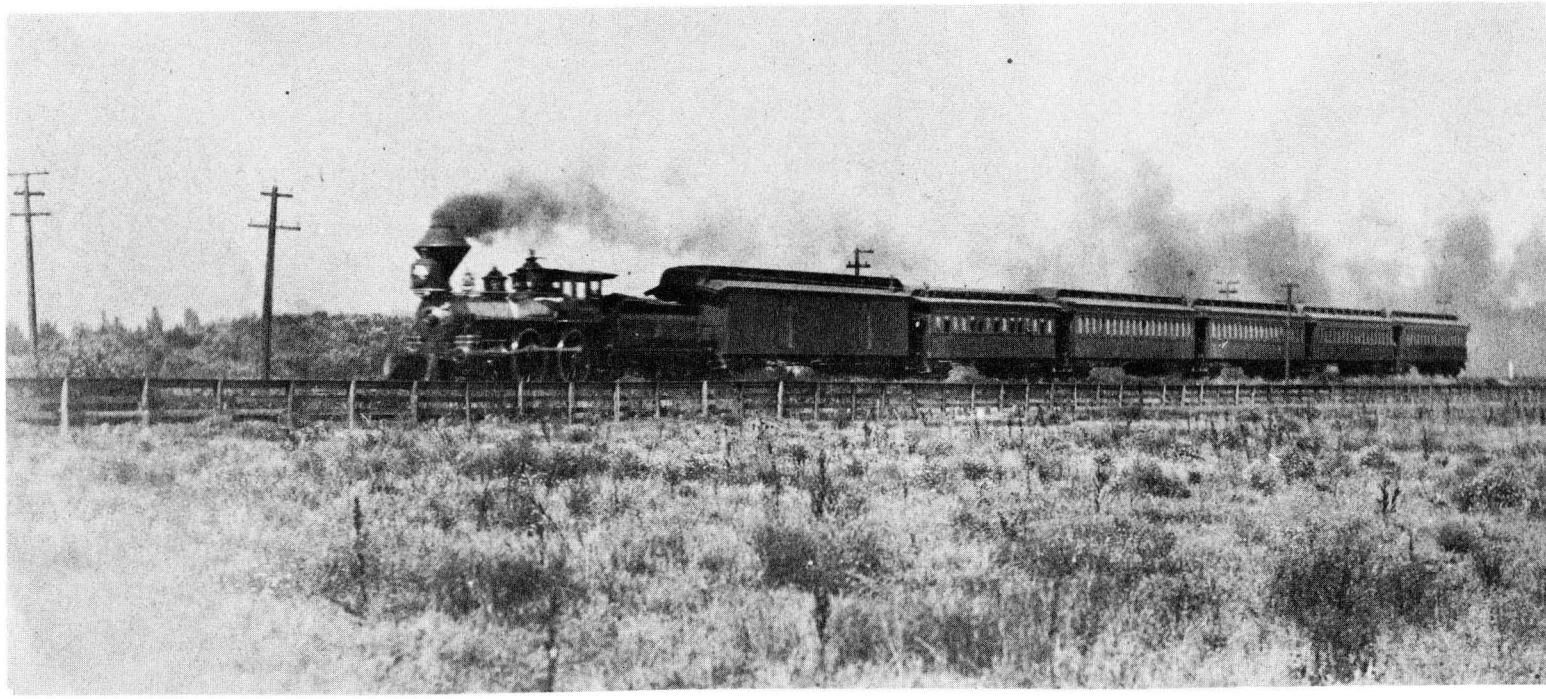




Devil's Gate Bridge, about 15 miles east of Ogden, Utah.

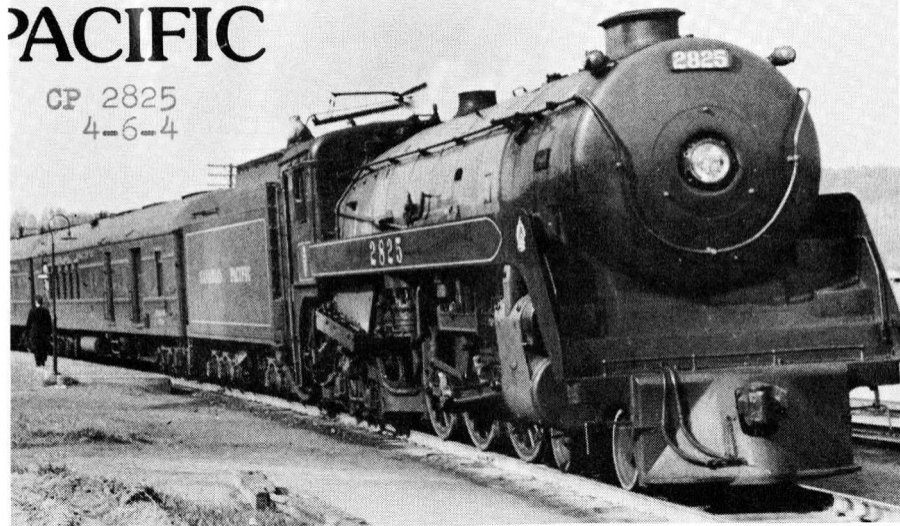
CENTRAL PACIFIC 166





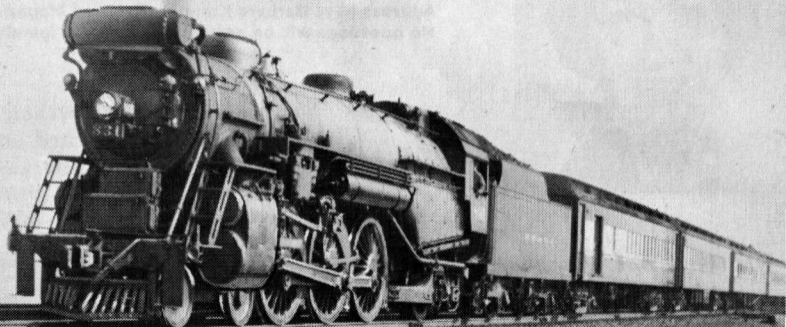
PACIFIC

CP 2825
4-6-4



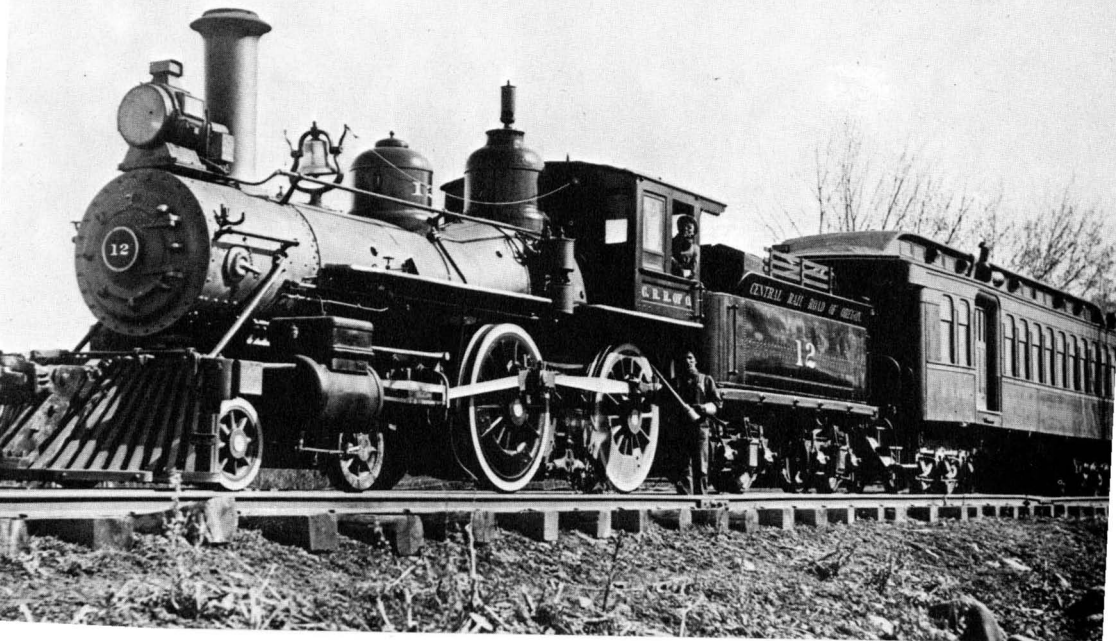
CRRNJ 831

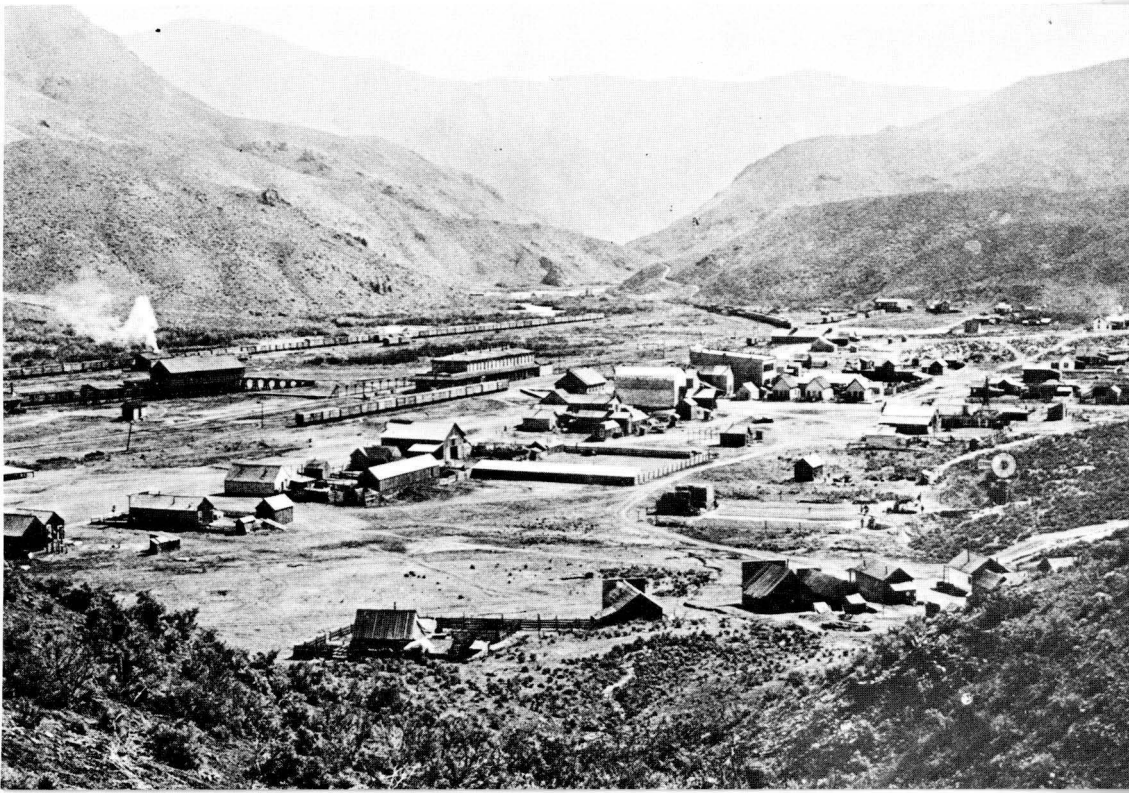
4-6-2



Jersey Central's pride, the *Blue Comet*, engine 831, near Elizabethport, N.J.

CENTRAL RR OF OREGON 12





Steam Roster, 1945-1960

Number	Type	Class	Built	Driver dia.	Boiler pres.	Tractive Effort	Last retired	Notes
218-221	4-6-0	I-7-a	Alco 1915-'16	69"	200psi	28,000#	1955	
230-232	4-6-2	K-3-b	Baldwin 1912	73"	195psi	32,000#	1954	
387-389	0-6-0	0-9-a	Lima 1912	56"	190psi	30,000#	1954	
400-404	2-8-0	M-2-a	Alco 1905	57"	180psi	44,000#	1954	
450-455	2-8-0	M-3-a	Alco 1916	57"	180psi	50,000#	1960	(1)
460-475	2-8-0	N-5-a	Alco 1923	63"	200psi	50,000#	1960	(2)
500-507	0-8-0	P-1-a	Alco 1923	51"	200psi	45,000#	1959	(2) (3)
600-603	4-8-2	U-1-a	Alco 1927	73"	210psi	46,000#	1959	(2)
700-709	2-10-4	T-3-a	Alco 1928	60"	230psi	76,000#	1959	

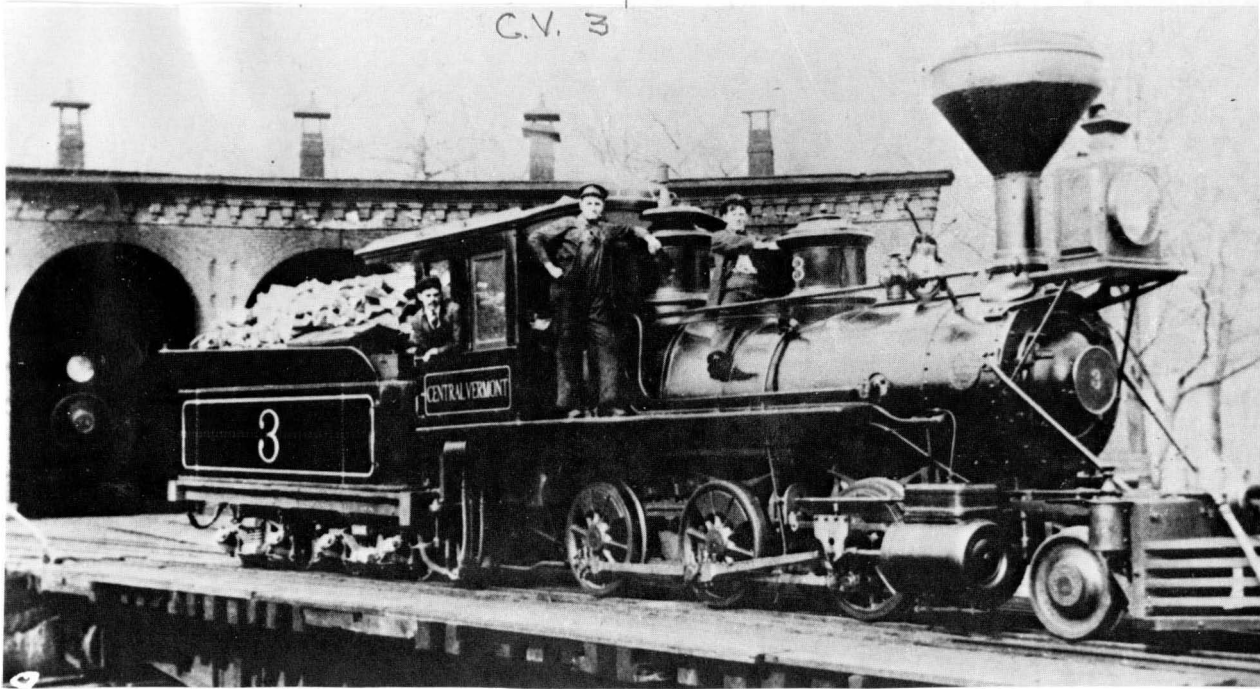
Notes: (1) Originally numbered 420-425.

(2) Purchased and owned by CN, leased to CV.

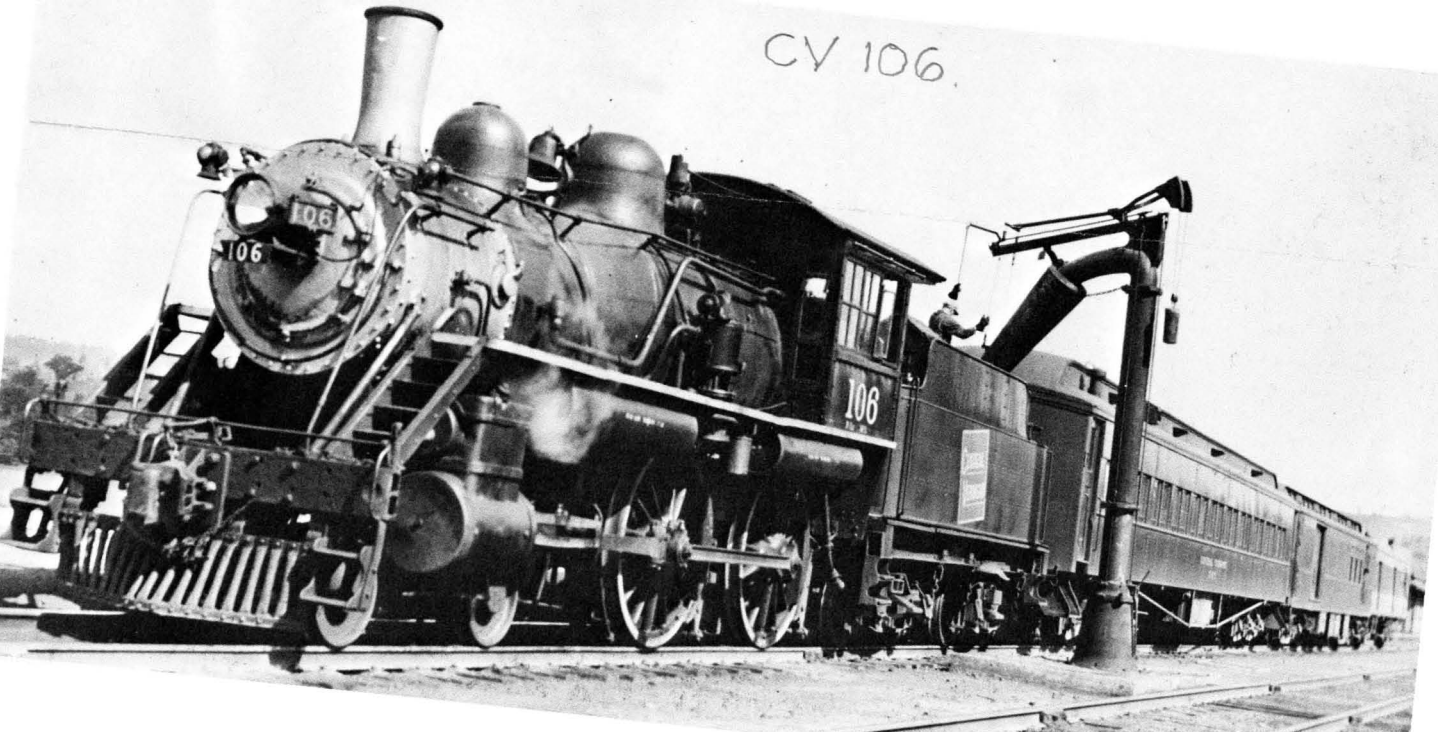
(3) 502, 503, 505, 506 to CN 8296-8299 in 1942.

Steam roster compiled by Jim Boyd from *Canadian National Steam Power* by Clegg and Corley.

**THE 3-SPOT is on the Brattleboro turntable. (Le
R. Brown, Inc., Collection)**

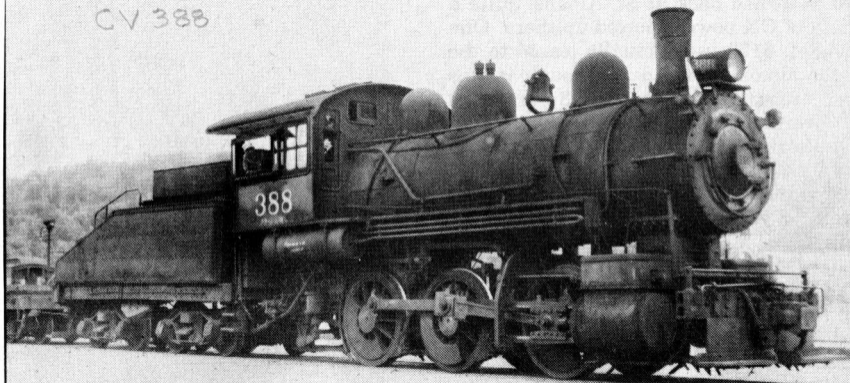


CV 106.

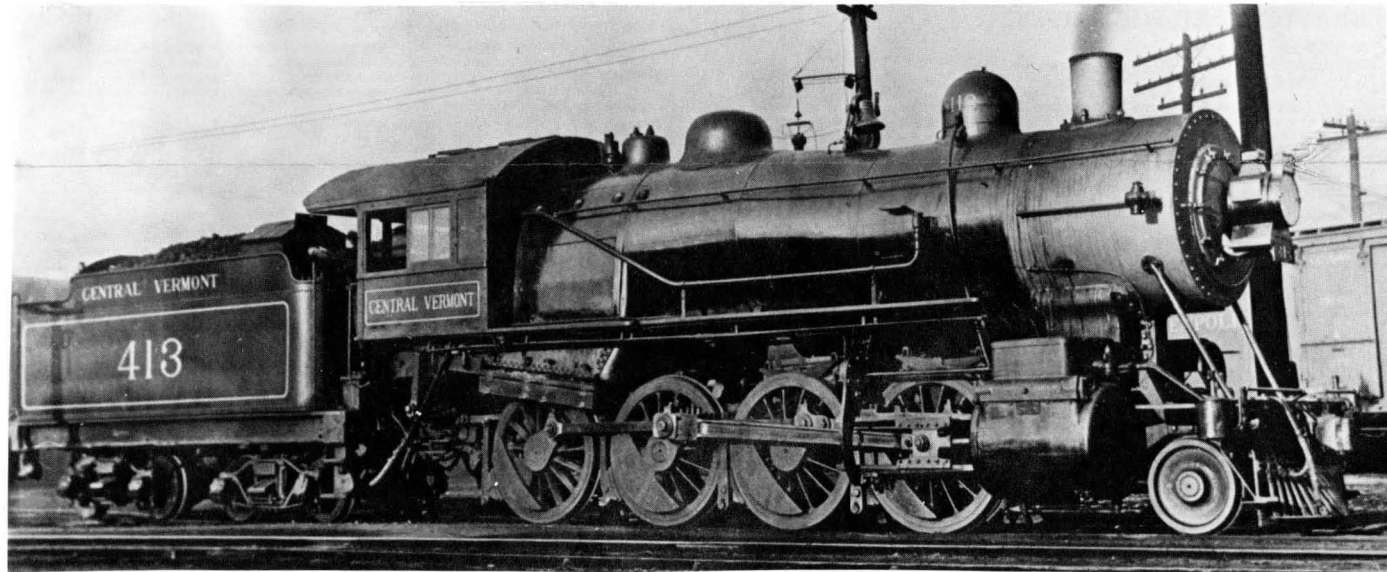


CV 388

1948



THIS ATTRACTIVE CONSOLIDATION was built by Schenectady in 1906, rebuilt in 1915, and sold to the Canadian National Railway in 1928, where it became their 2814. (J. Emmons Lancaster Collection)

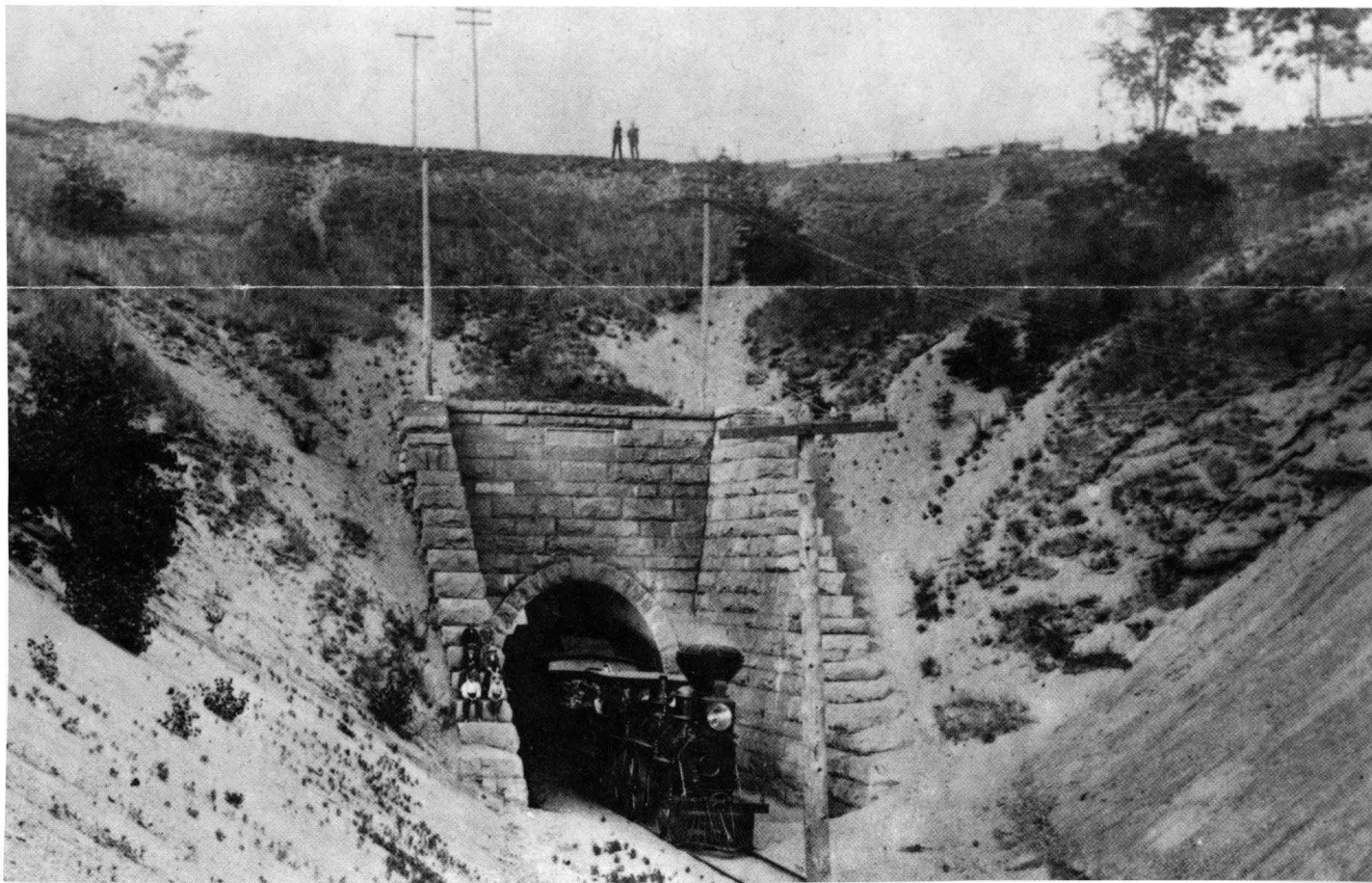




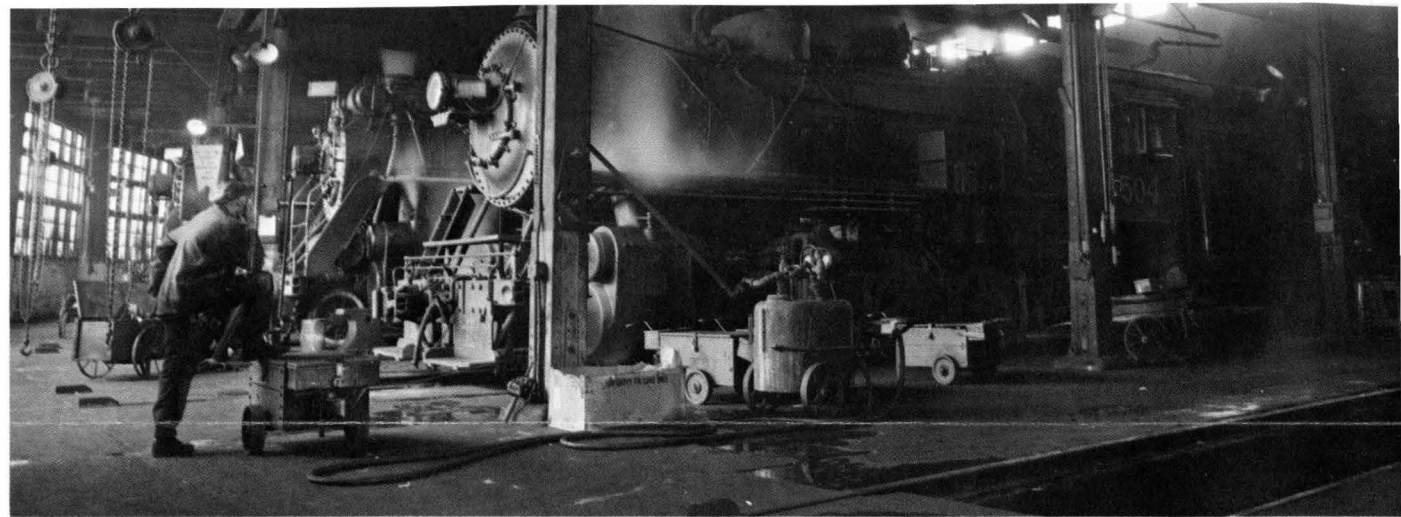
A preview photo from Volume V of Central Vermont locomotive Number 465 at the Amherst depot, October 10, 1952. David C. Bartlett Photo.

PUBLICATION FOR VOLUME I

PLANNED FOR SEPTEMBER 1981



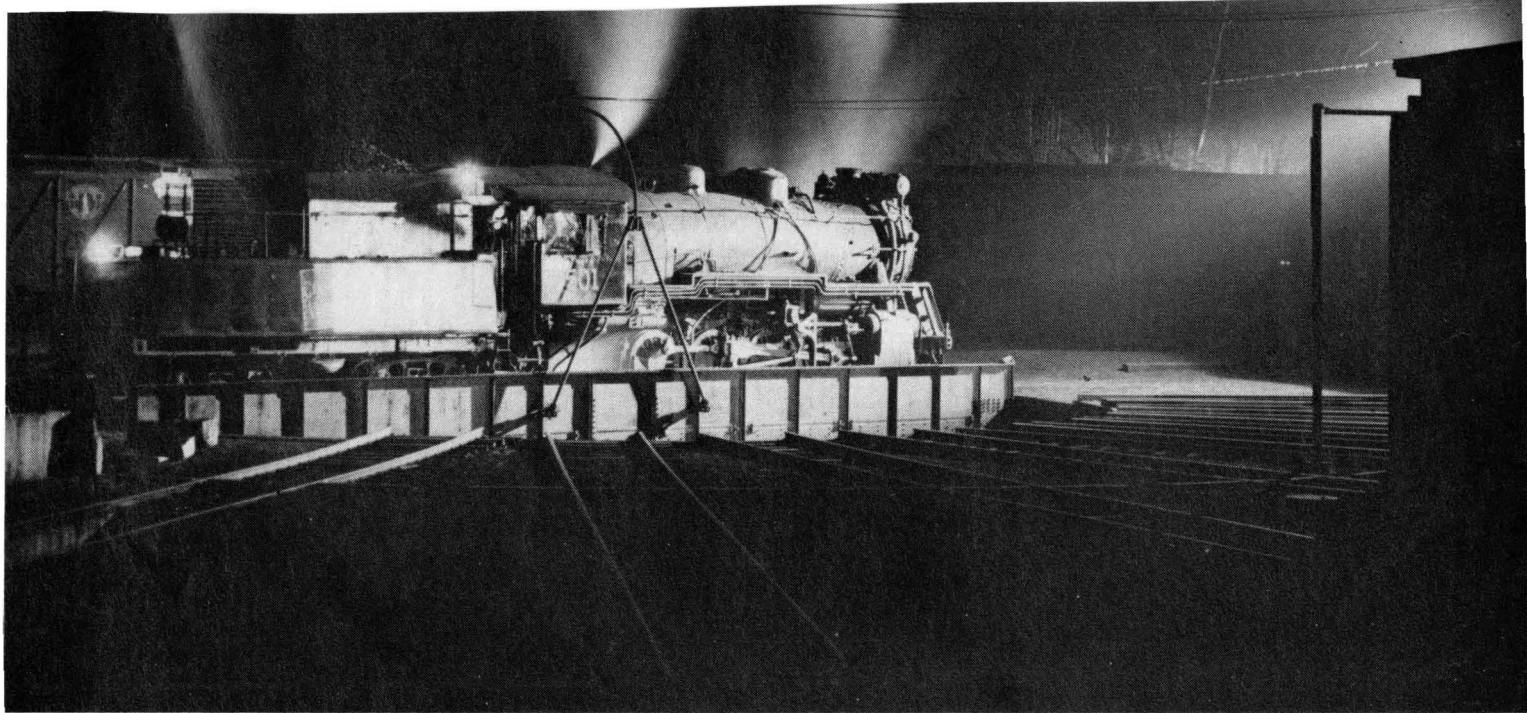




YARD SWITCHER 504 simmers in the St. Albans roundhouse under the watchful eye of a roundhouse employee. (Jim Shaughnessy photo)

MOUNTAIN-TYPE 602 and a new CNR diesel road unit pose together at St. Albans on September 26, 1954. (Jim McFarlane photo)



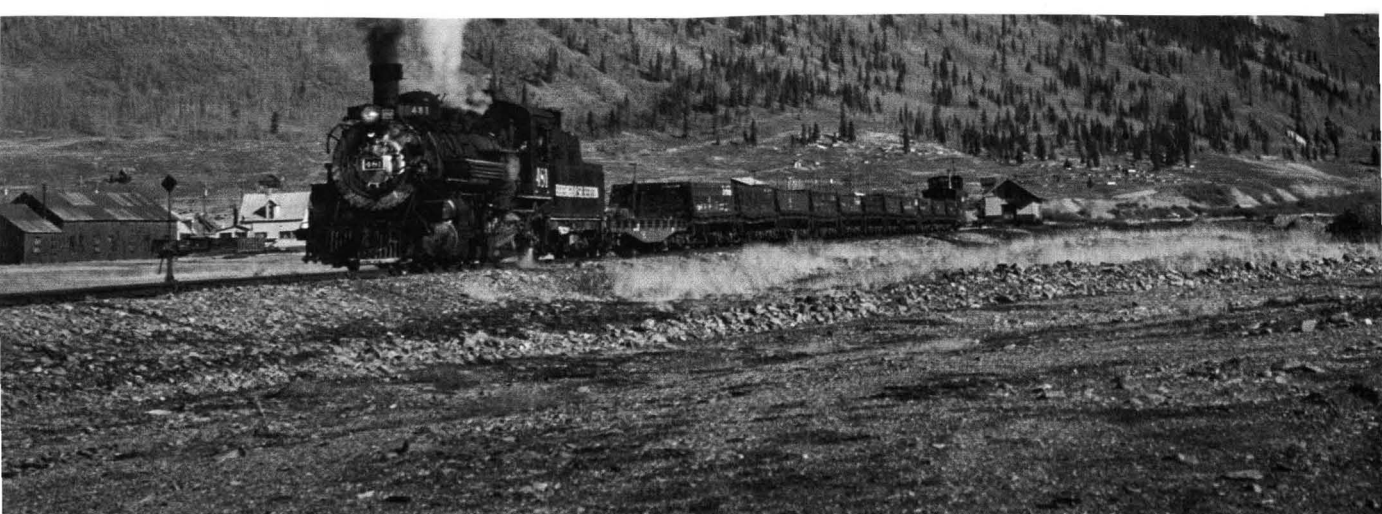


CV 501 Q-8-0

Central Vermont 600
4-8-2







1983 CALENDAR

Work trains are a common sight in Silverton. This train of drop-bottom gondolas is used to ballast the track. The 481 is pumping air into the brake line for the train down the canyon.



