



T. T. TABER

Lester L. Dickson
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Mr. Thomas T. Taber III
504 South Main Street
Muncy, Pa. 17756

Please notify me when the addenda and index are ready as I would like to purchase a copy of it to complete my set. I understand that at this time I will be told about binding the series.

Name

Address

.....

The index of roughly 35 pages, an addenda of 20 to 30 pages having corrections to all known errors and additional information and photographs obtained relative to all thirteen booklets, and an overall preface for the series will be ready about next April. This will NOT be sold in stores. The only way to get it is to send this card in. The print run and price will depend upon how many people desire this wrap-up. If you do not yet have the complete series, but plan to do so, get the necessary booklets in 1978. We do not guarantee keeping them all in stock after 1978.

INFORMATION ON THE SERIES OF BOOKLETS
COVERING THE LOGGING ERA OF LUMBERING
IN PENNSYLVANIA.

This is a series of 13 booklets covering, regionally, the 350 logging railroads which once operated in Pennsylvania. It is actually a history of the railroads and the companies which operated them. Therefore, about half the material is non railroad.

The booklets are $8\frac{1}{2}$ x 11 and vary from 64 to 120 pages. Most of the railroads operated between 1885 and 1915, but there are a few prior to and after this 30 year period. 90% of the approximately 1800 illustrations are prior to 1910. There is a locomotive roster of every company, and we estimate that about 70% of the locomotives are illustrated. Fewer than 10% of the original photos are in libraries or collectors so that few of the pictures have or will ever appear in print elsewhere.

Presently 12 of the 13 books are available. They are listed on the attached sheet. In 1978 an addenda of additional material uncovered since publication of the individual booklets, a comprehensive index, and an overall preface is planned for publication. If you are interested when the final booklet is ready, indicate on your order, and you will be notified.

The completed work will total 1300 pages, 1800 illustrations, 90 maps, 600,000 words of text, 100,000 words of captions and cover 350 railroads having 5000 miles of track (only about 10 miles of it is in existence today), 400 locomotives.

Many of the booklets have different emphasis. Some are better in certain respects than others. For instance, booklets 2 and 8 are exclusively narrow gauge. Booklet 5 deals with the biggest railroad operation using about 20 three truck Shays.

Active research on the project started in 1959 and today 46 man years of work have gone into the project with two more man years of work required for its completion. That figures out about 30 pages of printed publication per year of research. Less than 1% of the material has appeared in print - rail fan publications, county histories, etc.

It is planned to keep a complete stock of all booklets until at least the end of 1978. After that date, they may start to go out of print.

Few of the railroads will be recognized by you. If you have never heard of the Tionesta Valley or the Sheffield and Tionesta Railroads, then probably none of the 350 railroads are known. However, about 100 of them were incorporated, and most of their names appear in Poores Manual. This history tells you what these railroads actually were - the Ferney Mountain R.R., Cammal and Black Forest R.R., Emporium and Rich Valley R.R., Ketner and Kay Fork R.R., Oregon and Texas R.R., Lewisburg and Buffalo Valley R.R., Oleona R.R., and on and on.

We have tried to do three things (we feel successfully as more than 11,000 copies of booklet #12 have been purchased): 1. Facts and figures for those who want to be educated. 2. Human interest for those who want to be entertained. 3. Lots of big pictures for people who prefer not to read.

LOGGING RAILROAD ERA OF LUMBERING IN PENNSYLVANIA

is a series of thirteen booklets, varying in size from 64 to 120 pages covering the entire state regionally. They are 8 1/2 x 11 and have from 100 to 180 pictures plus maps covering every lumber company and chemical company which operated a logging railroad in the state. You may use this flyer to order. Pa. residents add 6% tax.

3.25 Pitch Pine and Prop Timber. Covers the southwestern quarter of the state, Centre, Mifflin, Dauphin, Etc. except the Whitmer Steel operations.

3.00 #2 Wildcatting on the Mountain. Covers the lumber operations of Whitmer Steele in Union, Centre and Clearfield counties. Special emphasis on primitive, narrow gauge railroads

3.25 #3 Ghost Lumber Towns of Central Penna. Covers eastern Lycoming, Sullivan, Bradford, Wyoming counties. Special emphasis on life in these/abandoned towns.

3.25 #4 Sunset Along Susquehanna Waters. Covers western Lycoming and Clinton Counties. Has special chapter on Williamsport and the water era of lumbering.

3.25 #5 An Empire in the Hemlocks. Describes the Goodyear Lumber Co. in Potter, Elk, and McKean Counties. Special emphasis on large, heavy duty logging railroads.

3.25 #6 Whining Saws and Squealing Flanges. Covers Potter and Cameron Counties except the Goodyears.

3.50 #7 Saw Mills Among the Derricks. McKean County. Has special chapter describing operation of wood chemical plants.

3.50 #8 Tionesta Valley. Covers the area served by the Tionesta Valley R.R. in Warren and Forest Counties. The largest narrow gauge lumber operation in Pa. ← self

3.50 #9 Teddy Collins Empire. Covers the area logged by Teddy Collins in Forest County and the Sheffield and Tionesta Valley R.R.

