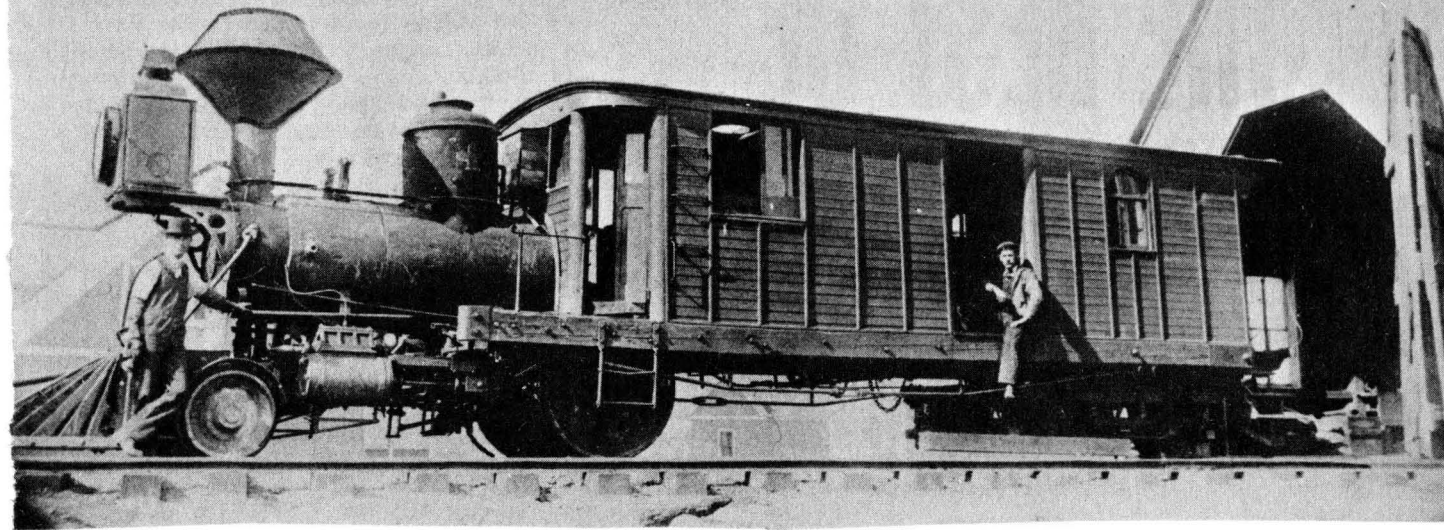
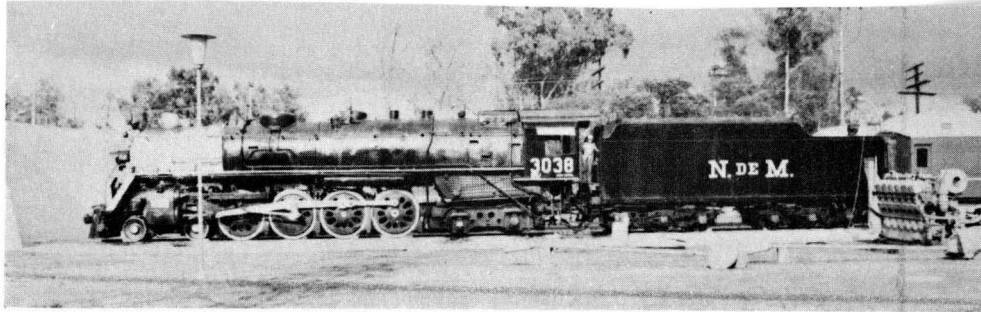


NAPA VALLEY "NAPA"





National Railways of Mexico 4-8-4 No. 3038, QR-1 class, sits on display in Chapultepec Park, Mexico City, in '74.





NYC 1359

NEW YORK CENTRAL

1351

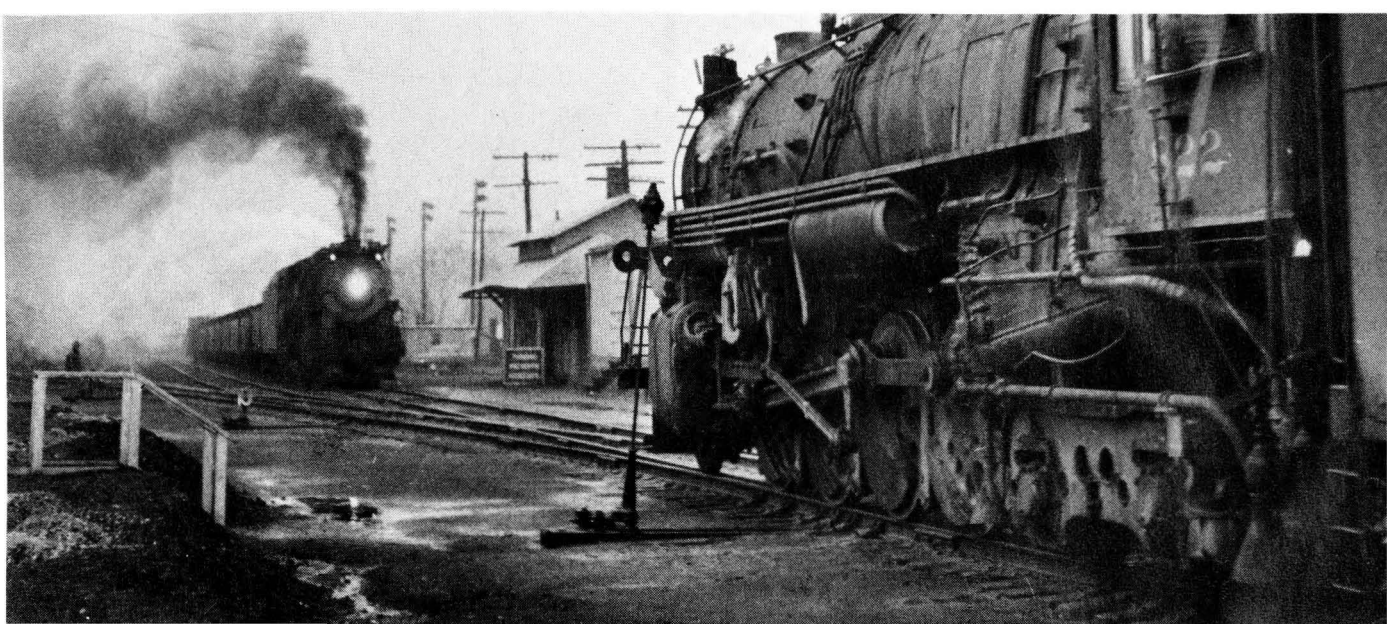
1359



WATER BUFFALO 846 was one of the rarer inhabitants of Pine Valley. Built in Roanoke as N&W 205, this 4-8-2 spent World War II as RF&P 520 and came to the W&LE as 6806 in June 1948. It was bringing a "puller" through Adena in May 1953, only six months before it would be retired.



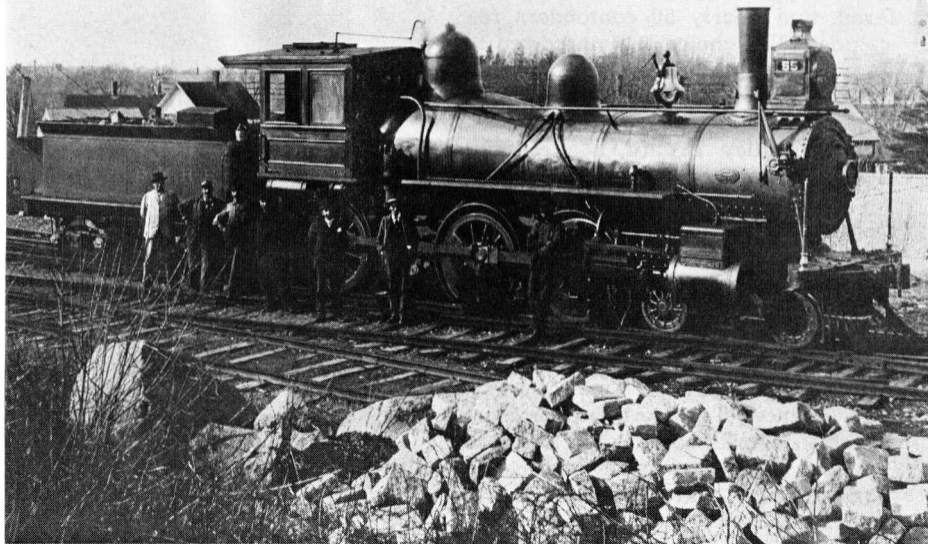
NYC & ST. L. 941 2-6-6-2



NYC ESTL 6808 4-8-2



NYNH&H 55



NYNH & H

801

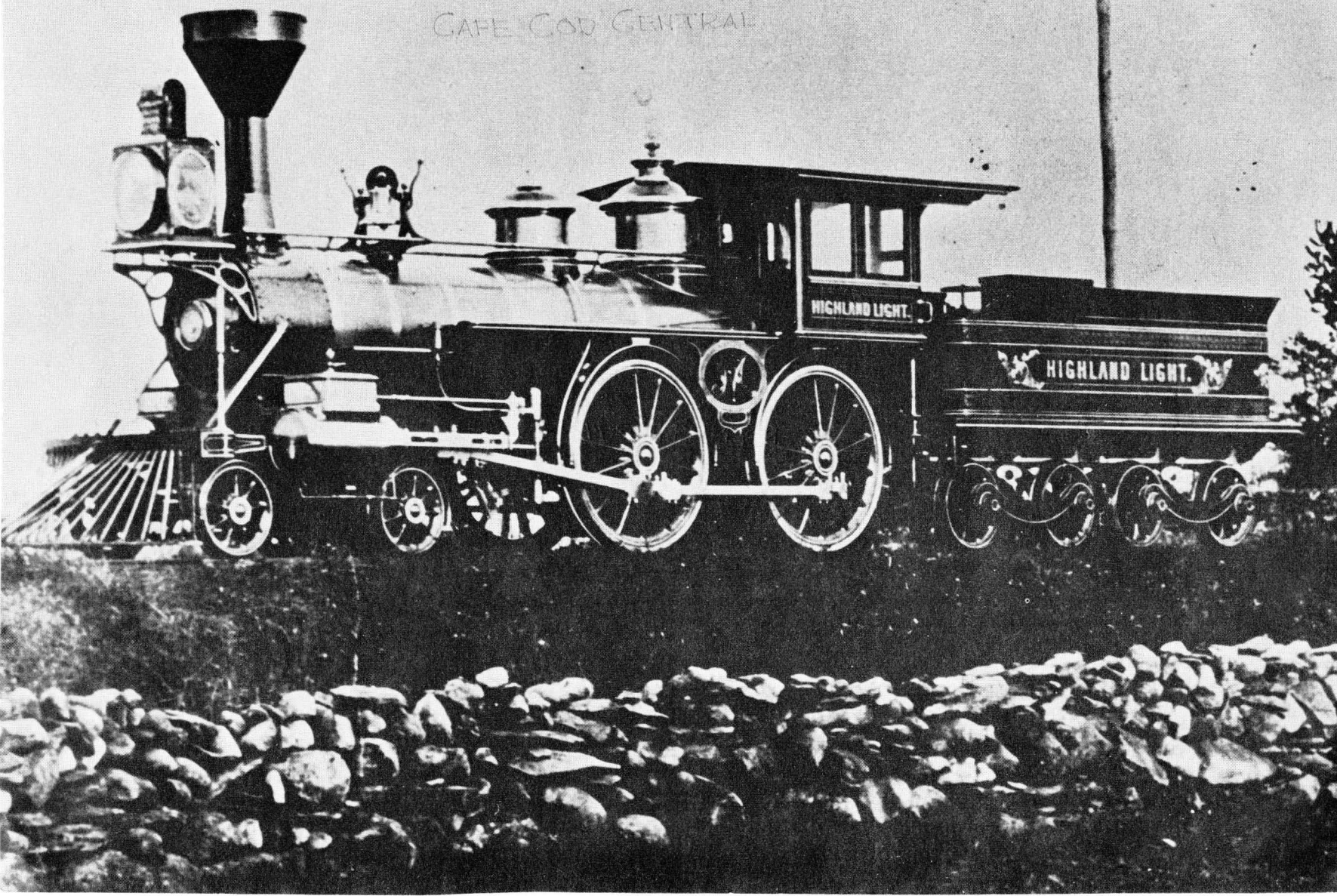




Engine 167 ready to pull out with "The White Train," which operated over the New York & New England (later New Haven) between Boston and New York. In the 1890's this was the most luxurious varnish string in the country and ran on a schedule of 5 hours, 40 minutes through the New England countryside. Because the cars were white it was generally known as "The Ghost Train." (Courtesy New York, New Haven and Hartford Railroad Company)

York, New Haven & Hartford Railroad Company, with its over two thousand miles of rails stretching through Rhode Island, Connecticut, and Massachusetts.

CAPE COD CENTRAL

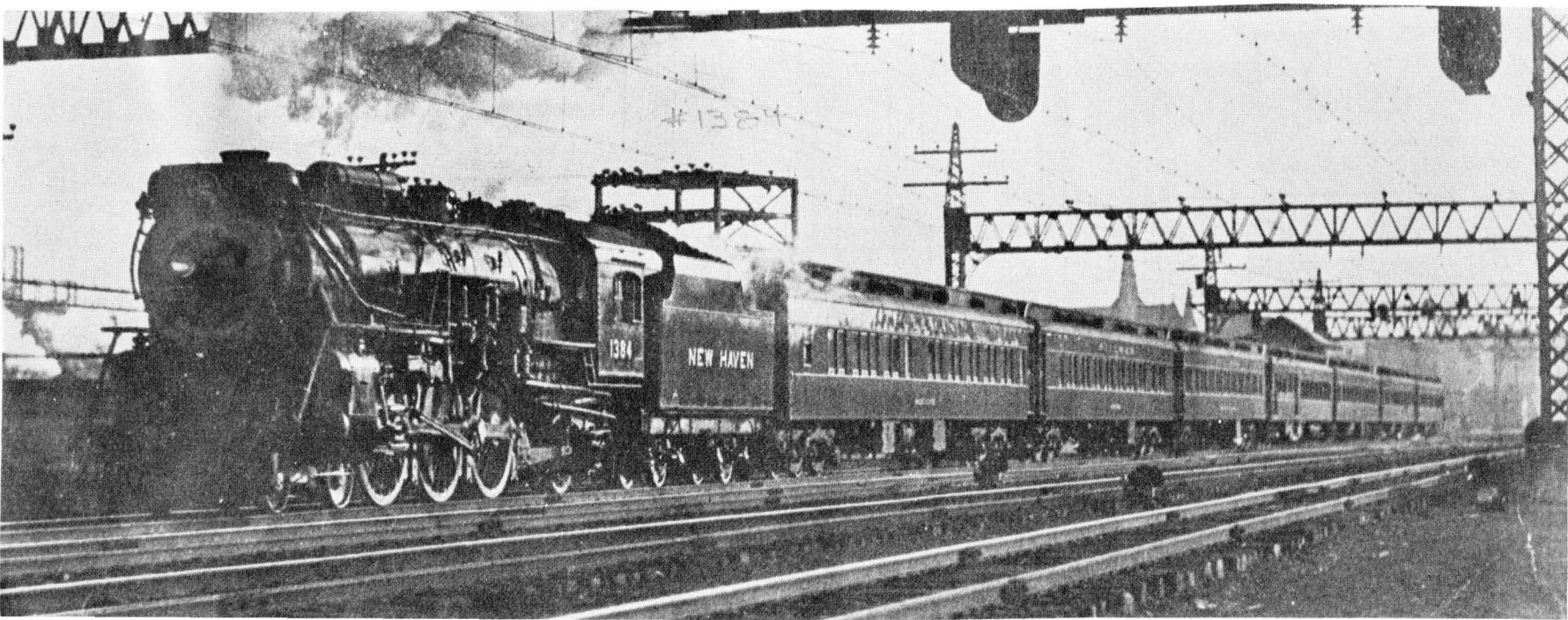




A clean-cut little 4-4-0 built by ALCO in 1896 stopped at Merwinsville on a warm fall day in 1897. With steam spewing from the pop-valve, the fireman keeps his eye peeled for the highball signal. Note semaphore in front of station. Top of water tank may be seen on far side of the train. (Courtesy New York, New Haven and Hartford Railroad Company)

with money, for it was April 1834 when the first little locomotive pulled its dinky coaches over the seven miles between Boston and Newton. Probably encouraged by having a railroad in operation, the management went to work in earnest and by the summer of the next year had its rails extending into

