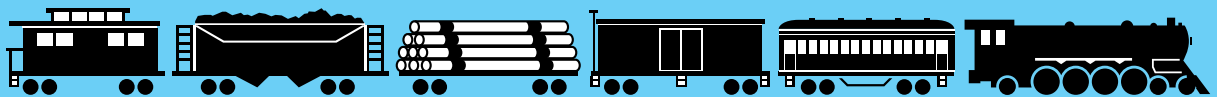
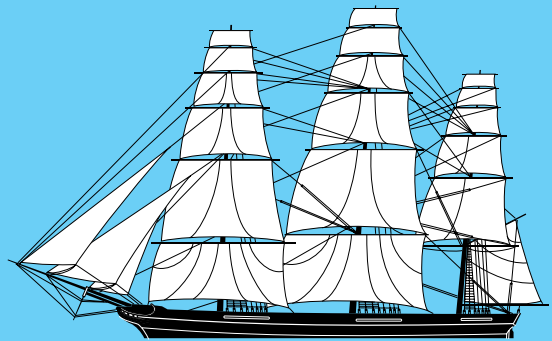
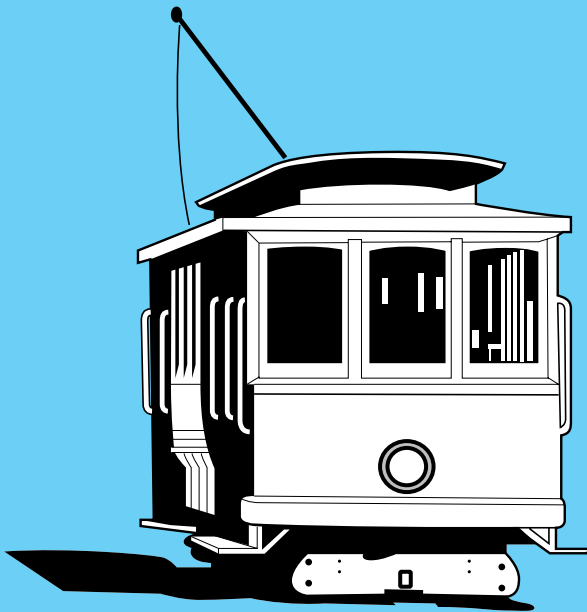
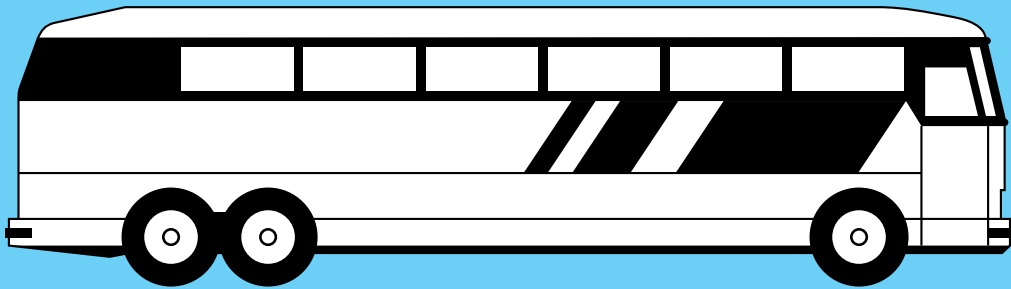
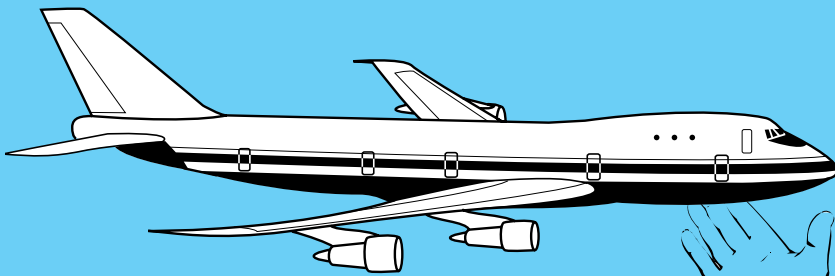
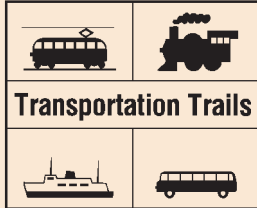


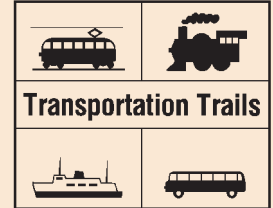
# 2015 Book Catalog

# Transportation Trails Books





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The Woodstock & Sycamore Traction Co.	6	10.00

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Not all books have bar codes. Please advise if bar codes are necessary.



