

## Book Detail

**[SP-2001] Kerr, James W.. 1993 Edition - the Official Locomotive Rosters & News.** Canada: DPA - LTA Enterprises Inc., 1993. Reprint. Soft Cover. Very Good / No Jacket. ISBN: 0919295258. unpaginated approx 80 pages \$29.95

**[SP-2002] Kerr, James W.. 1994 - 95 Edition - the Official Locomotive Rosters & News.** Canada: DPA - LTA Enterprises Inc., 1994. First Edition. Soft Cover. Very Good / No Jacket. ISBN: 0919295266. unpaginated approx 80 pages \$29.70

**[SP-2003] Kerr, James W.. 1995 - 96 Edition - the Official Locomotive Rosters & News.** Canada: DPA - LTA Enterprises Inc., 1995. First Edition. Soft Cover. Very Good / No Jacket. ISBN: 0919295274. unpaginated approx 80 pages - The Official Locomotive Rosters & News, 1995-96 Edition by James W. Kerr presents the locomotive rosters of all North American railroads and railroad museums. The information here is brief and to the point. Each listing contains six columns : the locomotive numbers, total number of units, builder, original model or rebuild model (the Santa Fe CF7s, for example), original or rebuilt horsepower rating (or wheel arrangement for steam), and date built or rebuilt, when it results in a "new" locomotive, as with the CF7s. \$29.70

**[SP-2008] Smith, Mark. 31st Annual Steam Passenger Service Directory .** USA: Kalmbach Publishing Co, 1996. First Edition. Soft Cover. As New / No Jacket. ISBN: 0890243077. 327 pages b/w photos - Travelers will enjoy this trip-planning guide to hundreds of tourist railroads, railroad museums, miniature live-steam railroads, and model train exhibits in the U.S. and Canada. Includes locations, operating hours, admission prices, and discount coupons for many attractions. \$10.00

**[SP-2013] Lafountain, Julie. 32nd Annual Steam Passenger Service Directory - A Guide to Tourist Railroads and Railroad Museums.** USA: Kalmbach Publishing Co, 1997. First Edition. Soft Cover. As New / No Jacket. ISBN: 0890243093. 404 pages b/w photos - Travelers will enjoy this trip-planning guide to hundreds of tourist railroads, railroad museums, miniature live-steam railroads, and model train exhibits in the U.S. and Canada. Includes locations, operating hours, admission prices, and discount coupons for many attractions. \$10.00

**[UHH-002] Hood, Clifton. 722 Miles - the Building of the Subways and How They Transformed New York.** Baltimore USA: The John Hopkins Uni Press, 2004. Reprint. Soft Cover. New / No Jacket. ISBN: 0801880548. 335 pages prof ill b/w photos - In this definitive history, Clifton Hood traces the complex and fascinating story of the New York City subway system, one of the urban engineering marvels of the twentieth century. For the subway's centennial the author supplies a new foreward explaining that now, after a century, "we can see more clearly than ever that this rapid transit system is among the twentieth century's greatest urban achievements \$30.60

**[UOP-19] Serpico, Phil. A Road to Riches - the Randsburg Railway Company and Mining District.** Palmdale California USA: Omni Publications, 2004. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0884180123. 112 pages with more than 150 black and white photographs and illustrations including maps, railroad timetables and station plans. \$54.00

**[UHUN-FA2] Peck, David. Alco FA-2 - Diesel Data Series Book 2 - Plans Photos Roster Variations.** Mukilteo Washington USA: Hundman Publishing, 1990. First Edition. A4. Soft Cover. Good / No Jacket. 18 pages prof ill b/w photos line drawings comes complete with 3 holes for filing - as printed and published - date approximate - The ALCO FA was a family of B-B diesel locomotives designed to haul freight trains. The locomotives were built by a partnership of ALCO and GE in Schenectady, New York, between January 1946 and May 1959. They were of a cab unit design, and both cab-equipped lead (A unit) FA and cabless booster (B unit) FB models were built. A dual

passenger-freight version, the FPA/FPB, was also offered. It was equipped with a steam generator for heating passenger cars. Externally, the FA and FB models looked very similar to the ALCO PA models produced in the same period. Both the FA and PA models were styled by GE's Ray Patten. They shared many of the same characteristics both aesthetically and mechanically. It was the locomotive's mechanical qualities (the ALCO 244 V-12 prime mover) and newer locomotive models from both General Motors Electro-Motive Division (EMD) and General Electric (the partnership with ALCO was dissolved in 1953) that ultimately led to the retirement of the FA/FB locomotive model from revenue service. Several examples of FAs and FBs have been preserved in railroad museums, a few of them in operational status on such lines as the Grand Canyon Railway and the Napa Valley Wine Train. The FAs, as well as their cousins, the ALCO PAs, were born as a result of Alco's development of a new diesel engine design, the Model 244. In early 1944, development started on the new design, and by November 1945, the first engines were beginning to undergo tests. This unusually short testing sequence was brought about by the decision of Alco's senior management that the engine and an associated line of road locomotives had to be introduced no later than the end of 1946. In preparation for this deadline, by January 1946, the first four locomotives with the 244 engines had been built. Two FA-1s and an FB-1 were painted in Alco Demonstrator colors and were released for road tests for a month and a half on the Delaware and Hudson Railway. A strike at Alco delayed production beyond the first four units and delivery of the first units, to the Gulf, Mobile and Ohio Railroad, began in May 1946, and continued into early 1947, totaling 80 units. At the end of this run, Alco upgraded the generators in the locomotives, with the first of these models entering service in February 1947 for the New York Central. In 1950, the Montreal Locomotive Works, an affiliate of Alco, began production of FAs as well. In the Fall of 1950, an upgraded model, the FA-2, was launched. This model featured an uprated Model 244 engine, with an output of 1600 horsepower. Additionally, the carbody was lengthened, making possible the addition of a steam generator in the A unit to allow for passenger service. Models equipped as such were designated the FPA-2/FPB-2. The first FA-2s were delivered in October 1950 to the Baltimore and Ohio and the Erie. By this time, however, the cab unit had fallen out of favor due to the greater versatility of road switchers, and U S production of the FA line ended in 1956, with Canadian production ending in 1959. \$20.95

**[AINT-AAPT] Zimmermann, Karl. All Aboard - Passenger Trains Around The World.** Pennsylvania, USA: Boyds Mills Press, 2004. First Edition. Hard Cover. New / New. ISBN: 1590783255. 48 pages colour and b/w photos - Zimmerman has traveled by train across six continents, and his beautiful, big color photos appear on every double-page spread of this enthusiastic account, which blends history, geography, business, and engineering with his personal focus. His memories of the trains of the 1940s and '50s, with their plush sleepers and dining cars, may appeal more to nostalgic adults than to kids, but the contemporary history of technology and development will grip some young readers, as will pictures that show the trains close up and the breathtaking, scenic routes they travel. Individual chapters look at trains in the U.S. (including the ups and downs of Amtrak) and Canada, and in Europe, where high-speed passenger trains flourish today. The final sections, which liken modern American trains to cruise ships on rails ("meals and service are very posh"), seem, again, aimed at adults, though kids will recognize the "electricity" in the joy and adventure of travel. \$22.95

**[UHH-015] Sanders, Craig. Amtrak in the Heartland.** Indianapolis, USA: Indiana University Press, 2006. First Edition. Hard Cover. New / New. ISBN: 025334705X. 232 pages A complete history of Amtrak operations in the heartland, this volume describes conditions that led to the passage of the Rail Passenger Service Act of 1970, the formation and implementation of Amtrak in 1970 - 71, and the major factors that have influenced Amtrak operations since its inception. More than 140 photographs and 3 maps bring to life the story as told by Sanders. This book will become indispensable to train enthusiasts through its examination of Americans' long-standing fascination with passenger trains. When it began in 1971, many expected Amtrak to last about three years before going out of existence for lack of business, but the public's continuing support of funding for Amtrak has enabled it and the passenger train to survive despite seemingly insurmountable odds. \$87.95

**[UHH-019] Reynolds, Kirk & Oroszi, Dave. Baltimore & Ohio Railroad.** St. Paul MN USA: MBI Publishing, 2000. Reprint. Soft Cover. New / No Jacket. ISBN: 0760307466. 128 pages colour photos - Formed in 1828, the Baltimore & Ohio was America's first railroad. In the 20th century, the B&O gained notoriety for great passenger trains like the Capitol Limited, innovative technology, and a flair for aesthetic touches. This authoritative and highly

visual retrospective spans the railroad's entire history through its current operation in the form of CSX Transportation. Color photography, both period and modern, along with rare archival photos, depict B&O memorabilia, promotional materials and, of course, the trains themselves. Detailed information on the company's history, trains, passenger cars, and rolling stock make this an ideal reference for B&O enthusiasts, modelers, and general railroad historians. \$36.30

**[4W-003] Shippen, Bill & Shine, Joe. Burlington Northern Santa Fe - 1998 / 1999 Motive Power Annual.** California, USA: Four Ways West Publications, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614268. 160 pages, 95% Color Featuring new motive power, North/South lines in Montana, Franklin Canyon, Arizona's Nelson Tunnel, photo rosters, special train movements, and much more. \$69.30

**[4W-009] Holck, Alfred J. J.. Burlington Route Color Pictorial - Volume 2.** California, USA: Four Ways West Publications, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614241. 128 pages colour photos - Featuring the very last of CB&Q steam and first & second generation diesels. Map and locomotive rosters as well. \$69.30

**[EPPP-0001] Not Stated. Cagney's Locomotive Works.** Norwich, Norfolk, England: Plateway Press, 1998. Facsimile Reprint. Soft Cover. As New / No Jacket. ISBN: 1871980372. 48 pages b/w photos - A facsimile of Cagney's 1901 catalogue of 'Miniature & Standard Locomotives, Portable & Permanent Railways'. It incorporates a reprint of the works' illustrated catalogue, along with other articles, photographs and period covers \$23.10

**[4W-010] Stegmaier, Harry. Chesapeake & Ohio Color Pictorial - Volume Two.** California, USA: Four Ways West Publications, 2005. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614640. 128 pages prof ill colour photos - Featured are chapters on "The Sunset Years of C&O's E-unit Fleet", "The Ebb Tide of C&O First Generation Freight Power", "Heavy Duty Road Switchers", "Aging Fleet of Yard Switchers", "Alcos New and Old", "C&O Second Generation Diesels - Both 4 and 6 Axle Units", "GE cracks the EMD Stronghold", and "Electric Ore Dock Pushers and Car Ferries", and much more. Featuring the era just prior to the merger with the Baltimore & Ohio. Remember, Four Ways West Publications always presents many more great color photographs. \$85.00

**[484-1130] Plant, Jeremy F. & McClure, William G.. Chesapeake and Ohio Railway in Color : Volume 3.** United States of America: Morning Sun Books Inc., 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1582481407. 128 pages colour photos - West from the coalfields of West Virginia, the C&O and its operations are examined in colorful detail. \$104.90