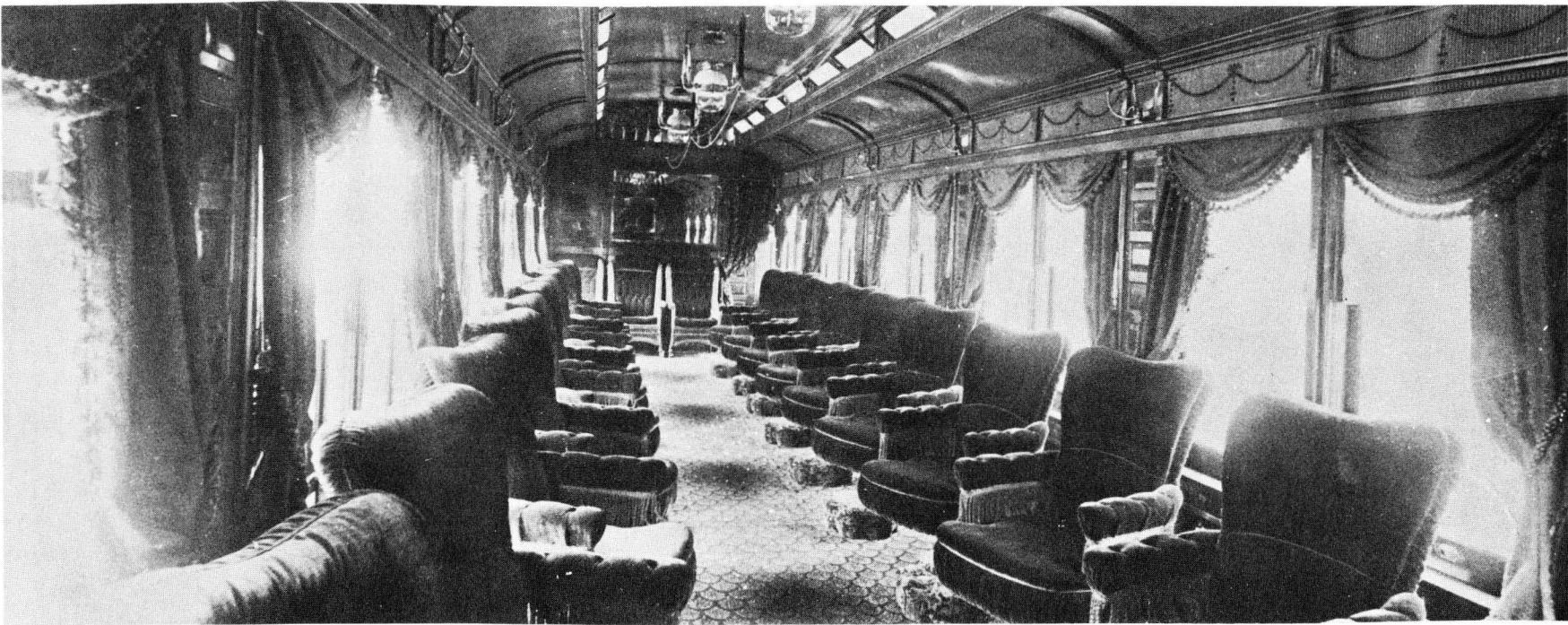
topped "proper Bostonian," was not entirely pleased with his trip over the line on July 22, 1835, when he recorded in part, "This morning . . . I took passage on a railroad car to Providence. . . . Other cars were attached to the locomotive, and uglier boxes I do not wish to travel in . . . made to stow away some thirty human beings, who sit cheek by jowl as best they can. The poor fellows . . . squeezed me into a corner, while the hot sun drew from their garments . . . smells made up of salt fish, tar and molasses. By and by . . . twelve beaming factory

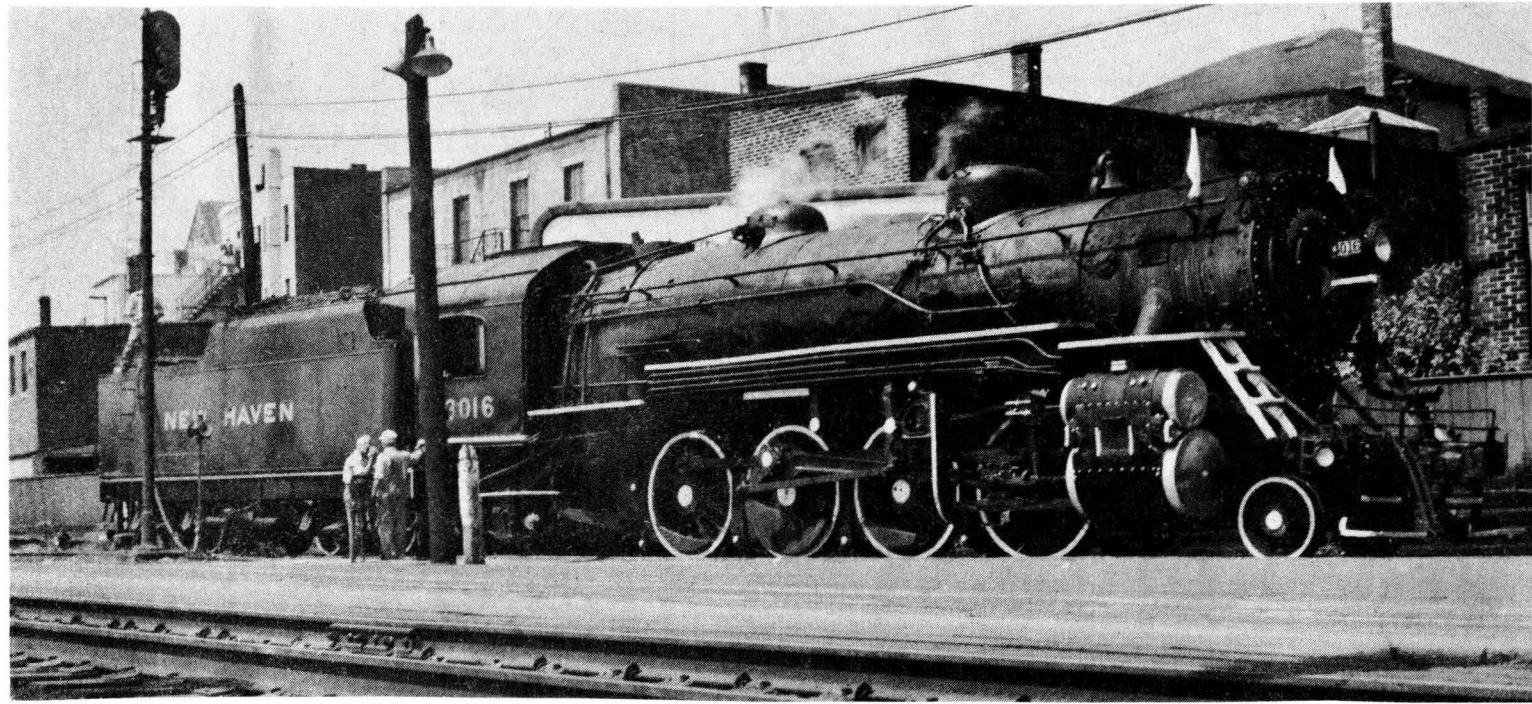


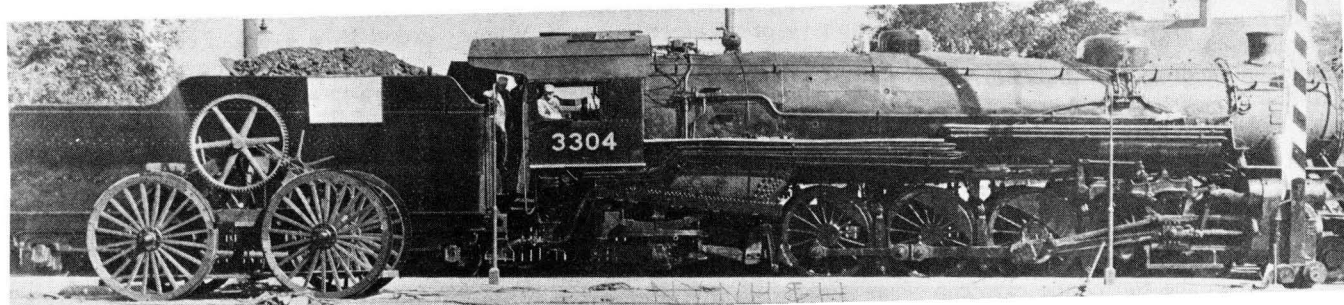
#1384

1384

NEW HAVEN

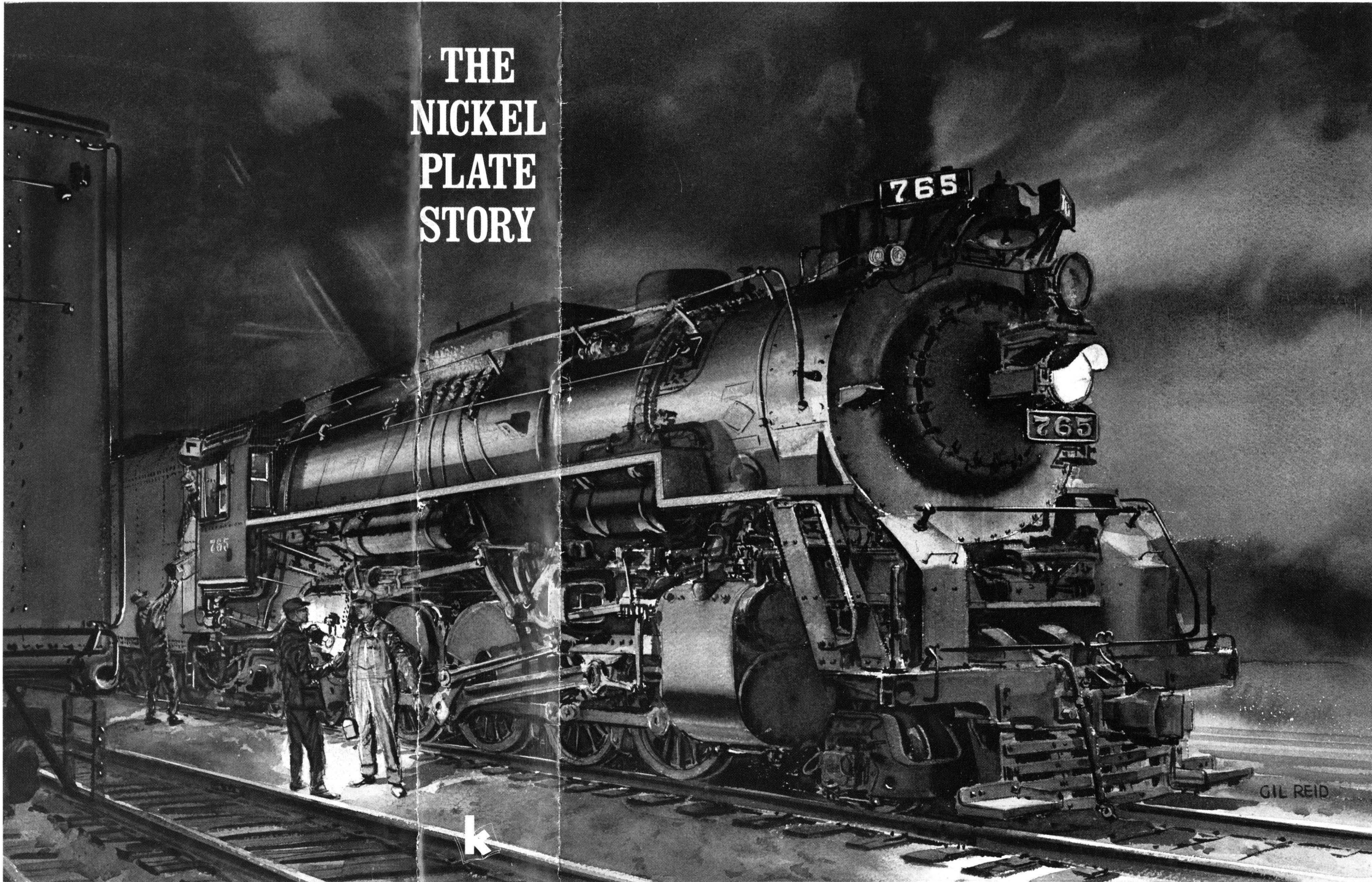






3304

THE
NICKEL
PLATE
STORY



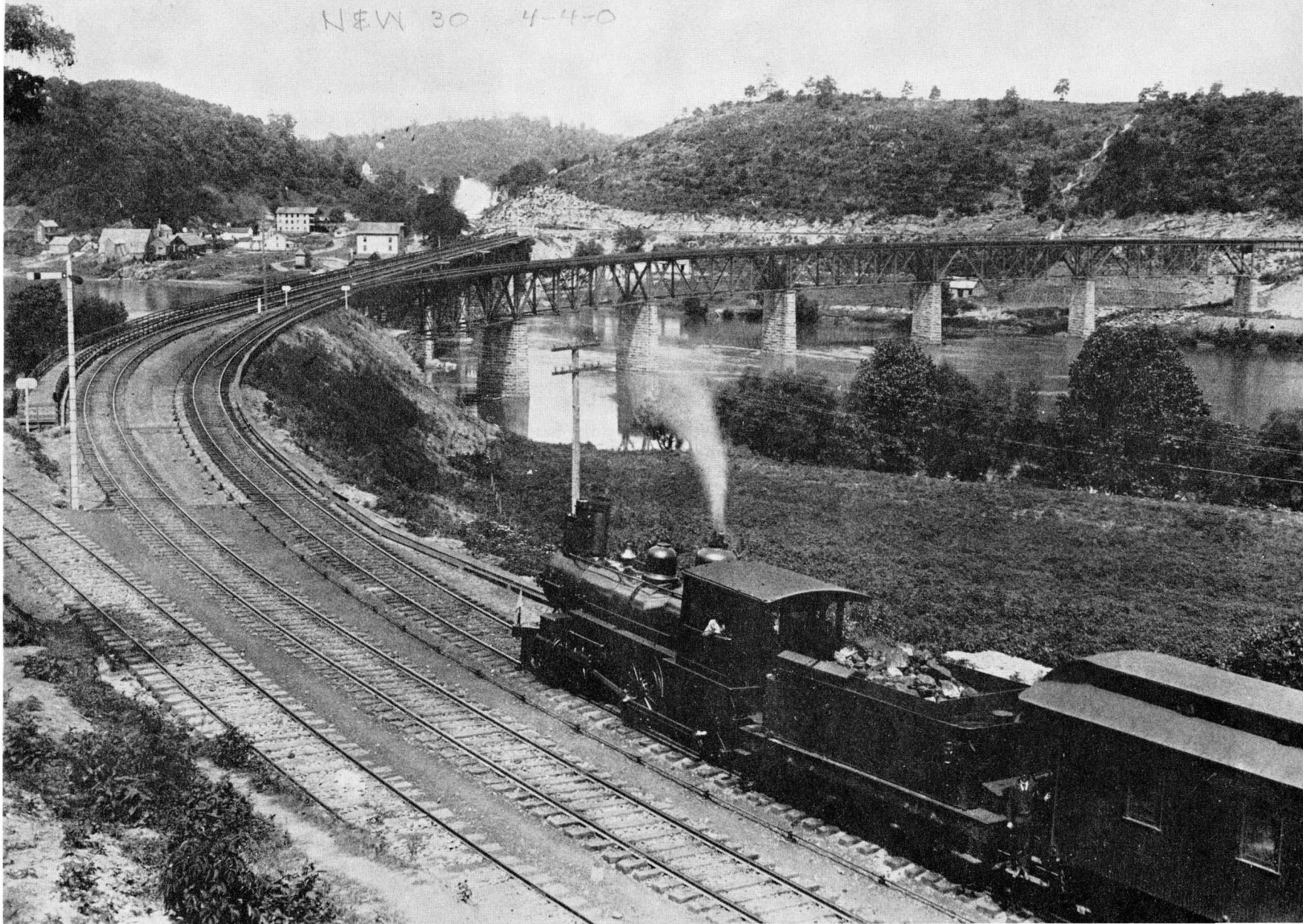
GIL REID

k



WEARING NICKEL PLATE LETTERING but retaining her W&LE number, 2-6-6-2 8003 shows off her classic USRA figure in this 1950 broadside in the Pine Valley engine terminal. In January 1951 she became NKP 942 and continued to work coal trains out of Pine Valley until March 21, 1953.

