

Helping Hands

Out of necessity, our list of contributors does not mention all of the people who lend their expertise to *Railroad History*. If it did, the names would run to another page, at least. What impresses me with every passing issue is the depth of knowledge we are able to tap in order to verify a fact, or locate a rare photo, or get a lead on a doctoral student or overseas historian who is exploring a fresh aspect of railroading.

To illustrate: William D. Middleton suggested last summer that I contact Luis V. Dominguez and Manuel Diaz Ceballos for their perspectives on Cuba's railroads. The researchers were eager to write about the island's little-documented common carriers dating back to the days of the Spanish Crown. This in turn required help from Michael Bailey in the U.K. and John H. White, Jr., in the United States to trace the provenance of some 1830s-era motive power shipped to the pioneer Iron Road. Jack Swanberg and Allen Copeland added details about Cuban railroading since the Castro Revolution of 1959, and Bill Middleton contributed photos taken during his 1957 trip to Havana.

Such was the collaborative effort for one article only. Tony Reevy's in-depth look at O. Winston Link was augmented by the knowledge of R&LHS members Norris Pope and Ben Halpern, among others. When Drake Hokanson submitted his delightful piece on searching for runaway engine No. 210, one question lingered: how did the workmen manage to clear some of the wreckage? R&LHS member Bob Elliott, whose great-uncle, Roy Yellig, was a foreman on the Denver & Salt Lake

Railway, had the answer. Bob remembers Roy telling his grandfather that the crew built a temporary track down to the wreck site and used a sister Mallet to try to haul up the debris. A small mystery was solved to Drake's delight and our readers' edification.

Parker Lamb and Wallace Abbey, both R&LHS photography award winners, supplied photos to illustrate Jack White's history of the locomotive engineer. Another image we wanted to use was a photo by Lewis W. Hine of a Pennsylvania Railroad engineer. Hine had originally published the image in his 1932 book, *Men at Work*, but without the name of the eagle-eye. Intrepid researcher White tracked down the name of the engineer, Edward Reynolds, from PRR records.

Speaking of eagle-eyes, some of you may have detected that Books Editor Dan Cupper is now listed as Deputy Editor. Don't worry, Dan will continue to edit Book Division, another area where members contribute so richly to the journal's excellence. But his talents as historian and writer—on display in our cover story on Horseshoe Curve—will be incorporated throughout the magazine.

In the final analysis, *RRH* can only be as good as its readership, and for a sampling of our readers' interests and reflections, I'd suggest turning to Discussion beginning on page 146. And one last request: will the "now-forgotten member of the R&LHS" who alerted the Akron Art Museum to the genius of O. Winston Link (page 94), please be recognized? Another mystery needs to be solved with the help of our experts.