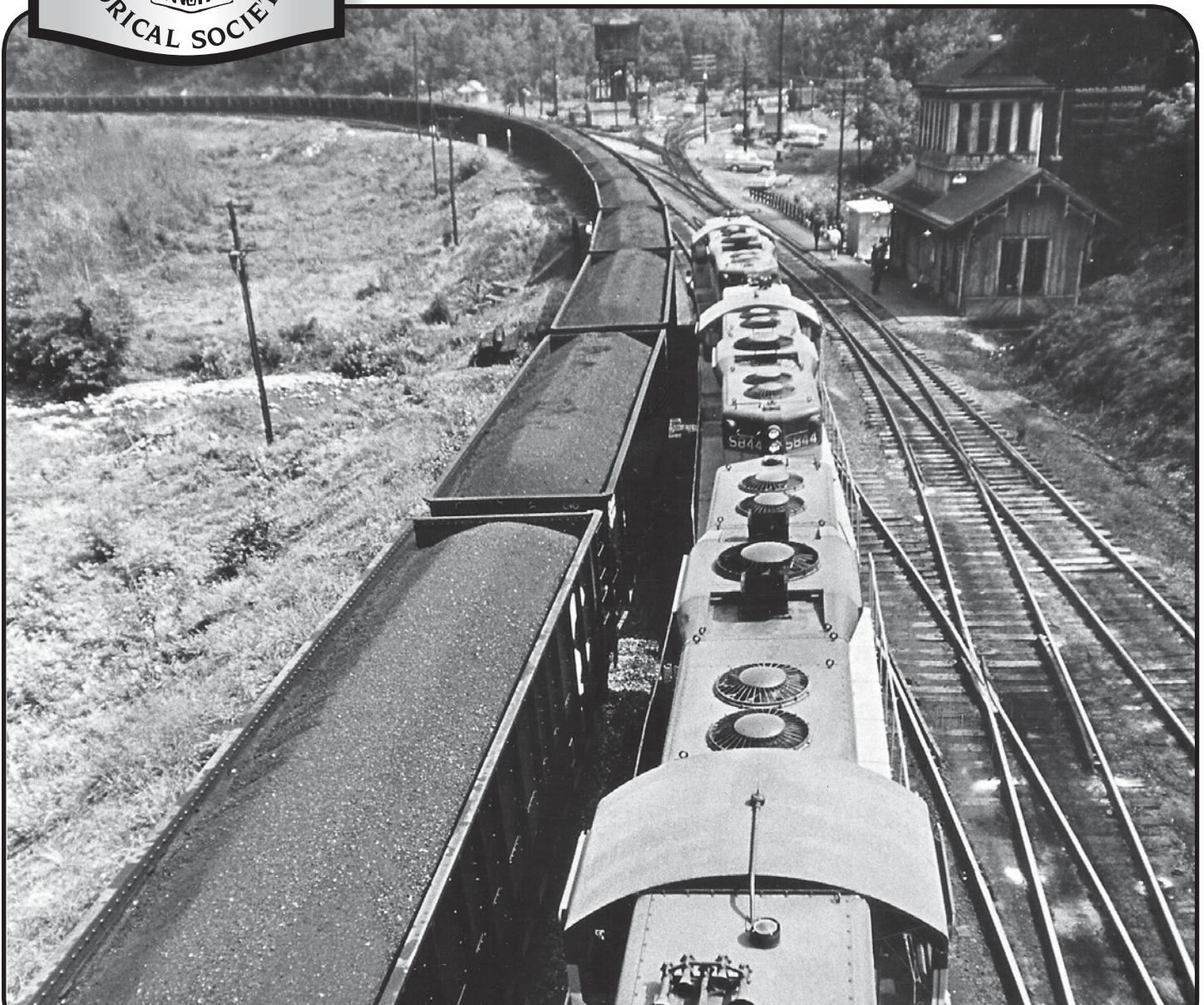




# The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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Chessie System (C&O) coal trains at Quinnimont, West Virginia. Date unknown, but probably mid to late 1970s.  
Chessie System photo. (Bill Howes collection)

In this issue: CSX Renaissance • Lake Forest College's Railroad Library  
President's Column • Trading Post • Back Issue Store

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## Mission Statement

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve 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 enrichment opportunities 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.

Quarterly Newsletter of the The Railway and Locomotive Historical Society  
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# President's Message

## Administrative Update

*By Robert Holzweiss, President*

I want to update you on several projects that the board of directors and the officers have been working on for the past several years. I am pleased to report that we have made substantial progress on the interrelated goals of stabilizing and strengthening our financial position, simplifying our membership renewal process, and repairing and strengthening the relationship between national and chapters while at the same time developing new initiatives.

Without question, the financial stability of the R&LHS is of paramount importance. Thanks to the work of outgoing Treasurer Mike Walker, R&LHS investment manager Corny Hauck and the extraordinary generosity of long-time member Bruce Ward; we are in excellent financial shape. As a result, the board agreed to expand Railroad History to 128 pages beginning with the last issue (#206) without increasing dues.

As you undoubtedly noticed last year, especially if you are a member of the Pacific Coast or Southern California Chapters, we made significant changes to the way dues are collected and the funds distributed to the chapters. With the support of the chapters and the diligent work of Membership Secretary Sigi Walker, we simplified the membership renewal process to the benefit of chapters, the national organization and most importantly, the membership.

The improved communication and cooperation between the chapters and the national organization also led the Mid-South Chapter to host our annual membership meeting this past May. As those who attended know, Marvin Clemons and his team put together an outstanding program. I hope Marvin and his colleagues will share their experience with other chapters who may consider hosting a future meeting.

Later this year we will kick off a 'Friends of the R&LHS' fundraising campaign on behalf of the Pacific Coast Chapter, Southern California Chapter and the Golden Spike Chapter who submitted restoration and preservation projects for your consideration. R&LHS members will be invited to contribute to one, two or all the projects as you see fit. All donations are fully tax deductible and 100% of the donations for each project will be forwarded to the chapters. Look for a letter in your mailbox after the first of September.

Two new initiatives are also moving forward albeit at different speeds. In early June an independent group of experts received the first five applications for the William D. Middleton and John H. White, Jr. Research Fellowships. The successful applicants will be notified after August 15th and announced in an upcoming issue of the Quarterly. Unfortunately, our grant program for the

R&LHS archives did not begin as expected due to a scheduling conflict with the staff at the California State Railroad Museum. Last year, the CSRM staff began consolidating their vast holdings, including the R&LHS collection, into an enormous climate controlled storage space at a decommissioned Air Force base outside Sacramento. This massive task left little time for them to work with the R&LHS to establish hiring criteria for the archival intern. When the CSRM project is completed during 2013 we will again approach the CSRM staff about recruiting and supervising an archives graduate student to work on the R&LHS collection.

Beyond the management and program items mentioned above, the R&LHS board of directors is also changing with the departure of Parker Lamb, Keith Bryant and James Caballero at the expiration of their term. On behalf of the members of the R&LHS, I want to thank them for their many years of service and wish them well in their future endeavors. To fill their positions we welcomed John Gruber, the President of the Center for Railroad Photography & Art and Paul Ferber a professor of political science at the Rochester Institute of Technology. I thank them for committing their time and talents to the R&LHS and look forward to working with them as we continue to improve your membership experience.