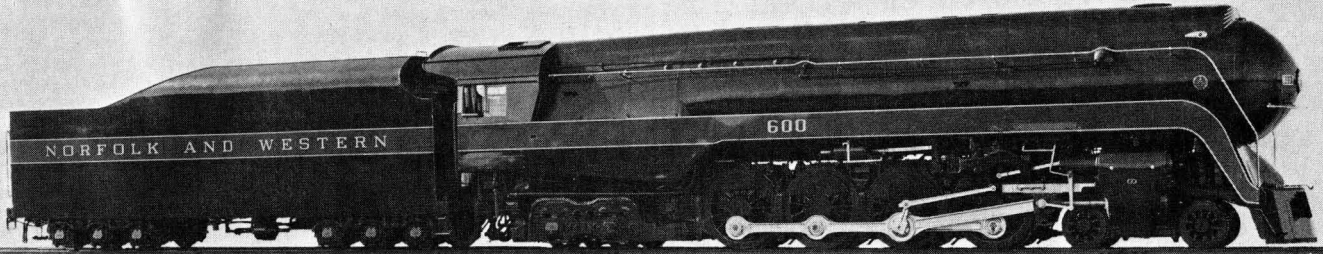
N&W 30 4-4-0



N&W 91

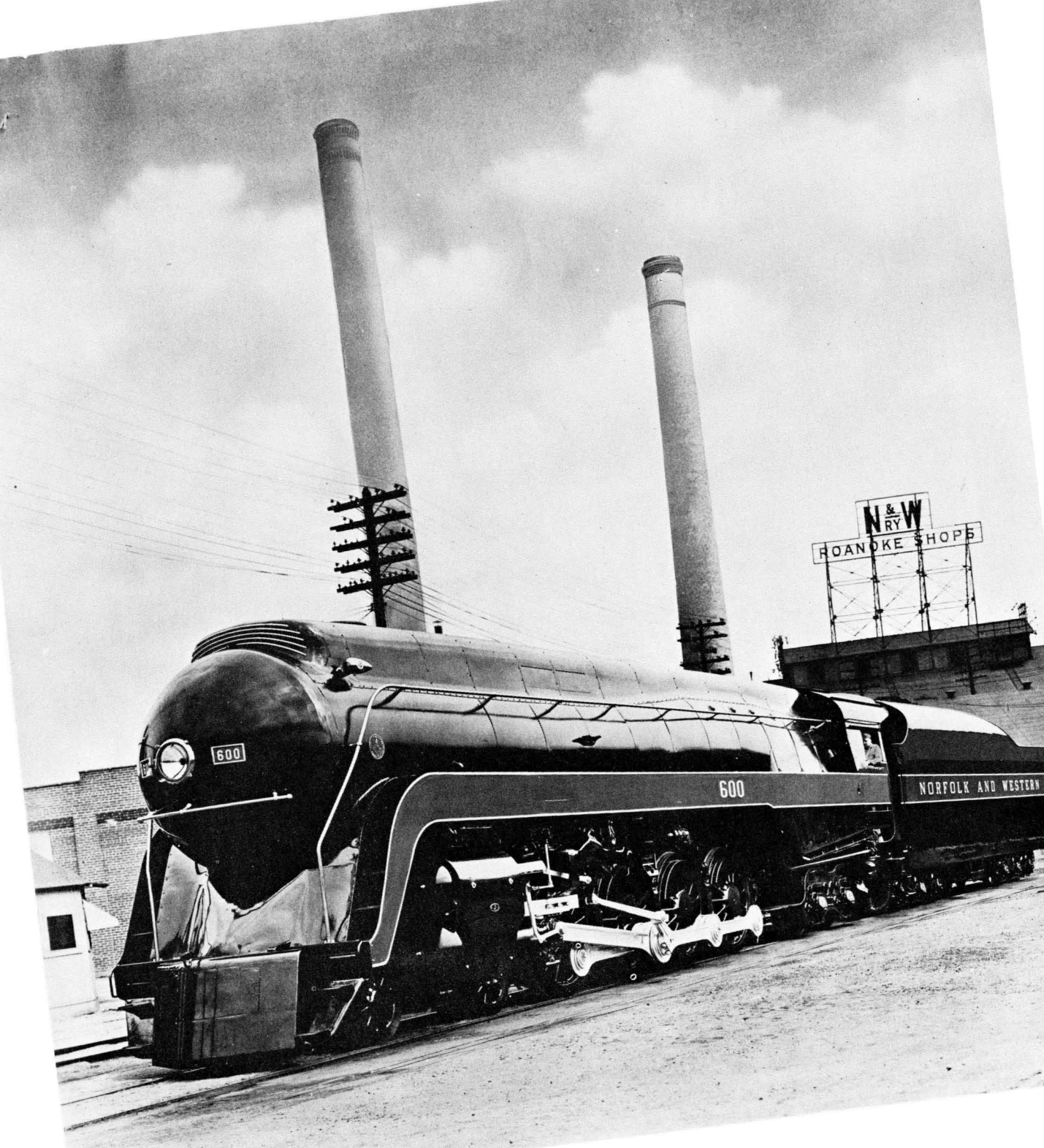


8114-

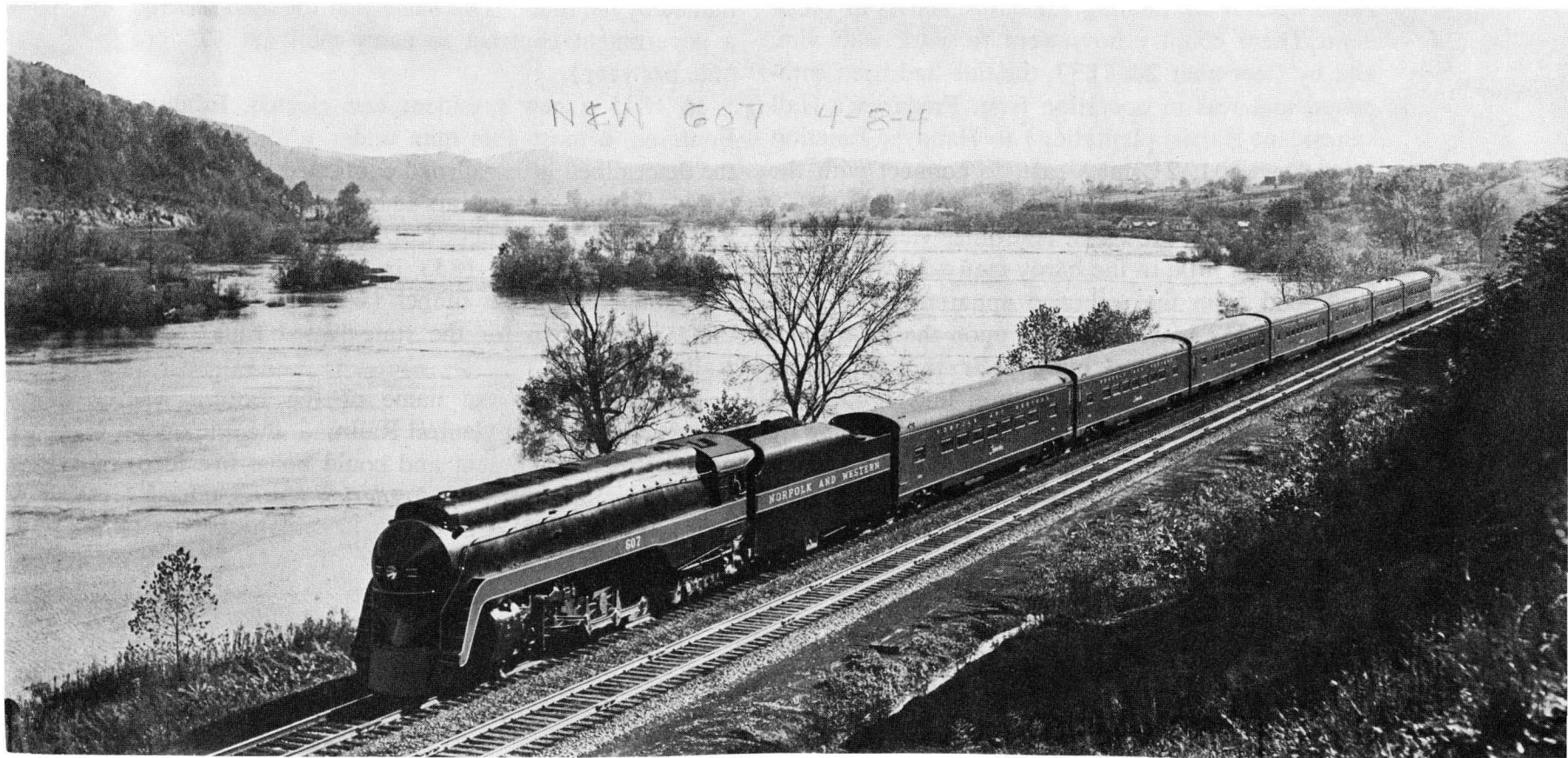


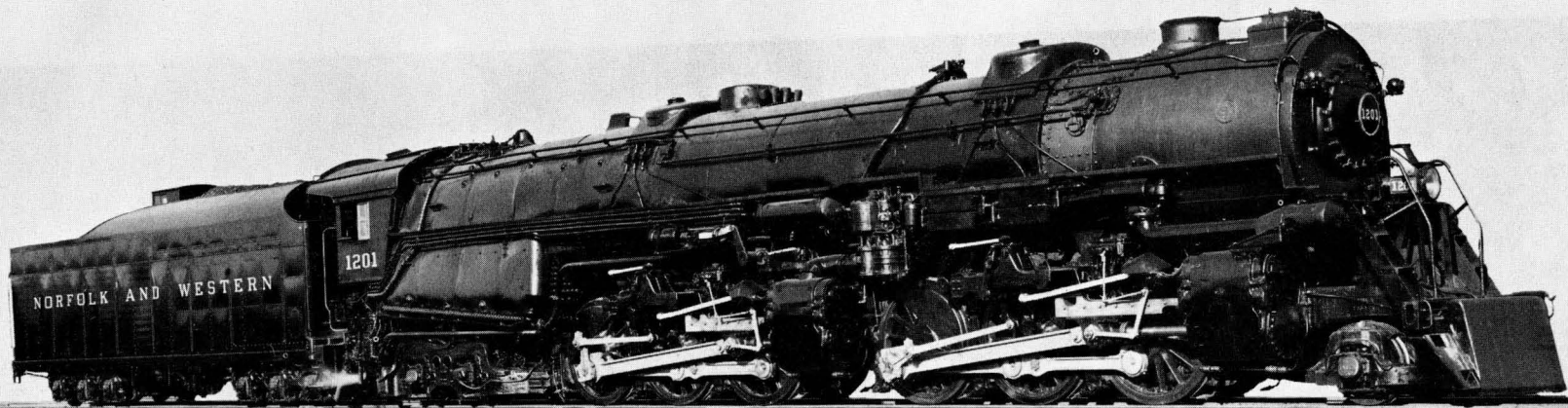
NORFOLK AND WESTERN

600



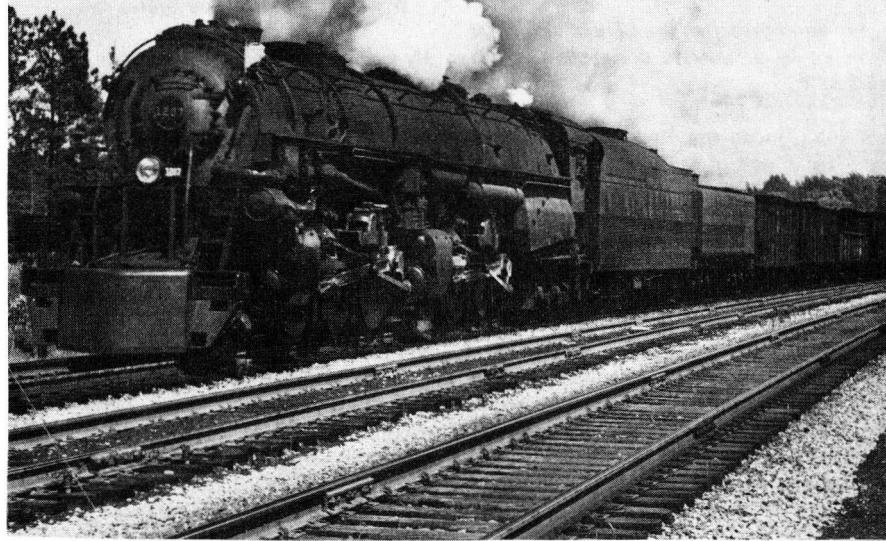
N&W 607 4-8-4





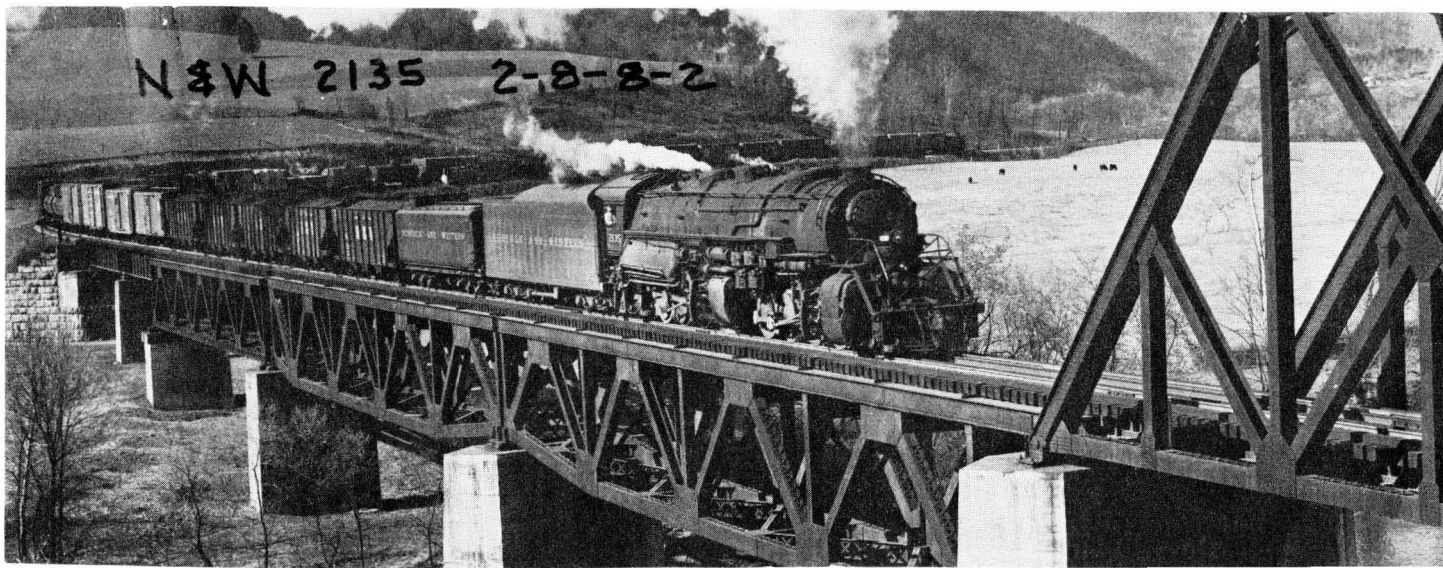
N&W 1207

2-6-6-4

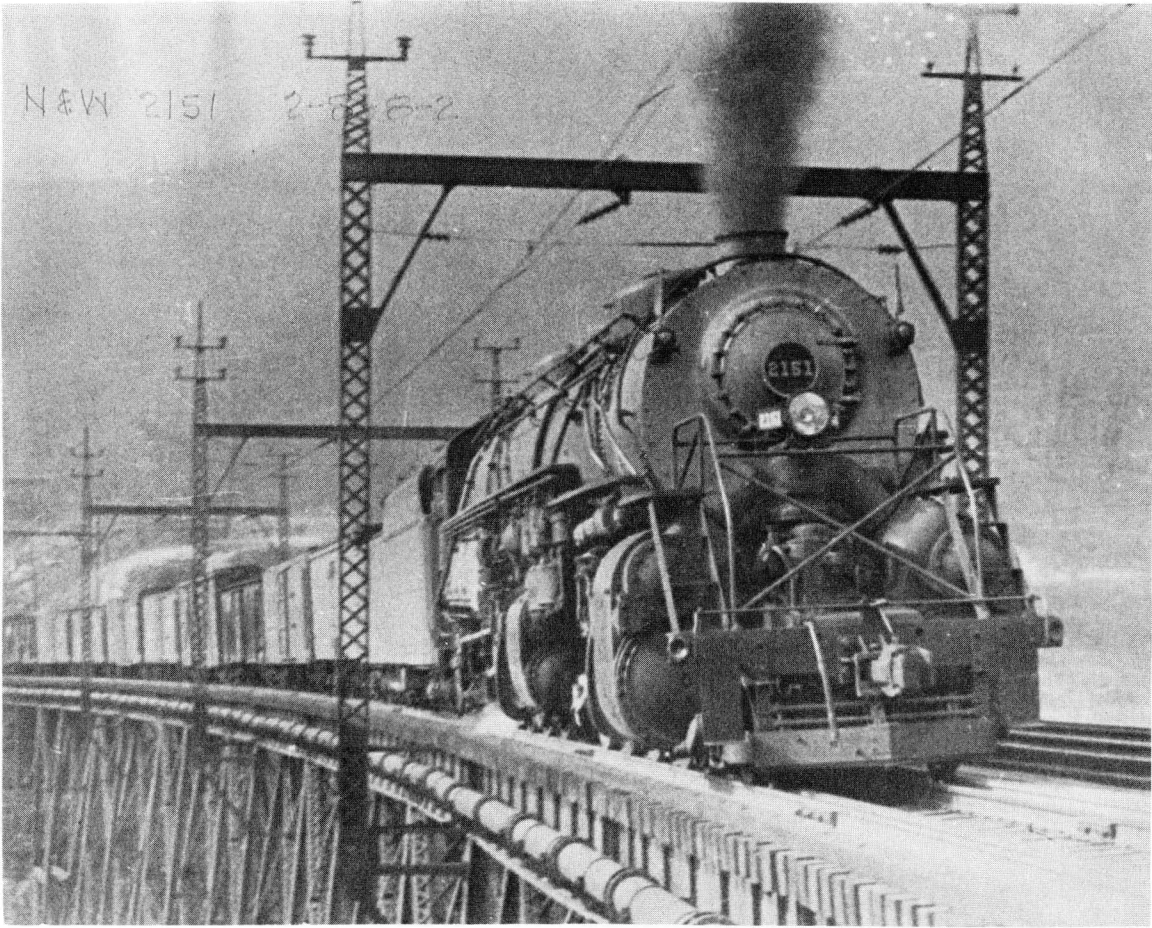




N&W 2135 2-8-8-2

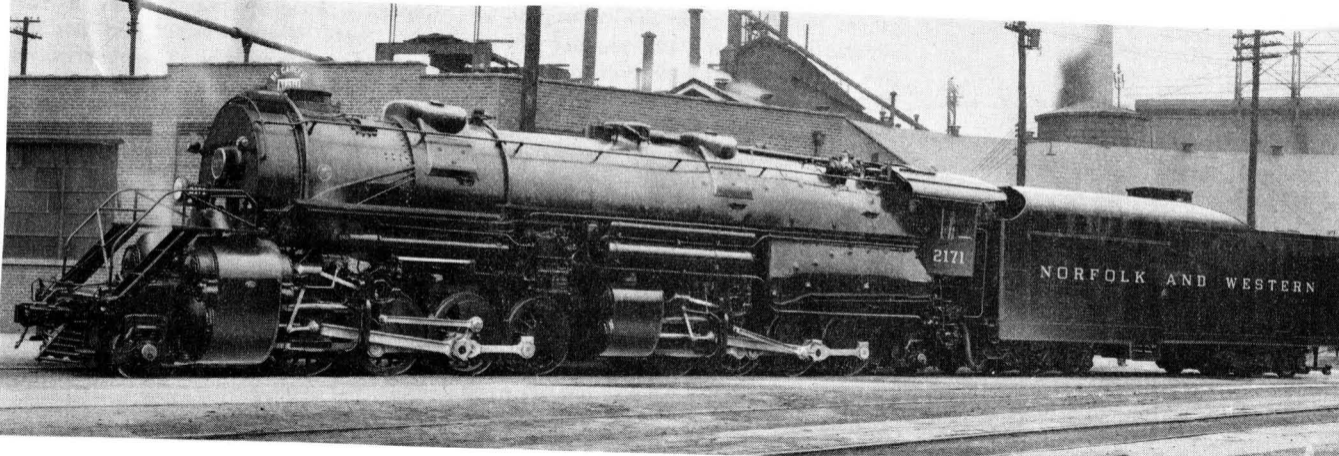


N&W 2151 2-8-6-2





N&W 2152 2-8-3-2





N&W 2173 2-8-8-2

