

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY
N E W S L E T T E R

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Indiana Rail Road Hosts 2006 Convention

Members of the R&LHS were guests on a special train operated by the Indiana Rail Road Company on May 21, the feature event of the 2005 convention in Indianapolis. Society member and Indiana Rail Road President Thomas G. Hoback made the event possible, and detailed arrangements were made by Leigh Darbee, Executive Assistant. The train consisted of locomotives #32 and #34 (GP-38ac models) and two coaches (ex-Long Island commuter cars), and operated from the yard in Indianapolis to Bloomfield, Indiana, and return. A high point of the trip (literally and figuratively) was crossing the famous Tulip Trestle. The bridge across a stream known as Richland Creek is 2,295 feet long and 157 feet high. Society members also got a peek at the road's former AT&SF business car under restoration. A forthcoming book by Christopher Rand to be published by Indiana University Press will tell the full story of the Indiana Rail Road.

Other convention functions included a trip on the Whitewater Valley Railroad, the meeting of the Society board, and the annual business meeting. John H. White, Jr., details the history of the Whitewater line in this issue, and meeting actions are discussed below.

A New Mission for the R&LHS

The primary accomplishment of the board of directors at the May 19, 2005, meeting was the adoption of a new mission statement for the Society. The statement was the work of a committee chaired by James B. Caballero of Los Angeles, California. The other members of the committee are Jerry Angier, Bill Howes, Art Lloyd, Tony Thompson and Bruce Heard. The committee was appointed after several Society members pointed out that the Society lacked a specific statement of its mission and that a current examination of Society activities was needed. The statement appears on the next page.

The committee also made recommendations to the board for future action on a variety of matters including revision of the Society bylaws, the need for an updated survey of membership interests, and the role of chapters and special interest groups. Time constraints prevented board deliberation on these topics at the Indianapolis meeting, but the board will resume its work at the next meeting to be held in Harrisburg, Pennsylvania in the fall. Plans for the fall meeting are still under development, but details will be available on the Society website.

The R&LHS Mission Statement

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve, educate and disseminate information relating to railroad history.

The Society's mission will be achieved by...

1. Publishing *Railroad History* and maintaining its status as the premier publication in the field.
2. Recognizing and encouraging scholarship in railroad history and other endeavors such as the Society awards program.
3. Preserving historic documents, photographs and other materials and providing access through national and chapter activities.
4. Maintaining communication among members of the Society through printed and/or electronic means.
5. Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting.
6. Furthering knowledge of railroad history by publication of significant historical studies and reference works.
7. Encouraging appreciation of railroad history and providing social and enrichment opportunities to the membership through chapters and special interest groups.
8. Encouraging members to actively participate in the process of researching, recording, and disseminating railroad history by providing research guidance.
9. Promoting the significance of railroad history in schools and related organizations such as historical societies.

Adopted by the R&LHS Board of Directors, May 19, 2005.

Other Board and Membership Actions

In an effort to attract younger members, the board approved a special dues discount for members under the age of 25 (to be effective for the 2006 membership year). Plans for the 2006 meeting were approved (see below). The board received updated reports from Society officers on a variety of topics. Society membership for 2005 stands at 2,239. Operating fund receipts for 2004 were \$135,656 (including \$19,560 transferred from the reserve fund), and operating expenditures were \$131,309. The year-end reserve fund balance stands at \$184,101, and the library fund balance is \$187,803. The existing group of Society officers were re-elected by the board. They are Charles P. Zlatkovich, President; Arthur L. Lloyd, Jr., Executive Vice President; Charles H. Stats, Secretary; R. Michael Walker, Treasurer; and William F. Lugg, Jr., Membership Secretary. At the Society business meeting on May 22, Arthur L. Lloyd, Jr., John A. Goodwin, William F. Howes, Jr., Mark Reutter, William L. Withuhn, James L. Larson, and Charles H. Stats were elected to three-year terms on the board.

Rails in the Rockies II — The 2006 R&LHS Convention

Mark your calendars, the 2006 annual meeting has been set for June 8-11. Society Treasurer Mike Walker and his wife Sigi have put together a unique, special treat for us. We have never had an annual meeting quite like this.