CV 600 4-8-2

1954

Central Vermont Steam

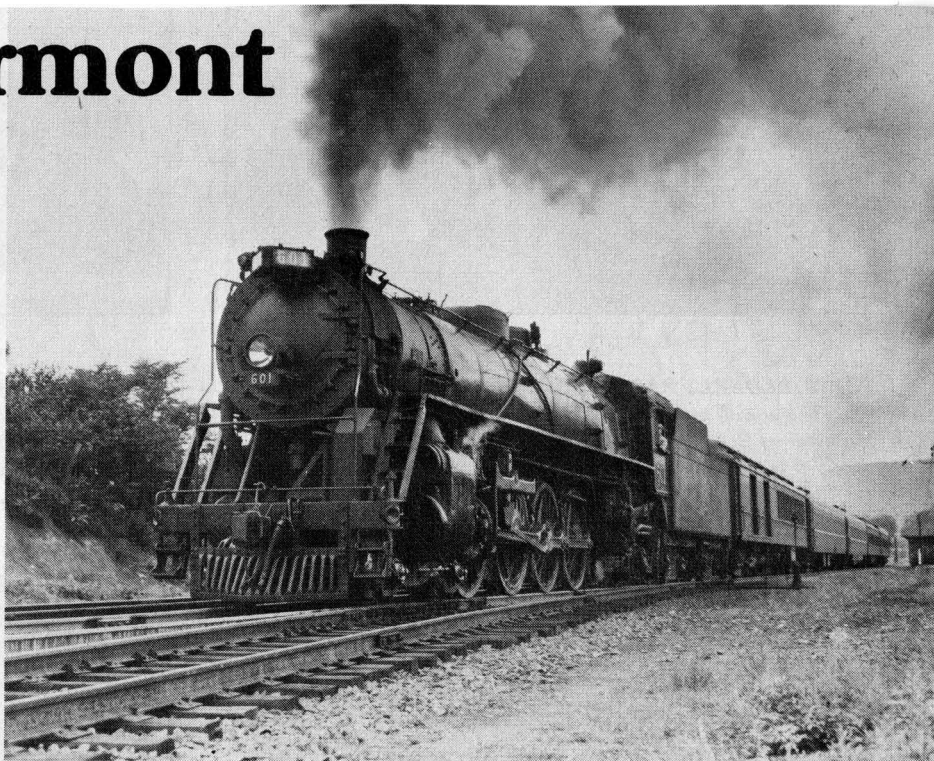
Photography: Jim Shaughnessy

EXCEPT AS NOTED

by Jim Boyd

The blend of Canadian influence and New England character gave the steam power of the Central Vermont a personality that was distinctive and yet comfortably familiar.

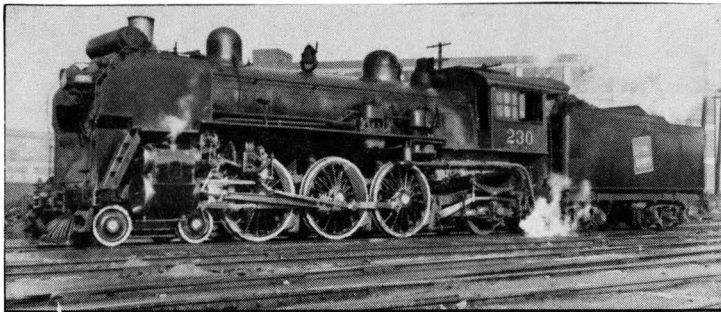
The Central Vermont was not your typical Canadian National subsidiary. In spite of the fact that its engines were the CN-style



HAL CARSTENS

CY 601 4-8-2

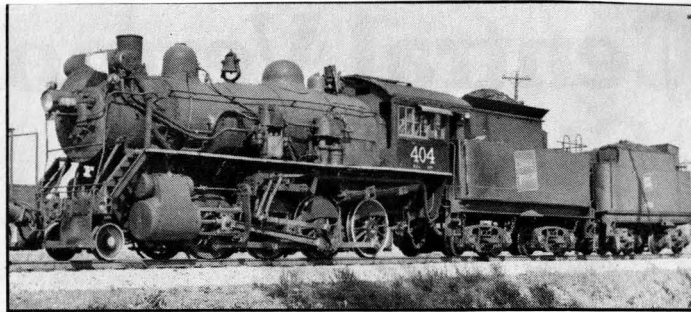
1951



CV 230

CHARLES T. FELSTEAD COLLECTION

THREE ELDERLY PACIFICS, 230-232, were often used in latter years to trade off mileage with the B&M. 230 was photographed in Montreal on October 3, 1937. Two handsome 4-6-0's, 219 and 220, survived to the end as protection power for the gas-electrics.

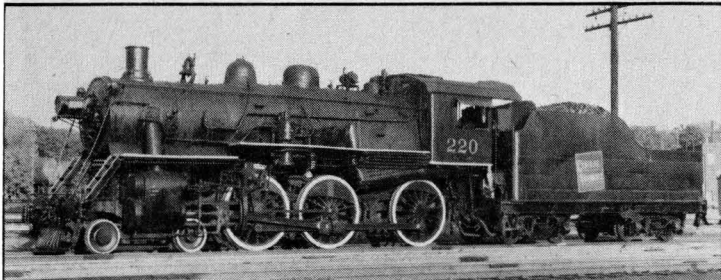


CV 404

OLDEST AND SMALLEST of CV's 2-8-0's were the M-2-a's; 404 was on a work train at E. Alburgh in 1951. The low-driven M-3-a's had Coffin feedwater heaters (see "Extra 454 South", May '78 RAILFAN) except for 450, which had an Elesco system.

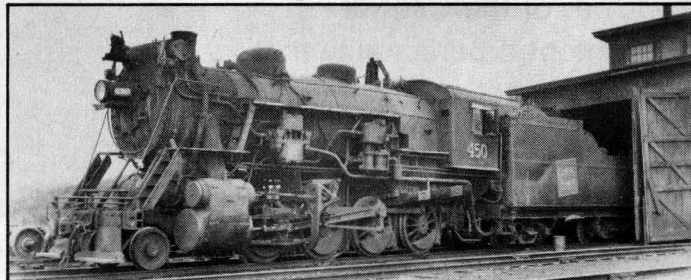
CV 220

W. KRAWIEC, FELSTEAD COLLECTION



CV 450

HAL CARSTENS



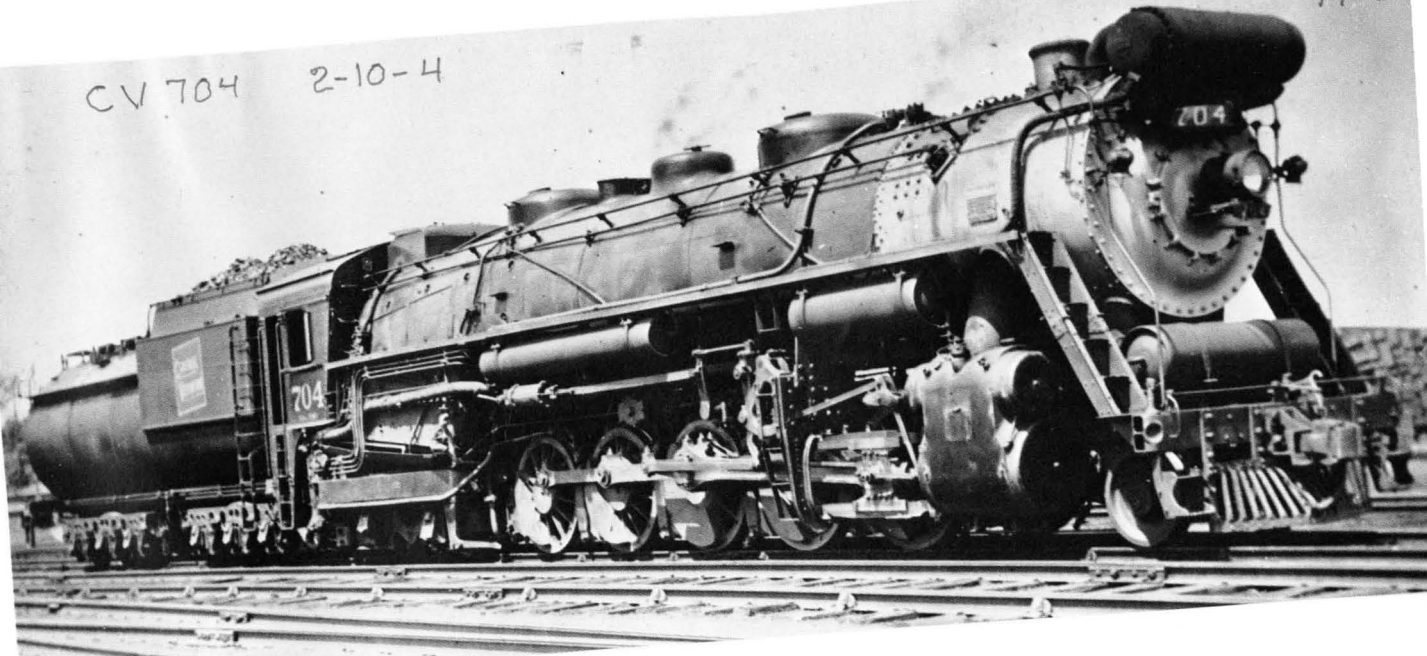
603 4-8-2



701



CV 704 2-10-4



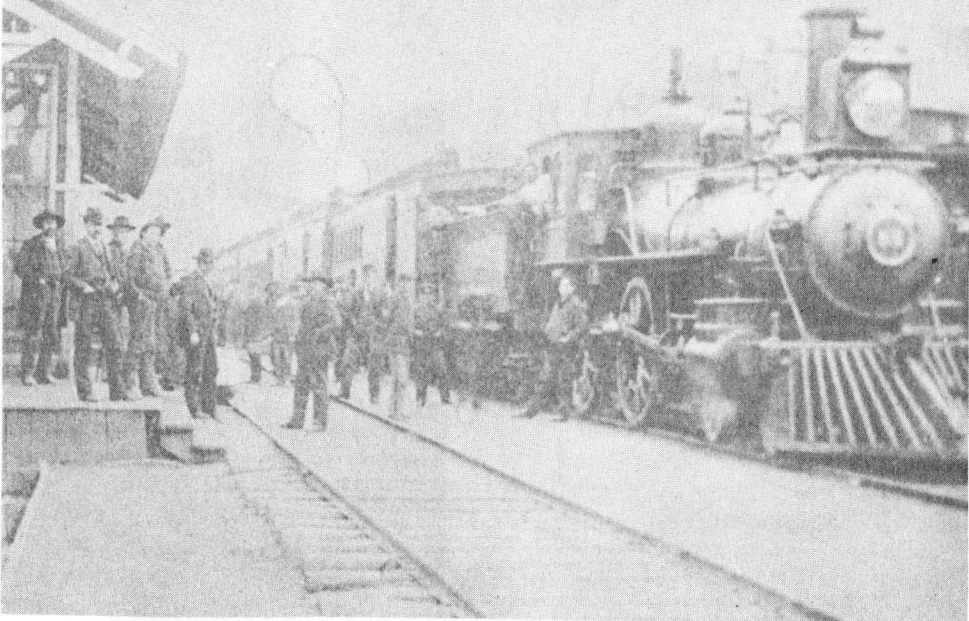
CV 707 2-10-4

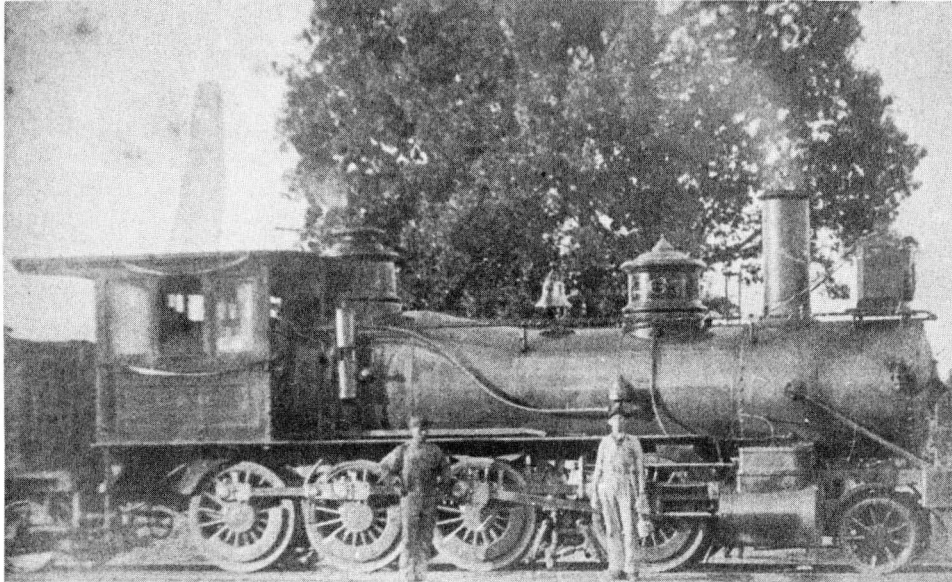


CV 709
2-10-4



C&O 55

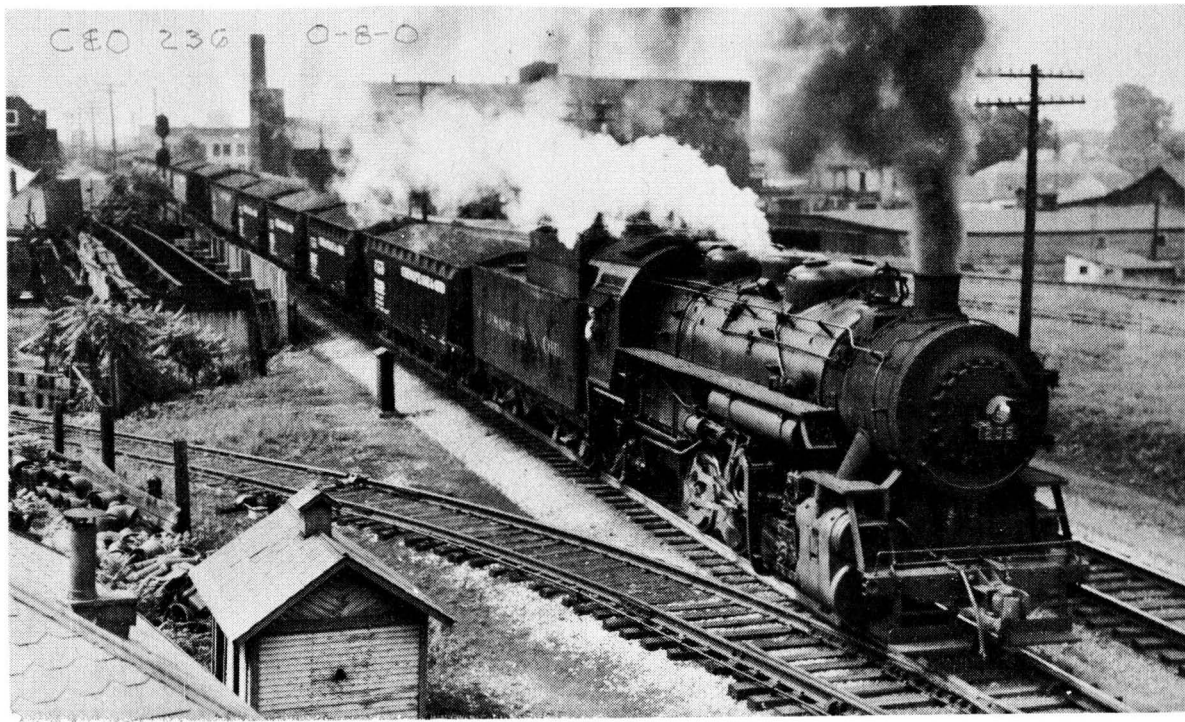




C&O 267

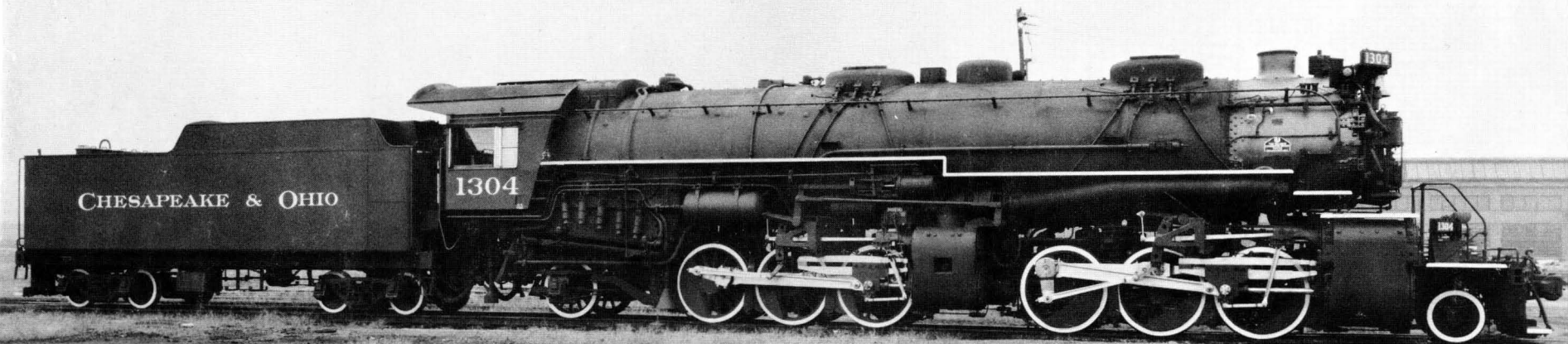
C&O 236

0-8-0



C&O 432 4-6-2

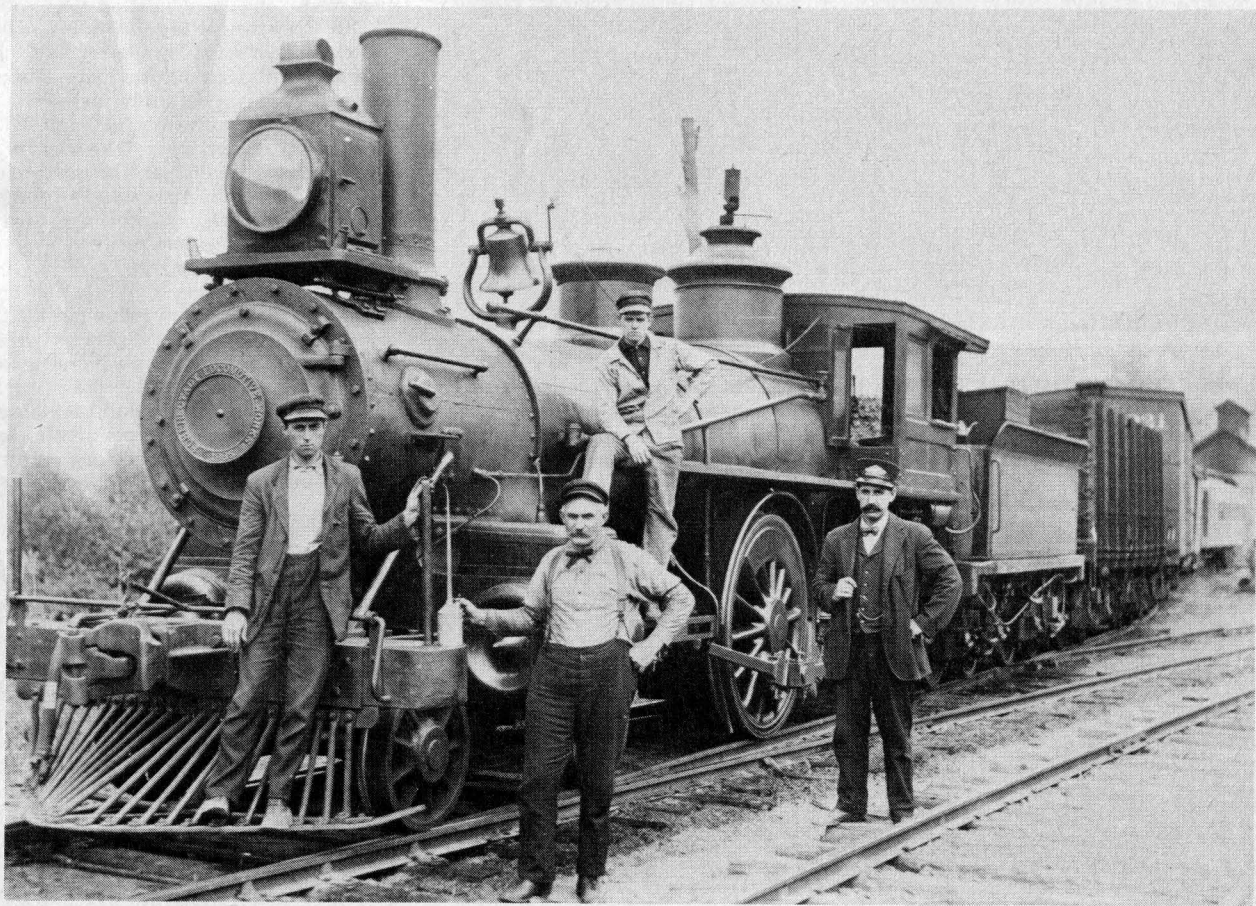




CHESAPEAKE & OHIO

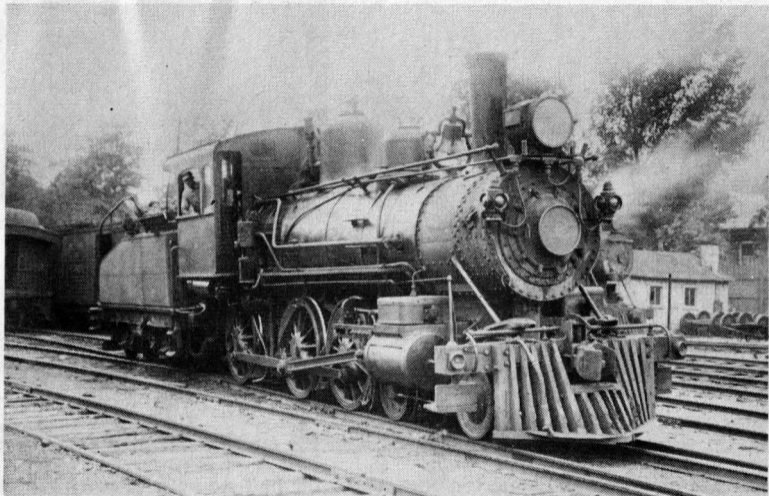
1304

1304



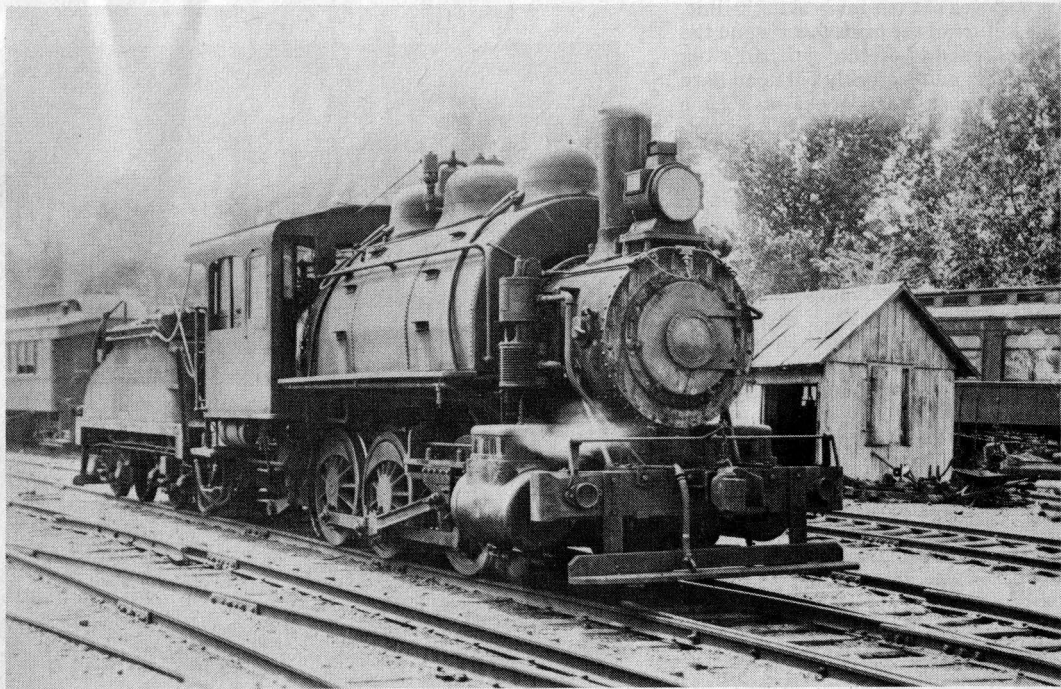
CHESTNUT RIDGE RY 1

1885 SCHENECTADY 4-4-0 No.1 posed with a mixed train. None of these company photos had dates or data.



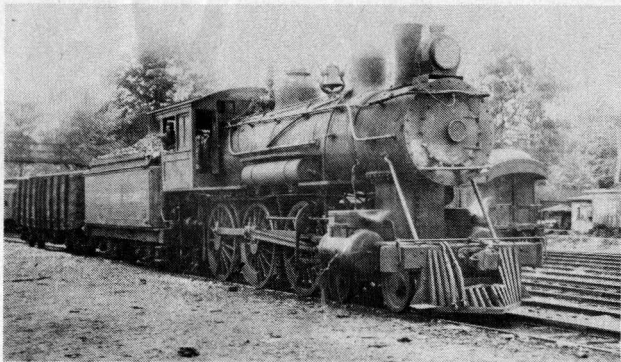
LOW-DRIVERED 4-6-0 No.2 in the Palmerton yard.

CHESTNUT RIDGE RY 2



1904 ALCO 0-6-0 had a saddle tank and "bobtail" tender.

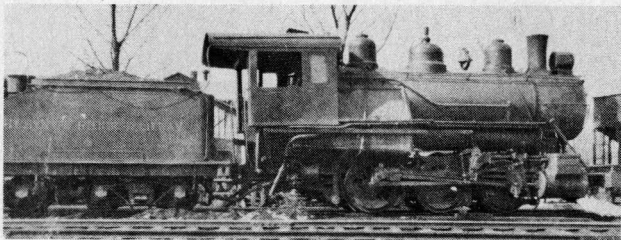
CHESTNUT RIDGE RY



A TALL-DRIVERED Baldwin 4-6-0 works Palmerton.

CHESTNUT RIDGE RY

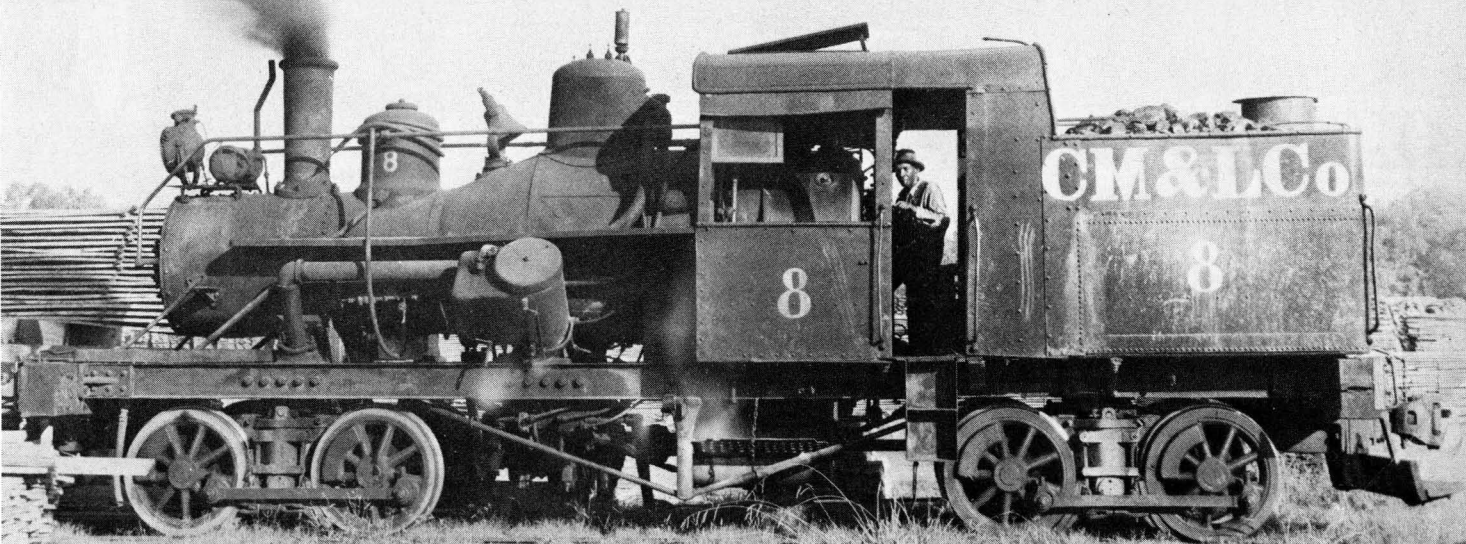
BALDWIN 0-6-0's survived until the 1950's.



South

HEISLER geared locomotives were popular in the boggy timberlands of the Mississippi Delta country, and Bill eventually photographed almost two dozen of the species, mostly in service. The last Heisler operator in the Delta was Chicago Mill & Lumber, which became well known in the 1960's for still maintaining and using a Heisler as standby power at its Tallulah (La.) mill. Fifteen years earlier, there had been another mill at Waterproof, La., and there at Waterproof early one day in July 1948 Bill caught No. 8 dodging between stacks of lumber drying in the yard. The CM&L mill at Waterproof and Heisler No. 8 had less than two years to operate at the time of this photograph.

