

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY



NEWSLETTER

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These Two Ladies Live In Kansas City . . .

They Used To Live In New York . . .

Any Idea Who They Are?

2007 Annual Meeting in Salisbury, North Carolina

Richard Prince - Southeastern Railroad Historian

A Porter Lost and Found

Snippets of Early B&O Railroad History

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On The Cover - Kansas City's Eagle Scout Tribute Fountain, featuring maidens and eagles from Pennsylvania Station in New York City. *Photo courtesy of Roy Inman*

Caboose silhouettes appearing at the end of each article, along with silhouettes of locomotives and rolling stock, are by Benn Coifman, www.RailFonts.com.



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The Railway & Locomotive Historical Society Newsletter

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Charles P. Zlatkovich, President
1610 North Vinton Road
Anthony, NM 88201

David C. Lester, Editor
215 Bent Oak Lane
Woodstock, Georgia 30189-8121
E-Mail: davidclester@aol.com

Editorial Advisory Board

James Caballero
George Drury
John Gruber
William F. Howes, Jr.
William D. Middleton

Columnists

John Gruber - *Visual Interpretation*
J. Parker Lamb - *The Mechanical Dept. Steamdome*

Member Services

Membership applications, change of address and other membership status inquiries should be sent to :

R&LHS Membership
William H. Lugg, Jr.
P.O. Box 292927
Sacramento, CA 95829-2927

Trading Post

Society members may use, without charge, the Trading Post section of the quarterly newsletter and the R&LHS web site to advertise items they wish to sell, trade or acquire or to seek information from other readers. This service is intended for personal, not general commercial, use. All items should be sent to David C. Lester at the address to the left.

ARCHIVES SERVICES

The Railway & Locomotive Historical Society Archives Services provides four key services to members, which are listed below. All inquiries regarding these services should be addressed to R&LHS Archives Services, P.O. Box 600544, Jacksonville, Florida 32260-0544.

Locomotive Rosters & Records of Building Construction Numbers

The Society has locomotive rosters for many roads and records of steam locomotive construction numbers for most builders. Copies are available to members at 25 cents per page, 40 cents per page for non-members (\$5.00 minimum).

Back Issues of Railroad History

Many issues of Railroad History since No. 139 are available to members at \$7.50 per copy, \$12.50 for nonmembers. For more information on the availability of specific issues and volume discounts, write to the Archives Services address above.

Articles from The Bulletin & Railroad History

Copies of back issues of these publications of the Society are available to members at 20 cents per page, 30 cents per page for non-members (\$5.00 minimum).

Research Inquiries

Source materials printed, manuscript and graphic, are included in the Society's Archives. Inquiries concerning these materials should be addressed to the Archives Services address above. To help expedite our response, please indicate a daytime telephone number where you can normally be reached.

About The Newsletter

The Railway & Locomotive Historical Society *Newsletter* seeks to serve as a vehicle for communication among the Society's Board of Directors, Chapters, and the over 50% of the membership which does not belong to a chapter. To accomplish this, the *Newsletter* reports Society news from three perspectives:

First, from that of the national organization, which is responsible for fulfilling the nine goals presented in the Society's Mission Statement.

Second, from that of the eight chapters of the Society, each of which are engaged in various activities to promote and preserve railroad history.

Third, from that of the individual member, who is engaged in research, interpretation, preservation and celebration of railroad history.

Each quarterly issue of the *Newsletter* includes the following sections: National Report, Chapter Reports and Trading Post. In addition, each issue will include at least one feature article that presents how railroad history is studied, researched, documented, preserved, communicated, displayed and celebrated. Further, we have three regular columnists, listed at left.

Feedback on the *Newsletter* is always welcome, as are suggestions for feature articles. Please send any feedback, news items or suggestions to the Editor via U.S. Mail or e-mail.

Publication Schedule for 2007

Issue	Deadline for Submissions	Mail Date
Winter 2007	December 6	January 19
Spring 2007	February 15	March 15
Summer 2007	June 1	July 1
Fall 2007	August 1	Sept. 1

FROM THE EDITOR

Nearly 45 Years Later, The Sadness Remains

The destruction of Pennsylvania Station in New York during the mid-1960's remains as one of the most miserable affronts to the cause of historic preservation in the history of the United States. Today, we see many beautifully restored and thriving railroad passenger terminals around the country - Los Angeles Union Passenger Terminal, Chicago Union Station, Union Station in Kansas City, Grand Central Terminal in New York City, King Street Station in Seattle, and St. Louis Union Station, just to name a few. Some serve as fully functional rail passenger stations, while others fulfill other purposes.

With these successes in mind, one cannot study the demise of Penn Station for very long without wondering what it would be like to see it today, beautifully maintained and proudly serving rail passengers bound for destinations throughout the land. That would be quite a sight. We're quickly brought back reality, however, as the photographs of broken maidens thrown in the New Jersey meadowlands, debris scattered over the floors, and the dismantling of the station's steel framework really sink in. The frustration and sadness of this tragic event remains with us, nearly a half-century later.

Despite these grim feelings about Penn Station, Pete Hansen's piece on the maidens and eagles that once sat over the Seventh Avenue entrance to the station gives us something to feel good about. Thankfully, at least a few remnants of the station were saved, and the story of how these beautiful carvings ended up in Kansas City, Missouri is a bright ray of sunshine breaking through the clouds. For those who, like me, never had the opportunity to see Penn Station, Pete's story may leave wanting to know more about this grand terminal.

For those who are interested in learning more about the rise and fall of Penn Station, I highly recommend the following books: *The Late, Great Pennsylvania Station*, by Lorraine B. Diehl; *Manhattan Gateway - New York's Pennsylvania Station*, by William D. Middleton; *The Destruction of Penn Station - Photographs by Peter Moore*; and, *New York's Pennsylvania Stations*, by Hilary Ballon. If you'd like more information about these books, please contact me.


Richard E. Prince

The name Richard Prince is very familiar to those who are even remotely interested in the history of southeastern railroads. His books documenting the steam locomotives and boats operated by most of the major southeastern carrier has benefited researchers and enthusiasts for nearly fifty years. Frequent Newsletter contributor Dick Hillman has prepared an interesting piece about the life of Richard Prince, based on his research in the Southern Railway Historical Association archives at the Southern Museum of Civil War & Locomotive History, just north of Atlanta.

2007 Annual Meeting and Member Survey - Watch Your Mailbox!

On page 4, you will find brief articles about our 2007 annual meeting in Salisbury, North Carolina, as well as a member survey that you will be receiving soon, if you haven't already.

Regarding the 2007 annual meeting, several leaders of our Southeast Chapter, including Paul Barnes, Jim Smith and Bill Howes, have been working hard on planning this year's meeting. Details are included in the article on page 4, and you will also receive a copy of the meeting flyer with the member survey.

The member survey has been thoughtfully prepared by several Board members, and we urge you to complete and return the survey in the stamped, addressed envelope that is provided. This will ensure that the Society leadership will better understand the interests of members, and how the Society can serve those interests. 

David C. Lester

2007 Annual Meeting Plans Finalized

Learn about the rich history of North Carolina railroads and enjoy warm southern hospitality at Carolina Rails 2007, the annual meeting of the Railway & Locomotive Historical Society. This event will be held in Salisbury, North Carolina from June 7 through June 10. Planned highlights of the gathering include a rare-mileage excursion on part of the original Norfolk Southern Railway (today's Aberdeen, Carolina & Western Railway), special events at the North Carolina Transportation Museum at Spencer, North Carolina, and guest speaker Jim McClellan (retired Norfolk Southern Corporation executive) at the annual banquet.

The Holiday Inn at Salisbury, North Carolina has reserved a block of rooms for R&LHS members until April 30, 2007 at a special rate of \$69.99 (plus tax) per room (double or king) per night. To secure this special rate, please reference code "RLH" when booking online at www.holiday-inn.com/salisburync or call (800) HOLIDAY. Please mention any personal requirements (i.e., mobility restrictions) at time of booking. Reservations made on or after May 1, 2007 will be on a space-available basis at the best rate available at time of booking.

Registration Information

Total price: \$185.00 R&LHS members
 \$210.00 non-members (includes one year R&LHS national membership dues)

Note: Prices above are all-inclusive EXCEPT for hotel room and airport shuttle

Early bird discount – deduct 10% if paid by March 31

Price includes:

- Social hour hors d'oeuvres (cash bar) and presentation on June 7
- AC&W excursion, lunch and motor coach transportation on June 8
- Tour of NS Linwood Yard, Museum admission, social hour hors d'oeuvres (cash bar), banquet and motor coach transportation on June 9
- Breakfast June 10.

Mail completed form with check payable to Southeast Chapter, R&LHS to:

*Carolina Rails
P.O. Box 600544
Jacksonville, FL 32092-0544*

For more information, please access www.rlhs.org (National Meetings tab) or email RLHS2007meeting@aol.com or phone (904) 910-1197.

Railway & Locomotive Historical Society Member Survey

By the time you read this, or shortly thereafter, each member will have received a member survey that several members of the Board of Directors have worked to prepare over the past few months. This mailing will also include a flyer and registration form for the upcoming annual meeting in Salisbury.

We urge each member to complete and return the survey in the addressed, postage-paid envelope that will be included. The Officers and Board of Directors of the Society seek to maintain the organization as a premier historical society with excellent service to members, and the information gathered in the survey will help to accomplish this goal.

The survey consists of 34 multiple-choice questions, along with one and a quarter blank pages for your comments and suggestions.

We hope to have the results of the member survey compiled and ready for review at the Society's annual meeting in June. Therefore, your prompt completion and mailing of the survey would be greatly appreciated! If you have any questions about the survey, feel free to contact the Newsletter Editor, and your question will be forwarded to the appropriate Board member.