NORFOLK AND WESTERN

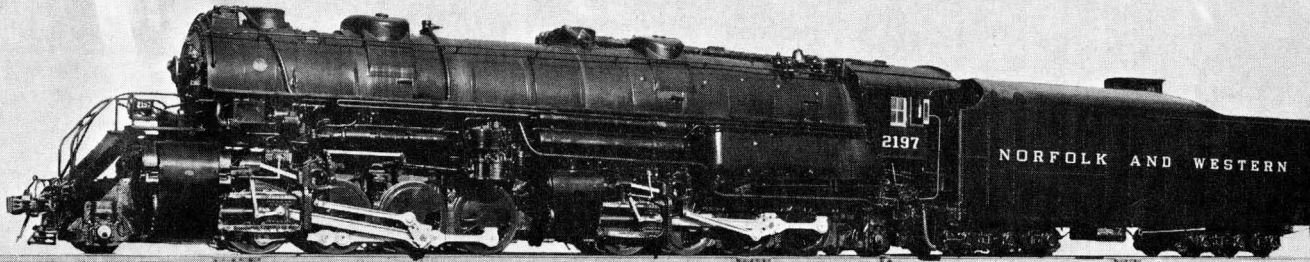
2173

N&W

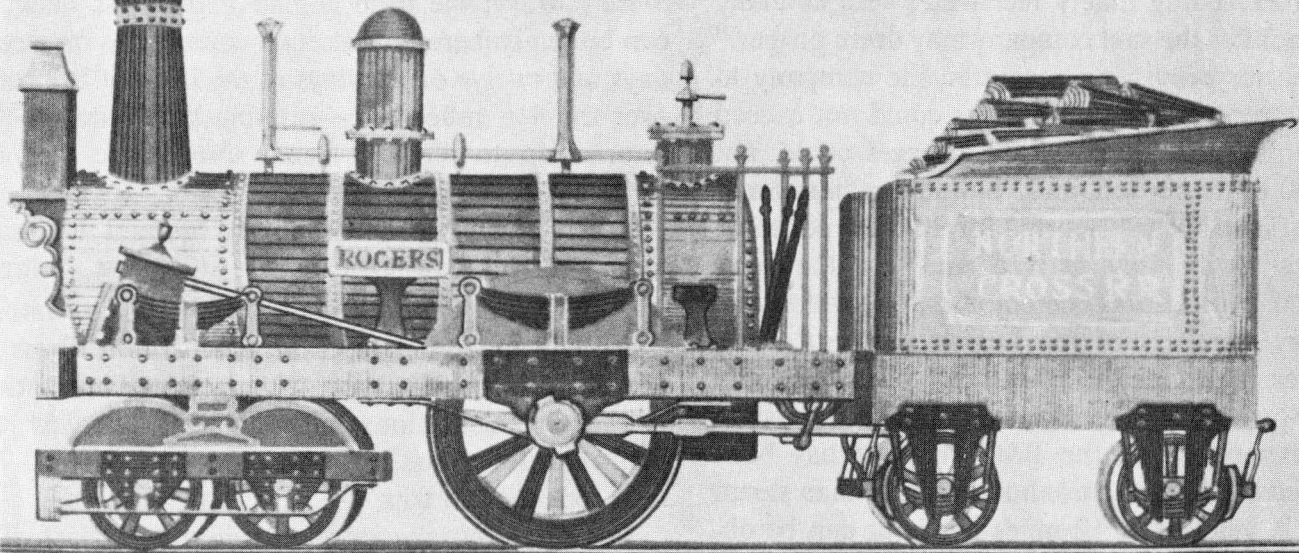
N&W

2173

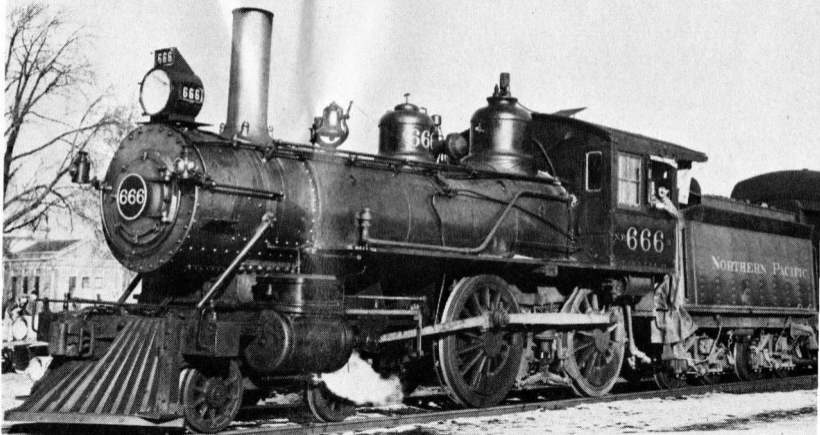
2173



NORTHERN CROSS "ROGERS"



NP 666

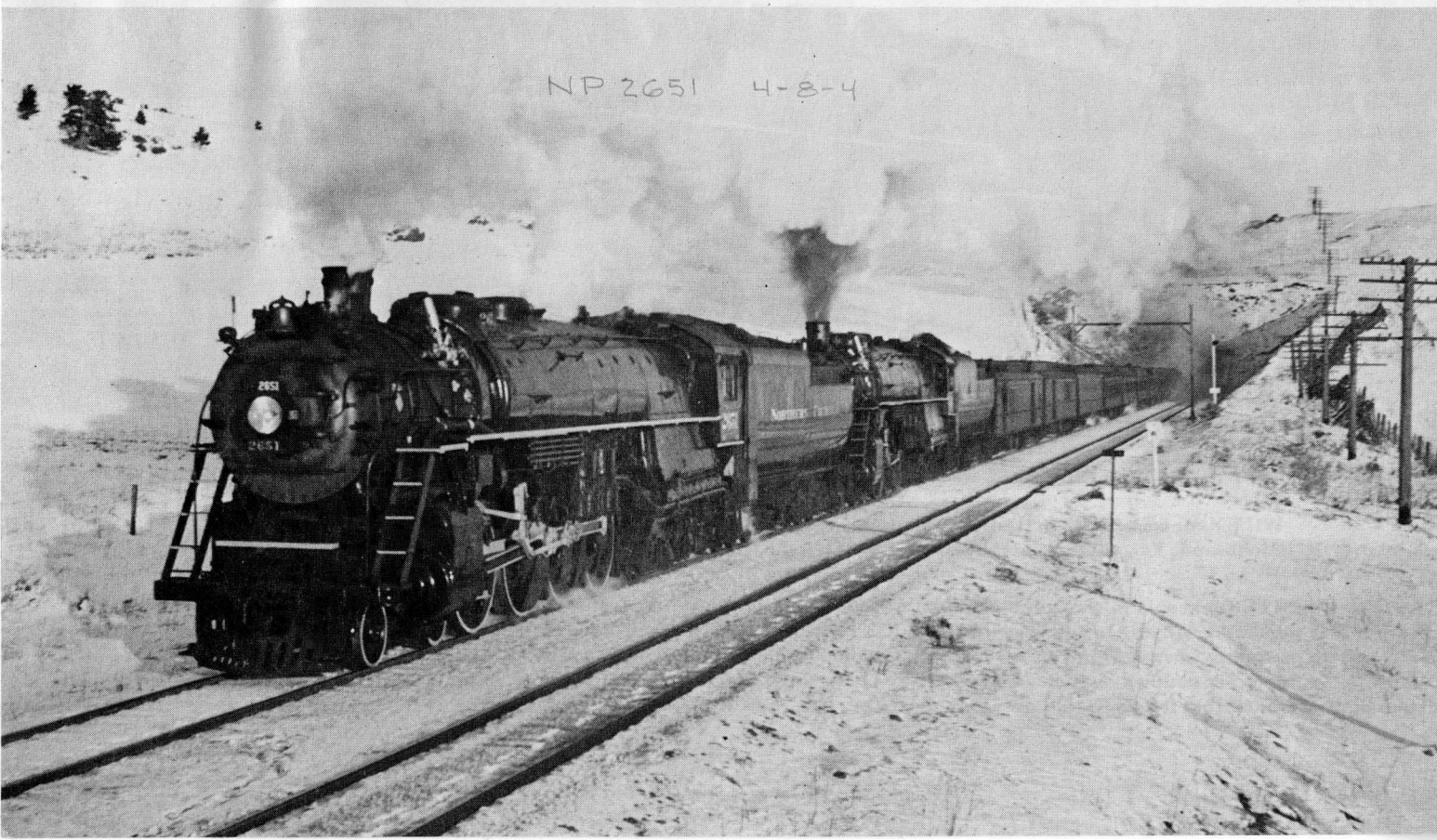


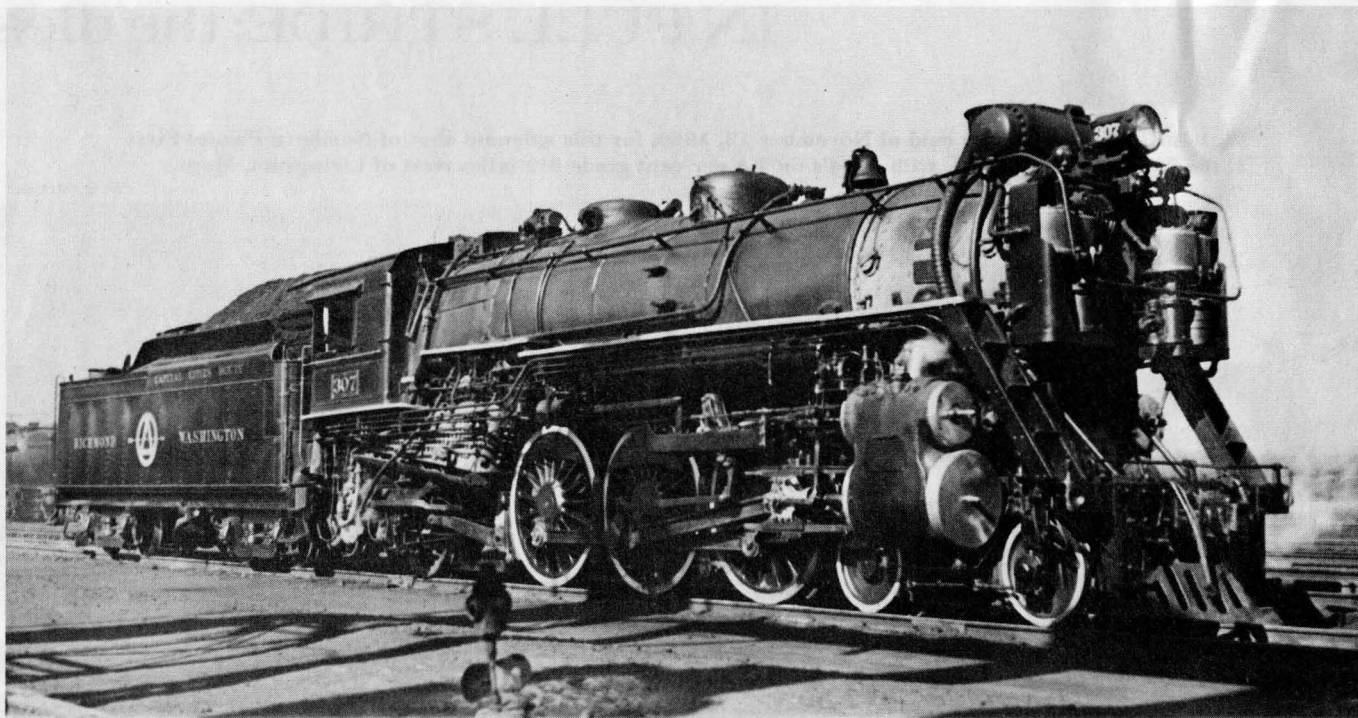


IN FULL STRIDE: the diesel

W. R. MC GEE braved the cold of November 13, 1940, for this splendid shot of Northern Pacific First 1, the North Coast Limited, with 4-8-4's on 1.8 per cent grade 8½ miles west of Livingston, Mont.

