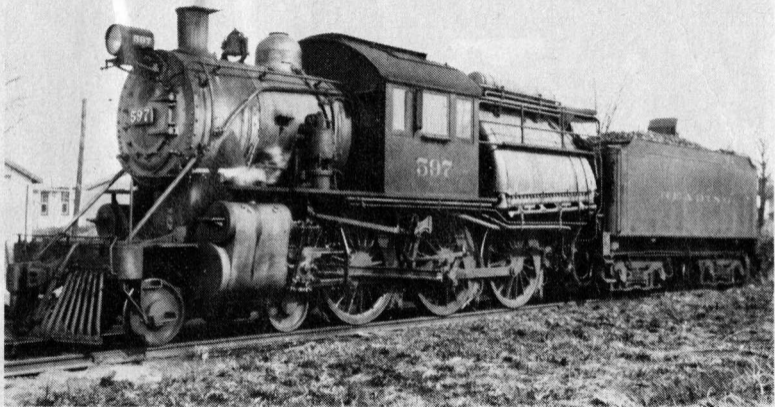
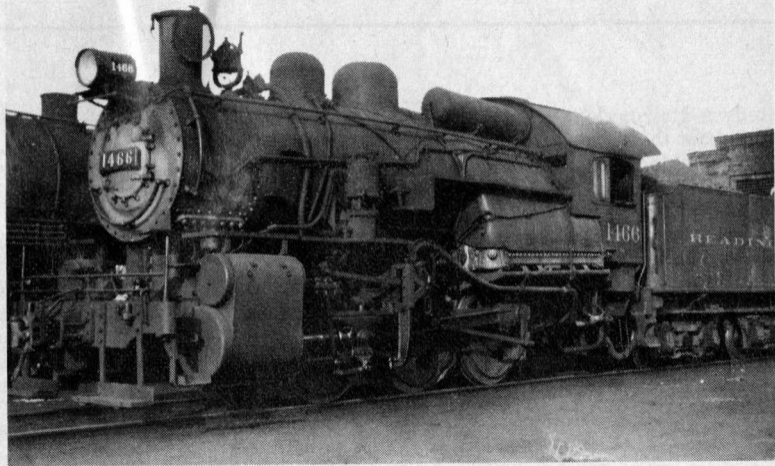


READING 597



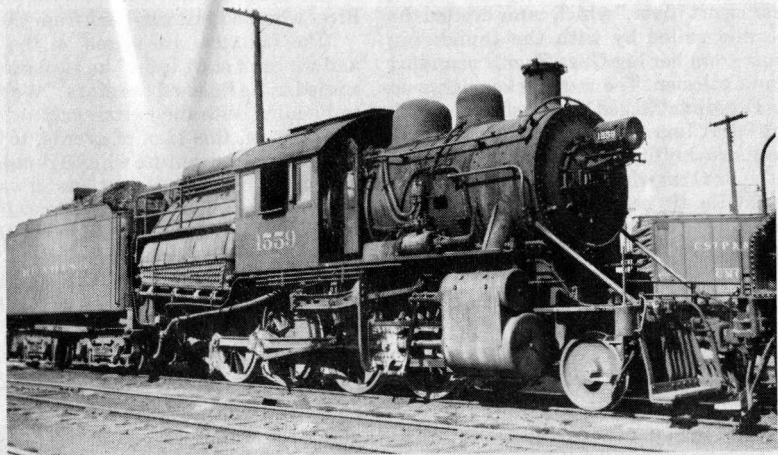
597 WAS THE REGULAR ENGINE when steam handled the Read & Coates run.

READING 1466 0-6-0

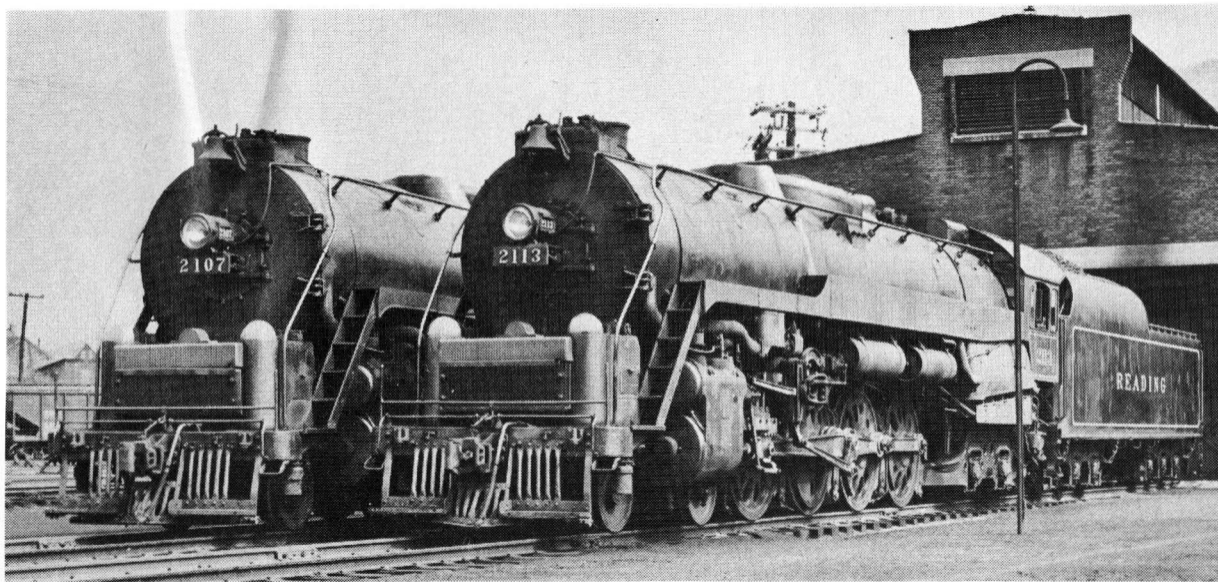


AN 0-6-0 GOAT pulled motor train 701 through snow in December 1941.

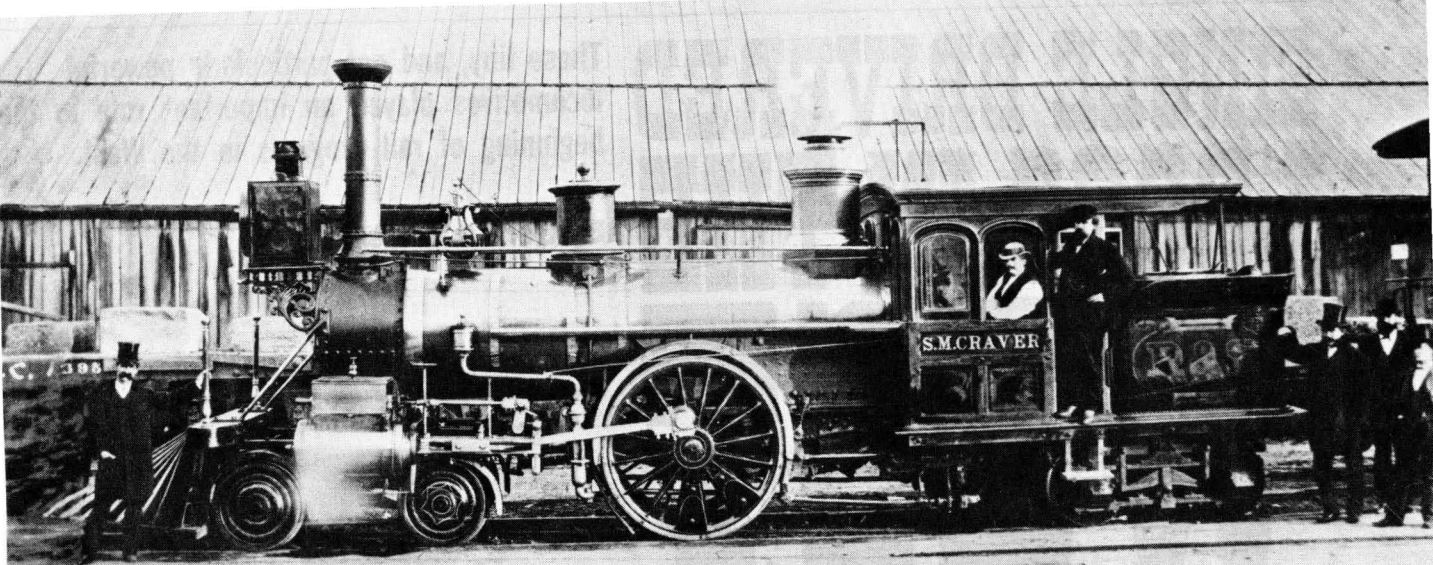
READING 1559.



TYPICAL FREIGHT POWER on the Coatesville line were 18sb 2-8-0's.

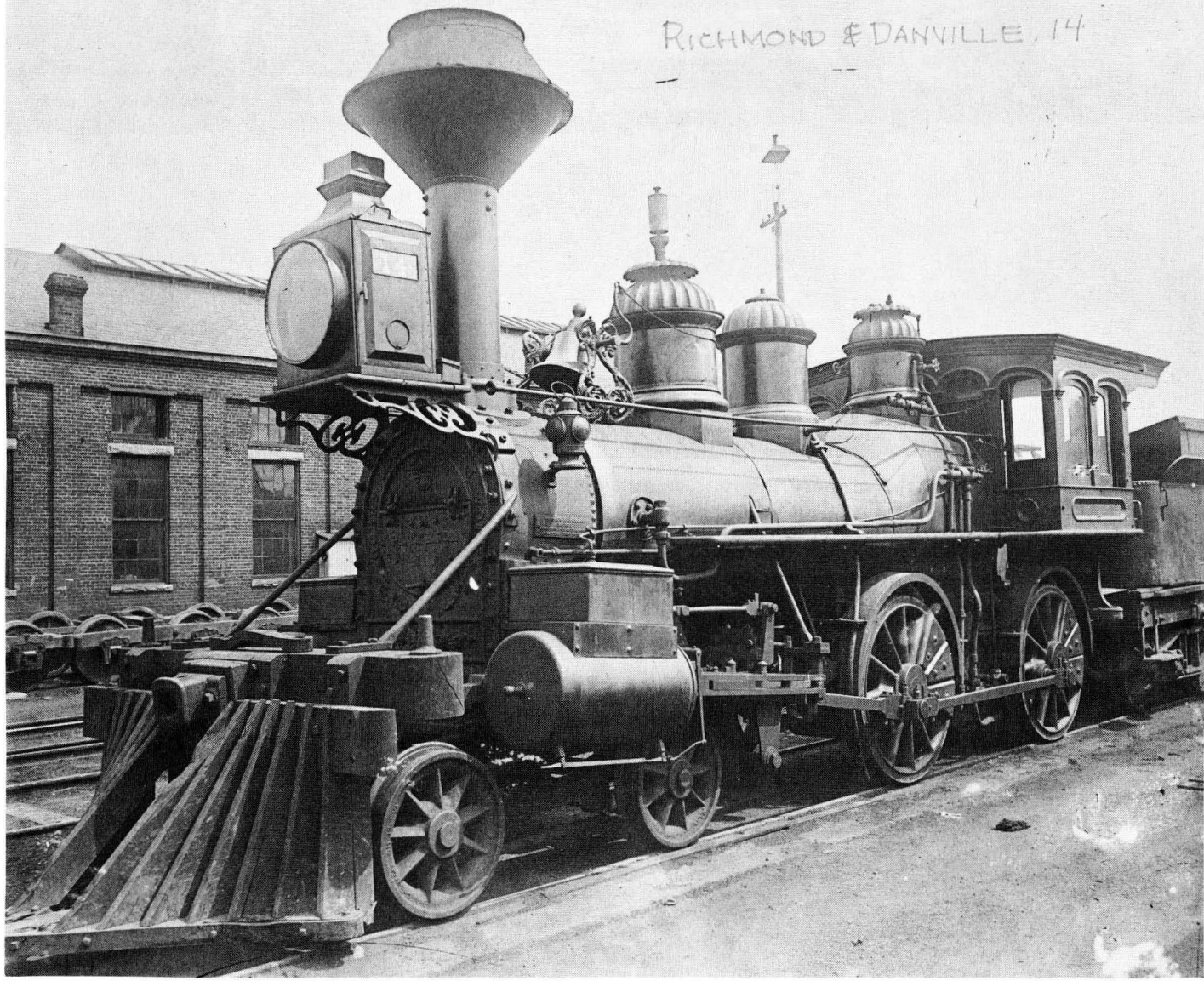


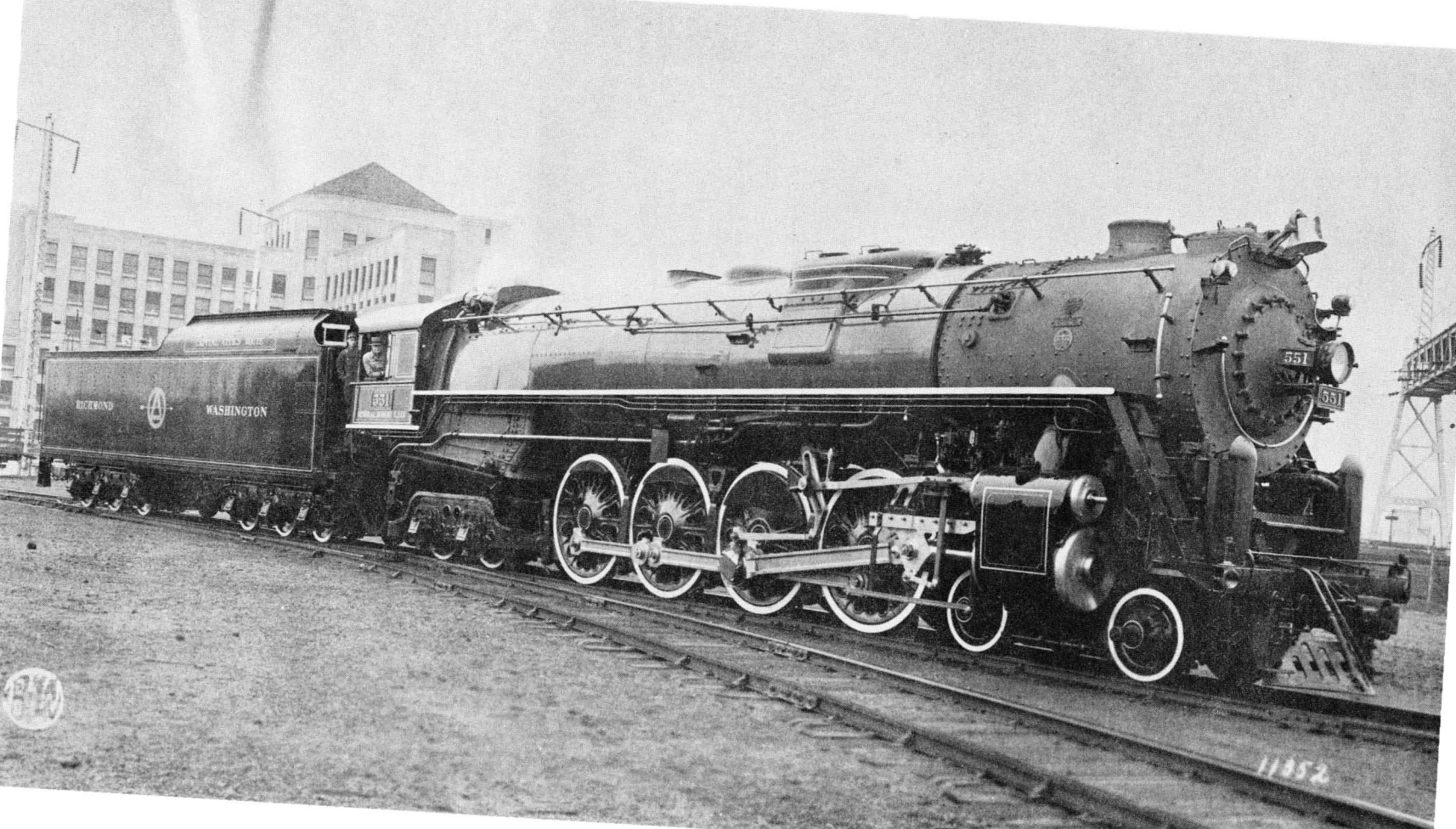
Reading T-1's 2107 and 2113 ready for work on March 31, 1955, at Gordon, Pa. Ten more were in service elsewhere at that time