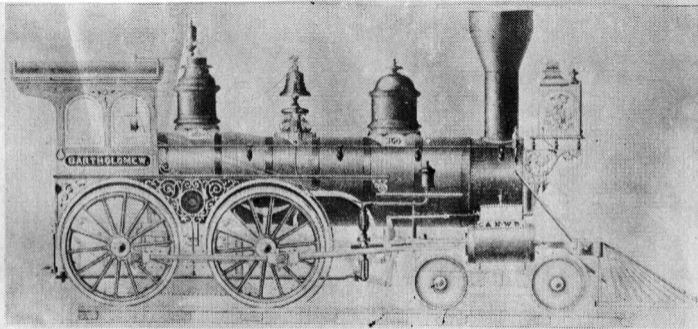
CHICAGO MILL & LUMBER Co. 8





ON his first "engine picture" trip out of the Delta country in September 1940, Bill stopped at Century, Fla., to investigate an outfit called the Escambia Railway. Little did he know that this short side trip would be the start of his builder-plate and number-plate collection. E. A. Hauss, the man standing on the running board of Ten-Wheeler No. 103, was responsible for this step in Bill's rail hobby. Hauss was superintendent of Alger-Sullivan Lumber Company's roster of some 20 engines, and he actually helped Bill remove brass plates from many of the derelict Escambia 2-6-0's, 4-6-0's, and Heislars which had accumulated behind the

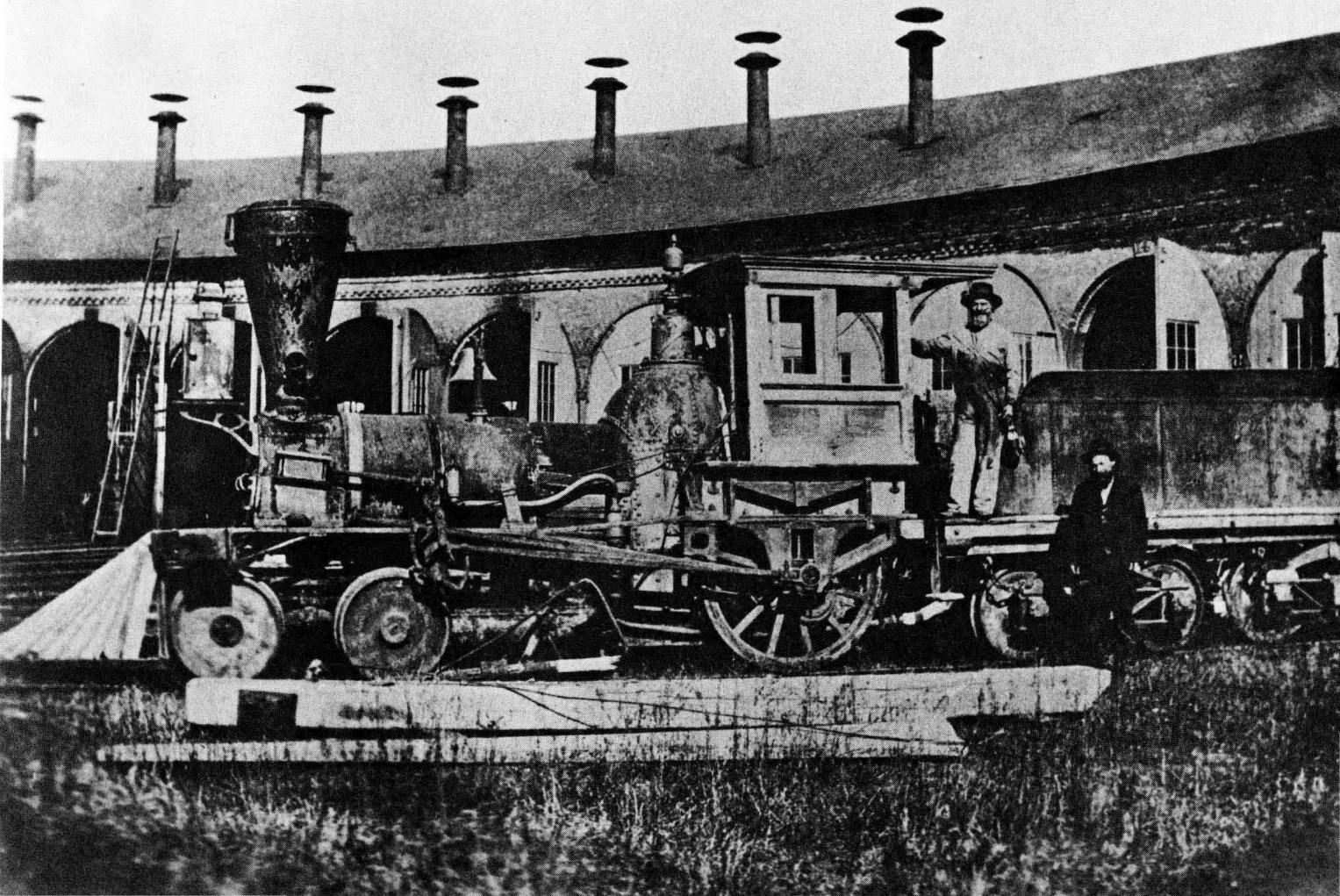
ONE HOT DAY in June 1941, Bill and friend Gibson P. Vance Jr. were scouting the timberlands along the Pearl River in southern Mississippi looking for logging-railroad grades and sawmills. Quite accidentally, Bill saw this little Shay through the rear-view mirror of his Buick. The machine was sitting in heavy brush behind the old Batson-McGehee Company's commissary at Millard, Miss., hidden from a direct view from the road. After a lot of sweat and weed-chopping, Bill photographed



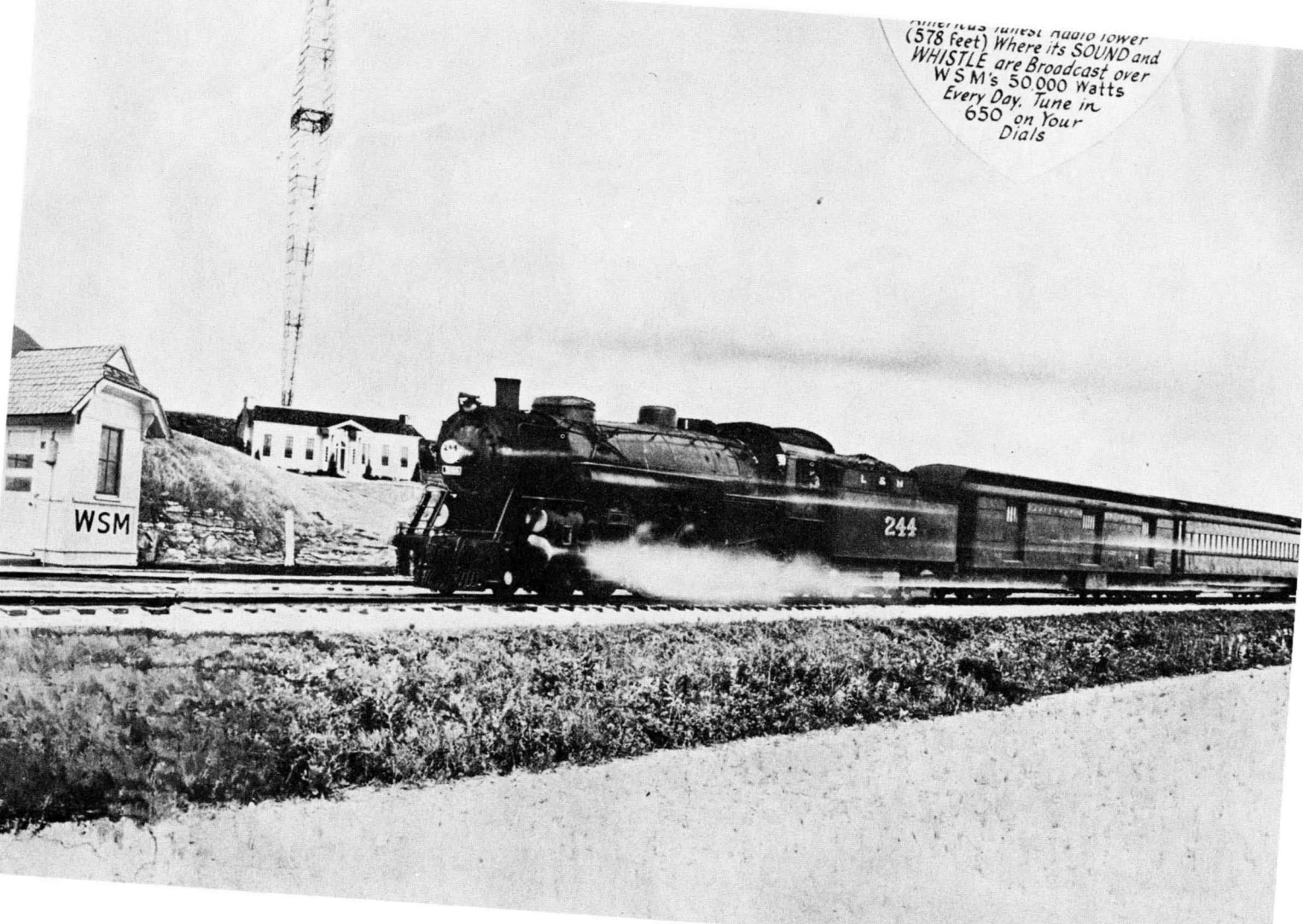
Bartholomew was built at Chicago & North Western Ry. Chicago shops in '64

The Smithsonian

C&NW "PIONEER"

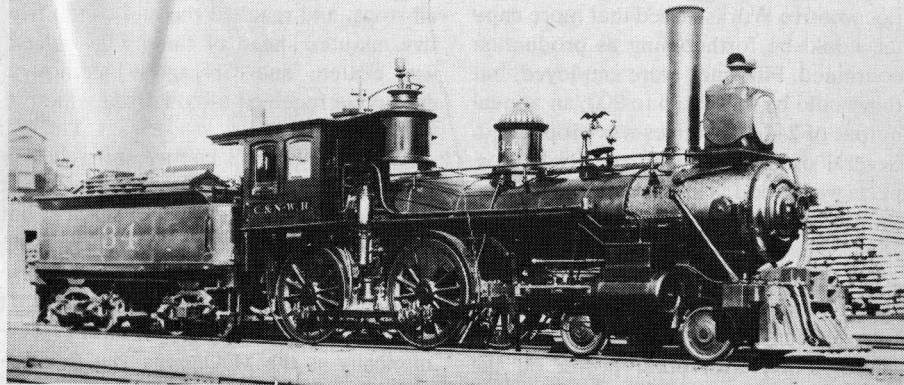


Americus finest radio tower
(578 feet) Where its SOUND and
WHISTLE are Broadcast over
WSM's 50,000 Watts
Every Day. Tune in
650 on Your
Dials



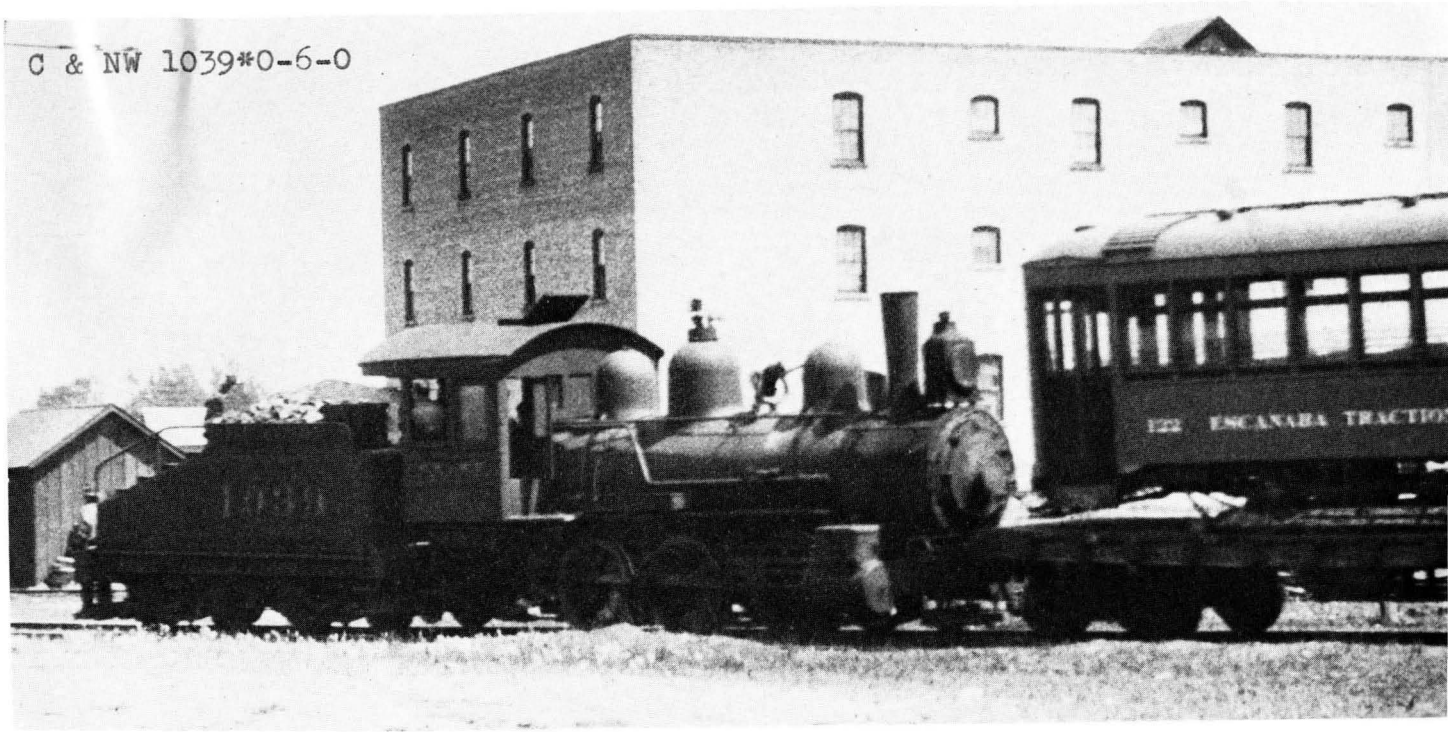
WSM

244

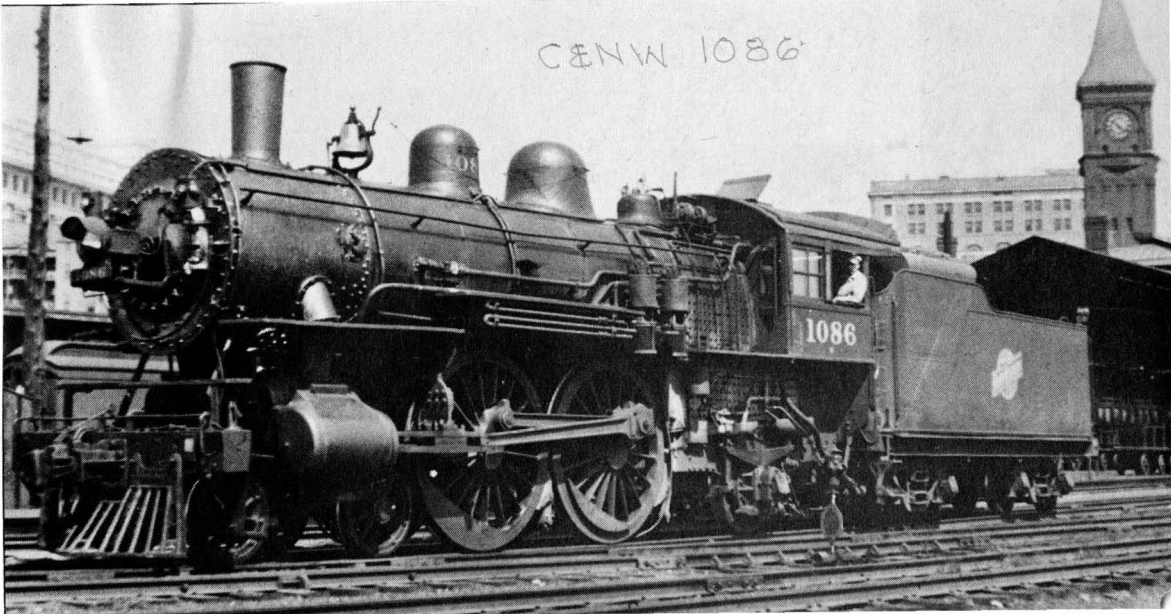


Chicago & North Western 34, formerly Thomas Dyer, built by Scoville in 1854, shown rebuilt in '80
A.W. Johnson, 5843 W. Huron Street, Chicago 44, Ill

C & NW 1039*0-6-0



C&NW 1086





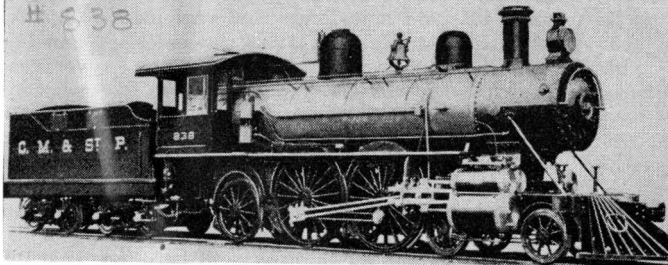
C&NW 2908

4-6-2

2908

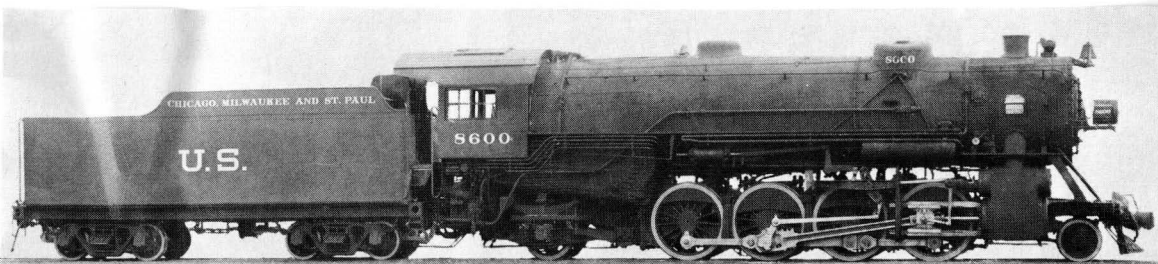
400

H 838

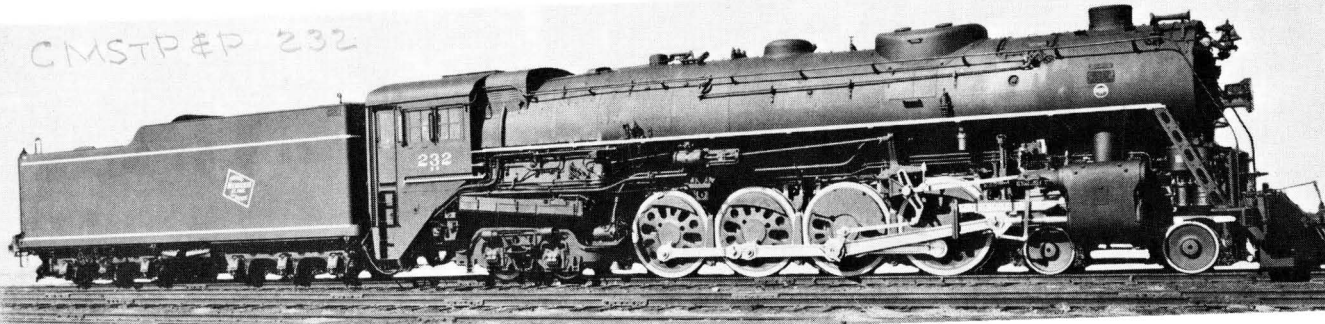


C. M. & ST. P.

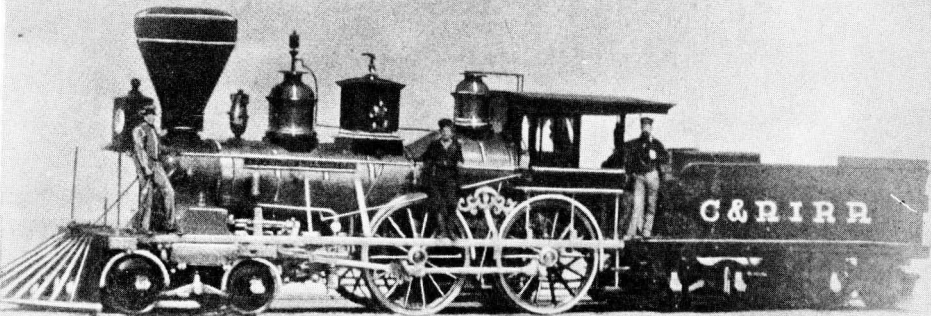
838



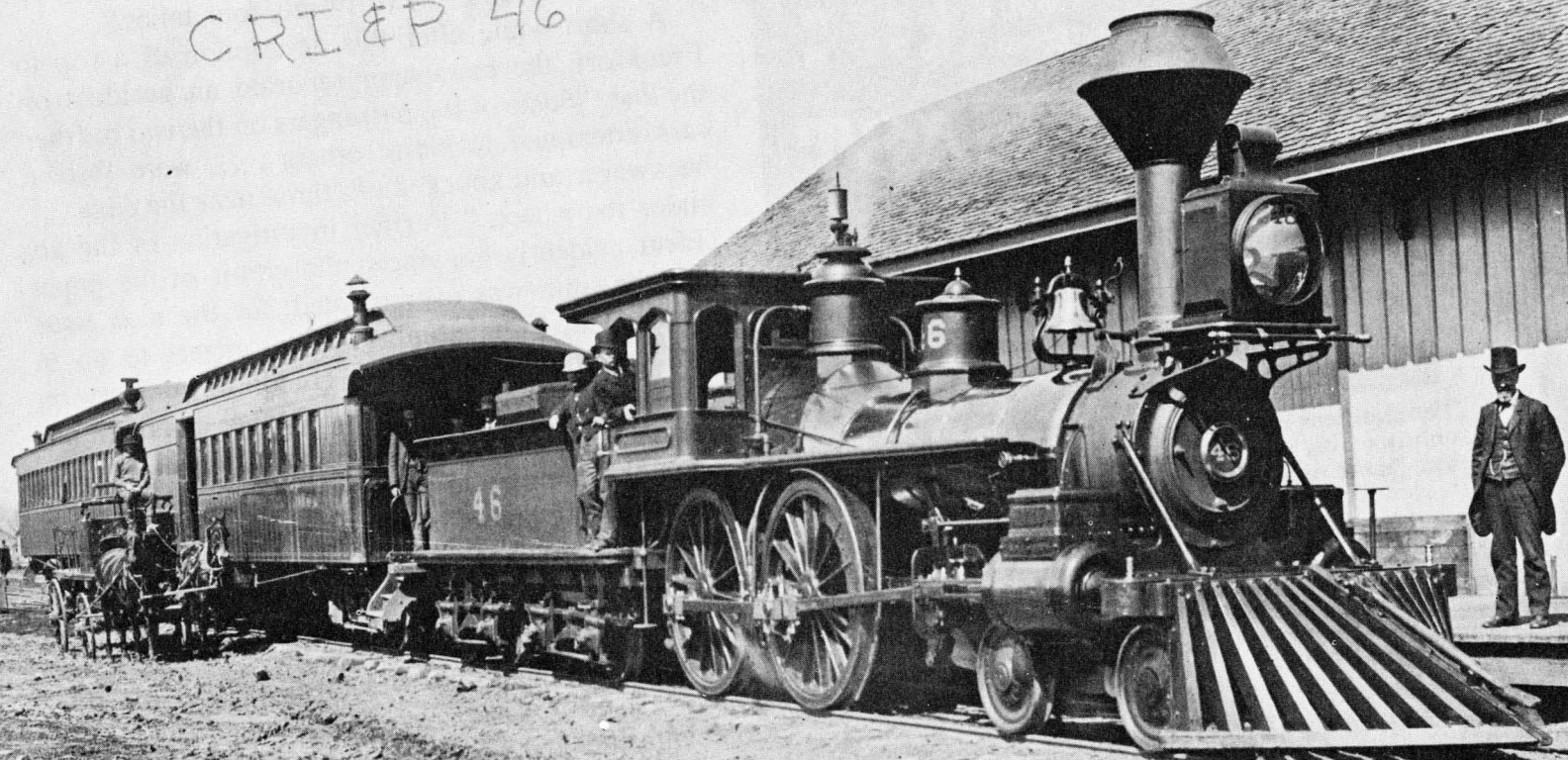
CMSTP #P 232

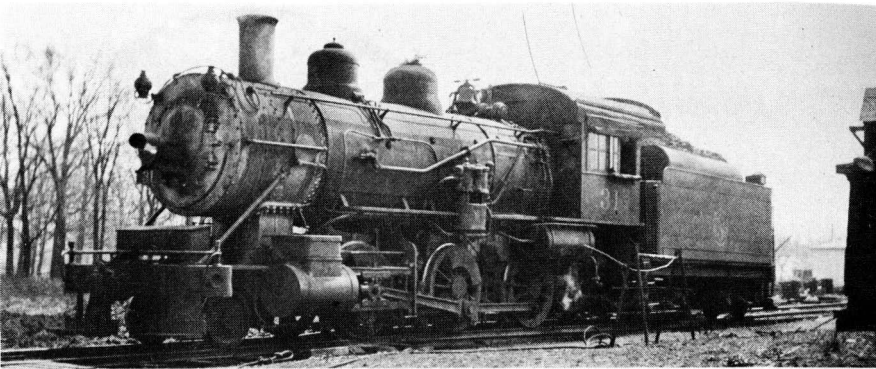


CHICAGO & ROCK ISLAND "ANTOINE LE CLAIRE"



CRI & P 46

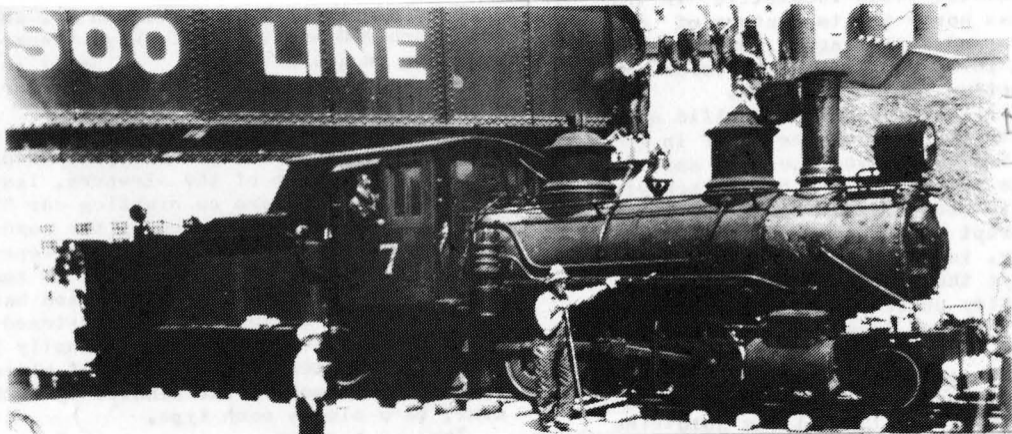




Collection of J. C. Seacres

11. Chicago, Springfield & St. Louis 2-6-0 31; ex-

SOO LINE



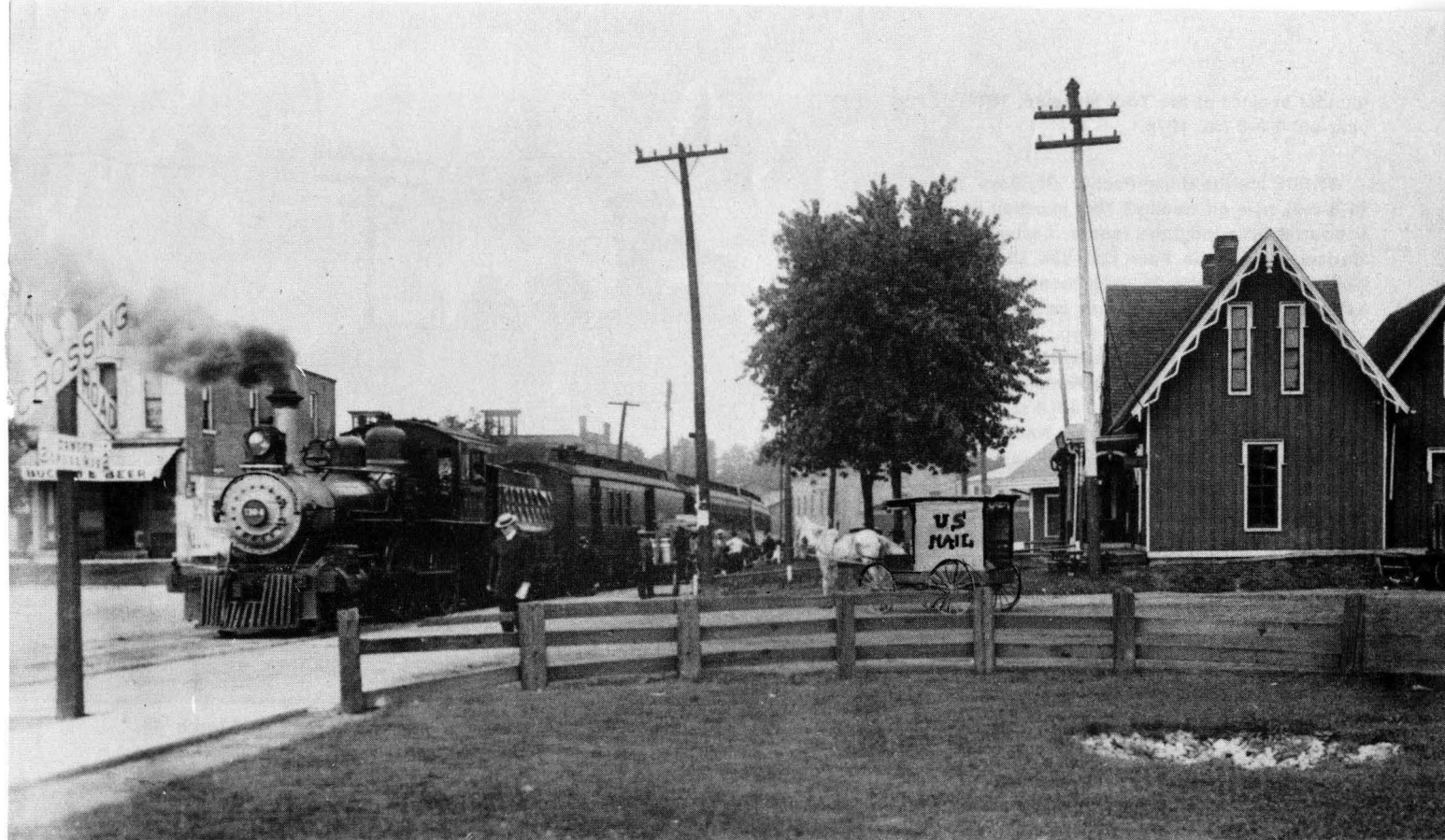
Chihuahua
Mineral R-1 7
2-8-0

CITY OF PRINEVILLE 2





ST. DEPOT, MADRAS, ORE.



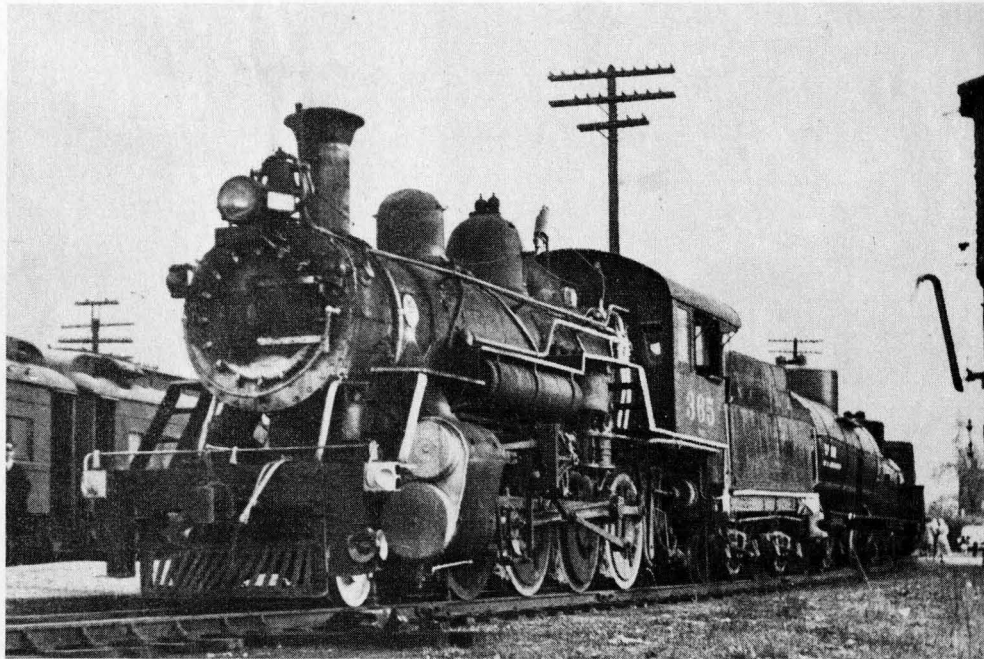
CCC&StL (Big Four) 7104 at Goshen, Ind., about 1913 from glass plate in collection of C.H.J. Note in U.S. Mail wagon standing by.

founder engines at the York Museum, 101-year-old 0-6-0 No. 1275.

WHERE are the Union Pacific "Big Boys" (4-8-8-4) now on display? This question is answered by a longtime reader, Lester C. Harlow, 6930 Hyde Park Dr., San Diego, Calif. 92119. Of the 25 such locomotives built, 8 are preserved and may be seen as follows: 4004 at Cheyenne, Wyo.; 4005 at Denver, Colo.; 4006 at St. Louis, Mo.; 4012 at Bellows Falls, Vt.; 4014 at Pomona, Calif.; 4017 at Green Bay, Wisc.; 4018 at Dallas, Texas, and 4023 at Omaha, Neb. The Union Pacific Challenger No. 3985 (4-6-6-4), predecessor of the Big Boy, is displayed in Cheyenne.

QUERY from John Lefer, 240 Trismen Ter., Winter Park, Fla. 32789. "We want to build a railroad museum as a tourist attraction near Disney World, Fla. Where can we find several old steam and electric locos, also Pullmans and dining cars?"

THIS SIGN is attached to an old 0-4-0 locomotive and tender displayed by the Mariposa County Historical Society: "Please don't mess with me. My fires are cold and my drivers are still. But little engines never die. We just want to rust away with dignity."



Nashville, Chattanooga & St. Louis 2-8-0 No. 305 at Wartrace, Tenn., in March '48, on a cold rainy day. Train had just arrived from Shelbyville, Tenn., over branch line.

Photograph by William N. Clark

dation will run at least one trip with her in historically accurate T&P livery.

136 and 4-6-0 No. 1057. The Association restored and regularly operates both engines on fantrips. This album is the best of

Clover Valley Lumber Co 4 2-6-6-2T



CHOCTAW COAL & RY 557





Devot. Russell Spring, Kans.