W. R. McGee.



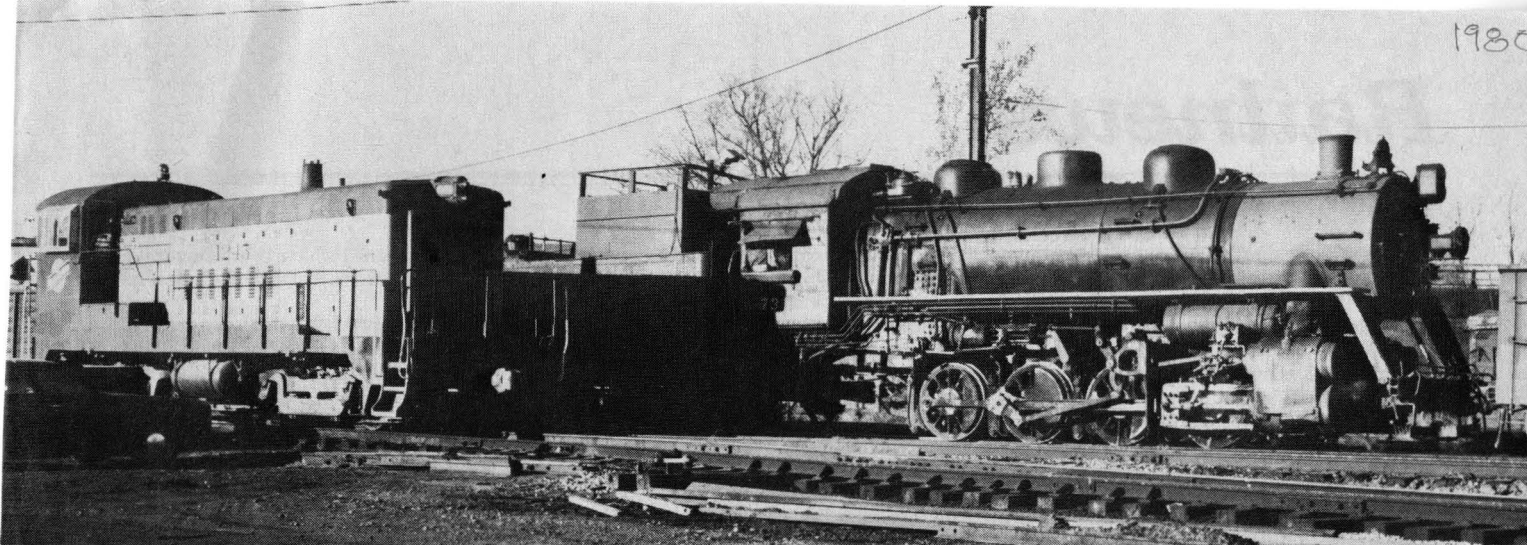


Wiley M. Bryan.

WILEY M. BRYAN'S portrait of Richmond, Fredericksburg & Potomac 4-6-2 307 at Acca terminal in Richmond, Va., exemplifies the orthodox 3/4-angle, rods-down approach to engine photography of 1940.

W. H. N. ROSSITER takes us to Canadian National's Spadina roundhouse in Toronto, Ont., on a rainy afternoon in September 1940. On the ready track is K-5 Hudson 5702. In a half hour or so the polished 4-6-4 will be pounding toward Montreal on fast (333.8 miles in 330 minutes) pool train No. 6, the Inter-City Limited. Six-coupled switcher 7440 looks over her big sister, conceivably piqued at an iron fate which ordained that 0-6-0's would ever remain within yard limits and 4-6-4's on high iron.

1980



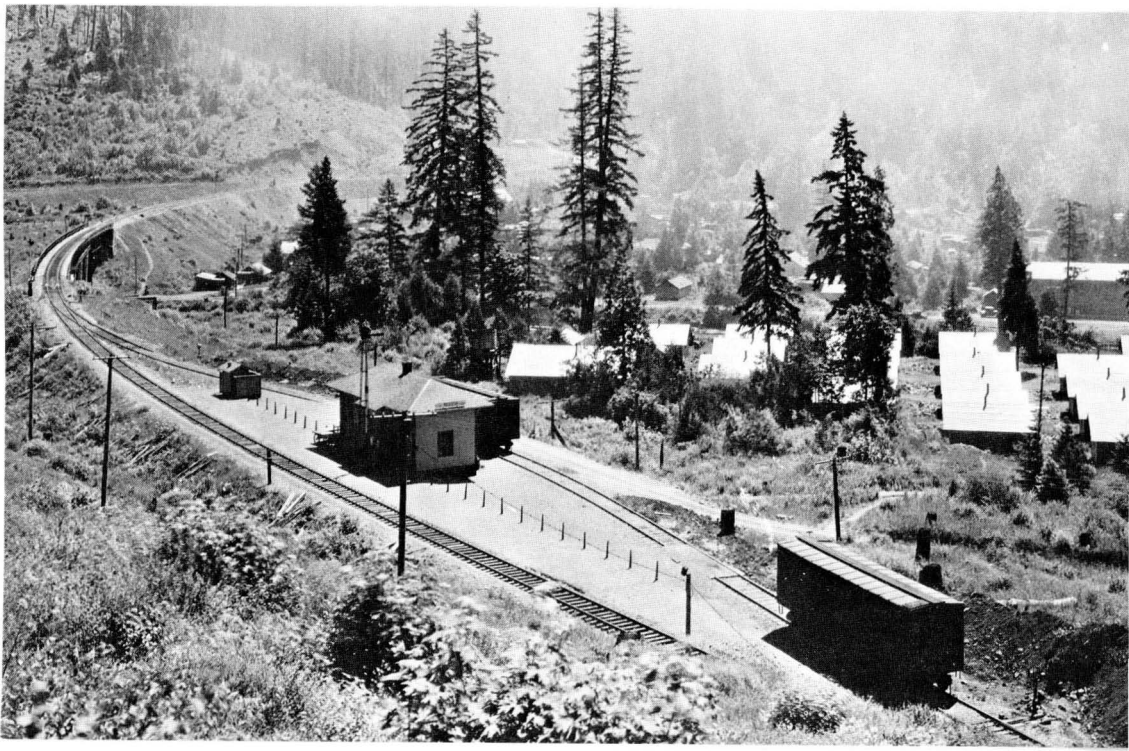
MIKE McBRIDE

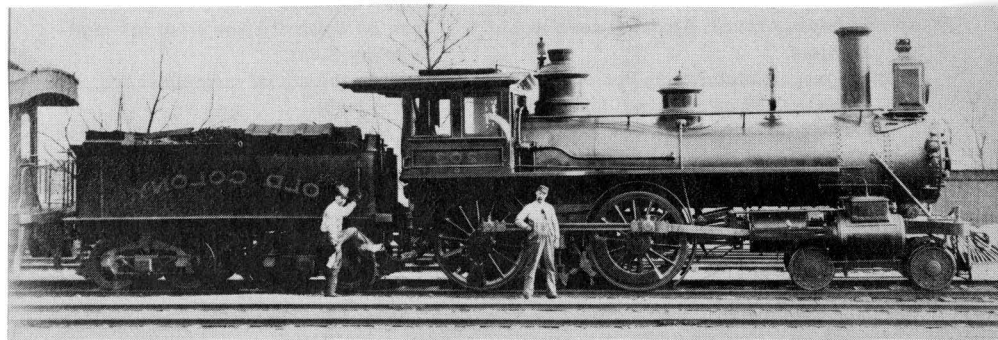
THE STEAM ERA officially came to an end at 11:00 a.m. on December 3, 1980, when Peter W. Dillon (**right**) closed the valve to kill the fire on 0-8-0 No. 73 of the Northwestern Steel & Wire Co. in Sterling, Ill. Leased C&NW diesels were already working NSW on Nov. 8 (**below**) and Nov. 21 (**above**).



N-C-O 25







Old Colony 203, the *Isaiah Hoyt*, Rhode Island built in 1882, later New Haven 1917.



O. & C.

A

WEST SCIO (ORR-SP)

The Oregonian Railway Company, Ltd., when laying narrow gauge track from Silverton to Coburg, missed the small town of Scio. The line, instead, was built two miles west through a point that became known as West Scio.

Scio's townspeople were disappointed that they were not given a railroad into their community. Finally, with the help of some of SP's track men, they constructed their own railroad from Scio to West Scio. They leased "Old Betsy" from the SP for motive power. She was one of three engines built by the Vulcan

Iron Works of San Francisco in 1862, and had been used to complete the first twenty miles of track from East Portland to Parrott Creek for Ben Holladay's Oregon & California Railroad.

Passengers desiring to make a connection with the train at West Scio would ride over on a flat car pulled by "Old Betsy." It was a nice arrangement, but the state inspectors and the regulatory advisors finally forced Scio to abandon the line in 1904. "Old Betsy" was returned to her owners for scrapping.

OREGON & CALIFORNIA 11

44-0



O&C 32







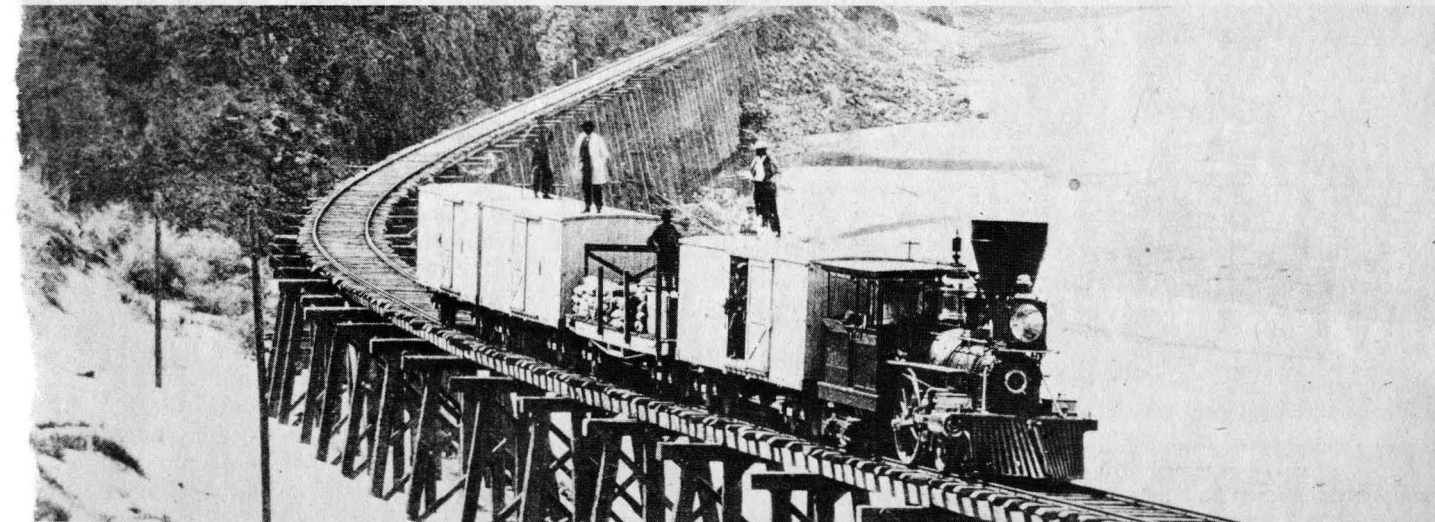
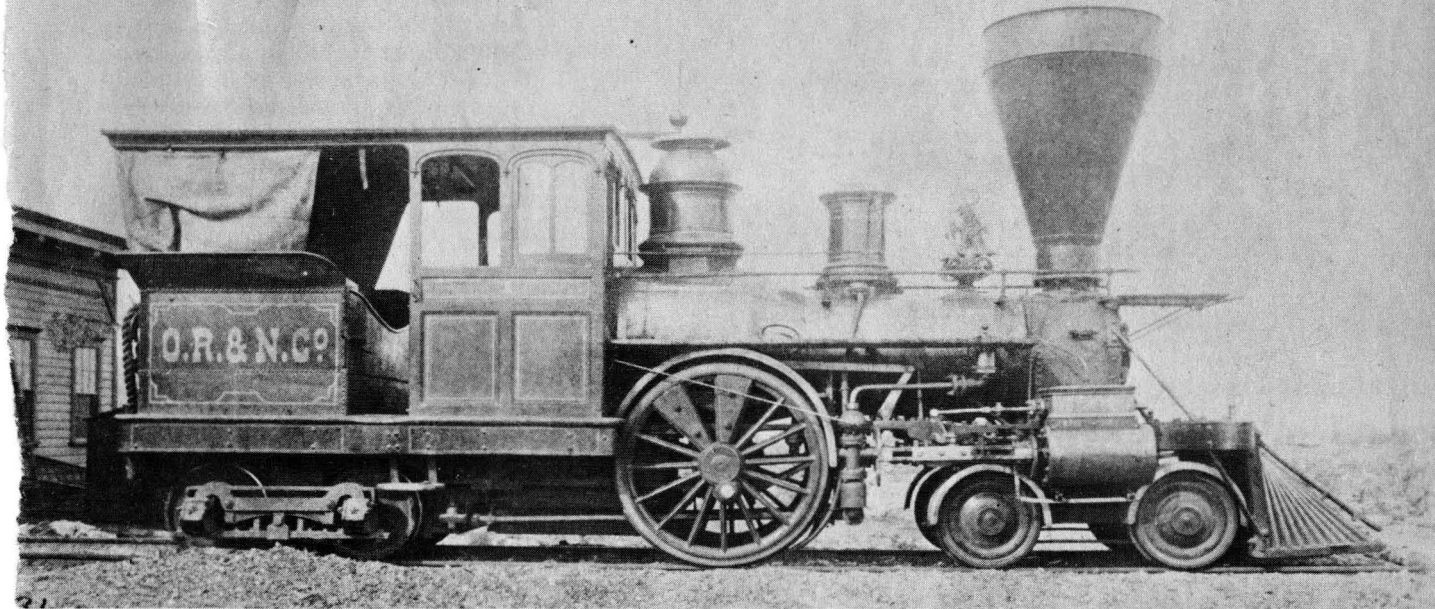
An OREGON PACIFIC & EASTERN train prepares to leave Village Green for a trip over the line

#19



WILLAMINA & GRAND RONDE RAILWAY COMPANY changed hands, the new company renaming it LONGVIEW, PORTLAND & NORTHERN RAILWAY CO. Shown above is one of the early steam engines now replaced by diesel.

OREGON RY. & NAV. CO 1



Oregonian Railway No. 7 in 1887. The group of four located beside the cab and in front of the tender are, left to right: Conductor Bob Clark; N. L. "Tack" Butler, Dallas attorney; Si Bennett brakeman; Sam Sconlon, engineer, Dallas, Oregon.