RENISSELAER & SARATOGA 25 "S.M. CRAVER"

RICHMOND & DANVILLE, 14





551
AMERICAN COAL & OIL CO.

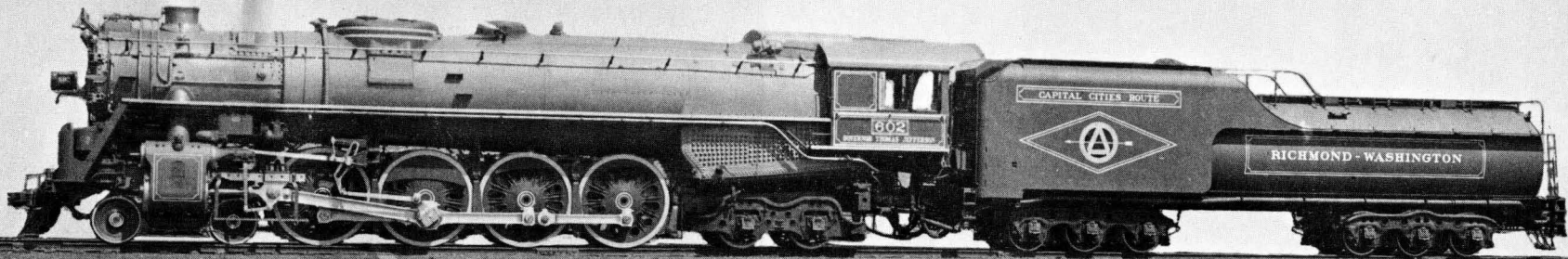
551
551

RICHMOND WASHINGTON



11852





602

WILLIAM THOMAS JOYNER

CAPITAL CITIES ROUTE



RICHMOND - WASHINGTON

11620

RF&P 302





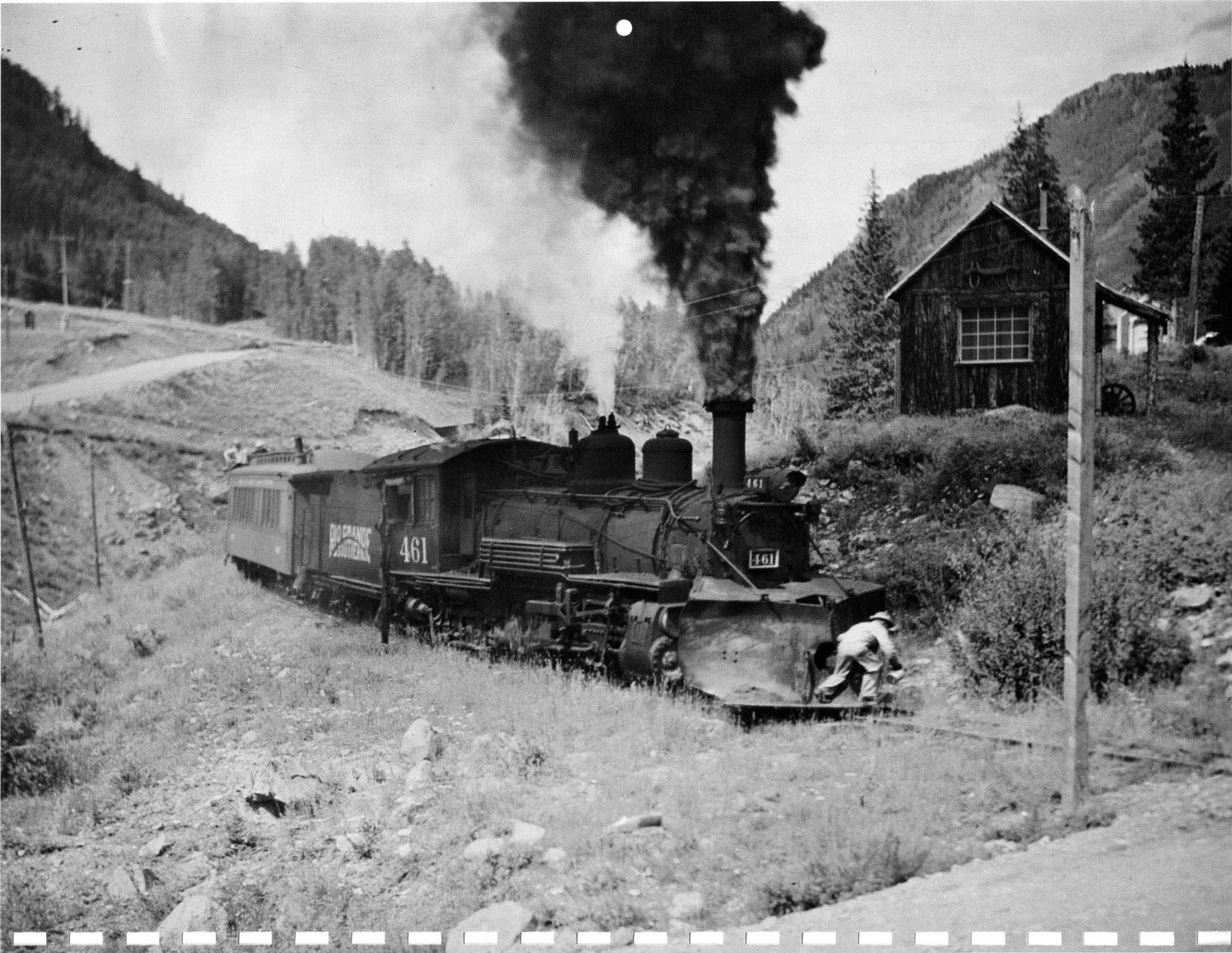


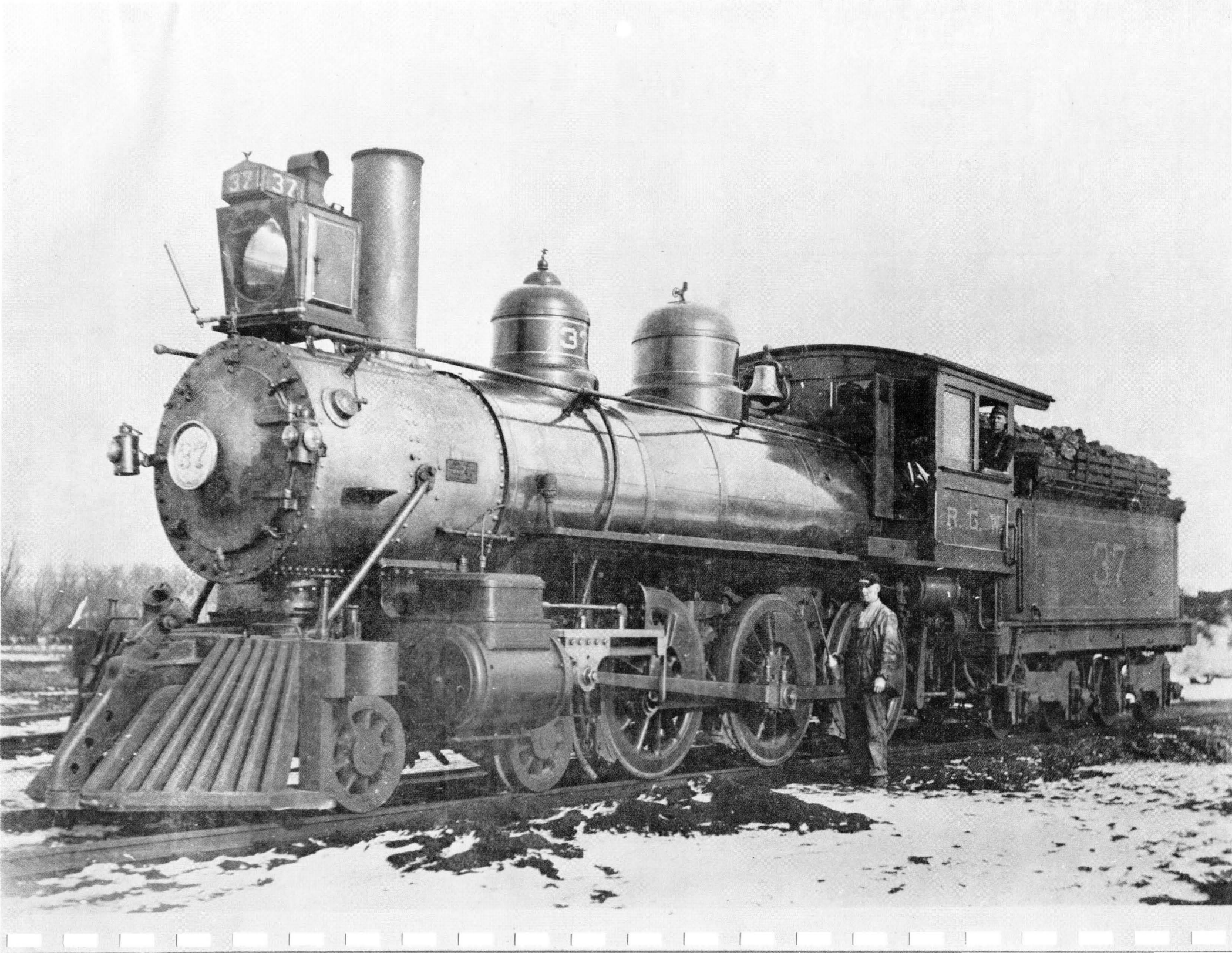
AN ALCO ROADMASTER UNIT, the 1859, is handling a passenger train near South Royalton, Vermont, on June 5, 1955. This unit served on the CV for only about three years, before being sent to

the CNR in January, 1958. (Jim Shaughnessy photo)

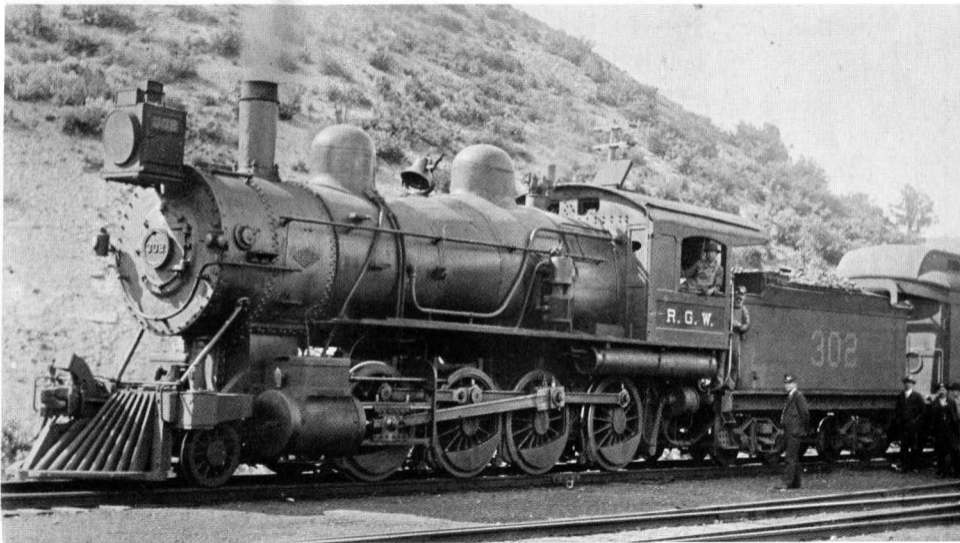
TRAIN 490 is leaving Italy Yard with two CN units on the head end. (Jim Shaughnessy photo)







