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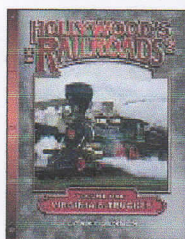
### Calendar Call

Does your organization publish a calendar? Send it to RAILFAN & RAILROAD for possible inclusion in this section. We will be accepting 2016 calendars through November 15, 2015. To have your calendar considered, send to Calendar Call, RAILFAN & RAILROAD, P.O. Box 554, Andover, NJ 07821. Be sure to include ordering information.

The **Minnesota Rail Calendar 2016** is available from the Northstar Railway Historical Society. This all-color calendar has scenes of Minnesota's railroads past and present including Chicago & North Western C44-9Ws in snowy Owantonna; North Shore Scenic Railroad's ex-Erie Mining F9A No. 4211 switching hoppers at Rices Point in Duluth at sunset; Twin Cities Rapid Transit streetcars passing the Great Northern station in St. Paul; a GN SD9 and caboose at the Grand Rapids depot; former Twin Cities Rapid Transit streetcars with a historic bus at the Minnesota Transportation Museum; a Northern Pacific doodlebug on a fantrip at Brainard; Amtrak's *Empire Builder* passing the tower at Newport behind an A-B set of Burlington E8s; Northern Pacific's *North Coast Limited* at the GN station in Minneapolis; Milwaukee Road 4-8-4 No. 261 smoking it up at Norwood on the Twin Cities & Western; TC&W's St. Paul Turn at Orchard Park; a Minnesota Commercial B36-7 running long-hood forward at Bald Eagle; and a pair of Canadian Pacific ES44ACs powering a freight through a snowy scene at Red Wing. The calendar is available for \$21.50 to Minnesota residents (includes tax) or \$20.50 for others (both prices include shipping) from Northstar Railway Historical Society, P.O. Box 120832, New Brighton, MN 55112. More information is available at [www.MnRailCal.com](http://www.MnRailCal.com).

### Book Reviews

**Hollywood's Railroads, Volume 1: Virginia & Truckee** by Larry Jensen; Cochetopa Press, 801 E. 1st Street, Suite B, #153, Cle Elum, WA 98922; [www.CochetopaPress.biz](http://www.CochetopaPress.biz); [CochetopaPress@yahoo.com](mailto:CochetopaPress@yahoo.com); 72 pages, softcover, b&w and color photos; \$24.95 includes shipping.



Trains have always been a large part of the movies turned out by Hollywood, and this was especially true during the golden age of movies. This new series from Larry Jensen and Cochetopa Press gives a comprehensive look at the trains that served the movie industry, starting with the Virginia & Truckee in this first volume.

Movies utilizing V&T equipment were shot both in studio backlots starting with "High Wide and Handsome" starring Randolph Scott in 1937 and on the V&T itself with "Chicken Every Sunday" starring Natalie Wood in 1949. Along the way, dozens of movies and television episodes featured V&T's rolling stock.

The book opens up with a brief two-page overview of Hollywood and the railroads, followed by a brief overview of the history of the V&T, getting right into its role in movies. It all starts when Metro-Goldwyn-Mayer

inquires about V&T 4-4-0 No. 12, *Genoa*, in 1935; alas, MGM decided against purchasing the locomotive, but Paramount Pictures came calling two years later for the aforementioned Randolph Scott film and wound up buying 4-4-0 No. 22, *Inyo*.

Subsequent sections of the book describe the *Inyo* being moved to Hollywood where it was joined by 4-4-0s No. 11, *Reno*, and No. 18, *Dayton*, along with 2-4-0 No. 21, *J.W. Bowker*. Ample coverage is given to Cecil B. DeMille's classic historic film "Union Pacific." A sidebar looks at Mickey Rooney's train films.