H. Albert Webb Award Goes to Beverly Historical Society

Nahant, MA, 3/14/2007 - The Massachusetts Bay Railroad Enthusiasts (Mass Bay RRE) announced that the Walker Transportation Collection at the Beverly Historical Society and Museum will receive the 2007 H. Albert Webb Memorial Railroad Preservation Award, given by Mass Bay RRE member Leigh A. Webb. The \$10,000 grant will support scanning and cataloging approximately 5,000 railroad images in the Walker Transportation Collection.

Mr. Leigh A. Webb created the H. Albert Webb Memorial Award in 2000 to recognize his father's love for New England railroading. The award assists non-profit organizations that preserve historically significant railroad equipment, structures, or information about New England's railroads. Stephen Hall, Director of the Museum said, "We are honored that Mr. Webb would bestow on the Museum, this award given in his father's name, to help us promote and preserve railroad images for use by future generations. We also applaud the hard work of the Awards Committee of Mass Bay RRE, which administers the award, for selecting the project.

The H. Albert Webb award will provide the Walker Transportation Collection an opportunity to further catalog and make available information and images of historic locomotives and other railroad stock that once traveled the rails in New England. By scanning and cataloging these historic images into its PastPerfect museum database, thousands of New England railroad images will become more accessible to visitors and researchers who visit the Museum.

The Mass Bay RRE Award Committee faced the difficult task of selecting from among many project applications for the 2007 Award. Each of these projects was submitted by a not-for-profit organization engaged in preserving New England railroad history, and each project had significant merit. Potential sponsors are encouraged to submit updated applications for consideration for future H. Albert Webb Awards. The application process for the 2008 Award will begin in June 2007, and the application deadline will be September 25, 2007. For more information, please visit www.masspayrre.org.

Big-10 Universities Complete Microfilming of Railroad Collections

by Roberto A. Sarmiento - Head, Transportation Library, Northwestern University Library

Four university libraries of the Committee on Institutional Cooperation (CIC) have just completed the massive project of reformatting a large collection of endangered paper copies of railroad journals and books dating from 1832 to 1975 to archival-quality microfilm. The 46 journal titles (1,319 volumes) and 217 books targeted for this project reflect the history of United States railroads from its beginnings through its Golden Age and into the decline of railroad influence in the mid- to late-twentieth century.

Sponsored by a National Endowment for the Humanities (NEH) grant, the two-year project involved work by the libraries at the University of Illinois at Urbana-Champaign, the University of Iowa, Northwestern University, and the University of Wisconsin-Madison.

Availability of the microfilm for both interlibrary lending and purchase will greatly enhance access to these journals and books in cases where the originals are too fragile for circulation, thus, extending and expanding the useful research life of the selected titles for generations to come.

The microfilmed titles encompass an extremely wide array of research interests of appeal to a broad range of users, including university faculty and students, independent researchers, corporations and businesses, governmental policy makers, family genealogists, and hobbyists.

This project is the latest in the CIC-NEH's partnership for the preservation of railroad collections and confirms the CIC's commitment to the preservation of collections at risk.

For further information about the project, a list of journals and books microfilmed, and contact information please visit <http://www.library.northwestern.edu/transportation/cic8/cic8.html>. 

The Kansas City Penn Station Maidens

The Boy Scouts Adopt a Pair of Girls

by Peter A. Hansen

The title of this piece notwithstanding, there never was a Pennsylvania Station in Kansas City. But part of the greatest passenger terminal ever built survives there today, half a continent and several architectural epochs removed from its original spot.

The work of sculptor Adolph Weinman, the maidens once crowned Penn Station's main entrance on Seventh Avenue in New York. Carved in pink granite, one figure representing day and the other night, they framed a clock that commanded a view down 32nd Street toward Herald Square.

Today in Kansas City, hundreds of cars and a few pedestrians pass the figures daily, but almost no one knows who they are or where they came from. They have been cleaned up and given a new home, but the demure melancholy of their Penn Station years endures, perhaps more strongly than ever.

But at least they've been saved. This is the story of how it happened.



This pair of maidens, and their accompanying eagles, once guarded the Seventh Avenue entrance to Pennsylvania Station in New York City. They now reside in a Kansas City park at 39th & Gillham. *David Lester photo*

In 1963, the Pennsylvania Railroad decided that it could no longer afford its midtown Manhattan jewel. The sprawling neoclassical temple occupied 9 acres of some of the most expensive real estate on earth, and taxes had become a greater burden than Pennsy was willing to pay. With no effective historic preservation laws to stop it, the company was free to do as it saw fit with its property.

Aside from taxes, maintenance was another serious issue for the railroad. An internal analysis showed that annual labor costs for Penn Station's 149-member work force were \$906,000 in salary and benefits, plus another \$261,000 for maintenance materials. If the station were razed, however, it could be maintained with a force of only 119, at an annual cost savings for labor and materials of 17%.

The memo containing the latter set of figures was titled, "Maintenance under a slab at Street level" – a pretty apt description of the dungeon Penn Station has become.

The plan led to an immediate public outcry. Seeking to blunt the criticism, Pennsy said that it would entertain requests for bits and pieces of the old building. The Associated Press picked up the story, and it ran nationwide. One of the people who saw it was Miller Nichols, the most prominent real estate developer in Kansas City.

Nichols' firm was responsible for homes and retail districts that are still regarded as the city's finest addresses. The company was begun by his father, a man who was so impressed with a visit to Seville, Spain that he returned to Kansas City and constructed an elegant, if unlikely, reproduction of the Moorish capital in his hometown. Ever since that time, the firm had developed a penchant for importing architectural salvage from across Europe, gracing the city with columns and fountains that imparted a continental flair to a place previously known as a dusty cowtown.

Artifacts from Penn Station would be a natural for Nichols, so he reached out to his friend, William Capen Shank – Kansas Citian, erstwhile coal baron, and director of PRR subsidiaries Wabash and Ann Arbor. Surely, Shank would know Pennsy Chairman Stuart T. Saunders: would he help Nichols make the case?

Apparently, the answer was affirmative, because the railroad's archives contain letters to Saunders from both Nichols and Shank, dated in October and November, 1963. Nichols sought to assure Saunders that if he "were privileged to acquire" any Penn Station objects for his firm's "outdoor art gallery," the pieces would find an honored – and credited – place in Kansas City. For his part, Shank told Saunders that Nichols' "company goes far beyond the concepts of the average real estate developer." For good measure, Nichols and Shank also wrote to David C. Bevan, Pennsy's Vice President of Finance. Bevan responded a few weeks later, but only to say that he had referred the matter to J.B. Jones, who headed the railroad's real estate operations.

It wasn't the first request Jones had received for Penn Station artifacts. By June of 1964, he was able to list 83 such pleas from private individuals, PRR directors, government entities, universities – even a Hicksville NY high school Latin club. The list of petitioners later reputedly rose into the thousands, and with multiple requests for many of the same items, Pennsy was compelled to form an internal committee to evaluate them all.

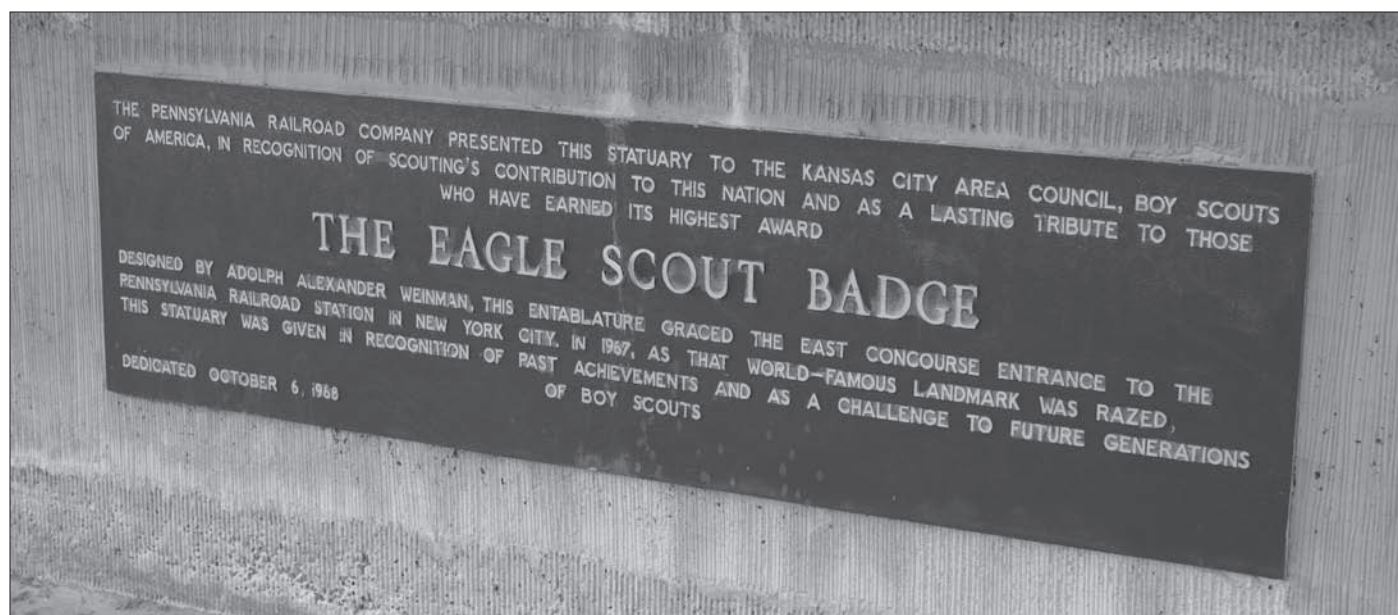
Nichols' case was better than most: not only did he have Shank in his corner, but Jones' list of the 83 petitioners indicates that Pittsburgh banker and PRR board member Richard K. Mellon also interceded on Nichols' behalf. In addition, Nichols was among the few who were interested in taking one of the 31-ton clock groupings.