Finally, on behalf of the directors and officers of the R&LHS I want to thank you, our members, for your continued support and encouragement. Your attendance at the annual meeting, support of our programs and contributions to our publications makes us the leading source for railroad history. 🚂



# Some Thoughts Regarding the CSX Renaissance

*By William F. Howes, Jr.*

*Editor's Note: Bill Howes retired from CSX in 1988 as Vice-President Research & Analysis, after a 25-year career with the railroad. He has served the R&LHS in many ways since joining in 1956, including Newsletter editor and President. Currently, Bill is our Vice President Member Service.*

The railroad industry press has widely reported on the CSX renaissance of the last decade.

One of the best accounts is "CSX Spells Success" by Rush Loving, Jr. that appeared in the October 2011 issue of *Trains* magazine. The author credits CSX's current chairman, president and chief executive officer, Michael Ward, and his management team for the railroad's turnaround. Loving expanded on this theme in a presentation he made at the 2011 meeting of the Lexington Group in Transportation History. In it, he moved forward a story begun in his book *The Men Who Loved Trains* (winner of the R&LHS Hilton Book Award in 2007) which covered the trials and tribulations - and occasional triumphs - of railroading in the Northeast during the second half of the 20th century, including numerous missteps and missed opportunities by CSX under the leadership of John W. Snow from the mid-1980s until the turn of the century.

I agree with Loving's assessment of CSX's current leadership. However, having been an officer at the railroad during the period of John Snow's ascendancy to the position of president and chief executive officer of CSX Transportation in 1987, and currently being an interested observer of the company from which I am collecting a pension, I'm moved to suggest some underlying reasons why I believe CSX got in trouble in the first place.

John W. Snow came to Chessie System, Inc. in 1977 as vice president-government affairs. Well educated in the law and economics and experienced in the ways of Washington, Snow was immediately put to work shepherding through Congress legislation that significantly deregulated the railroad industry. This was a major goal of Chessie System chairman Hays T. Watkins, who strongly believed that railroads could prosper in a free market environment. Snow performed his task brilliantly, and the deregulation initiative culminated with passage in 1980 of the Staggers Act. At the time, many railroad companies were still trying to rescue themselves from the hard times of the 1960s and '70s through downsizing, mergers and diversification. One such effort was the creation of CSX Corporation in 1980 as a holding company for the Chessie System (B&O, C&O, WM) and Seaboard Coast Line Industries (SCL, L&N, Clinchfield and Georgia Railroad Group), followed, in time, by a diverse group of other transportation, energy, technology and property enterprises. Unfortunately, this was accompanied by a number of decisions and actions in the 1980s that seriously compromised the performance and competitive position of the railroad into the 21st century.



**The Chessie System logo introduced in 1972 adapted the famous "sleeping kitten" logo of the Chesapeake & Ohio Railway to a modern logo for the unified C&O, B&O and Western Maryland. Chessie System photo from about 1972. (Bill Howes collection)**

Hays Watkins had long felt that the typical railroad organization, dominated by the operating department with marketing playing second fiddle, was unhealthy, and stunted growth. Combining Chessie and Seaboard would simply create an even more monolithic operating department. Therefore, the managements and operations of the two systems were kept largely separate and encouraged to compete with one another, if not for traffic, then in terms of job performance. At times, this seemed a more important management objective than competing for business with the newly formed (1982) Norfolk Southern Corporation (Norfolk & Western Railway plus Southern Railway) or other transportation modes.

By the mid-1980s, it was clear that the Chessie and Seaboard railroads needed to be combined. But Watkins was still wary of an overbearing operating department. He was also concerned about



the inefficient utilization of many of the company's assets, particularly the huge freight car fleet. This led to the unification of the railroads in 1986 with a unique three-unit or three-component organizational structure:

CSX Distribution Services (marketing and sales; interface with customers)

CSX Rail Transport (train operations and maintenance of way)

CSX Equipment (maintenance and repair of freight cars and locomotives; fleet utilization and productivity)

It was hoped this would force each unit to be managed efficiently in the manner of a stand-alone company or profit center, each

with its own president. To quote Hays Watkins: "Using transfer pricing, the equipment people would rent equipment to the transportation unit who, in turn, would produce and sell the service to the marketing and sales organization".

Although I was personally sympathetic with Watkins' objectives, the plan was flawed in several respects:

The headquarters of the three units were split between Baltimore and Jacksonville, with Distribution Services and Equipment in the former and Rail Transport in the latter. This tended to impede communication and cooperation.

The concept was never enthusiastically embraced among the officers, especially in the Rail Transport Unit. And the transfer pricing system proved cumbersome and was soon largely discredited.

A parent company of the three units, CSX Transportation, was formed in 1987 to address these and other problems.

Although the three-unit organization did achieve some success, especially in improved equipment productivity, most people assumed it would be fully dismantled upon Watkins' retirement... and it was.

Although Hays Watkins believed railroads could survive and thrive in a free market, Rail Transport president (soon to be CSX Transportation president) John Snow, his close advisor John L. Sweeney, plus at least one or two officers within the CSX Corporation hierarchy questioned the viability of the railroad. Snow initiated a study of whether CSX Corporation should get out of the railroad business and, if so, how might this best be accomplished.

I was asked to coordinate this study. Prior to the 1986 unification of Chessie and Seaboard, I had been vice president-casualty prevention at Chessie (a similar department on Seaboard was called risk management). I now had the CSX Transportation title of vice president-research and analysis with some "catch-all" functions and a loosely defined organization, but the primary job of leading the study and doing so "under the radar".

Given the problems still facing industry in the 1980 - even with the pricing freedoms and regulatory reforms of the Staggers Act - I don't believe Snow should be faulted for questioning the long-term viability of the CSX's railroad business, especially in light of the struggles the steel and auto industries - long major customers of the railroads - were having at the time. To Snow's credit, he retained a Washington-wise and very capable member of West Virginia Senator Robert Byrd's staff, Randal H. Ihara, to work with me and encouraged us to seek expertise from the full-spectrum of economic ideologies and interests. Our consensus: It was by no means a forgone conclusion that traffic capable of producing good



**John Snow and William Howes on June 24, 1979 en route (by Amtrak train) to the Cooperstown Conference at the Greenbrier Hotel. The Cooperstown Conference brings together leaders from the railroads and government to discuss important issues facing the industry. The person on the left is unidentified. Chessie System photo (Bill Howes collection)**

returns for railroads was in irreversible decline or that railroads were hopelessly non-competitive for this and other traffic. The railroads should to take full advantage of the Staggers Act. And, yes, management needed to learn how to grow the business instead of continuing the endless retrenchment and downsizing of the last two decades. There also had to be improved labor productivity and major investment in infrastructure.

Although Snow clearly had serious doubts about future, he kept an open mind through the study and eventually accepted its findings. In 1988, he became president and chief operating officer of CSX Corporation. That same year, the corporation announced it would undergo a restructuring to emphasize its core transportation business. In the years to follow, it shed most of its non rail-related businesses. In 1991, Snow succeeded Hays Watkins as chairman of CSX Corporation.

Another, admittedly less tangible, factor in the decline of CSX was John Snow's management style. Although certainly competent in his areas of technical expertise and in the political arena, Snow, unlike Watkins, lacked a deep understanding of, and passion for the railroad business and railroaders. In fact, at times he seemed to purposely detach himself from the railroad scene. This, I feel, rendered him less effective as a manager and leader.

Between the years of Chessie vs. Seaboard "competition" (1980-1986), disruptive and inconclusive organization experimentation (1986-1990), and doubts about the future viability of CSX's railroad (1986-1989) - plus other factors, such as constantly changing management teams and the costly and time-consuming CSX vs. NS fracas over the acquisition of Conrail - the railroad lost forward motion in vision, leadership and infrastructure investment.