Studios were always leasing their soundstages and equipment to other studios, so the V&T locomotives under the control of Paramount soon found themselves in demand for others' projects. The next movie to get a lot of coverage is MGM's "Harvey Girls" featuring *Inyo*. Other movies given spotlight treatment are "Duel in the Sun" and "Whispering Smith," while shorter sections look at movie backlots, various actors, on-location settings, and more. The book continues to follow the V&T locomotives into retirement for some, while others continued into television. A section on the television show "The Wild Wild West" (starring Robert Conrad) reveals that all the railroad footage for the series' four-year run was shot in only three months. Also of note is that *Inyo* was renumbered to 8 so the film could be printed backwards, doubling the amount of stock footage available.

The book is illustrated with numerous photographs, mostly in black & white, showing many of the incarnations of the V&T locomotives as they went through a variety of fictional railroads for various movies. Of special interest is the film list in the back of the book that lists the dozens and dozens of movies and television shows the V&T locomotives appeared in — it's an impressive number, ranging from the 1937 film right up to the series "Legends and Lies" featuring No. 11 in 2015.

This is the first book of a planned six-book series. Volume 3 is currently available, covering the Colorado narrow gauge railroads. Volume 2 is almost finished, profiling the Sierra Railroad. Volume 4 will cover various studio backlots, while the final two volumes will look at various tourist railroads and museums that have been used for movies. The V&T volume is an interesting glimpse at a colorful era of railroading. Check the publisher's website for information on the other volumes as they become available. — STEVE BARRY

**Chicago Streetcar Pictorial: The PCC Car Era 1936-1958, CERA Bulletin 146** by Jeffrey L. Wien and David Sadowski with Bradley Criss as Photo Editor; Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690; [www.cera-chicago.org](http://www.cera-chicago.org); 312/987-4391; 448 pages, hardbound, over 600 illustrations, \$70.00 postage included (USA) plus sales tax where applicable.



Your loyal and trustworthy reviewer here has never been accused of being short on words so this is absolutely a first for me, I don't even know what to say here except a whole bunch of

"Wow!" and, "Double wow!"

I mean, where do I even begin talking about this magnum opus? The Central Electric Railfans Association (CERA) has yet again raised the bar on their ever-expanding library of top-quality railroad books, and that right there says a lot. For years these guys have been putting out title after title that stands head and shoulders with some of the best books in our field ever published.

At 448 pages chock full of PCC car goodness and over 600 photos (99.9 percent in color), this is *the* book you want to read if you are even remotely interested in PCC cars, trolleys, mass transit in Chicago, and the like. The authors take us on a tour through the Windy City showing us most of the 600-plus PCC cars that the Chicago Surface Lines and the Chicago Transit Authority owned between 1936 and 1958.

The book starts out with an overview of the streetcar's history in Chicago and then rolls right into the story of how the CSL came to purchase the PCC car back in 1936. Next it's a whole bunch of news blurbs and publicity ads hailing the new fleet as it began to grace the streets of Chicago.

The heart of the book is next on deck — more than 300 pages worth of color photos and detailed captions as we cover each of the eight lines that these cars ran on. I really enjoyed poring over these photos since they tend to show the PCC cars in context of the city and the era they ran in. We see plenty of classic automobiles and trucks, thriving local neighborhoods with small "mom and pop"-type businesses, and plenty of interesting architecture.

Page 391 is where an entire fleet of modern inner-city mass transit vehicles is thrown out for the sake of "modernization" and the last PCC says its goodbye. Then it's on to the few cars fortunate enough to be preserved, along with "tribute cars" painted in CTA colors in Kenosha and San Francisco. We wrap up with some PCC trivia, floor plans of the cars and a very interesting eight-page article on what it took to put the book together and the labor involved in restoring so many of these wonderful old photographs. I can't imagine a part of the PCC legacy in Chicago that these fine gentlemen didn't cover, so thorough is this book.

This tome is quite the large and very enjoyable read, and it comes at a very fair price. The color and the clarity of the photos alone make it worth the money. If there is ever a Pulitzer Prize for railroad books, this baby is a sure bet for the win. I give it two thumbs up and then some.