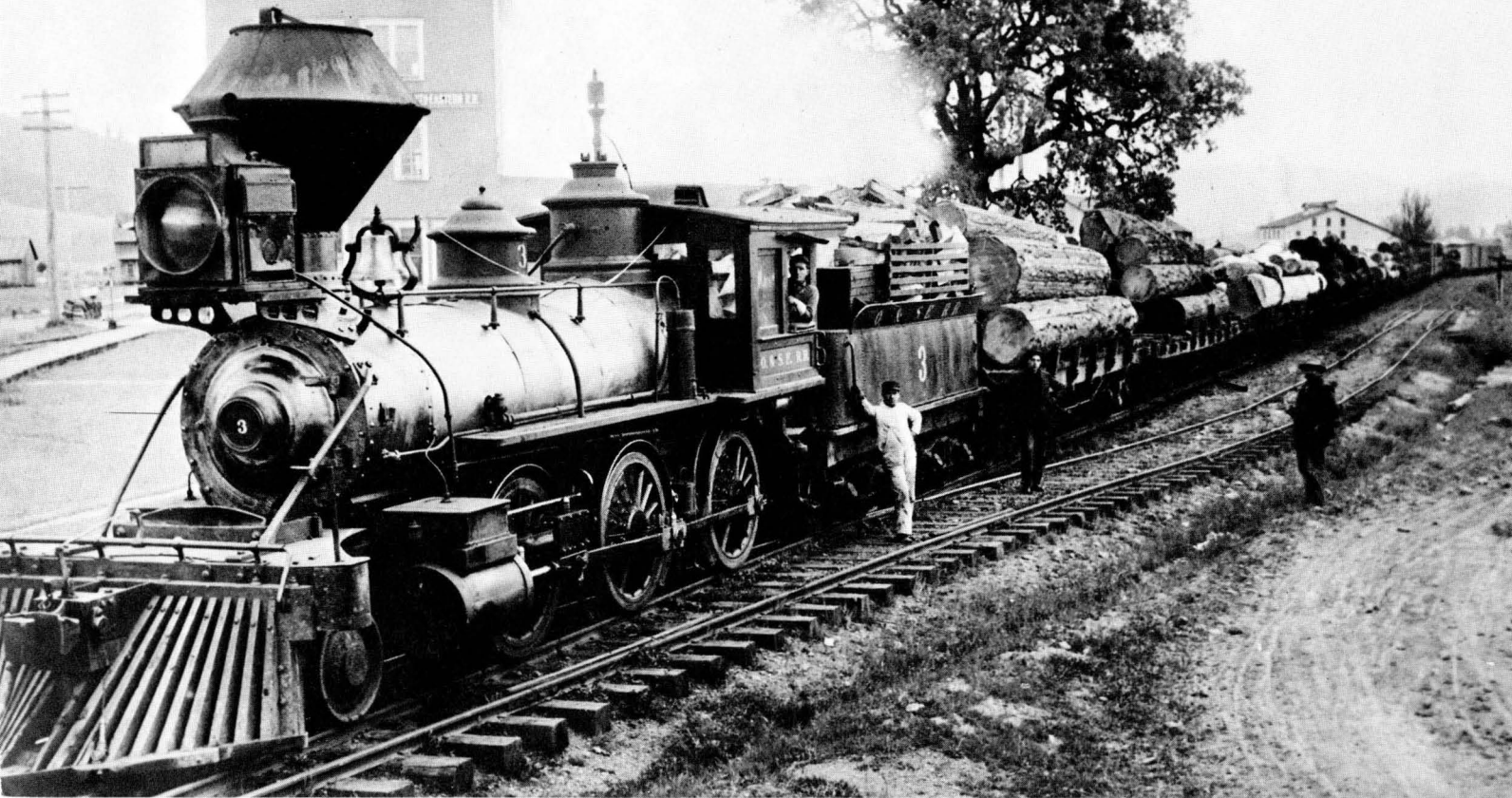


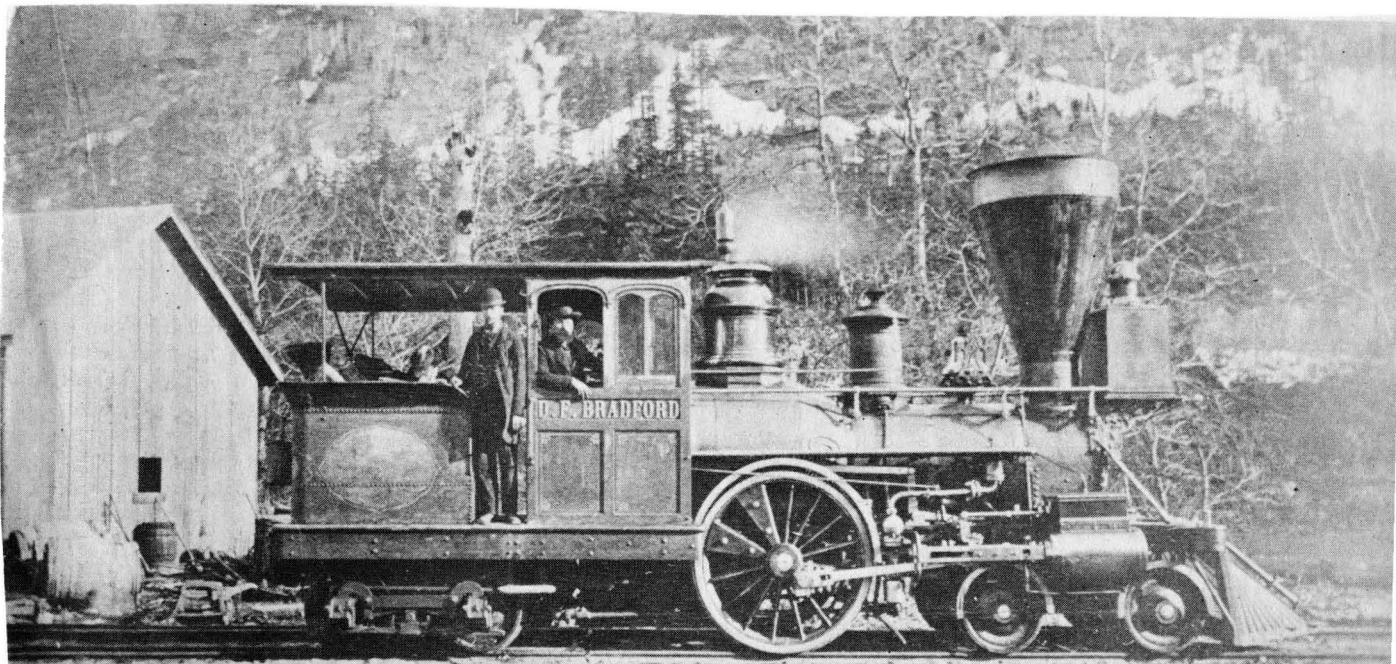
OREGON RY & NAV CO 63 4-9-0



La Grande's present station, the Union Pacific Depot

OREGON & SOUTHEASTERN 3 2-6-0





OREGON STEAM NAVIGATION CO. 2" "D.F. BRADFORD"



PACIFIC & EASTERN 1

WILLIAMSON

PACIFIC & EASTERN

PACIFIC & EASTERN RAILWAY

PACIFIC & EASTERN RAILWAY
410
U.S. RR.

GREAT
NORTHERN
RAILWAY

The Great Northern Railway

GREAT
NORTHERN
RAILWAY

ROUTE OF THE FAVORITE TRAIN

Through From the Coast to Chicago
Every Day in the Year.

FULL MODERN EQUIPMENT

Compartment Observation Cars, Dining Cars (Serving Meals a La Carte), Standard and
Tourist Sleepers, Day Coaches

The
**ORIENTAL
LIMITED**

Electric Lighted, Vacuum Cleaned

News Bulletins for the Men, Afternoon Teas for the Ladies

Leave Portland 7:00 P. M. Daily—Arrive Chicago
72 Hours Later

Direct Connection With All Lines at Chicago for Points East and South

THERE IS NO BETTER SERVICE

TWO OTHER GOOD TRAINS

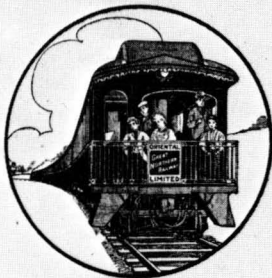
The Oregonian

FOR SPOKANE, ST. PAUL, MINNEAPOLIS AND POINTS EAST

The Southeast Express

FOR SPOKANE, GREAT FALLS, HELENA, BUTTE, BILLINGS,
DENVER, OMAHA, ST. JOE AND KANSAS CITY

All Trains From North Bank Station
Eleventh and Hoyt Streets



COAST LINE SERVICE

3--Trains Daily--3

FOR CENTRALIA, CHEHALIS, TACOMA, SEATTLE, EVERETT,
BELLINGHAM, NEW WESTMINSTER, VANCOUVER, B. C.
THE ONLY THROUGH SERVICE

International Limited

Leaves 10 A. M.

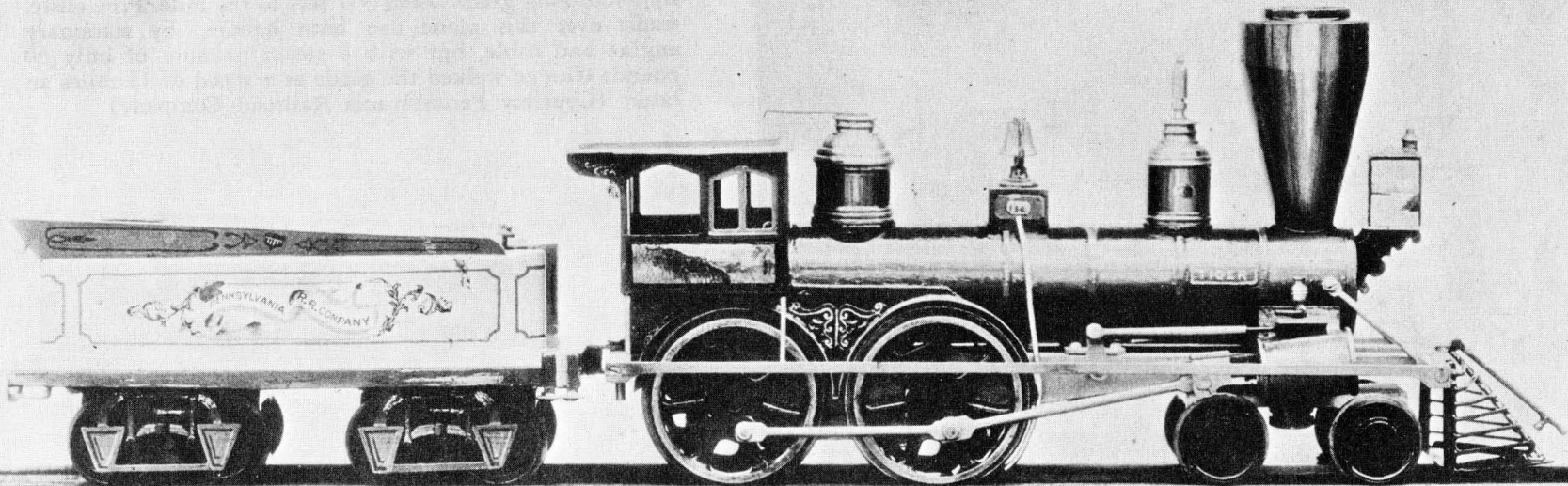
The Owl

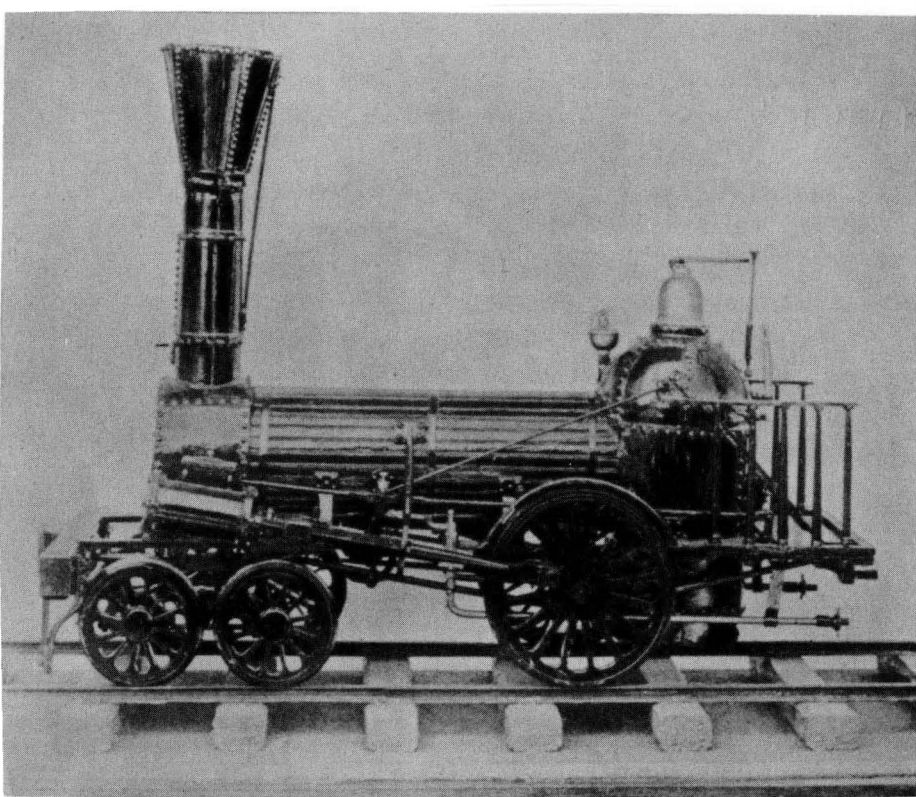
Leaves 5 P. M.

Shore Line Express

Leaves 11:30 P. M.

PRR 154 "TIGER"