Since Michael Ward succeeded John Snow in 2003, he and his management team have had their hands full, but they've achieved considerable success. However, the work is not done. 🚂

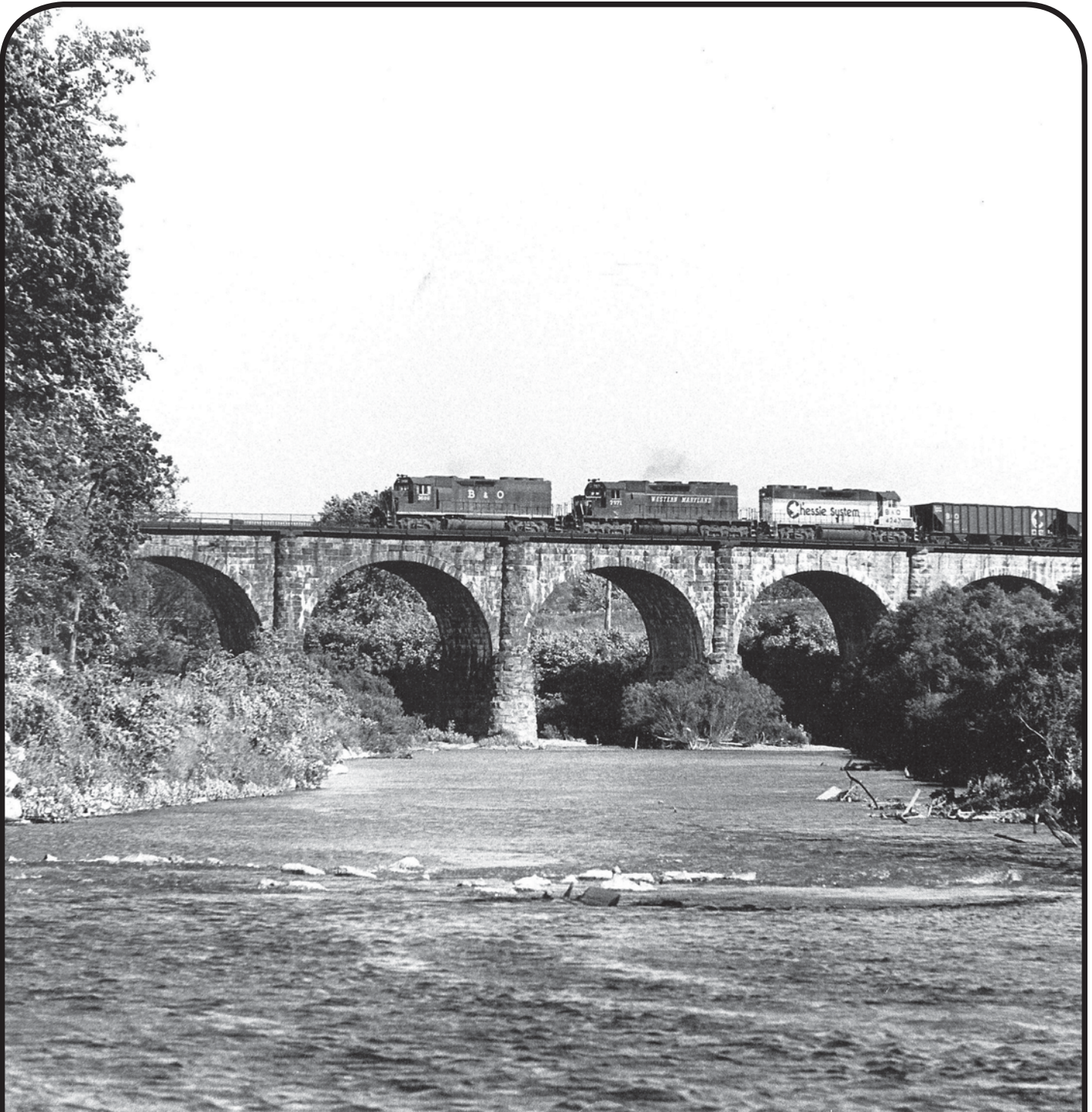


**Looking back along the seven-car special Amtrak and Chessie System train en route from Washington, DC to White Sulphur Springs on June 24, 1979.**

**Consist of train: Amtrak locomotive, Amtrak baggage car, Amfleet coach, Amfleet cafe-lounge, Amfleet coach, C&O office car 15, C&O office car 25, C&O Roadway Inspection Car RI-3.**

**Chessie System photo. (Bill Howes collection)**





B&O, Western Maryland and Chessie System (B&O) units on a eastbound coal train crossing the 1835 Thomas Viaduct over the Patapsco River at Relay, Maryland (outside Baltimore). Date unknown, but probably in mid to late 1970s.

Photo by R. C. Aldrich. (Bill Howes collection)



# Railroad Resources at Lake Forest College

**By John Gruber**

*Editor's Note: John Gruber is president of the Center for Railroad Photography and Art, Madison, Wisconsin, and editor of its journal, Railroad Heritage. He has received numerous awards for his photography and writing. John is a long-time member of the R&LHS, and currently serves on the Board of Directors of the Society.*

*Through recent acquisitions, Lake Forest College's Donnelley and Lee Library has become a significant resource for railroad research in Chicago, the nation's railroad hub. The college's rich archives are augmented by its partnership with the Center for Railroad Photography & Art, making Lake Forest an important source for historians.*

The city of Lake Forest itself has railroad traditions, since it once was home to presidents of many of Chicago's major railroads. The library is 31 miles north of the Loop on Metra's North (Union Pacific, ex-C&NW) line. It is a short walk from the recently refurbished 1900 station, designed by Charles Frost and Alfred Granger, who lived in Lake Forest on the family compound of their father-in-law, Marvin Hughitt, long-time president of the Chicago & North Western.

The railroad collection is named for Elliott R. Donnelley (1904-75), a printing company executive and railfan who lived in Lake Forest. In addition to Donnelley, the holdings include material from Munson Paddock (1889-1970), Arthur D. Dubin (1923-2011), James Sloss (1910-88), and Donald Duke (1929-2010). The Center has material from Wallace Abbey, John Bjorklund (1939-2005), Sam Breck (1928-2009), and Ted Rose (1940-2002). The Center's web archive, [railroadheritage.org](http://railroadheritage.org), has selections from both the Lake Forest and Center holdings.

The railroad collection has grown—sometimes with Donnelley family assistance—to include thousands of books, more than a hundred thousand photographs, more than five thousand time-



**The substantial photographic archive of Ted Rose (1940-2002), known mostly for his stunning watercolors but who also was an excellent photographer as a youth and young man, is among the Center's collections at Lake Forest College. This classic view shows the transition from steam to diesels on the Illinois Central. Steam locomotive 1602 is in the lead, with a diesel moving quickly to take its place, both in metaphor and in fact.**

tables, manuscripts, and more than a thousand brochures and ephemeral items such as lanterns, china, tickets, and fabric and paint samples, according to Arthur Miller ([amiller@lakeforest.edu](mailto:amiller@lakeforest.edu)), archivist and librarian for special collections.

After his death, Donnelley's family donated his railroad books and periodicals and made gifts to the library, which he had helped make possible as a member of the Lake Forest College Board of Trustees. Donnelley's holdings emphasized preservation, narrow gauge, west-



ern railroads, live steam, and modeling. As it has developed, Special Collections has followed his collecting interests, augmented almost from the start by photography. Still during the 1970s, the Donnelley family encouraged another major addition of railroad material: books, periodicals, photographs, timetables, etc. from Paddock, an illustrator who lived in Wisconsin, New York City, and Pennsylvania. Paddock's collection complemented Donnelley's holdings from the late 1930s to the 1970s, the golden age of the railfan nostalgia and interest in America, when cars and planes gradually supplanted rail travel. Paddock's collection dates back to the 1860s, with glass-plate negatives and prints by John Reid (1835-1911), Paterson, New Jersey, for locomotive builders, and early action photos by Frank W. Blauvelt (1850-1929), New York City. Paddock also had more than 1,000 photo views of locomotives typical of *Railway and Locomotive Engineering* of the early 1900s and *Railroad* magazine's 1920s and 1930s collector's exchange. Paddock's notes contain names and addresses of some of his sources.