3.50 #10 Tanbark, Alcohol, and Tanneries. Covers Elk County with special chapter on the extent and operations of tanneries in Pa.

4.00 #11 Covers western Forest and Warren Counties and northwest corner of state. (Due Nov. 1977)

3.50 #12 Dams, Dinkies and Saw Dust. Covers the Clearfield, Jefferson, Cambria area. Special chapter on saw mills, their equipment, and operation.

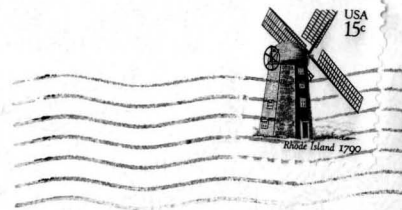
3.50 #13 Schemanders in the Laurel Highlands. Covers southwestern quarter of state, Huntingdon, Somerset, Westmoreland areas.

3.50 Maryland. Tall Pines and Winding Rivers. This booklet covers all of Maryland in the same manner as the above cover Pennsylvania. A number of Pennsylvania lumbermen moved to Maryland and so this book completes the story on those men and their operations.

order from:	Benj. Kline , Jr. c 920 Whitmer Dr. Lancaster, Pa. 17603	Walton Gasler R. D. #2 Corry, Pa. 16407	Thomas T. Taber 304 S. Main St. Muncy, Pa. 17756
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note: We will notify you when #11 is ready and the price if you mark an X in front of it.

The Larkins book was written by my father



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

319 South Main St.
Poland, OH 44514
Jan. 20, 1981.

Mr. Thomas T. Taber III
504 South Main St.
Muncy, PA 17756

Dear Mr. Taber :

I am writing to inquire if any copies remain of Section 8-Tionesta Valley, of the series on the Logging Railroad Era of Lumbering in Pennsylvania? My copy was borrowed and apparently lost, much to my sorrow.

\$4.00

I would also like to know how the DL&W in the Twentieth Century is progressing. I am sure it will be very nice to have.

An addressed envelope is enclosed.

Very truly yours,

Lester L. Dickson
Lester L. Dickson

Just published - \$29.00. If you have 19th Century book let me know the book number. This is first of 2 volumes covering history and operations. 2nd book (Oct 1981) covers lines & cars.

JOHN H. WESTON

101 Prairie Avenue, Wilmette, Illinois 60091

Bookseller



SEPT 22, '81

Lester L. Dickson
319 South Main Street
Poland, Ohio 44514



PHILATELIC EVENT



100th Anniversary of the DURANGO AND SILVERTON NARROW GAUGE LINE

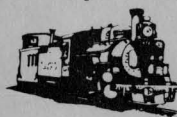
Special One Day Run Of The "Durango & Silverton Railway Postal Station"

One hundred years ago, the Denver & Rio Grande Railway completed the branch line from Durango, Colorado to Silverton, Colorado. On Sunday July 11, 1882, service was started on this small line and has continued into the twentieth century. Today the line is operated by the Durango & Silverton Narrow Gauge Railroad who recently purchased the line from the Denver & Rio Grande Western Railroad. To commemorate this anniversary event, the Intermountain Chapter of the National Railway Historical Society and the United States Postal Service will be establishing a one day postal station on board the train between Durango and Silverton on July 11, 1982.



A special printed cachet has been prepared for the event. The cachet (a commemorative envelope) will be available on the train or by mail from the Intermountain Chapter. Cost of the cachet is \$.75 each or two for \$1.25. Use the order blank below. Collectors are required to send with their order either one self-addressed stamped (20¢) envelope (No. 10 size) or send enough small address gum labels that will be affixed to the cachet. Current stamps will be used

unless collectors send their own U.S. postage stamps. Collectors may send in their own covers for cancellations to the NRHS or they can be sent to the Durango & Silverton Railway Postal Station — Clerk in Charge — Durango, Colo. 81301. If you have any questions, please write to the NRHS Transfer Clerk's Office in Denver.



Durango
Silverton Narrow Gauge
Branch

100 Years



1882
1982

ORDER BLANK

Please send _____ Cachets. Amount enclosed _____ . Make all checks or money orders payable to the National Railway Historical Society.

Send all orders and covers to:

NRHS Transfer Clerk
Post Office Box 5181 TA
Denver, Colorado 80217



Sunday, July 11, 1982

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ADDRESS _____

CITY _____

STATE _____ ZIP _____

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TOTAL COVERS -	
TOTAL AMOUNT - \$	

319 So Main St.
Poland, A.H.
44514

Sundance Publications, Ltd.
PO Box 597
Silverton, Co 81433

Dear Sirs:

On March 23rd, I sent you an order for Vol. 4
of the Central Vermont set and enclosed a check for \$19.50.
I have never heard from you and the cancelled check
has never cleared from my bank.

If you never received this check, please
let me know as I want to get the complete set.
It has pleased me very much.

Very truly yours

L.L.D.