## Modern Intercity Coaches by Larry Plachno



A detailed review of virtually all over-the-road intercity motor coaches which operated in the United States and Canada from 1953 to 1993 as well as their manufacturers.

Chapters cover both the manufacturer as well as important models. On major manufacturers, time-line charts are provided to show the relationship between production years for various models, and more important models are covered in individual chapters. European and most other foreign coaches that were imported and operated in the United States and Canada are also covered in individual chapters. Special chapters cover history, manufacturers who quit in the 1950s, European imports, lesser-known imported coaches, conversion shells, engines, transmissions and changes in length and width.

Hardbound with 320 pages and more than 380 photographs and seven charts.

ISBN 0-933449-27-5 ..... \$62

## National Bus Trader

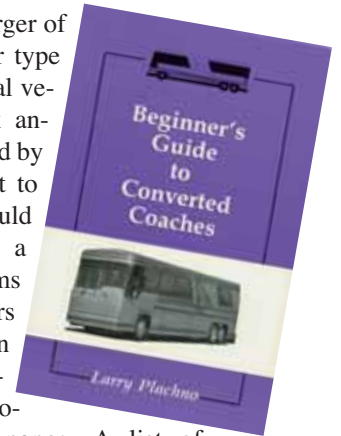


A monthly, full-color, slick paper, trade magazine dealing with buses and converted coaches. Departments include industry news, coming events, photographs, new products, a bi-monthly pricing guide to used buses as well as a classified section. Feature articles cover individual bus models in detail plus shows, developments and trends in bus equipment. New subscribers receive a form for a free 25-word classified ad. Subscription: \$25 (US) annually, Canada and International \$30 (US).

9698 W. Judson Rd., Polo IL 61064  
Phone: (815) 946-2341 for sample copy.

## Beginner's Guide to Converted Coaches by Larry Plachno

Converted coaches are a merger of a high quality highway or tour type bus with a luxury or recreational vehicle type interior. This book answers the typical questions asked by a novice and goes beyond that to address the questions that should be asked before purchasing a coach or before planning systems and an interior. Various chapters provide basic information on shells, interior design, converted coach systems and components, operations and maintenance. A list of popular or possible alternatives are presented and their pros and cons discussed. Special attention is given to underfloor systems. The basic intent is to guide the novice around obvious problem areas, to provide information for designing a coach that is more practical, to make coach operations more understandable and safer and to introduce coach maintenance concepts.



Perfect bound, 5½ x 8½-inch size, 120 pages, more than 45 photos, charts and diagrams and an introduction by Mike Gallagher, president of the Converted Coach Owners.

ISBN 0-933449-13-5 ..... \$15

## Bus Tours Magazine

A bi-monthly, full-color, slick paper trade magazine for those who plan group tour or charter trips by motorcoach. Regular departments and columns cover news, people in the bus industry, corporate planning and industry developments. Feature articles cover areas, attractions, motels and restaurants that cater to bus groups. A magazine to help you plan better and more profitable tours and trips. Subscription: \$15 (US) annually, Canada \$20 (US).

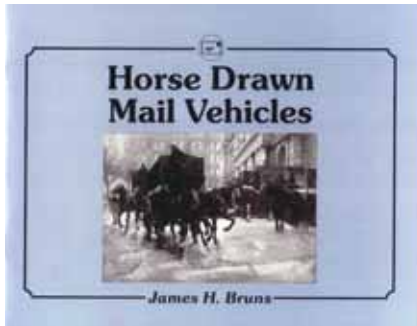


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Phone: (815) 946-2341 for sample copy.