Since 1999 and the relationship (archival depository, host for annual photography conferences) with the Center for Railroad Pho-

tography & Art, that group's interests have led collecting, as well.

R&LHS members will be most familiar with Dubin's photographs and brochures on passenger cars and the lifestyle they represented, given and transferred to the library in three groups. From the late 1990s through the mid-2000s, Dubin, who then lived in nearby Highland Park, transferred 10,000 to 12,000 photographs—often examples of top quality railroad publicity views—from the era of the high-speed, express limited train, which thrived from the late nineteenth century to the 1960s. These images reflect the U.S. focus and make-up of Dubin's books *Some Classic Trains* (1964) and *More Classic Trains* (1974). Miller took an unusual step, staying in contact with Dubin to better interpret his collection. He had Sayre Kos, when a student, interview Dubin and document his reasons for preserving what he did. The second and third Dubin groups, acquired gradually in various transfers during the 2000s, include his own photographs and purchased sets documenting Dubin's international rail and ship travels from the 1980s and 1990s plus slides of his own travels, timetables, and brochures with commercial art. In the 1960s Dubin had helped save the Pullman



**Arthur Dubin (1923-2011), with an architect's eye for creativity, collected publicity photographs of well-designed interiors of passenger trains. The striking example here shows the Burlington's Denver Zephyr observation car, photographed with models on October 10, 1940. Paul P. Cret (1876-1945), a leading U.S.—though French-born and Ecole educated—architect based at the University of Pennsylvania, created the Zephyr interiors. Lake Forest College, Dubin I.42.9**

Company photographs and records, providing a source for his and other people's books. These were transferred to the library as well.

Many small groupings include materials about Cuba in the 1920s, then known as the Riviera of the Americans. Since Cuba did not have prohibition, parties on luxury Pullman trains traveling across the country were popular for wealthy Americans. Another group of photographs appears in the DVD version of *Rising from the Rails: Pullman Porters and the Making of the Black Middle Class* by Larry Tye. From Poole Brothers, one of Chicago's three most important printing companies, originally a printer of transportation tickets and maps. Dubin was able to select brochures and other items before the Poole Brothers' material was destroyed. The first group is listed and a version of this is available online and by contacting the library's Special Collections. Other lists are in progress.

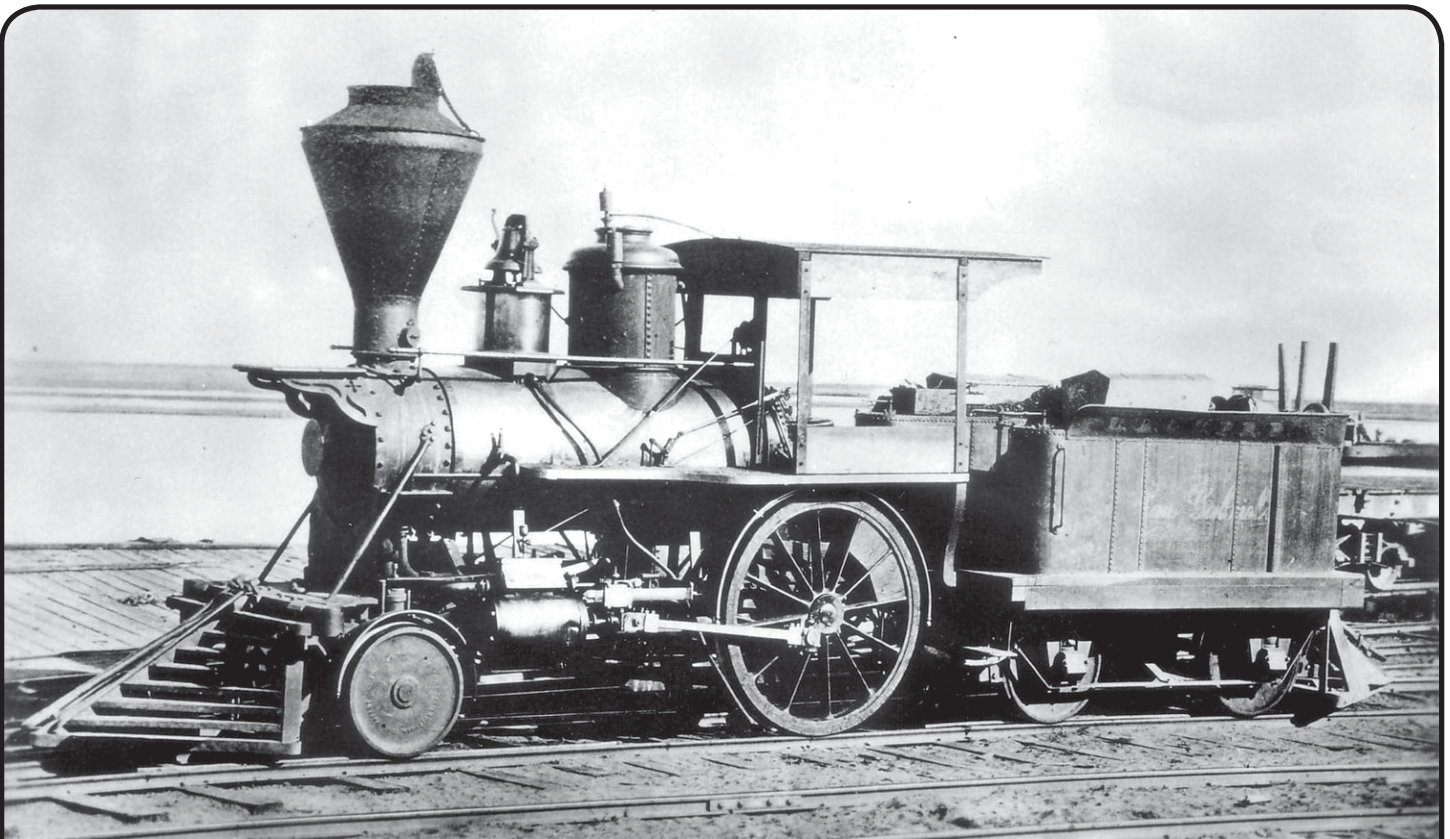
Not related to Dubin, but also important is a group of about 50 stereoviews from Utah of the building of the Pacific Railroad;

another group of images from turn-of-the-century civil engineer Frank Anthony; and World War II and other photos from James Sloss and William Crosby, the latter an associate of Donnelly's working on preserved Shay locomotives and participating in some of Donnelly's legendary summer rail sojourns.

Together, the Dubin and Paddock collections offer a balance between an illustrator's eye for the history of motive power and an architect's eye for aesthetics, design, and luxury travel.

In the 1980s, Massachusetts Institute of Technology scholar James Sloss's collections were donated, including eastern and international material, western railroad books, and 3,000 timetables.

Four hundred black and white 8 x10-inch glossy prints by California photographer Donald Duke show a broad spectrum of California scenery and Southern Pacific diesel freight trains. This collection was the gift of Norm Carlson, a Lake Forest based trans-



An example of a locomotive portrait from the Munson Paddock Collection, this photograph shows the Los Angeles & San Pedro Railroad's 2-2-0 San Gabriel, the first locomotive in Southern California. The Wilmington (Calif.) Historical Society says Los Angeles photographer William Godfrey took the photo in 1870. More information is at [railroadheritage.org](http://railroadheritage.org). Lake Forest College, Paddock 263.




portation consultant and president of the Shore Line Interurban Historical Society.