None of this turned out to be enough, however. Nichols didn't get his maidens.

But Kansas City did – or more precisely, the Boy Scouts did.

By summer, 1964, PRR brass decided to donate its Penn Station artifacts instead of selling them. The company liked the public relations benefits to such an approach, and there might also be some tax advantages. David Bevan counseled that "the donation of decorations from a demolished structure fall in a very complicated area of tax accounting and...the tax benefits from the gift[s] would be speculative." Despite that opinion, Pennsy President A. J. Greenough recommended to Saunders in an August 13 memo that "these mementos should be donated to institutions and others who will use them for public display, with proper acknowledgement."

If the Pennsy was looking for high-visibility non-profit organizations to be the recipients of its largesse, they couldn't have done better than the Boy Scouts, but it was actually the Boy Scouts who found Pennsy. At this point, the trail is a bit obscure, but it appears that Miller Nichols remained involved, even though by 1966, he knew he wouldn't receive any Penn Station artifacts for his own firm.



Plaque commemorating the relocation of the maidens to Kansas City on October 6, 1968 *David Lester photo*



The maiden representing day, who once stood over the Seventh Avenue entrance to Penn Station, now gazes over a Kansas City park

David Lester photo

Nichols was active with the Kansas City Area Council of the Boy Scouts, and had previously been an Eagle Scout Class Sponsor, along with such luminaries as Harry S Truman, First Brother Milton Eisenhower, and Douglas MacArthur. Another Class Sponsor, John W. Starr, possibly after a conversation with Nichols, conceived the idea of a fountain honoring the Eagle Scouts and centered on one of the Penn Station clock groupings. Like Nichols before him, he had a high-powered advocate in his corner – Thomas J. Watson, Jr., CEO of IBM.

Watson was on the national board of the Boy Scouts of America, and since IBM was a trusted vendor to the Pennsy, he was not without influence in the railroad's executive suite. According to John W. Starr's son Philip, who still lives in Kansas City, Watson personally contacted Stuart Saunders and made a request on behalf of the Boy Scouts. The Pennsy chairman agreed without hesitation.

Saunders promised to transport the sculpture as far as St. Louis, the westernmost extent of Pennsy's rails. John W. Starr would still have to fund the cross-Missouri trip to Kansas City and the labor to load the massive statue in New York. Even on these two points, however, he caught some breaks.

Missouri Pacific CEO Downing B. Jenks agreed to donate the transportation on the last leg to Kansas City, and a happy coincidence resulted in free labor in New York. As Philip Starr tells it, the foreman of the crew responsible for loading the sculpture had been an Eagle Scout himself. When he arrived at the job site and learned that the statue would become the basis of a tribute to Scouting's highest honor, he contacted his union local offices, and they agreed to donate the labor.

Thus did a piece of Penn Station find its way to 39th and Gillham Road in Kansas City – and arguably, it's the most significant piece salvaged from the old building, since this particular grouping sat atop the Seventh Avenue entrance. The clock has been replaced by an Eagle Scout ribbon, and the maidens now overlook a fountain and a broad boulevard flanked by parks on both sides. It's actually a more attractive, if less exalted, setting than their original location in New York.

Still, for those few who see Kansas City's Eagle Scout Tribute Fountain and know its origins, a sense of the bittersweet is inevitable. Despite a feeling of gratitude that the maidens have been saved, there's no escaping the sense of loss – even after all these years – for the Penn Station that was, and never will be again. 🚂

Where are the Other Penn Station Statues?

Kansas City's maidens were just one of four identical pairs that marked the principal entrances to Penn Station on 31st and 33rd Streets, Seventh and Eighth Avenues. What became of the other three, and what of the 22 eagles that once guarded the parapets?

The State of New Jersey received a pair of maidens directly from the Pennsylvania Railroad, and the company archives contain the correspondence related to the donation. This pair originally went to Ringwood State Park, but it is currently being evaluated for possible placement in Newark's Penn Station or in the Trenton station.

One pair became separated, with a Night figure going to the Brooklyn Museum of Art upon demolition of Penn Station. Its companion Day figure is owned by Con Agg Recycling in the Bronx, which rescued it from destruction in 1995. Its whereabouts before that date are uncertain.

As for the fourth pair: It's thought to lie beneath the muck of the Jersey Meadows, where many of Penn Station's remains were dumped.

At least 18 of the 22 eagles have survived, and many of them are close to home. Two can be found on Seventh Avenue, near the main entrance to Penn Station. One is at Cooper Union in Lower Manhattan. Two are at the Merchant Marine Academy in Kings Point, NY. And one is still at the Hicksville station of the Long Island Rail Road, where it was placed at the behest of the Latin class.

Two of the birds are still with the New Jersey maidens, and two are in Kansas City.

Five eagles found their way to the PRR's hometown and its environs: four are on the Market Street bridge over the Schuylkill River, within sight of Philadelphia's Thirtieth Street Station, and another is at the Valley Forge Military Academy in Wayne, PA.

The National Zoo in Washington and Hampden-Sydney College in Virginia each have one. The last known eagle visited Montreal for the Expo '67 world's fair, and it now resides in Vinalhaven, ME. ~~PRR~~ *Peter A. Hansen*



At least 18 of the 22 eagles from Penn Station survive today, including the two in Kansas City. This one stands next to the maiden representing day in Kansas City.

David Lester photo

Richard E. Prince

Railroader, Steam Historian, Author & Firefighter

by Dick Hillman



Richard Prince - this photograph was most likely made upon his graduation from Georgia Tech in 1942.

Photo courtesy of Southern Railway Historical Assn. archives at the Southern Museum of Civil War & Locomotive History

When the subject of steam locomotives of the railroads in the southern part of the United States comes up, it's difficult to not think of the books written by Richard Prince. Over a period of some 14 years Prince produced a series of ten titles covering the railroads in the southeastern US. This series of books is sometimes criticized as being nothing more than a series of "photo albums" and correspondingly short on history, but when accepted for what they are, they are important additions to the history of the respective railroads.

Richard Edward Prince, Jr. was born on January 5, 1920 in Norfolk, Virginia and graduated from Maury High School in that city. Upon graduation he entered Georgia Institute of Technology in Atlanta in pursuit of a degree in mechanical engineering, completing that work in 1942. During his four years in Atlanta Prince developed a relationship with Atlanta's fire department and frequently responded to fire alarms, compiling an impressive record of the city's fire alarms during those years. Prince was a busy young man in those years working on his degree, playing trombone in the Tech band, accompanying the fire department on calls and pursuing his hobby of photographing trains. Already an accomplished photographer, Prince had his photos published in several magazines and newspapers during his college years. Remembering that his Georgia Tech years encompassed the early years of WW II with its resulting security issues, folks out track-side with cameras were frowned upon.

In June, 1940, Prince was in Augusta, Georgia photographing trains and wound up having his film confiscated and his person locked up in the Augusta city jail. Following his release, he wrote a humorous letter to the Augusta police chief thanking him for his hospitality and the delicious minced ham sandwich he was served for his dinner.

Upon graduation from Georgia Tech in the spring of 1942, Prince signed on with the Louisville & Nashville Railroad as an apprentice in their South Louisville shops. After working for the L & N for little more than a year he began to deal with the realities of WW II and how he would respond to that. Having been informed earlier of an irregular heartbeat he realized that a conventional military pre-induction physical would most likely exclude him from military service. And so, as an alternative, Prince joined the US Merchant Marine Service as an assistant engineer. After his initial training at Hoffman Island, NY City, Prince sailed the world on Liberty Ships.

The war's end found Prince back at the L & N in Louisville in 1946 where he became involved in the L & N's transition from steam to diesel locomotives. He stayed with the L & N until 1952 when he joined the Union Pacific Railroad, his employer until his retirement in 1983. Prince spent many years on the UP gas turbine project working out of Green River, Wyoming. In 1969 he was transferred by the UP to their Omaha, Nebraska headquarters where he remained for the balance of his career.

Prince's literary career began in the 1950's resulting in the publication of the first edition of his L & N book in 1959. The "look" of all of Prince's books is explained by the printing company he utilized for many years, the Wheelwright Lithographing Company located in Salt Lake City, Utah. The main focus of this company was the production of school year books, a genre of books that rarely, if ever, were produced with dust jackets. The files of Prince's correspondence during his book production years is a treasure trove of correspondence with legendary rail historians. Included are letters from H. Reid, who addressed Prince as "Richard the Prince", Gerald Best, Lucius Beebe, Graham Claytor, Harold Vollrath, Don Phillips, Richard Kindig and Freeman Hubbard who, in a colorfully worded letter criticized Prince's writing style.



Richard Prince in his firefighting dress while working with the Atlanta Fire Department during his college years.

Southern Museum photo


His books and the reprints were published by him between the years 1959 and 1983. It's interesting to note that all of those ten titles dealt with railroads in the south-eastern US while Prince was employed by the Union Pacific and living in the mid-west or western US. Thus far no indication has been found in the Prince files at the Southern Museum that he planned on doing a similar book on the Union Pacific. Marine operations of the railroads Prince wrote about were a significant part of his books and this is most likely due to his war-time hitch in the US Merchant Marine.