R. G. W. STANDARD GAUGE 2-8-0 NO. 302 AT THISTLE, UTAH. - PHOTO BY
GEORGE ANDERSON - COLLECTION OF HORACE RUGG.



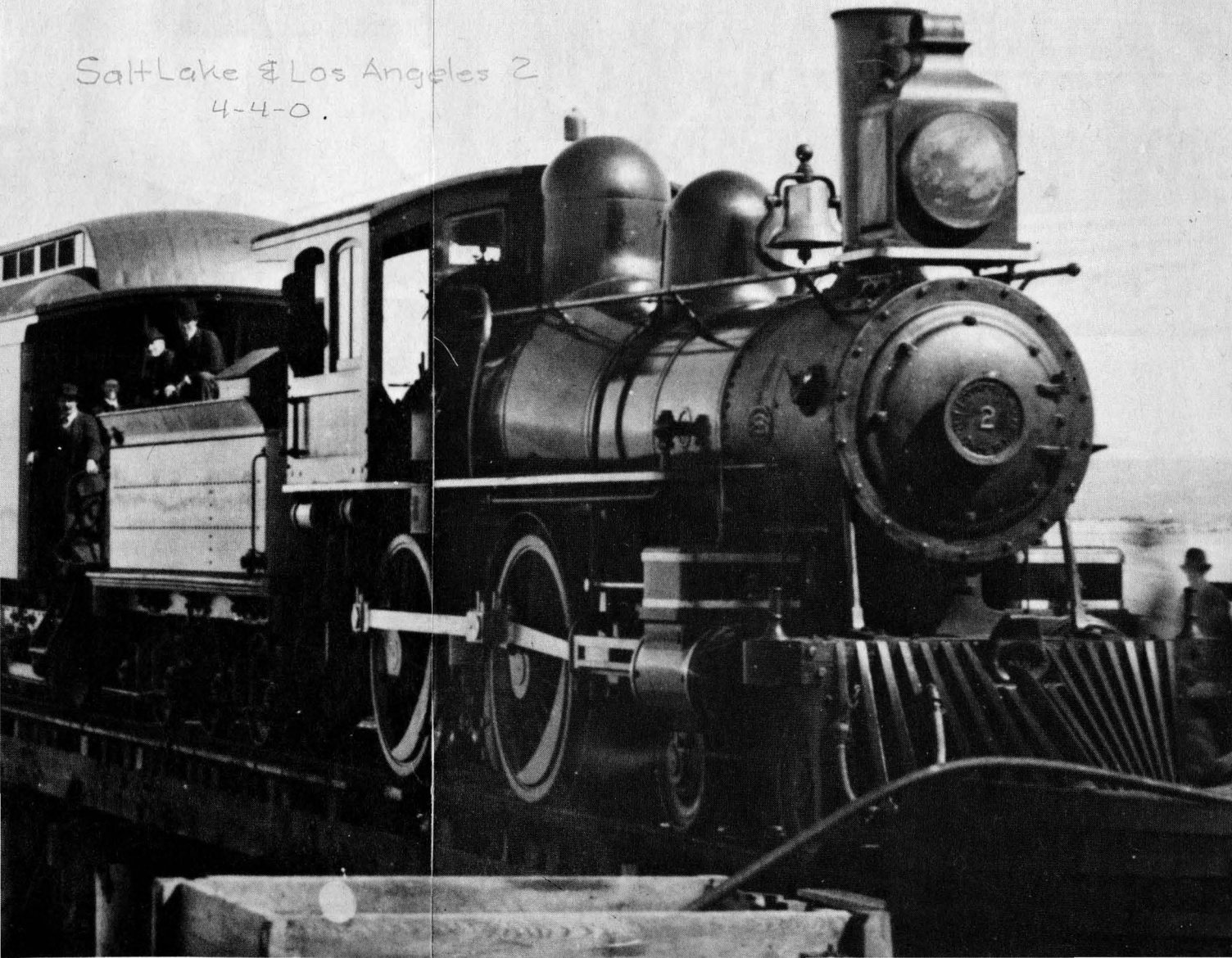


ROCK ISLAND

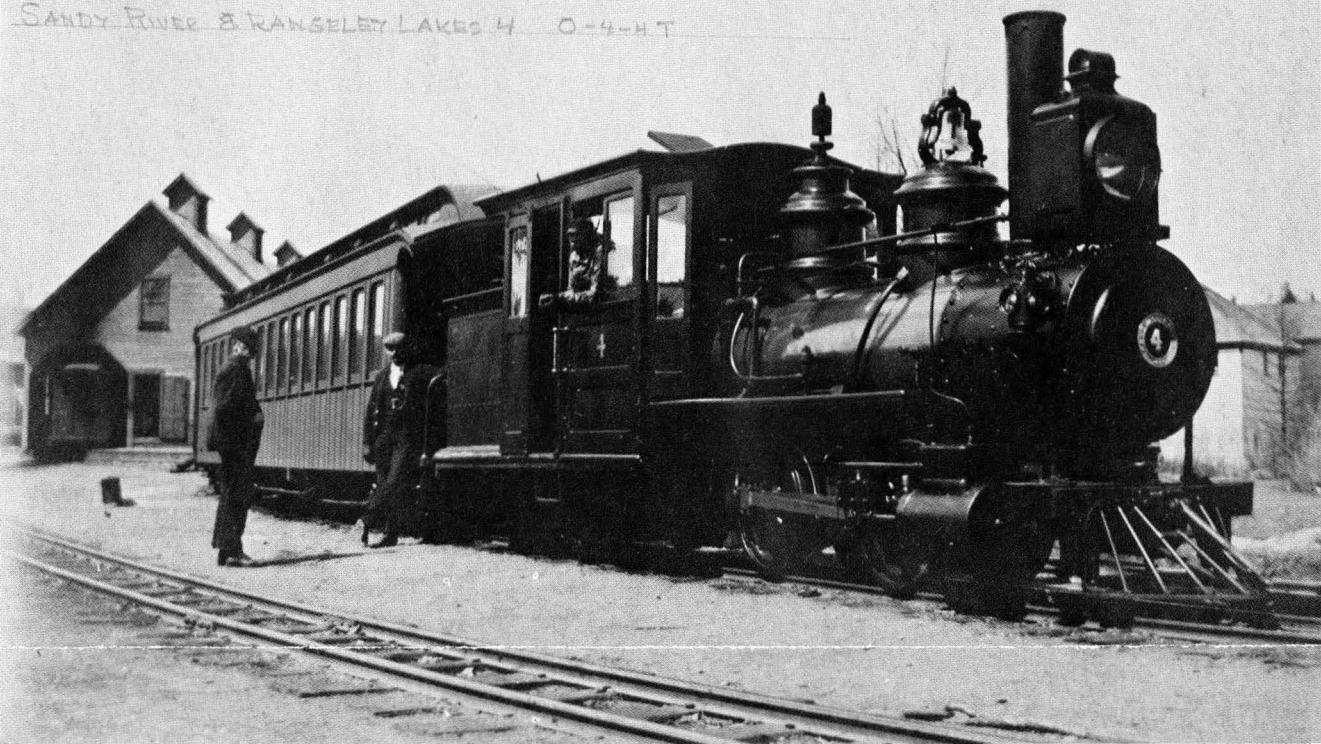
1889

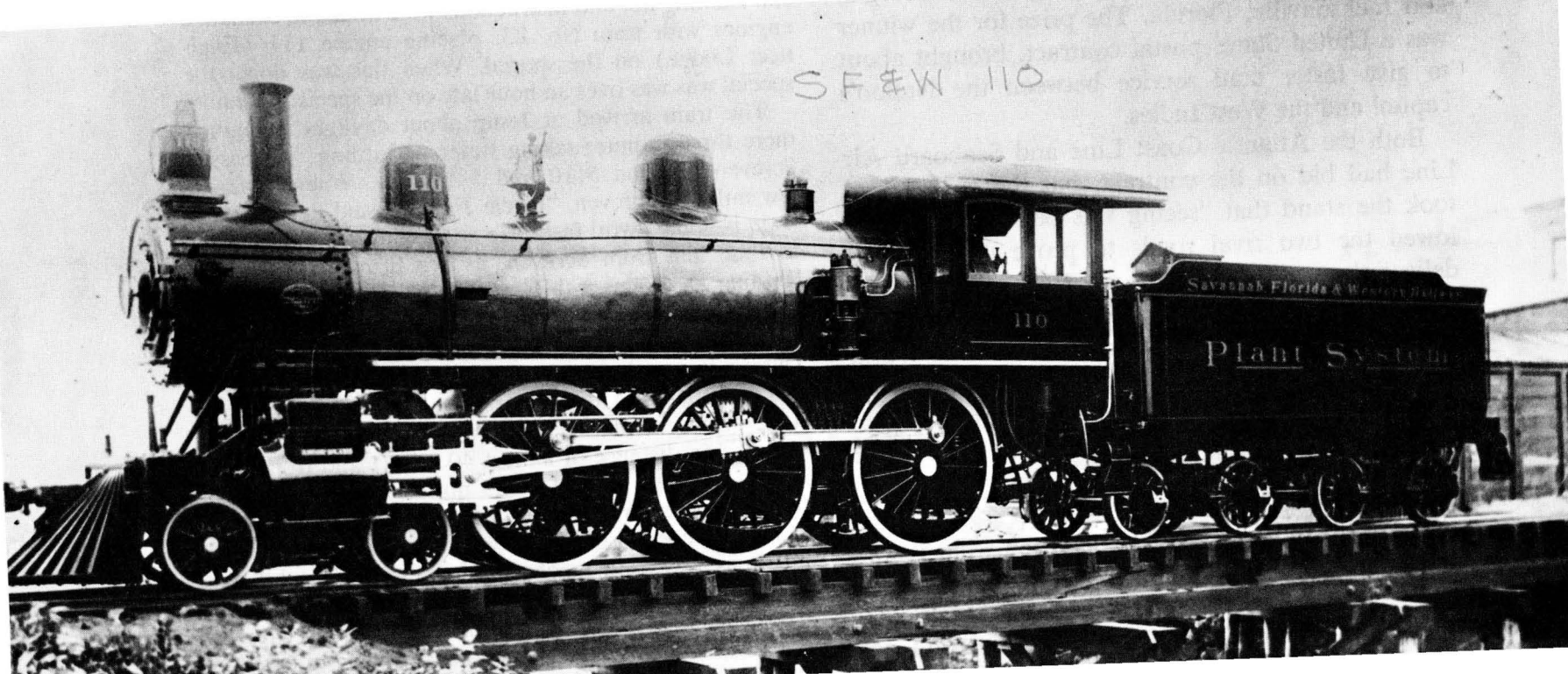
C.R.I.&P, HORTON KANS

Salt Lake & Los Angeles 2
4-4-0.