# Steam Titles - Mail

## Horse Drawn Mail Vehicles by James H. Bruns



This is a pictorial scrapbook of vehicles from the early days of postal service in the United States when the pace of mail delivery was largely determined by the speed of horses. The book is separated into three sections: overland vehicles, urban postal vehicles and rural free delivery vehicles.

Section one, overland vehicles, documents the mail wagons, stage coaches and similar vehicles, most of which were owned by private contractors. The second section covers the horse drawn postal vehicles that moved the mail in America's cities after urban mail service first started in 1863. Rural free delivery vehicles, the last section, shows the horse drawn postal vehicles that brought mail to the nation's farms, ranches and rural hamlets after rural free delivery was established in 1896.

Perfectbound with 72 pages and more than 140 illustrations, including many never before published photos.

ISBN 0-933449-28-3 ..... \$21.00

## Mail on the Move by James H. Bruns



*Mail on the Move* is broken down into nine distinct sections, starting out with the conception of mail service in the United States by means of horses, stage coaches and wagons. Special attention is given to the Butterfield Overland Mail Company, the Pony Express and early day Star Routes.

Subsequent sections cover the movement of the mail over water, by rail and through the air. The shipping section focuses on steamships, Sea Post Service and shipwrecks, with extra attention given to the *Titanic*. The railroad section covers mail "on the fly," streetcar mail, train wrecks, robberies,

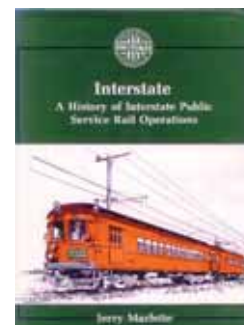
plus mail delivered by means of pneumatic tubes. The section on aviation details the early years of airmail. Movement of the mail by means of motorized vehicles encompasses the majority of the remaining sections including a wide variety of vehicles, from the automobiles to modern mail trucks.

Perfectbound with 224 pages and a total of 260 photos and illustrations.

ISBN 0-933449-15-1 ..... \$37

## Interstate

A History of Interstate Public Service Rail Operations  
by Jerry Marlette



This book is organized by topic as opposed to chronological format. Major sections cover Interstate's component company histories; right-of-way; terminals; barns and freight houses along the line; information on passenger and freight equipment; and details about its innovative safety programs. A comprehensive corporate family tree follows the major changes and helps to illustrate the evolution of the company. Content is not limited solely to Interstate Public Service but has expanded coverage to include both the predecessor and successor companies.

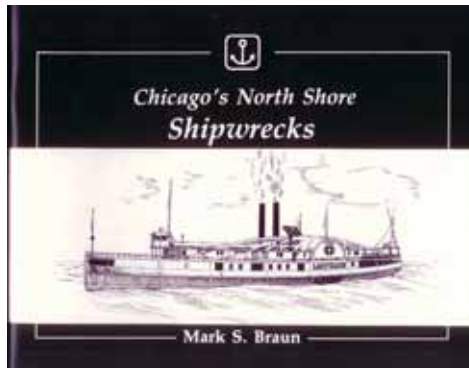
The appendix provides valuable information and statistics. Included is a section offering data about Interstate's predecessor companies. A detailed track map provides mileages between sidings, stops, stations, etc. Timetables, tickets and transfers are also included.

Hardbound with 272 pages, 428 photos, 42 maps and charts, 37 tickets and tokens and 22 other illustrations.

ISBN 0-933449-07-0 ..... \$48



## Chicago's North Shore Shipwrecks by Mark S. Braun



This book covers more than a century of nautical disasters which took place in Lake Michigan along the North Shore of Chicago, a distance spanning roughly 25 miles from Evanston to Waukegan. This area is characterized by rather short beaches with high bluffs and deep ravines. The tricky currents of Lake Michigan have created rocky shoals and sandbars that extend as far as five miles out into the lake.

The Great Lakes are among the most heavily trafficked waterways in the world. From 1860-1890, more ships arrived at and departed from the port of Chicago than most of the ports in the Eastern United States combined. Through the years, numerous vessels have met a variety of perils, taking hundreds of lives with them.