The pace that Prince maintained in his book production is impressive and it's difficult to imagine how he did that while holding down his UP job while also fulfilling the roles of husband and father. As mentioned earlier, his first L & N book came out in 1959 followed by the Georgia Railroad & West Point Route book in 1962. And then came the first Southern Railway volume in 1965, the Atlantic Coastline in 1966, Nashville Chattanooga & St. Louis in 1967, L & N 2nd edition in 1968, Seaboard in 1969 and Southern 2nd edition in 1970.

He then took a two year time-out with the Georgia Railroad & West Point Route 2nd edition published in 1972 along with the Norfolk Southern Railroad issue the same year. 1973 saw the publication of the Richmond, Fredericksburg & Potomac book followed by another two year hiatus. Two 2nd editions followed in 1975, ACL #2 and RF&P #2. In 1976 Prince's Central of Georgia was published and then a four-year lull was followed by his

book on the Norfolk & Western in 1980. The last Prince issued book was the 3rd edition of his Southern Railway book in 1983, the same year in which he retired from the UP. It's helpful to keep in mind that, along with his book production pace, Prince alone handled 100% of the book distribution. He personally took care of the advertising, billing, banking, packaging and shipping of every one of the some 24,000 books he sold!

In 1998 with his health beginning to fail, Prince was faced with the need to enter an assisted living facility, meaning that his book distribution activity needed to cease. With substantial quantities of his books still on hand the disposal of them presented Prince with a dilemma. All ten of his books covered railroads that were absorbed into Norfolk Southern and CSX, so he wrote to the CEOs of the two railroads with the proposal that he donate the books (four titles to NS and six to CSX) to the respective railroads. Prince suggested that they in turn donate the books to libraries in the communities through which they operate and to donate them to employees upon their retirement. Records of this transaction at CSX were located, but not for NS. The CSX records document the acceptance of Prince's offer, and the subsequent receiving of a total of 924 books in the six CSX-related titles.

And so the literary career of Richard Prince came to a close. While some of his titles went on to be reprinted by Indiana University Press (with dust jackets!), the man responsible for their creation was now only peripherally involved. Prince died in Omaha in December, 2002, survived by his wife, Frances, daughter Ann and his brother, John. He was buried there at Evergreen Cemetery. 

Snippets of Early B&O History

Compiled by Robert L. Harvey

On page 88 of the July 23, 1908, issue of Engineering News, a two-page article appeared that was headed "Reminiscences of Early Days in American Engineering: Recollections of the Late Randolph Brandt Latimer," with the following paragraph in the lead:

"As our readers know, some of the most notable work of the first generation of American engineers was done in connection with the construction of the Baltimore & Ohio R. R. One of the engineers prominently connected with the work was Randolph B. Latimer. He was born July 26, 1821, and lived to advanced years, dying on Dec. 24, 1903. In 1898 he prepared at the request of his son some brief reminiscences of his early experiences in engineering work. We are indebted to this son, Mr. James Brandt Latimer, an engineer, of 209 Adams St., Chicago, for the privilege of publishing the following ex-tracts from this paper...." [I have omitted the second paragraph of the writer's lead-in, which gives Latimer's family connections.]

So begins what to me is a remarkable and fascinating set of recollections by an early engineer. Latimer was adept with his pen and here are excerpts from his short memoir. - *Robert L. Harvey*

The First Railroad Strike

"My first recollection of the Baltimore & Ohio Railroad is walking out with my father on Sunday afternoons to watch the progress of the work on the Carrollton viaduct, so called from its being on or near the Carrollton estate of Charles Carroll, the signer of the Declaration of Independence, where the original line of the railroad crosses Gwynn's Falls.

"At this time almost all rough labor was done by Irishmen, of whom there were a great many in Baltimore....About seven miles from Baltimore the line of the railroad first strikes the Elk ridge and a deep cut and high fill is made there. Quite a large camp of laborers were gathered at this point and some trouble started with the contractor. This led to a strike being inaugurated, which in turn resulted in more or less rioting, and the militia of Baltimore was called out to quell the disturbance.

"Some wag promptly christened the place where the arrests were made 'Vinegar Hill,' after the famous place of that name in Ireland, a name which it bears to this day, and a street song was in everyone's mouth with a chorus which ran something like this:

'I'm all the way from Vinegar Hill,
I never worked and I never will.'

"This, I believe, was the first railroad strike in America."

[Vinegar Hill, County Wexford, Ireland, was the site of a decisive battle between a group of Irish rebels known as the United Irishmen, and the British; it took place on July 21, 1798. As for present-day Vinegar Hill, Maryland, I can't find any such location seven miles from Baltimore on the original B&O. Possibly a B&O historian can help with the question.] RLH

The Famed Early Excursion to Ellicott's Mills

"You have frequently heard your mother's friend, Mrs. Lea, whose father, Dennis Smith, was one of the first directors of the Baltimore & Ohio, tell in her inimitable way of their experience with a party which was taken to 'Ellicott's Mills' and back behind the engine on its trial trip; how their clothes and umbrellas were ruined by sparks thrown from the smokestack, they being seated in an open observation car, and how on the return trip when nearing Baltimore they overtook Mr. Jenifer driving a fine horse on the turn-pike alongside of the railroad; how he, Mr. Jenifer, challenged them to a race into town, a race which he won owing to the slipping of a belt on the engine."

C&O Motive Power (Mules and Horses) Frightened by B&O Trains

"In the spring of 1837 I was sent to Harpers Ferry to assist Mr. John Small, who was resident engineer there. I had had good drafting room experience in Mr. Knight's office and at Harpers Ferry soon learned the use of the field instruments — level, transit, theodolite and compass. *[Jonathan Knight was the chief engineer of the B&O and a friend of Latimer's father.]* RLH

"I recollect going with Mr. Knight and an officer of the Chesapeake & Ohio Canal Co. to Point of Rocks to arrange for building a fence to prevent horses and mules on the tow path of the canal from falling into the Potomac River when frightened by trains on the railroad. The path was on the embankment between the canal and river, so that when trains came along the other bank of the canal, animals in shying away from them had frequently fallen into the river. This had led to complaints against the railroad by the canal, which was none too friendly to the railroad, as it was looking on it as a dangerous rival. The question was finally settled by the railroad's building a fence, as before described."

Origin of the Name "Gondola" for Coal Cars

"I neglected to mention that the bridge had been completed across the Potomac River and that trains were running into Harpers Ferry at the time I first went there. A railroad — now the Valley Branch of the Baltimore & Ohio — had been built for a few miles along the Shenandoah River, and Harpers Ferry was the terminus for both roads.

"The first bridge was not a success and was afterwards replaced by another one, the construction of which was under my charge. At this time Harpers Ferry was a thriving, prosperous town. The United States Government maintained a large arsenal and factory for small arms there, and it was the emporium for the rich valley of Virginia. Up to the time of the opening of the railroad and [Chesapeake & Ohio] canal there had been considerable traffic in coal carried on the Potomac River. The mountaineers were a sturdy, enterprising race. Timber was plentiful and quite a business had grown up in building flat boats, called "Gondolas," as a satire on the Venetian pleasure boats, which were loaded with coal and floated down the river to Georgetown, where the boat and its cargo were both sold and the boatmen returned generally on foot. The cars first used on the railroad for the transportation of coal were named after these boats "gondola cars." ...

An Experimental Roadbed Construction

"The line west of Harpers Ferry [for which Latimer was the resident engineer] was graded for double track. For a short distance the track was laid with two large timbers, hewed in the woods near by, laid longitudinally, then across ties on top of these, after which two smaller longitudinal timbers were laid on and spiked to the cross ties and the rails spiked to these last timbers. The whole thing was filled in with fine crushed stone. This was, I believe, experimental, as only a short distance was laid in this manner."

The "Grasshoppers"

"When I was on construction from Harpers Ferry to Cumberland — 1839 to 1843 — the so-called "Grasshopper" locomotives were in universal use. These, as you no doubt remember (having seen two of them which were used as switch engines at Camden Station when you were a school boy), had vertical cylinders and boilers, the piston rods working on walking beams like a paddle wheel steam boat."

Various Rail Sections Used

"Several sorts of rails were used, at this time, a "U" rail, so called, as the "T" rail is now, from the similarity of its section to that of the letter U inverted; also an "H" rail, so called from a supposed similarity of its section to the letter H. This rail was intended to be reversible, so that when one side was worn down it could be turned over, and what had been the bottom turned into the top and an equal amount of wear obtained from it. This was soon found to be impracticable and the "T" rail adopted which is in service to the present time."

In mid-1884 the B&O decided not to extend the railroad on to Cumberland, and Latimer was laid off, with the promise of being rehired when times got better and the line continued on to the west. He and a fellow engineer, James Randolph, then went into the mercantile business at Patterson's Creek, Maryland. The business was so successful that when the B&O in 1847 again picked up the work of building on to Cumberland and invited Latimer to return to his position, he turned the offer down. His partner Randolph, however, went back to the railroad and eventually rose to be the chief engineer, then finished his career as a consulting engineer.