SANDY RIVER & RANSELEY LAKES 4 O-4-4 T





SF&W 110

110

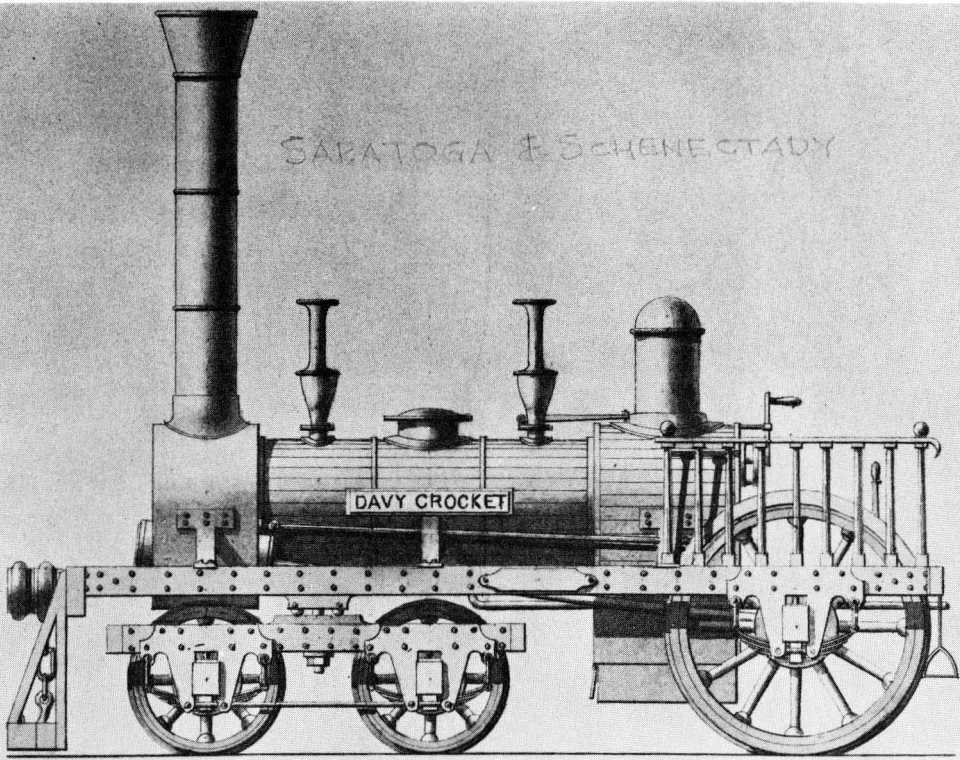
110

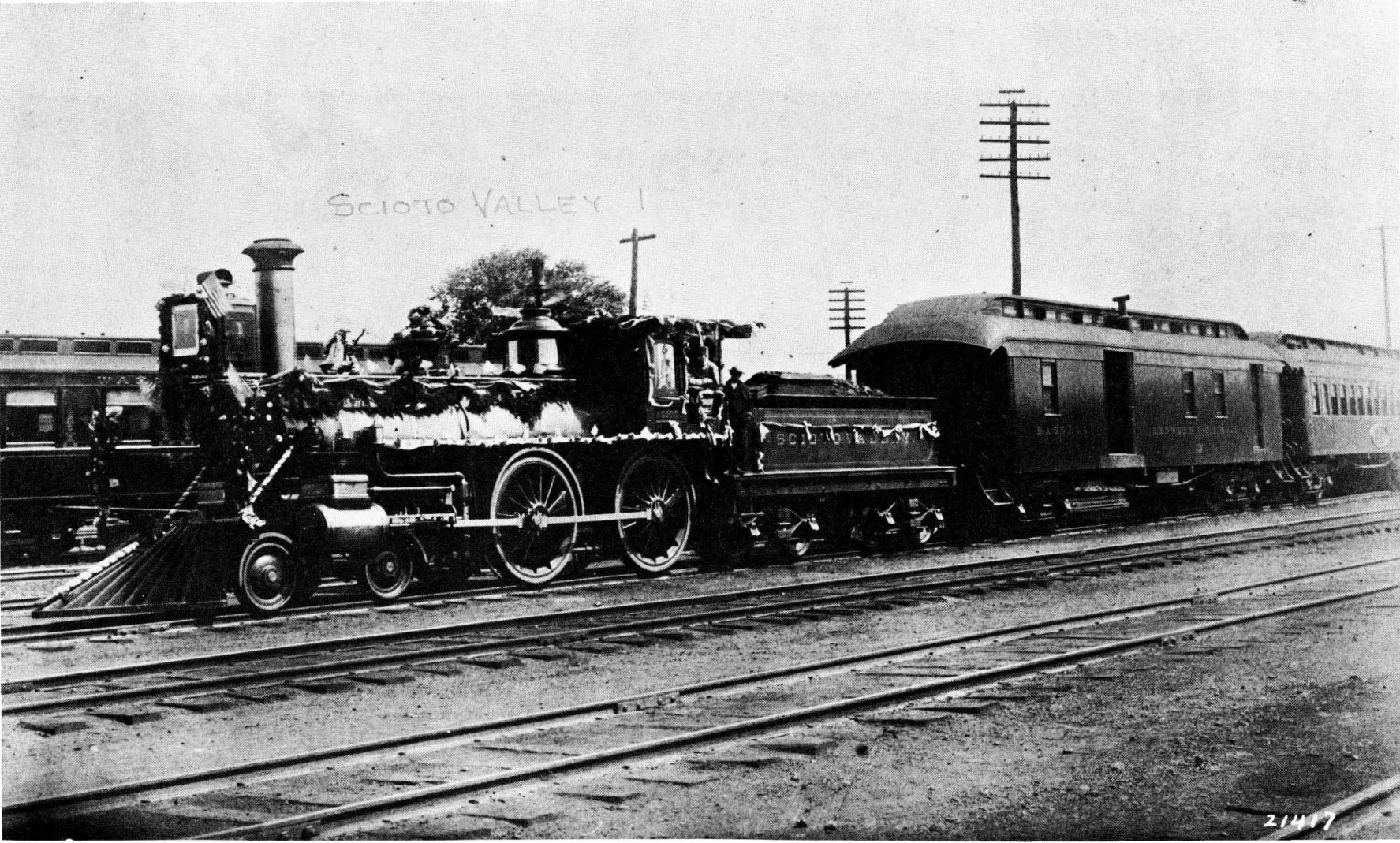
Savannah Florida & Western Railway

Plant System

SARATOGA & SCHEMECTADY

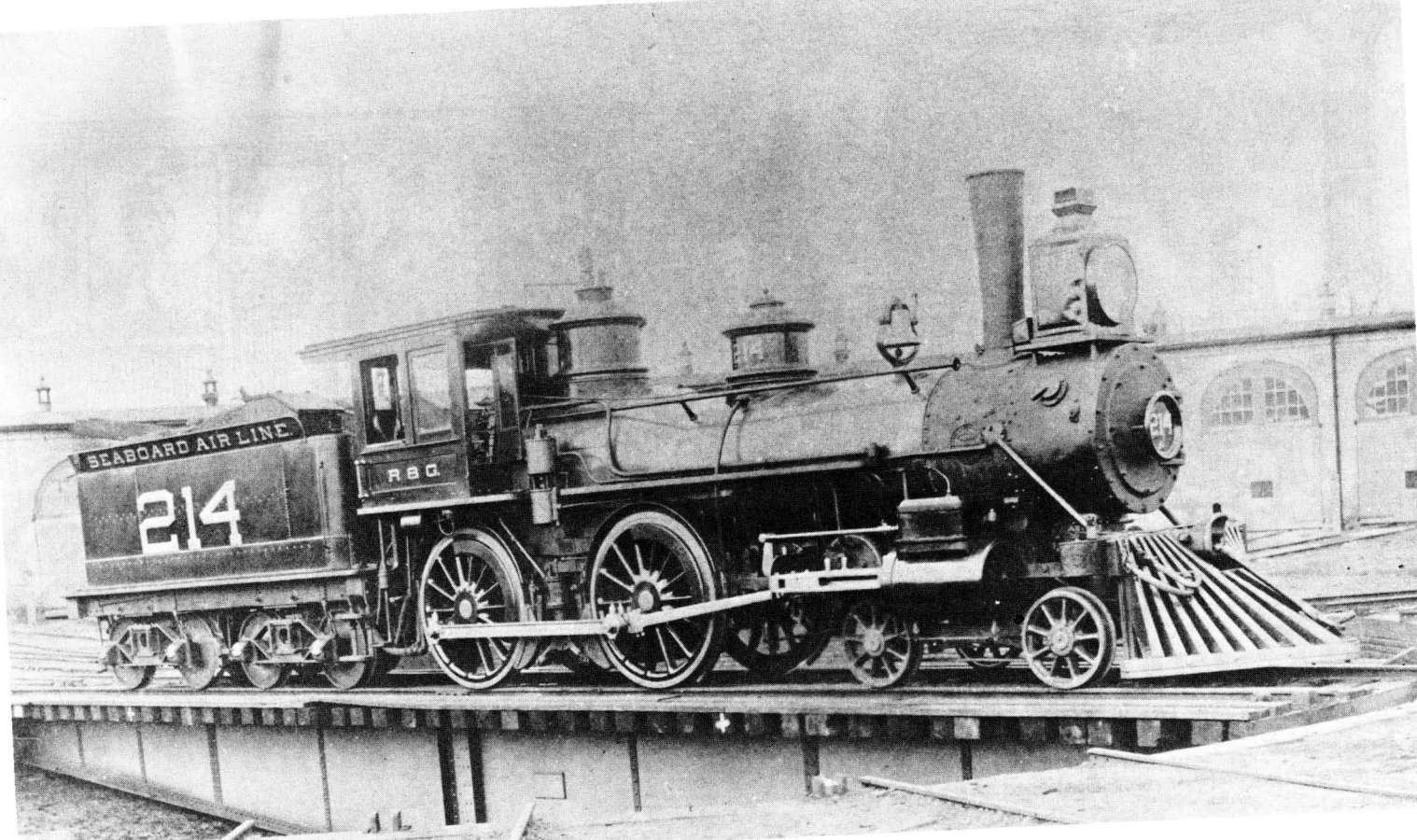
DAVY CROCKET





SCIO TO VALLEY I

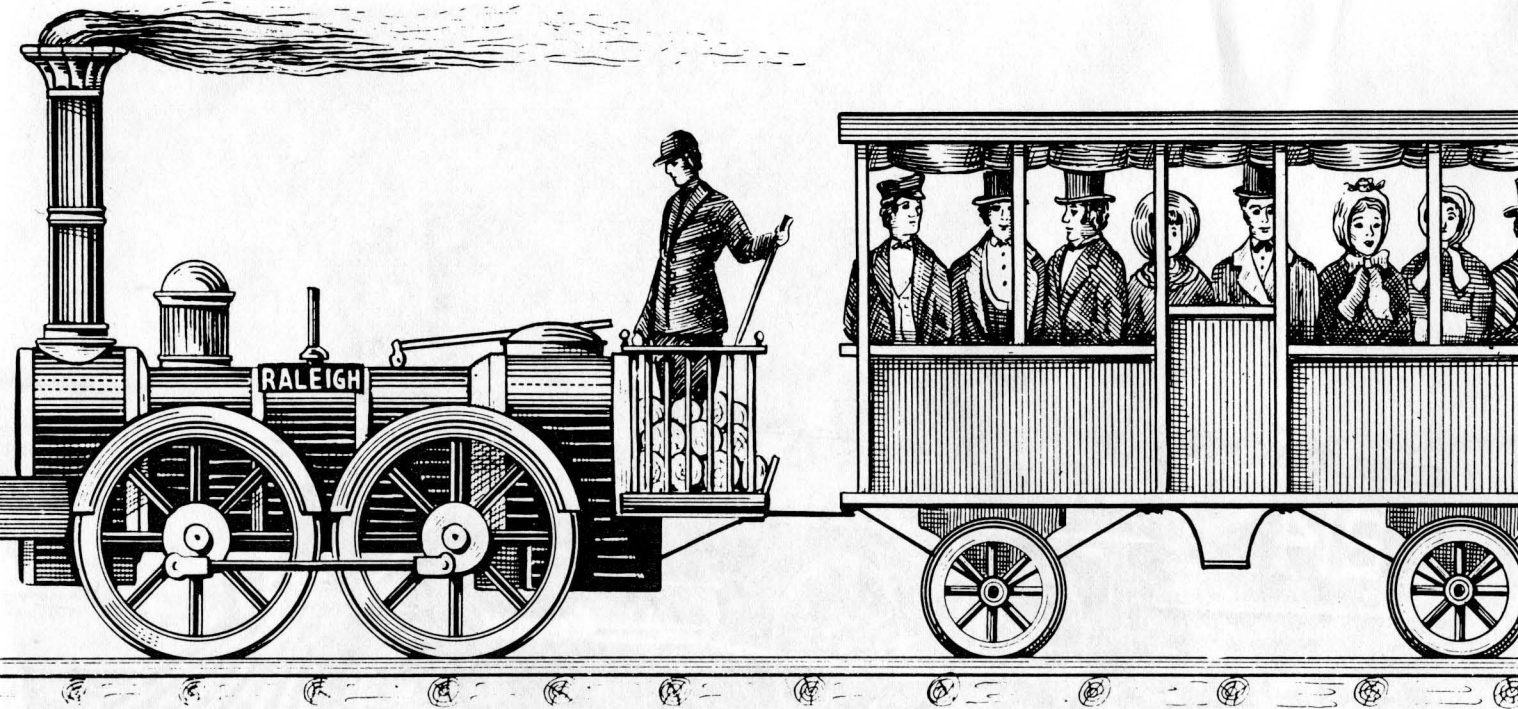
SCIO TO VALLEY



SEABOARD AIR LINE

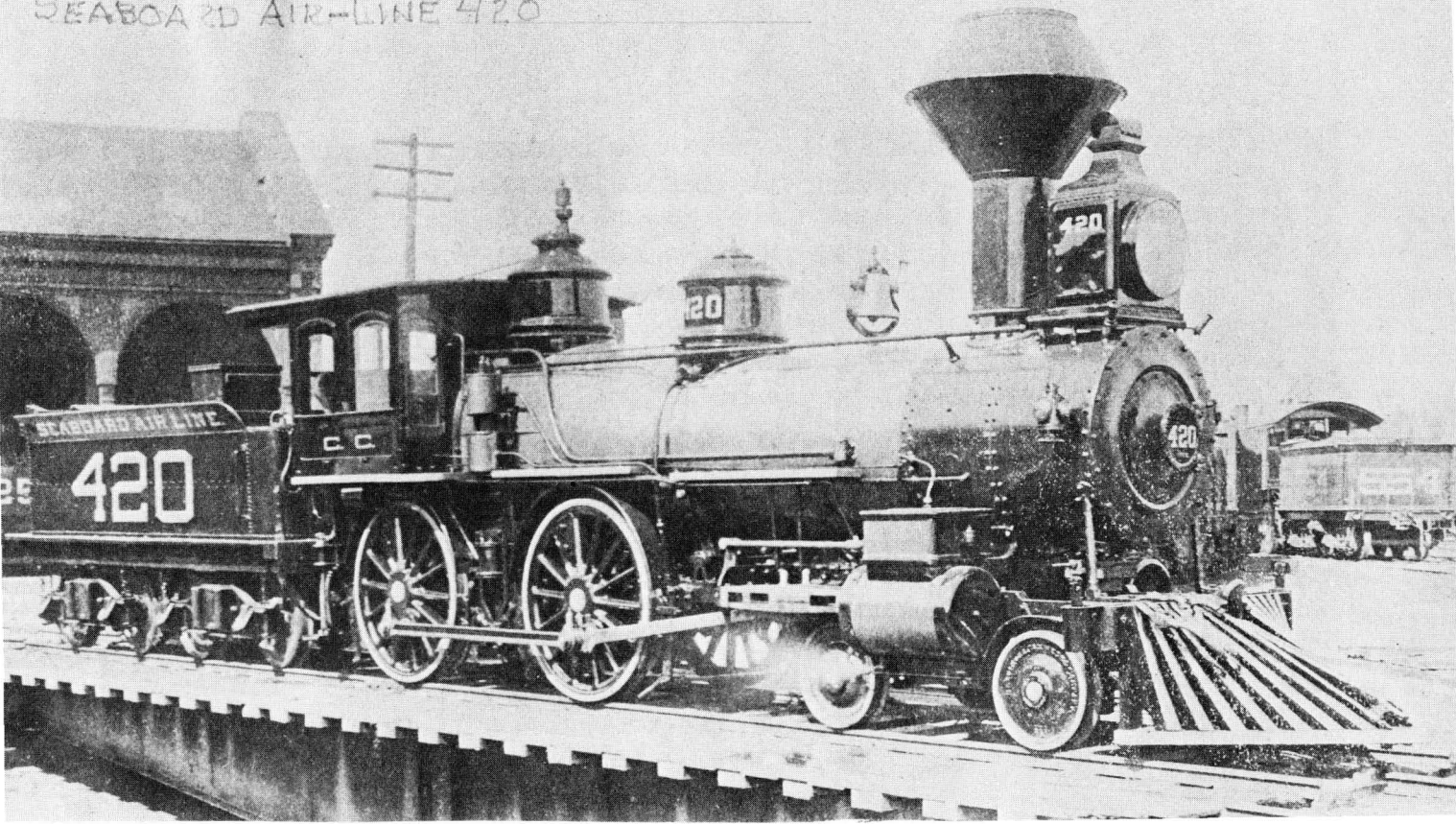
214

R.B.C.

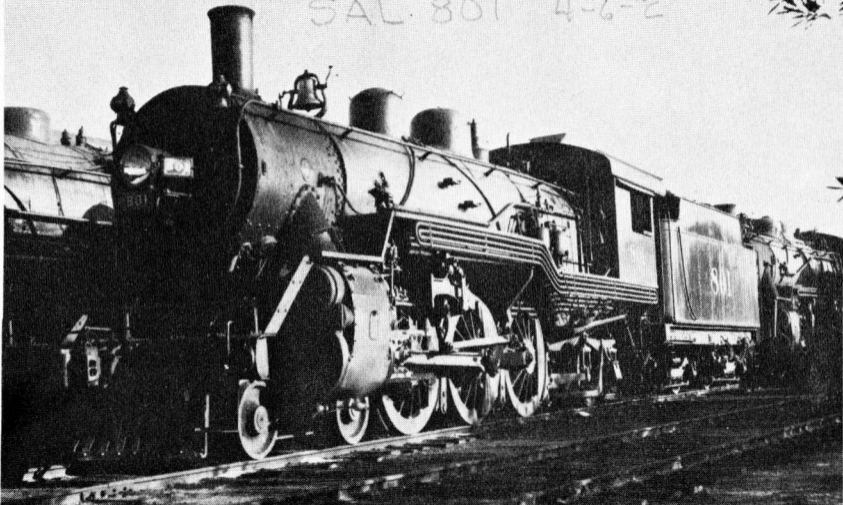


Following the *John Barnett*, the 10-ton locomotive *Raleigh*, built in England, was put in service on the Portsmouth & Roanoke. A contemporary drawing shows the little 0-4-0, with her engineer standing beside the woodpile, pulling her one-car train. (Courtesy Seaboard Air Line Railroad Company)

SEABOARD AIR-LINE 420



SAL. 801 4-6-2





This engineer wouldn't trust just one rabbit foot and insisted on the whole rabbit riding in front of the smoke box of the 836, ready to pull out with the crack Orange Blossom Special. Engine built by ALCO, 1913. (Courtesy Seaboard Air Line Railroad Company)

SAL 249 4-8-2





LITCHFIELD & MADISON 201

2-10-2



Silverton, Gladstone & Northerly 2-8-0 No. 32 looks quite dapper in this winter view. The "Gold King" was originally a Rio Grande Western locomotive from Utah.

COLLECTION OF A. M. PAYNE



STLB&M 9314 0-6-0



STL B&M 9762 0-8-0



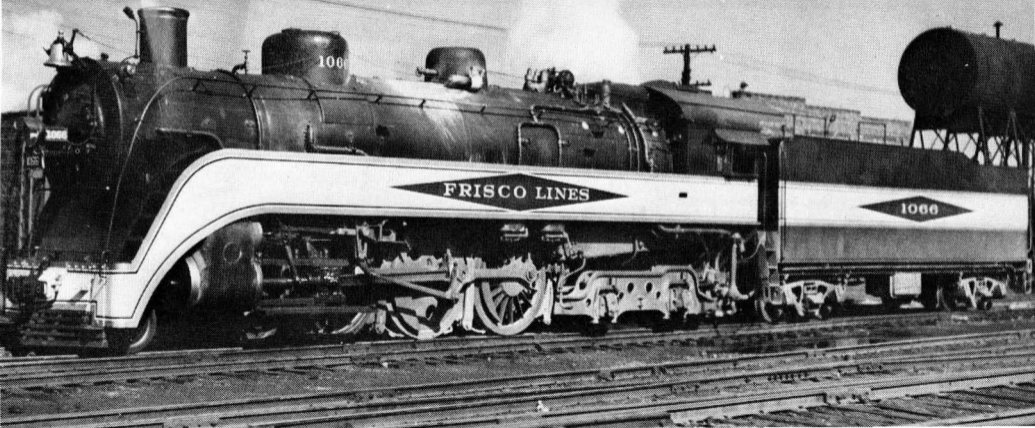


One of Guy's favorite shots of those he made shows Sierra No.3. at wye at Oakdale, Calif., long since gone, October 23, 1949.