This book is softbound with 88 pages, 62 photographs, a map of the area, and an in-depth listing of virtually all of the more memorable shipping disasters in the area around the North Shore.

ISBN 0-933449-18-6 ..... \$17

## Titanic – Safety, Speed & Sacrifice by George Behe



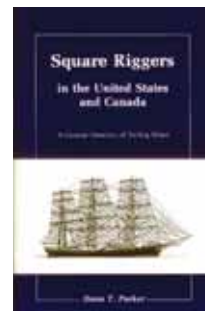
Was the *Titanic* trying to set a record by racing to New York? Was the ship running at high speed in spite of known ice in the area? Was there an attempt to hide evidence at the hearings? George Behe, a past vice president of the Titanic Historical Society, draws on new historical sources to present us with startling

information on the 1912 *Titanic* tragedy. The passage of time and intensive research has brought out new information which sheds a substantially different perspective on this tragedy. Behe's information is troubling because it suggests that the *Titanic* disaster was completely avoidable and not a rare combination of freak circumstances as has been recorded. In addition, Behe presents evidence which suggests that the White Star Line did its best to hide evidence at the hearings.

Softbound with 88 pages, more than 50 photos and illustrations plus an index.

ISBN 0-933449-31-3 ..... \$12.50

## Square Riggers in the United States and Canada A Current Directory of Sailing Ships by Dana T. Parker



This one-of-a-kind directory lists over 55 individual square-rigged sailing ships located in the United States and Canada. Each ship is listed individually by distinct regions where the vessels are berthed. Each listing provides a photograph or illustration plus technical details such as physical characteristics, type of rig, length, year and location built, and current location. Previous and current owners and users are listed. Rebuilding dates are included if applicable, as is any historical significance. Other information like visiting and sailing schedules, cost of admittance, address and phone numbers are listed.

Children's activities, lectures, film footage and special attractions are mentioned if available on these ships. Softbound with 72 pages, more than 50 photos, in excess of 15 other diagrams and illustrations.

ISBN 0-933449-19-4 ..... \$9.50



# Aviation - Autobiography

## Pan Am – Gone But Not Forgotten by Desmond Fairbairn



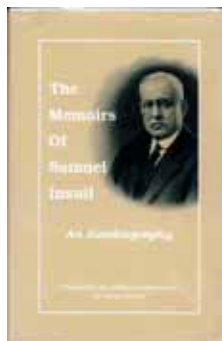
Pan American World Airways holds a special place in both aviation and United States history. Founded by the colorful Juan Trippe, Pan Am reflected his pioneering spirit and became the accepted international carrier for the United States for years.

In addition to being an avid aviation historian, author Des Fairbairn began his flying career in 1940 and retired as a Pan Am pilot in 1981. This book takes the reader from the founding of Pan Am through flying boats to land-based aircraft, and from propeller driven airplanes to jets. Along the way, Captain Fairbairn shares some of his more interesting Pan Am adventures and incidents with the reader. He ends the book with the trials and tribulations that caused Pan Am's demise and dismemberment.

Perfectbound with 136 pages, more than 45 photographs and 15 detailed route maps.

ISBN 0-933449-30-5 ..... \$23

## The Memoirs of Samuel Insull An Autobiography Edited and additional information by Larry Plachno



This is Samuel Insull's own autobiography as he himself dictated it. The basic text is taken from the typewritten manuscript of 1934 which incorporates corrections to the basic dictation by Insull and his family. It has been minimally edited

with chapters and subheadings. Interesting chapters cover Insull's early years in England, his years with Thomas Edison, the evolution of the electric utility business, the financial problems of the Depression and his following trip to Europe.

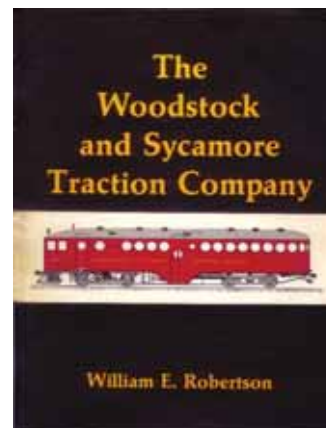
Larry Plachno provides introductory and following sections to better explain the Insull story.