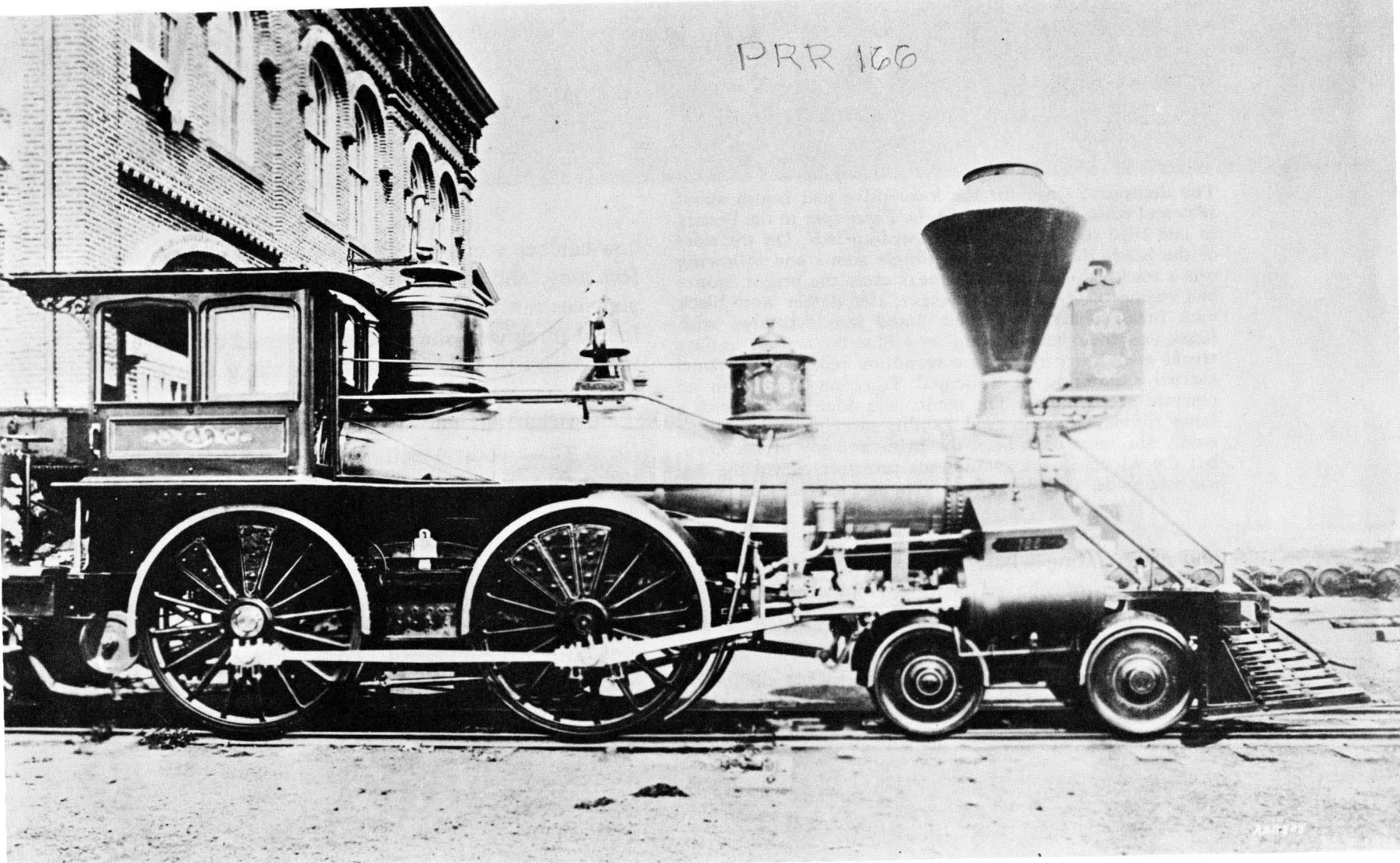




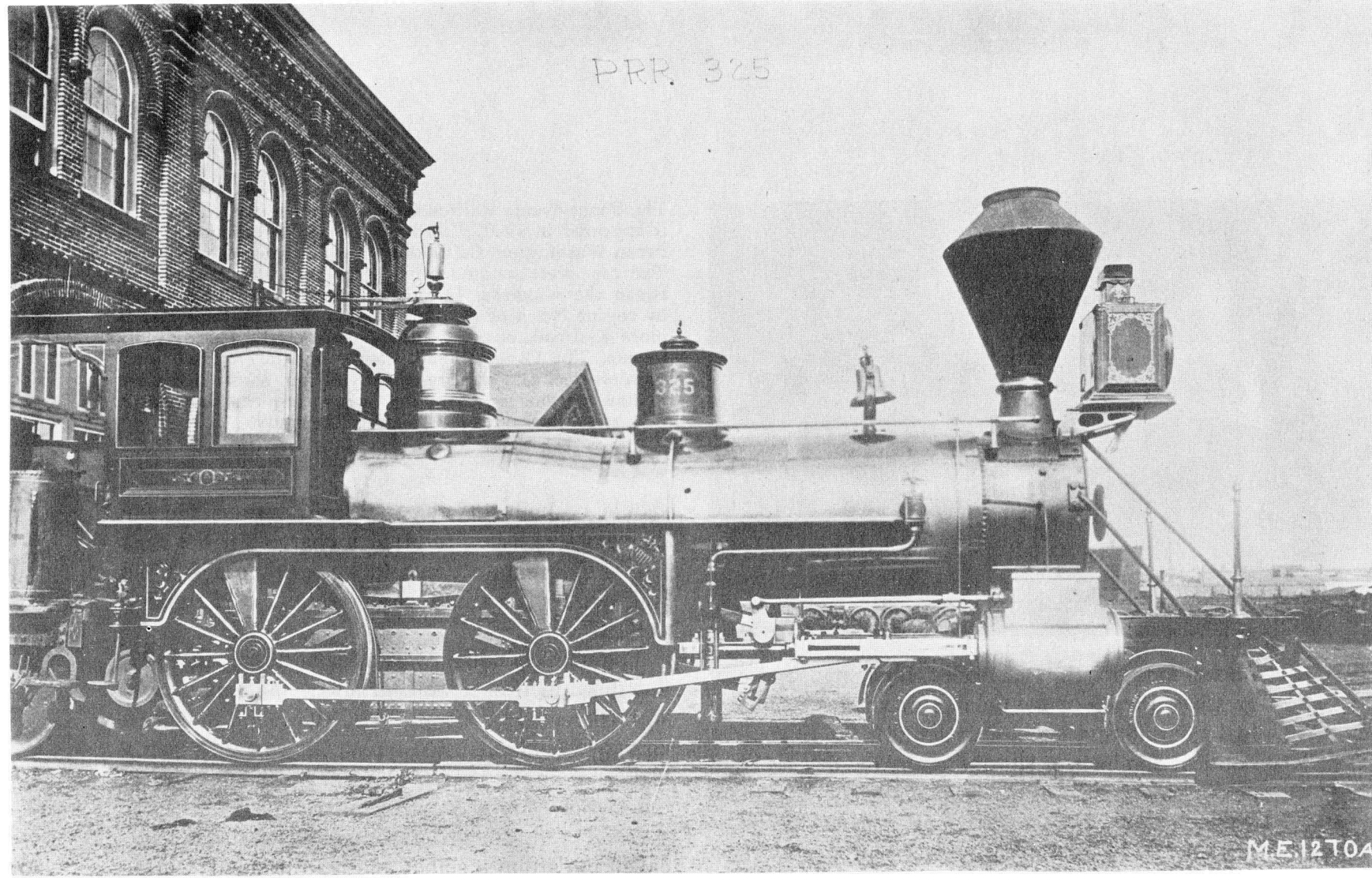
The *George Washington*, a 4-2-0 engine built by William Norris of Philadelphia, with 48-inch drivers and weighing just short of 15,000 pounds, was put into service in 1836. Operating on the 13-mile level between plane 1, at Stuple Ben Tunnel, and the foot of plane 2, near Portage, this locomotive showed her tractive power when on July 10th she pulled ten tons up the Belmont Plane. This was a 2800-foot-long grade rising 377 feet to the mile. Previously, traffic over this plane had been handled by stationary engine and cable, but with a steam pressure of only 60 pounds *George* walked the grade at a speed of 15 miles an hour. (Courtesy Pennsylvania Railroad Company)

No. 166, originally built for the Philadelphia and Columbia Railroad in 1853 and named the "Wheatland." This photo shows the old No. 166 as it appeared after being rebuilt at the Altoona shops. (Courtesy Pennsylvania Railroad Company)

PRR 166

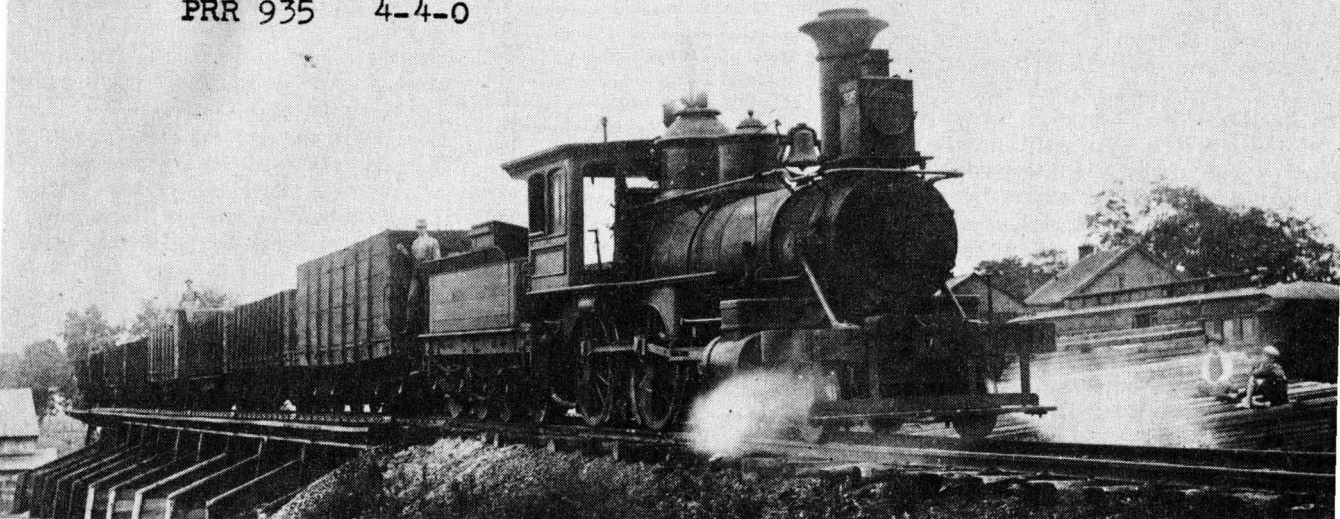


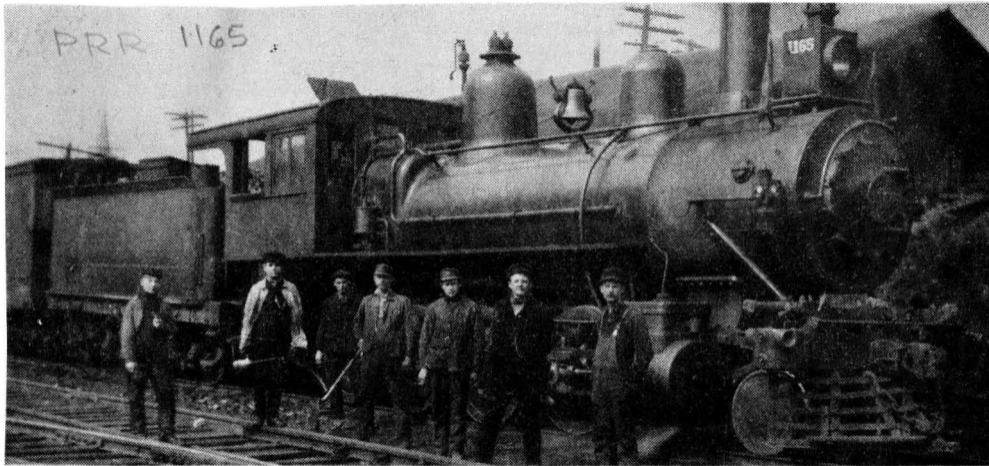
PRR 325



ME12T04

PRR 935 4-4-0

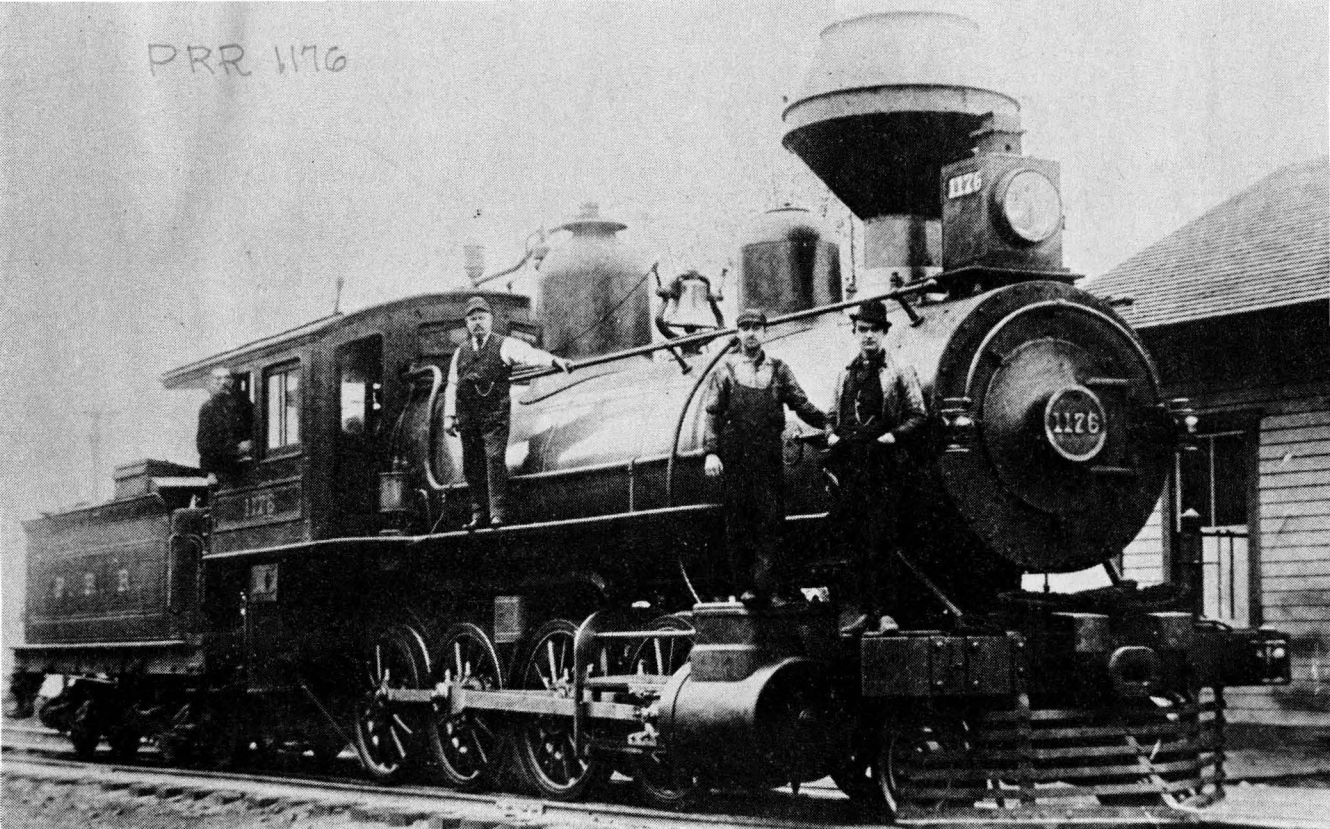




No. 1165 class H3 shown on the Butler shifter at Butler, Pa., about 1906.

Collection of Richard D. Adams

PRR 1176



Ever see a smile from an oldtime engine crew? Bunch on No. 1176 H3 class on Tyrone & Clearfield have usual pose.

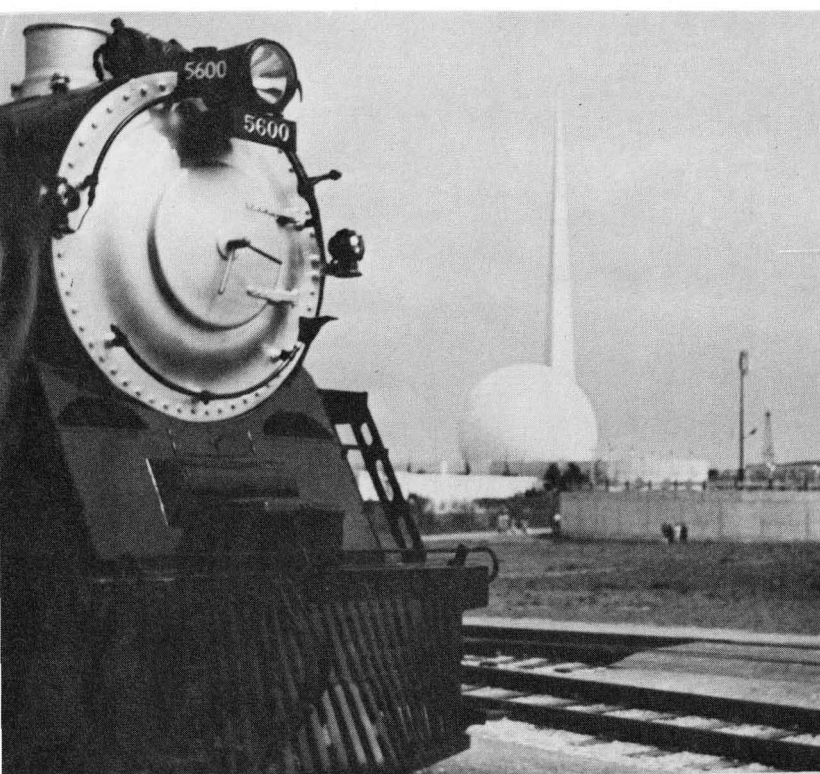
Photograph from Smithsonian Institution



PRR 1600 4-4-2

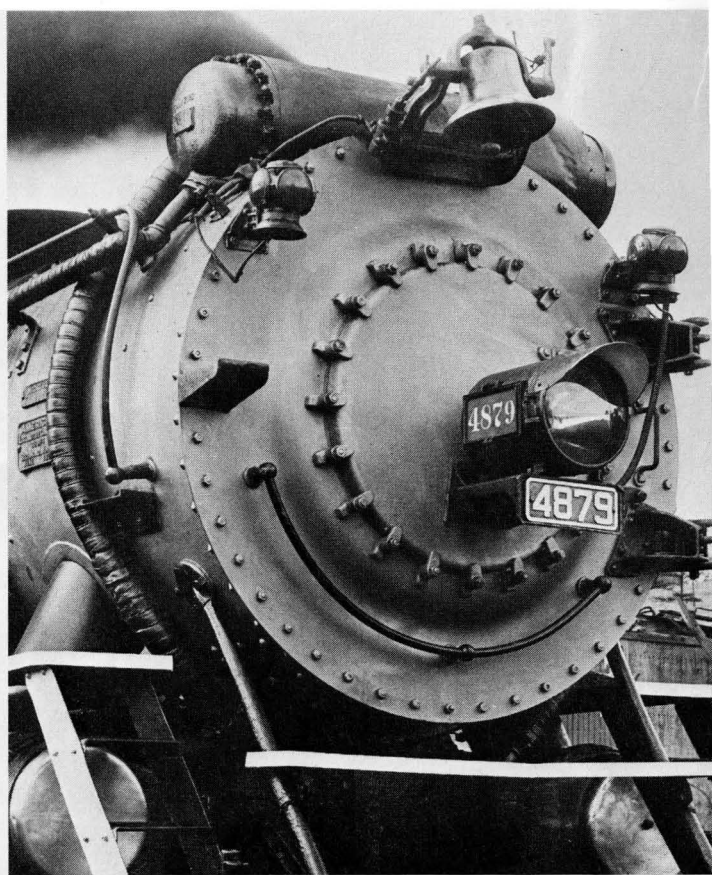
Frank J. Quin. 1940

FRANK J. QUIN had a photo (of Jersey Central heavy Mike 900) published in Volume 1 Number 2 of TRAINS. In culling his 1940 photos for our 35th anniversary issue, the New York News photographer came up with this fine action shot of Pennsy E6 No. 1600 rolling westbound through Bellaire, N. Y., on the LIRR.