The book collections begin with English and American illustrated and monographic titles of the earliest days of railroading in the early nineteenth century. The later nineteenth century is represented by railroad-specific titles and series, such as *Poor's Manual*, and by more general travel books, which reflect the rise of rail passenger travel, especially in the West. Some volumes are illustrated by albumen prints, among the earliest photo-illustrated books. The most comprehensive treatment begins after World War II, reflecting Donnelley's and Sloss's collecting, as well as books purchased with Donnelley family funding and selected initially by John Allen, a planner with the Chicago area's Regional Transportation Authority. Examples illustrating the quality of the book collection make up a chapter (items 61-70) in *One Hundred Rare and Notable Books* (2004) ([lakeforest.edu/library/archives/exhibits/onehundredbooks.php#railroads](http://lakeforest.edu/library/archives/exhibits/onehundredbooks.php#railroads)).

The periodical collection has early unbound (ads still present) issues of post-Civil-War American trade periodicals from Munson Paddock, who may have been associated with Angus Sinclair, a New York railroad publisher a century ago. In addition, there are runs of the standard rail history and railfan periodicals, most often also unbound to preserve their usefulness to modelers: *Railroad Stories*, *Railroad Magazine*, *Trains*, *Railroad and Railfan*, and *Vintage Rails*.

The library has made other contributions as well. Archivist Miller wrote "Trains and Railroading" in the *Handbook of American Popular Culture* (1999), volume 3, and "Railroad" in *American Icons: An Encyclopedia of the People, Places and Things That Have Shaped Our Culture* (2006), volume 3. Volunteer research consultant David Mattoon prepared a guide to conducting railroad research on the Internet ([lakeforest.edu/library/archives/railroad/rresearch.php](http://lakeforest.edu/library/archives/railroad/rresearch.php)).

Miller praises the library's association with the Center for Railroad Photography & Art. The Library considers the Center "a partner in promoting its railroad photographic holdings," which the Center amplifies with materials it has acquired from nationally known railroad photographers and works of railroad art. The agreement notes, "through the Center's efforts the College library's collections have gained recognition as a nationally significant repository of railroad photography." The Special Collections division processes and conserves collections, often with financial support generated by the Center, and cooperates with the Center in publication of all its railroad holdings.

Special Collections houses on deposit the Center's photograph collections, most notably the Ted Rose archive, organized by Mattoon. Rose, best known for his watercolor paintings, as a youth traveled extensively in North America between 1956 and 1962, photographing the last of steam. The Wallace Abbey collection of photographs (55,000 black-and-white negatives, plus color slides), deposited in 2010, has been a 2011-12 project, partially funded through the Center by a preservation grant from *Trains* magazine. Abbey kept his camera with him as a journalism student at the University of Kansas, associate editor at *Trains*, and through a succession of progressively more responsible jobs in the railroad industry. The Railway & Locomotive Historical Society gave him a lifetime achievement award in photography in 2003. The already well-organized John F. Bjorklund slide collection (55,000 items in ninety-nine metal boxes) was deposited in 2011. Bjorklund started photography in the late 1960s and made it a point to cover the disappearing aspects of railroading. 

In addition, the Center has smaller but important collections on deposit such as publicity photographs collected by photographer David Plowden as a teenager, and Sam Breck's creative and unconventional photographs for calendars from 1985 to 1998 for Peaker Services, Inc., remanufacturers and maintainers of EMD diesel engines and locomotives in Michigan.

The College and Center are Internet savvy, so the best place to start your research is at their web sites: [lakeforest.edu/library/archives/railroad/](http://lakeforest.edu/library/archives/railroad/) for the special collections department or [railphoto-art.org](http://railphoto-art.org) for the Center. Together they are a not to be overlooked source for historians.

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# The R&LHS QR Code

For our members who are smartphone users, we're repeating this from the previous issue. Future newsletters will have our QR code without this blurb. In the meantime, a very good tutorial video on using QR codes may be found at <http://vimeo.com/21127203>. We don't know if the lady in the video is a railfan, but her instructions are very clear. Try it!

This takes your smartphone to the R&LHS website at [RLHS.org](http://RLHS.org). Thanks to member Howard (Cork) Hayden of Pueblo West, Colorado for creating our QR code.



## R&LHS Member Wins Multiple Awards for Amtrak Film

By Peter A. Hansen

*Editor's Note: Peter A. Hansen is editor of Railroad History and has written five Luckin films.*

Railway & Locomotive Historical Society member Richard W. Luckin has received several prestigious film industry awards for his 2011 documentary, *Amtrak: The First 40 Years*. In July, he learned that the film had won the Videographer Award, but it had previously been named winner of five other awards from various organizations that recognize excellence in corporate filmmaking and in television.

Such recognition is nothing new for Luckin, nor are railroad subjects. Previous films include *America and the Passenger Train*; *Dome Car Magic*; *Super Chief: Speed, Style, Service* and *Daylight: The Most Beautiful Train in the World*. His stable of top-flight voiceover talent includes Michael Gross (TV's *Family Ties*), Edward Herrmann of The History Channel, and Tia Marlier of HGTV. Luckin's programs are often seen on PBS stations nationwide, and they have garnered a total of 45 awards. His name may also be familiar to R&LHS members from his massive 1983 book, *Dining on Rails: An Encyclopedia of Railroad China*. It's still considered the standard reference on the subject.

Luckin is modest about his achievements, but he has a strong creative vision. "While my films will not change the world or make it a better place," he says, "I feel that my mission has always been to capture and preserve American rail history through stories about our passenger trains. Rather than producing railfan programs, I have chosen to produce documentaries that always include people who were involved with the trains as passengers and crew. Their memories and experiences are legitimate primary sources, and they're just as important to the historical record as written documents. I'm getting their stories now, while these people are still around to tell them."



Luckin also sees his films as a way to introduce railroad history to new audiences. "Railroad programs always do well, ratings-wise, on PBS. I feel I can reach more people through television, and my objective is to reach the largest audience possible. Television *is* that medium."

Apart from a good sense of what he's about, Luckin also credits the people around him for his success. Voice-over talent and on-camera hosts are an obvious part of that, but he also speaks highly of his cameramen, writers, and editors. Working with such pros, he's not afraid to ask them, "What do you think? Is this working?" While there's no doubt of the expertise he brings to his craft, he's also very intuitive in his approach: If he has a hunch about something, pro or con, he'll seek the input of people around him.

"I'm not making the program for me," he says, "but for the viewer. What would *they* like to know? And how can I tell it best?"





# Outgoing Treasurer's Two Bits

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*By Mike Walker*

After seven years serving as R&LHS Treasurer, I stepped down from the position as of the 2012 Annual Meeting in Birmingham. Paul Gibson has now assumed the position. As I have mentioned at Board meetings, the work of the treasurer has become more complex and diverse over the years. This means that the transition will take time, with some functions transferring quickly and others more slowly.

My primary focus going forward will be to continue to assist the membership secretary with financial matters related to processing new and renewing memberships, particularly those using credit card payment, and recruiting new members at train shows. I will also continue as a director of the society and a member of the Finance Committee.

From this point forward, please send all invoices, documents, letters, etc. for financial matters related to Railroad History, the Quarterly Newsletter, Archives Services, and Awards to Paul Gibson, Treasurer, 161 Gilmore Rd, Wrentham MA 02093-1227. For questions, contact Paul at 508-397-1828 (cell), 508-384-6111 (fax) or paul@railpub.com (email).