The Colorado, Kansas and Oklahoma Northern Branch Line from Scott City to Winona — 1912. Our thanks to Alma D. Johnson, Pendennis Route No.6, Shields, Kansas 67874

COL. MIDLAND 18

260





C&S 22

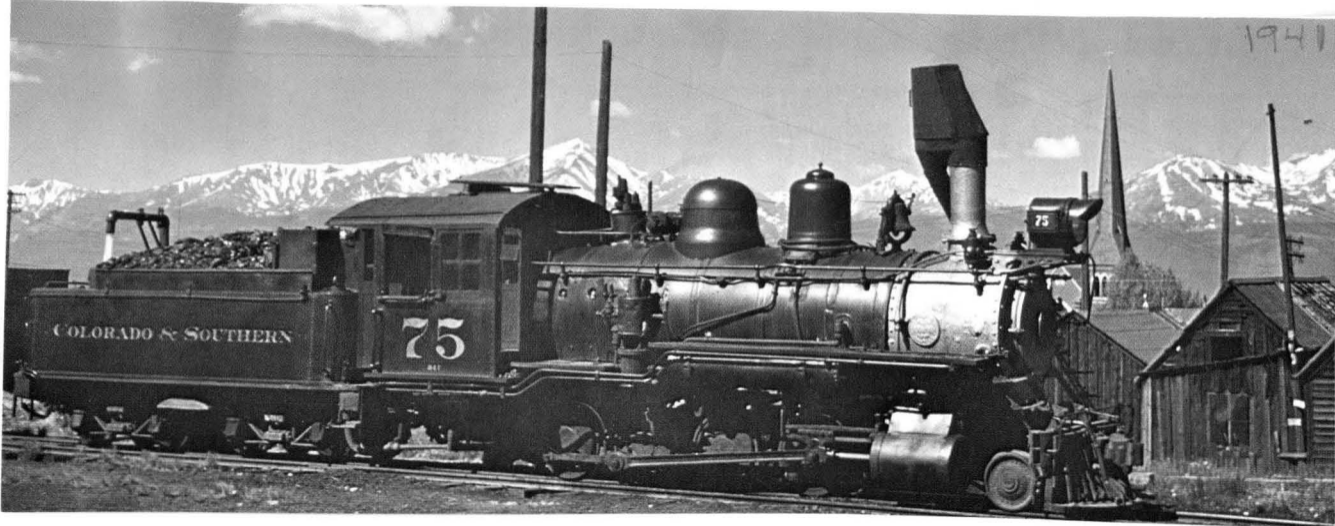
22

COLORADO & SOUTHERN



1941

CAS 70 2-8-0



1941

COLORADO & SOUTHERN

75

75

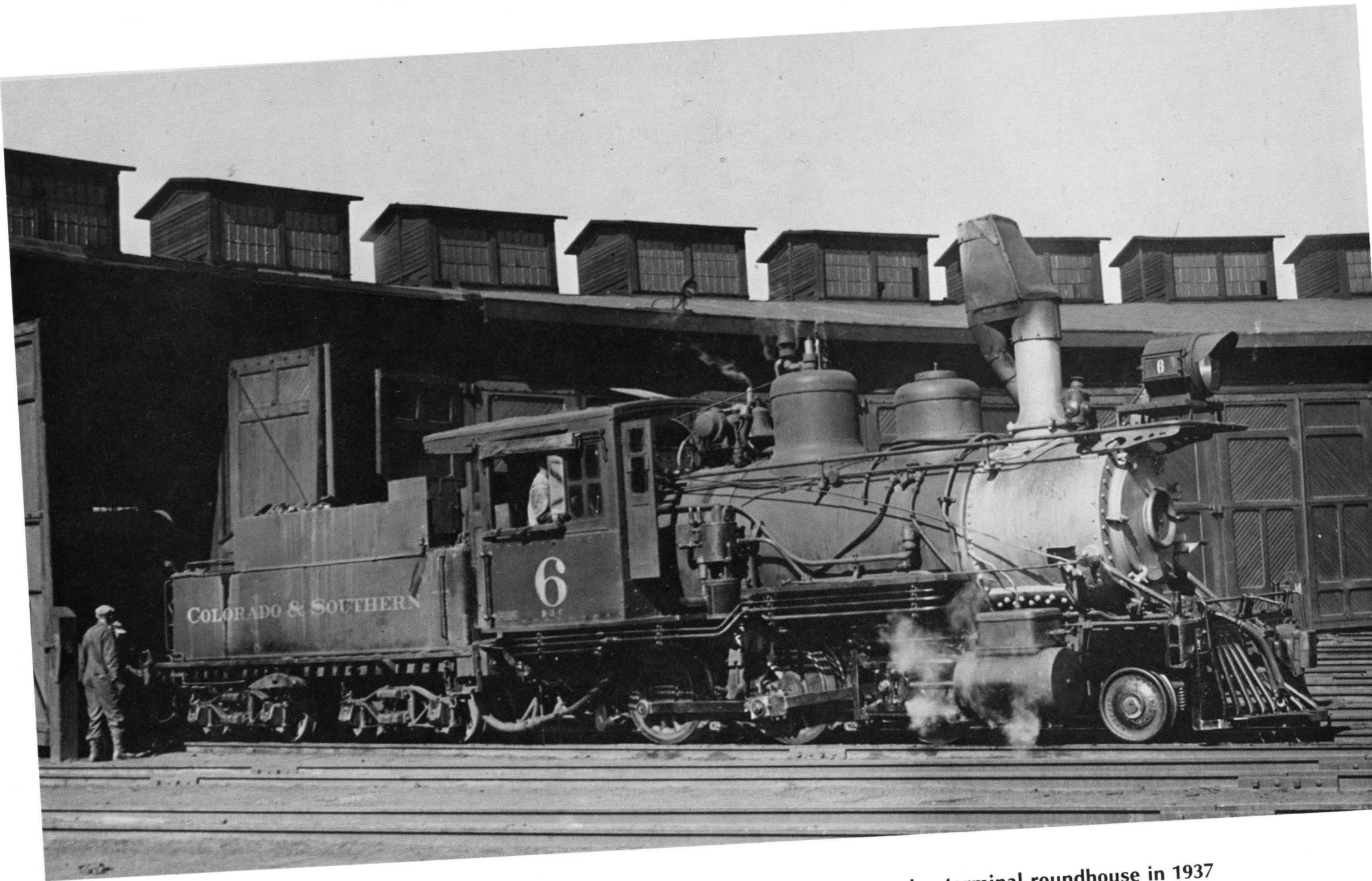


DAVID S. DIGERNESS COLLECTION

COLORADO & SOUTHERN 2-6-0 Number 6 was on the Denver-Leadville passenger train one fine August day in 1929—pausing in Como on her westbound run to the “Cloud City”

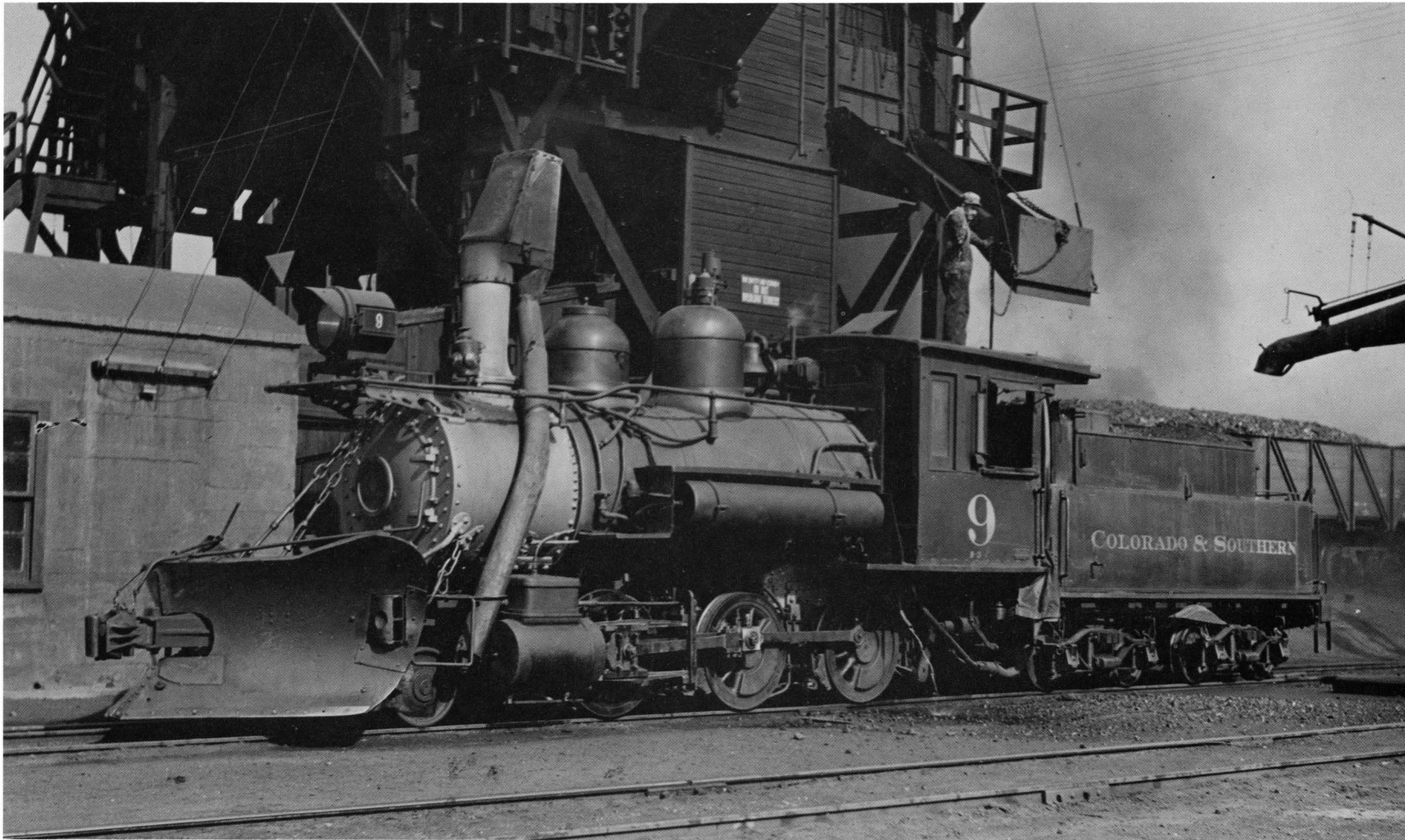
RICHARD B. JACKSON PHOTO

SUNDANCE PUBLICATIONS, LTD.



DAVID S. DIGERNESS COLLECTION

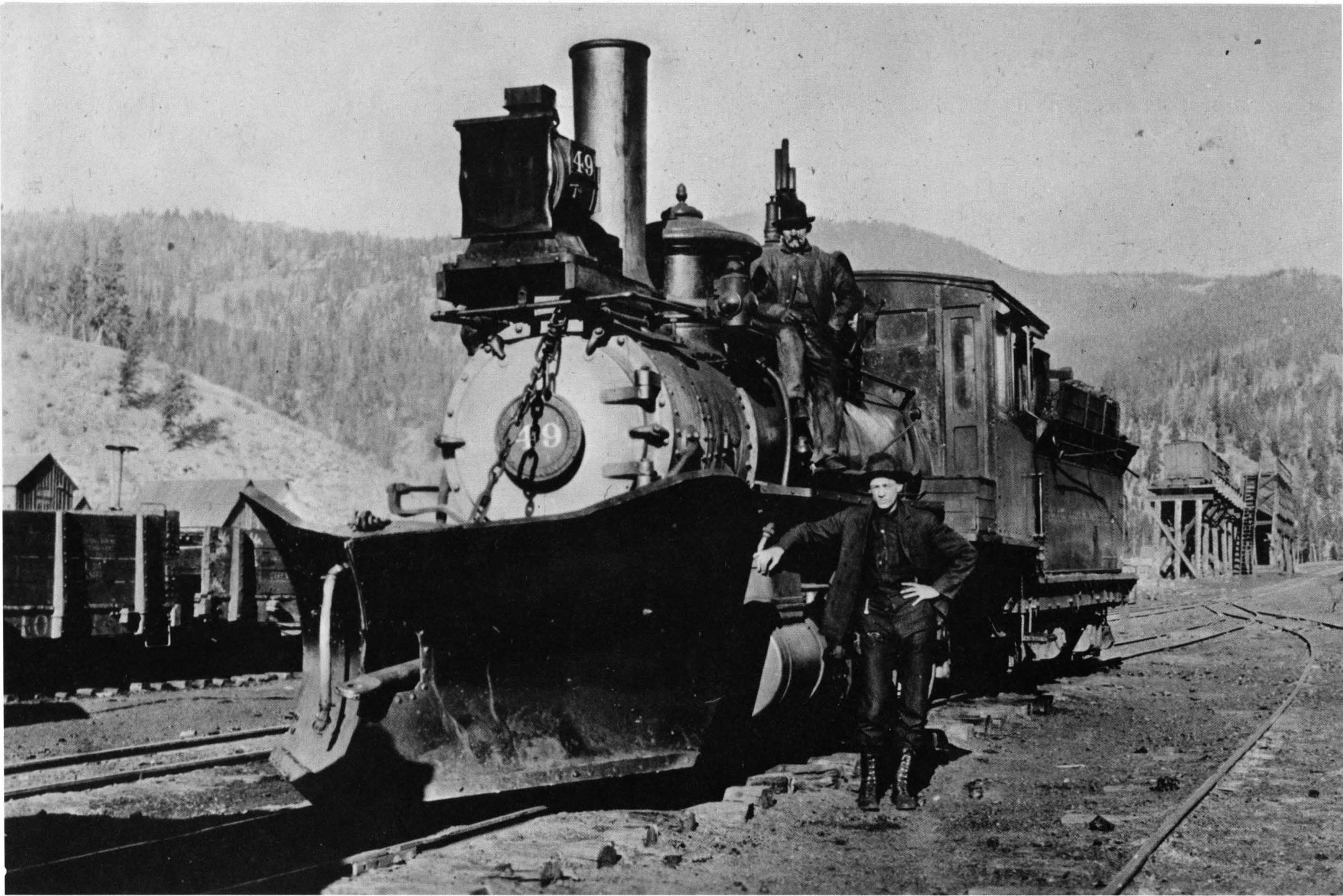
COLORADO & SOUTHERN 2-6-0 Number 6 at the Denver engine terminal roundhouse in 1937



DAVID S. DIGERNESS COLLECTION

RICHARD H. KINDIG

COLORADO & SOUTHERN 2-6-0 Number 9 at the Denver engine terminal coaling tower, 1937



DAVID S. DIGERNESS COLLECTION

COLORADO & SOUTHERN NUMBER 49 was in the Pitkin yard, ca. 1902, between runs over the Alpine Tunnel line. This 2-8-0 was a product of the Cooke locomotive works in 1883



DAVID S. DIGERNESS COLLECTION

COLORADO & SOUTHERN 2-8-0 Number 58 was near Solitude—west of Frisco—on the South Park's famous High Line to Leadville. The 2-8-0 was helping to scrap the line in 1938

RICHARD H. KINDIG PHOTO

SUNDANCE PUBLICATIONS, LTD.



DAVID S. DIGERNESS COLLECTION

RICHARD H. KINDIG

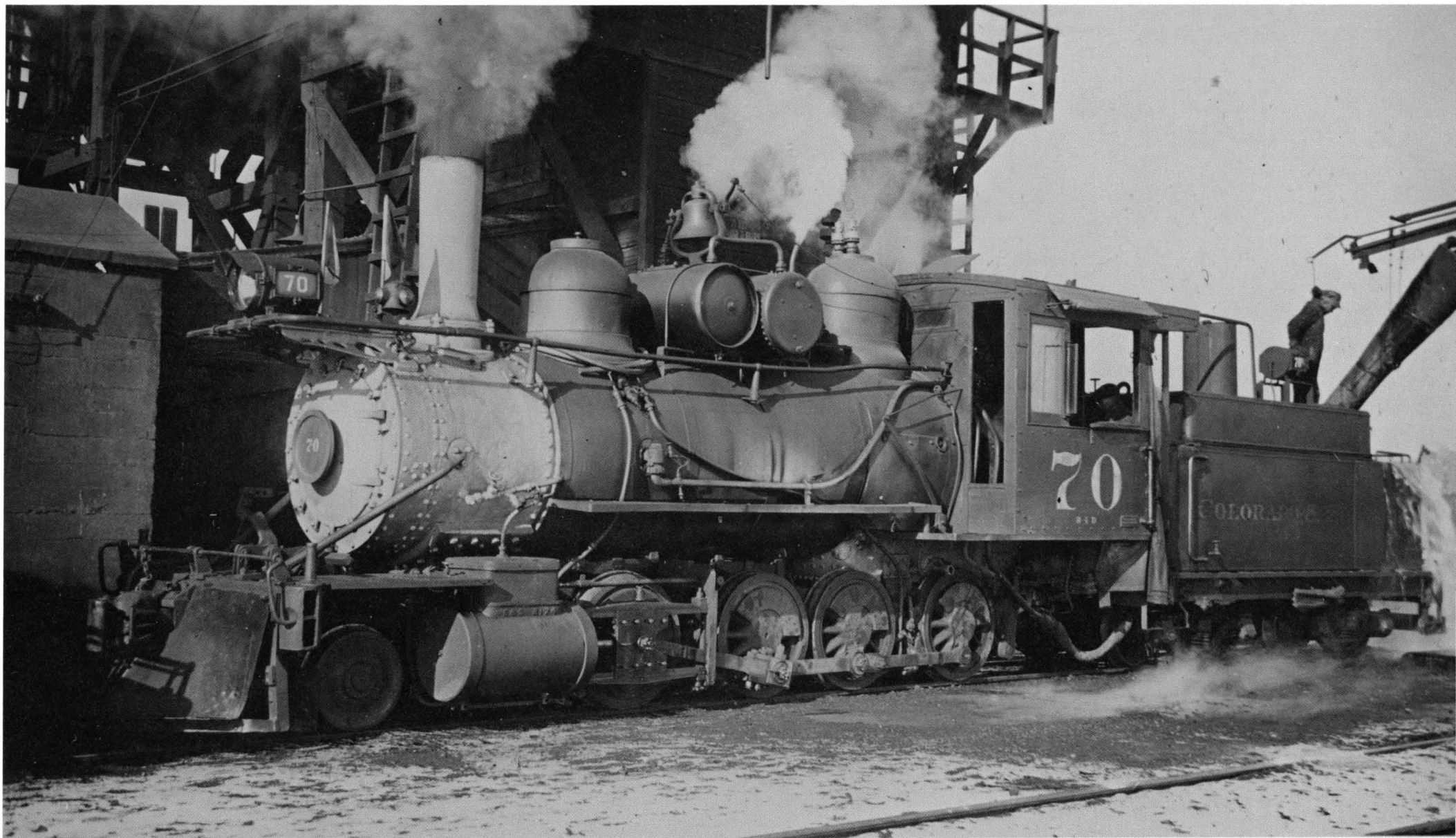
COLORADO & SOUTHERN 2-8-0's 60 and 58 on one of the dual-gauge turntable leads—Denver terminal, 1936



DAVID S. DIGERNESS COLLECTION

COLORADO & SOUTHERN ENGINES 68 and 66—Baldwin 2-8-0's—were heading east with a coal train. The view was recorded at Parlins, in the Tomichi Valley, during the year 1899

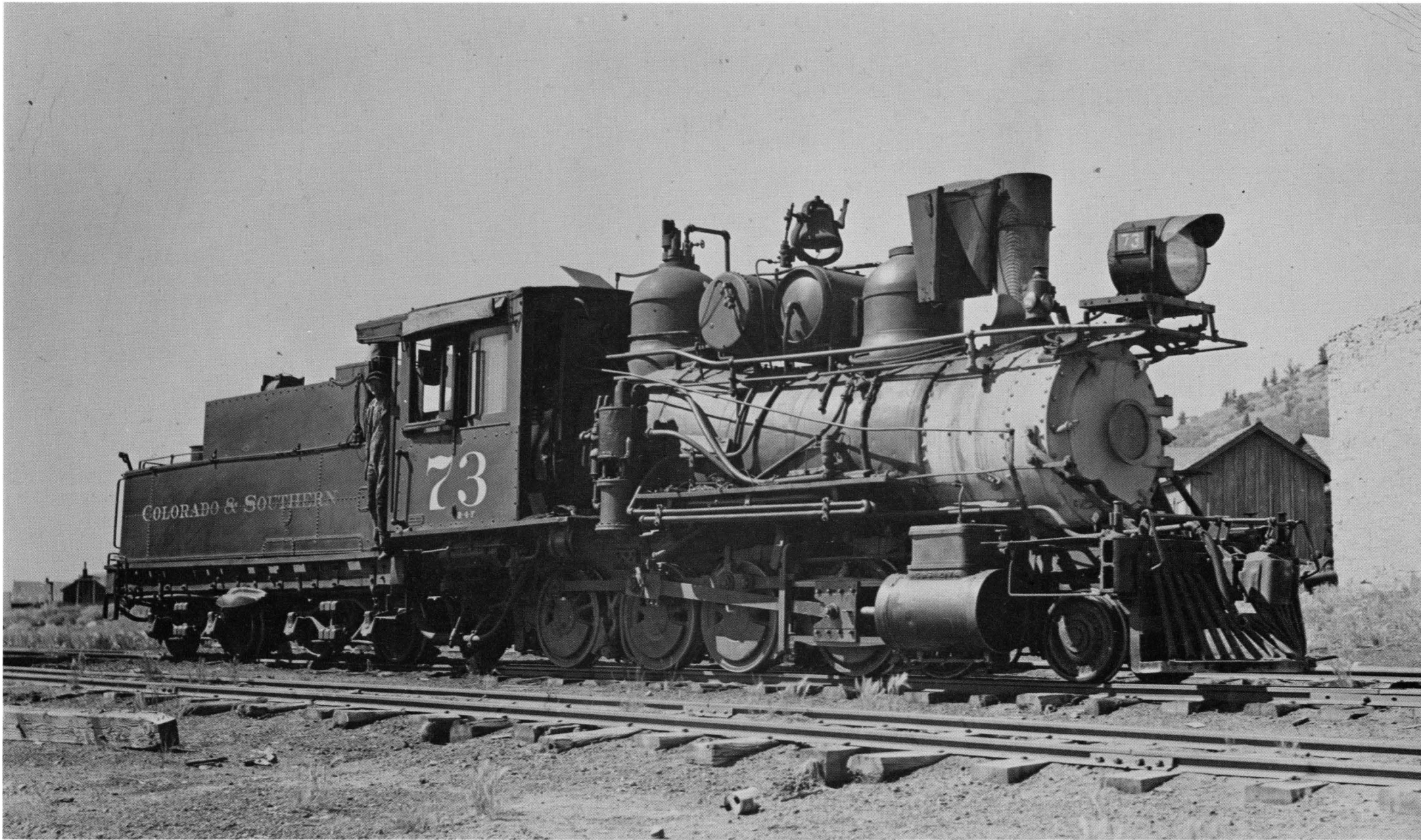
SUNDANCE PUBLICATIONS, LT.



DAVID S. DIGERNESS COLLECTION

WILLIAM A. GIBSON

COLORADO & SOUTHERN 2-8-0 Number 70—the line's only oil-burner—in the Denver terminal, 1936



DAVID S. DIGERNESS COLLECTION

RICHARD H. KINDIG

COLORADO & SOUTHERN 2-8-0 Number 73 at Como during the last days of South Park operations, 1938



DAVID S. DIGERNESS COLLECTION

COLORADO & SOUTHERN'S 2-8-0 Number 76 was switching cars on the mill trackage in Climax on a sunny day in 1937. This Brooks-built engine came to the C&S from the DB&W

MAC C. POOR PHOTO

SUNDANCE PUBLICATIONS, LTD.



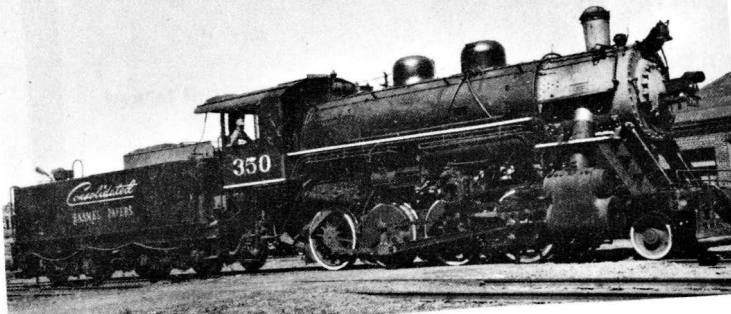
DAVID S. DIGERNESS COLLECTION

RICHARD B. JACKSON

BURLINGTON outside-frame 2-8-0 Number 537 — leased to the C&S — on a special passenger train at Baileys, 1937

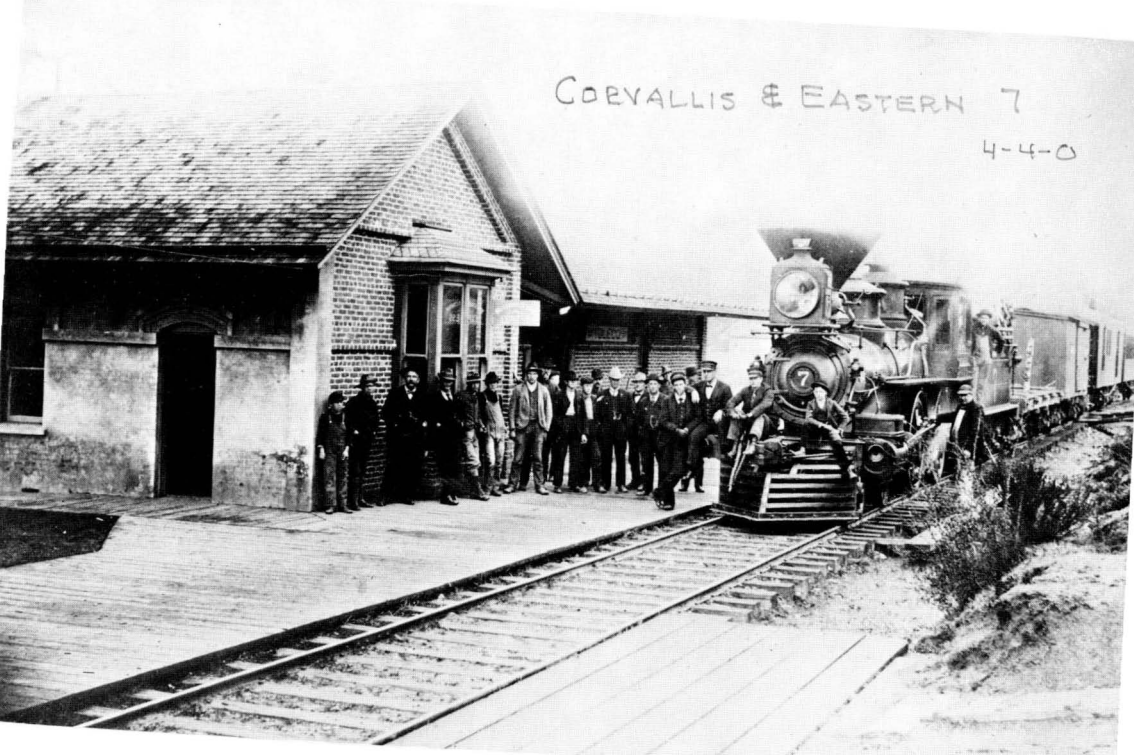
Sundance Publications, Ltd., 1978

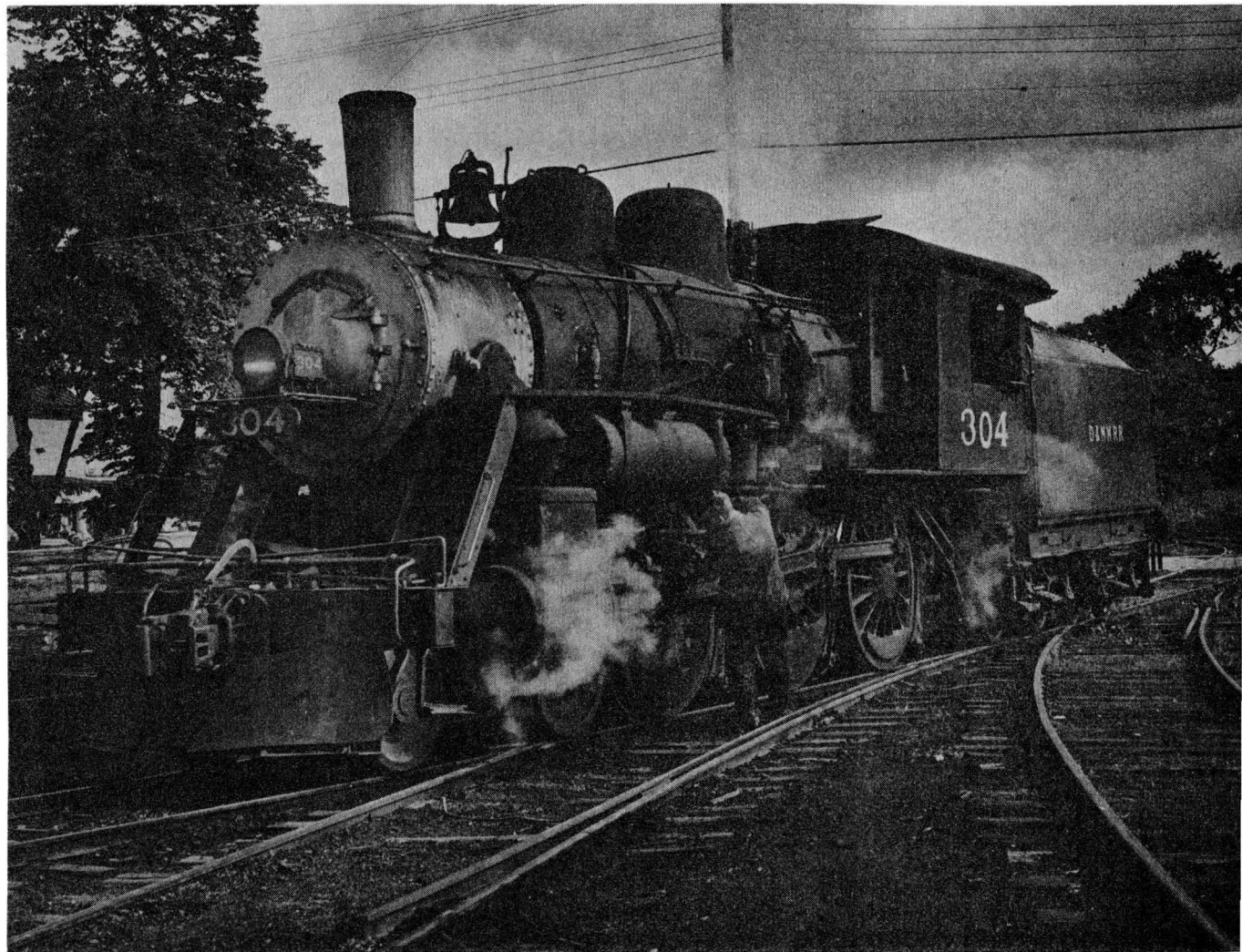
CONSOLIDATED WATER POWER &
PAPER CO. 350



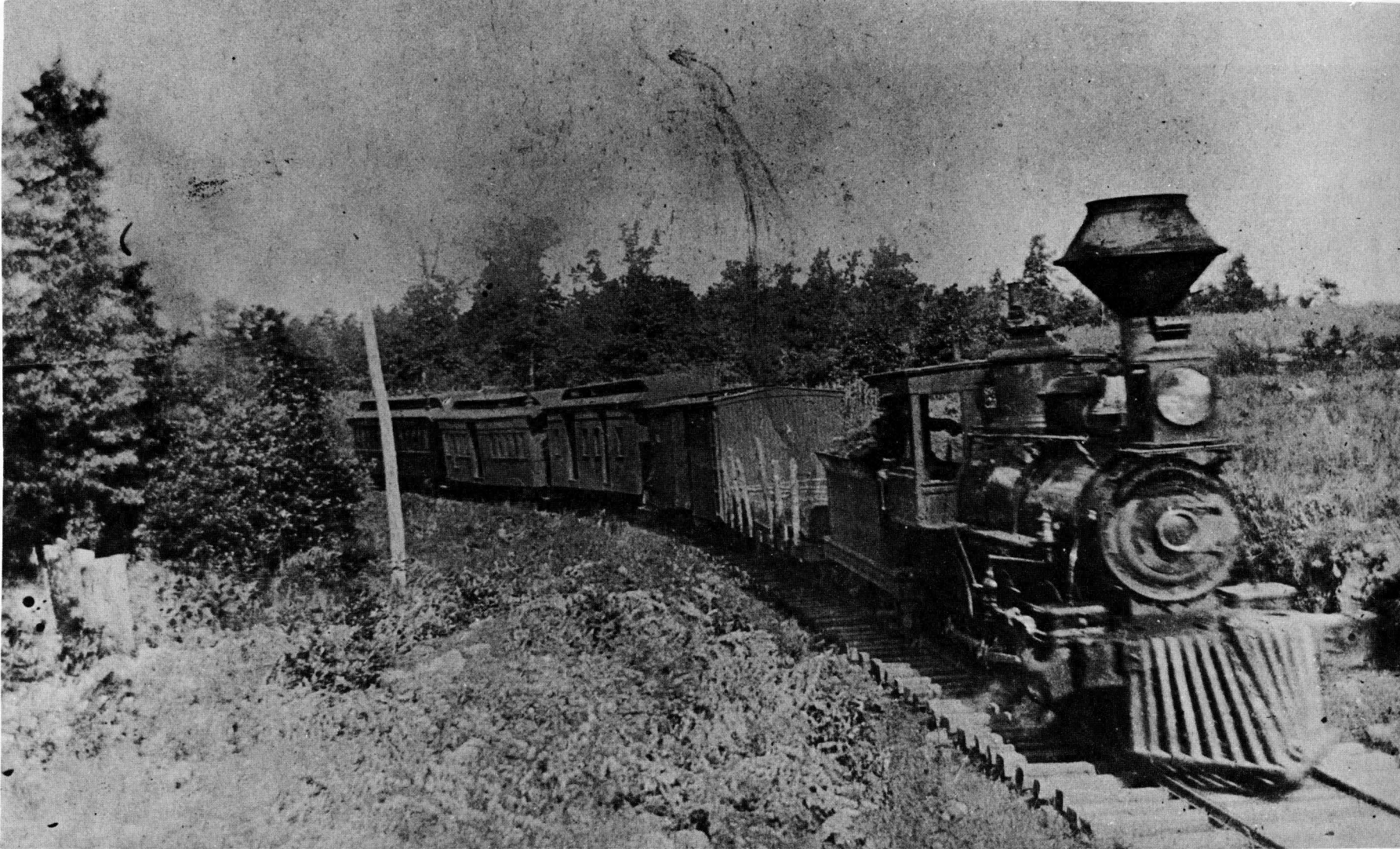
CORVALLIS & EASTERN 7

4-4-0

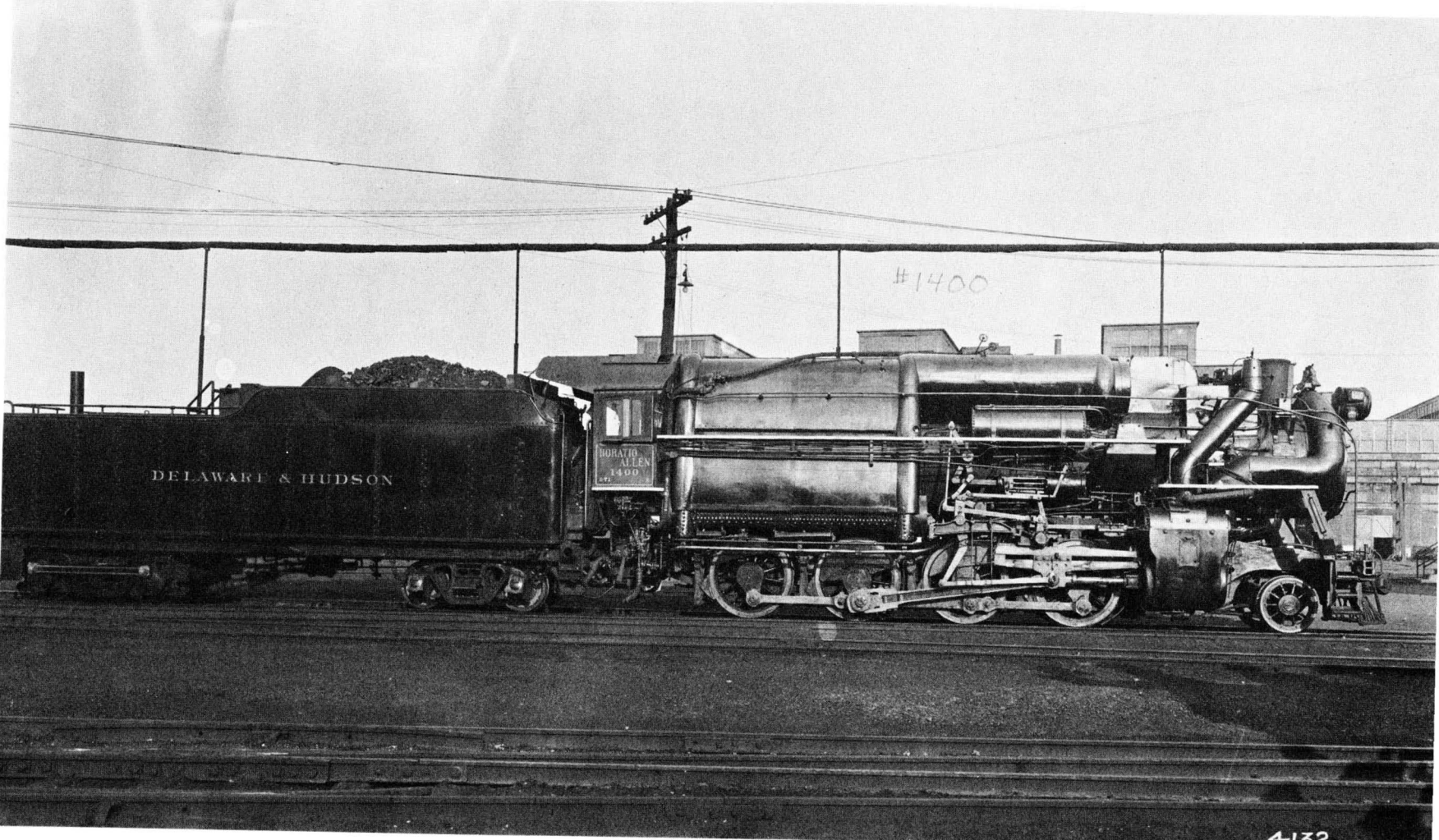




Dansville & Mt. Morris R.R. Ten-wheeler No. 304 in yards under lowering skies at Dansville, N.Y., on June 28, 1956.