Thoughts on Being a Pioneer Engineer

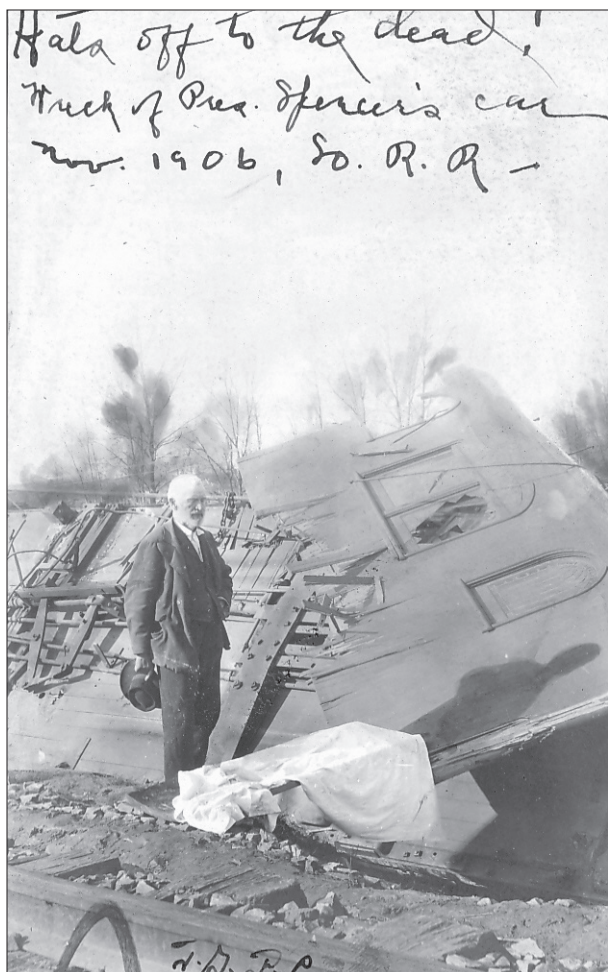
"When I started with the company, no engineering work of any such magnitude had ever been attempted in this country. What private engineering work had been done was on canals and highways. Harbor and fortification work had been supervised by the officers of the engineer corps of the army. There was no school or college in the country except the West Point Military Academy where engineering was taught, and that school had been opened only a dozen years when work on the Baltimore & Ohio was first started. We had no text books and no past

experience to guide us. Each of us kept private notes and worked out his own formulas. The winter that James Randolph and myself spent at Sir John's Run, he and I tabulated a vast quantity of such notes and formulas. It was from such work as this that Trautwine and Charles Latimer compiled text books for the use of young engineers." [John C. Trautwine's book, *The Civil Engineer's Pocket Book*, was a bestseller; it went through several editions and at least 21 printings.]

RLH 

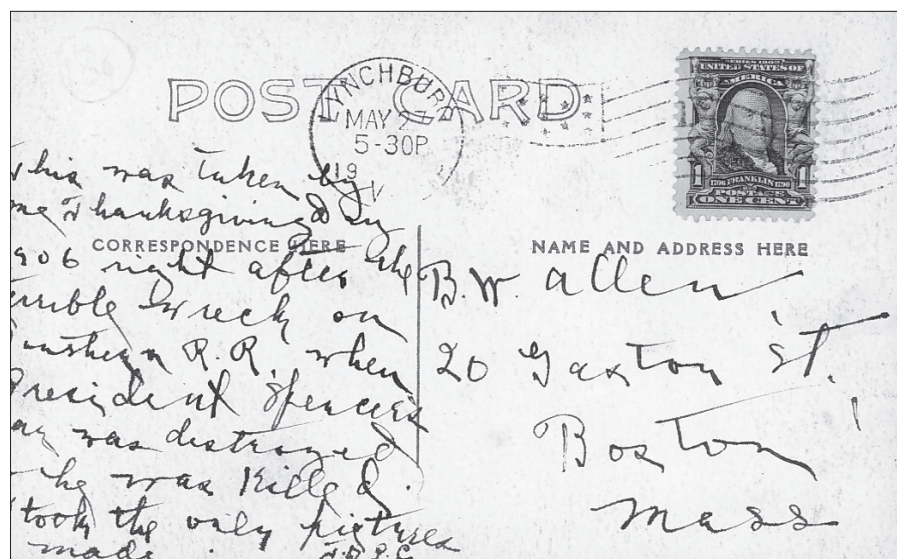
Samuel Spencer Postcard Follow-Up

by Dick Hillman



In the Winter 2007 issue of the R&LHS Newsletter your editor advised that the article about the Southern Railway's president, Samuel Spencer had generated knowledge of the existence of a postcard depicting the wreck in which Spencer had been killed. This rare postcard is now in the collection of the Southern Museum in Kennesaw, Georgia thanks to the generosity of R&LHS member Jim Sheppard who made the donation. The postcard now creates an interesting question. Previous descriptions of the wreck in which Spencer died, state that an all-consuming fire resulted from the collision. However the image on the postcard depicts wreckage untouched by fire.

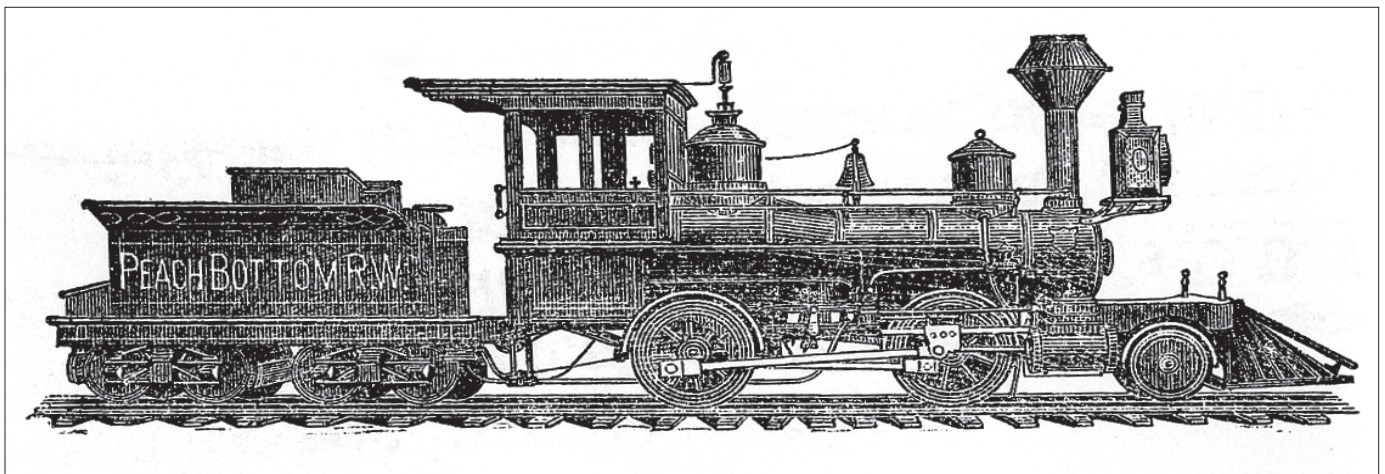
What really did happen? 



A Porter Lost and Found

by John H. White

Preserved locomotives can usually be easily located. Some have moved around like unwanted children, while others rest comfortably in one place for decades. A small Porter 2-4-0, originally the Port Huron & Northwestern Railroad's *D.B. Harrington*, was relocated several times since its completion in 1878. Three years later, it was sold to Cody and Moore Lumber Company in upper Michigan. It was resold to three other lumber lines before ending up at a cannery in Glen Haven, Michigan in 1878. It stood outside this plant for four years as a stationary boiler. Its last owner decided to preserve the now aged steamer as a public display. And so off to a park in Traverse City, Michigan it went in 1933. The *Harrington* would remain there for another 32 years but only as a loan by its owner, D.H. Day. By 1965 Mr. Day decided the loan had run its course and began casting about for a buyer. In July of that year the Cedar Point Amusement Park, nearly Sandusky, Ohio, purchased the engine for possible operation on its tourist railway. After closer consideration this plan was considered too costly. The engine was given a cosmetic restoration and placed on display.



While not the *D.B. Harrington*, this 2-4-0 is almost identical to it. *John H. White collection.*

In 1981 the owner of Cedar Point, thinking the old veteran deserved a more dignified resting place, offered the engine to the Henry Ford Museum in Dearborn, Michigan. Ford accepted the offer a few months later. The donor volunteered to pay for a second and more complete cosmetic restoration. It was sent by Cedar Point directly to a repair shop in Navarre, Ohio just a few miles south of Massillon, in early 1982. Rather little work was completed over the next eight years, for reasons we cannot explain. At the same time the Ford Museum was rethinking its exhibit plan. It wanted to reach a younger audience and began to divest itself of many older objects; a large public sale was held. Another nineteenth century locomotive was now considered redundant. In 1990, the little Porter was deaccessioned and title was given to the Port Huron History Museum. The *Harrington* was never exhibited nor even housed at Dearborn as some publications have claimed. Today it remains safely in storage at Port Clinton. One day, when funding is available, it will again be on display. Meanwhile, I am happy to have located this long lost Porter. Special thanks to the former Curator at the Ford Museum, Randy Mason, and to his successor, Marc Greuther, as well as T. J. Gaffney of the Port Huron Museum. 🚂

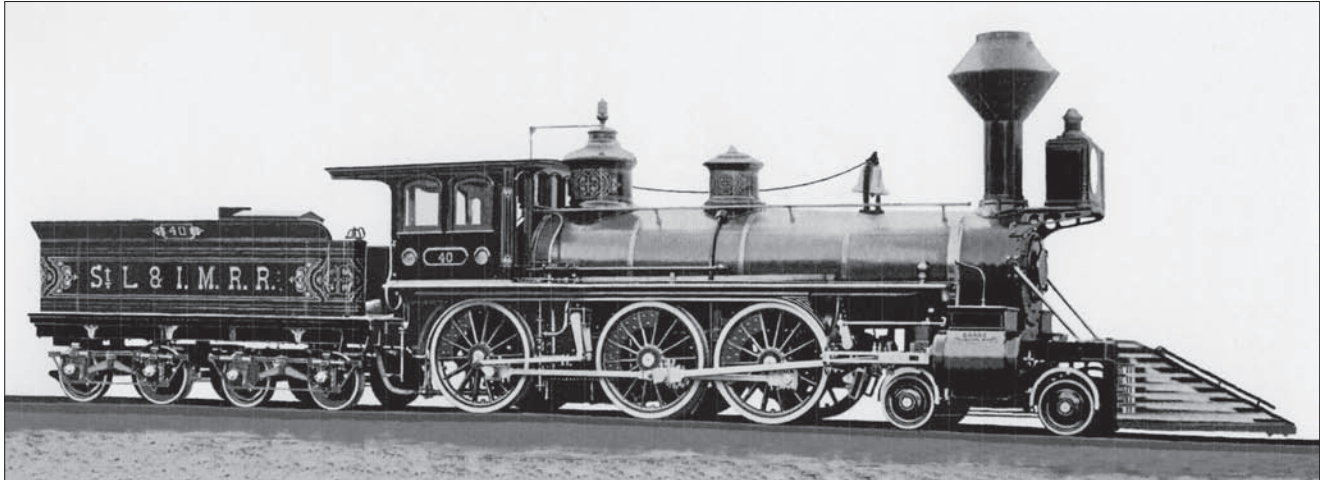
THE MECHANICAL DEPARTMENT

BY J. PARKER LAMB



Help Needed From Researchers

In my earlier columns, I have presented short discussions of relevant topics. For this issue, I want to assume my earlier role as a professor who assigned homework and research topics to advanced students. So here are two “assignments” in visual form. These are legitimate inquiries, since I have not had a chance to dig out the answers. Please send me a letter or email with your findings, and they will be published under your byline. My address and email is in each issue of *Railroad History*.