It has been my pleasure, as well as a rewarding experience, to serve the society as your treasurer. Prior to that, I had first been R&LHS Assistant Secretary and then Secretary from 1997 to 2005. I cannot step down, however, without expressing my gratitude to Charlie Zlatkovich for his guidance during the transfer of the treasurer's duties to me when he became R&LHS president. He had served as treasurer from 1982 to 2005, having set up the financial structure of the R&LHS at the request of then president Howard F. Greene, who took over from Charles Fisher.

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## Trading Post

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**NOTE:** Trading Post listings are published at no charge for members in good standing. Please e-mail desired copy to the editor at j-fike@tamu.edu by the following dates: January 1, April 1, July 1, or October 1. Listings are not automatically repeated, and are subject to space availability. If you wish your listing to be repeated, please send the copy as above for each repetition. If the copy is unchanged from the previous listing, please so note. Trading Post listings may be edited, and publication is subject to availability of space, but we make every effort to run them in the upcoming issue. Be sure to include your complete address (USPS and e-mail); telephone number if you wish.

**WANTED:** Looking to purchase, borrow or scan and return photos/slides of NKP trains 9-10 anywhere between St. Louis to Cleveland. Especially looking for views of Nickel Plate sleeping and dining cars and photos of any depots on former Clover Leaf route. Future NKP feature in progress for

TRRA Historical Society, P. O. Box 1688, St. Louis, MO 63188-1688; 314-535-3101 or thomasL555@att.net

**FOR SALE:** Hard Coal and Coal Cars, Martin R Karig III, U. of Scranton Press, 2006, \$50; Old Maude - a Life and Times, Gregory P Ames, On Track Publishers, 2006, \$60; Black Gold - Black Diamonds I, (Poor cover) Eric Hirsimaki, Milepost Publishing, 1997, \$40; Black Gold - Black Diamonds II, Hirsimaki, Milepost Publishing, 2000, \$40; Triumph I, Charles S Roberts, Charles Roberts & Co., 1997, \$40; Sand Patch, Charles S Roberts, Barnard Roberts & Co., 1993, \$40; Railroad Freight Transportation (2nd ed), L F Loree, D Appleton and Company, 1931, \$60; King George V Class Battleships, V E Tarrant, Arms &

Armour, 1991, \$50; British Battleships of World War Two, Alan Raven & John Roberts, Naval Institute Press, 1976, \$100; Articulated Steam Locomotives of North America, Robert A LeMassena, Sundance Books, 1979 (autographed by author), \$50.

Additional books available - e-mail for list. Payment by postal money order or cashier's check please. Postage - \$5.50 for single volume, wait for quote for multiple volumes. Peter H Grant, 506 Azalea Drive, Hampstead, N C 28443 - 910-270-1579 - phgrant@aol.com.

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## Track Bulletins

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The new Center for Railway Tourism at Davis & Elkins College has an interesting website. The looong URL is

<http://campaign.r20.constantcontact.com/render?llr=yf4zjmcab&v=-001CIIWeGrG49dukDNQrW62vfKNH3gs5CEnKwPOvz-zWe4yZ6tyBioqJrojmcOZKW7UeEYy7AmY5LFnVkBxDrwndiWdiTBFznHwVFsnIA8z8dMD13lZZtdb19YePL8MPKC>

It's easier to go to <http://www.dewv.edu/> and search on Railway Tourism (and worth the effort).

# Membership Development

Paul Gibson, Chief Operating Officer • [paul@railpub.com](mailto:paul@railpub.com) • 508/397-1828

New member recruiting at train shows and railroad related events has continued strong this Spring. Various R&LHS members participated at eleven events, signing up three dozen new members. Through June, the total new member count for 2012 is 90! Here's what's been happening over the past few months:

<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>	<u>New Members</u>
Edison, New Jersey	Greenberg Train Show	Ken & Ann Miller/Wilson	3
Divide, Colorado	Midland (RR) Days	Walkers	1
Lake Forest, Illinois	Center for Railroad Photography Symposium	Walkers	10
Alamosa, Colorado	Rio Grande Scenic RR, "Sunday On Raton Pass"	Walkers	2
Colorado Springs, Colorado	Old Colorado City Historical Society Event	Walkers	2
Colorado Springs, Colorado	Pikes Peak/NMRA	Walkers	(Renewal) 1
Albuquerque, New Mexico	Albuquerque RR Fair	ABQ Crew	3
Cheyenne, Wyoming	Cheyenne Depot Days	Mike Walker/Tom Van Wormer	10
Colorado Springs, Colorado	TECO Show	Mike Walker/Tom Van Wormer	3
Temple, Texas	Santa Fe RR Historical & Modelin Soc. Annual Meeting	Bob Holzweiss	3

Additionally, Ken Miller represented the R&LHS at the "Conrail Days" event at the Pennsylvania State RR Museum in May.

And here's a list of upcoming shows scheduled over the next few months.

Some still need a crew of two or three members to staff the table at these shows. If you live in the area, and would like to help with this effort, here's your chance!

Just send me an email or give me a call, and we'll get you set up and running!

<u>Date</u>	<u>Location</u>	<u>Show</u>	<u>Recruiting Team</u>
Aug 11-12	Pueblo, Colorado	Southern Colorado Rail Fair, CSU Occhiato Center	Walkers
Aug 18	Durango, Colorado	Durango & Silverton Railfest	Walkers
Aug 19	Niles, Ohio	Niles Railroadiana Show/Gold Spike	Need a Crew
Sep 1-2	Scranton, Pennsylvania	Railfest 2012 - National Park Service, Steamtown	Ken Miller/NE Members
Sep 15-16	Colorado Springs, Colorado	TECO Show, Freedom FS Expo Center	Walkers
Oct 20-21	Hays, Kansas	Western Kansas Train Show, Ellis County Fairgrounds	Walkers
Nov 4	Gaithersburg, Maryland	Gaithersburg Railroadiana Show	Need a Crew

And finally, here are a few more opportunities coming up this Spring and early Summer. Can you help out with any of these? Please contact me, or any of the team leaders listed, to find out more.



# From the Membership Desk

**By Mike Walker**

The following was originally published in the *Australian Air Pilot* (date unknown), reprinted in the *Ninety-Nine News* (date unknown), and finally reprinted in the April 2012 issue of the *NMRA Magazine* in NMRA President Mike Brestel's column.

## TWELVE WAYS TO KILL AN ASSOCIATION

1. *Don't ever come to meetings.*
2. *If you come, come late.*
3. *NEVER accept an office --- it is easier to CRITICIZE than DO.*
4. *If asked by the chairman to give your opinion regarding some important matter, tell her you have nothing to say ... AFTERWARDS tell everyone how things ought to have been done.*
5. *Do no more than is absolutely necessary, but when other members roll up their sleeves and willingly use their abilities to help things along, HOWL THAT THE ASSOCIATION IS RUN BY A CLIQUE.*
6. *Hold back your dues as long as possible.*
7. *If you don't receive a bill for your dues, don't pay.*
8. *If you do receive a bill for your dues after you've paid, RESIGN.*
9. *If you receive service without joining, don't think of joining.*
10. *When you attend a meeting, vote to do something; then go home and do just the opposite.*
11. *Agree to everything said at the meeting and disagree with it outside.*
12. *When asked for information or help, don't give it.*

Electronic Quarterly Newsletter . . .