SIERRA RR 4

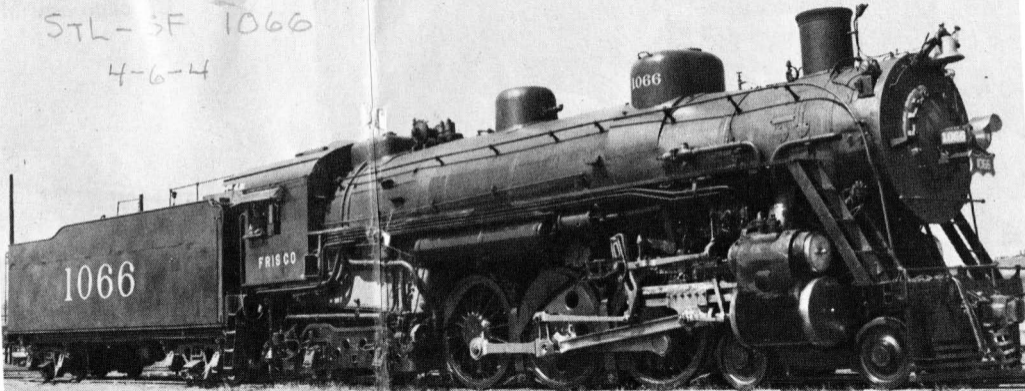


STL-SF 1066 4-6-4



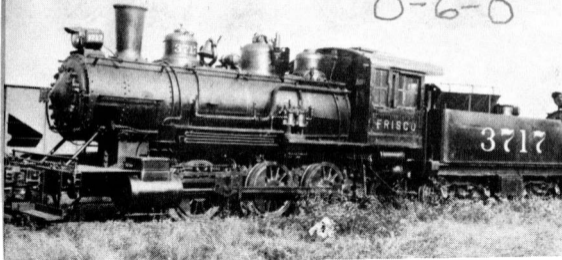
STL-SF 1066

4-6-4



ST.L-SF 3717

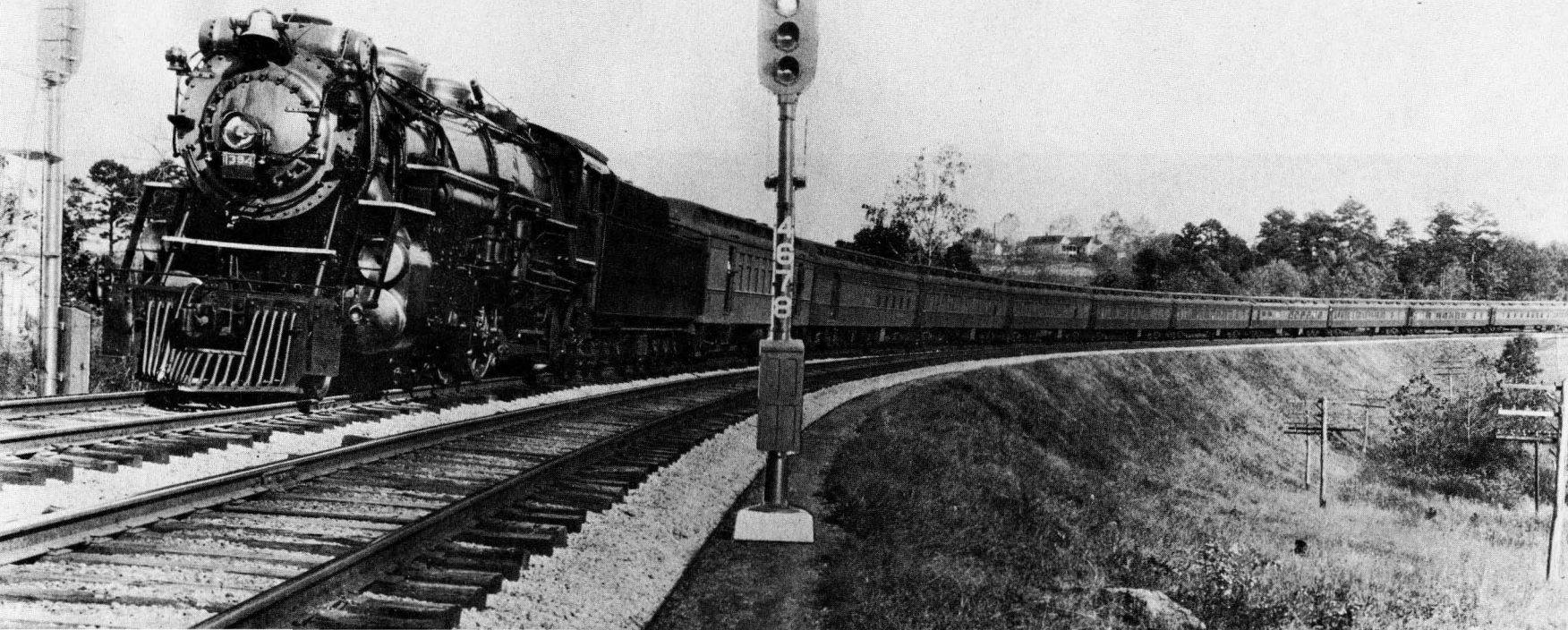
0-6-0





STL-SF 4400

SOUTHERN 1394 4-6-2





THE Pisgah National Forest in western North Carolina provides a snow-dusted background for a Southern Railway freight climbing the Blue Ridge Mountains between Old Fort and Ridgecrest.

The Santa Fe type's 57-inch drivers grip sanded 131-pound rail on a 2.22 per cent grade west of Graphite near the end of the 2-10-2's 143-mile journey from Spencer to Asheville. Toting but a shirttail of cars, the train is devoid

of its usual Santa Fe helper stationed at Old Fort.

The train has just traversed the rails through the cut in the foreground and the snow is sprinkled with black cinders. Engineer Carl Swicegood has hooked up his steam hog, and the echoing exhausts assure him that the reverse lever on the quadrant and the throttle position are synchronized for maximum speed on this January day in 1939.

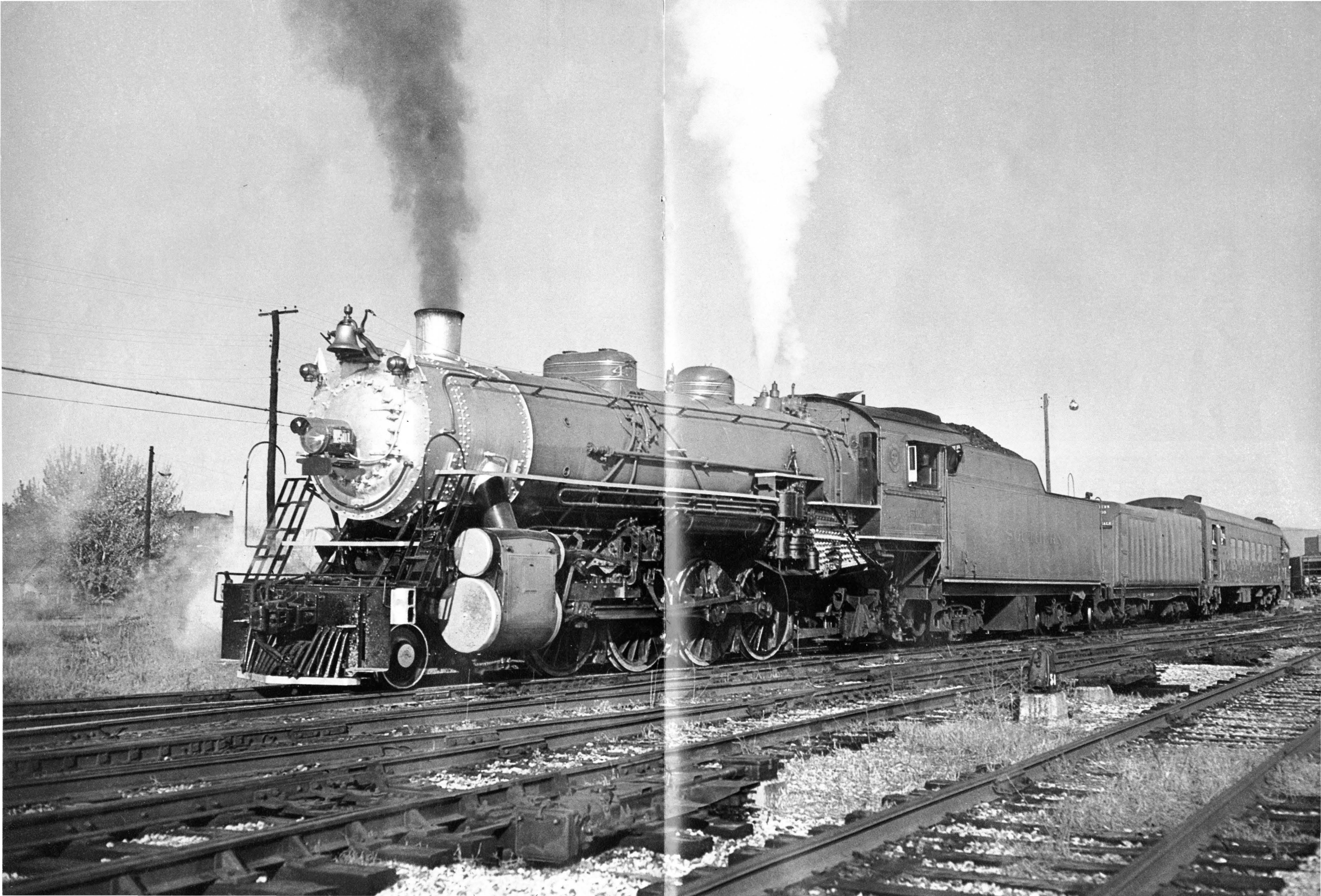
My favorite railroad photos

comment and photography / **W. FRANK CLODFELTER**

SOUTHERN 4501



W. FRANK CLODFELTER has an edge over other TRAINS photographers; a photo of him holding down the right-hand seatbox of Southern Railway 4-8-2 1491 appeared on the cover of the September 1945 issue. Frank long has been an Asheville Division engineer (he ran the last *Carolina Special*), but he tried other jobs, including chief photographer for the Asheville *Citizen-Times*, before deciding "there would never be but one job for me — railroading!" He inherited his love of the rails from his father, a top-ranking car official on the Asheville Division, and has photographed trains in 48 states and in all the Canadian provinces.





THE Santa Fe Chief rolls west somewhere in New Mexico or Arizona. The time is March 1940, and the white smoke reveals to train-watchers a low temperature. This train speaks of the great American Southwest when steam is the king of transport.

In March 1940 I was chief photographer for the Asheville (N. C.) Citizen-Times, and I was on a photographer's vacation to shoot trains and wildlife. I was attempting to cover a large territory on an 18-day vacation. On this occasion I was youthful and single, my new Buick was equipped with a comfortable heater, the back seat was

full of the latest cameras and outdoor equipment, the radio was playing classical music, and my good companion had fallen asleep at this midnight hour. Civilization was wonderful!

A few seconds later the car skidded on the ice-covered highway and we turned over down a fill and landed upside down in 10-below-zero weather. The top had crushed to within an inch of our heads, but we had not received a scratch. Shouting thanks skyward, we overlooked the fact that we had lost the notes on the location of this train. Perhaps some reader knows.

My favorite railroad photos

PRECEDING PAGES: My caption for this shot of the most famous steam locomotive on Southern property in 1973 reads: "4501 Southern Railway System Mikado. Chattanooga, Tenn. Early morning light on drivers — pops open. Ready to leave for Huntsville, Ala., 1972. 4 x 5 Ektachrome — Linhof 4 x 5 Schneider lens."

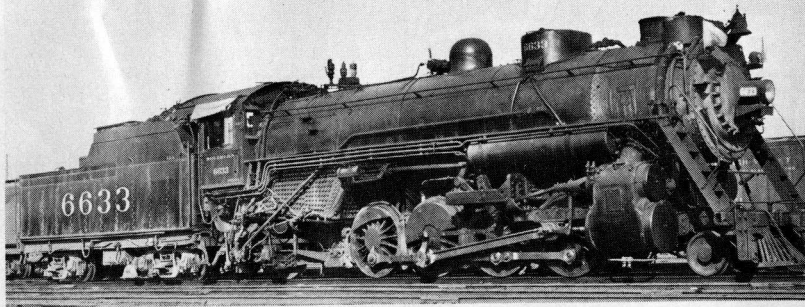
A RARE Pennsylvania K5 walks a string of varnish up a slight grade approaching Timonium, Md., en route from Harrisburg, Pa., to Baltimore in the early Forties when this railroad was advertised as

The Standard Railroad of the World.

These brothers to the world-famous K4's were built with greater starting tractive force and greater power than the K4's and carried a boiler pressure of 250 pounds per square inch. Only two were built (in 1929) — No. 5699 shown here, and No. 5698.

The black smoke evokes for me memories of firing steam on the Pennsy when I was employed in engine service on the Maryland Division some three decades ago. The management took a dim view of excessive black smoke and occasionally held a fireman who was guilty of producing it out of service for a few days. Baltimore was an especially dangerous place to be careless with smoke because the office of the General Road Foreman of Engines overlooked the station.

A fireman's problem while his locomotive was standing at the station was that a stoker ground the coal into fine particles and constant firing was required to avoid a "dead" fire. I solved this problem by hand firing with large uncrushed coal before the train reached the station, resulting in a deep coke fire that would last for some time.

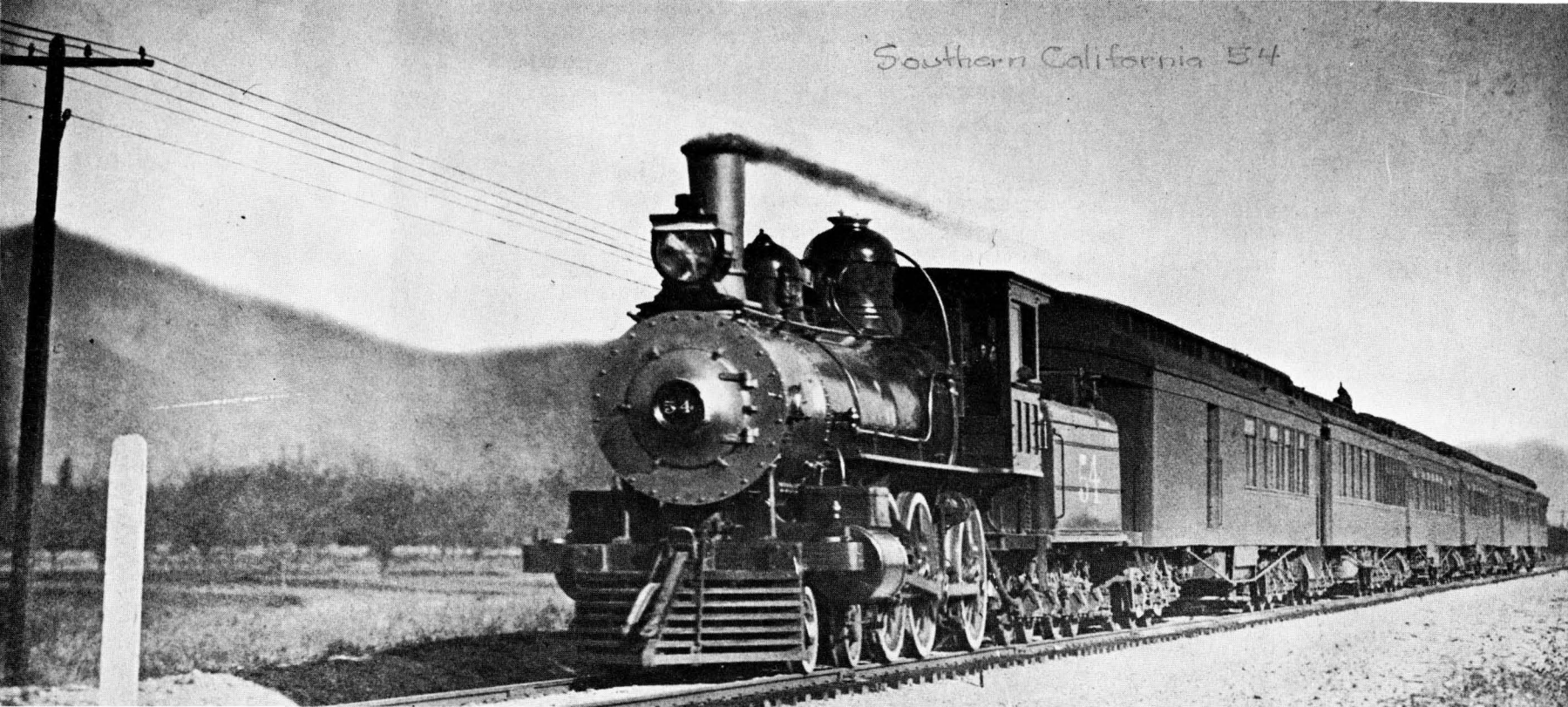


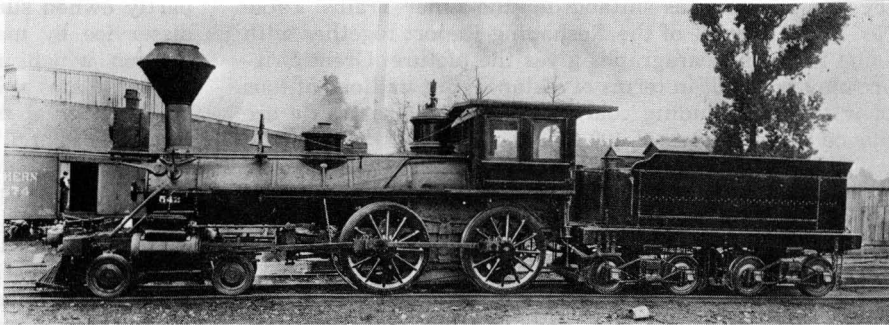
Sou RY Sys 6633

6. Southern 2-8-2 6633; ex-_____

Frank E. Ardrey J

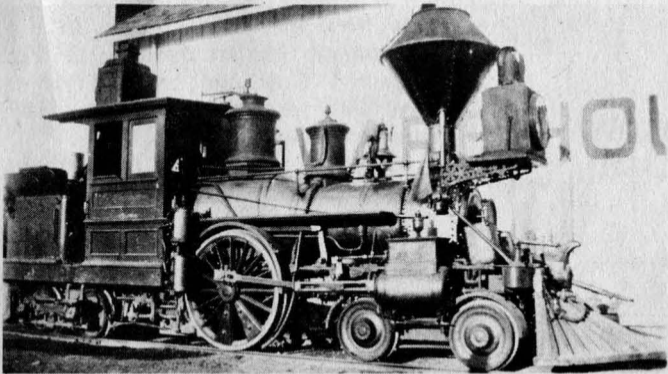
Southern California 54





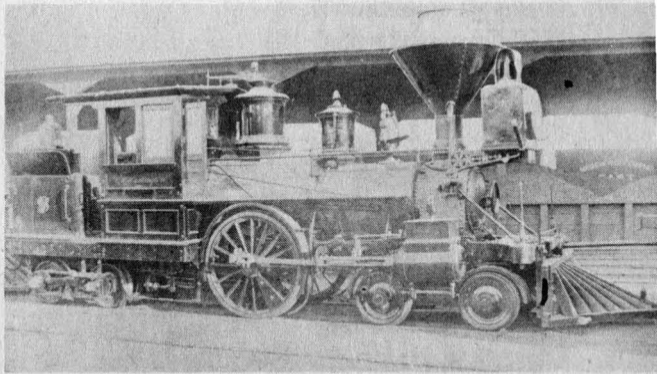
C. W. Witbeck

“STRONG RESEMBLANCE but true and straight”: **SI&E Co. 542 (Mason 641).**



The C. P. Huntington is seen during its halcyon days at San Jose, ready for a run to Hollister with the daily local.