*The Memoirs of Samuel Insull* contains a total of 320 pages with 23 photographs plus an index and a list of additional Insull readings.

Hardbound – ISBN 0-933449-16-X ..... \$39

Perfectbound – ISBN 0-933449-17-8 ..... \$33

## The Woodstock and Sycamore Traction Company by William E. Robertson



Planned as a north-south interurban connecting link in northern Illinois, the Woodstock and Sycamore Traction Company was considered to be one of the least successful interurban railroads ever built. A lack of funds prevented the company from ever reaching its intended northern destination at Woodstock, and the line never owned more than 27 miles of track. Although constructed in typical electric interurban railway fashion, and always considered to be part of the interurban industry, the Woodstock and Sycamore never had the money to electrify its track. Author William E. Robertson brings to life the story of a small and underfinanced railroad attempting to overcome one adversity after another. He spent seven years in researching this book including a substantial number of trips along the old right-of-way.

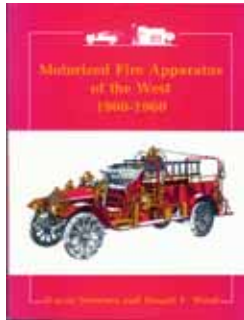
Soft-bound with 56 pages, five route maps, more than 35 photos, in excess of 15 other diagrams and illustrations and a cover illustration by Chuck Boie.

ISBN 0-933449-00-3 ..... \$10.00



# Short Lines

## Motorized Fire Apparatus of the West 1900-1960 by Wayne Sorensen and Donald F. Wood



Fire apparatus used in the Western United States differed because of rural communities, limited water supplies and a need to deal with forest fires and brush fires. As a result, fire apparatus used in the Western States often tended towards unique designs and local manufacturers.

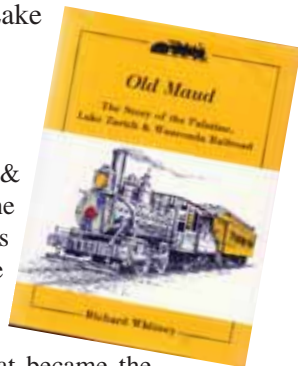
This is a pictorial history of the development and operation of motorized fire apparatus used in the Western States. One chapter provides information on Western fire apparatus manufacturers, some of which were small and obscure. A third chapter covers Eastern manufacturers who supplied fire apparatus that was used in the West. Finally, a fourth chapter covers apparatus on commercial chassis.

Perfectbound with 232 pages, more than 525 photos and a colorful cover illustration by Terry Newman.

ISBN 0-933449-11-9 ..... \$43

## Old Maud

The Story of the Palatine, Lake Zurich & Wauconda Railroad  
by Richard Whitney



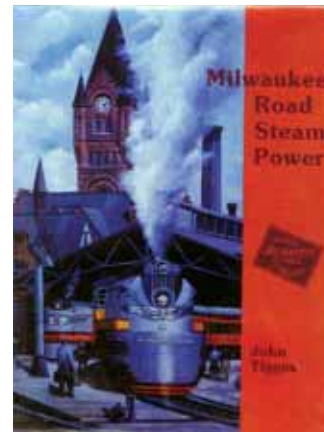
The Palatine, Lake Zurich & Wauconda Railroad, a small line whose nickname for one of its engines, *Old Maud*, became synonymous with the railroad itself, served the communities mentioned in its name, in what became the suburban area northwest of Chicago. Originally conceived as a 75-mile electric interurban line connecting Rockford, Elgin and Waukegan, the long-planned road was initially built, became steam-powered, and spanned only a fraction of its intended route.

This book covers from the railroad's conception in 1908 till the dismantling in 1929. The railroad operated for a relatively short period of time, and it faced financial hardships from the beginning. Those associated with the PLZ&W hoped that the line would be incorporated into a larger railroad, and the Samuel Insull group of companies twice considered this possibility.

Hardbound with 184 pages, with more than 220 photos and illustrations.