**[UHH-030] Kelly, John. Chicago & North Western Passenger Trains of the 400 Fleet - Photo Archive.** Hudson Wisconsin USA: Iconografix, 2006. First Edition. Soft Cover. New / No Jacket. ISBN: 158388159X. 126 pages prof ill b/w photos - The Chicago & North Western was well-known for its Chicago-Twin Cities 400 passenger train. Encouraged by the success of the Twin Cities 400, the North Western established an entire fleet of regional streamliners that brought people from Madison, Milwaukee, Green Bay, Wisconsin's North Woods, Upper Michigan, and southern Minnesota into the big city of Chicago for a day of shopping or business. The yellow-and-green 400 Fleet had a loyal following of passengers not served by rivals Burlington Route and Milwaukee Road. "Ride the 400," "Speed, Luxury and Safety," "400 Miles in 400 Minutes" and "The Train that Set the Pace for the World" were successful advertising slogans for business and vacation travelers. Coverage includes the Twin Cities 400, Minnesota 400, Peninsula 400, Flambeau 400, Kate Shelley 400, and commuter streamliners. \$52.65

**[484-1142] Keyser, Lloyd A. & Borleske, Phil. Chicago and North Western in Color - Volume 3 1959 - 1964.** United States of America: Morning Sun Books Inc., 2005. First Edition. Hard Cover. New / New. ISBN:

1582481504. 128 pages colour photos - All-colour photo album using material from a number of collections covering the C&NW during the years of the black and yellow liveries and the use of first generation diesels. Detailed captions and additional text relate the background to these top quality images. \$95.65

**[UHH-032] Letourneau, P. A.. Chicago St. Paul Minneapolis & Omaha Railway 1880 - 1940.** Hudson Wisconsin USA: Iconografix, 1997. First Edition. Soft Cover. New / No Jacket. ISBN: 1882256670. 126 pages prof ill b/w photos - The Chicago, St. Paul, Minneapolis & Omaha Railway was one of the Upper Midwest's foremost freight and passenger lines, eventually merged into the Chicago and Northwesters. A collection of photos from the State Historical Society of Wisconsin that includes steam engines, rolling stock, depots, shops, yards, tunnel and line construction. \$52.65

**[RP-2160] Kelly, John. Chicago Stations & Trains Photo Archive.** Hudson Wisconsin USA: Iconografix, 2008. First Edition. Soft Cover. New / No Jacket. ISBN: 1583882162. 126 pages b/w photos - No other American city has had such a fascinating group of railroad passenger stations as Chicago. This book highlights Chicago's six major railroad stations and the trains that served them. Included are Dearborn Station, Grand Central Station, Central Station, La Salle Street Station, North Western Station, and Union Station. During the heyday of passenger trains, Chicago was the undisputed rail center of the United States and its railroad stations were the gateway to anywhere and everywhere. Chicago's railroad stations featured superb architecture with marble floors and staircases, while restaurants, newsstands and shops filled the concourse areas. Steel latticework beams helped support glass-domed roofs and public address systems echoed train information throughout the high-ceiling stations. Huge station clocks loomed above the brass and neon train bulletin boards that listed "On Time" trains. Beyond the boarding gates, the constant parade of trains sounded with clanging bells and rumbling steel wheels. Historic photographs feature name trains like Super Chief, Capitol Limited, 20th Century Limited, Broadway Limited, California Zephyr, Hiawatha, 400, and City of Denver. Included are maps, station drawings, timetables and promotional advertising. \$59.95

**[UHH-035] Abdill, George B.. Civil War Railroads - A Pictorial Story o the War Between the States 1861 - 1865.** Indianapolis, USA: Indiana University Press, 1999. First Edition. Hard Cover. New / New. ISBN: 0253335361. 192 pages - With more than 220 black and white photographs from the National Archives, the Library of Congress, the Smithsonian Institution, and private collections across the country, this is the essential pictorial guide for all those interested in the role of the Iron Horse in the American Civil War. Like all wars, the Civil War was not all gunfire and panic. It was supply and transport, trains and trouble on the line, men in Blue and Gray fighting against almost unbelievable odds with lumbering, woodburning engines. \$79.10

**[UOP-17] Monroe, Gregory. Colorado's Modern Narrow Gauge Circle.** Arvada, Colorado: Fox Publications, 2001. Reprint. Hard Cover. New / New. ISBN: 096041228X. 96 pages prof ill sepia toned photos - contemporary look at the three surviving major narrow gauge steam railroads operating in Colorado and New Mexico : Pictorial account of the three surviving Colorado narrow gauge railways - The Cumbres & Toltec Scenic, Durango and Silverton and the Georgetown Loop. \$68.95

**[UHH-039] Ferrell, Mallory Hope. Colorful East Broad Top.** Forest Park, Illinois, USA: Heimburger House Publishing CO., 1995. First Edition. Hard Cover. New / New. ISBN: 0911581243. 84 pages pro ill colour photos - This book depicts this unique 3-foot-gauge coal hauler in the '40s and '50s. For 83 years, the EBT connected a remote region of south central Pennsylvania with the outside world. This deluxe book features vintage locomotives, freight and passenger cars, mines, facilities and more. \$57.95

**[UHH-043] Shaughnessy, Jim. Delaware & Hudson : The Bridge Line to New England and Canada.** Syracuse New York USA: Syracuse University Press, 1997. Reprint. Soft Cover. New / No Jacket. ISBN: 0815604556. 488 pages - Here, in a pictorial history, Jim Shaughnessy turns an eloquent photographer's eye to the Delaware & Hudson (D&H), the line that began in 1823 as a canal system to transport Pennsylvania coal to New York State. It remained

active for 170 years, until the route was sold to the Canadian Pacific Railway Corporation in 1993. The Delaware and Hudson extended from Montreal to the coal fields of northeastern Pennsylvania. The line made early railroad fame by importing from England the famous Stourbridge Lion, first steam locomotive in America. This occurred during a great expansion into gravity, an interesting phase which took advantage of the mountainous terrain. Extremely able and ambitious company presidents oversaw a period of economic growth and amalgamation in the nineteenth century. Eventually the D&H advertised itself as "the Bridge Line to New England and Canada". Mountainous terrain around the coal mines challenged the line with heavy grades, so it was natural for one of its presidents, L. F. Loree, to be fascinated with experimental traction power. The many Loree locomotives, leaders in progressive design, are pictured and described herein. Because a good railroad history is always an economic history of a region, this book will surely please historians, too. Delaware & Hudson is a definitive work, encompassing the mining of the region and detailing the steamboat operations on Lakes George and Champlain. \$70.25

**[UHUN-GP49] Sanders, Dale. EMD GP49 - Diesel Data Series Number 8 - Plans Photos Roster Variations.**

Mukilteo Washington USA: Hundman Publishing, 1998. First Edition. A4. Soft Cover. New / No Jacket. 51 pages prof ill b/w photos line drawings comes complete with 3 holes for filing - as printed and published - The EMD GP49 was a 4-axle diesel locomotive built by General Motors Electro-Motive Division. Power was provided by an EMD 645F3B 12-cylinder engine which generated 2800 horsepower (2.1 MW). The GP49 was marketed as one of four models in the 50 series introduced in 1979. The 50 series includes GP/SD49 and GP/SD50. Both the GP and SD50 was relatively popular with a total of 278 GP50's and 427 SD50s built. The SD49 was advertised but never built and a total of 9 GP49's were built. Alaska Railroad is the only company that ordered it in two orders; the first was ARR 2801-2804 under order number 837049-1-4, built in September 1983 and the second was ARR 2805-2809 under order number 847035-1-5, built in May 1985. Six GP39Xs were built in November 1980 for the Southern Railway under order Number 786284-1-6 and upgraded to GP49's shortly thereafter \$28.95

**[UHUN-BL2] Hundman, R.. EMD's BL2 - Diesel Data Series Book 3 - Plans Photos Roster Variations.**

Mukilteo Washington USA: Hundman Publishing, 1998. First Edition. A4. Soft Cover. Good / No Jacket. 18 pages prof ill b/w photos line drawings comes complete with 3 holes for filing - as printed and published - date approximate - The EMD BL2 was a four-axle B-B road switcher built by General Motors Electro-Motive Division (EMD). Often considered the "Ugly Duckling" of diesel offerings from EMD, the BL2 set the stage for the company's widely successful GP series of locomotives. EMD's diesel program was well underway in the late 1940s and early 1950s, thanks to the success of the company's FT demonstrations across the country. While the F-units in production were great for moving trains over the railroad, their full-width carbody made it difficult for locomotive crews to see to the rear of the locomotive. The F-units also lacked anywhere for a brakeman or switchman to stand and ride short distances while performing switching duties. The F-units did have grab irons and stirrup steps, but these features were a hindrance in locations with tight clearances. Since the engine inside the locomotive's hood didn't take up the full carbody width, it seemed only logical that the hood could be "cut away" a bit to allow the crew to see and ride safely. This wasn't an entirely new idea either, as the Pennsylvania Railroad's GG1 fleet, which featured large cutout sections in its hoods, had been in service since 1934. Another problem facing EMD was that ALCO was making inroads into a market that EMD would have liked to keep to themselves; ALCO's RS series road-switchers were starting to take over many of the tasks that EMD wanted to fulfill with their own locomotives. Likewise, Baldwin and Fairbanks-Morse had started their own models of road-switchers. EMD's designers and engineers set to work and came up with the carbody reminiscent of the GG1 with mechanics that contained the technical knowledge they had learned with the company's F-unit series. Starting from an F3, the product of their efforts became the BL1 EMD Demonstrator #499. The BL in the locomotive's model name officially stood for "Branch Line", indicating that EMD felt the locomotive was best suited for light traffic and frequent switching chores. The BL1 and BL2 differed only in mechanical details. The only BL1 was built with an air-actuated throttle and could not MU with other units. The air throttle was replaced with a standard electrically-actuated throttle and became essentially a BL2. The production BL2 used the standard electrically actuated throttle as used in the F3 and 58 BL2s were built and sold to a few railroads, primarily in the eastern and midwestern United States. This model of locomotive was sold for both freight and passenger service and the locomotive's intended purpose could be easily identified by the presence or absence of an exhaust stack between the two windshield panes. This exhaust stack was for the steam generator on passenger service units. Limiting the locomotive's success were several mechanical and ergonomic features. The mechanical components within the engine compartment were difficult to access and maintain, reducing its appeal among railroad shop crews. The locomotive's carbody lacked the full-length walkways

of subsequent GP diesels, making it difficult for the brakeman or switchman to move from one point on the locomotive to another during switching operations. Finally, although the industrial designers at EMD tried to build a carbody that evoked high-class passenger trains while retaining the utilitarianism of railroad work, the visual design never quite caught on. However, even though the BL2 didn't succeed very well, EMD's engineers learned quite a bit from the endeavor and incorporated all of the good ideas from it into the company's widely successful GP series of locomotives. \$20.95