P.S.: As a special bonus, each book includes the full-length DVD *Chicago Streetcar Memories* (by special arrangement with Chicago Transport Memories, LLC). Talk about value for money! — **FRANK GARON**

#### Video Review

**Cumbres & Toltec Collection** from Greg Scholl Video Productions, P.O. Box 123, Batavia OH, 45103; [www.gregschollvideo.com](http://www.gregschollvideo.com); DVD or Blu-ray, 7 hours on 5 disks, DVD set \$75.00 or Blu-ray set \$90.00 plus \$5.00 domestic shipping. Ohio residents include 6.5% sales tax. Okay, so you might be asking yourself why I'm reviewing two separate offerings from two separate producers on the much-loved Cumbres & Toltec Scenic in less than six months. That is a fair question.



TrainVideos (of my last C&TS review) and Greg Scholl here have somewhat different video techniques that make for an interesting "compare and contrast" experience.

In fact I would suggest that you carefully watch both series of disks and take notes. Ask yourself things like "why did he choose to shoot here" and "what angle would I have chosen," and your railroad photography/videography skills are bound to improve in short order. You'll learn a lot and have your mind blown by some good old-fashioned narrow gauge steam goodness to boot!

Greg Scholl brings his distinctive video skills to this set, and what a set it is. Each disk stands on its own merits, and combined they give you a very thorough and very enjoyable look at one of America's most interesting and most scenic preserved railroads.

Disk 1 is "Riding the C&TS" and puts us on board at the eastern terminus of Antonito, Colo., and we head westbound to Chama, N.M. We see some highlights of a cab ride in 2-8-2 No. 489, and then we move to see what the view is like in both coach and open-gondola classes. Lots of good stuff here, and we see all the scenic highlights this line is so famous for.

Disk 2 is the "489 Cab Ride," and as a connoisseur of cab ride videos I really enjoyed this one. There are 95 minutes of nonstop action as we see the engineer and fireman hard at work. The forward views out of the cab are nothing short of stunning.

Next up is (you guessed it) Disk 3, which features K-27 2-8-2 No. 463 as the C&TS runs two days of freights to help train student engine crews. We also see 463 doublehead with K-36 No. 487. This disk weighs in at 103 minutes of great narrow gauge action.

Disk 4 covers the passenger trains of the C&TS, with Greg getting out trackside and showing us some of the best places to catch the locomotives working hard along with some of the most scenic spots along the line. There are 97 minutes of awesome right here folks.

We wrap up with Disk 5, which covers some of the many special trains the C&TS has run over the past few years, including everything from photo freights to sunset passenger trains and much more.

Let me sum up by saying that if Greg Scholl has ever taken a single frame of bad video he sure has me fooled. I have had the pleasure of owning several of his titles over the years, and these five C&TS disks only serve to showcase his video chops all the more.

There is great stuff here, and it's serious value for money. Please do yourself a big favor and spend the extra \$15.00 and go for the Blu-ray upgrade. Your eyeballs will thank you for it since the difference between regular DVDs (good as they are) and Blu-ray can be nothing short of breathtaking at times. You'll be glad you did! — **FRANK GARON** 📺

My answer would be very simple (I get called simple a lot, actually). One, I think the average person here could watch 20 DVDs worth of C&TS action and not get bored since it's one of those lines where you can only take a bad picture if you leave your lens cap on.

And two, both Steam-

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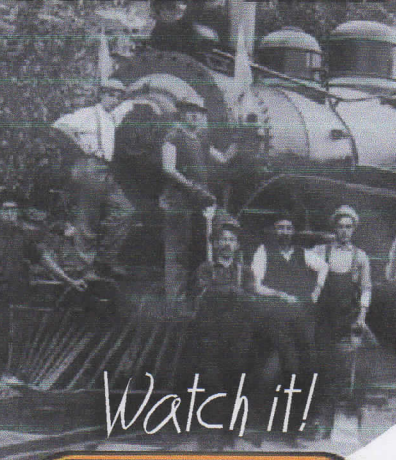
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