ISBN 0-933449-14-3 ..... \$52.00

## Milwaukee Road Steam Power by John Tigges



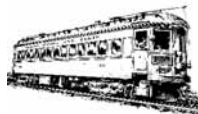
This book provides details on the Milwaukee Road's diverse stable of steam locomotives. Starting with a 20-mile line, this railroad grew to over 10,000 miles of track in more than a dozen states. Included in this extensive system were short narrow gauge lines, mountain railroads, granger branch lines, commuter service and numerous streamlined passenger trains including the Hiawatha.

Individual chapters cover each major class of locomotive including its history, usage, plus details on size, weight and numerous other specifications.

Included are a brief company history, technical information on locomotives, and details on the various builders of locomotives. There are three appendices that not only reflect official Milwaukee Road rosters but also show builder, class, renumberings through the years and disposition if known.

Hardbound with 208 pages, more than 205 photos and illustrations, detailed roster and renumberings.

ISBN 0-933449-22-4 ..... \$57



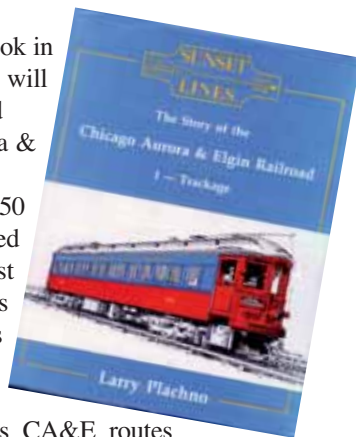
# .....Traction Titles

## Sunset Lines – The Story of Chicago Aurora & Elgin Railroad

**1-Trackage**  
by Larry Plachno

This represents the first book in a three-volume series that will provide a detailed history and review of the Chicago Aurora & Elgin Railroad and related

corporations. For more than 50 years this interurban operated mile-a-minute schedules west from Chicago to the suburbs of DuPage County and cities in the Fox River Valley. This first volume introduces the three-book series and covers CA&E routes and trackage in detail. The company route structure is split into 10 logical segments and each is covered with text, track maps and photographs. Included are sections on Chicago’s Wells Street Terminal, the Cook County branch, the double track mainline, and the single track branches to Elgin, Geneva, Batavia and Aurora in the Fox River Valley. The book ends with a pictorial section that includes several color photographs.

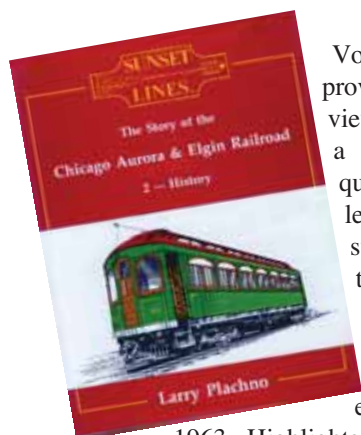


Hardbound with 160 pages, more than 190 photos and 10 detailed track maps.

ISBN 0-933449-02-X (v.1) ..... \$36

## Sunset Lines – The Story of Chicago Aurora & Elgin Railroad

**2-History**  
by Larry Plachno



Volume two in the CA&E series provides a detailed historical review of the company. Following a general chronological sequence, the book painstakingly leads the reader through the successes, trials and tribulations of this unique interurban starting from earlier and unsuccessful attempts to build interurbans in the area and ending with track removal in

1963. Highlights include details of the early years when the company was regarded as an impressive in-

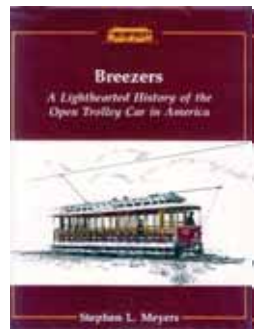
dustry leader. The political, expressway and financial problems of the final years are extremely well documented. Separate chapters cover the contributions of Dr. Thomas Conway Jr. and Samuel Insull. A final chapter reviews the various causes leading to abandonment and the possibility of resumption of service into downtown Chicago.

Hardbound with 352 pages, 320 photos, 21 other illustrations and a multi-color dust jacket illustration.