**[UHUN-GP15] Peck, David. EMD's GP15 - Diesel Data Series Book 5 - Plans Photos Roster Variations.**

Mukilteo Washington USA: Hundman Publishing, 1990. First Edition. A4. Soft Cover. Good / No Jacket. 34 pages prof ill b/w photos line drawings comes complete with 3 holes for filing - as printed and published - date approximate - The EMD GP15-1 was a 4-axle diesel locomotive built by General Motors Electro-Motive Division between June, 1976 and March, 1982. Intended to provide an alternative to the rebuilding programs that many railroads were applying to their early road switchers, it is generally employed as a yard switcher or light road switcher. This locomotive is powered by a 12-cylinder EMD 645E engine, which generates 1,500 horsepower (1,119 kW). The GP15-1 uses a 50' 9" (15.47 m) frame, has a wheelbase of 29' 9" (9.07 m) and has a length over couplers of 54' 11" (16.74 m). A total of 310 units were built for American railroads. A number of GP15-1s remain in service today for yard work and light road duty. \$23.95

**[UHUN-SD24] Not Stated. EMD's SD24 - Diesel Data Series Book 4 - Plans Photos Roster Variations.**

Mukilteo Washington USA: Hundman Publishing, 1990. First Edition. A4. Soft Cover. Good / No Jacket. 18 pages prof ill b/w photos line drawings comes complete with 3 holes for filing - as printed and published - date approximate - The EMD SD24 was a 2,400 hp (1,800 kW) C-C diesel locomotive built by General Motors' Electro-Motive Division of La Grange, Illinois between July, 1958 and March, 1963. A total of 224 units were built for customers in the United States, comprising 179 regular, cab-equipped locomotives and 45 cabless B units. The latter were built solely for the Union Pacific Railroad. The SD24 was the first EMD locomotive to be built with an EMD turbocharged diesel engine, sixteen months before the four-axle (B-B) model GP20. Power output was substantially higher than the 1,800 hp (1,350 kW) of the concurrent Roots blower-equipped SD18s with the same engine displacement. In terms of sales, the SD24 was only a moderate success, and few had long service lives in SD24 configuration (though a few rebuilds are still in operation), but the SD24 was a milestone in EMD locomotive development and the forerunner to today's high-powered six-axle locomotives \$20.95

**[UHUN-SD15] Peck, David. EMD's SD45 - Diesel Data Series Book 1 - Plans Photos Roster Variations.**

Mukilteo Washington USA: Hundman Publishing, 1990. First Edition. A4. Soft Cover. Good / No Jacket. 18 pages prof ill b/w photos line drawings comes complete with 3 holes for filing - as printed and published - date approximate - The EMD SD45 was a six-axle diesel locomotive built by General Motors Electro-Motive Division between December, 1965, and December, 1971. Power was provided by an EMD 645E3 twenty-cylinder engine which generated 3,600 HP. This locomotive shared the same common frame with the EMD SD38, EMD SD39, EMD SD40, and EMD SDP40. A total of 1,260 units were built for American railroads. Following this, the SD45-2 was released as its upgraded replacement. Additional models, like the SD45T-2, featuring the Tunnel Motor design, were released. SD45s had several teething problems. Reliability was not as high as anticipated, due to the twenty-cylinder prime mover's propensity to break its own crankshaft. Even though it created an extra 600 horsepower (450 kW) from the 16-645 in the SD40, some railroads felt it just wasn't worth it, even after EMD redesigned the block to reduce crankshaft flexing. Buyers included the Southern Pacific, Santa Fe, the Great Northern Railway and the Northern Pacific Railway. (Contrary to what many believe, the SD45 was not a "gas guzzler." It produced more power per unit of fuel than its 3,000 hp (2,240 kW) counterpart, the SD40.) Many SD45s can still be found, some rebuilt with sixteen-cylinder 645s, operating for lease companies. SD45s and SD45-2s owned by Montana Rail Link have maintained their 20 cylinder prime movers. Wisconsin Central used to roster a large fleet of SD45s, but its sale to CN has recently retired the entire fleet, with mass scrappings. \$20.95

**[UHH-053] Fallberg, Carl. Fiddletown & Copperopolis.** Forest Park, Illinois, USA: Heimburger House Publishing CO., 1998. Reprint. Soft Cover. New / No Jacket. ISBN: 0911581049. 144 pages - This delightful collection of railroad cartoons by Fallberg of Walt Disney fame illustrates the trails and tribulations of a narrow gauge 'uncommon' carrier. To anyone familiar with the lore of America's three-foot railroad lines, the feeling persists that within these pages lies a disguised pictorial history of prototype narrow gauge railroads in a very humorous vein. The key word in Fallberg's illustrations is exaggeration. \$26.95

**[UHH-055] Kelly, John. Freight Trains of the Upper Mississippi River - Photo archive .** Hudson Wisconsin USA: Iconografix, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1583881360. 126 pages prof ill b/w photos - The upper Mississippi River route is a non-stop parade of heavy tonnage freight trains carrying intermodal containers, piggyback trailers, coal, taconite, grain, and automobiles. Magnificent scenery, delightful river towns and plenty of trains are shown along the historic upper Mississippi routes. Included are the rail lines of Burlington Northern Santa Fe, Canadian Pacific Railway, Iowa, Chicago & Eastern and predecessor lines Burlington Northern, Milwaukee Road, and Soo Line \$52.95

**[AMFB-20] Fiddian, Marc. From Golden Spike to Amtrak : American Railroads in Retrospect .** Australia: Pakenham Gazette,, 1984. First Edition. Soft Cover. As New / No Jacket. ISBN: 0959631658. 107 pages b/w photos \$10.95

**[UPDA-02] Kerr, O. M.. General Electric Industrial Locomotives 1924 - 1978 - 300 Photographs.** Canada: DPA - LTA Enterprises Inc., 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 0919295398. unpaginated approx 80 pages b/w photos and titles to photos - GE Transportation is the largest producer of diesel-electric locomotives for both freight and passenger applications in North America. It also produces related products, such as railroad signaling equipment, and parts for locomotives and railroad cars, as well as providing repair services for GE and other locomotives. \$42.95

**[UDPA-04] Kerr, James W.. General Motors Phenomenal SD40 Series Diesel Electric Locomotives - Worlds Most Popular Diesel Electric Locomotive of All Time.** Canada: DPA - LTA Enterprises Inc., 2004. Reprint. Soft Cover. New / No Jacket. ISBN: 0919295428. 100 pages b/w photos - includes engineer operator manual - Brief histories of the SD40 & SD40-2 is followed by Illustrations of the 645 engine and major components. General descriptions of the SD40-2 Model Locomotive, illustrated rosters of operators, engineering drawings of the SD40-2 Deluxe Canadian Cab Model and SD40-2 Engineer Operating manual are all featured. A wealth of detail to satisfy all even the most technically minded. \$42.95

**[UPDA-03] Kerr, James W.. General Motors Streamlined Diesel - Electric Locomotives 1930's to the 1950's.** Canada: DPA - LTA Enterprises Inc., 2004. Reprint. Soft Cover. New / No Jacket. ISBN: 091929541X. 150 pages b/w photos - includes over 250 large choice builders photographs covering the classic E and F models - Pre-E and F Model Locomotives, with GM engines, some built by outside builders...E and F Model Locomotives in Alphabetical Order of Railway Operators and Ascending Numerical Road Nos. Quick Illustrated Reference to the Scarcer E and F models, EA, E1A, E2A, E3A E4A, Fta, F2A, F5A, F7B, F9B, FL9A \$42.95

**[4W-018] Thompson, Scott R.. Great Northern Equipment Color Pictorial - Book One - Box Cars & Stock Cars.** California, USA: Four Ways West Publications, 1997. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614039. 128 pages colour photos - Complete car rosters, cars in many paint and lettering schemes. Many rare wooden and steel cars. \$69.30

**[UHUN-GBW] Mailer, Stan. Green Bay & Western.** Mukilteo Washington USA: Hundman Publishing, 1989. First Edition. Hard Cover. New / New. ISBN: 0945434014. 354 pages prof ill b/w photos - The first 111 years of a Wisconsin bridge route railroad and its struggles, from its beginning just after the Civil War to the ALCO Glory Days. \$74.25

**[UKAL-01097] Ingles, J. David. Guide to North American Railroad Hot Spots .** Waukesha, WI, USA: Kalmbach Books, 2001. Reprint. Soft Cover. New / No Jacket. ISBN: 0890243735. 208 pages colour photos - Indispensable for railfans who travel, this guide takes you to 100 of the busiest, most interesting train-watching sites across the U.S. and Canada. Each spread includes a color photo and authoritative text about the site written by train-watching experts all over North America. \$48.00

**[SP-2016] McDonald Greg. Heartland.** USA: Boston Mills Press / Stoddart, 1993. First Edition. Hard Cover. As New / Good. ISBN: 1550460641. 164 pages - Photographs by Greg McDonnell and other rail photographers capture the essence and spirit of railroading in America's heartland : Michigan, Ohio, Indiana, Illinois and Wisconsin \$88.00

**[SP-2026] Bambery Holdsworth Kingsford - Smith . Heavy Metal.** Turrumurra, New South Wales, Australia: Cadeco, 1994. First Edition. Hard Cover. New / New. ISBN: 0646181742. 160 pages prof ill colour photos.- Following the success of their first book ('Famous Last Lines'), these three Australian railway enthusiasts take us firstly to their native railways, before visiting some overseas haunts where some of the biggest and the most unusual power operating in steam's declining years. The authors' personal introductions are unashamedly and light-heartedly aimed at fellow railway enthusiasts. Beautiful steam engines from South Africa, Portugal, Japan, Turkey, Chile, Spain, Austria and elsewhere. \$49.95

**[UOP-07] Holterhoff, G.. Historical Review of the Atchison Topeka and Santa Fe Railway Company.** Palmdale California USA: Omni Publications, 1984. Facsimilie Reprint. Soft Cover. New / No Jacket. 12 page booklet - facsimilie of 1914 booklet - as furnished to the railroad commission of the state of california in compliance with order no. 38 \$2.70

**[UOP-06] Armitage, Merle. Homage to the Santa Fe - the Many Facets of Big Time Railroading.** Hawthorne California USA: Omni Publications, 1986. Reprint. Hard Cover. New / New. 141 pages b/w photos - First published in 1973 following the 1971 Amtrak takeover of America's passenger train service. Over 125 b&w photographs and illustrations accompany sections on steam and diesel motive power, streamliners and rolling stock, as well as information on company executives, advertising and Southwest Indian crafts and related lore. Very interesting and crammed full with tidbits of railroading. \$36.00

