

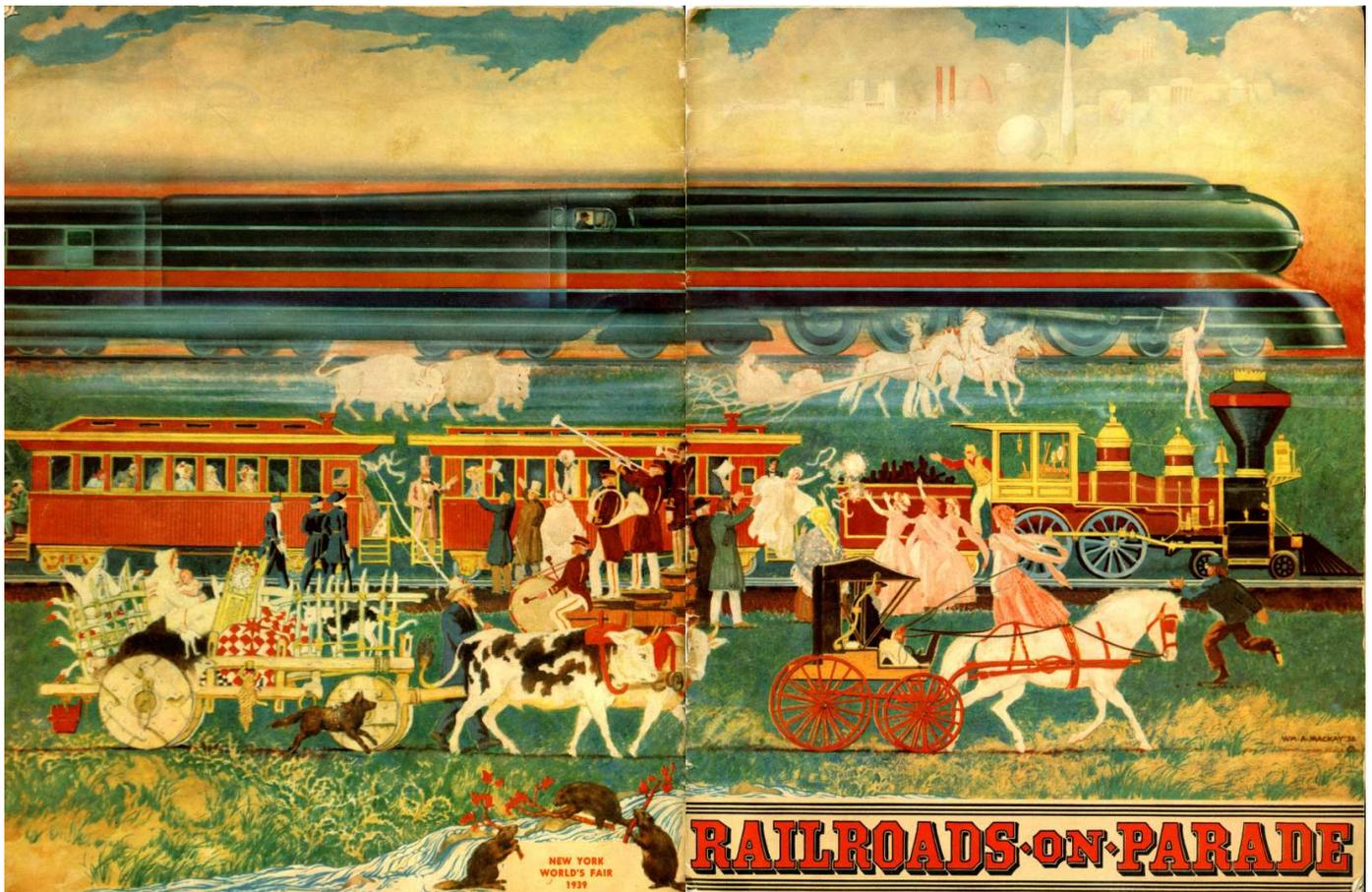
THE NEWSLETTER OF THE RED RIVER VALLEY RAILROAD HISTORICAL SOCIETY, INC.