JOHN G. MC DADE can't recall whether he shot Baltimore & Ohio duplex-drive 5600 and the trylon-perisphere symbol of the New York World's Fair in 1939 or 1940. Both years were memorable.

John G. McDade.

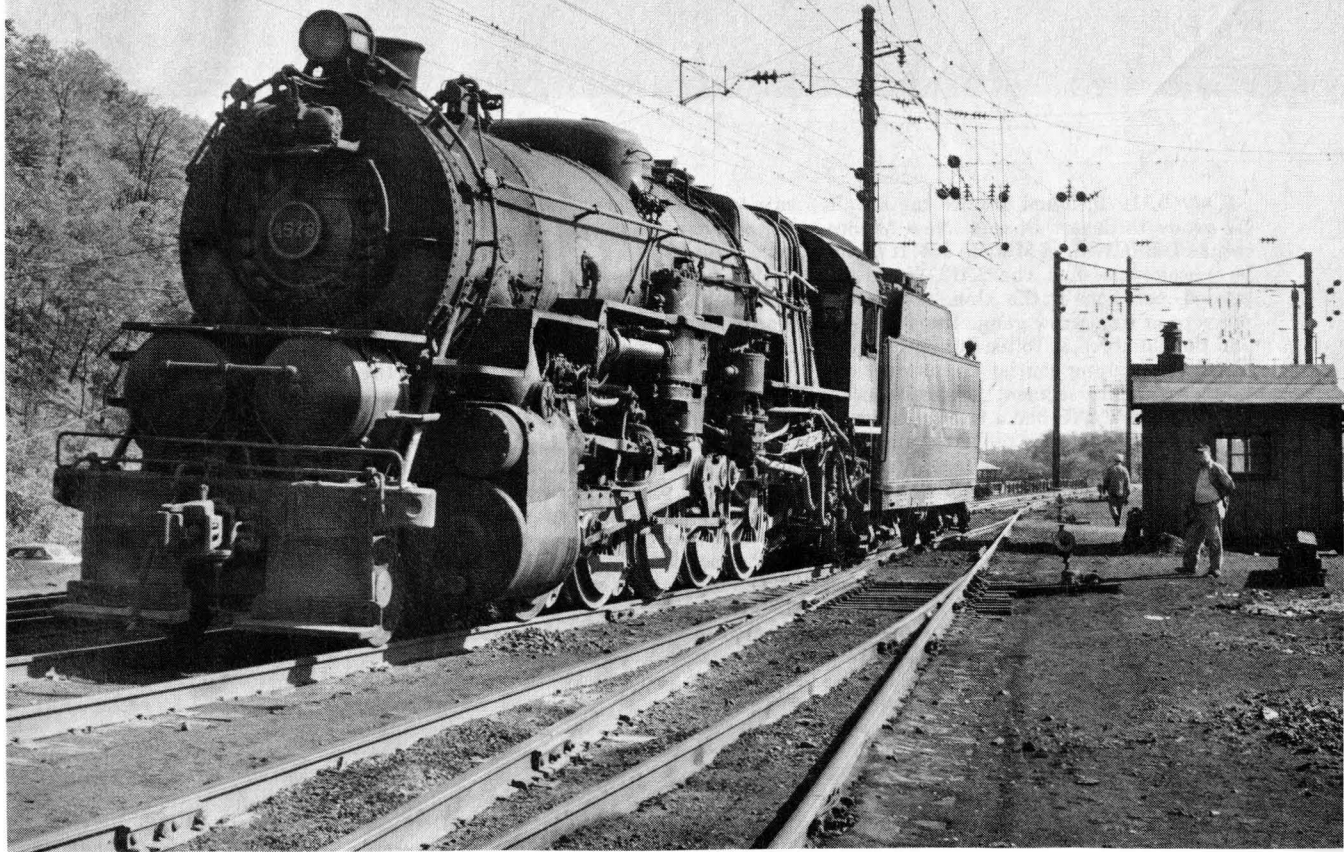


Frank Clodfelter.

THE ENGINE: it loomed perhaps

PRR 4578

2-10-0





PRR 5495

4-6-2

K4s

45011

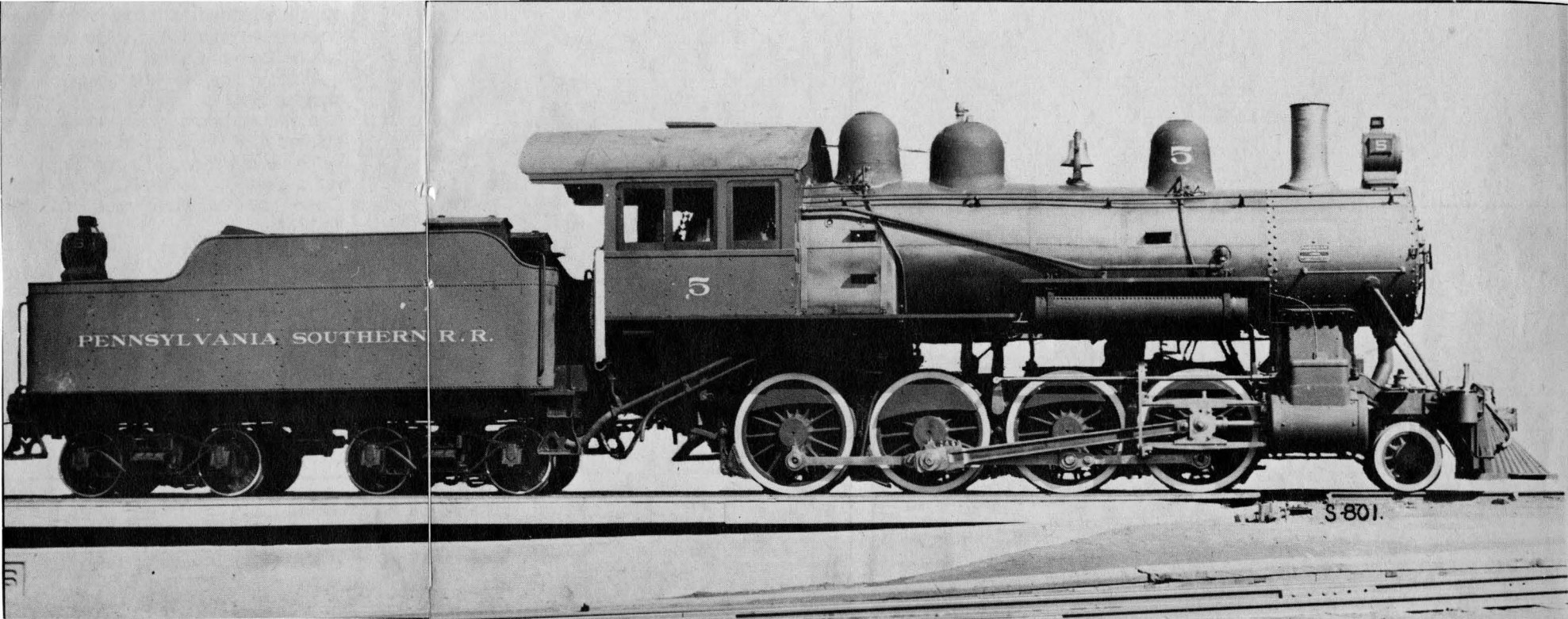
6435



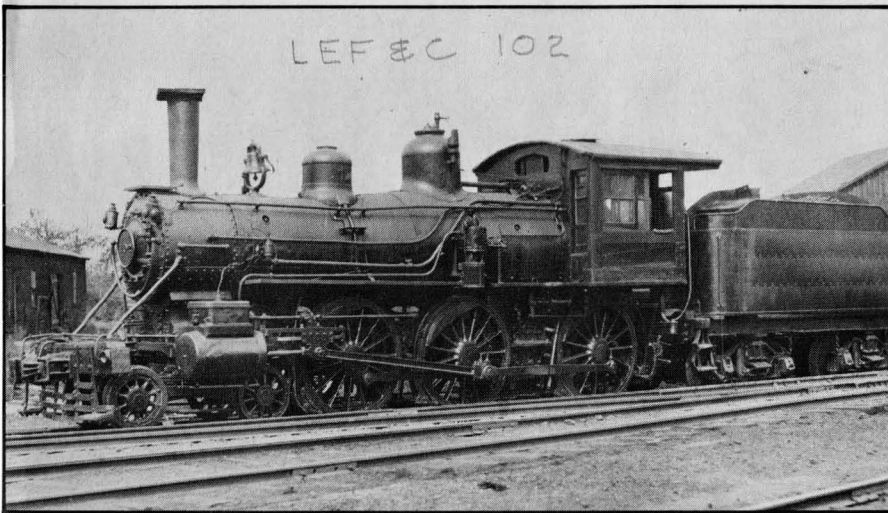
PENNSYLVANIA - READING SEASHORE LINES 1813

Bert Pennypacker.

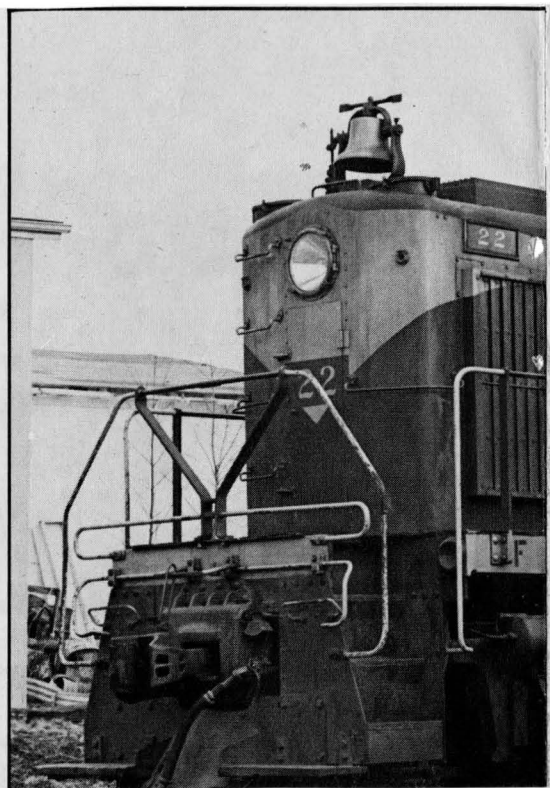
PENNSYLVANIA and Long Island were not the only roads to run Pennsy's G5s Ten-Wheelers.

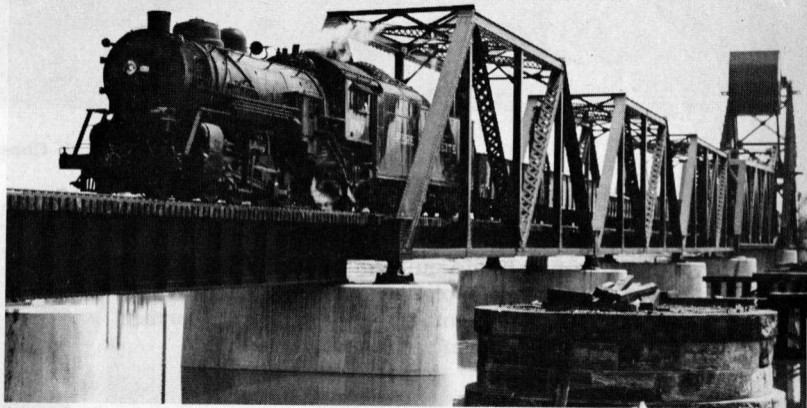


The first Pennsylvania Southern engine was this trim Alco-Schenectady 2-8-0 delivered in 1911. It was LEF&C #5. Frank Vollhardt, Jr. Collection.



Of the several ancient Brooks ten-wheelers acquired from the NYC, the #102 must have had some resale potential. Several years after its retirement, it stands at Clarion with stack covered in 1926. No one turned up. Paul W. Prescott Collection.





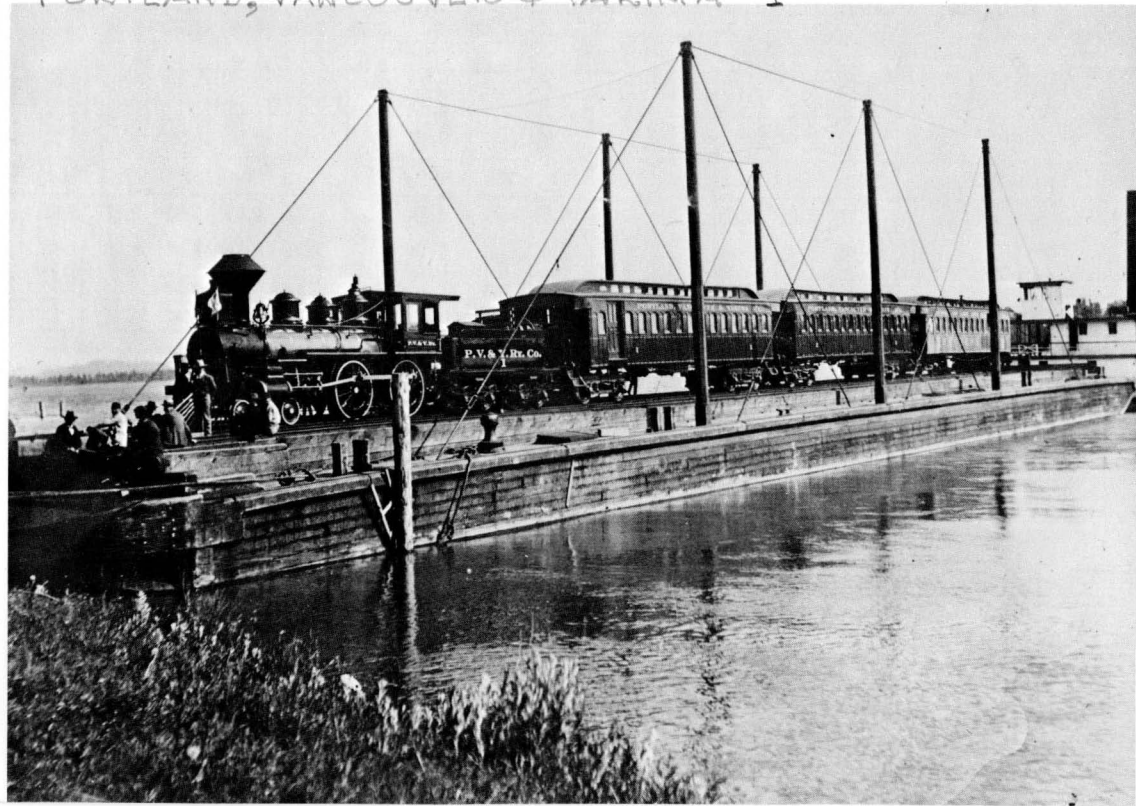
7. Pere Marquette 2-8-2 1097; ex-

Otto J. Brechtelsbauer

This was a short fifteen mile line extending into southern Washington. It was found to be too expensive and impractical to continue building the line from Vancouver to Yakima so the name "Yakima" was changed to "Yacolt." This photograph shows the first train ferrying from Portland to Vancouver, Washington, across the Columbia River in April, 1903. Portland, Vancouver &

Yakima Railroad Co.

PORTLAND, VANCOUVER & YAKIMA 1



PUGET SOUND & BAKER RIVER 2 4-6-0