Saint Louis & Iron Mountain 4-6-0 No. 40 is a beautiful example of a turn-of-the-century design. The workmanship in the intricate striping is quite remarkable and shows the level of craftsmanship and pride at that time in American manufacturing. At the top of the cylinders is the builder's name, Grant, whose works were in Patterson, NJ. As was common for this period, Stevenson inside valve gear was used. However, a close inspection of the rear driver shoes an eccentric crank driving some accessory near the firebox, possibly a pump. I do not recall seeing this before and am quite curious about its function and design. Those of you who have background information on Grant products may be able to determine this, along with the date of construction. (*Photo Collection of David Price*)



This November 1947 photo shows a more modern ten-wheeler, MP No. 303, assigned to subsidiary New Orleans, Texas & Mexico (Louisiana portion of Gulf Coast Lines). It was built in 1903 by Alco Dickson of Scranton, PA, but was rebuilt with a superheater and piston valves. However, its lightweight drivers, with small circular counter weights, were never replaced. I have seen only two examples of this design and both came from Dickson. Again, I would like to have more information about the advantages of this shape, as well as which builders used these and for what period. It is probably that simplified fabrication was the primary motivation for use. (*Photo Collection of Arnold Menke*)

Comment on the Use of Digital Image Software

The use of modern digital software has come under criticism from some publishers after many photographers and editors have used it to make drastic changes in contemporary photos. However, the top photo (of St.L & IM No. 40) shows how this software can also be utilized in the rehabilitation of an old copy negative of a deteriorated builder's photo. I believe this software offers the best way to recreate the original image, and give it another century of lifetime as a record of the early years of American railroading.

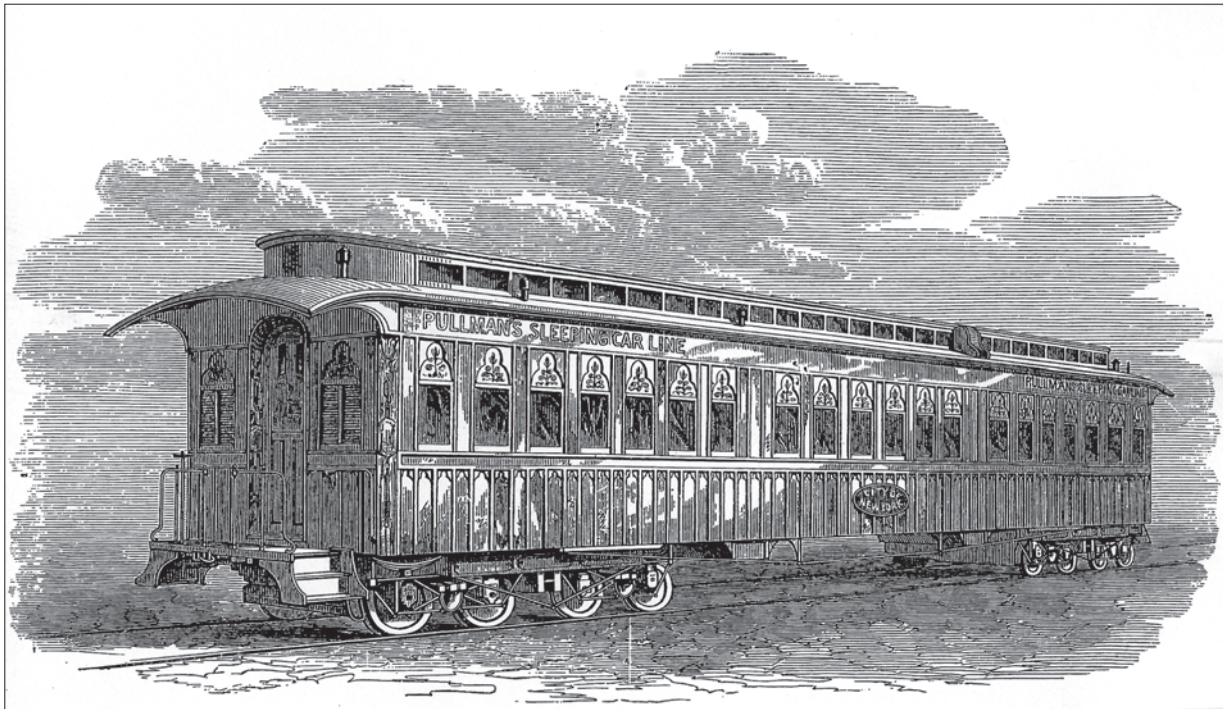
I would like to hear from those who have had experience with this process and agree with its usage. Also, I am interested in hearing from those who have collected deteriorated railroad images (prints, negatives, or printed page) and would like to have them restored in this manner. 🚂

EXPLORING THE PAST WITH **STEAMDOME**



Introducing the Pullman Palace Car

This collection of articles from the late 1860's and 1870, which report on the introduction of the Pullman sleeping cars, may inspire you to book a sleeping car trip soon. As one article noted, "the luxuries of travel have been so increased that these berths and state-rooms are engaged in some instances weeks in advance." Many thanks to Steamdome for sharing these gems with us. DCL



City of New York, built by Aurora Shops, C.B. & Q Railroad, 1866 Collection of Steamdome

From the Cincinnati Commercial, November 11, 1870 -

New Cars on the Baltimore and Ohio Railroad

At twenty minutes past 3 o'clock, yesterday afternoon, a small part of gentlemen assembled in the depot of the Indianapolis and Cincinnati Railroad for the purpose of making a short excursion on the Marietta and Cincinnati Road to a point known as Madeira, a few miles beyond Madisonville.

The excursion party consisted mostly of railroad men, among whom we noticed Mr. J.W. Pillsbury, Mr. G.B.

Gibson, General Passenger Agent for the Baltimore and Ohio Railroad, Captain Peabody, Master of Transportation, and Mr. McKee, of the same road. Appropriating one of the cars in waiting at the depot, the party were soon being whirled over the smooth rails of the road, enjoying themselves in the meantime in a general manner. Leaving the Indianapolis and Cincinnati Road to connect with the Hamilton and Dayton, the train swept around the city, passing Brighton, Cumminsville and Spring Grove, to where the Marietta Road leaves the Hamilton and Dayton and cuts off to the right. Making one or two short stops, the train soon arrived at Madeira, where the excursionists disembarked and waited for the through train, which, in due time, made its appearance. Re-embarking, we found ourselves ushered into one of the finest sleeping coaches we remember to have ever had the pleasure of inspecting. Furnished in magnificent style, with heavy Brussels carpet, rep silk window curtains of a drab color, soft cushioned seats, covered with fine velvet plush, mirrors which reflected and re-reflected, the car is a marvel of attractiveness. The wood work throughout is of oiled walnut, set off in excellent taste with silver and gold plated metal.

Entering the car at one end, you pass through the gentlemen's washroom into the general sleeping department, which accommodates forty-eight sleepers. Here one of the berths was opened out and made ready as though for retiring. The bed clothing is of the finest quality, and the curtains, which make the berth a private affair, are of rich, heavy damask. Opening into this apartment at the other end is a state-room very desirable for a family, and by means of a passage way leading around it, you immediately enter the ladies' toilet room, which is fitted up in a manner that will enable a lady to make a most complete toilet.

The coach is heated by means of steam pipes, connecting with a stove in a separate apartment at one end, and extending around the inside of the coach in places scarcely observable. The means of lighting up are very convenient.

The coach rides exceedingly easy, being set on the best of springs and resting on twelve wheels. The outside of the coach is very attractive, also, and in the center on the side appears the name of the car - "Oakland".

The Baltimore and Ohio railroad are having eighteen of these elegant Pullman coaches constructed, and they will be placed on the road immediately on their completion. One of them will be attached to every through train. No old sleeping coaches are to remain in use on the road, the Directors having contracted with the Pullman Car Company to take them off their hands.

From the Railroad Gazette - May 21, 1870

A Magnificent Train

Last Thursday, at noon, a train of the Pullman Palace Car Company's cars left this city for Boston, where it is to receive a party of eminent residents of that city and vicinity for transportation to the Pacific Coast and back, on a pleasure excursion - a little picnic, you know, from the Atlantic to the Pacific - from Faneuil Hall to the Golden Gate and the Yosemite Valley. This excursion, be it understood, is made for pleasure, a journey of 7,000 miles or thereabouts made for the fun of the thing! and in summer, too!! and by rail!!