**[4W-021] Downey, Clifford J.. Illinois Central Color Pictorial - Volume One - Passenger Service.** California, USA: Four Ways West Publications, 2002. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614497. 128 pages This book features IC's passenger operations during the diesel era. There are 235 color photographs in chapters featuring the Chicago Terminal and Electric MU Suburban trains, the Carbondale Connection, and all trains operating the lines between Chicago and New Orleans, Florida, St. Louis, and Iowa. Each of the six chapters features extensive text describing passenger operations on the various routes. Operations vary from GP9s heading the Land O'Corn, to E-units pulling the famous Green Diamond and the City of New Orleans. This is absolutely one of the most colorful passenger train books published. \$85.00

**[4W-022] Downey, Clifford J.. Illinois Central Color Pictorial - Volume Two - Cairo Illinois to New Orleans.** California, USA: Four Ways West Publications, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614683. 128 pages Following the author's popular initial all-color IC book, this new volume traces IC's lines south from Cairo, Illinois to New Orleans, Louisiana. The timeframe stretches from the steam era until the merger with the GM&O. Nearly 300 color photographs bring this exciting time right into your living room. Don't miss all the action! \$85.00

**[UOP-20] Serpico, Phil. Jawbone - Sunset on the Lone Pine.** Palmdale California USA: Omni Publications, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0884180131. 128 pages colour and black and white photographs, maps, bibliography, and index The story of the California railroad which was located in Owens Valley / Inyo County and the upper Mojave Desert, California. Begins with the train history of SP railroad Owenyo Branch (Mojave to Owenyo) built in conjunction with the Los Angeles Aqueduct. Also includes the trains and train construction & operation material on the Trona Railway and more. \$54.50

**[PRRP-001] Marre, Louis A. & Sommers, Gregory J.. Kansas City Southern Lines.** Kansas City USA: Paired Rail RR Publications Ltd., 2005. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0965189694 . 192 pages prof ill colour photos All-colour photo album covering the locomotives and rolling stock that could be seen on the Kansas City Southern/Louisiana & Arkansas railroads from the 1950s through to the 1980s. Detailed captions provide the background information with the photographs capturing the different liveries to be seen over the years The premise of this book is simply to provide documentation in full color of the equipment and operations of the Kansas City Southern/Louisiana & Arkansas during that period when color film of various types became widely available for amateur use. This present photographic record is one of the KCS/L&A in its "Siamese Twin" form, and stops just about at that point in time where the L&A quietly disappeared. What will be found here is a color photographic record of the motive power, rolling stock, and train operations of the KCS/L&A during the association of William Neal Deramus II and III with the Company. \$98.50

**[SP-2015] Barnes, Michael. Link with a Lonely Land : The Temiskaming and Northern Ontario Railway .** USA: Boston Mills Press / Stoddart, 1985. First Edition. Hard Cover. As New / As New. ISBN: 0919783368. 204 pages - ONTC traces its history to 1902 with the passage of the Temiskaming and Northern Ontario Railway Act, which received Royal Assent on March 17. The Temiskaming and Northern Ontario Railway Commission (TNORC) would oversee the construction and operation of the Temiskaming and Northern Ontario Railway (T&NO). The sod was turned less than two months later by Ontario's Commissioner of Public Works, the Honourable Francis Robert Latchford, at Trout Lake on the outskirts of North Bay; North Bay also being the site of the "first spike" driven in construction of the Canadian Pacific Railway (CPR) 20 years previous. Building the 253 mile T&NO main line from North Bay to Cochrane was instrumental in opening this region of the province for development and settlement, with its construction being cited as the reason for the discovery of a massive silver deposit at Cobalt, as well as gold at Porcupine and Kirkland Lake. Six years after construction started, the federal government's National Transcontinental Railway (NTR) main line from Winnipeg, Manitoba to Moncton, New Brunswick crossed the T&NO at Cochrane. In subsequent years, the TONRC authorized extending the railway first into western Quebec's gold and copper fields at Rouyn-Noranda and, following World War I, in 1921, the TONRC began extending the T&NO northward from Cochrane to the shores of James Bay at Moosonee, where the T&NO "Last Spike" was driven by the Honourable Justice Francis Robert Latchford in 1932. The Commission also worked closely with sister provincial Crown agency, the Ontario Hydro-Electric Commission, in developing hydroelectric generating stations on rivers in the region, such as at Island Falls and Fraserdale. In 1937, the Temiskaming and Northern Ontario Railway Act was amended, enabling the TNORC to operate buses, trucks, and aircraft in order to transport passengers and freight. By 1938 the Commission had acquired 11 buses. In 1945, the Commission acquired the Temagami and the Nipissing Navigation Companies. The railway changed its name in 1946 to the present Ontario Northland Railway and the associated commission changed its name to reflect this. The use of the word "transportation" instead of "railway" in the commission's new name reflected an expanded mandate for the organization. Enabling legislation in 1946 allowed the ONTC to acquire, construct, and operate boats, as well as hotels, tourist resorts, and restaurants. In 1960 it purchased a trucking firm, The railway is still operated today by the commission, which also operates other transport modes, including bus motor coach services along the Toronto-North Bay-Timmins-Hearst and Toronto-Sudbury-Timmins highway corridors, and a telephone and telecommunications company (Ontera). It formerly operated a regional airline named NorOntair. \$36.30

**[DLS-012] Nillesen, Marvin. Locomotives of the Upper Midwest Photo Archive - Diesel Power in the 1960s & 1970s.** Hudson Wisconsin USA: Iconografix, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1583881131. 126 pages prof ill b/w photos - Featured are various makes and models of diesels used by the Soo Line, Chicago & North Western, Burlington Northern, Milwaukee Road, Wisconsin Central, Green Bay & Western and other railroads operating in the Upper Midwest. \$65.00

**[UOP-09] Henderson, James David. Meals By Fred Harvey - a Phenomenon of the American West.** Palmdale California USA: Omni Publications, 1985. Revised. Soft Cover. New / No Jacket. 62 pages b/w photos - An informative biography of the man and the company, his Santa Fe railroad relations and his encouragement of Southwest Indian crafts. This enlarged edition includes b&w photographs and illustrations of Harvey Houses and Girls, china, holloware, menus and recipes, as well as a listing of railroad-related eating facilities operated by the company and when. One of the best on this topic! \$19.95

**[SP-2017] Bernet, Gerard. Memories of Eastern Pennsylvania Railroading.** Pennsylvania, USA: RAE Publishing Inc., 2000. First Edition. Soft Cover. New / No Jacket. 64 pages prof ill colour photos This book is the third in the series by Gerard Bernet, featuring the photography of Arch and Bruce Kantner. This book highlights the operation of several railroads, including the CNJ, Lehigh Valley, Reading, DL&W, Erie, Erie Lackawanna, and Pennsylvania Railroad. Included are maps and detailed captions. Contents : Central New Jersey, ; Lehigh Valley, ; The Reading Company, ; DL&W, Erie, Erie Lackawanna, ; Pennsylvania Railroad, \$64.00

**[484-1129] Boyd, Jim. Missouri Pacific in Color - Volume 1 : the Era of the Eagles .** United States of America: Morning Sun Books Inc., 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1582481334. 128 pages colour photos - This books covers that Era of the Eagles from the end of steam through the first generation diesels to the system renumbering of 1962 \$104.90

**[UOP-13] Fox, Wesley. Montana Rail Link - the Main Street of Southern Montana.** Arvada, Coloado: Fox

Publications, 1997. Revised. Hard Cover. New / New. ISBN: 1884831044. 96 pages 125 b/w photos - look at the former BN and Northern Pacific railroad line across southern Montana. From Billings to Sandpoint, ID, this B&W pictorial follows the railroad along the Yellowstone and Clark Fork rivers and across the summits of Bozeman, Mullan and Evaro. This is the only pictorial available on the Montana Rail Link. \$68.95

**[STA-14106] Stauffer, Alvin F.. New York Centrals Early Power - 1831 - 1916.** Medina, Ohio, USA: Alvin F Stauffer, 1993. Reprint. Hard Cover. New / New. ISBN: 0944513018. 350 pages - thorough work on the steam motive power of Vanderbilt's railroad. Illustrated by photographs, \$94.75

**[4W-045] Strauss, John F. Jr.. Northern Pacific Pictorial - Volume Five - Domes RDCs and Slumbercoaches.** California, USA: Four Ways West Publications, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614454. 208 pages Featuring NP's passenger operations from 1951 until 1970, when the NP was merged into the BN, and 1971, when Amtrak acquired most passenger operations. Main features are : the North Coast Limited, the Mainstreeter and the Portland - Seattle Coast Pool trains. \$89.00

**[UHUN-NWP] Leachman, Rob. Northwest Passage - Twenty Five Years of the Burlington Northern in the Pacific Northwest.** Mukilteo Washington USA: Hundman Publishing, 1998. First Edition. Hard Cover. New / New. ISBN: 0945434405. 160 pages prof ill colour photos - 25 Years of Burlington Northern in the Pacific Northwest - Many spectacular photographs of great western United States scenery \$108.95

**[UOP-05] Armitage, Merle. Operations Santa Fe.** Palmdale California USA: Omni Publications, 1984. Reprint. Hard Cover. New / New. 263 pages b/w photos - A well written account covering the various departments and operations of one of Americas most admired railroads. Colorful illustrations accent each chapter. Basically this book is a snapshot of the Santa Fe Railway's operations and departments just after World War Two. \$18.00

**[SP-2021] Yanosey Robert J.. Pennsy Diesel Years 3.** USA: Morning Sun Books, 1990. First Edition. Hard Cover. As New / Fair. ISBN: 0961905875. 128 pages colour photos - must for any Pennsylvania Railroad diesel fan. Each volume of this 6 volume series has over 200 color photos of Pennsy diesels. The photos are taken all over the system and range from the 1940's through the 1960's. \$85.40

**[4W-036] Sweetland, David R.. Pennsylvania Railroad - Color Pictorial - Volume Two - St. Louis to New York City.** California, USA: Four Ways West Publications, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614403. 128 pages The PRR line between St. Louis and New York City is covered in this volume. There is also a complete section on Pennsy's electric locomotive department \$72.50

**[95-93] Withers, Paul K.. Pennsylvania Railroad Diesel Locomotive Pictorial - Volume Nine - Alco and GE Switchers.** Halifax, Penn, USA: Withers Publishing, 2005. First Edition. Soft Cover. New / No Jacket. ISBN: 1881411443. 72 pages prof ill b/w photos - This book is the ninth in the series that documents the various types of diesel - electric locomotives operated by the Pennsylvania Railroad. Each Book includes a roster, area assignment, and specifications for each model covered. It is not a history of the development of each model by the manufacturer or a tracking of the happenings to each unit after merger with the New York Central... Changes within each model occurred virtually from order to order and sometimes from unit to unit as they progressed through production. Some were visible but many were internal and not detectable by viewing locomotives from the outside... The purpose of this series is to provide a selection of photographs to show the locomotives as an observer would see them in everyday service \$34.95