January, 2013

SHREVEPORT, LA

Our 32nd Year

Let's Go to the World's Fair !



You probably remember the Russell E. Stewart Collection of photographs and memorabilia that was donated to the Society in 2012 by Gene Winegeart. (See RRVrHS Newsletters July 2012 and September 2012 at www.rrvrhs.org) Mr. Stewart was an avid local railfan and photographer who was killed in Okinawa in 1945. In addition to the 1,100 photographs found in the collection was memorabilia indicating that Mr. Stewart attended the 1939 New York World's Fair, including the colorful booklet shown above. There were many themes covered in the World's Fair and one of them was railroads. The Railroads exhibit was the largest structure at the Fair. It was sponsored by 27 of the eastern railroads. The Railroads exhibit was divided into three sections - *Railroads in Building*, *Railroads at Work*, and *Railroads on Parade*. There is a great website covering the Fair in detail at www.1939nyworldsfair.com

Mr. Stewart left Shreveport on Saturday, July 8, 1939 and probably attended the Fair on Tuesday, July 11th. Here is his ticket (rain check) for the Fair:



Fortunately, Mr. Stewart kept very detailed records and prepared a report on his travels. Here is an excerpt:

REPORT OF TRIP TO WASHINGTON, NEW YORK, AND NIAGARA FALLS

All trains mentioned are passenger trains, unless otherwise specified. Schedule given is not complete. If you desire record of every stop made while I was awake, you may obtain same by contacting me.

Leave Shreveport 5.00.00 pm IC train 202

Engine 997, 4-6-2, and 7 cars

Saw KCS 0-8-0 No. 1025, and noticed it was built by Burnham Williams & Co. now a part of Baldwin

Met freight westbound at Haughton

Saw CRI&P Extra freight north at Ruston; 2-8-0 engine

New engine at Vicksburg – 4-6-2 No. 999

IC train 12 at Vicksburg, Engine 1096, 4-6-2, 2 express cars, 2 baggage, half and half, coach, Pullman

Some women got on at Ruston for New York via regular line. Pullman business was so good they had to ride coach to Knoxville before they could get a berth.

Arrive Jackson 11.39.00 pm

No. 26, engine 1191, 4-6-2, arrived at 11.39

No. 202 loses café-lounge car, and leaves at 11.53.30

No. 26 leaves with 2-8-2 No. 1337, 2 baggage, 2 coaches, and diner

2 C&O coaches sitting in Jackson depot

No. 2 arrived Jackson 12.59.00 am, engine 1155, 4-6-2, and 15 cars

Leave Jackson 1.32.00 am IC train 2

Met 25 at Canton, engine 1363, and 8 cars

Met 1 at Goodman, 16 cars

When he got to Jersey City, he went to the Fair, saw the pageant and took photos of engines on display:

Arrive Jersey City 9.48.30 pm

Saw RAILROADS ON PARADE, a pageant, at World's Fair...very interesting, a folder telling all about it will be around your way sooner or later

Saw the world's largest miniature railroad; it was a show---showing the operations of a railroad from 4 a.m. to 4 a.m. Actually had an engine come out of the roundhouse, turn on the turntable, and make up a local freight. Another train came in, and sorted the cars over the hump. A ferry transferred cars from one track across to another. All very, very interesting.

The following engines were on exhibit at the Fair (I got pictures of most of them):

B&O 5600, The George H. Emerson, 4-4-4-4 type. Built at Mt. Claire Shops, June 1937, Class N-1, Vanderbilt tender

NYC 5451, 4-6-4, Class J-3a, Schen., April 1936, Streamlined

Pennsy 3766, K-4a Pacific, streamlined, no builder data available

Pennsy 6759, 4-8-2 type, Class M-1A, Altoona shops, June, 1930

DL&W 1939 (belongs to the 1151-1155 series –renumbered for the Fair), 4-6-4

N&W 1206, 2-6-6-4 type, Roanoke shops, July 1937, Class A

Pennsy electric, number unnoticed, Class GG-1, 4-6-6-4

Canadian Pacific 2650, Class H-1d, 4-6-4, Montreal, July 1938

American Railroads 6100, Altoona Shops, Jan. 1939, Class S-1, 6-4-4-6

LMS No. 6220, 4-6-2, Class 7P, built at Crewe, with Coronation Scot

Saw Scot thruout and the Italian electric train from the outside only.