Did you know you can sign up to receive your Quarterly Newsletter as a digital file (PDF)? There are several advantages: (1) you'll receive your copy before your friends' mailed copies arrive; (2) you can share your QNL with friends and relatives - either for discussion purposes or to persuade them to join the R&LHS; and (3) you can save trees, ink, postage - and R&LHS costs. The process is simple: Email me at [mikensigi@comcast.net](mailto:mikensigi@comcast.net). I will then send you a PDF file of the latest QNL to make sure your inbox can accommodate a large file. If the email does not bounce, I will add you to the "EQNL" address list.

Life Members . . .

Don't forget to let me know when you change your address. Providing me a phone number so I can contact you if your mail is returned would be very helpful (or an email address)!

Thanks to all who updated mailing addresses, phone numbers, and emails!!!

## Dates to remember:

September 15, 2012 - Date of Quarterly Newsletter in which you will find information about renewing your membership for the next year

December 15, 2012 - Target date for printing next year's annual meeting information and sign-up forms

March 31, 2013 - Date after which a member is considered "lapsed" and no longer receives R&LHS publications per R&LHS Bylaws Art. III, Sec. 6(A)i

June 15, 2012 - Date when summary of annual board meeting is scheduled to be published in the Quarterly Newsletter



# 2013 R&LHS Annual Membership Meeting

## 2013 R&LHS Annual Membership Meeting Madison, Wisconsin June 6 - 9, 2013

### ALL EVENTS & TIMES SUBJECT TO CHANGE

#### Preliminary Schedule:

##### Thursday, June 6, 2013:

- 1:00 p.m. Registration table opens
- 4:00 p.m. Check-in available at Crowne Plaza Hotel, Madison, WI
- 6:15 p.m. R&LHS board meeting begins in Crowne Plaza meeting room tbd
- 6:00-8:00 p.m. Hospitality Hour , Crowne Plaza, tbd
- 10:15 p.m. R&LHS Board meeting ends

##### Friday, June 7, 2013:

- 8:00 a.m. - Bus departs for Illinois Railway Museum (<http://www.irm.org/>)
- 10:00 a.m. Arrive IRM
- Noon Lunch in the "50's Diner" at IRM
- 4:00 p.m. Departure for East Troy, Wisconsin
- 6:00 - 9:00 pm Dinner on the East Troy Electric in Interurban cars (<http://www.easttroyrr.org/>)
- Arrive Crowne Plaza Hotel

##### Saturday, June 8, 2013:

- 8:15 a.m. Bus departs for Wisconsin & Southern "Rare Miles" ride (<http://www.wsorrailroad.com/>)
- 8:30 a.m. Train departs for Baraboo, Lake States Railway Historical Association (<http://www.lsrha.org/>)
- 10:00 a.m. Bus arrives at Mid-Continent Railway Museum (<http://www.midcontinent.org/>)
- Noon Special ride; pick up boxed lunches to eat on board DL&W coaches
- 1:15-4:00 p.m. Guided tours of museum
- 4:15 p.m. Bus departs for Madison
- 6 - 9:00 p.m. Hospitality Hour and Banquet, Crowne Plaza Hotel; CRPA exhibit

##### Sunday, June 9, 2013:

- 8:00 - 10:00 a.m. - R&LHS Annual Business Meeting, Breakfast, guest speaker tbd, Crowne Plaza

#### Hotel Information

Please note that the hotel has changed. Mike and Sigi Walker negotiated a better rate, at a savings of \$44 per night!

The convention hotel is now the Crowne Plaza Hotel, 4402 E Washington Ave, Madison, Wisconsin 53704, with an R&LHS rate of \$95 plus tax per night. Call (608) 244-4700 or (800) 593-5447 by May 3, 2013, for reservations, and mention "R&LHS." Madison is served by several regional airlines. A light breakfast (included in registration fee) will be available each day before departure.

#### Learn more about Wisconsin Railway History

- Steel Rails and Iron Men, F. G. Harrison
- "The Fish Car Era in Nebraska," Darin Kinsey, RRH 177, pp 43-67
- The Railroads of Wisconsin, 1827-1937, James P. Kaysen, (Boston: R&LHS, 1937). Online facsimile at
- <http://content.wisconsinhistory.org/cdm4/document.php?CISOROOT=/tp&CISOPTR=70046&CISOSHOW=69962>
- Mid-Continent Compendium: A Guidebook for the Mid-Continent Railway Museum
- "Railroaders and the Making of Madison and Dane County, Wisconsin" at [www.railphoto-art.org/galleries/madison.html](http://www.railphoto-art.org/galleries/madison.html)
- See [www.midcontinent.org/](http://www.midcontinent.org/) for the Mid-Continent Railway Museum
- See also [www.irm.org](http://www.irm.org) for the Illinois Railway Museum





# R&LHS Board Of Directors Meeting

**May 18, 2012**

**Tutwiler Hotel, Birmingham , Alabama**

Present: Robert Holzweiss, Paul Gibson, William Howes, John Atherton, Alden Dreyer, John Fike, Ann Miller, Ken Miller, Terry Wells, Jim Smith, Paul Guercio, Jeffrey Mora, Jim Ward, Moni Ward, Cary Poole, Peter Hansen, James Porterfield

President Holzweiss called the meeting to order at 7:15 PM.

The meeting started with a presentation from Jim Porterfield about the Center for Railway Tourism at Davis and Elkins College.

Paul Gibson moved to approve the minutes of the Board of Directors meeting of June 2, 2011. This was seconded by William Howes. Without objection, the motion was passed.

Jeffrey Mora moved to approve the minutes of the Annual Meeting of June 5, 2011. This was seconded by William Howes. Without objection, the motion was passed.

William Howes moved to approve the minutes of the Executive Committee meeting of November 9, 2011. This was seconded by Jeffrey Mora. Without objection, the motion was passed.

William Howes discussed the nominees for the Board of Directors. Gregory Ames, Robert Holzweiss, and Sigi Walker are standing for re-election to a new three year term. Keith Bryant, James Caballero, and J. Parker Lamb are not standing for re-election. John Gruber and Paul Ferber are proposed as new members for a three year term.

A motion was made to refer the Board of Directors nominees to the membership for approval. The motion was made by Ken Miller and seconded by Jim Smith. Without objection, the motion was passed.

The following slate of officers was proposed for 2012-2013:

President	Robert Holzweiss
Executive Vice President-COO	Paul Gibson
Treasurer	Paul Gibson
Membership Secretary	Sigi Walker
Secretary	Jerry Angier

Jeffrey Mora moved to elect the foregoing slate of officers. This was seconded by William Howes. Without objection-the motion was passed.

President Holzweiss noted that Mike Walker is retiring as Treasurer. The board expresses its thanks to Mike for his service as Treasurer.

President Holzweiss announced the appointments of Vice Presidents, Executive Committee members, and committee members for the coming year. The appointments are listed in the agenda for the meeting.

It was announced that the 2013 annual meeting will be in Madison, Wisconsin, June 6-9. The meeting is being organized by Mike and Sigi Walker. A copy of the proposed agenda was distributed and is now posted on the R&LHS website.

The board discussed the location of the 2014 annual meeting. A proposal has been made to hold the meeting at the Northern Nevada Railway Museum in Ely, Nevada. There was extensive discussion on the merits of the proposal and concern was expressed about the location and its remote location.

President Holzweiss will survey the membership about the desirability of holding the meeting in Ely.

John Atherton will make a visit to Ely and will report his findings to the board. The final decision will be made at the next board (executive committee) meeting.

The Board heard reports from the following Chapter representatives:

Pacific Coast	Paul Guercio
Southeast	William Howes
New York	Terry Wells
Lackawanna	Ann Miller
Southwest	Jim Ward
Chicago	Robert Holzweiss
Southern California	Submitted in writing

John Fike reported on the status of the Newsletter. He mentioned that he would like to receive more news from the chapters for the Newsletter.