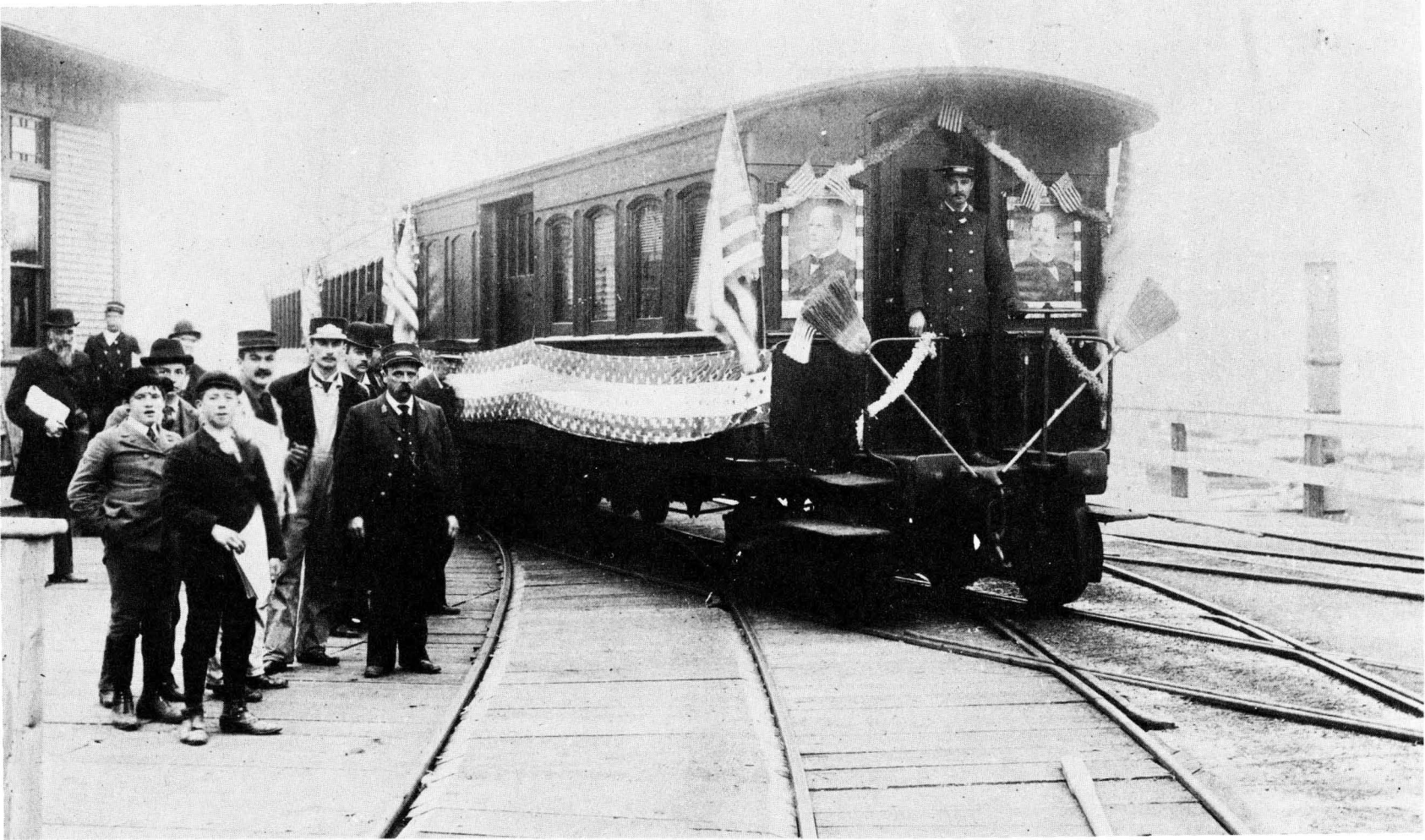
When this picture was made in 1883 at Axton, Va., this Danville & Western Railway line had been open only two years. Today it is the Martinsville division of the Carolina & Northwestern Railway, a member line of the Southern Railway System. (Courtesy Southern Railway System)

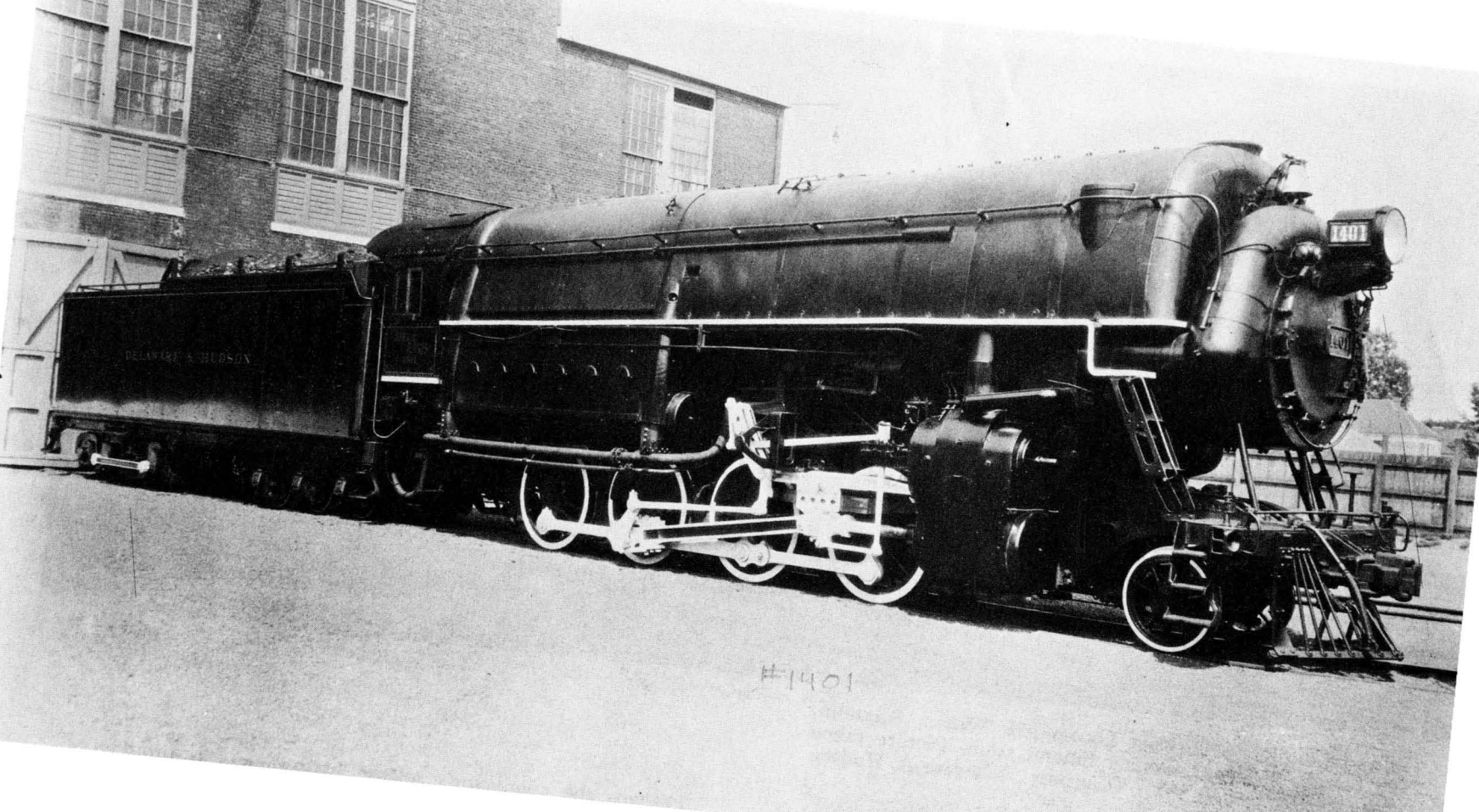


DELAWARE & HUDSON

BORRHO ALLEN
1400

#1400

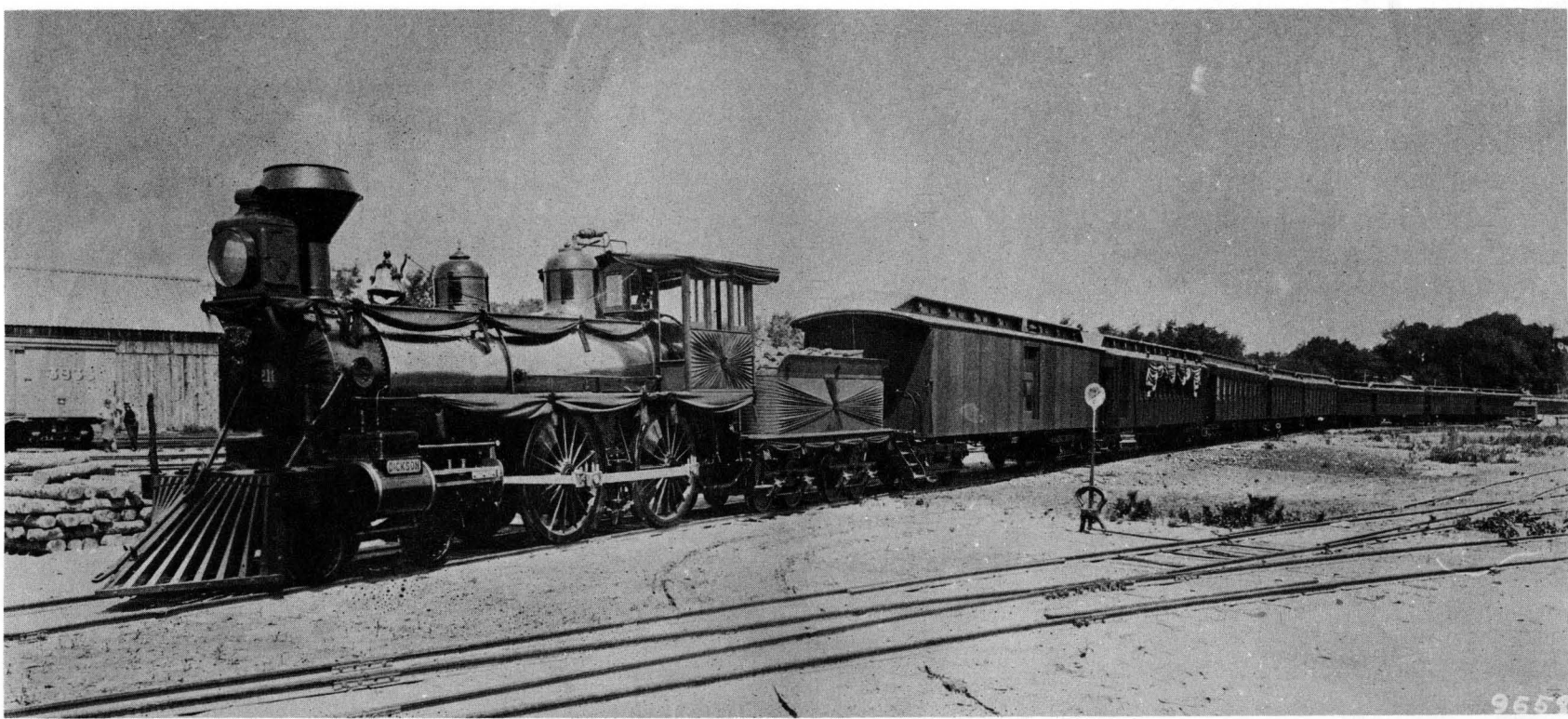




1401

DELAWARE & HUDSON

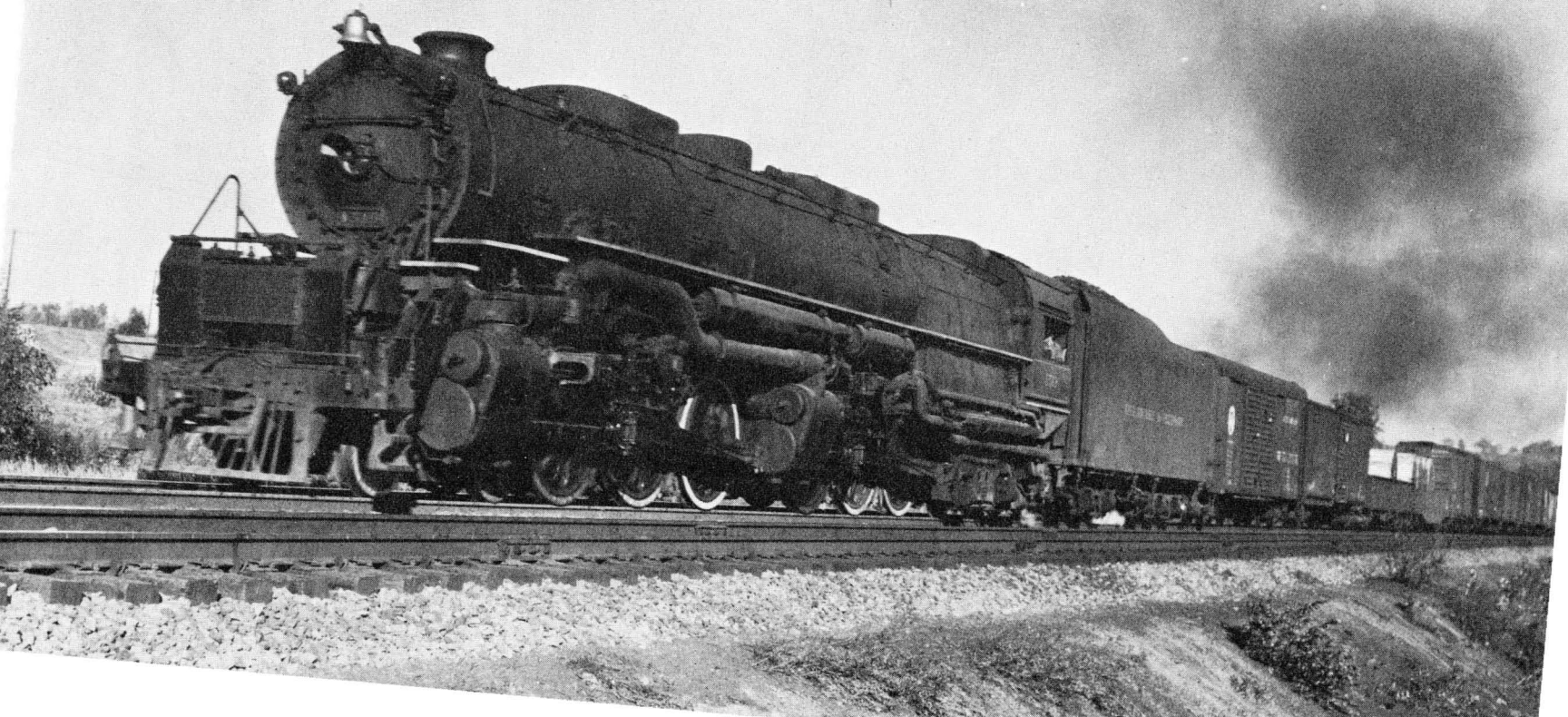
#1401



A 4-4-0 built by Dickson Locomotive Works, Scranton, Pa., heads President Grant's funeral train. Picture taken Tuesday, August 4, 1885. (Courtesy Delaware & Hudson Railroad)

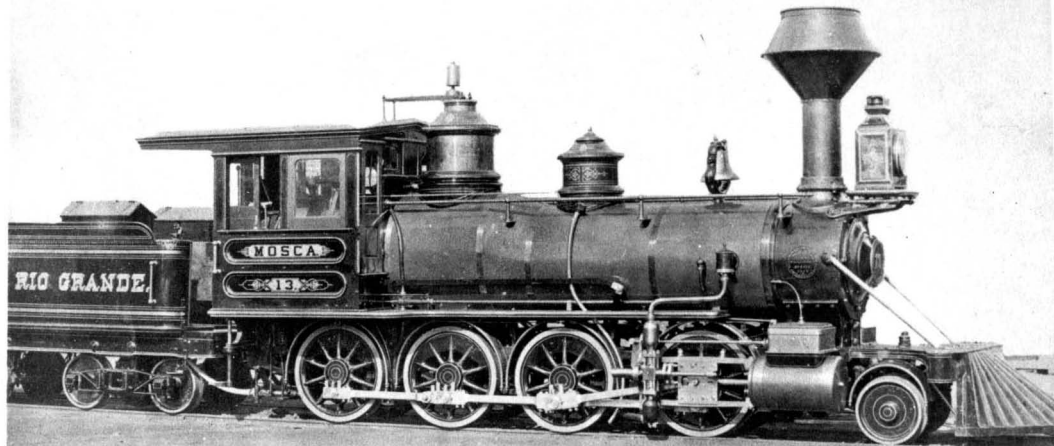
Perhaps the conductor's solemn expression was brought

D&H 1519 4-6-6-4



D&H 1537 4-6-6-4





Denver & Rio Grande RR Locomotive #13, "Moska".
Baldwin Class 10-22E. Wt. 26 tons, Cyl. 14 x 16 in.,
Dr.W. 40 in. D. From the Locomotive Catalogue
Series, reprint of the Baldwin Locomotive Works
Catalogue of Narrow-Gauge Locomotives (1872-76).

Dear Customer:

OCT. 3 1 1973

Thank you for your order, which we received
today. We have:

Shipped your entire order today.

Will ship your order as follows:

Alco. USRA Locos. _____ BLW. Narrow Gauge
Alco. Snow Plows _____ BLW. Vauclain Cpds.
BLW. 1915 Cat. _____ Railbook Bibliography
BLW. Logging Locos. _____

Please allow 3 to 4 weeks after shipment for del

Yours truly,

Specialty Press, Inc.
Box 2187
Ocean, New Jersey 07712

U.S. POSTAGE

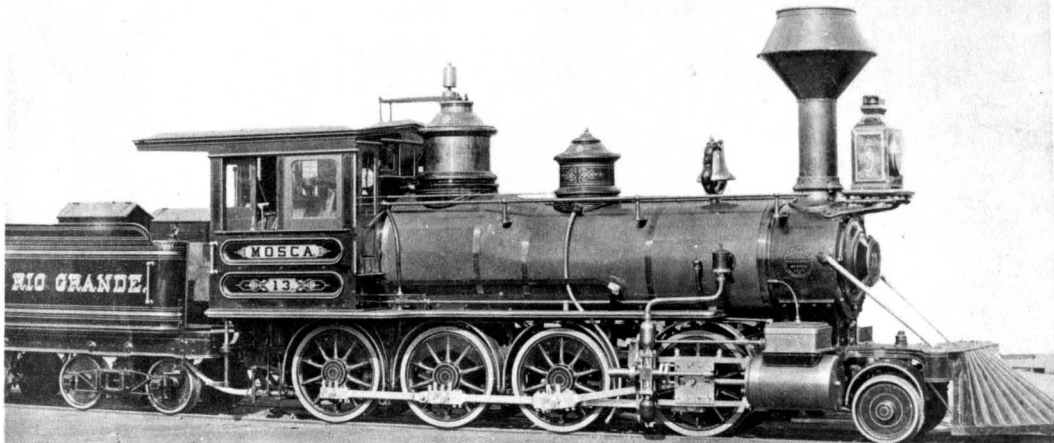
6c



POST CARD

To:

Mr. Lester L. Dickson
319 South Main St.
Poland, OH 44514



MOSCA

13

RIO GRANDE



51

D. & R. G.

51



DENVER & RIO GRANDE WESTERN

271

DRGW C-10

Photograph by Otto Perry

No. 3404 was one of 16 Mallet articulated 2-8-8-2's built for the D&RG in 1913 by American Locomotive Company. This dramatic winter view was filmed in February of 1936 west of Pinecliffe, Colorado, on what was then Denver & Salt Lake trackage. At this time the Rio Grande had running rights over the D&SL to reach the Dotsero Cutoff.



JANUARY 1970

JANUARY 1970						
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MARCH 1970						
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NOVEMBER 1970						
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DECEMBER 1970						
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1870

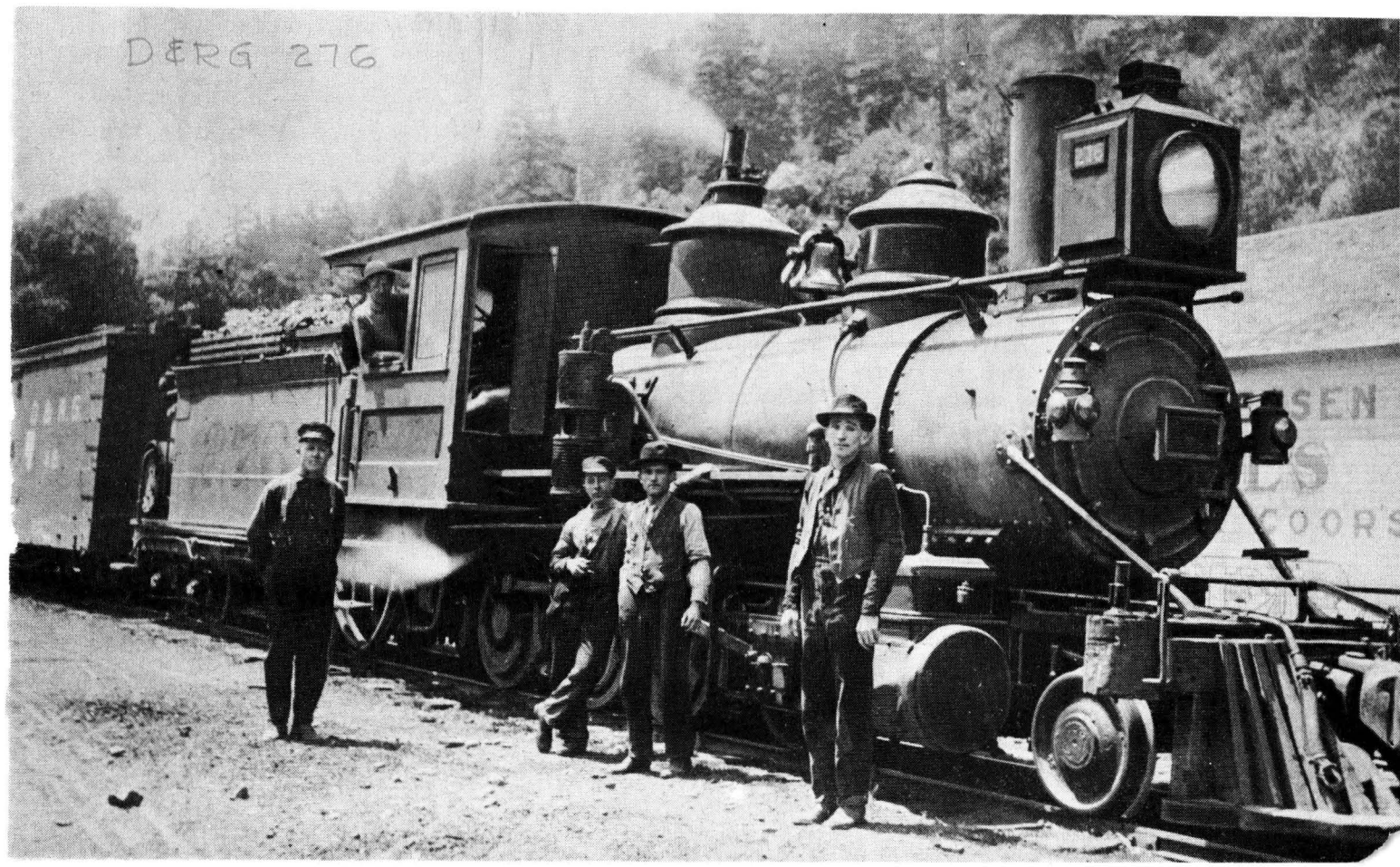


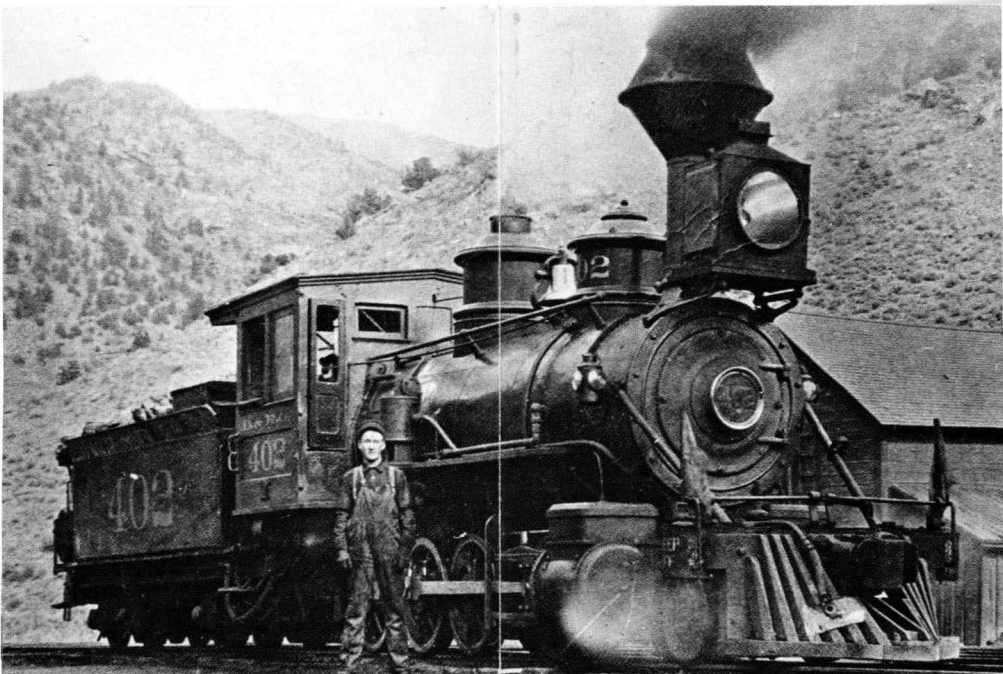
Centennial



1970

D&RG 276





D. & R. G. NARROW GAUGE 2-8-0 HELPER NO. 402 IS SHOWN HERE BETWEEN RUNS AT THE CIMARRON, COLORADO, ENGINE TERMINAL. ALL LOCOMOTIVE PHOTOS HAVE BEEN CHOSEN WITH MODEL BUILDERS IN MIND, AS WELL AS RAILFANS AND HISTORIANS. - COLLECTION OF R. A. RONZIO.

D&RGW 473



Photograph by Otto Perry

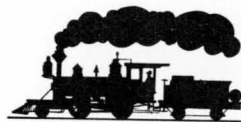
Photographed in 1930, the crack "Scenic Limited", train No. 1, is shown here in the Royal Gorge just after leaving the renowned Hanging Bridge. A glimpse of the suspension bridge high above the canyon can be seen in the upper right hand corner of the picture. No. 1705, built in 1929 by Baldwin, was one of Rio Grande's first 4-8-4 Northern -- a new breed of locomotive for the road.



JULY 1970

JANUARY 1970						
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MARCH 1970						
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NOVEMBER 1970						
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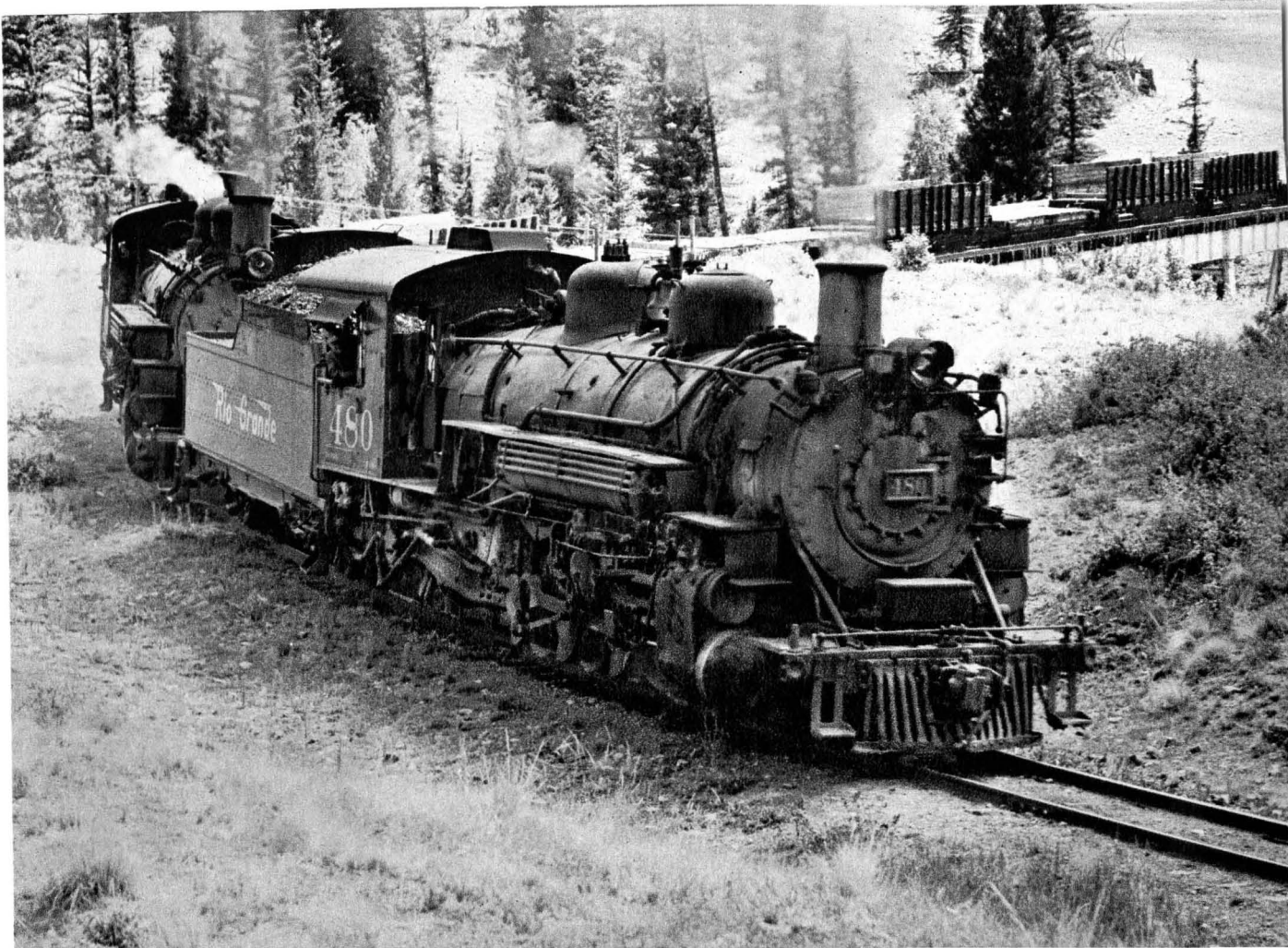
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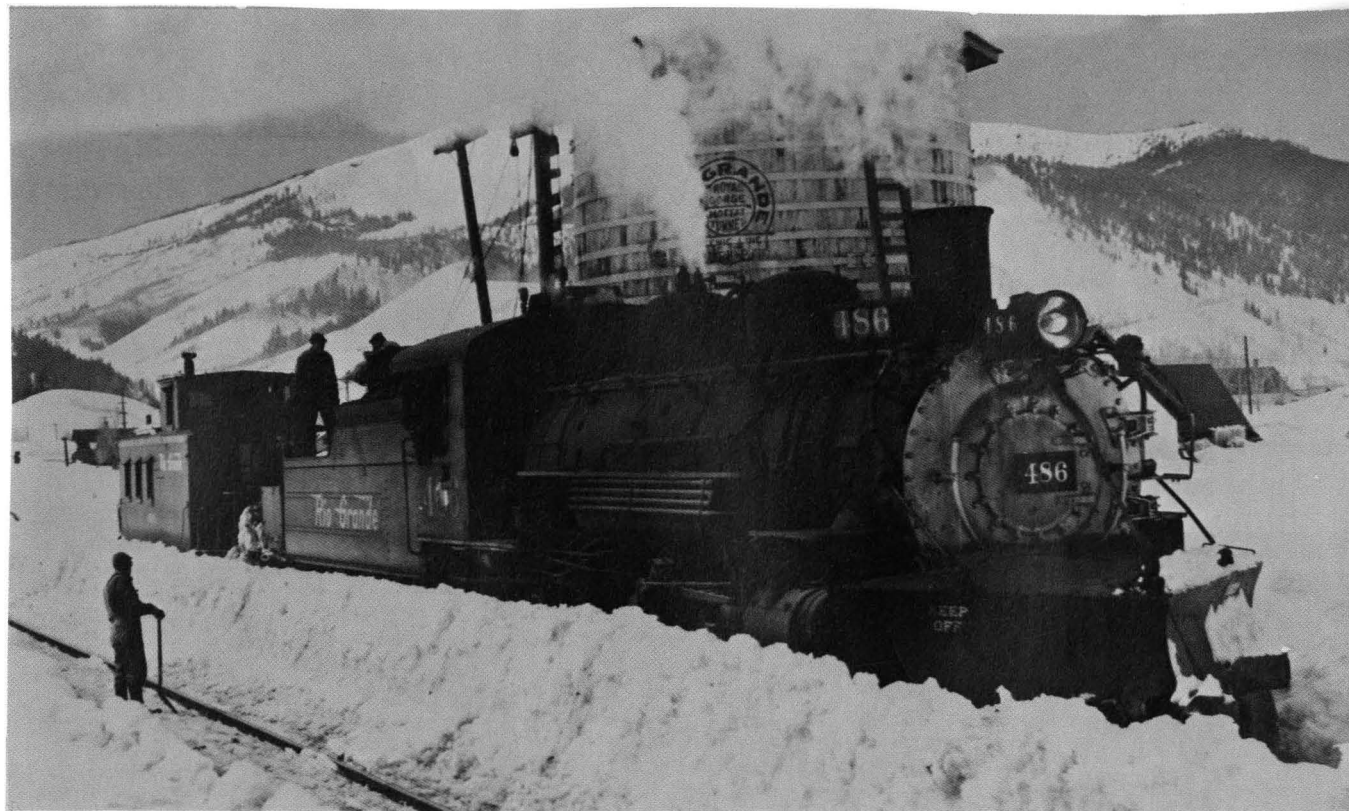


1870



1970

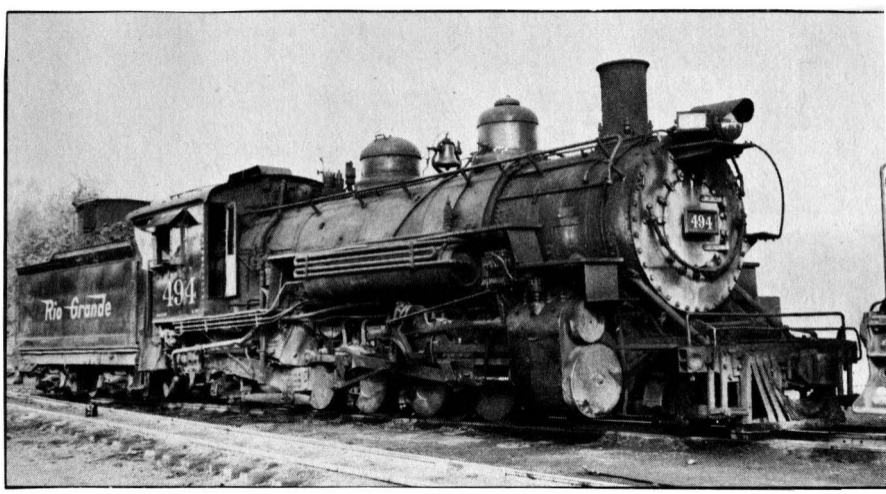




COLORADO RAILROAD MUSEUM
ROBERT W. RICHARDSON PHOTO

RIO GRANDE 2-8-2 Number 486 was taking on water at the Crested Butte tank when this photograph was taken by Bob Richardson in 1952. This K-36 — along with nine

other sister engines — was built in 1925. These outside frame Baldwin locomotives were the last examples of narrow-gauge motive power delivered to the D&RGW.