**[MRR-S-003] Teichmoeller, John. Pennsylvania Railroad Steel Open Hopper Cars.** Aurora USA: Highlands Stations, 2000. First Edition. Soft Cover. Very Good / No Jacket. ISBN: 0965536548. 160 pages prof ill colour and b/w photos - line drawings - This book is an excellent, well-produced source of data and details on coal cars on the Pennsylvania Railroad. It is not, however, a detailed history of coal mining operations served by the Pennsylvania Company. The book will be extremely useful to modelers looking for information on PRR coal cars. \$24.50

**[UHUN-PMRFC] Million, Arthur B. & Paton, John C.. Pere Marquette Revenue Freight Cars.** Mukilteo Washington USA: Hundman Publishing, 2001. First Edition. Hard Cover. New / New. ISBN: 0945434715. 170 pages b/w photos diagrams data - The formation and evolution of the Pere Marquette Railway's freight car fleet is a

mirror of the economic history of Michigan. The most comprehensive survey of PM freight cars possible, gleaned from every source available. \$57.75

**[TWH-05] Sargent, John & Tate, Neil & Badaway, Emile. Photographer Profile - Ron Lennard - American Interlude 1955.** Studfield, Victoria, Australia: Train Hobby Publications Australia, 2001. First Edition. Soft Cover. As New / No Jacket. 48 pages prof ill colour photos - isbn inside is 1876249587 - As Ron Lennard toured the U.S. in 1955 he watched a GS4 of the Southern Pacific roar out of town, Cab forwards of the S.P. and also photographed engines of the Union Pacific, those mammoth Big Boys and Challengers, turbines of the new era, streamlined P7 Pacific from the B&O and a famous J class 4-8-4 of the Norfolk & Western. \$15.00

**[UOP-11] Fox, Wesley. Powder River Coal and the Burlington & Northern 's Denver Division - Revised Edition.** Arvada, Colorado: Fox Publications, 2004. Revised. Hard Cover. New / New. ISBN: 0960412271. 128 pages b/w photos - Covers the BNSF in Wyoming, western Nebraska, Colorado and northern New Mexico. Includes \* Crawford Hill and the Sand Hills of Western Nebraska \* The scenic Wind River Canyon and the vast coal rich Powder River Basin in Eastern Wyoming \* The Former Colorado and Southern line from Wendover, Wyoming to Texline, TX. \* The Joint Line in Colorado \* Ride the BN business cars from Denver to Billings, MT. \$75.95

**[SP-2023] Hungry Wolf, Adam. Railroad Camp.** Canada: Canadian Caboose Press, 1992. First Edition. Soft Cover. As New / No Jacket. ISBN: 0920698433. 80 pages prof ill b/w photos - A tribute to a now-gone place of drama and character in the Northwest woods. Historic information and pictures of railroad days over half a century ago. \$24.20

**[SIG-026] Thompson, Anthony W. & Church, Robert J. & Pryor, Jacqueline J.. Railroad History in Photographs.** California, USA: Signature Press, 1996. First Edition. Soft Cover. New / No Jacket. ISBN: 096337916X. 80 pages b/w photos - For more than 150 years, railroads have been an important part of the life and landscape of North America. An extensive photographic record of these railroads exists, as this book shows, for every part of the country, over a broad span of time. Many individual railroads are represented. But this is much more than a collection of photographs. Extensive and informative captions bring to life the varied images of locomotives, rolling stock, trains and structures. Diesel locomotives down to the present day are included along with 100 years of steam locomotive history : the same is true for passenger cars and freight cars. These photographs are drawn from the collection of the Railway and Locomotive Historical Society, whose 75th anniversary takes place in 1996. The book is part of the anniversary celebration of the R&LHS, and is published by Signature Press in association with the Society. The R&LHS is the oldest organization in North America devoted exclusively to railroad studies, history, and preservation. \$32.95

**[UOP-01] Serpico, Phil. Railroad Through the Antelope Valley.** Palmdale California USA: Omni Publications, 2000. First Edition. Soft Cover. New / No Jacket. ISBN: 0884180115. 136 pages - This is an excellent book for those interested in the very last detail and history of this portion of the railroad. Excellent photos and line drawing of station layouts. \$54.00

**[4W-041] Marson, Don & Jennison, Brian. Railroads of the Pine Tree State - Volume One.** California, USA: Four Ways West Publications, 1999. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614314. 144 pages colour photos - a color pictorial of the railroads that served the communities and industries of Maine. The book is laid out geographically by each railroad and covers the time period from early dieselization up to 1982. Although this is primarily a color photo book, as much information as possible has been included in the captions so the reader will be able to learn about the history and operations of each railroad. Chapters cover the Boston & Maine, Grand Trunk Railway, Maine Central, Bangor & Aroostook, Canadian Pacific and Maine's Ssort lines. \$74.00

**[4W-050] Marson, G. Donald & Jennison, Brian. Railroads of the Pine Tree State - Volume Two.** California, USA: Four Ways West Publications, 2000. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614411. 144 pages - Volume Two is a continuation of the authors' efforts to provide a pictorial history of the railroads of Maine since 1950. This second volume could be subtitled : Two Decades of Change. These changes include the consolidation of railroads, the embargo or abandonment of certain lines, the outright sale of properties and the start-up of new regional and short line railroads. As with Volume One, the book is laid out geographically,

and the authors have tried to provide as much relevant information as possible with each photo caption. \$74.00

**[4W-052] Marre, Louis A.. Rock Island Color Pictorial - Volume 2 - Motive Power Review 1960 - 1969.**

California, USA: Four Ways West Publications, 1990. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614071 . 128 pages This volume is based on the diesel locomotive roster which includes photos and rosters between 1959 and 1969. There is also a section on leased / pool power on the Rock Island. \$74.00

**[4W-055] Marre, Louis A.. Rock Island Color Pictorial - Volume 3 - Motive Power Review 1970 - 1980.**

California, USA: Four Ways West Publications, 1990. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614446. 128 pages See the final years of "The Rock". Equipment wore several colorful paint schemes and locomotive lashups were unbelievable at times. Rock Island operated several passenger trains during the 1970's with a wide assortment of 1st and 2nd generation motive power, both owned and borrowed / leased \$76.25

**[UOP-02] Gustafson, Lee & Serpico, Phil. Santa Fe - Coast Line Depots - Los Angeles Division.** Palmdale

California USA: Omni Publications, 1992. First Edition. Hard Cover. New / New. ISBN: 0884180034. 232 pages prof ill b/w photos - covers the Los Angeles Division which is the area from the Nevada border, through Barstow, to LA and San Diego. More than 330 photos, illustrations, and maps document depots, towers, and freight depots. Floor plans and elevation drawings are included for some depots. Modelers of various eras will find something here for them. \$90.00

**[PRRP-003] Priest, Stephen & Cinthia. Santa Fe Heritage Volume Four.** Kansas City USA2005: Paired Rail RR

Publications Ltd., 2003. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 0965189686. 192 pages Fourth in an acclaimed series of books featuring historical documentation seen through the eyes of the company photographer. Topics range from Bicentennials to the wheat harvest (shipping grain) to major maintenance-of-way projects. Included, as always, will be sections on steam, depots/buildings, and freight cars. Pristine photographs are from the Kansas State Historical Society's Santa Fe collection. \$104.00

**[UOP-12] Fox, Wesley. Santa Fe Out West.** Arvada, Colorado: Fox Publications, 1998. First Edition. Hard Cover.

New / New. ISBN: 1884831060. 160 pages 255 b/w photos - A black and white photographic journey along the Santa Fe from Colorado and New Mexico to California covering the past twenty years of the Santa Fe Railway prior to the BNSF merger. The entire book is a prime example of sharp B&W photography. You have to have this book for your library on the Santa Fe. It is one of the last books published containing pre-merger material. \$75.95

**[503-138612] Boyle, Jonathan J. Jr.. Santa Fe Streamlined Obsevation Cars.** Forest, VA, USA: TLC

Publishing, 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 1883089980. 76 pages prof ill colour and b/w photos - Those interested in the Santa Fe as well as passenger train fans in general will find this book fascinating. Exterior and interior photos from many sources including the AT&SF's own photo collection, floor plans and diagrams give new insight into this important element of the line's passenger operations. Modelers will also find the contents of this book useful in their pursuits. The observation was the signature equipment on each train, carrying the tail sign and offering the best accommodations to the first class passengers. Although representing only a small fraction of AT&SF's huge fleet of cars the observation cars provided lounge space and were an expect aspect of any really first class name train in the era. \$36.70

**[SIG-013] Myrick, David F.. Santa Fe to Phoenix - Railroads of Arizona - Volume 5.** California, USA:

Signature Press, 2001. First Edition. Hard Cover. New / New. ISBN: 1930013051. 275 pages - This is a new volume in David Myrick's acclaimed series of books about Arizona railroading. It is a history of efforts to construct a north-south railroad connecting Phoenix with the Santa Fe main line in northern Arizona, as well as the operations of that and connected lines, such as the route to California with a Colorado River bridge at Parker. The various mining roads tributary to the "Peavine," as the Santa Fe line was known, are also here, along with the rich mining history and associated railroads of the area around Prescott. Prescott, capital of Arizona Territory, had no railroad until 1887, despite active mining in the nearby Bradshaw Mountains and the tantalizing completion of the Atlantic & Pacific Railroad across northern Arizona in 1881, only fifty miles to the north. Emergence of a railroad to Prescott was to be an important factor in the development of central Arizona. Prescott's first railroad, the Prescott & Arizona Central, only lasted six years, and was succeeded by the Santa Fe, Prescott & Phoenix (the "Peavine"), a road which eventually became part of the Atchison, Topeka and Santa Fe Railway. Later construction of the Parker line, a direct

route from the Phoenix area to Southern California, is also described. The history of these and associated railroads, such as the Bradshaw Mountain Railroad, is presented in this book, from early construction and operation through a rugged and arid territory, to the coming of modernization in the twentieth century. During much of this history, railroads were powered by steam locomotives, and both passenger and freight operations are described here. In addition, the book features numerous images of mines, mills, and mining camps throughout the book's territory. Enthusiasts of mining history will also find much to enjoy in this book. The distinguished Western historian David F. Myrick, as in his previous books, brings meticulous research, numerous fine maps, and a superb collection of rare and historic photographs to this new volume of the Arizona series. As always, his writing is authoritative, clear and readable. Railroad artist John Winfield provided a dust jacket painting of a Santa Fe perishable freight train crossing Hell Canyon, north of Prescott, in the early 1950s. \$104.35