Went thru Pullman exhibit—all kinds of Pullmans on a string.

Rode Long Island trains from Pennsy station to World's fair, 10 cents, deposit in turnstile, subway fashion. LI trains approximately 10 minutes apart, 12 cars each, third rail, controls in front car.

Saw Crescent Pullmans being taken from Pennsy station to Sunnyside Yards.

Leave Grand Central Terminal 9.19.25 pm 2nd 29

We are very fortunate to have the World's Fair memorabilia and photos from Mr. Stewart. Here are a few of his photos:



New York Central Hudson 4-6-4 No. 5451 and British LMS 4-6-2 Coronation Scot No. 6220



American Railroads S-1 6-4-4-6 No. 6100 and Norfolk & Western Class A 2-6-6-4 No. 1206

At the Fair S-1 No. 6100 drive wheels operated under the locomotive's own steam power. This was done by placing the S-1 on a platform that had rollers under the drive wheels. After the World's Fair the S-1 was re-lettered and numbered for the Pennsylvania Railroad fleet. It was retired in 1945 and scrapped.

Next Meeting on January 18

The next meeting will be held on Friday, **January 18** at **7 p.m.** in the library at the Glen Retirement Village, 403 East Flournoy Lucas Road. **Please be on time** for the beginning of the meeting so you won't miss anything. The Glen Retirement Village is located on the south side of Flournoy Lucas Road between Ellerbe Road and Youree Drive (Highway 1). For information or directions call Dave Bland at (318) 470-5933.

Upcoming Events

- Jan. 18 RRVRS Meeting – 7 pm at the Glen Retirement Village
- Jan. 19-20 Dallas Area Train Show, Plano TX
- Feb. 15 RRVRS Meeting – 7 pm at the Glen Retirement Village

The President's Message – January 2013

Hello Railfans!

There is a lot of news this month. Dave and I met this week with Brandy Evans, Vice President of Communications for the Shreveport-Bossier Convention and Tourist Bureau, and signed a contract for printing the rack cards that will be distributed to visitor centers, motels and other places where tourists and local people can find out about our museum. Liz Swaine's staff did the art work for the cards and they look real good. Liz is also working on a press release and she will help us organize our Grand Opening. She is also working on a tour of Shreveport to show and highlight the rail history of our city. We will let you know more about this event when we get more details and dates.

I have not yet received any response from Mary Durusau in Baton Rouge regarding my letter about moving D&R 10 to the museum. Gary called her last month and was informed that we would have to have a million dollar insurance policy to make the move. We are not sure if this insurance is for the move only or if we must maintain the policy indefinitely. Mary was busy with other matters and Gary was not able to get any further information at the time. We will be calling her in the next week or two to clarify the requirements of such a move.

The ozone tanks have been removed from a large area in the office building and the Water Works Museum is one step closer to having that area made ready to use as a meeting room. We might use that area for a train show in the future.

One more thing, Liz Swaine and her husband will be attending the next meeting to discuss ways she can help us in our publicity. I sure would like for all of you to come to the meeting to add to the discussion. Hoping to see you there!

Happy Railroading!
Russell

RED RIVER VALLEY RAILROAD HISTORICAL SOCIETY, INC. Shreveport, LA

Russell Pedro – President Kelly Jo Brunettin – Vice President
Gary Fox – Secretary Bill Hasheider – Treasurer
Dave Bland – Newsletter Editor – 797-8008 – DDBland@aol.com www.rvrhs.org

It's Time to Pay Your 2013 Dues

Please send a check or money order for \$16.50 with this membership form to Bill Hasheider at 6813 Despot Road, Shreveport, LA 71108

Name _____ Email _____

Address _____

City _____ State _____ Zip Code _____