Rio Grande

497

Rio Grande

497

497

Collection of Jackson Thode
 Courtesy of A. M. Campbell

Rio Grande Western No. 37, a New York (Rome) standard gauge 4-6-0 Ten-Wheeler was built in 1890. Here she is shown in the Ogden, Utah, engine terminal. Equipped with a Leeds pilot coupler, No. 37 was assigned to passenger service between Ogden and Helper at the time the photograph was taken, circa 1900. This trim 4-6-0 was renumbered D&RG No. 544 in 1909 after RGW merged with D&RG. She continued to serve the Rio Grande until 1924 when she was retired.



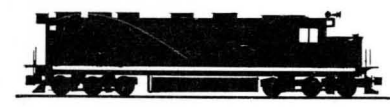
MARCH 1970

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FEBRUARY 1970						
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1870



1970



498

CUMBRES

498

Rio Grande

Photograph by R. A. LeMassena

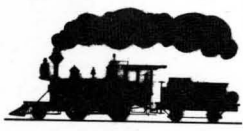
Rio Grande Southern No. 74 was originally No. 30 on the Colorado & Northwestern. Sold to the Colorado & Southern in 1921, she picked up the number '74' which she retained when subsequently sold in 1948 to the RGS. Built in 1898 by Brooks, the diminutive narrow gauge 2-8-0 now rests in downtown Boulder, Colorado, in a city park. Photographed in 1951 at Telluride.



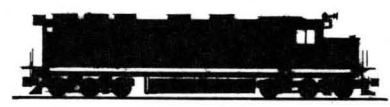
SEPTEMBER 1970

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OCTOBER 1970						
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DECEMBER 1970						
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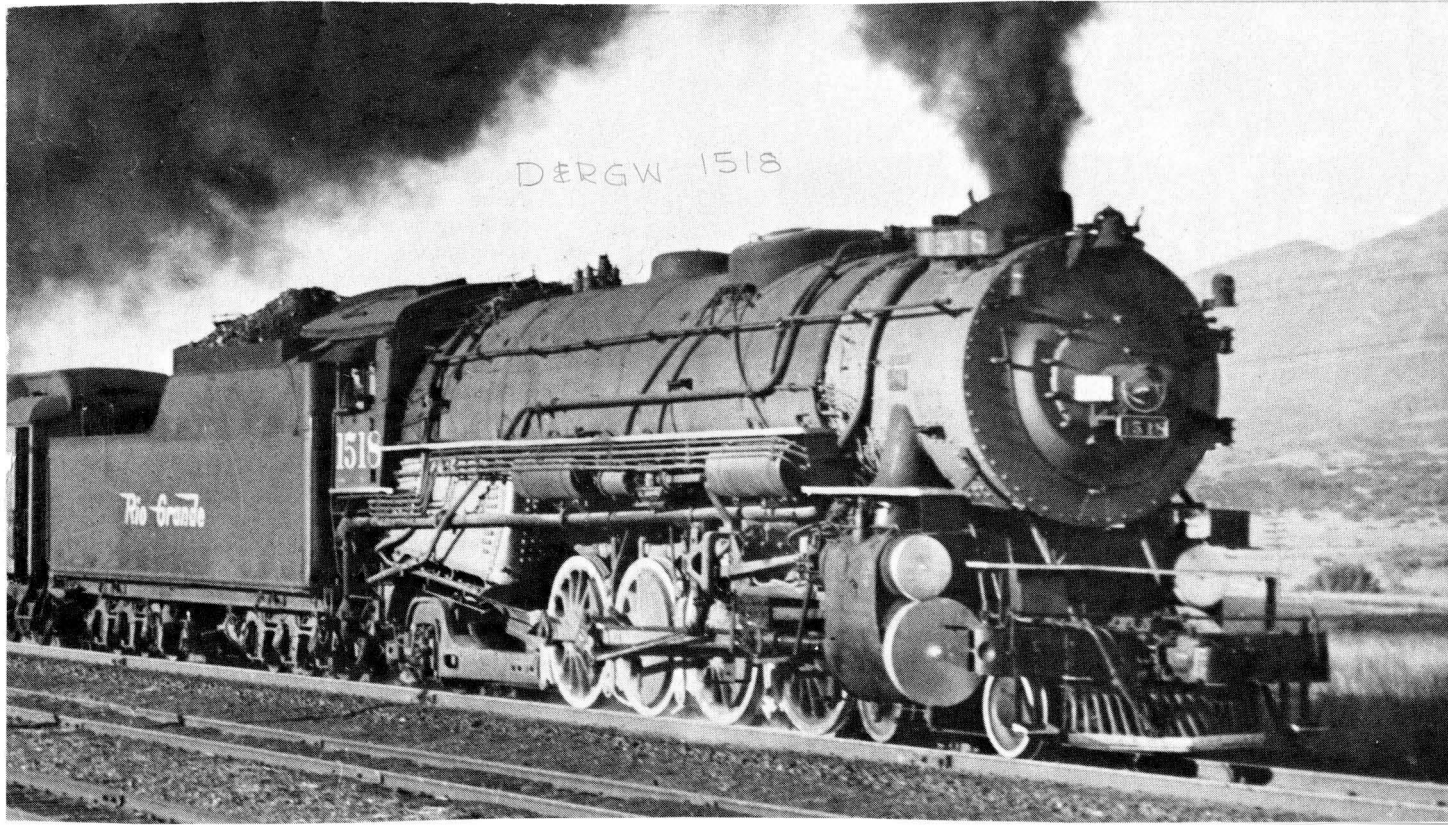


1870

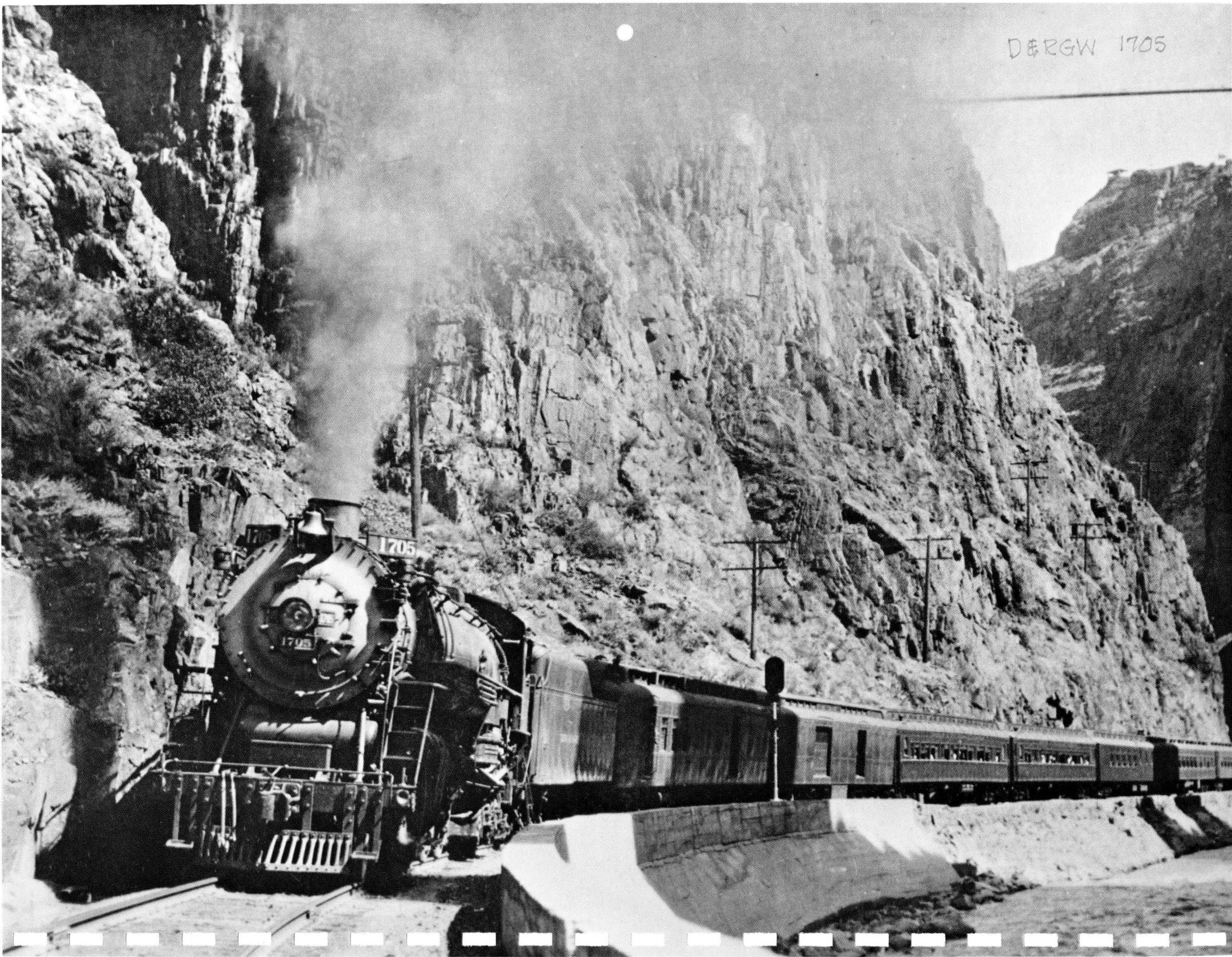


1970

D&RGW 1518



D&RGW 1705



Photograph by R. A. LeMassena

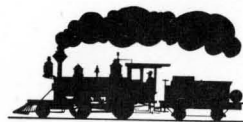
On Labor Day on 1949, this smoky, steamy scene was captured on film to dramatically illustrate the typical head-end power of D&RGW's seasonal "peach blocks" during the last days of steam locomotion. Here No. 3617, a 2-8-8-2, and three other engines blast out of Minturn with 56 reefers, heading upgrade toward 10,221-foot high Tennessee Pass, highest point on the railroad.



JUNE 1970

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MARCH 1970						
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29	30	31				
APRIL 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
MAY 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
JUNE 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				
JULY 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
AUGUST 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
SEPTEMBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4 5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			
OCTOBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
NOVEMBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					
DECEMBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1	2	3	4	5	6
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21	22	23	24	25	26	27
28	29	30				



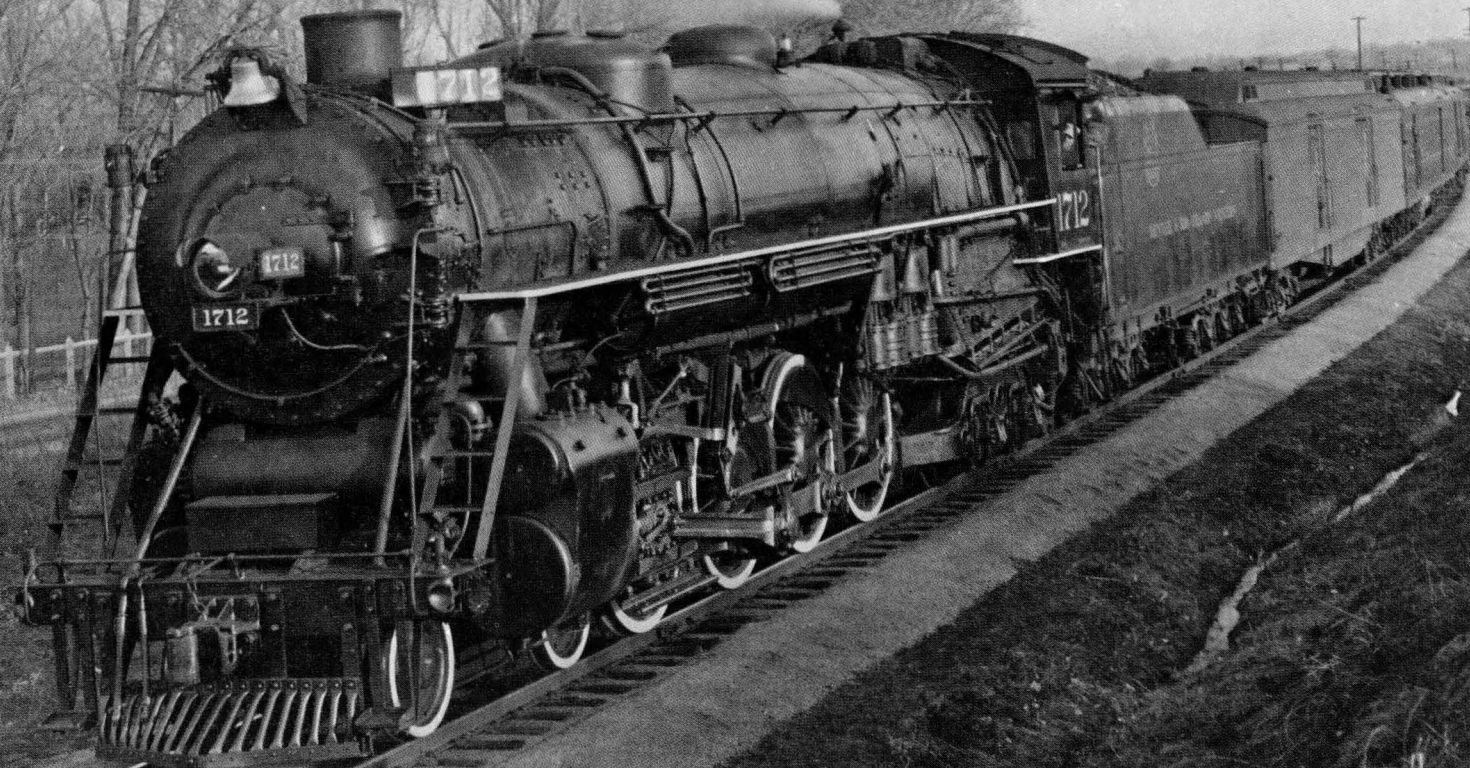
1870



1970

D&RGW 1712

4-8-4



Photograph by Al Joplin

Narrow gauge 2-8-2 No. 498 takes water at the summit of 10,015-foot Cumbres Pass before rolling downgrade toward Alamosa. The 490-series K-37's were rebuilt from standard gauge engines at the Burnham Shops in Denver and were the heaviest narrow gauge locos in service on the D&RGW. During the twilight years of narrow gauge operations the K-37's and slightly lighter-weight K-36's were the mainstays of the road.

Rio Grande

DENVER & RIO GRANDE WESTERN RAILROAD

OCTOBER 1970

JANUARY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH 1970

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL 1970

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

JUNE 1970

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

OCTOBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

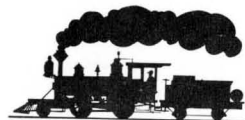
NOVEMBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

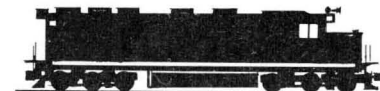
DECEMBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



1870



1970

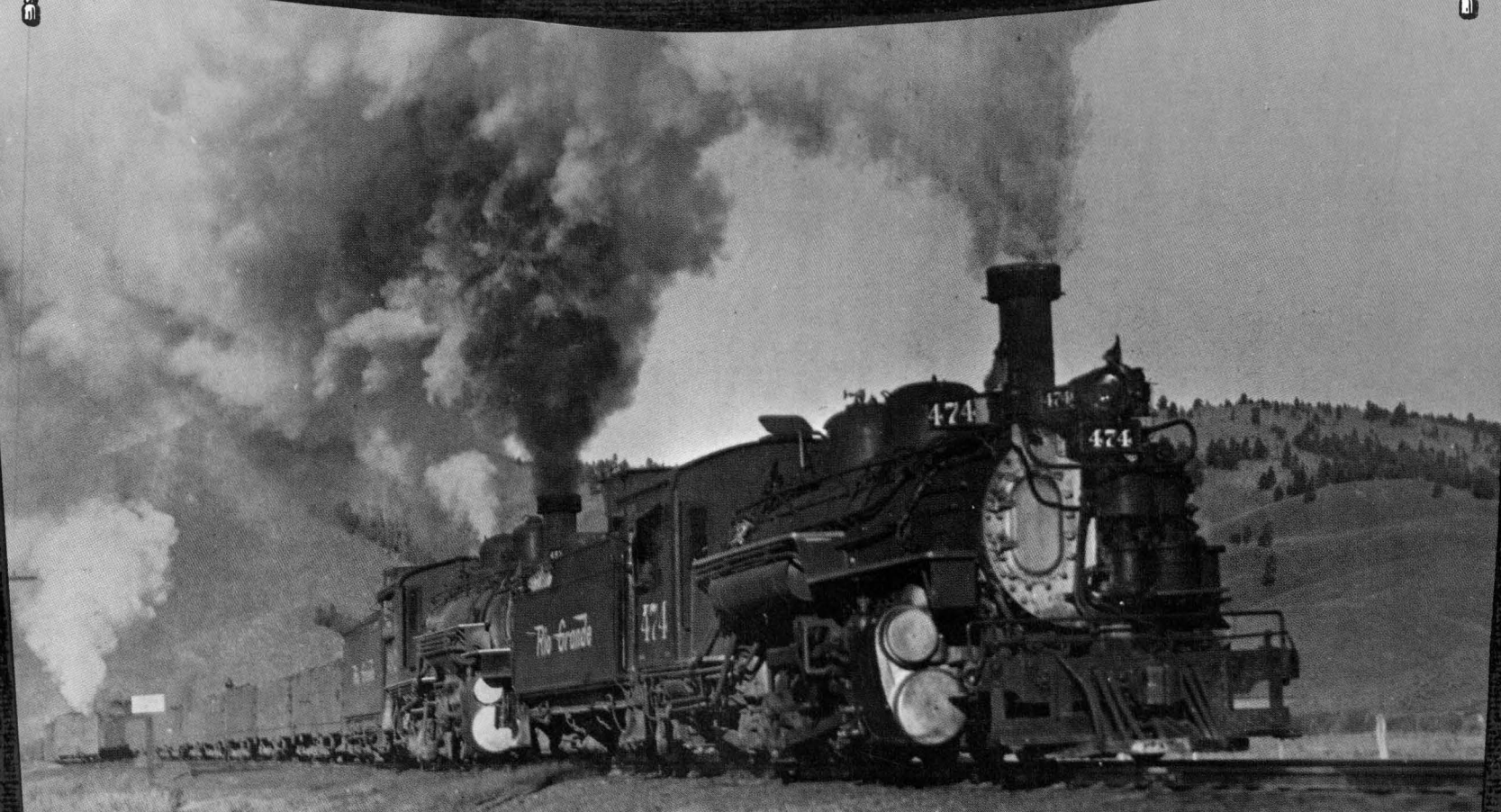
D&RGW 3404





100th Anniversary

OF THE FOUNDING OF THE DENVER & RIO GRANDE



FULL COLOR CALENDAR

1870

Rio Grande
THE ACTION ROAD

1970



D&RGW 3617



Photograph by Robert Richardson

Built by Baldwin in 1903 for the D&RG, K-27 No. 461 was among the first group of 2-8-2's to be delivered to the railroad. Sold to the one-time subsidiary Rio Grande Southern in 1950, this "Mudhen" is shown here near Trout Lake during her final year of service, 1951. Often the head-end brakeman would ride the pilot of RGS locomotives to watch for rocks or other obstructions on the track.



MAY 1970

JANUARY 1970
SUN MON TUE WED THU FRI SAT
1 2 3
4 5 6 7 8 9 10
11 12 13 14 15 16 17
18 19 20 21 22 23 24
25 26 27 28 29 30 31

FEBRUARY 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4 5 6 7
8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28

MARCH 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4 5 6 7
8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28
29 30 31

APRIL 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4
5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30

MAY 1970
SUN MON TUE WED THU FRI SAT
1 2
3 4 5 6 7 8 9
10 11 12 13 14 15 16
17 18 19 20 21 22 23
24 25 26 27 28 29 30

JUNE 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4 5 6
7 8 9 10 11 12 13
14 15 16 17 18 19 20
21 22 23 24 25 26 27
28 29 30

JULY 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4
5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31

AUGUST 1970
SUN MON TUE WED THU FRI SAT
1
2 3 4 5 6 7 8
9 10 11 12 13 14 15
16 17 18 19 20 21 22
23 24 25 26 27 28 29

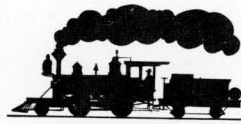
SEPTEMBER 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4 5
6 7 8 9 10 11 12
13 14 15 16 17 18 19
20 21 22 23 24 25 26
27 28 29 30

OCTOBER 1970
SUN MON TUE WED THU FRI SAT
1 2 3
4 5 6 7 8 9 10
11 12 13 14 15 16 17
18 19 20 21 22 23 24
25 26 27 28 29 30 31

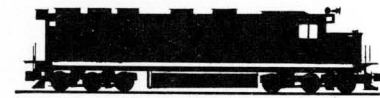
NOVEMBER 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4 5 6 7
8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28
29 30

DECEMBER 1970
SUN MON TUE WED THU FRI SAT
1 2 3 4 5
6 7 8 9 10 11 12
13 14 15 16 17 18 19
20 21 22 23 24 25 26
27 28 29 30 31

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24/31	25	26	27	28	29	30



1870



1970



D&RGW 3708



Photograph by D&RGW Railroad
 Courtesy of Jackson Thode

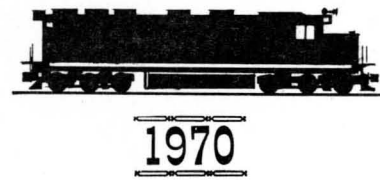
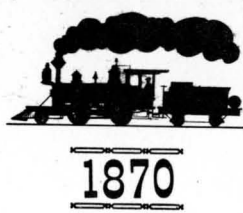
Northern No. 1712 pounds along the grade south of Denver with the "Scenic Limited". Not as heavy as the later 1800-series 4-8-4's, the 1700's were graceful in appearance -- as well as powerful-looking. Despite the many changes that have occurred over the years, the American West retains its vast dimensions. Although on a relatively short run (in Western terms), the "Scenic Limited" chalked up 745 miles on every run between Denver and Salt Lake City.



NOVEMBER 1970

JANUARY 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
FEBRUARY 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
MARCH 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				
APRIL 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		
MAY 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
JUNE 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5 6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				
JULY 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	
AUGUST 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
SEPTEMBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4 5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			
OCTOBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
NOVEMBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					
DECEMBER 1970						
SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3 4 5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
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22	23	24	25	26	27	28
29	30					



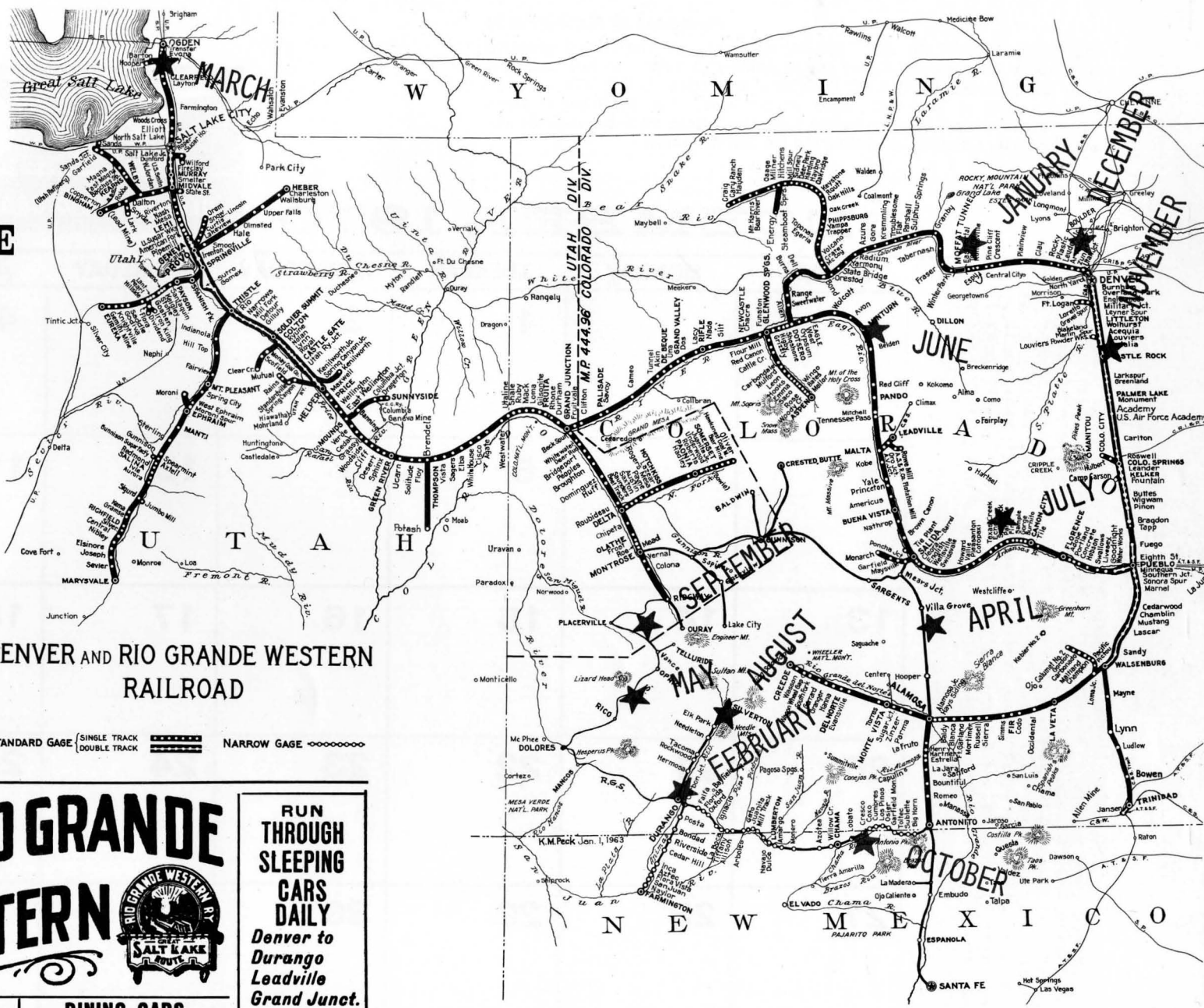
SUNDANCE

1970 COLOR CALENDAR

In Observance of the
100th Anniversary
Of the Founding of

DENVER & RIO GRANDE

LOCATIONS OF EACH OF THE CALENDAR
PHOTOS ARE SHOWN ON THE ROUTE MAP
IN RED.



DENVER AND RIO GRANDE WESTERN RAILROAD

STANDARD GAGE SINGLE TRACK DOUBLE TRACK NARROW GAGE

COVER PHOTO BY OTTO PERRY

K-28 No. 474 and K-37 No. 492
double-head a 23-car freight
eastbound out of Sargents, Colo.,
toward Marshall Pass. Smoke from
another K-37, No. 493, can be
seen back in the yard at the rear
of the train. Photographed in
October 1941.

THE DENVER & RIO GRANDE AND THE RIO GRANDE WESTERN

6 TRAINS DAILY for Colo. Springs, Denver and the EAST.....
4 TRAINS DAILY for all points WEST
DINING CARS Service a la carte on all Through Trains
S. K. Hooper, G. P. & T. A., Denver

RUN THROUGH SLEEPING CARS DAILY
Denver to Durango
Leadville
Grand Junct.
Salt Lake City
Portland
San Francisco
and Los Angeles

SUNDANCE 1970 COLOR CALENDAR POSTPAID U.S.A. & CANADA

\$4.00 Each

Two Calendars... \$ 7.00 Three Calendars... \$ 9.00

Reproduction of an advertisement run by the D&RG and RGW near the turn of the century.

PUBLISHED BY.....

SUNDANCE Limited
P. O. BOX 6385 • DENVER, COLO. 80206

Photograph by Richard Kindig

Rio Grande's train No. 20, "The Mountaineer", is shown here growling past Rocky on a snowy, cloudy day in January of 1952. In this view the train is powered by two of D&RGW's attractive ALCO "PA" diesel-electric units -- with No. 6003 in the lead. For a number of years "The Mountaineer" served as the local passenger train between Denver and Montrose, Colorado, operating via the Moffat Tunnel.



DECEMBER 1970

JANUARY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH 1970

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL 1970

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

JUNE 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3 4 5 6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

JULY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3 4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

SEPTEMBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3 4 5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3
4	5	6	7	8	9	10
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

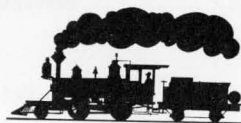
NOVEMBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
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22	23	24	25	26	27	28
29	30					

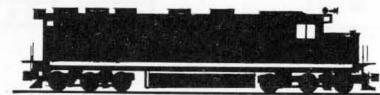
DECEMBER 1970

SUN	MON	TUE	WED	THU	FRI	SAT
						1 2 3 4 5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

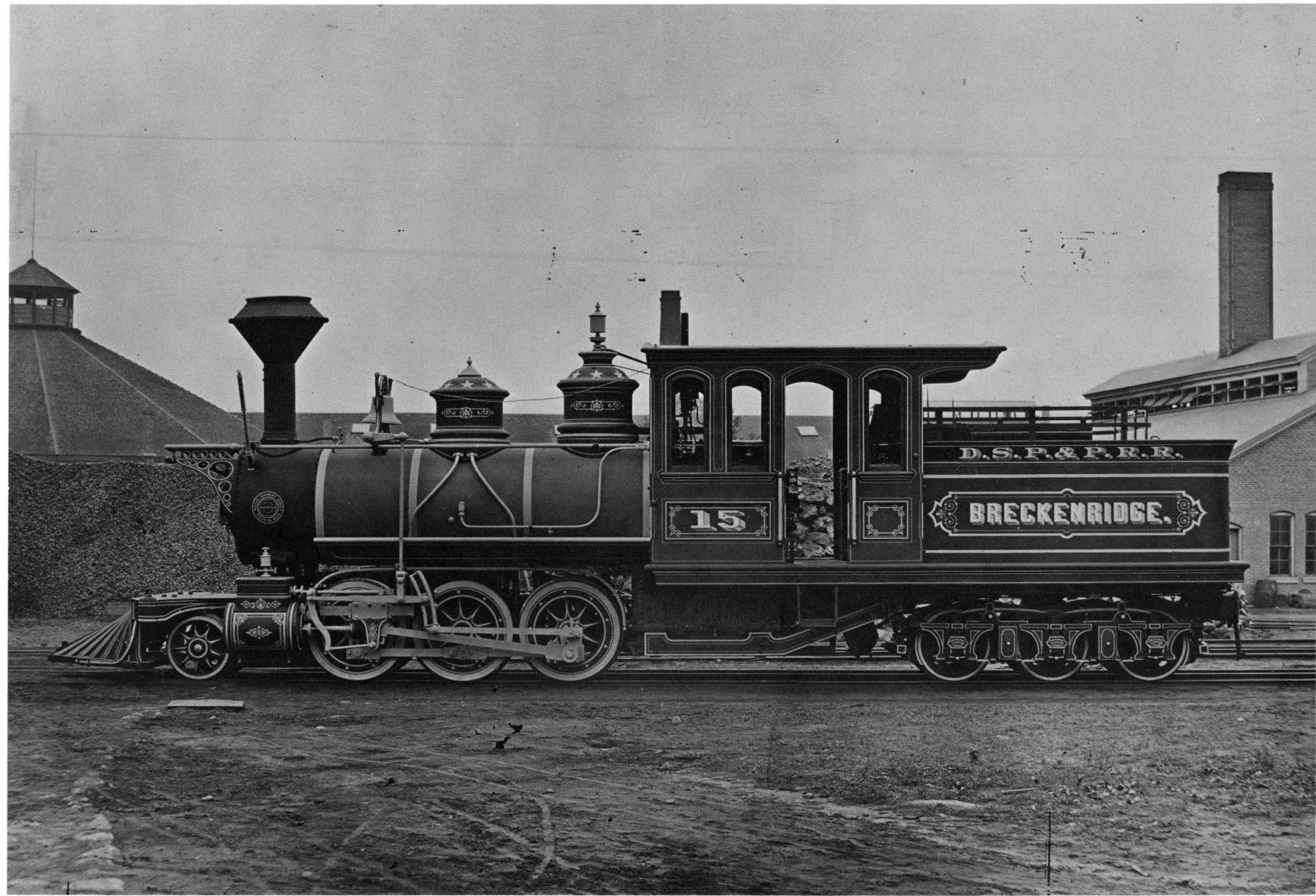
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



1870



1970

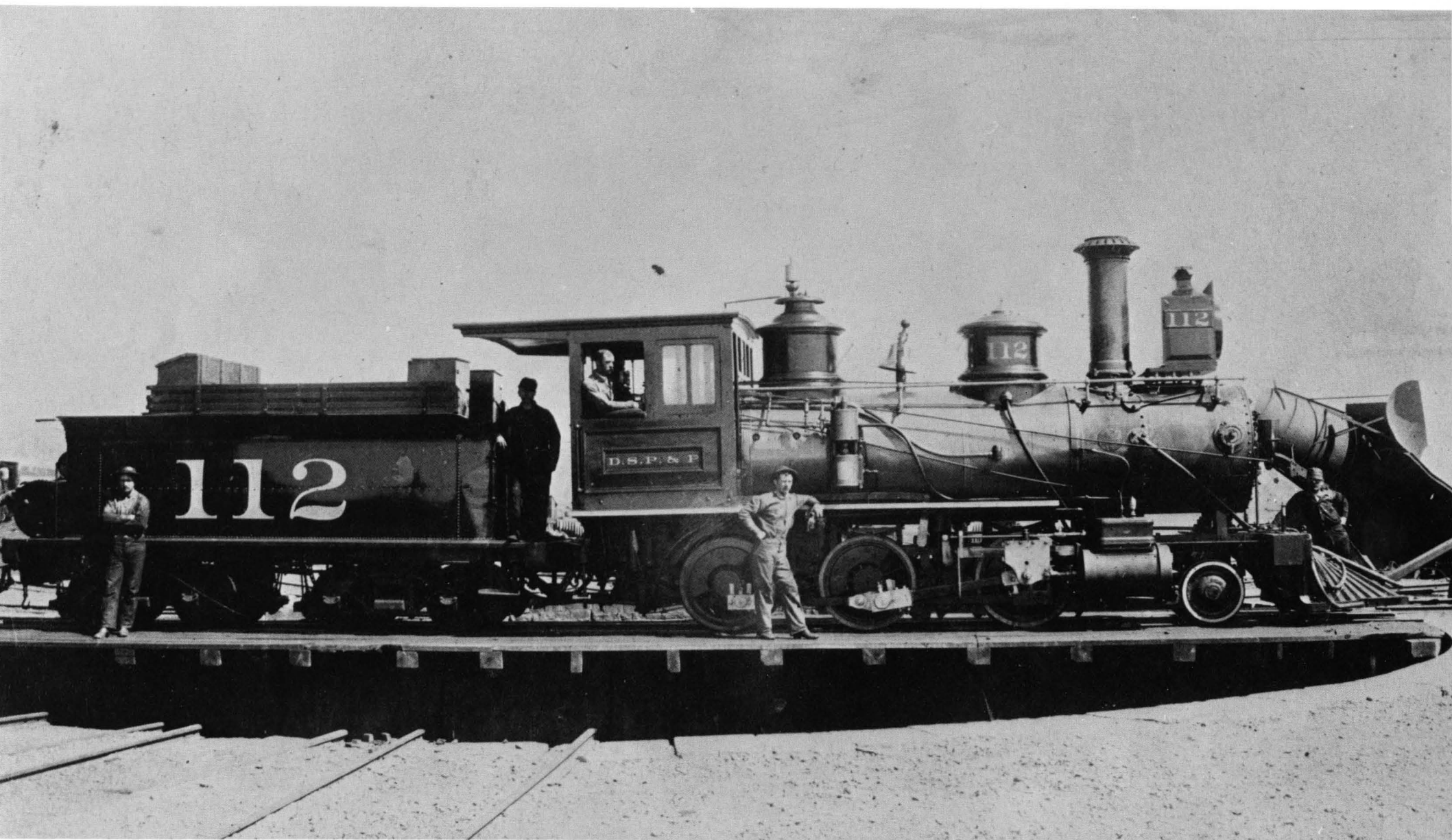


BUILDERS PHOTO

DAVID S. DIGERNESS COLLECTION

DENVER, SOUTH PARK & PACIFIC 2-6-6T Mason bogie Number 15 at the Mason Machine Works, 1879

Sundance Publications, Ltd., 1978



DAVID S. DIGERNESS COLLECTION

BUILT AS DSP&P NUMBER 70, this Cooke 2-6-0 later became Number 112. After the C&S took over, she became Number 7. Here, she is riding the Como turntable in the late 1880's

SUNDANCE PUBLICATIONS, LTD.