**[URMC-005-4] Warren, Bob & Clark, Fred Jr.. Seaboard Coast Line - A Pictorial History of the SCL in Florida.** Newton NJ USA: Carstens Pub. Inc., 2003. Reprint. Soft Cover. New / No Jacket. ISBN: 1590730054. 116 pages prof ill b/w photos - The Seaboard Coast Line was created on July 1, 1967 following the merger of the Seaboard Air Line Railroad with the Atlantic Coast Line Railroad. Following the merger, the combined system totaled 9,809 miles, making it the eighth largest in the United States at the time. On January 1, 1983, SCL became the Seaboard System Railroad as a result of the merger with the Louisville & Nashville and the Clinchfield after years of being marketed together as the "Family Lines System." The company merged with Chessie System in 1986 to form CSX Transportation. After the SCL merger, the state of Florida was split into two divisions, Tampa and Jacksonville. The Tampa Division was made up of former ACL routes from Jacksonville to Orlando to Tampa, with a second line that meandered down to St. Petersburg. The Jacksonville Division was made up of former SAL lines from Jacksonville to Wildwood to West Palm Beach and Miami. Passenger trains were inherited by SCL, including a healthy New York-to-Florida through service in partnership with the RF&P and the Pennsylvania. These services continued to be operated by SCL until they became part of Amtrak in 1971. Famous trains like the Silver Meteor, Silver Star, and the Champion today live on in name only. Doodlebug 4900 (pictured above) was used by SCL to protect certain branch line connecting services, often towing a coach or two right up to the dawn of Amtrak. It was retired in 1971 and scrapped shortly thereafter. This book documents operations throughout Florida from the merger of SAL and ACL until the early CSX era. Rare shop, yard, freight and passenger scenes. Careful attention is paid to equipment rosters, with a focus on motive power. Fans of Southeastern railroading will not want to miss the rich documentation of scenes that have largely disappeared from today's operations. Old branch lines, stately depots, and jointed rail are all captured for posterity, as are the latest high-horsepower diesels, long unit freights, and heavy mainlines. \$32.35

**[SIG-018] Church, Robert J.. Snowbound Streamliner - Rescuing the 1952 City of San Francisco.** California, USA: Signature Press, 1999. First Edition. Hard Cover. New / New. ISBN: 1595650032. 168 pages - During the first days of 1952, the Southern Pacific found itself battling a series of fierce winter snow storms that threatened all train operations. Eventually, even the huge rotary snowplows could not keep ahead of the record snowfall. The railroad's famed Sierra crossing at Donner Pass became blockaded and train movements were brought to a standstill. On January 13 one of the lines was cleared and it was decided to run a few priority trains across the summit. One of these trains was the flagship of the Overland Route, the streamliner City of San Francisco. As the engineer approached Yuba Pass, he hit an avalanche that had just occurred off the sheer granite escarpments of Smart Ridge. The engineer attempted to back the train out but could not break loose. The City was frozen in the icy grip of a horrific Sierra blizzard. It would be three long and frustrating days before the railroad could reach the train and rescue passengers who endured the ordeal under conditions of no power, no heat, and low food supplies. This is a railroaders' story. It is an accurate and detailed account developed from numerous interviews and reports from railroad personnel which describe an incident that now stands alone in the annals of railroad history, and is supplemented by numerous unpublished photos from SP files. The story is of the massive and heroic efforts to get to the snowbound train, it's the story of crew that were actually manning the rotaries and of the officials directing the rescue. It provides an hour by hour detailed chronology of events and actions attempted from both Norden and Colfax. Also related are the experiences of those on the train. The account covers a 17-day period, starting a few days prior to the stranding of the streamliner, to the rescue efforts which disabled five rotary plows, one being swamped by an avalanche that killed an engineer. The narrative continues with the removal of the passengers, then the train, and finally all that was required to get both rail and communication lines back into service. It is a fascinating story of a Sierra winter at its worst and dedicated railroaders at their very best. \$89.10

**[SP-2014] Robinson, John W.. Southern California's First Railroad - the Los Angeles & San Pedro Railroad 1869 - 1873.** Hawthorne California USA: Omni Publications, 1985. Reprint. Soft Cover. As New / No Jacket. ISBN: 0870933094. 112 pages b/w illustrations - In 1903, Michael Rieder published Benjamin Cummings Truman's pictorial treatise on the Missions of California. Truman did not incorporate the informative notes and observations which he had earlier published, in newspaper form, after a 3 month investigative tour of the missions in 1867. Truman's observations are here reproduced in the scrapbook of clippings from the Los Angeles Star, the southland's first newspaper. \$15.35

**[SIG-012] Thompson, Anthony W.. Southern Pacific Freight Cars - Volume 1 - Gondolas and Stock Cars.** California, USA: Signature Press, 2002. First Edition. Hard Cover. New / New. ISBN: 1930013086. 320 pages - This is the first volume in a planned series on Southern Pacific freight cars. It covers gondolas and stock cars, and the era is approximately 1900-1960, though with some coverage before and after those years. The book contains an extensive array of rosters, photos and, where possible, drawings of the major car classes, along with other material as available, such as construction photos, publicity photos, lettering drawings, and so forth. Survival of the cars over the years is presented, as are numerous photos of the cars in service. Included are not only work (ballast) gondolas, but such signature cars of the SP as the 1920s GS gondolas from Enterprise (often called "Ulrich" cars), the 1940s GS gondolas, including a chapter on side extensions for wood chip, sugar beet, and other services, 1950s solid-bottom cars, and ore cars. Stock cars, from the CS-11 cars of the 1890s, through the standard Harriman cars, to the various late conversions of other cars to stock cars, are also given a full treatment. Freight car history has a number of dimensions. Built dates, car numbers, car characteristics are only the bare bones. A complete history would also include reasons for construction of a particular car class and exploration of its design heritage : indications of the service to shippers to which a car class was assigned : and indications of the longevity of the class, culminating in rebuilding or scrapping. Though it is not possible to provide all this detail on every car class, this book does offer much of this type of history. The large number of photographs, particularly in-service images showing the cars at various times in their lives, make this a truly comprehensive volume. Complete roster information, including car specialties such as trucks and hand brakes, are presented in a nod to the modeling community. A few color photos are included among the 537 total tally of photographs, to show the appearance of these car types, though SP freight cars such as gondolas and stock cars were overwhelmingly painted boxcar red throughout the period covered. \$112.40

**[SIG-011] Thompson, Anthony W.. Southern Pacific Freight Cars - Volume 2 - Cabooses.** California, USA: Signature Press, 2006. First Edition. Hard Cover. New / New. ISBN: 1930013108. 392 pages This is the second volume in a series on Southern Pacific freight cars. It covers just one car type, the caboose. The era is from 1871 through the end of caboose construction in 1980. The book contains an extensive array of rosters, photos and, where possible, drawings of the major car classes, along with other material as available, such as construction photos, publicity photos, lettering drawings, and so forth. Survival of the cars over the years is presented, as are numerous photos of the cars in service. The book opens with an introductory section of background information, then covers the early wood cabooses (1871 to 1917), the massive number of Class C-30-1 cars of the 1920s, additional wood cars, and the all-steel cupola cabooses built from 1937 to 1942. The coverage continues with the bay-window cars, first the early 30-ton cars just after World War II, then the 40-ton cars of the 1960s and finally the 50-ton cars built up until 1980. A separate chapter describes the various caboose conversions, from box cars, passenger cars, and locomotive tenders (into yard cabooses). Freight car history has a number of dimensions. Built dates, car numbers, car characteristics are only the bare bones. Also of importance are reasons for construction of a particular car class and exploration of its design heritage, and indications of the longevity of the class, culminating in rebuilding or scrapping. This book endeavors to offer much of this type of history for the caboose fleet of the Southern Pacific. Cabooses represent an essential part of the history of any railroad. The book's 681 photos (102 in color) of SP cabooses, most from company and museum archives and never before published, together with 17 drawings, extensive rosters, and bibliography, make it unusually complete and authoritative. \$118.95

**[SIG-004] Thompson, Anthony W.. Southern Pacific Freight Cars - Volume 3 - Automobile Cars and Flat Cars.** California, USA: Signature Press, 2006. First Edition. Hard Cover. New / New. ISBN: 1930013167. 416 pages - This is the third volume in a series on Southern Pacific freight cars. It covers two car types, automobile cars and flat cars. The era is from about 1870 until the late 1960s. The book contains an extensive array of rosters, photos and, where possible, drawings of the major car classes, along with other material as available, such as construction photos, publicity photos, lettering drawings, and so forth. Survival of the cars over the years is presented, as are

numerous photos of the cars in service. The first section of the book contains an introductory section of background information, then covers the early furniture and auto cars, the cars of the 1920s, and the steel auto cars built both before and after World War II, until the end of SP auto car construction in 1955. Also included are the "hog fuel" (wood chip) cars converted from auto cars by removing the roofs. The coverage then turns to flat cars, first the 19th century cars, then the Harriman and post-Harriman designs, and then the gen.-service cars after 1940. Separate chapters describe the logging and pulpwood cars, piggyback flat cars, heavy-duty cars, and a variety of modified and specially equipped flat cars. These two car types make up an essential part of the history of any railroad. The book's 701 photos (27 in color), most from company and museum archives and never before published, together with 59 drawings, extensive rosters, and bibliography, make it unusually complete and authoritative. This book provides a coverage that every railroad enthusiast, and of course SP fans in particular, will enjoy. \$112.40

**[SIG-001] Thompson, Anthony W.. Southern Pacific Freight Cars - Volume 4 - Box Cars.** California, USA: Signature Press, 2006. First Edition. Hard Cover. New / New. ISBN: 1930013191. 496 pages -This is the fourth volume in a series on Southern Pacific freight cars. It covers box cars, the most numerous type in the SP fleet. The era is roughly from 1865 to 1965. The book contains an extensive array of rosters, photos and, where possible, drawings of the major car classes, along with other material as available, such as construction photos, publicity photos, lettering drawings, and so forth. Survival of the cars over the years is presented, as are numerous photos of the cars in service. The first section of the book contains an introductory section of background information, then covers the early box and combination cars, along with fruit, ventilated and refrigerator cars, and presents the important Huntington-era standard cars. The coverage then turns to the Harriman and post-Harriman designs, and to the World War I era, with several design differences, including USRA cars. The very numerous cars of the 1920s, followed by the all-steel standard designs built before and after World War II are presented in additional chapters. Separate chapters describe modifications to the various classes, the first of the specially-equipped cars, the last of the 50-ton box cars, and finally the box cars of the 1960s. Box cars, of course, make up an essential part of the history of any railroad. The book's 846 photos (36 in color), most from company and museum archives and never before published, together with 92 drawings, extensive rosters, and bibliography, make it unusually complete and authoritative. This book provides a coverage that every railroad enthusiast, and of course Southern Pacific fans in particular, will enjoy. Noted rail artist John Signor has created for the book the painting shown here, depicting a Southern Pacific yard scene containing the subjects of this series of books. \$118.95