On Thursday, June 8, we will depart from Albuquerque, New Mexico, by chartered motor coach for Pagosa Springs, Colorado. Departure time has tentatively been set for 1:00 PM. Why Albuquerque? It's easy to get there! Take advantage of daily service on the Southwest Chief, relatively low-cost air fares on Southwest and other carriers, or "Get your kicks on Route 66" (now known as Interstate 40 in these parts). The motor coach will depart from the airport vicinity, stop at the Amtrak station, and continue to the Pagosa Lodge, where rooms are being made available to us at \$95 per night. Call (970) 731-4141 or (800) 532-9704 and mention that you are with the R&LHS to make reservations. There will be a hospitality hour after arrival, with the Society board meeting held that evening. You could also join us in Pagosa Springs, but you are on your own. Rumor has it that service on the D&RG San Juan to nearby Gato (Pagosa Junction) has been discontinued.

Friday will feature a trip on the Durango & Silverton line. The bus will leave Pagosa Springs at 6:45 AM. We will ride the train from Durango to Silverton and back. This is one of the most spectacular trips in the country. Dinner that evening will be at the Strater Hotel in Durango, and the bus will leave Durango for the return to Pagosa Springs at 7:30 PM.

Saturday's adventure is a trip over the entire Cumbres & Toltec line. The bus will leave the Pagosa Lodge at 7:00 AM and take us to Antonito, Colorado. We will ride the train all the way from Antonito to Chama, New Mexico, stopping at Osier for lunch. The bus will pick us up in Chama and take us back to the lodge. The logistical problems involved in making this trip have prevented many enthusiasts from doing it. Mike and Sigi have made it easy. Back at the lodge that evening, we will have a mixer and the annual banquet.

The annual business meeting of the R&LHS will be held at 8:00 AM on Sunday morning, June 11, 2006, in the Ponderosa Room of the Pagosa Lodge, Pagosa Springs, Colorado. (This is your written notice for that event, as required in the bylaws). A buffet breakfast will be served at the meeting. Bus departure from the lodge is tentatively scheduled for 11:00 AM, with arrival back in Albuquerque at 4:45 PM.

The registration fee for all events is \$275. This includes continental breakfasts on the early morning bus rides and all of the other meals mentioned above. Some details are subject to change and the times noted above are tentative. Contact Mike or Sigi Walker at (719) 262-0777 or by e-mail at mikensigi@adelphia.net for more information.

Rails in the Rockies II — June 8-11, 2006 — Don't Miss It!

The Whitewater Valley Railroad - by John H. White, Jr.

The Whitewater River created a very attractive valley running north and south near the Ohio border in southern Indiana. The river empties into the Great Miami a short distance above its confluence with the mighty Ohio. Settlement started around 1800 but no major cities or industries developed because the Whitewater was not navigable. A canal was therefore projected to stimulate the local economy. The first section opened in June 1839 between Lawrenceburg and Brookville, but it required another eight years to reach Hagerstown, Indiana, some 80 miles to the north. Meanwhile, a branch canal was built to connect the Whitewater to Cincinnati, 25 miles to the east. It featured a 1,900-foot-long tunnel. Neither canal prospered because of modest traffic and periodic floods that damaged these waterways. Railroads were introduced in the area in the early 1850s and the canals prospects declined even more.

However, an energetic railroad promoter, Henry C. Lord (1825-1884) recognized a golden potential in these languid and greenish waterways. A railroad track could be easily laid on their towpaths. The Cincinnati and Whitewater Canal, bankrupt since 1861, could thus be converted into an excellent entrance to the Queen City. The upper end of the main stem would make a fine connection to the Indiana Central at Cambridge City. These two new railroads would form valuable links in H. C. Lord's Indianapolis and Cincinnati R.R., which had a costly leased entrance into Cincinnati via the broad gauge Ohio & Mississippi R.R. A third rail was used to accommodate the standard gauge cars.

The upper end of the new canal/railroad would make a connection to Chicago possible. Lord and his associates purchased the two moribund canals cheaply in 1863. Trains were running into Cincinnati within months. The former canal tunnel worked well for the steam cars. Building the new line up the Whitewater Valley took a little longer. A 7-mile spur to Harrison was ready by January 1864. A charter was granted for the Whitewater Valley R.R. on June 8, 1865. By November, rails had reached Brookville. There were financial problems but Lord managed to find a wealthy Bostonian to fund the construction, although at a high cost. A deal was made to lease the line back at a very high rent, thus benefiting the lender. And so, the seeds were sewn for Henry Lord's downfall. The line was completed to Hagerstown, 63 miles north of Harrison, Ohio, in July, 1868. At first all went well, the Indiana Central was a willing partner for through service to Chicago. Elegant stateroom sleeping cars ran on all night trains and the route was said to be 44 miles shorter than any other line between Cincinnati and the Windy City. Unfortunately, the Indiana Central was soon taken over by the Pennsylvania's lines west, and the Pennsy was not so eager to work with an independent such as Henry Lord.