Well, such things have become so common of late that we have almost ceased to notice, not to say wonder, at them. This one strikes our attention because it extends from the farthest East to the farthest West, and also because the train in which it is to be made is remarkable for the number and character of its cars.

There are eight in number, the St. Charles, the St. Cloud, the Marquette, the Palmyra, the Revere, and the Arlington, most of them entirely new. Of these the St. Charles and St. Cloud are commissary cars, each with seats at table for twenty-two and berths for twenty, an elegant and convenient kitchen, wine closet, etc. The Palmyra and Marquette are drawing room cars worthy of this name, with rich sofas, curtains and carpets, an elegant cabinet organ, writing desk and book-case. The Revere and Arlington are hotel cars, much like the commissary cars, with kitchen, cooking range, china closets, dining rooms, and some sleeping berths. Besides these is the baggage-car, which is handsomely finished, and has half its space divided into closets for storing provisions, ice, etc., and the smoking car. The latter is decidedly a novelty, not only in its comfort and elegance, but in some of its accommodations. Among these is a veritable barber's saloon, with hair-dressers in attendance. In one end of the car is a neat little printing office, from which a journal, called the *Transcontinental*, with contributions from the excursionists, and genuine dispatches from the Associated Press, is to be issued daily during the trip. Only a bath room is needed to make this car complete.

The train is one of four to be run on the Union Pacific line by the Pullman Palace Car Company, the cars being similar in all respects to those described.

The Palmyra and Marquette were built at Hannibal, Mo.; Revere and Arlington at Aurora; St. Cloud and St. Charles at the Northwestern Works, in this city [Chicago], and the smoking and baggage cars in Detroit.

The total cost of the train was about \$175,000.

All the cars are supplied with Miller's platform coupler and buffer, Ruttan's ventilating apparatus, and some with Baker's hot water heaters. All are supported on Hebbard car springs.

Altogether, it is probably the finest and most completely appointed train ever seen, and all travelers may make long trips with all the comforts (barring sea-sickness) attainable on first class steamers.

From the New York Times, April 18, 1867 -

Comfort for Travelers - Pullman's Palace Sleeping Cars

The party invited by George M. Pullman, the proprietor of the Palace Sleeping Cars, to test the practicability of establishing a line of hotel cars between New-York and the Rocky Mountains, left here [Albany, NY] this morning by a special train, which was made up of the grand hotel car "Western World", the first of the kind ever constructed; a commissary car, and an elegant day car furnished by Mr. Chittenden, of the Central road, and which will run through to the Rocky Mountains.

The party consists of Mr. T.C. Durant, Vice President of the Union Pacific Road; Messrs. Sidney Dillon, John Duff, Oliver Ames and Carter, Directors of the Company; Col Seymour, consulting engineer; Hon. James Brooks, Miss Brooks, Mr. W. Brooks and Miss Tracy; Hon. Henry J. Raymond and son; Mr. and Mrs. Seth Hale; Gen. G.H. Simpson, wife and daughter; Dr. White, Mr. and Mrs. G.F. Main, and Winthrop Gray.

The "Western World", which will take the party to the West, is the best equipped sleeping-car yet built. While at Albany it was visited by thousands of persons, and the opinion was expressed that if the Central Board would arrange for running such cars as Pullman's "Western World", neither the Legislature nor the people would object to increased rates of fare. Such cars will some day run through from New-York to San Francisco.

From the Jersey City Evening News - June 11, 1869

The First Through Car to California

The first through car direct from this city to California left here at 5 o'clock last evening, on the New Jersey Railroad. This car is intended to run the whole distance to Sacramento, and is the first of a number being built for the accommodation of the through passenger traffic. This car is a "Woodruff Silver Palace Sleeping Car," built by Harlan Hollingsworth & Co., for the Central Transportation Company, who run their cars by contract over all the principal roads of the country. The interior of the car is fitted up in the same elegant and comfortable style peculiar to the cars of this Company, and furnished with all the conveniences that can be introduced into a railroad car. It is divided into ten sections as sleeping apartments, each with two berths and two entirely closed state rooms, with was bowls and water closets. The twenty berths in the main apartment are hidden by elegant curtains and the bedding is of the best material. When not in use the berths can be closed up and emerged into seats the same as in other passenger cars. At the side of the car fronting each seat is a small mirror which being moved up reveals behind it a lamp, and each seat is also provided with a small table for card playing and other purposes. In all respects the car is one of extreme comfort. Its cost was \$15,000. It goes by the way of Pittsburgh and Fort Wayne to Chicago, thence to Omaha by the northwestern railroad and then by the Union Pacific Railroad to Sacramento. The car is under the charge of Mr. Phillip Harvey, said to be the oldest sleeping car conductor in the country.


From the New York Times, May 30, 1867

Fort Wayne Road - New Accommodations

We visited on Saturday morning, at the Pittsburgh, Fort Wayne and Chicago Railroad depot grounds, on Madison-street, the sumptuous new silver palace car "Altoona", the latest of the Central Transportation Company's new coaches for their through line to New-York by Pittsburgh and Allentown. Our readers are already well informed of the leading features of this shortest of all the routes to the seaboard, in dispatching on its through trains four times each week one of the se silver palace cars for day and night use. Thus the passenger taking a place in the car in this city is not required to leave it until reaching the Jersey City Ferry, after a run shorter by two hours than can be made over any other route, this being, moreover, the only line on which this advantage of through cars is offered. The

desirableness of this system will be appreciated without any detailed explanation, relieving, as it does, the fears and annoyances of travelers - the timid, the unprotected, or the merely luxurious - from the evils of changing cars under the pressure and rush for seats, the securing of sleeping berths in advance of arrival, and the crowding of cars en route. The space, whether berth or state room, paid for here by the traveler, is as exclusively his, throughout the trip from the lakes to tide-water, as if it was his state-room on an ocean steamer.

The silver palace-cars have deserved their name from the superb solidity and elegance of their finish. There is nothing garish and merely showy, but all is rich, permanent and for use. The "Altoona" in this respect is superior even to all its predecessors, and combines qualities that render it one of the most perfect sleeping-cars or saloon-cars for day use ever put on wheels. It has one quality, like the others in the line, which charms the railroad men - extreme lightness, compared with other prominent styles of sleeping-cars. These silver palace cars weigh only eighteen tons, or less than half the weight of some of the more recently built cars on other roads.

By means of the silver palaces thus dispatched four times a week over the Pittsburgh route, the luxuries of travel have been so increased that these berths and state-rooms are engaged in some instances weeks in advance. Each car goes through in charge of its own special conductor, in whose care ladies and children travel securely, and protected against inconveniences and perils of the system of changing cars. 

VISUAL INTERPRETATION

BY JOHN GRUBER



What is this thing called visual culture they keep talking about at the Center for Railroad Photography & Art? And how can it help us make sense of visual materials about railroads?

Visual culture has been around as a formal academic endeavor for about 25 years, and informally ever since people began looking at anthropological questions.

One of the visual culture specialists, Nicholas Mirzoeff, a professor at New York University's Steinhardt School of Culture, Education, and Human Development, says that visual culture is "not just a part of your everyday life, it is your everyday life." That is because anyone with sight is bombarded daily by images. Our society uses and produces images at an ever increasing and staggering rate. And everything we see or have seen or may see in our lives is visual culture.

Now, where do railroads fit in? Ever since they came into existence, railroads fascinated people, and they still do. They became a fundamental part of the visual landscape—visual culture.

They were so beguiling that artists, photographers, illustrators, toy makers, sculptors, and even floral arrangers made them into two-dimensional and three-dimensional visual works. Last summer in Madison, Wisconsin, at Cow Parade 2006, artists designed one of the 101 fiberglass cows with a railroad theme (Moo Choo-All Aboard).

But those of us who are interested in railroad photography and art have not fully incorporated our interest into the world of visual culture and visual culture studies, although we have begun.

That, in a nutshell, is why the Center has embarked on an ambitious new project, an Internet archive called railroad heritage.org, as a part of its mission to preserve and present significant images of railroading.


An initial web portal—a collaborative effort—will be available for viewing in June, funded by the North American Railway Foundation. The University of Wisconsin Library has agreed to host the first 1,000 images. Lake Forest College is providing content and staff for scanning images. More collaborators are being contacted.

A slide show about the project is at www.railroadheritage.org. When images are available, the portal will replace the slide show at the same URL. By making the images and meaningful descriptions available, in a systematic manner, the Center expects to boost public and scholarly ability to explore the railroads visually. The captions will put the objects into wider American and historical cultural contexts.

Building on the partnerships of the Center's first NARF project, "Representations of Railroad Work," successfully completed last September, railroad heritage.org promises to make an even larger contribution to increasing an awareness of the broad scope of railroad visual culture. The web portal, which will allow images to be added and text edited at many institutions, offers a new digital model for the railroad heritage community to share resources.

Drawing from institutional and private collections from around the country, the Center will coordinate this enterprise, bringing this colorful heritage to a single site on the Internet.

The visual culture approach allows us to widen our view—shedding light on the many ways railroads have touched our lives. From celebrating the engineering marvels—magnificent bridges and tunnels, powerful steam locomotives and sleek streamliners—to uncovering the self portraits of workers and their friends, and showing the striking travel posters promising scenic destinations—railroad images make up a visual culture that is rich, colorful, and sometimes candid. Everyone has experienced the railroad. Images created by enthusiasts, railroaders, artists, marketing departments, engineering firms, and others have captured these moments.