DAVID S. DIGERNESS COLLECTION

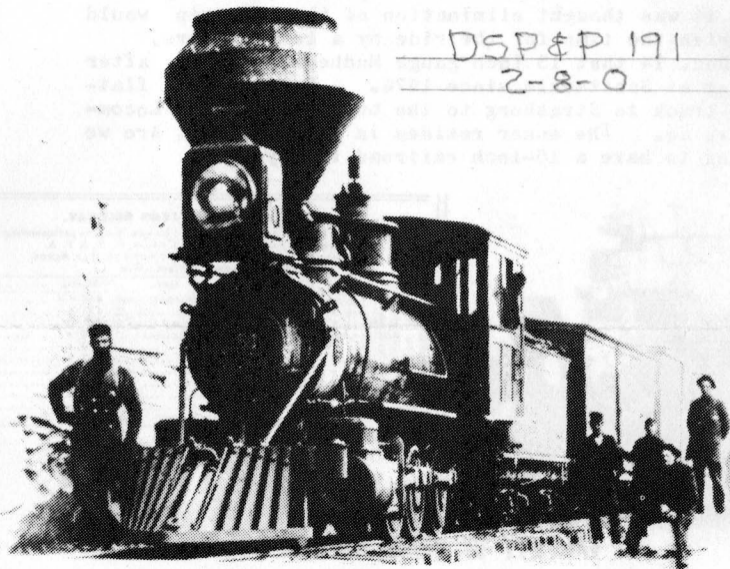
DENVER, SOUTH PARK & PACIFIC 2-6-0 Number 157—the "Morrison"—posed for her picture on the Keystone Branch, ca. 1887. This remote branch was on the High Line

OTTO WESTERMAN PHOTO

SUNDANCE PUBLICATIONS, LTD

DSP&P 191

2-8-0





1013. FREMONT PASS.

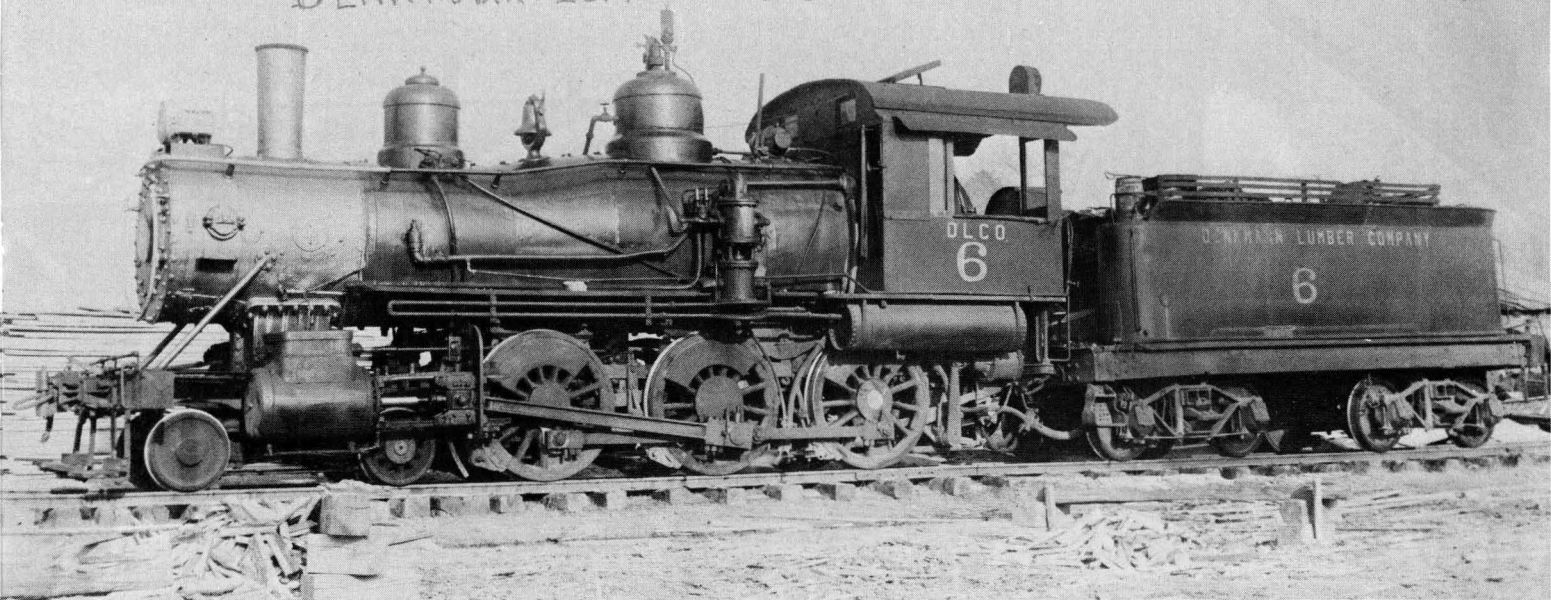
WILLIAM HENRY JACKSON PHOTO

DAVID S. DIGERNESS COLLECTION

BOTH THE DSP&P AND THE D&RG posed trains for this classic William Henry Jackson view of Fremont Pass—atop the Great Divide, elevation 11,318 feet—recorded during 1887

SUNDANCE PUBLICATIONS, LTD.

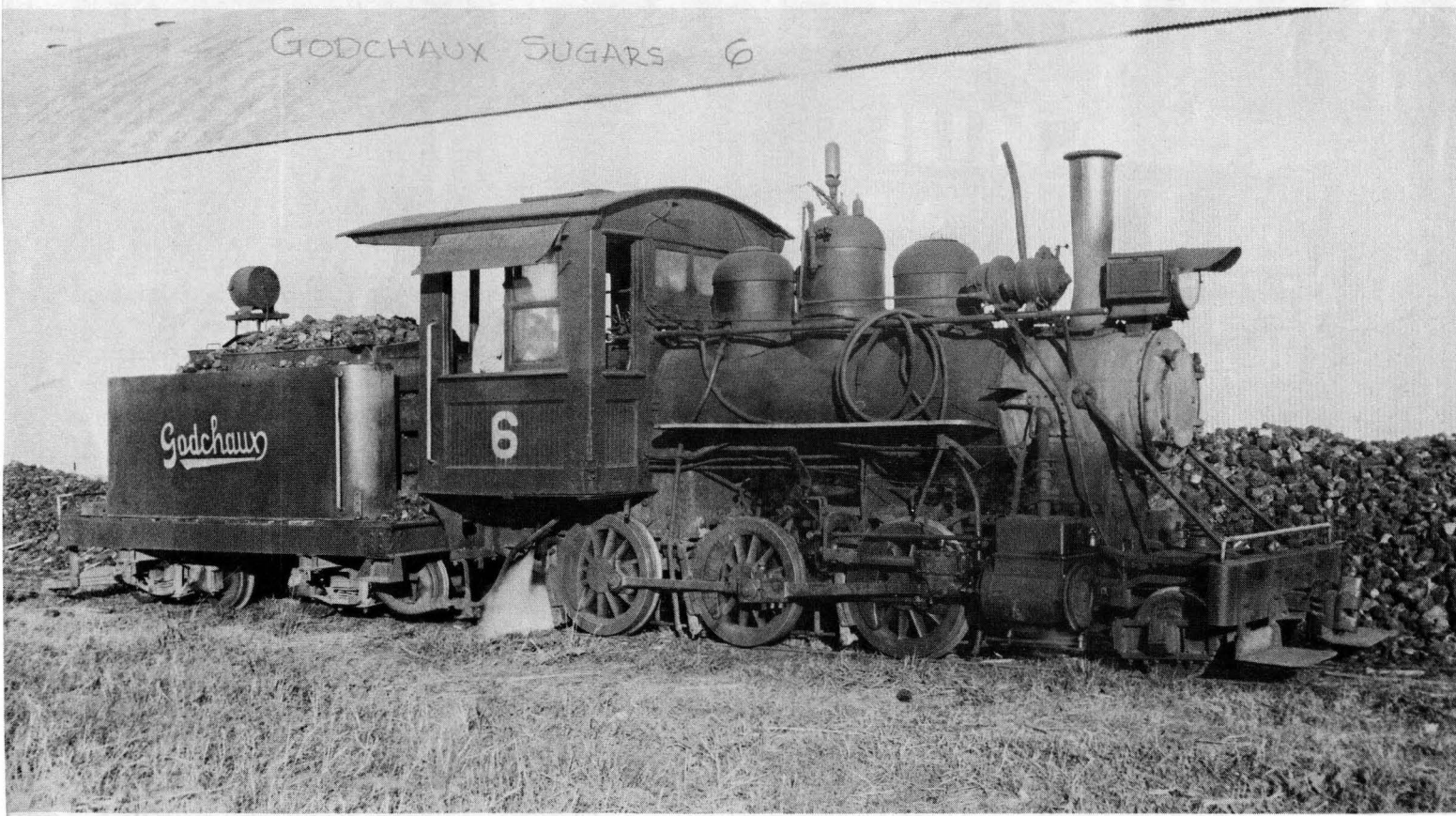
DENKMANN LUMBER CO. 6

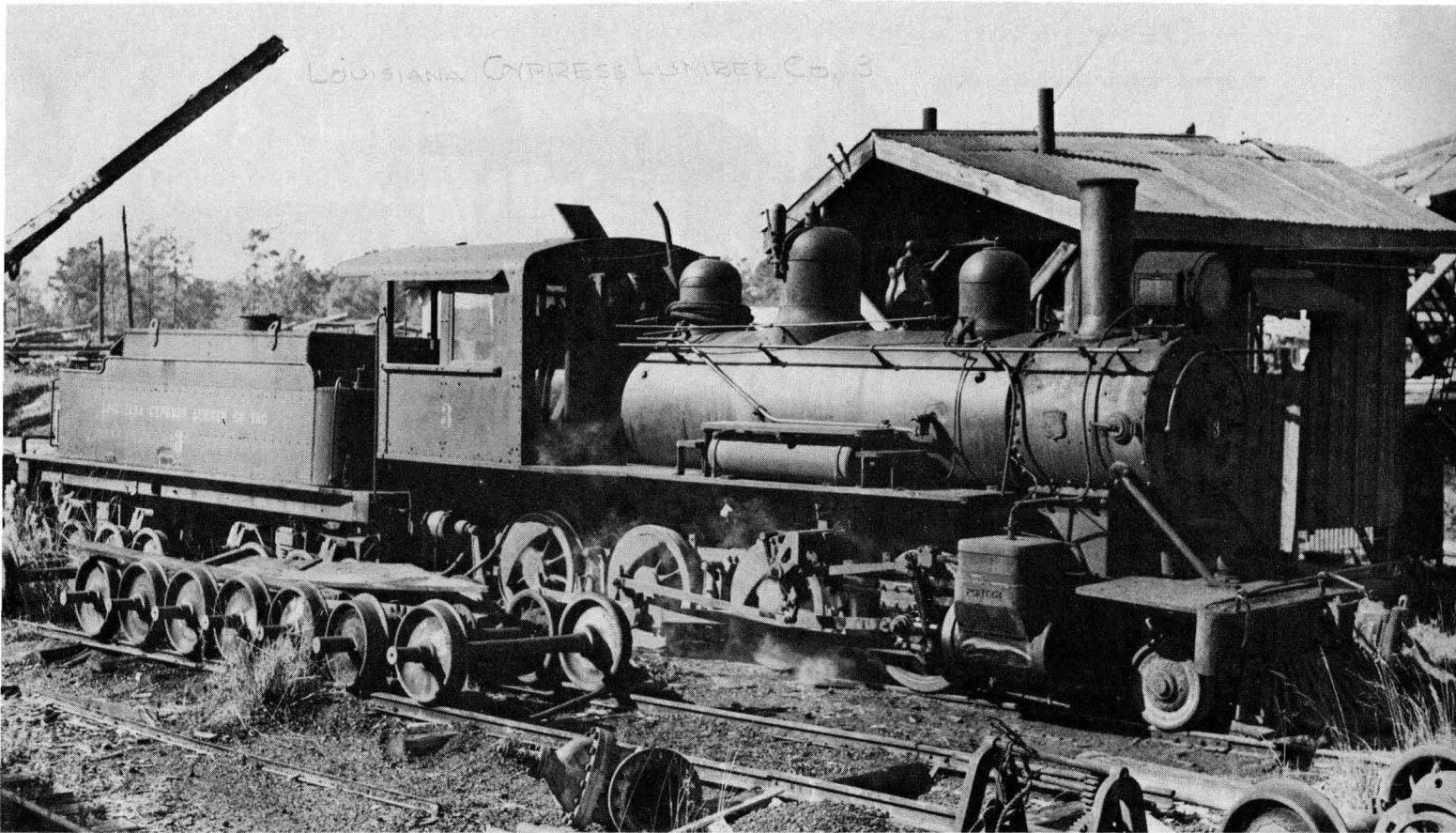


ALTHOUGH both the Mississippi Central and the Denkmann Lumber Company railroads depended heavily on a small battalion of virtually identical Schenectady 2-8-2's, they also had similar Baldwin 4-6-0's in "backyard" work. Denkmann's No. 6 was at Carthage, Miss., switching the log dump in February 1942, when Bill had a better than average portrait session with it. As far as Bill was concerned, a heavy-duty wooden tripod, a cable release, and his 122-size Kodak were a fixed unit, inseparable except for repairs. This picture is worth at least a thousand words.

BILL WITBECK was the dean of Louisiana sugar-cane railroading, and Godchaux Sugars was the patriarch firm of sugar-cane railroads. Godchaux had a shop that would have been the envy of many much larger rail operations. Witness this Davenport 3-foot-gauge Mogul. It began life in 1907 as an 0-4-4 Forney type, ran a while after World War II as an 0-6-0, and by the time of this photo in 1955 had become a full-grown 2-6-0. Note the unbelievably built-up cylinder saddle and ground joint steam connections. Godchaux did the magnificent rebuild . . . and C.W.W. recorded the results at his usual camera setting of f.32 at 1/5 second. Fans can find No. 6 on display at Edaville, Mass.

GODCHAUX SUGARS 6

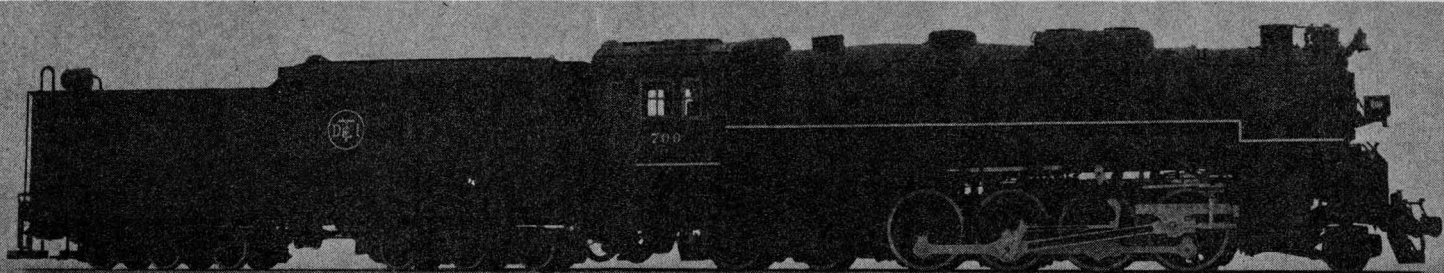




AMONG the huge collections of railroading and equipment Bill had acquired by 1967 was this Baldwin 2-6-2. In 1947, when young Bill made this photo of the Prairie freshly arrived at Elizabeth, La., for new owner Calcasieu Paper Co., the session hardly could have been one of more than the usual two or three rolls exposed at the setting of f.32 at 1/5 second. Could he possibly have imagined that he would own this pretty little thing 20 years later?

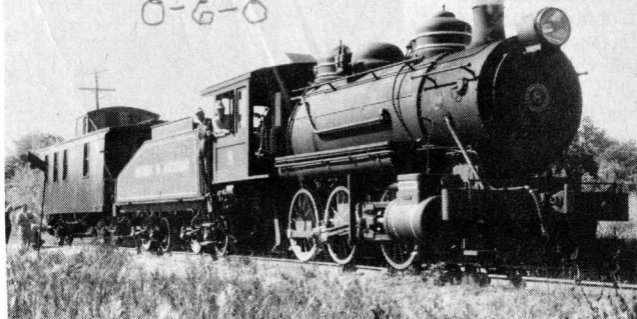
AT ONE TIME C. W. Witbeck was listed in The Pocket List of Railroad Officials as publicity director for Paulsen Spence's Louisiana Eastern Railroad. The job was without compensation, except that Bill got engines pulled out of the storage lines and spotted for pictures when no other fan could do so. One of the absolutely beautiful portrait jobs that Bill did on the LE was this photo of ex-Mississippi Central No. 98, freshly painted at Shiloh (Amite), La., on January 25, 1953. The engine now is on the Wilmington & Western tourist line in Delaware.

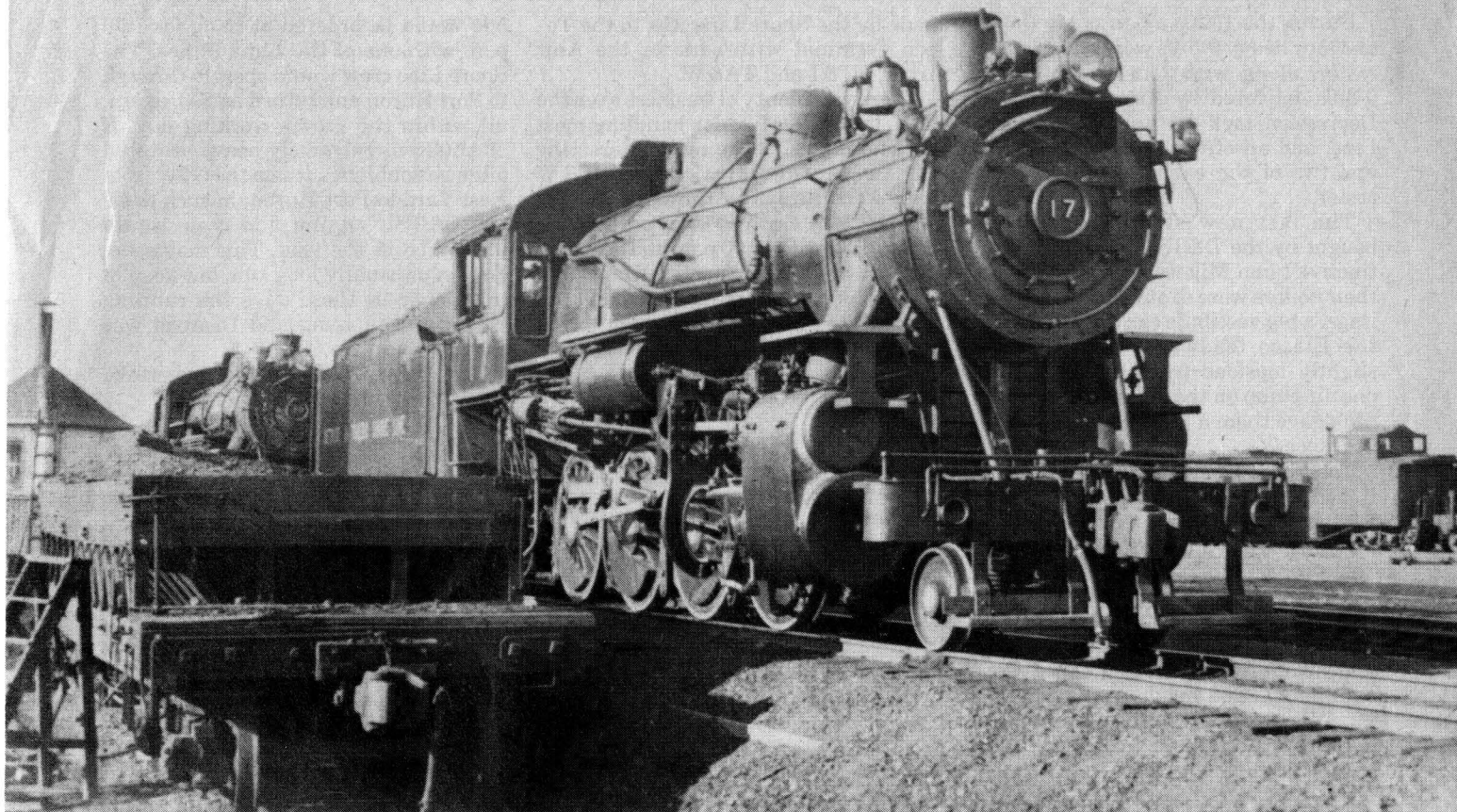
Detroit, Toledo & Ironton Berkshire 700, built by Lima in Dec. 35, had 63" drivers, 25x30" cylinders, 63,250 lbs. t.f.



DETROIT & MACKINAC 8

0-6-0





HOWARD A. AMELING COLLECTION

as turnarounds between Lang and D&M Yard on the GTW on Detroit. (That "D&M" stands for Detroit & Milwaukee Ry., one of the GTW's predecessor lines. D&M Yard is on the GTW's Holly Subdivision—the main line to Durand—just west of Milwaukee Junction in Detroit.) Train 521/520, "The Flint," was ordered for 10:30 p.m. at Lang with loading destined for Flint, Michigan. When traffic was heavy, an Advance 521/520 was ordered for 8:30 p.m. on duty at Lang. Train 513/512 was ordered for 4:30 a.m. at Lang to handle

Durands and Pontiacs to D&M Yard.

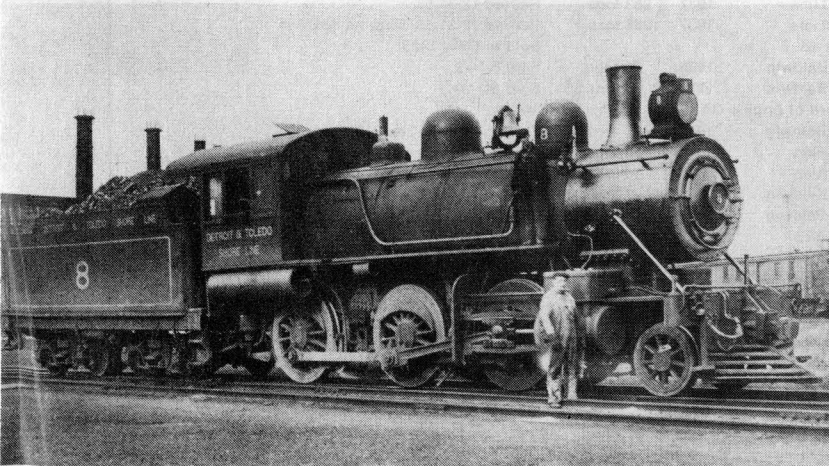
The only road job with a D&TSL destination was 511, out of Lang at 11:00 a.m. and running to Dearoad where it would turn around and return as 510. Extra trains were called as they were needed.

The Shore Line operated four and sometimes five locals a day with steam. The real marathon job was the 5:30 a.m. Monsanto Local out of Lang. Known as the "Mary Ann Local," this job worked 16 hours and so earned the nickname "All day/All night, Mary Ann!" After

arriving at Monsanto, it would switch all industries between Edison and Dearoad. Later it would pull the DT&I interchange at FN Tower and then spend several hours switching refuse into "the Marsh" at Monroe, the landfill that North Star Steel is now built upon.

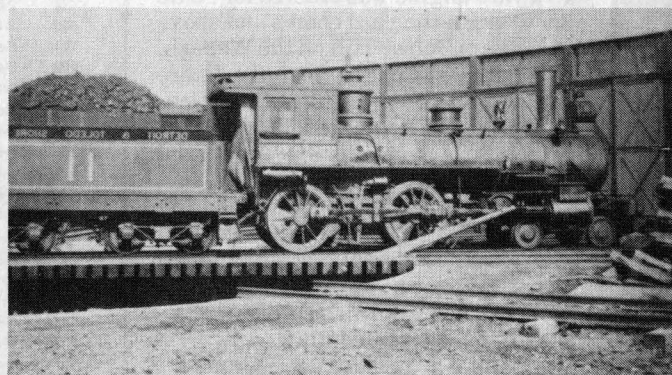
There was a Second Monsanto Local ordered at Lang for 12:45 p.m. that switched only the Monsanto complex. A third local would spend the day switching the sand plant at Rockwood, and a fourth would do the same at the paper mill at Monroe. When work was ex-

C.T. STONER



MOGULS DOMINATED the D&TSL's roster until the 1920s. No.8 was a husky 1911 Baldwin that was sold to parent Nickel Plate in 1923.

F.D. CAIRNS



AN APPARENT ERROR in the company records has No.11 listed as a 2-6-0; 1912 Alcos 11-14 were probably all 4-4-0s like this one. The D&TSL's first Mikados were three 1924 Baldwin USRA light copies, 21-23; classic No.22 takes water at GTW's Milwaukee Jct. (right) in 1947. Later D&TSL Mikes had Delta trucks and different cabs.

During the 1920s a pair of big 0-6-0s and four heavy 0-8-0s were added to the roster, along with four USRA-design 0-8-0s delivered by Alco in 1927. The Depression took its toll on the Shore Line, and all of the remaining Moguls and two of the earlier 2-8-0s left the roster.

The last new steam locomotives bought by the D&TSL were three distinctive Lima Mikes of 1937. Although their boilers were of obvious USRA heritage, a big vestibule cab and the lack of the Elesco feedwater along with a slightly lopsided front resulting from one air pump on the left side of the pilot deck gave them a highly individual appearance.

The Shore Line took a lot of pride in its motive power, and their locomotives were not painted your standard engine black. Instead, the cabs, boiler jackets, domes and tenders were Biscay green with metallic brown cab roofs. The wheels, frames and undercarriages were black enamel, while the smokebox and boiler front were "standard front end black." The inside of the bell was vermilion and all lettering and numbers were aluminum leaf. They were very attractive engines.

Steam era operations

Engine facilities in the late 1940s and early 1950s were at Lang and Dearoad yards, each having a 100-foot turntable. There was an Ogle 300-ton steel coaling tower at Lang and a 70-ton tower at Dearoad. Water facilities were at New York Avenue and Lang at Toledo, plus Monroe, South Rockwood and Dearoad. The 18-stall roundhouse at Lang was the first one built in the Toledo area that provided for the free steaming of locomotives. With this system of house-supplied steam, the fires could be dropped and the engines still kept hot; this kept the building free from smoke and exhaust gasses.

An 0-8-0 switcher was in use around the clock at Dearoad, and normally an extra yard engine was ordered for 10:30 p.m. to aid in the yard chores and shove road jobs up Delray Hill on the Wabash. Six months out of the year the Shore Line also operated a Puller from Dearoad to the GTW at East Yard, an assignment which usually drew one of the older Mikados.

At Lang Yard there were usually three or four engines—0-8-0s and 0-6-0s—used to switch the yard and the freight house at New York Avenue. Prior to 1968, all Toledo railroads delivered to and pulled their own cars from Lang Yard. The Pere Marquette, C&O/Hocking Valley, W&LE, Nickel Plate, Wabash, Michigan Central, NYC, T&OC, Pennsy and B&O would all deliver to the yard, take their power to the roundhouse, have it turned, take on water and then pull their outbound interchange tracks. The only delivery

made by the Shore Line was to the Toledo Terminal with cars for the Ann Arbor, DT&I and TA&W.

There was plenty of business over the road, too, with Mikados handling most of the manifests. The most interesting jobs were the joint D&TSL/GTW Lang-Port Huron run-throughs 501/502 and 503/504. Train 501 was ordered out of Port Huron for 7:00 p.m. and operated through to Lang with a GTW crew and GTW 3700-class Mikado. It would then turn around and return to Port Huron as 502, all within the crew's 16-hour tour of duty. At the same time, D&TSL

504 would be ordered at Lang for 7:30 p.m. with one of the Lima Mikes. The Shore Line crew would operate through to Port Huron and return as 503, again, all within the crew's working day. If 504/503 was extremely heavy, it would often be doubleheaded on the GTW from East Yard to Port Huron; in such cases the D&TSL engine and crew would always be in the lead. This may seem like an unusually long run, but keep in mind that in those days the running time between Lang and Dearoad was only 50 minutes.