By 1870 Lord's mini rail empire was in trouble. He had grown too fast and borrowed too much capital. The parent company, now called the Indianapolis, Cincinnati & Lafayette, went into bankruptcy in October of that year. Receivers were appointed and H. C. Lord went into early retirement. The Whitewater Valley was spun off as an independent in May 1871, and very soon was itself in receivership. Seven years later it was sold at foreclosure and reorganized as the

Whitewater R.R. It became a run down branch line with few prospects. In July 1890, the Big Four, a power in the NY Central's western system, took over the Whitewater. The Big Four was actually an expanded and very successful outgrowth of Lord's failed IC&L that prospered under the management of M. E. Ingalls. The little road coasted along for the next 60 years without much change. Its north end was cut back in 1931 and passenger service ended two years later. However, even harder times lay ahead. The Penn Central's failure upset the status quo and brought down many a marginal branch line, such as the Whitewater. Operations ceased in October 1972. The south end was sold to a switching line. A portion of the north end, Connersville to Metamora, was taken over by a volunteer group to continue as a tourist railroad under its original corporate title. Its first train ran in May 1974. Our most recent annual meeting attendees enjoyed a ride through the lush green vale of the twisting Whitewater on a train powered by a Lima diesel. The remains of the old canal were easy to spot from the open coach windows. There was, however, little to remind us that once these tracks were home to palace cars bound for Chicago.

Editor's note: John H. White, Jr., is the former Curator of Transportation at the Smithsonian Institution and former editor of *Railroad History*. His books include the definitive titles *American Locomotives: An Engineering History 1830-1880* and *The American Railroad Passenger Car*. White sent along a photocopy of the listing for the Indianapolis, Cincinnati and Lafayette Railway White Water Valley Division from the June 1870 *Official Guide*. The line proclaimed itself the "Short Line Route between Cincinnati and Chicago" in connection with the Columbus, Chicago and Indiana Central Railway. The fastest scheduled train made the 296-mile run between the Queen and Windy cities in 12 hours 25 minutes. Other trains required up to 14 hours. Distances from Cincinnati for selected points were; Valley Junction 18, Harrison 25, Brookville 43, Metamora 51, Connersville 68, Beeson's 74, Cambridge City 81, Hagerstown 88, Logansport 179, and Chicago 296.

Trading Post

T. T. Taber, 504 S. Main, Muncy, PA 17756. thomtaber@chilitech.net. Offers copies of a 500-page, double-spaced manuscript on the Morris & Essex RR written by his father in 1947. This has considerably more after 1845 than in the DL&W in the 19th. Century book. \$25. In a binder.

Railroad History #192 on the way

Members are advised that issue number 192 of *Railroad History* is at the binder as this is written in late July and should arrive in early August. It could even be in your hands before you read this.

This issue of the Newsletter produced by C. P. Zlatkovich, 1610 N. Vinton Road, Anthony, NM 88201.

Faster than a speeding...

Controlling train movements by telegraph was a radical idea when Charles Minot sent the first such order on the Erie back 1851. So radical that, according to the legend, the engineer refused to move his train and Superintendent Minot took the throttle himself. Within a short time, telegraphed orders became the dominant way to run a railroad. Not many trains move that way any more. Movements by signal indication and by radio track warrants are the rule today. Today's innovation becomes tomorrow's relic. The *Newsletter* was an innovation in our Society 25 years ago, but there is a faster way to find out what is going on in the Society now. Check the website. The address is:

www.rlhs.org

If you do not have internet access at home or work, go to the public library or some other public access site. If that is not feasible, ask a friend for assistance. As you are reviewing the site, you might want to join the Research Digest or one of the other discussion groups currently operated by our Webmaster, Adrian Ettlinger. The research digest will bring you information and ideas almost every single day, complements of your fellow members and delivered free by e-mail. All you need is an e-mail address. Make it a habit to check the site near the first of each month.

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