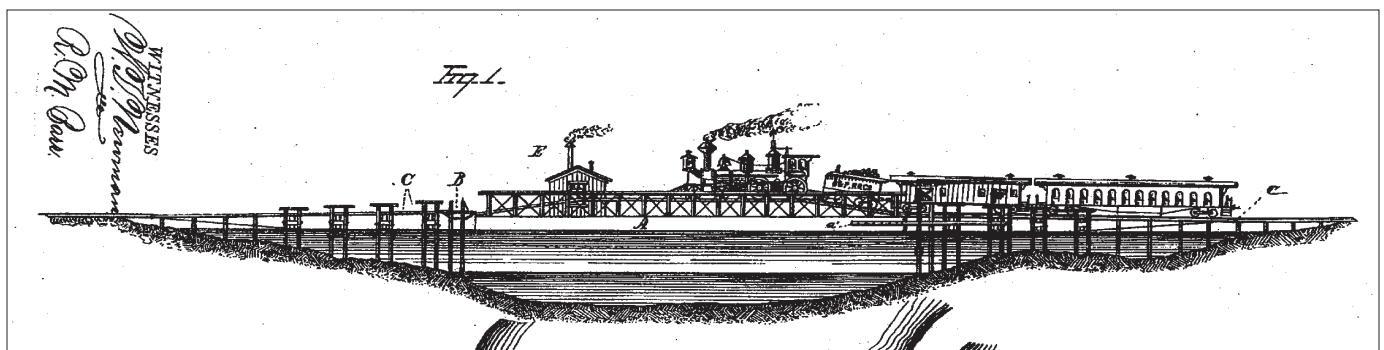
The Center for Railroad Photography & Art's online visual culture program can provide an important resource to photographers, collectors, and scholars alike," according to Carson Burrington, executive director of the Center. "We are excited by the prospects." 



Visual culture includes sheet music and patent drawings.

This illustration of a man getting off the train is from the cover of *I'll Be in My Dixie Home Again To-morrow*, a song published in 1922.

John Lawler submitted the drawing of "floating draw-bridges" for a patent granted in 1874; the bridges (two were required for two channels) spanned the Mississippi River between Prairie du Chien, Wisconsin, and Marquette, Iowa.



CHAPTER REPORTS

NEW YORK CHICAGO GOLDEN SPIKE LACKAWANNA PACIFIC COAST
SOUTHERN CALIFORNIA SOUTHWEST SOUTHEAST

Southern California Chapter Program Features Pacific Electric

The March meeting of the Southern California Chapter featured a program on the Pacific Electric, based on the slides in Chapter Vice-Chairman Joe Bodino. The program generated a large turnout, and Chapter members are looking forward to another presentation of Joe's work at the April meeting, where the topic will be Southern Pacific's Taylor Yard in Los Angeles. On February 24, the Chapter enjoyed a tour of the Metrolink Operations Center and of Union Pacific's (nee Southern Pacific's) West Colton Yard. *[For those interested in learning more about the history of rail operations in Los Angeles, I highly recommend **The Southern Pacific in Los Angeles, 1873-1996**, by Larry Mullaly and Bruce Petty. Golden West Books and The Los Angeles Railroad Heritage Foundation, 2002]* DCL

New York Chapter Studying the New York, Susquehanna & Western

During January, February and March, the New York Chapter enjoyed programs on the New York, Susquehanna & Western, Denver & Rio Grande Western narrow gauge freight service in the 1960's, and former New York Central business car 3, NYC Lot 2047.

Focus on the Susie Q was through a commercial film on the railroad, which was modified by the insight and comments of Jim Guthrie.

The program on the NYC business car was presented by car owner Lovett Smith, who presented a DVD showing off the car, and told of some of the problems of keeping the car in operation. Lovett's punch list includes three pages of basic annual items and seven pages of special items for this year.

The New York Chapter meets every month in the Williamson Library at Grand Central Terminal in New York City.

Southeast Chapter Member Lyle Key Reports on European Rail Trip


The February issue of the Southeast Chapter's newsletter, Southeast Limited, featured the first installment of a report by Lyle Key on his trip with his wife to Scotland and England, where they enjoyed extensive rail travel. Lyle's report is well written, and includes six color photographs. If you're interested in rail travel in Europe, and would like a copy of the article, just drop a note in the mail to: *Southeast Chapter of the Railway & Locomotive Historical Society, P.O. Box 43534, Jacksonville, Florida 32203-3534. [Those interested in European rail travel should also check out the tours and excellent guides to overseas railroading published by Editorial Advisory Board member George Drury. You may reach George via his website, www.georgedrury.com.]* DCL

Chicago Chapter Learns About Milwaukee Road Alcos

The Chicago Chapter enjoyed a program presented by Ted Schnepf, who once worked for the Milwaukee Road, focused on the congregation of Milwaukee Alcos in and around Winona, Minnesota. Winona also saw many Alcos from the Chicago & North Western, as well as the Green Bay & Western.

The Milwaukee Road had track in no less than five directions from the Winona-La Crosse area - to Menomonie and Chippewa Falls, Wisconsin, and its Twin Cities main line directly out of Winona; and the main line to Milwaukee and Chicago south out of town. Out of LaCrescent, on the west side of the Mississippi River, below Winona, a line ran down the west bank of the river into Iowa; and a secondary line plodding across the southern tier of Minnesota went to such exotic places as Zumbrota, Albert Lea, and Pipestone, before eventually winding up in South Dakota. The Chicago & North Western had its line across western Wisconsin, through Minnesota and South Dakota, all the way to Rapid City and filled it with so many Alcos that it became known as the Alco Line. Finally, the 250-mile Green Bay & Western, which was 100% Alco-powered, from Kewaunee and Green Bay, Wisconsin, terminated at Winona, coming over the Mississippi on the Winona Bridge Company's very short line - so short, it didn't even have a locomotive to its name.

Southwest Chapter Briefing

At the January meeting, board members re-elected the current officers to continue in their posts. Harry Bean as Chairman, Charles Zlatkovich as Vice-Chairman, Robert Kelly as Treasurer-Membership, and Ronald Dawson as Secretary. The Southwest Chapter is continuing its affiliation with the Railroad and Transportation Museum of El Paso and with the Paso del Norte Streetcar Preservation Society. The SW Chapter continues to be responsible for the care and keeping of the city's steam engine, ex-SP 2-8-0 No. 3420, as well as its own rolling stock including several freight cars, two cabooses, and a heavyweight Pullman. All rolling stock is stored at the Phelps-Dodge Refinery. The chapter meets monthly on the second Wednesday at Avila's Restaurant in El Paso at the corner of Montana and Yarbrough Aves. The meeting consists of a short business meeting followed by a program. Attendance at monthly meetings has increased and averages 20-25. For further information, contact Ron Dawson, Secretary, at 915-626-5605. 

TRADING POST

FOR SALE: New Books by Fred Matthews:

Sierra and Desert Rails: Donner, Feather River, Owens Valley at the end of the Steam Age. 8½ x 11, 96pp, large B&W. \$32.95 from Xlibris.com Iberian Rail 1963: Valencia, Granada, Meseta, and Iberian Rail 1963: The Atlantic Coast, similar format, 78pp each, all color. \$26.95 each from Xlibris.com

FOR SALE: My newest book, *Rock Island Line in Focus: The Railroad Photographs (1898-1925) of Jules A. Bourquin*. This 160-page volume, published jointly by the DeGolyer Library (the depository for most of the photos) and my own R&I Publishing, has 187 photos of locomotives, trains, railroad workers, facilities, accidents, military specials, and unusual equipment. Many of these photographs are outstanding, taken by someone I believe was one of the earliest rail enthusiasts-photographers. Most were taken around the Rock Island town of Horton, Kansas, but a good percentage have themes (such men at work) that go well beyond the local and I believe would appeal even to non-railfans. None, to my knowledge, were previously published. Available to R&LHS members at the special price of \$28 postpaid from I. E. Quastler, 925 Tenth St., Unit B, Coronado, CA 92118. Inquiries at iquastler@aol.com. Please note, because of family commitments, I won't be able to ship in July and August.

WANTED: Back issues of R&LHS Bulletins and other rail historical society publications. Buying collections. Paul Gibson, 161 Gilmore Rd., Wrentham, MA 02093-1227. paul@railpub.com.

WANTED: NC&StL items. I'm interested in anything you have to offer, if I like it and the price is reasonable. Dwana Davis, 164 Brady Drive, Hazel Green, AL 35750

FOR SALE: Jim Lekas, 1433 NE Kristin Court, McMinnville, Oregon 97128 has the following available for sale:

Lucius Beebe & Charles Clegg's 1st edition of The Age of Steam. Excellent condition, \$90.00 plus \$5.00 shipping.

Bound Volumes of Trains magazine. Vols. 23 through 30 and Vols. 55 through 60. All unclipped and in mint condition. \$60.00 per volume plus \$5.00 shipping for the first Vol. and \$2.00 for each additional.

Guidebooks of the Western United States. 1915. Newly bound and in mint condition. Part A - Northern Pacific Route. Part B - The Overland Route. Part D - The Shasta Route & Coast Line. All have foldout maps, pictures and topo maps. \$55.00 each or \$150.00 for the three plus \$5.00 shipping.

New Southern Pacific employee timetables. \$2.50 each. These are the book style. LA Div. 7 4-24-77; Sacramento Div. 6 10-31-76; 7 4-24-77, 9 1-8-78; 11 10-28-79; 12 4-27-80; The following are booklet style - Sacramento Division: 15 10-25-81; 16 10-31-76; (booklet style) 22 4-25-82; 23 10-31-82. I will pay the freight on the timetables.

The Railway & Locomotive Historical Society *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 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.*



The Railway & Locomotive Historical Society, Inc.
P.O. Box 292927
Sacramento, CA 95829-2927

www.rlhs.org

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