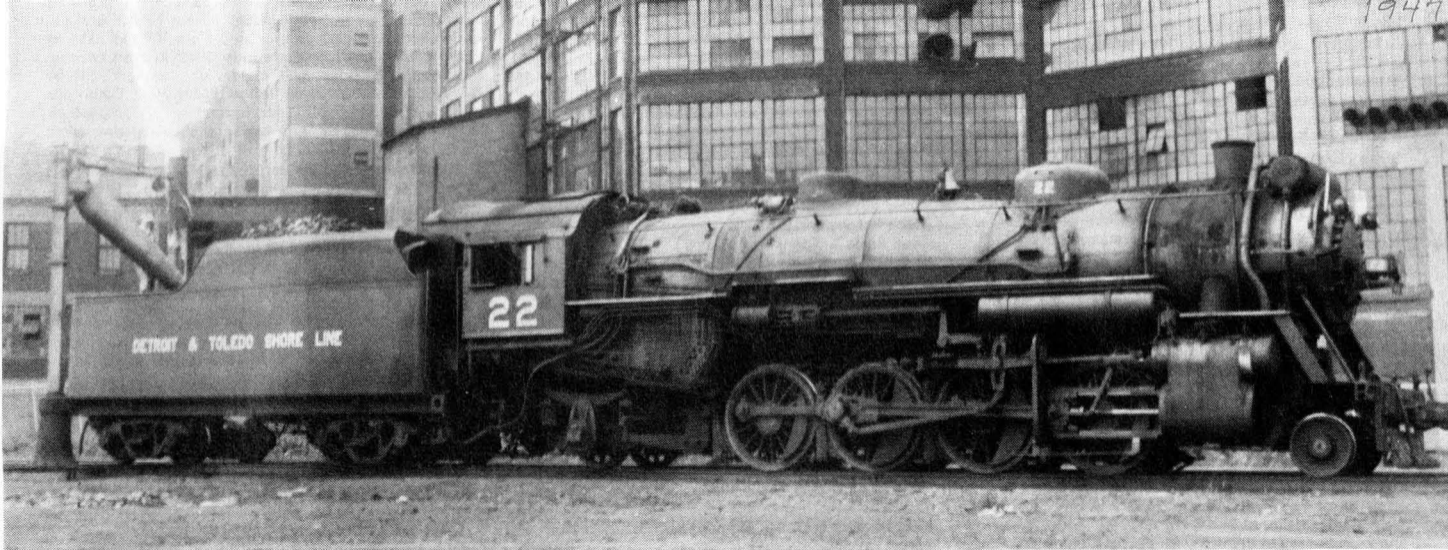
Two other regular jobs were operated

D&TSL All-Time Steam Roster

No.	Type	Builder	Date	Weight	Disposition
1	2-6-0	Baldwin	1904	107 tons	Scrapped 8-21-29.
2	2-6-0	Baldwin	1904	107 tons	Sold to Hyman-Michael 6-12-34.
3	2-6-0	Baldwin	1904	107 tons	Sold to Hyman-Michael 6-12-34.
4	2-6-0	Baldwin	1904	107 tons	Sold to GTW in 1925.
5	2-6-0	Baldwin	1904	107 tons	Sold to GTW in 1925.
6	2-6-0	Baldwin	1904	107 tons	Scrapped 8-21-29.
7	Locomotive known to have existed, no data available. Sold to NYC&StL 1923.				
8	2-6-0	Baldwin	1911	?	Sold to NYC&StL 1923.
9	Same as No. 7. Sold to GTW 1923.				
10	Same as No. 7. Sold to GTW 1923.				
11	4-4-0	Alco	1912	107 tons	Sold 8-21-29. On records as 2-6-0.
12	4-4-0	Alco	1912	107 tons	Sold 8-21-29. On records as 2-6-0.
13	4-4-0	Alco	1912	107 tons	Sold 8-21-29. On records as 2-6-0.
14	4-4-0	Alco	1912	107 tons	Sold 9-27-29. On records as 2-6-0.
15	2-8-0	Baldwin	1913	133 tons	Sold to F.J. Howell, Buckeye Steel Castings, Columbus, Oh., 3-31-52.
16	2-8-0	Baldwin	1913	133 tons	Sold to F.J. Howell 11-30-36.
17	2-8-0	Baldwin	1913	133 tons	Retired 9-30-39.
18	2-8-0	Baldwin	1923	133 tons	Retired 11-30-52.
19	2-8-0	Baldwin	1923	133 tons	Retired 4-30-52.
20	2-8-0	Baldwin	1923	133 tons	Sold to F.J. Howell, Buckeye 3-31-52.
21	2-8-2	Baldwin	1924	248 tons	Retired 11-18-52. To F.J. Howell.
22	2-8-2	Baldwin	1924	248 tons	Retired 11-18-52. To F.J. Howell.
23	2-8-2	Baldwin	1924	248 tons	Retired 11-18-52. To F.J. Howell.
24	2-8-2	Alco	1925	250 tons	Retired 11-18-52. To F.J. Howell.
25	2-8-2	Baldwin	1928	267 tons	Retired 11-18-52. To F.J. Howell. Became Sydney & Louisburg 104.
26	2-8-2	Baldwin	1928	267 tons	Retired 11-18-52. To Andrew Merriles, Toronto. Became S&L 103.
27	2-8-2	Baldwin	1928	267 tons	Retired 11-18-52.
28	2-8-2	Baldwin	1928	267 tons	Retired 12-31-53.
29	No Engine On Roster By This Number.				
30	2-8-2	Lima	1937	283 tons	Retired 12-31-53.
31	2-8-2	Lima	1937	283 tons	Retired 12-31-53.
32	2-8-2	Lima	1937	283 tons	Retired 12-31-53. Became S&L 105.
101	Same as No. 7. Sold to GTW 1925.				
102	0-6-0	Baldwin	1905	90 tons	Sold 8-1-29.
103	0-6-0	Baldwin	1913	90 tons	Sold 8-1-29.
104	No Record of Engine On Roster By This Number.				
105	0-6-0	Baldwin	1913	90 tons	Sold to Newton Steel 12-31-29.
106	0-8-0	Alco	1918	163 tons	Sold 1-28-53. Became S&L 84.
107	0-8-0	Alco	1918	163 tons	Sold to F.J. Howell 3-31-52.
108	0-8-0	Baldwin	1924	169 tons	Retired 11-30-52.
109	0-8-0	Baldwin	1924	169 tons	Retired 4-30-52.
110	0-8-0	Alco	1925	171 tons	Retired 12-31-53. Became S&L 86.
111	0-8-0	Alco	1925	171 tons	Retired 11-19-52.
112	0-8-0	Alco	1927	185 tons	Retired 12-31-53.
113	0-8-0	Alco	1927	185 tons	Sold to Andrew Merriles 4-30-52.
114	0-8-0	Alco	1927	185 tons	Retired 11-18-52.
115	0-8-0	Alco	1927	185 tons	Sold to F.J. Howell 11-18-52. Actually second 115.
116	0-6-0	Alco	1922	100 tons	Sold to F.J. Howell 11-30-36. Became PH&D No. 40
117	0-6-0	Alco	1922	100 tons	Sold to F.J. Howell 11-30-36. Originally 115, renumbered 117 in 1927.

Nos. 11-14 appear on company records as 2-6-0s, but photo shows No. 11 as a 4-4-0; others are likely the same.

Compiled by Charles Geletzke, Jr., from D&TSL records.

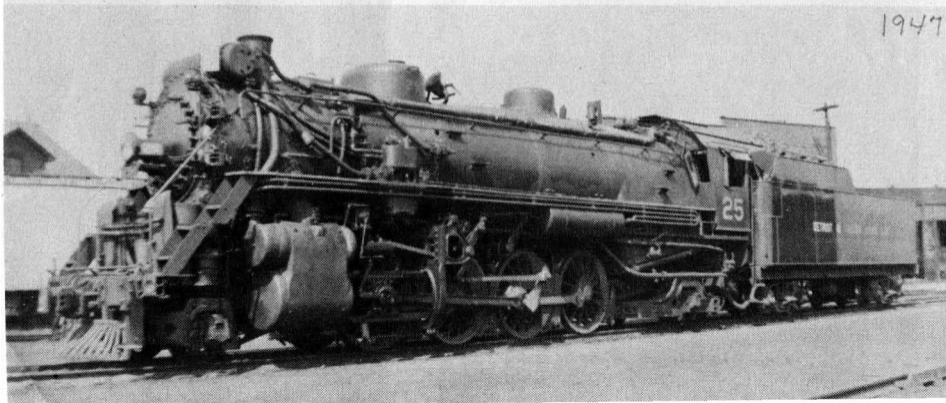


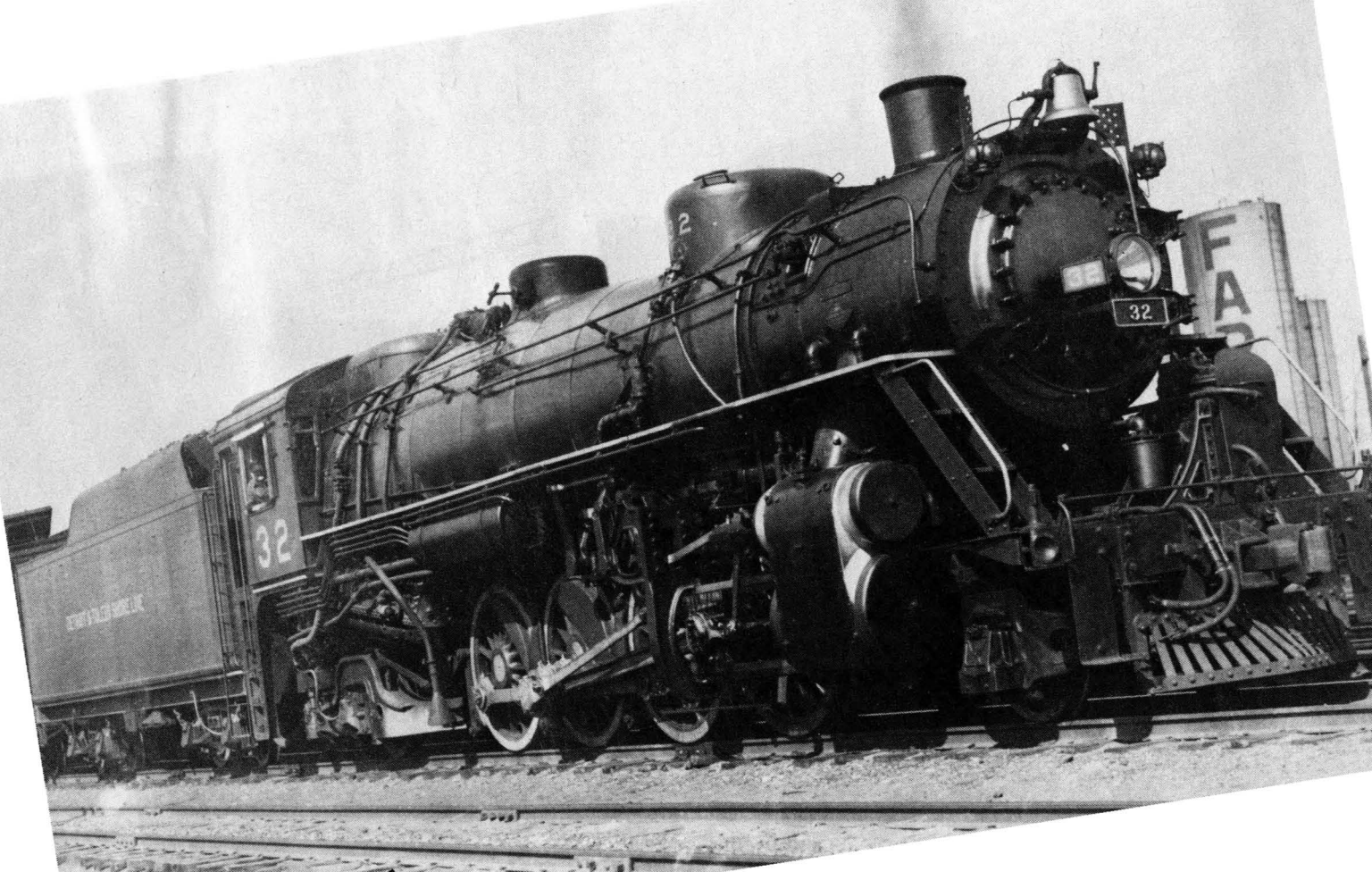
DETROIT & TOLEDO SHORE LINE

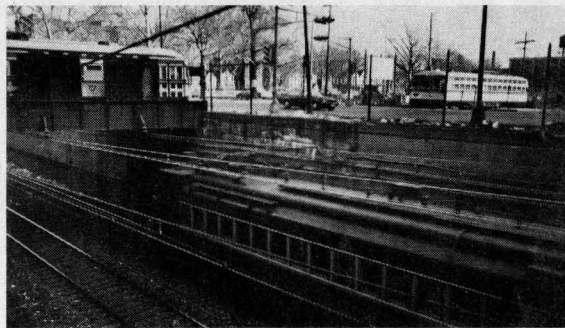
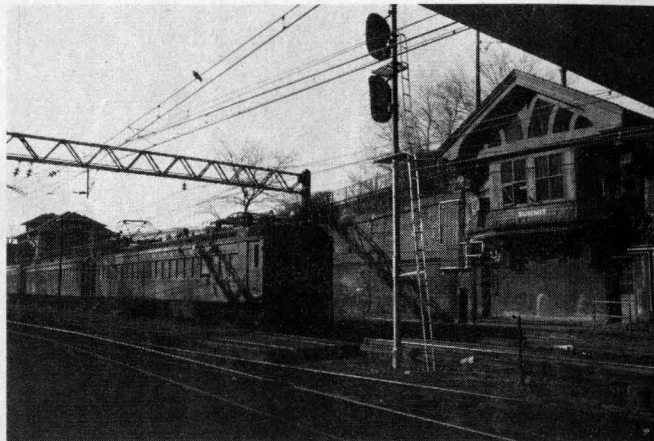
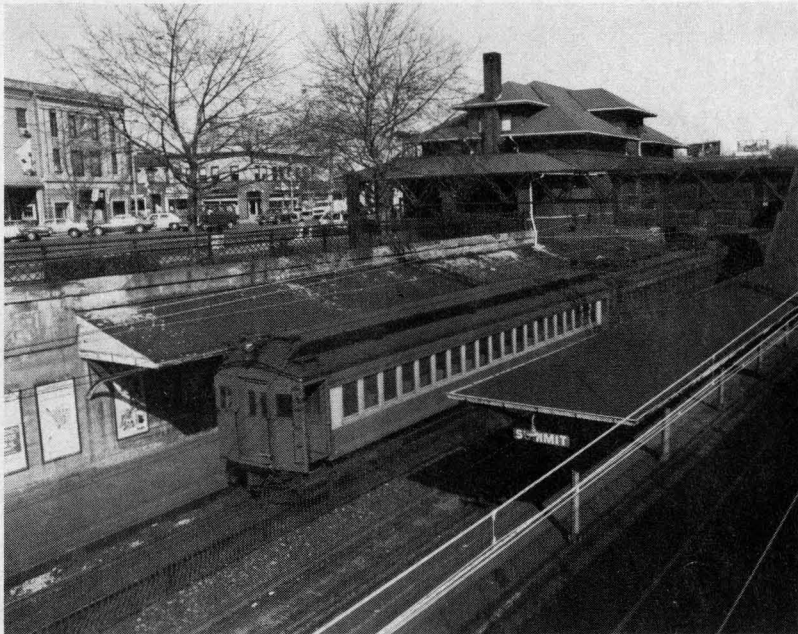
22

1947

MIKADOS WERE THE MAINSTAY of D&TSL road power. All were original or modernized USRA light design. No.32 (**above**) was the last of three 1937 Limas with vestibule cabs, shown at GTW's Ferndale Yard in 1946. No.25 was at Lang in 1947.

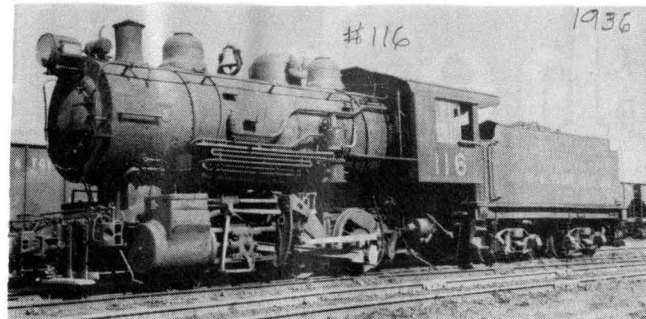




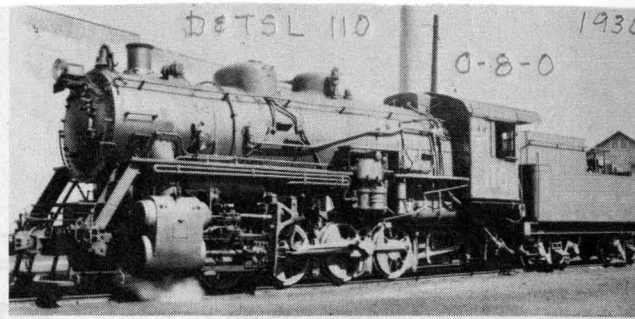


THE GRADE SEPARATION at Summit (**above** and **top right**) pre-dated the electrification. An unremarked crossing of electric lines is directly beneath I-280 in Newark (**right**) where the Newark Subway's PCCs cross the old DL&W. The tower at Dover (**below**) has a street between it and the tracks. The depot at Gladstone (**bottom**) is a rural treasure.

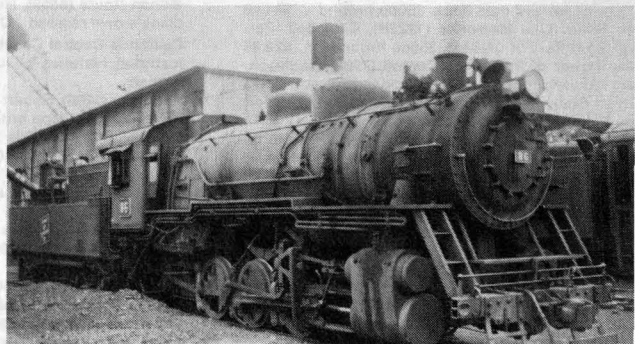
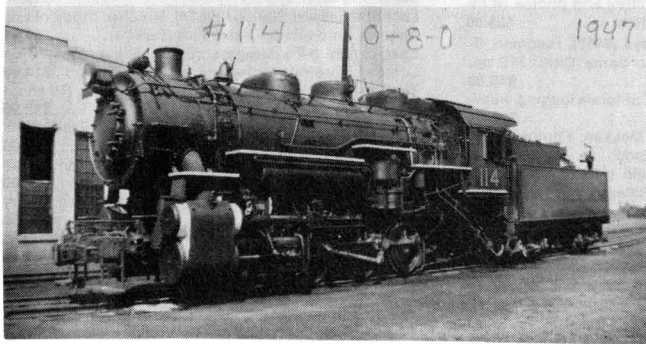




HIGH-STEPPING 17 was typical of D&TSL 2-8-0s (left). It was photographed on May 27, 1936, at Lang, the same day as 0-6-0 116, which within a year became Port Huron & Detroit No.40. The 114 is a classic USRA 0-8-0 copy, posted at Lang in 1947.

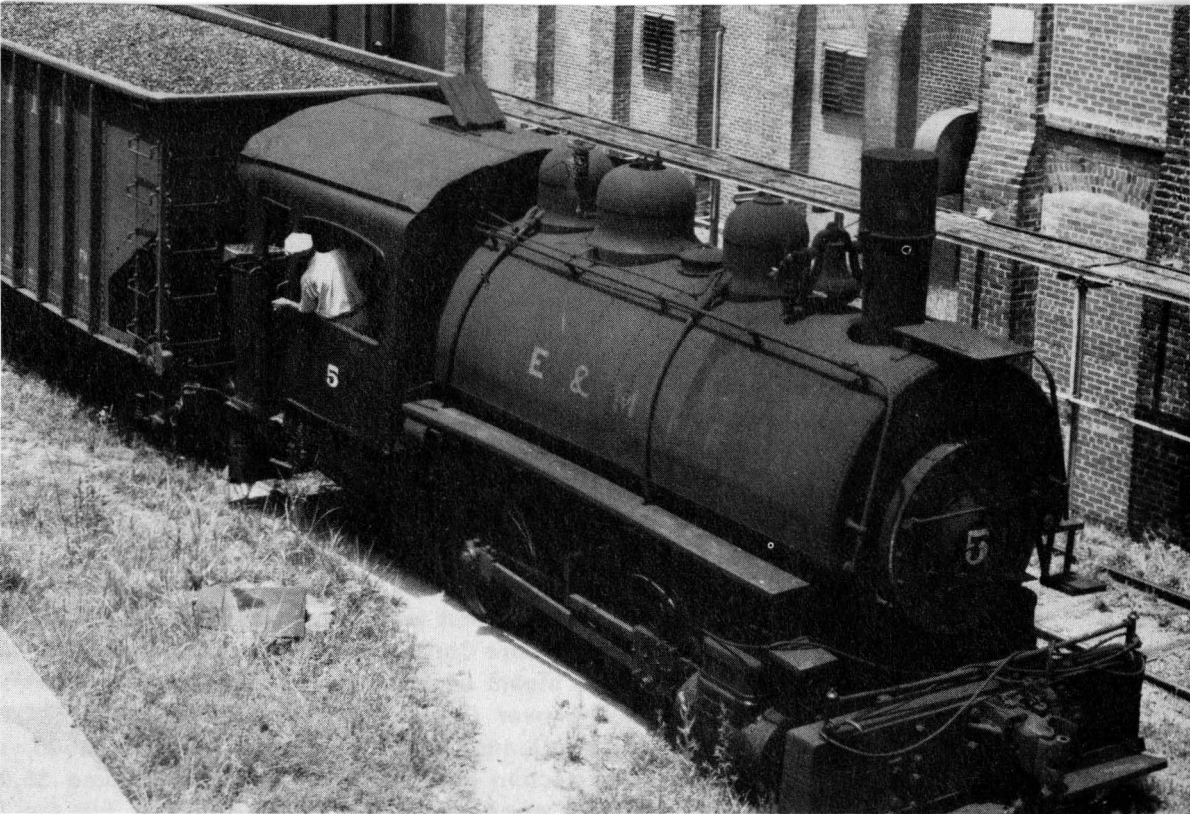


USRA IN SPIRIT but differing in details, No.110 was also at Lang on May 27, 1936. It was one of five D&TSL engines to go to the Sydney & Louisburg in Nova Scotia in the early 1950s. It was at Whitney Pier, N.S., as S&L 86 (below) on July 18, 1955.

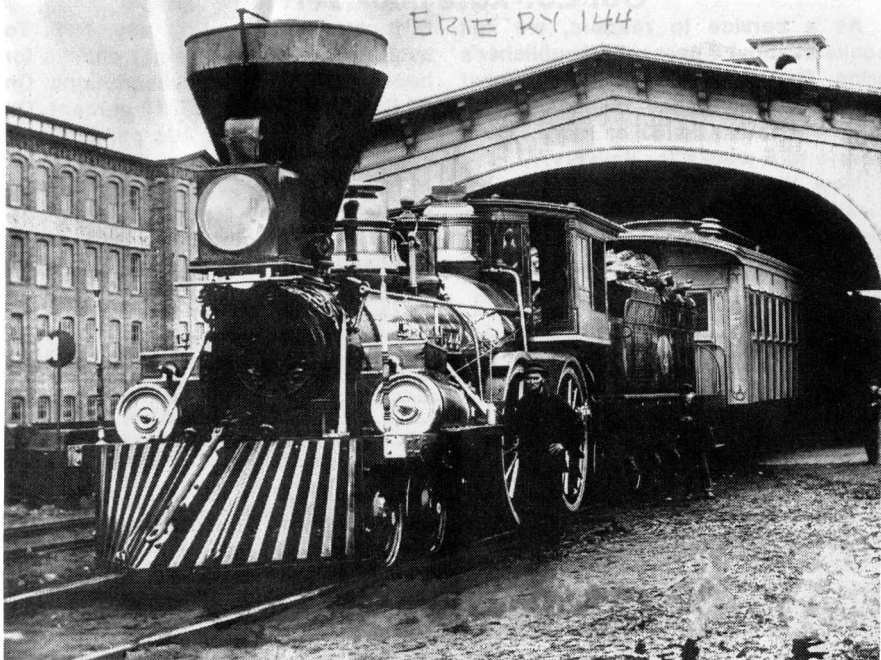


D. & S. L. 2-6-6-0 MALLETS—NORTH OF PLAINVIEW, COLORADO. — COLLECTION OF ROBERT A. LE MASSENA.

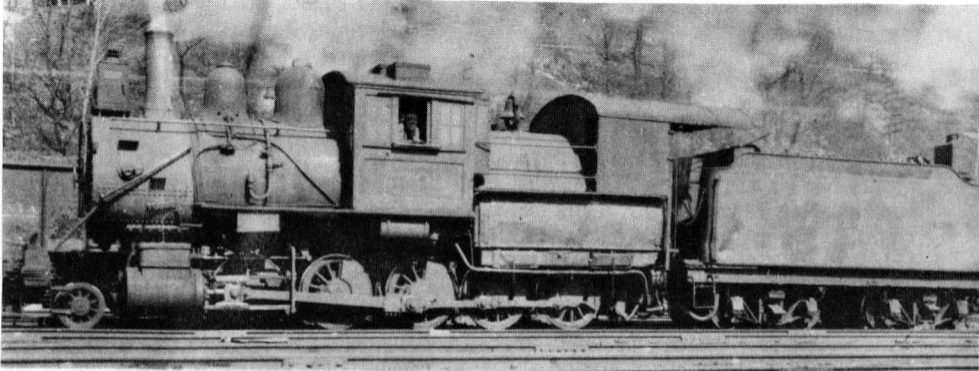




Edgemoor & Manetta No. 5 hogger eases coal car along mill siding in this 1971 scene. Note engine minus headlight.



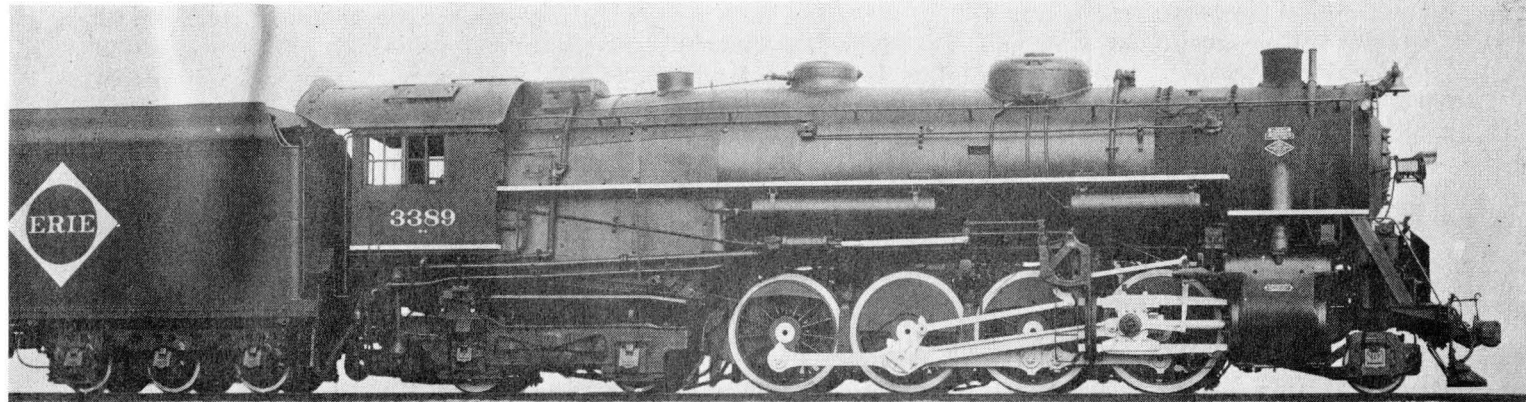
Erie broad-gauge engine No. 144, built by Danforth, Cooke, at Paterson, N.J., in 1867



Erie 2-10-0 Camelback No. 2503, class J-1, was built by Baldwin in 1891 for pusher service on Susquehanna Hill of old New York, Lake Erie & Western. She was originally a Vaucrain compound, rebuilt about 1902, simplified in 1904, and scrapped June, 1926. (See Railway & Locomotive Historical Society Railroad History 131 for more details.)

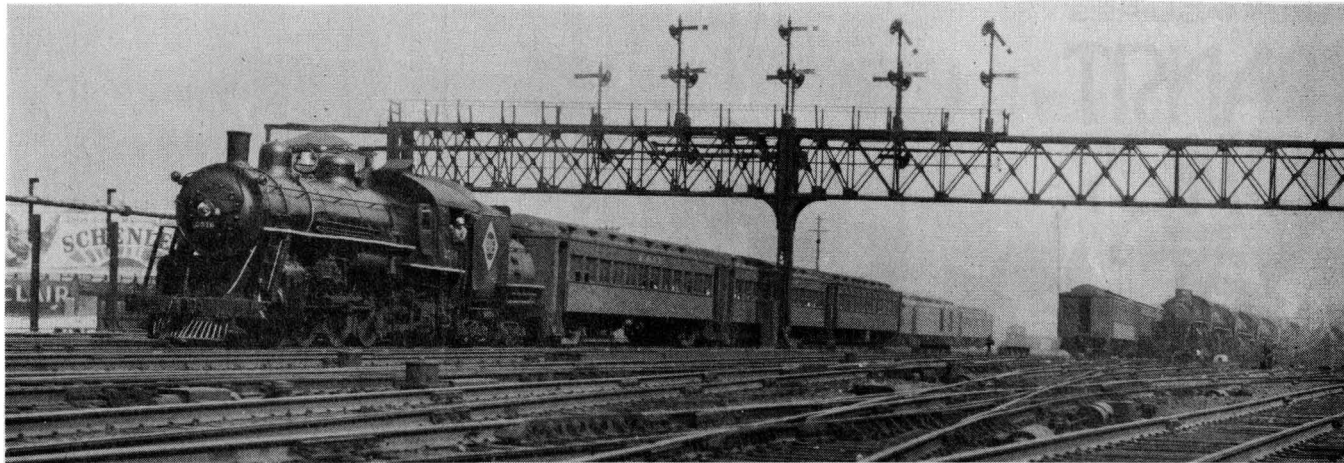
ERIE 2559



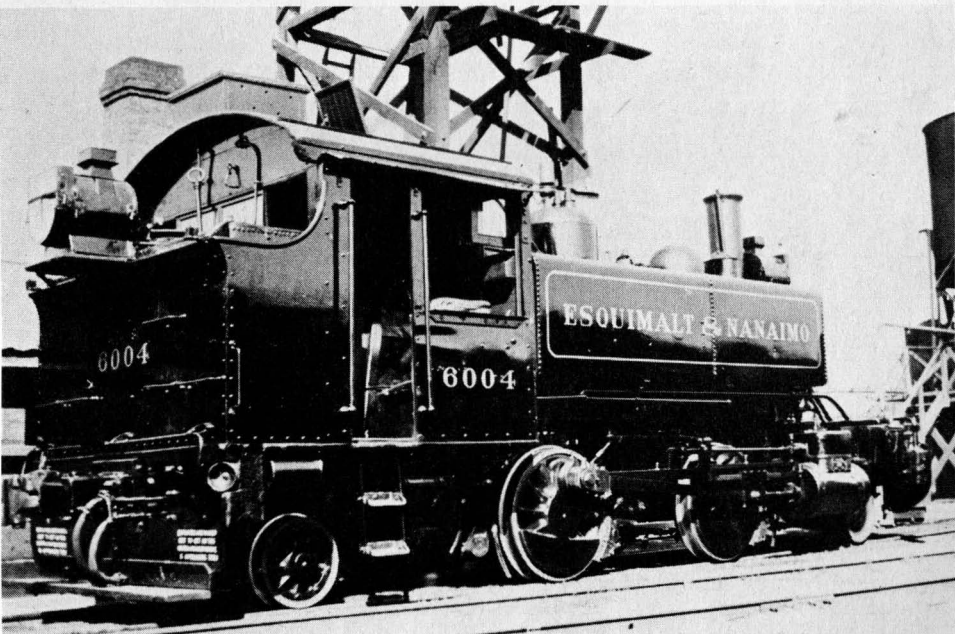


ERIE

3389



Erie Pacific 2516 hauling commuter train out of Jersey City, N.J., Oct. 10, '47. Note line of Erie steam on the right



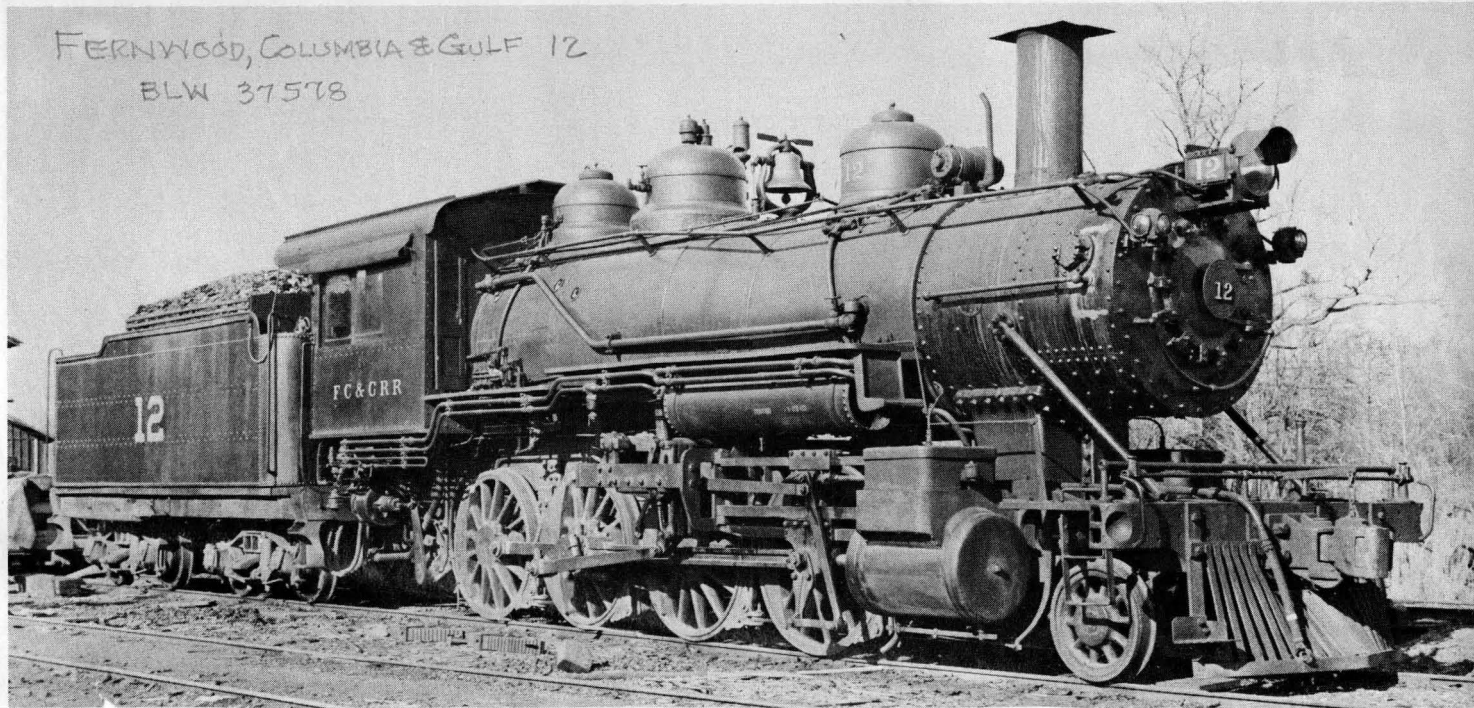
6004

6004

ESQUIMALT & NANAIMO

railroad operation of the Louisiana Cypress Lumber Company of Ponchatoula, La. The feature pictured No. 1, a Porter 2-6-2 and the road's favorite engine, in many views; but also mentioned was a 2-8-0 that even at that date had been set aside. Bill had caught the 2-8-0 under steam amidst the usual railroad junk of a lumber company yard on his first visit there in November 1940. To me, this view of No. 3 is the classic photo of a typical Southern swamp-logging locomotive terminal.

continued to pore over the dusty files, checking everything. He got hung up on the sale by BR&L of a Baldwin 2-8-0 to the Fernwood, Columbia & Gulf Railroad on December 3, 1937, because the serial number (37578) was the same as for 2-8-0 No. 12 built new by Baldwin for the predecessor Fernwood & Gulf. Bill finally was convinced that the Consolidation had been sold out of Mississippi in the late 1920's, then bought back by the original owner from BR&L. This photo shows the culprit the second time around on the FC&G, as Bill found the 2-8-0 one Sunday in January 1941. The fire was banked and the stack was covered to keep the boiler warm over the cold winter weekend.





JUST ABOUT the last real “engine picture trip” Bill took was in November and December of 1955, when he went for one last time around the west-Louisiana/east-Texas haunts he previously had covered many times. The influx of diesels, even there, broke his spirit, and except on his frequent trips to the Louisiana Eastern as its publicity director, his days of postcard-size photography were at an end. The highlight of that last trip was an ex-Louisiana & Arkansas Ten-Wheeler at Woodworth, La., which he shot before the sun had completely burned away an early morning fog. Although the 4-6-0 was lettered for Louisiana Midland, No. 509 actually was being operated by Rapides Gravel, a related property also owned by the Holloway family which owned LM. This old Baldwin now is in the Thompson Farms collection in Illinois.

BILL started taking postcard 122-size negatives when he was only 21. One of his first shortline subjects was this handsome Pearl River Valley Lumber Company 2-8-2, shot at Canton, Miss., in 1938. Bill subsequently was to shoot this engine under three additional owners and was to feature it in an article on the Canton & Carthage Railroad in June 1955 TRAINS. The 202 and three identical sisters worked what was probably the longest mainline log run ever in the South — more than 150 miles between Canton, Miss., and Florenville, La. A great deal of this route consisted of trackage rights over the Gulf, Mobile & Northern, and Bill somehow