**[UOP-14] Fox, Wesley. Southern Pacific in the West - Part 2 - the I-5 Corridor.** Arvada, Colorado: Fox Publications, 1996. First Edition. Hard Cover. New / New. ISBN: 1884831036. 160 pages 250 b/w photos - Part two of a series on the Southern Pacific, covers its "I-5" corridor from Eugene, OR to north of Los Angeles. Cascade Mts., Modoc Line, Shasta, Coast and Tehachapi routes are included plus a last look at the Siskiyou Line. Over fifteen years of photography. \$86.95

**[AINT-SL] Zimmermann, Karl. Steam Locomotives - Whistling, Chugging, Smoking Iron Horses of the Past .** Pennsylvania, USA: Boyds Mills Press, 2004. First Edition. Hard Cover. New / New. ISBN: 1590781651. 48 pages colour and b/w photos - A noted train authority and photographer shares his love of smoking iron horses of the past, recalling his childhood fascination with steamers and describing the history of locomotives, beginning with Englishman George Stephenson's 1825 design of the Locomotion. Zimmermann also explains the Whyte Classification System for categorizing trains (which involves counting the number of wheels), as well as the names given to locomotives, the track gauges, and the inner workings of these complex machines. Crisp, clear photographs appear on nearly every page, adding interest and extending the text. Captions clearly indicate when the trains pictured are located in countries other than the U.S. Web sites noting American steam engines that operate for tourists and a glossary round out this informative photo-essay that will be popular with train enthusiasts everywhere. \$22.95

**[UKAL-01001] Westcott, Linn H. ( Ed. ). Steam Locomotives : Model Railroader Cyclopedia Volume 1.** Waukesha, WI, USA: Kalmbach Books, 2001. Reprint. Soft Cover. New / No Jacket. ISBN: 0890240019. 272 pages b/w photos over 127 scale drawings - Presents details and measurements of steam locomotives from their first appearance to their final days. Includes nearly 1,000 rare photos and over 127 HO scale plans, notes, and specifications for almost all steam locomotives in North America. \$89.25

**[SP-2010] Kramer, Frederick A.. Subway to the World's Fair.** USA: Bells & Whistles, 1991. First Edition. Soft

Cover. As New / No Jacket. ISBN: 1882727037 . 32 pages b/w photos - covers lightly rubbed - A look at the extensions made to the subway lines to accommodate the 1939-40 New York World's Fair. Lots of photos not seen elsewhere \$14.00

**[URMC-80-7] Krause, John & Crist, Ed. Susquehanna - New York Susquehanna & Western RR.** Newton NJ USA: Carstens Pub. Inc., 1991. Reprint. Soft Cover. New / No Jacket. ISBN: 0911868801. 98 pages prof ill b/w photos - A look at the operation of the Susie-Q from Little Ferry, New Jersey, to Stroudsburg, Pennsylvania. Features many rare scenes of Russian Decapods, Streamliners, RS1s, and RDC's along with neighboring roads Lehigh & New England and New York, Ontario & Western. A must-have for the Sus-kee fan. Today's New York, Susquehanna & Western has its roots in a tidewater-to-Great Lakes railroad plan dating to the 1860s. The New Jersey Midland Railway was formed in 1870 as the merger of two existing projects looking to connect industrial Patterson, New Jersey, with the anthracite fields of eastern Pennsylvania. After a series of reorganizations and mergers, the New York, Susquehanna & Western emerged in 1882. Through stock purchases, the NYS&W came under control of the Erie Railroad in 1898, and continued to be operated as a subsidiary until 1940. Bankruptcy came to the Susquehanna in 1937, of which it would not emerge until 1953. \$26.15

**[UHH-005] Schafer, Mike. The American Passenger Train.** St. Paul MN USA: MBI Publishing, 2001. First Edition. Hard Cover. New / New. ISBN: 0760308969. 156 pages prof ill colour and b/w photos - Well up to expectation. Gives us a glimpse of the age of elegance in railroad travel before the cramped urgency of budget airline and bus modes receded the excitement of travel to tedium. Well presented and laid out with an excellent selection of illustrations \$57.80

**[UHH-006] Welsh, Joe & Boyd, Jim & Howes, William . Jr.. The American Railroad - Working for the Nation.** St. Paul MN USA: MBI Publishing, 2006. Reprint. Soft Cover. New / No Jacket. ISBN: 0760316317. 160 pages At the dawn of the twentieth century, the United States powered ahead to become a world leader in industry, not only because of the steel mills in the East, but because of the West's frontier development. A large part of that success was built upon the iron tracks of the mighty railroad, as they were laid from one end of the country to the other. Now, more than 100 years later, the American railroad has come full circle, from an upstart effort mocked at large, to a booming business that eventually went bust and is trying to find its way again in the modern world. This nostalgic, authoritative history of the railroad industry in the United States is richly illustrated with more than 200 images covering everything from the road's beginning to its heyday in the 1940s and '50s and its current state. Both evocative black-and-white and period color photographs appear, as well as maps, timetables, promotional materials, and other memorabilia. The American Railroad also has the kind of detail rail buffs can't get enough of, highlighting railroading's five most fascinating components--its locomotives, freight trains, passenger trains, depots, and workforce. \$43.90

**[SP-2011] Sturm, Gary L. & Landgraf, Mark J.. The Compendium of American Railroad Radio Frequencies.** USA: Kalmbach Publishing Co, 1996. Reprint. Soft Cover. New / No Jacket. ISBN: 0890243042. 200 pages - The source on listening to railroad communications throughout the U.S. and in nine other countries. Includes locations, frequencies, and operations summaries for Class 1 railroads, shortlines, industrial railroads, transit systems, museums, and tourist railroads \$29.95

**[SIG-002] Zeiller, Warren. The Florida Keys Overseas Railway.** California, USA: Signature Press, 2006. First Edition. Hard Cover. New / New. ISBN: 1930013183. 156 pages. The basic story of the Overseas Railway to Key West, an extension of the Florida East Coast Railway, has been told before, from the early dream of Henry Flagler, to completion of railroad construction near the end of Flagler's life, to destruction of the extension in the devastating Labor Day Hurricane of 1935. But there is much more to tell. \$98.00

**[UOP-10] Burwash, Martin. The Great Adventure - the Railroad Legacy of Stevens Pass.** Arvada, Colorado: Fox Publications, 1998. First Edition. Hard Cover. New / New. ISBN: 1884831079. 128 pages - Modern B&W photo essay on the following subjects : Container operations along the Puget Sound - Train congestion on Stevens Pass - A photographic journey between Seattle and Wenatchee, stopping at seldom used photographic locations in the pass - Hear the stories of five individuals, all linked to Stevens Pass and it's railroad lore - Winter on Stevens Pass - over 200 B&W photos \$72.00

**[SIG-015] Kaminski, Edward S.. The Magor Car Corporation.** California, USA: Signature Press, 2000. First Edition. Hard Cover. New / New. ISBN: 1930013043. 200 pages b/w photos - The Magor Car Corporation, located in northern New Jersey at Clifton, was a significant railcar builder throughout much of the twentieth century. It had its origins in a partnership founded in 1899 by Basil Magor and Robert Wonham, which led in 1902 to a manufacturing operation called the Wonham-Magor Engineering Works. In the first part of the century, Magor concentrated on export railcars, aided by its proximity to the port of New York. Basil's brother, Robert Magor, also became associated with the company, and in 1910 it became the Magor Car Company. It was incorporated in 1917 as the Magor Car Corporation : among its major stockholders was J.P. Morgan. In 1914, Magor's first freight cars for revenue use on an American railroad were built, and such sales grew steadily thereafter, though export cars continued as the company's mainstay for some years. In 1918, Magor was among the many firms which built cars for the United States Railroad Administration as part of its effort to construct 100,000 standard freight cars. During World Wars I and II as well as during the Korean conflict, Magor was called on for thousands of export cars for military needs, and was also a principal builder of cars for Europe under the Marshall Plan. In 1959, Magor built its first aluminum-bodied covered hopper cars, which were also the first to be placed in U.S. revenue service, and went on to build more than 5000 aluminum cars. Magor's sale in 1964 to Fruehauf Corporation marked many changes in its activities, among which was the dissolution of the joint sales operation with National Steel Car Corp. of Canada, an arrangement in effect since Basil Magor founded that firm in 1911. Declining railcar sales during the 1960s led to Magor's closure in 1973. Magor was an important builder of American freight cars, though not one of the larger builders. Its history is a significant part of United States railroad history. \$164.20

**[SP-2019] Pennisi, Bob. The Morristown & Erie Railway.** USA: Railroad Avenue Enterprises, 1986. First Edition. Soft Cover. As New / No Jacket. 46 pages b/w photos - This book deals primarily with the railroad after its 1982 reorganization which brought it out of bankruptcy. The book is designed to show the railroad as it is now, with a brief look at the past. \$15.80

**[KAL-P11] Reinberg, Russ. The Narrow Gauge Annual - Summer 2009.** California, USA: Westlake Publishing Company, 2009. First Edition. Soft Cover. New / No Jacket. 114 pages colour and b/w photos Great modeling articles, 114 pages of plans and ideas. \$41.80

**[UHUN-NP] Sanders, Dale. The Northern Pacific.** Mukilteo Washington USA: Hundman Publishing, 2002. First Edition. Hard Cover. New / New. ISBN: 0945434677. 176 pages prof ill colour photos This beautiful new book features an all-color tour of the entire Northern Pacific system from the Great Lakes to the Pacific Northwest. Steam locomotives, black and gold freight diesels, and the two-tone green North Coast Limited are all here. Since this is an all-color book, and since color photography did not become common until the 1950s, this book covers the last 25 years of the Northern Pacifics existence. Chapters are arraigned based on NPs divisional alignment in 1953. \$119.95

**[UDPA-01] Kerr, James W.. The Official 2004 Edition Locomotive Rosters & News.** Canada: DPA - LTA Enterprises Inc., 2003. First Edition. Soft Cover. New / No Jacket. ISBN: 091929538X. unpaginated booklet - approx 200 pages of rosters etc - some colour photos - \$40.95

**[UDPA-05] Kerr, James W.. The Official 2005 Edition Locomotive Rosters & News.** Canada: DPA - LTA Enterprises Inc., 2004. First Edition. Soft Cover. New / No Jacket. ISBN: 0919295401. unpaginated booklet - approx 200 pages of rosters etc - some colour photos \$43.25