SP 1



Southern Pacific No. 1 after its first restoration by Sacramento Shops employees

rail classic

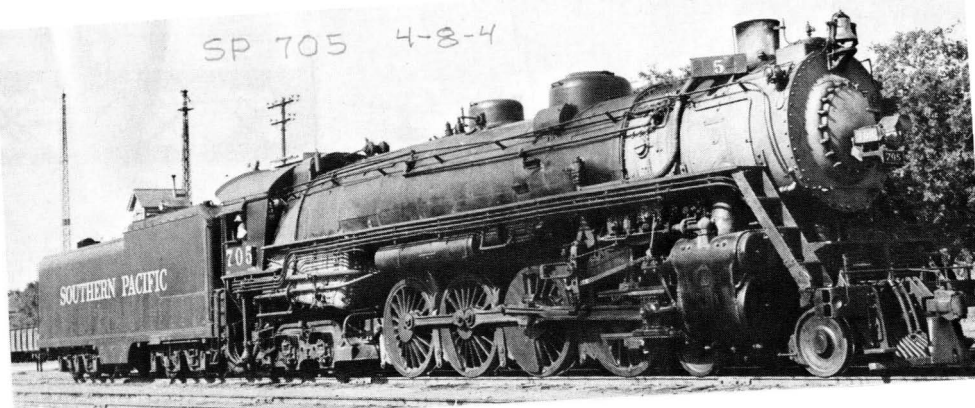
SP 705 4-8-4

SOUTHERN PACIFIC

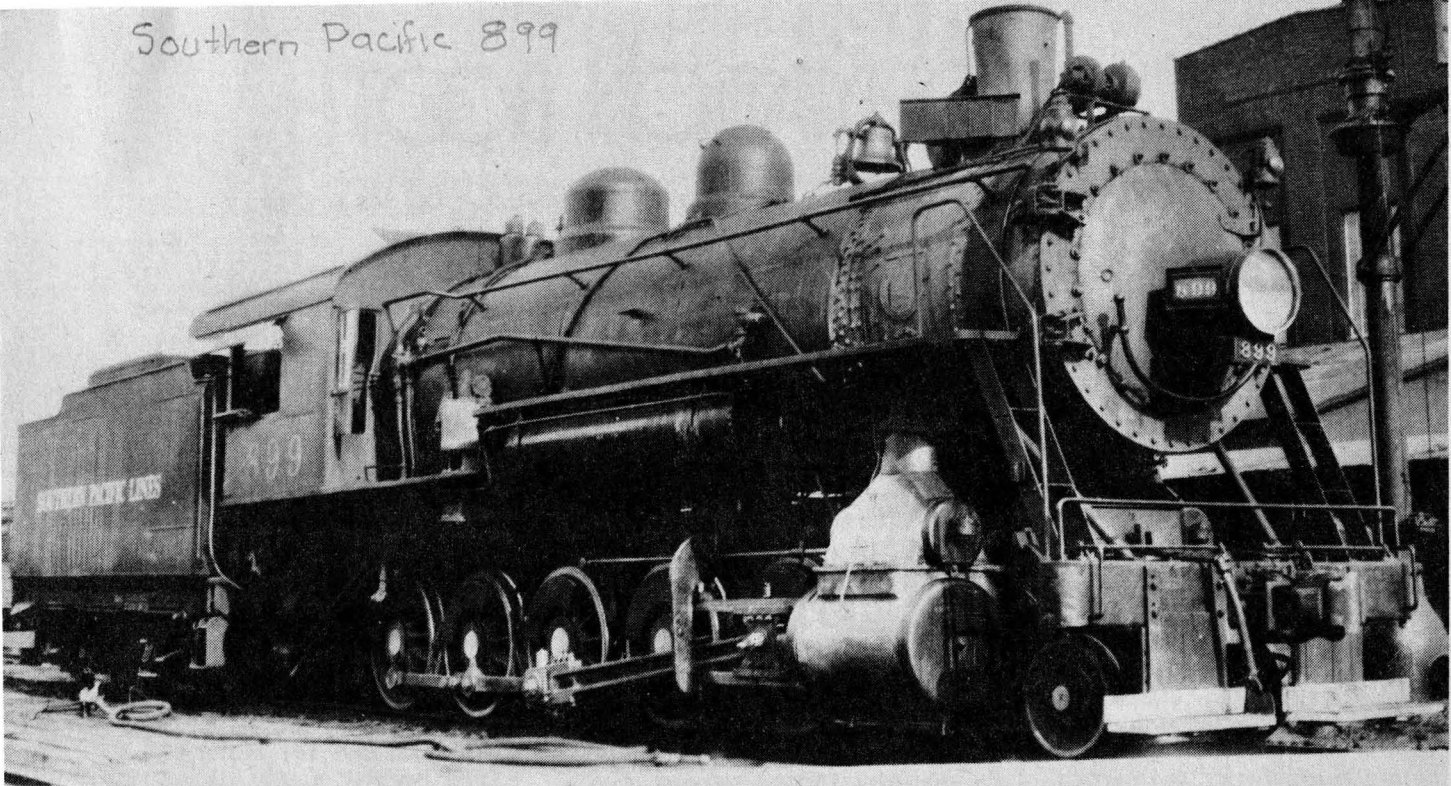
705

5

705



Southern Pacific 899

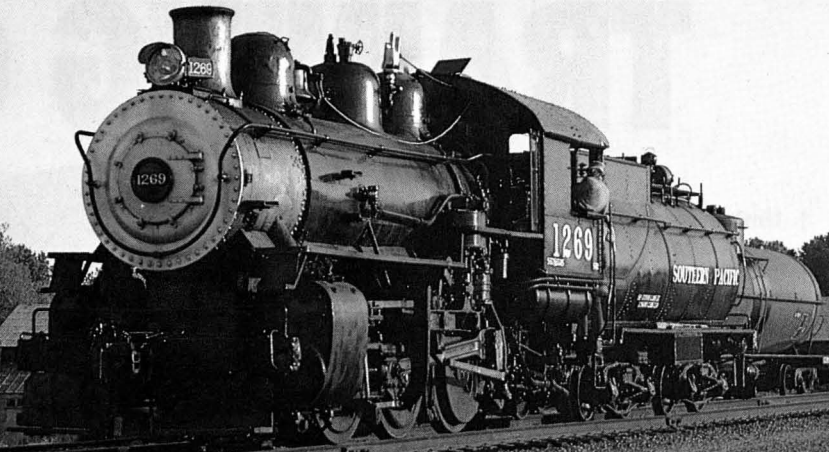


This Class D-1 No. 899 was one of the few 2-10-0's owned by Southern Pacific as seen at El Paso, Texas, August 2, 1932. Baldwin-built in 1903, she was originally 28 of El Paso & Southwestern, renumbered 302, went to San Antonio & Arkansas Pass as 302, then to T&NO with last number. She was scrapped in '39

SP 1269

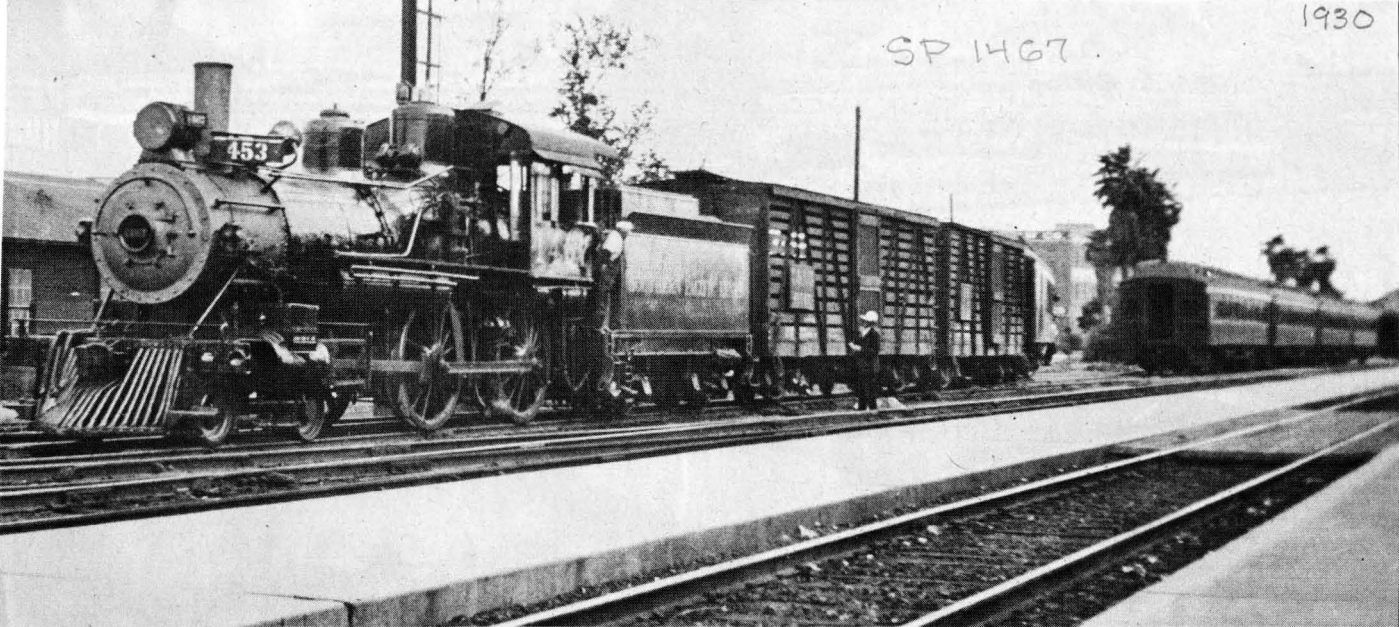


RY LUMBER CO



SOUTHERN PACIFIC





Today, Stockton, California is switched by SD7s and SW1500s, but forty-five years ago, an American #1467, did the honors, seen in charge of mixed #453 and eventually heading to Peters and Milton. The train was discontinued the following year, the 1889 product of the Rhode Island Locomotive Works followed in 1935. Credit Luke R. Sinclair for preserving this fine cameo of yesterday.

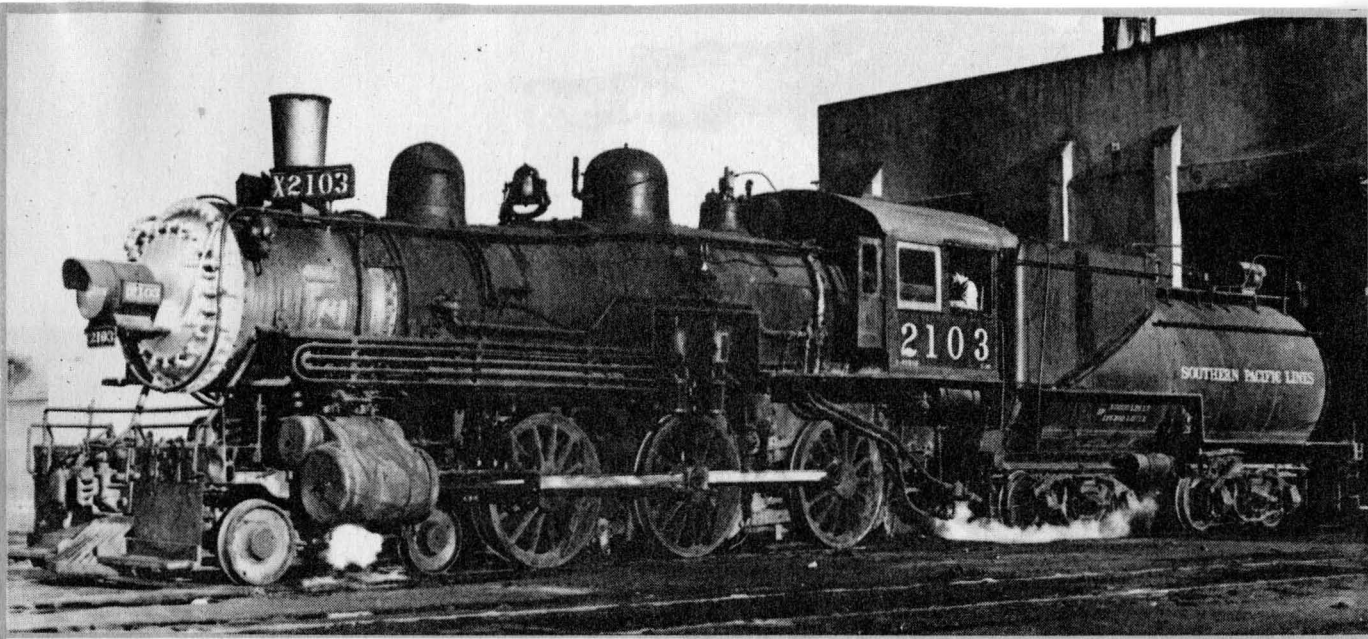
SP 1505 4-4-0



NO. 1 DEPOT AT MT. ANGEL BRE

SP 1509 4-4-0





Southern Pacific Engine No.2103 in San Diego in 1946.