ISBN 0-933449-10-0 (v.2) ..... \$64

## Breezers

A Lighthearted History  
of the Open Trolley Car in America  
by Stephen L. Meyers



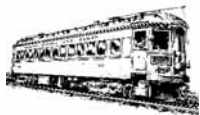
This book is a definitive yet nostalgic history of the open trolley car in America. It starts out with other open transportation vehicles that preceded or were contemporary with the open trolley car. Several chapters are devoted to listing and defining the various types of open cars including the original horsecars, numerous types of streetcars and even open rapid transit and suburban cars. The different generic types of cars as well as their uses and owners are explained in a simple manner.

Highlights of the book include the detailed text and information on cars and types assembled from numerous and varied contributors. Equally impressive are the numerous photographs, many never previously printed, from the author’s collection as well as from several well-known photographers and collections.

Hardbound with 184 pages, more than 210 photographs and illustrations.

ISBN 0-933449-20-8 ..... \$56.00

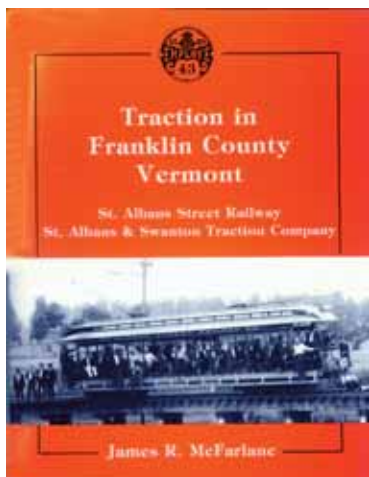




# Traction Titles

## Traction in Franklin County Vermont

St. Albans Street Railway  
St. Albans & Swanton Traction Co.  
by **James R. McFarlane**



This book covers the life and times of the St. Albans Street Railway and its successor, the St. Albans and Swanton Traction Company. These companies were unusual because of their geographic location. Located in the beautiful resort area of northern Vermont, not far from the Canadian border, this line was isolated and far removed from the normal New England trolley and Midwest interurban.

Instead of meeting a mainline railroad train, the cars from this electric line met excursion boats at the St. Albans Bay Dock, and then ran to St. Albans and Swanton. In addition to passengers, this line carried many kinds of express and freight. U.S. Mail, hay, coal, kegs of beer, fruit, groceries, grain, feed and even ice were transported on this railway.

Softbound with 48 pages and more than 55 photographs plus a detailed track map, mileage table, equipment roster and bibliography.

ISBN 0-933449-21-6 ..... \$16.50

## Green Spring Accommodation

by **Martin K. Van Horn and Robert L. Williams**



Located north and west of Baltimore, the Green Spring Branch is one of the earliest and most historical railroad lines in the United States. Originally completed in 1832 using iron strap rail, the trains were initially pulled by horses. In subsequent years, the line went through the usual transition to steam

locomotives, doodlebugs and finally diesel power.

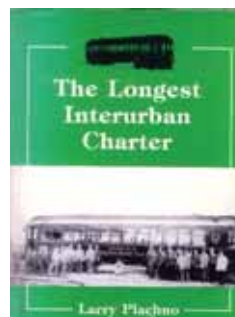
Although operated as a typical branch line, the Green Spring Branch did have a brief taste of mainline glory when the improvement of tunnels in Baltimore diverted heavy traffic over the line. In later years, passenger service declined to doodlebugs and then the line became a diesel freight only operation until abandonment and a period as a host to a railroad museum.

Softbound with 120 pages, more than 55 photos, in excess of 65 maps and other illustrations.

ISBN 0-933449-24-0 ..... \$24.00

## The Longest Interurban Charter

by **Larry Plachno**



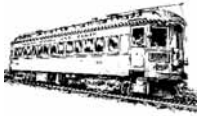
On Tuesday, May 10, 1910, a group of 21 businessmen boarded a chartered interurban car and set off on a trip that could only be described as an adventure. They traveled 2,000 miles, all on various electric railways, on a route including 28 different interurban lines plus numerous streetcar lines in six states.