**[URMC-008-9] Stewart, Steve & Ausburger, Dave. The Pennsylvania - the Eastern Lines - A Color Retrospective.** Newton NJ USA: Carstens Pub. Inc., 2005. Reprint. Soft Cover. New / No Jacket. ISBN: 1590730089. 96 pages prof ill colour photos - The Pennsylvania The Eastern Lines is a new all-color book on this great railroad, written by Steve Stewart and color photography by Dave Augsburger. The book is largely a photo book, covering the area from Long Island through to Harrisburg. The photos show the diesel era on this road, as well as electric operations with a variety of power \$47.80

**[SP-2009] Price, James N.. The Railroad Stations of San Diego County : Then and Now.** San Diego, California, U.S.A.: Price & Sieber, 1988. First Edition. Soft Cover. Good / No Jacket. ISBN: 0962185701. covers lightly rubbed - 55 pages b/w photos - There's something special about train stations. These buildings somehow transcend the brick, wood, and glass that define their structure. To the communities they serve, train stations represent the

railroad, with its attendant nostalgia on the one hand and no-nonsense business on the other. While many fine stations have met the wrecking ball and bulldozer across the country, we are fortunate in San Diego County and the neighboring border cities of Tijuana and Tecate to have 18 buildings that serve or have served as train stations. A strong sentiment plus action and money have saved a number of these symbolic buildings. Communities have banded together to find funds to buy and physically move three stations from trackside to streetside locations. And at least a half dozen others have been spared thanks to historical preservation efforts. Only one train station has been razed in San Diego County in the past twenty-five years -- Fallbrook. The stations in San Diego, Del Mar, and Oceanside still bustle with daily Amtrak and freight activity. Many others lead productive second lives -- from offices and museums to restaurants and gift shops. The buildings range in architecture and size from the elegant mission-style station in downtown San Diego to tiny woodframe edifices, such as La Mesa, that held little more than an agent and serviced only a handful of passengers. But they all represent the railroad in America, and they have each seen countless arrivals and departures of both trains and the people who have ridden them. \$18.55

**[URMC-65-4] Kyper, Frank. The Railroad That Came Out at Night - A Book of Railroading in and Around Boston.** Newton NJ USA: Carstens Pub. Inc., 1990. Reprint. Soft Cover. As New / No Jacket. ISBN: 0911868658. 72 pages prof ill b/w photos - describes the first freight car received in the shipyard, from the New Haven RR: The first steam locomotive to burnish the Fore River Rails was an 0-4-0 saddlemaker with an oversized wooden cab, which made it look as though it would tip back on its side any second The Bethlehem Steel Corporation purchased the Fore River Shipyard and Railroad just before World War I. During the war, shipyard workers built 36 destroyers and several "zero" class and "R" class submarines. In 1919, the Fore River Railroad was formally incorporated as separate holding from the Bethlehem Steel shipyard. During World War II, the Fore River Railroad Corporation's steam locomotives carried over 750,000 tons of construction materials for U.S. Navy cruisers, battleships, destroyers and aircraft carriers, including the Lexington. General Dynamics Corp. purchased the shipyard and railroad in 1963. In 1987, MWRA acquired the shipyard and railroad. From 1987-1992, MWRA used Fore River facilities as staging area and transportation system for the Boston Harbor Project. MWRA sold most of its shipyard property upon completion of the project. MWRA maintains the Fore River Railroad to transport its Bay State Fertilizer. \$20.00

**[UOP-18] Strong, William K.. The Remarkable Passes of Otto Mears.** Silverton Colorado USA: San Juan County Book Company, 1996. Reprint. Soft Cover. New / No Jacket. ISBN: 0960800069. 35 pages b/w photos - This book gives the history of the unusual silver annual railroad passes given by Otto Mears for his Silverton Railroad and Rio Grande Southern Railroad in the San Juan Mountains in southwestern Colorado. It also lists the passes issued by year, serial number and name of recipient, with brief biographical information on most recipients. More recently discovered passes are listed in an insert. Pictures of the three widely-distributed sterling silver passes for 1889, 1890 and 1892 are in the book, as well as the 1888 -buckskin- pass printed on leather and the prototype 1893 stamped silver pass. The silver passes are highly prized by railroadians collectors, especially the delicate 1892 filigree pass for both railroads. Silverton Specialties Co. offers reproductions of the four silver passes, three as belt buckles and the 1890 as a key tag. \$12.95

**[UHUN-SPL] Ferrell, Mallory Hope. The South Park Line.** Mukilteo Washington USA: Hundman Publishing, 2003. First Edition. Hard Cover. New / New. ISBN: 0945434588. 370 pages - b&w and some color photographs - The DSP&P headed out from Denver, snaking through the canyon formed by the South Platte River, crested Kenosha Pass and headed across the Great South Park to Como, Colorado. From there the line split, one track headed for the Gunnison Country via Trout Creek Pass, Nathrop, Chalk Creek and the famed Alpine Tunnel. Then downgrade to Gunnison with its promise of mining traffic and cattle.and the dream of the Pacific. The other line headed for Leadville crossing the Continental Divide two times in the process. The South Park finally reached its intended destinations, but arrived too late, the Rio Grande's track crews had beaten them each time. This is the story of this 'underdog' railroad, also know as the "Damned Slow & Pretty Rough Riding". \$143.75

**[UOP-08] Bradley, Glenn D.. The Story of the Santa Fe.** Palmdale California USA: Omni Publications, 1995. Reprint. Hard Cover. New / New. ISBN: 0884180069. 387 pages b/w photos - This rare book has provided the historical foundation for hundreds of subsequent volumes on the Santa Fe railroad. The first edition, however, did not contain Bradley's entire manuscript (7 chapters were omitted), but now available in this special limited edition is his complete original work. The missing chapters have been reunited with the 1920 edition and an expanded and updated Appendix of statistics and corporate material, including photos, add to this history of the Santa Fe making it a more interesting, dramatic and well-rounded story of a railroad at its apex of expansion. \$45.00

**[SP-2025] Dregni, Michael ( Ed. ). This Old John Deere - A Treasury of Vintage Tractors and Family Farm Memories .** Stillwater USA: Voyageur Press, 2002. First Edition. Hard Cover. As New / As New. ISBN: 0896584410. 160 pages prof ill colour and b/w photos - John Deere fans are intensely loyal, and their numbers are awe-inspiring : John Deere is the most popular tractor make among collectors and restorers. Now John Deere gets its due, with this fabulous nostalgic collection of Deere-related stories and artwork. This Old John Deere is an anthology in the style of our highly successful This Old Tractor and 100 Years of Vintage Farm Tractors. Stories--ranging from the first ride upon a John Deere to the fateful day when the team of horses was replaced by the shiny new Johnny Popper--by well-known and respected farm writers, combine with fabulous period artwork and photographs and current photographs of the ever-popular green-and-yellow machines for a memorable look at their influence both on the farm and off. Contributors include Patricia Penton Leimbach, Donald Zolan, Dave Barnhouse, Don Macmillan, C.H. Wendel, and Ralph W. Sanders. \$65.00

**[MRR-S01] Scherb, Jeff. Trackage on the Pennsylvania - Standard Plans of the Standard Railroad of the World - Structures Bridges Signals and Signs.** Aurora USA: Highlands Stations, 2002. First Edition. Soft Cover. As New / No Jacket. ISBN: 0965536556. 95 pages prof ill b/w photos - line drawings - This 96-page, horizontal-format (10.875"W x 8.375"H) saddlestitched softcover book by Jeff Scherb features newly redrawn PRR standard plans of trackage structures, bridges & culverts, signals, and signs. Working from original drawings and photos, Jeff recreated these historical drawings using CAD software so they could be compiled into a practical and comprehensive format useful to both the PRR historian and modeler. While many books have extensively examined the motive power and rolling stock of the Pennsylvania, little attention has paid to the plethora of standard equipment found along the side of the track. With this book, historians, and modelers interested in prototypically recreating these features, now have a practical reference guide \$19.95

**[MRR-S02] Scherb, Jeff. Trackage on the Pennsylvania - Volume 2 - Structures of the Standard Railroad of the World.** Aurora USA: Highlands Stations, 2004. First Edition. Soft Cover. As New / No Jacket. ISBN: 0965536564. 96 pages prof ill b/w photos - line drawings - features newly redrawn PRR plans of trackage structures such as signal & switch buildings, passenger stations, combination stations, yard & shop buildings and freight houses. A "must own" for PRR enthusiasts and modelers, this book is also a great resource for any modeler interested in scratchbuilding or detailing structures. Working from original drawings and photos, Jeff recreated these historical drawings using CAD software so they could be compiled into a practical and comprehensive format useful to both the PRR historian and modeler. While many books have extensively examined the motive power and rolling stock of the Pennsylvania, little attention has been paid to the plethora of standard equipment found along the side of the track. With this book, historians and modelers interested in prototypically recreating these features, now have a practical reference guide. \$19.95

**[UOP-15] Fox, Wesley. Union Pacific - Cheyenne West Part 1.** Arvada, Colorado: Fox Publications, 1996. First Edition. Hard Cover. New / New. ISBN: 1884831028. 96 pages - 153 B&W Photos Follow the Union Pacific Railroad on a twelve year photographic journey from Cheyenne, WY to Ogden UT. See the changing weather conditions over Sherman Hill and the Union Pacific's historic steam and diesel fleet in action. \$68.95

**[UOP-16] Fox, Wesley. Union Pacific - Cheyenne West Part 2.** Arvada, Colorado: Fox Publications, 2001. First Edition. Hard Cover. New / New. ISBN: 1884831087. 144 pages b/w photos - Part 2 is a contemporary photographic journey along the Union Pacific Railroad from west of Ogden, UT to Southern California, Northern California (Western Pacific Route) and to the Pacific Northwest and Montana \$84.95

**[4W-002] Leopard, John. Wisconsin Central Heritage - Volume One.** California, USA: Four Ways West Publications, 2006. First Edition. Laminated Pictorial Boards. New / No Jacket. ISBN: 1885614748. 128 pages Wisconsin Central Heritage Volume 1 begins with a history of America's most successful regional railroad, including companies the WC purchased : Fox River Valley Railroad; Green Bay & Western; and Algoma Central. This is a subdivision by subdivision look at the system beginning at Chicago and working north to Fond du Lac, Neenah, Green Bay, Gladstone, and Sault Ste. Marie. This is more than a picture book with plenty of in depth analysis of train schedules, yard operations, and customer and shipper information. For historical perspective trains of each of the line's previous operators are included : Soo Line, C&NW, Milwaukee Road. Volume 2 will cover the former C&NW upper-Michigan ore lines, the Algoma Central, and the remainder of the WC system including Stevens Point,

Ashland, the Twin Cities of Minneapolis/St. Paul, and the Twin Ports of Duluth/Superior. \$89.00

**[RTP-004] Peschkes, Robert. World Gazetteer of Tram Trolleybus and Rapid Transit Systems - Part Four - North America .** London, England: Rapid Transit Publications, 1998. First Edition. Soft Cover. New / No Jacket. ISBN: 0948619066. 368 pages b/w maps \$49.95