SP 2405

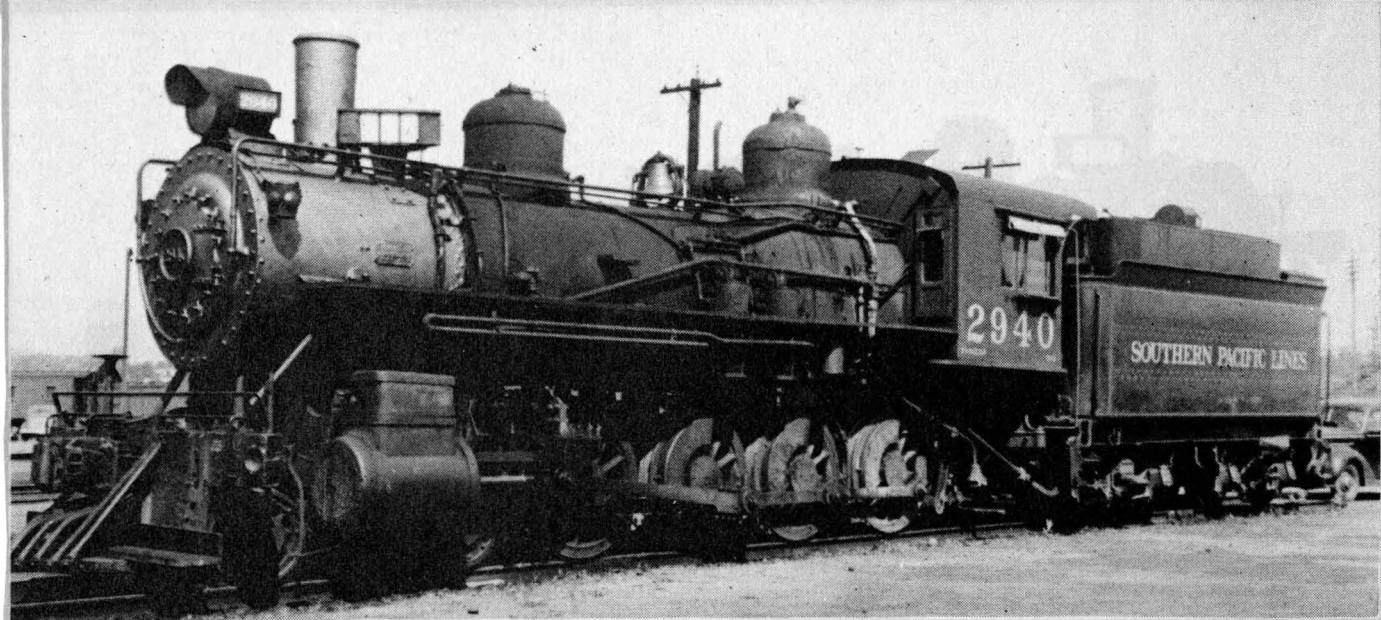
4-6-2



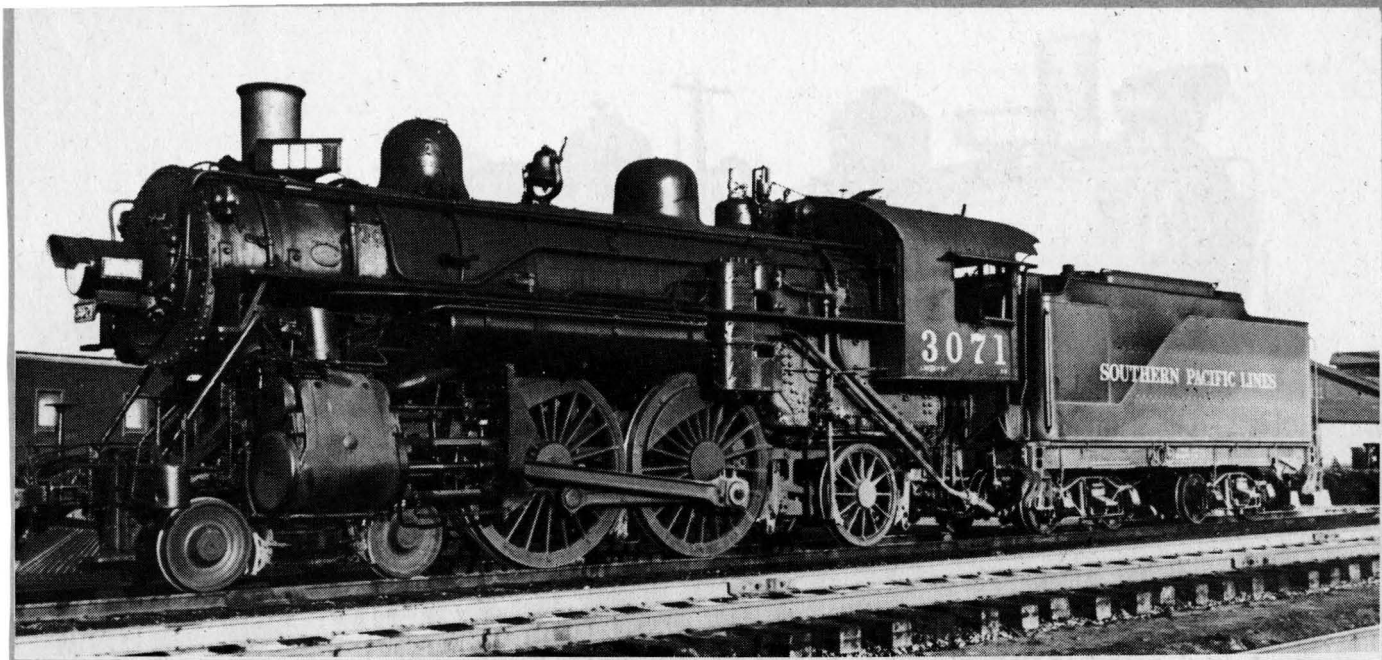


SP 2687 2-8-0

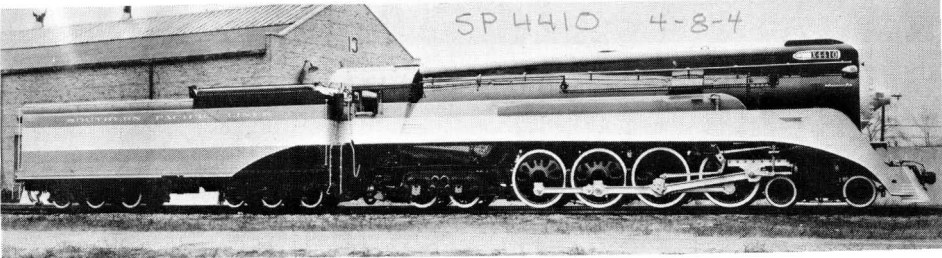
GLENDALE



This 1939 photo shows Engine No.2940 of the Southern Pacific Lines.



Photographed in San Jose, California, in 1937, is Southern Pacific Engine No.3071.



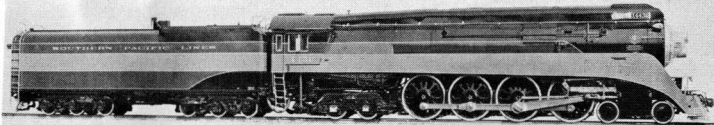
SP 4410

4-8-4

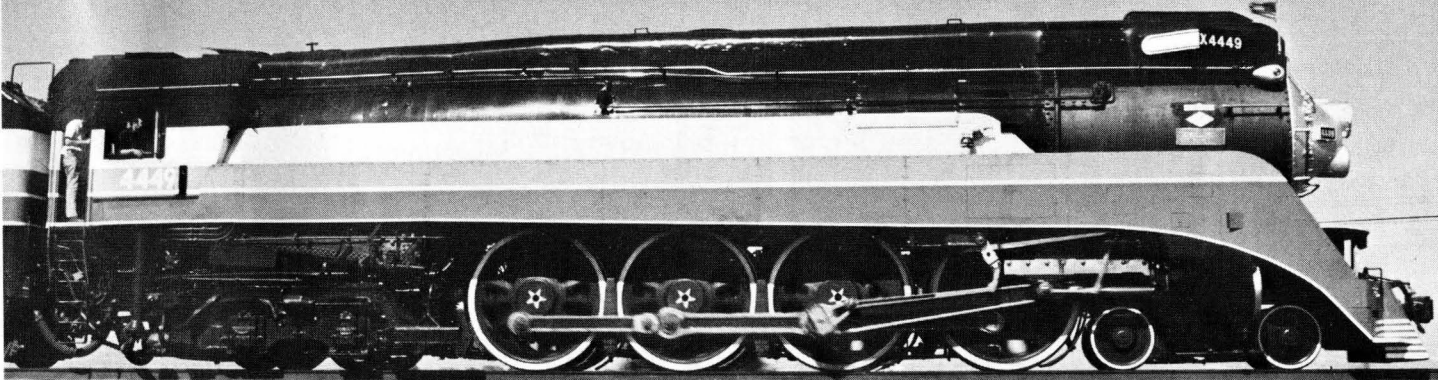
13

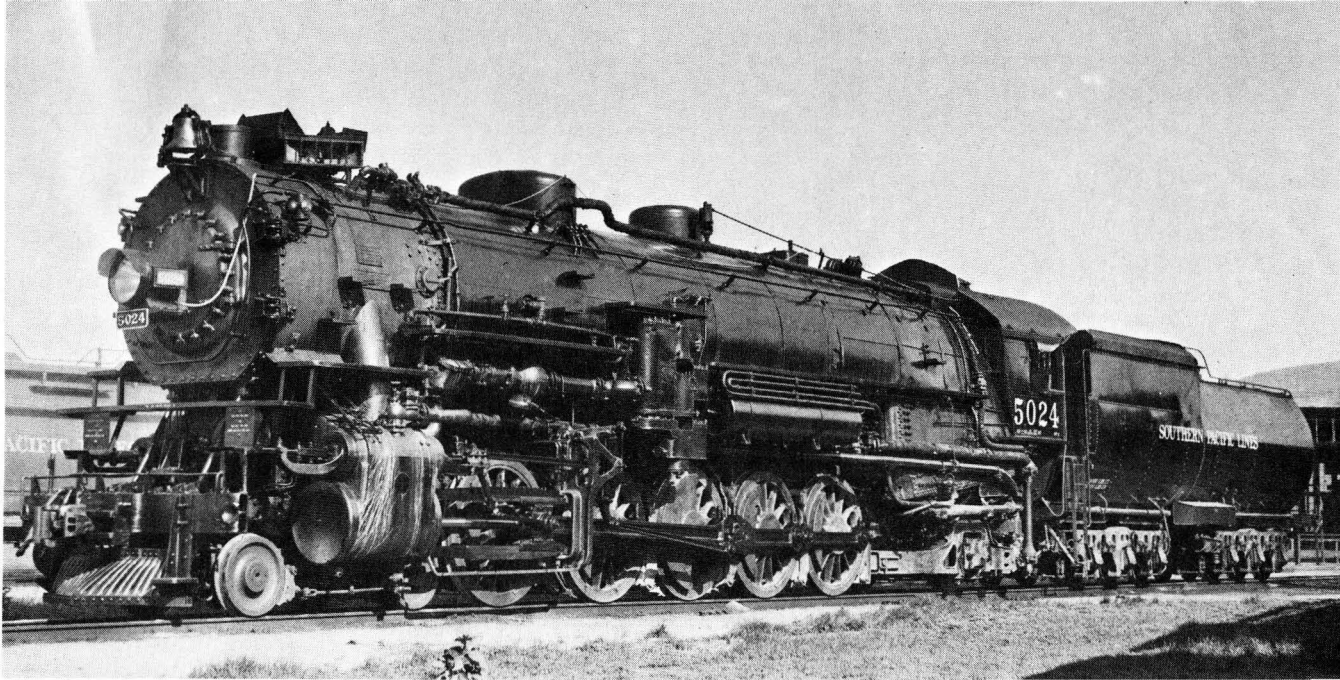
4410

SP 4436



SP 4449 4-8-4





5024

5024

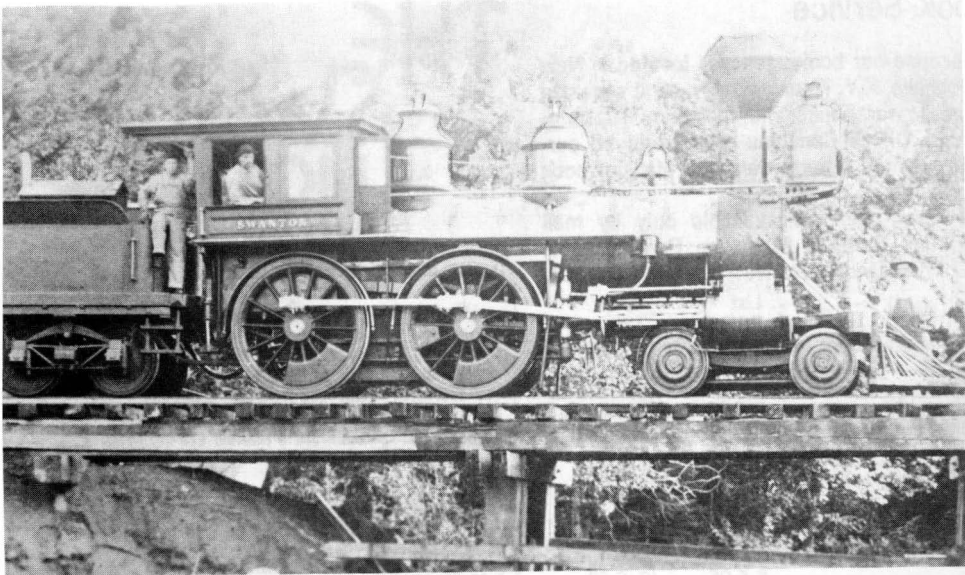
SOUTHERN PACIFIC LINES

PACIFIC



Nansen-Barhar

13. St. Louis Southwestern 4-8-2 682; ex-_____

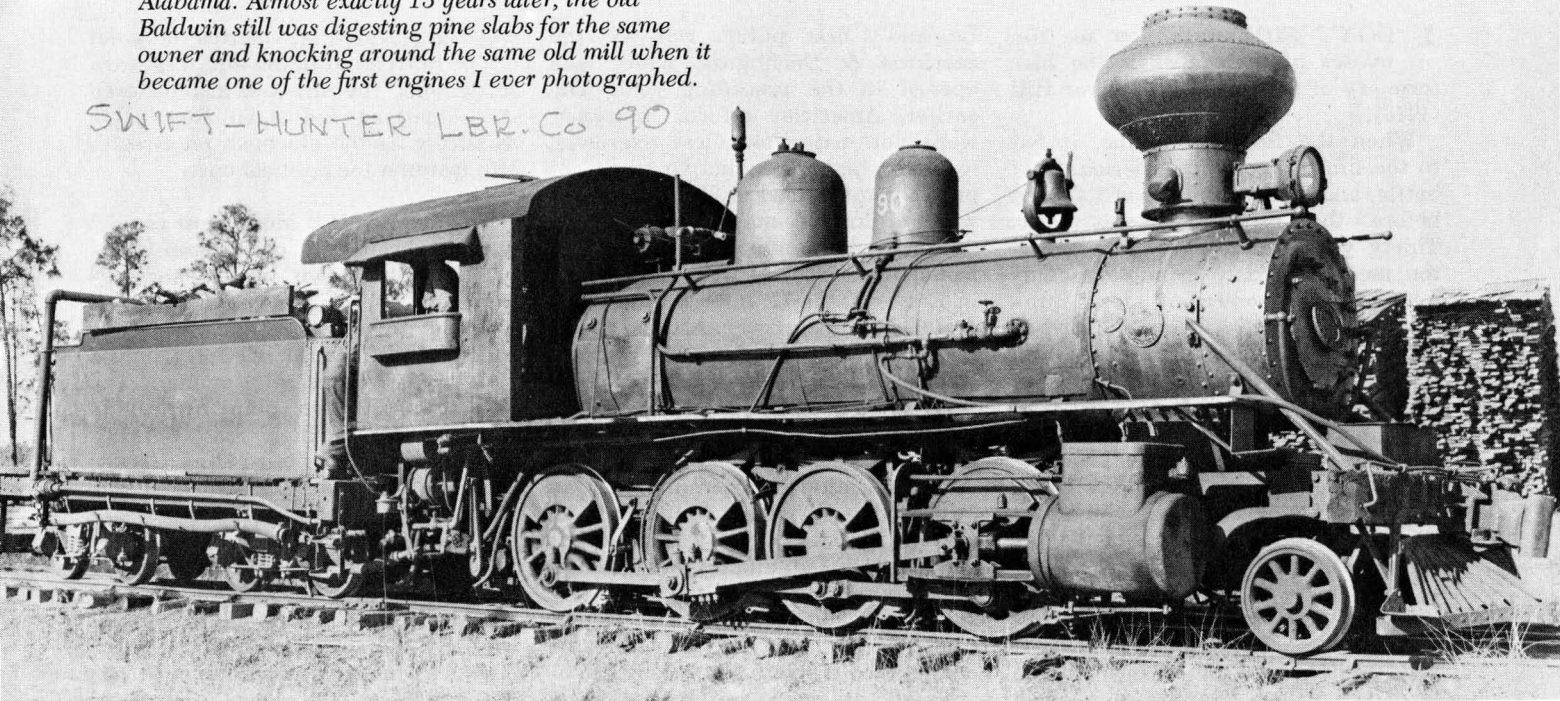


St. Johnsburry & Lake Champlain Swanton, Portland-built in 1871, at scene of washout near Hardwick, Vt., in '87.