Peter Hansen reported on the status of "Railroad History." His report was distributed with the agenda for the meeting.

Cary Poole reported on the status of the grants program. The application deadline for this year is June 15th. A decision on the recipient will be made by August.

The Archival Grant Program is on hold because of the uncertain situation at the California State Railroad Museum.

William Howes reported (for Mark Entrop) on the status of the awards program.

For 2011 the following awards were made:

Senior Achievement	Fred Springer
Photography	Mel Patrick

For 2012 the following awards were made:

Senior Achievement	George Smerk
Photography	Shirley Burman Steinheimer

Book and Article awards are pending for both years.

The Board discussed the awards procedures and the procedures for awarding the Dubin Medal. It was decided that when the Dubin Medal is presented there will not be a special personalized box presented with it.

Alden Dreyer gave the annual report of the Corporation Clerk. A copy was included with the agenda package. Alden also gave a report about the status of back issue (of "Railroad History") sales and expressed his thanks to Peter Hansen for his assistance and support.

Alden Dreyer reported that former R&LHS Secretary John Goodwin is disabled. (Mr. Goodwin subsequently passed away.)

President Holzweiss announced that Adrian Ettlinger will continue as moderator of the discussion group on ListServ.

Paul Gibson summarized the current insurance coverage maintained by the society. He also presented recommendations for additional coverage, as outlined in the report in the agenda package.

Terry Wells moved to approve the recommendation to purchase additional insurance. This was seconded by John Fike.

John Atherton moved to amend the motion to authorize the executive committee to expend not more than \$1,000 to purchase the insurance. This was seconded by John Fike.

As amended, the motion was passed.

This insurance will not cover the archives collection at the California State Railroad Museum. Coverage for this collection is still under study.

President Holzweiss gave the Treasurer's report as received from Treasurer Mike Walker. A copy was annexed as an exhibit to these minutes.

John Atherton moved to accept the Treasurer's report. This was seconded by Terry Wells. Without objection, the motion was passed.

President Holzweiss gave the membership report from Membership Secretary Sigi Walker.

Paul Gibson moved to accept the membership report. This was

seconded by Jeffrey Mora. Without objection, the motion was passed.

The reports of the Library Fund and the Reserve Fund were presented. There was extended discussion about the status of the funds and the proposals (included with the agenda package) to specify standards and policies with regard to the funds.

A motion was made by John Fike to table consideration of the proposals for the Library Fund and the Reserve Fund. This was seconded by Ann Miller. The motion to table was passed.

The Board discussed the authority of the Executive Committee. A motion was made and seconded to adopt the proposal in the agenda package concerning the authority of the Executive Committee. John Atherton moved to amend the motion defining the Executive Committee's authority by adding the words "and/or terminate" in the definition of the authority of the Executive Committee's authority regarding contractors and employees. The applicable line will now read "Hire and/or terminate contractors or employees." This was seconded by Ann Miller. As amended, the motion was passed.

President Holzweiss discussed the status of the R&LHS book collection at Sacramento. He proposed to offer the books to bidders as a lot. A copy of the proposal is in the agenda package was annexed to the minutes. A motion was made by Jim Smith to authorize the President to solicit bids for the book collection as a lot. This was seconded by John Fike. Without objection, the motion was passed. Paul Gibson abstained from voting on this issue.

A motion to adjourn was made by Terry Wells. This was seconded by Ann Miller. Without objection, the motion was passed.

The meeting was adjourned at 10:38PM.

Respectfully Submitted,  
John J. Atherton  
Acting Secretary



# R&LHS Back Issues Store

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The archival-quality journal of the R&LHS has been published twice a year since 1921. Known for many years as The R&LHS Bulletin, the publication is numbered, with occasional named extra editions. With Bulletin No. 127, dated October 1972, the name was changed to Railroad History, continuing the same size and general content as that of the Bulletin. The size was changed to a larger format in the spring of 2005, effective with issue No. 192.

## R&LHS Bulletin

As of June 24, 2012, the following editions of the Bulletin are available (R = reprint):

Numbers: 1R, 32, 41, 44, 46, 47, 50, 55, 56, 57R, 58, 58A, 58ARSC&HC, 61A, 62, 66, 67A to 74, 76 to 126.

All of the above are out-of-print and individually priced. Prices for R&LHS members, range from \$10-\$60 each based upon scarcity, demand, and condition. An all-time index, together with a brief description of contents and prices for all out-of-print editions, may be found at [www.rlhs.org](http://www.rlhs.org). A complete listing of all editions, Nos. 1-206 plus the extras, containing major subjects, availability, non-member and member pricing, is available by postal mail, or email, by request to the addresses below. Members receive a 20% discount from the out-of-print edition prices shown on the web site. Web prices are for the issue in best condition (when more than one copy is available). Inquire if interested in cosmetically damaged copies, which are, further discounted when available.

Member pricing for the following Bulletins is \$10 each: Nos. 73, 104, 105, 107, 109, 118, 124, and 125.

For the following Bulletins the pricing is \$12 each: Nos. 1R, 78, 81, 87, 90, 91, 95, 97, 99, 102, 103, 106, 108, 112-117, 119, 122, 123.

## Railroad History

With the exception of No. 201, all editions of Railroad History are available. These are divided into two classes:

- In-print editions are usually those remaining in storage from the day of printing, unless purchased as part of collections.
- Out-of-print issues are those that have been purchased to maintain inventory. As of June 24, 2012, the following editions are out-of-print, (but still available from us – see below):

Numbers: 127–138, 140, 143, 145–148, 150, 152, 153, 155, 156, 159, 162, 164, 174, 180, 182, 192, 201, 202

Member pricing for the above varies, and is as follows: Nos. 129, 130, 132, 134, 135, 137, 138, 145, 146, 150, 155, 162, 180, 182 are \$10 each. Nos. 127, 128, 143R, 147, 148, 153, 156, 164, 174, RRH in Photos, 192, 202 are \$12 each. Nos. 131, 133, 140, 159 are \$16 each. Nos. 136, 143, 152 are \$20 each. For a single order of 5 out-of-print issues, deduct 10%; for 10 or more, deduct 15%.

All other issues of Railroad History (Numbers 139–205) are in-print and priced as follows for R&LHS members:

### Order Size = Cost per Copy

1–6 = \$7.50 ea. • 7–12 = \$7.00 ea. • 13–24 = \$6.50 ea. • 25–48 = \$6.00 ea. • 49–72 = \$5.50 ea. • 73–99 = \$5.00 ea.

**SHIPPING** — We ship via USPS Media Mail, at no additional charge, to addresses within the USA. Others pay the differential only. Depending on length, 3 to 7 issues can fit in a USPS Priority Mail flat rate envelop. Shipping is available for about \$14 to anywhere in the world that accepts Priority Mail.

**PAYMENT** — Check or money order payable to Alden Dreyer, in U.S. currency at sender's risk, or PayPal to email address below.

**CONTACT** — Email works best for placing an order. If using the postal service, please include a telephone number and e-mail address if available.

Alden Dreyer

91 Reynolds Road • Shelburne, Massachusetts 01370-9715  
(413) 625-6384 • [aldendreyer@gmail.com](mailto:aldendreyer@gmail.com)



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Inspection Train with Chessie System equipment, including C&O office car #15, B&O caboose, together with a Seaboard Coast Line Industries (L&N) car, on the C&O in Michigan, June 8, 1981.  
Chessie System photo. (Bill Howes collection)