This trip still retains two all-time records: the longest charter of an interurban car and the longest continuous travel by electric railway in the United States.

This book presents a day-by-day description of the route and activities of the trip itself. Also included is information on preparations for the trip, details on the modifications made to the special interurban car used, dispositions of the special car, and notes on other long distance interurban trips.

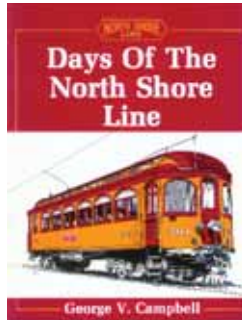
Perfectbound with 96 pages, more than 90 photographs, three route maps and information on the interurban lines.

ISBN 0-933449-08-9 ..... \$16



# Traction Titles

## Days of the North Shore Line by George V. Campbell

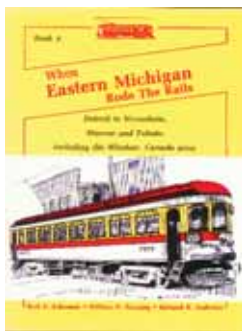


In his formative years, author George V. Campbell lived adjacent to the Chicago North Shore & Milwaukee Railroad, which operated high speed electric interurban and commuter service and became known as the “Midwest’s favorite interurban.” Many different topics are covered in this volume including some interesting new information on the early years of the North Shore Line. One large chapter is dedicated to many details on city streetcar operations in Waukegan and Milwaukee. In another chapter, George takes us on early-day North Shore charter from Milwaukee to Rockford. Early and unusual schedules are reviewed, and photos are included showing the Electroliners under construction. In other areas, this book explores the North Shore Line’s little-remembered model railroad display, the Shore Line abandonment and numerous other topics.

Hardbound with 256 pages, 287 photos, 9 maps, 55 other illustrations and a special colorful dust jacket illustration by Chuck Boie.

ISBN 0-933449-01-1 ..... \$38

## When Eastern Michigan Rode the Rails by Schramm, Henning and Andrews



*When Eastern Michigan Rode the Rails, Book 4* is dedicated to streetcar and interurban operations south from Detroit to Wyandotte, Monroe and Toledo plus the Monroe Piers operation and connecting interurban lines at Toledo including a detailed history of the Toledo & Western.

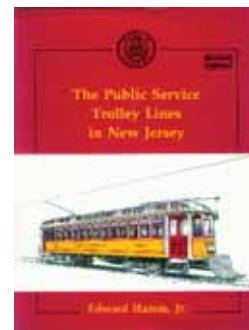
A special section covers systemwide freight service on the Detroit United Railway. Then we cross the river for a look at the neighboring trolley and interurban lines in the Windsor area. Included is the Sandwich, Windsor streetcars, and the

Windsor, Essex and Lake Shore Railway. Bus operations are also covered. The book ends with a review of nearly 20 small and little-known industrial railroads in the Detroit area and the equipment they operated.

*When Eastern Michigan Rode the Rails, book 4* is hardbound with 230 pages, more than 345 photographs and 40 other illustrations. It includes a dust jacket with an attractive illustration.

ISBN 0-933449-23-2 ..... \$59

## The Public Service Trolley Lines in New Jersey by Edward Hamm Jr.



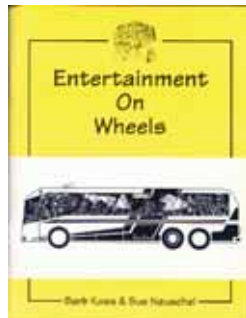
Grouped by divisions, information is presented on each line including its history, route, cars and equipment, schedules, signage, car house and final abandonment. In most cases the author provides a complete track map along with photos taken on each line. Approximately 150 totally new maps were drawn by the publisher. The book contains 10 chapters plus a section which covers the complete car rosters. Chapter one gives a brief history of the Public Service Corporation while introducing the subject matter of the book. Chapters two through seven cover the individual lines in each of the six divisions. Chapter eight provides information on the car houses and storage yards. Chapter nine covers nonrevenue cars and Chapter 10 mentions the ferry boats that helped serve some of the lines.

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