Collection of Gorton T. H. Wilb

Alabama. Almost exactly 15 years later, the old
Baldwin still was digesting pine slabs for the same
owner and knocking around the same old mill when it
became one of the first engines I ever photographed.

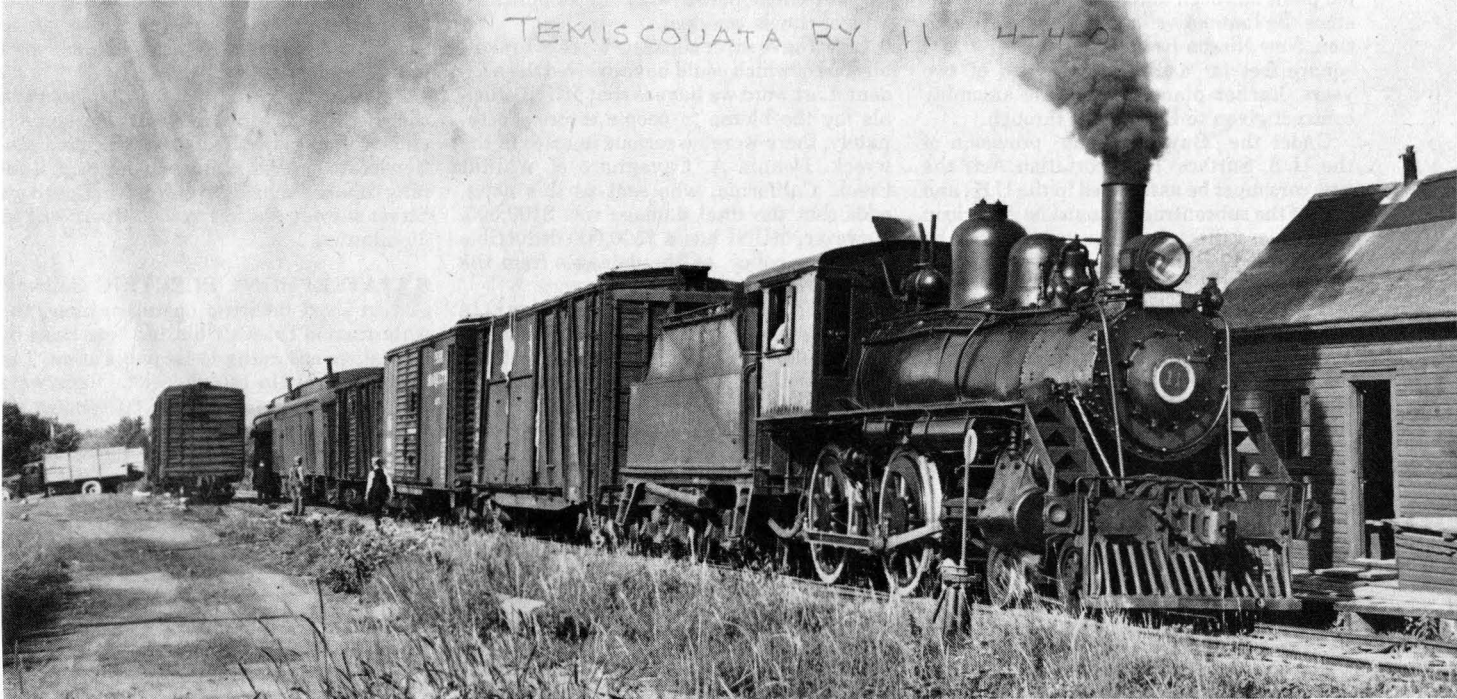
SWIFT-HUNTER LBR. Co 90



TEMISCOUATA RY 6 4-6-0

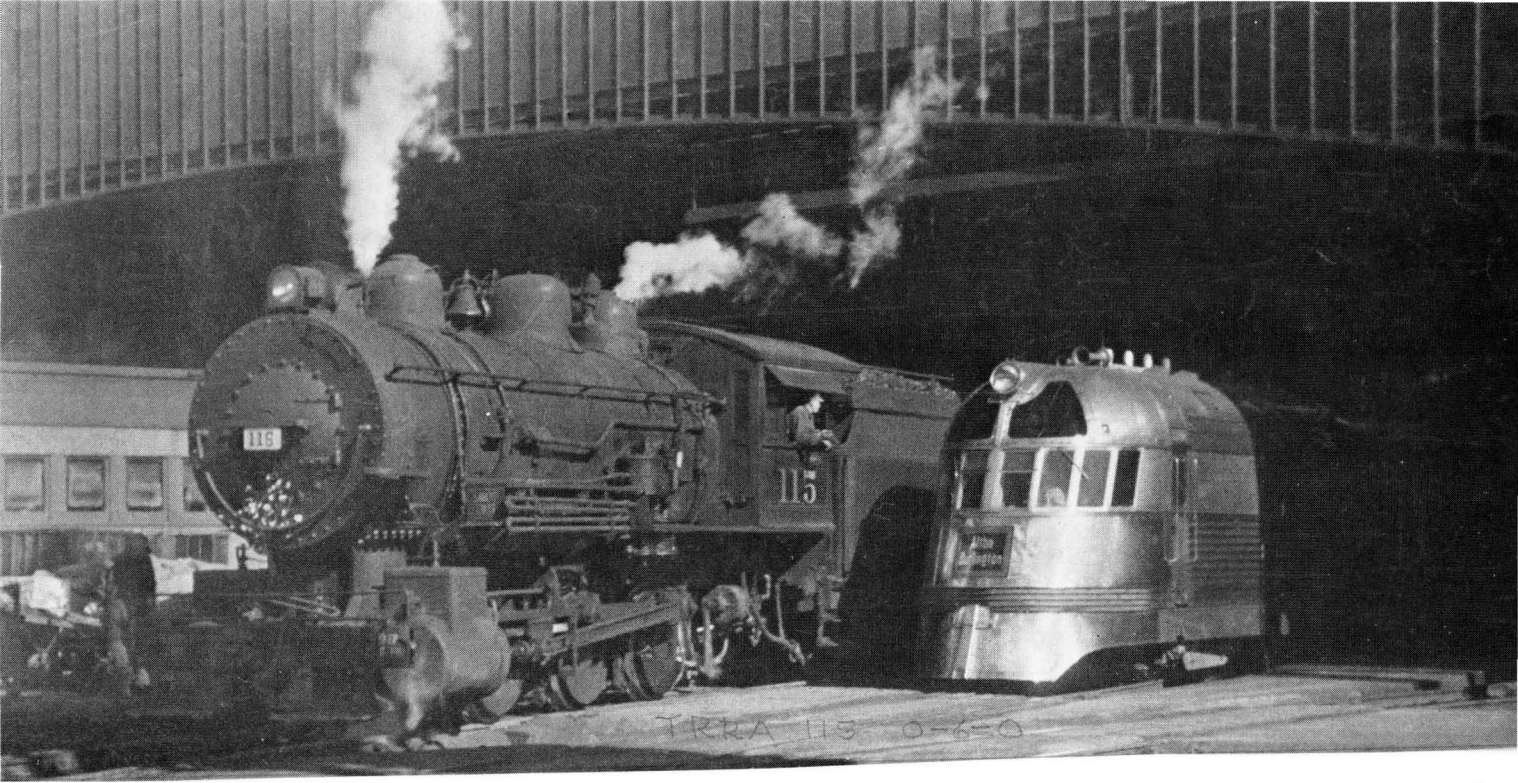


TEMISCOUATA RY 11 4-4-0





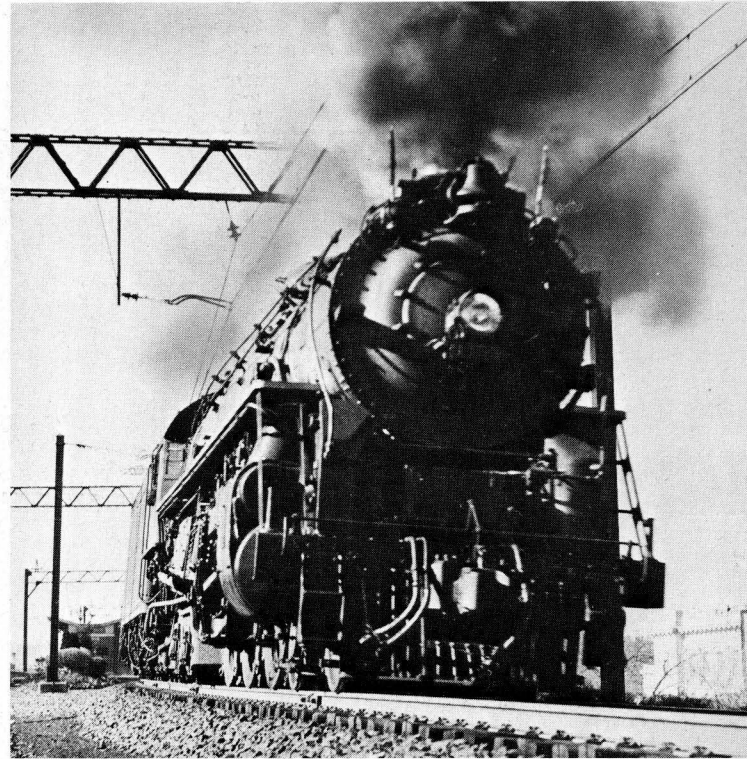
TENN. & N.C. 80



116

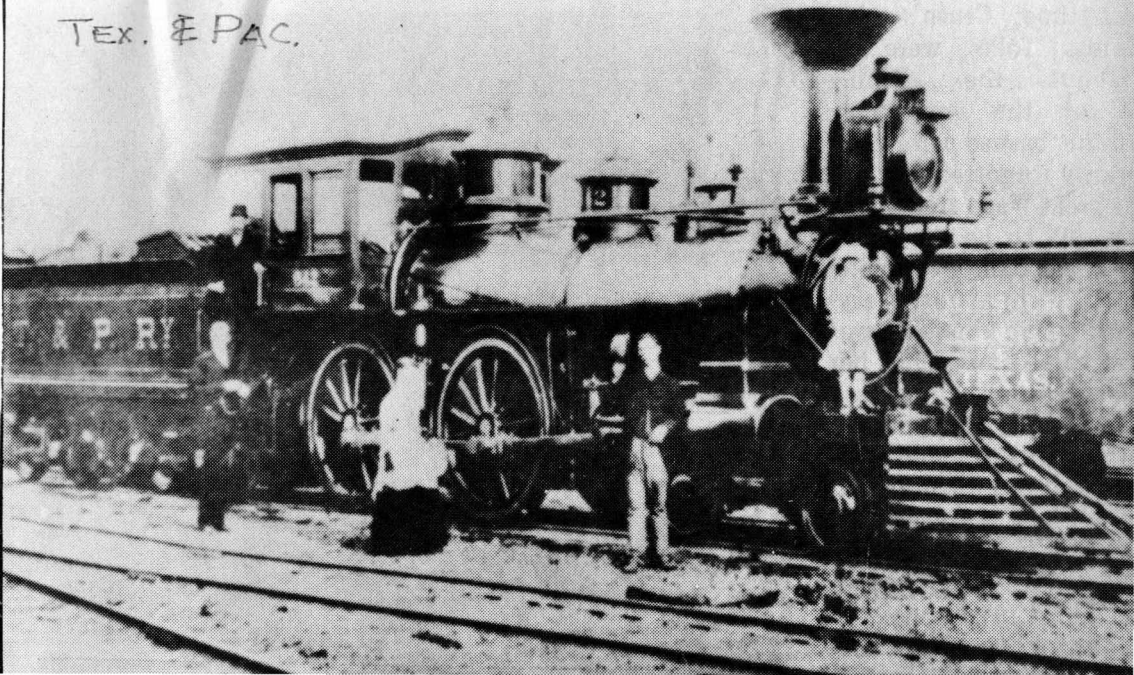
115

TRRA 115 0-6-0



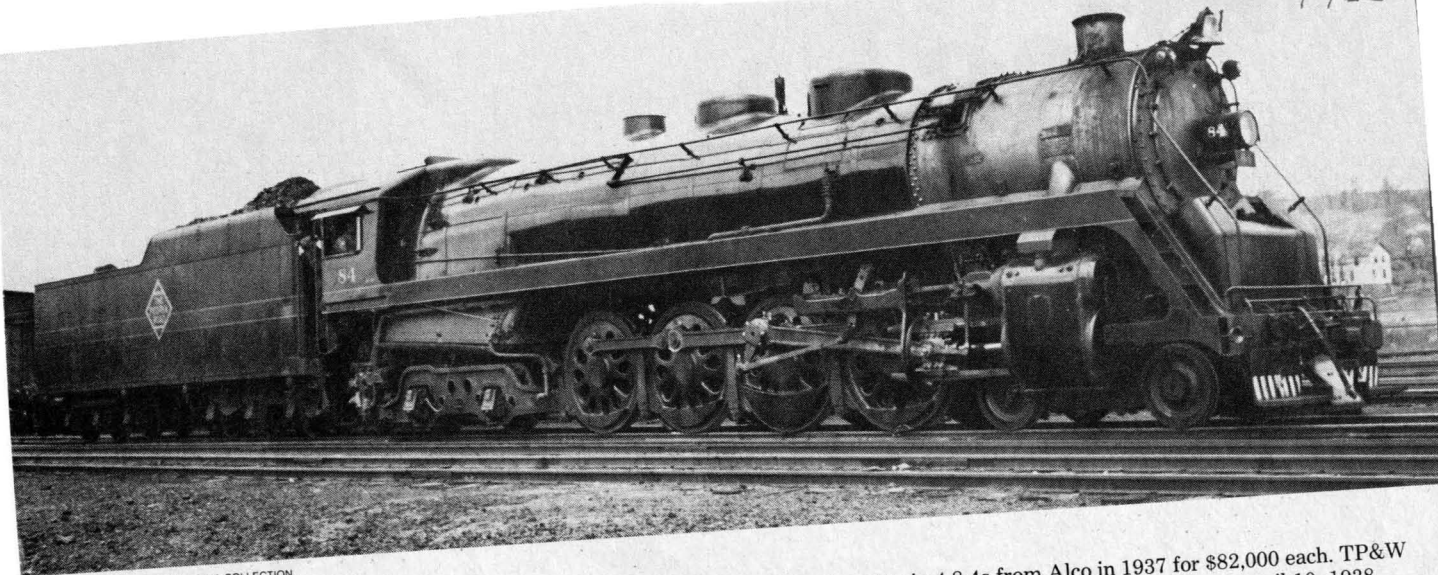
Robert A. LeMassen

TEX. & PAC.



Texas & Pacific Ten-wheeler 392
ready to leave Bunkie, La., in
'41 as thunderheads pile in sky.
Ed Robinson, Shreveport, La.





CHARLES T. FELSTED/WM. RAIA COLLECTION

GEORGE P. McNEAR, JR., bought six 4-8-4s from Alco in 1937 for \$82,000 each. TP&W 80-85 were the lightest 4-8-4s in the U.S. The 84 was at E. Peoria on April 10, 1938.

TOLEDO, WABASH & WESTERN 116

