

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY



NEWSLETTER

SUMMER 2007

WWW.RLHS.ORG

VOLUME 27, NUMBER 3

Nothing Could Be Finer . . . Than to be in Carolina
Traveling On The Aberdeen, Carolina & Western



Carolina Rails
2007 Annual Meeting Report

In This Issue . . .

- 3 From The Editor
- 4 National Report
- 8 Carolina Rails: The R&LHS Annual Meeting
- 12 Steam & Diesel at Spencer Shops
- 14 Exploring the Past with Steamdome
- 15 The Mechanical Department - J. Parker Lamb
- 15 Visual Interpretation - John Gruber
- 17 Chapter Reports
- 18 Trading Post
- 18 Remembering the *Southern Crescent*
- 19 The Friends Campaign

On the Cover: Aberdeen, Carolina & Western 703 in Aberdeen awaiting the return trip to Star on Friday, June 8. The consist included two air conditioned cars, a gondola equipped with tables and umbrellas, and a caboose. *David Lester photo.*

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



www.rlhs.org

The Railway & Locomotive Historical Society Newsletter

© Copyright 2007, The Railway & Locomotive Historical Society

J. Parker Lamb, President
2605 Pinewood Terrace
Austin, Texas 78757-2136

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	Sept 1	Oct. 15

FROM THE EDITOR

Railroading Past & Present

The 2007 annual meeting of our Society was one that offered tremendous opportunities to study and celebrate railroad history and modern railroading. Riding over the Aberdeen, Carolina & Western, which used to be part of the original Norfolk Southern Railroad, provided members with a first hand look at a modern short line railroad. Touring state-of-the-art Linwood Yard on today's Norfolk Southern provided an opportunity to see modern railroading at its best. Time spent in the North Carolina Transportation Museum, with its fine collection of steam, diesel and electric locomotives gave members a good overview of railroad history in the South. Top it all off with a presentation by Jim McClellan, retired Senior Vice President of Planning for Norfolk Southern, the man who was the central player in Rush Loving's recent book, *The Men Who Loved Trains*, and who talked with us about his work on the New York Central with Al Perlman, and his work at Southern with Bill Brosnan, and you have yourself one heck of a meeting.

The two gentlemen primarily responsible for this successful meeting are pictured at right - Bill Howes (l) and Paul Barnes. As anyone who has ever organized any sort of gathering knows, there are a zillion details to stay on top of, and Bill and Paul did a fantastic job. Everything flowed smoothly, and members were able to sit back, relax, and enjoy a great meeting without worry or delay. The Board and the Society extend heartfelt thanks to these two leaders of our Society.

For those who were not able to attend this year's annual meeting, as well as for those who were, there is a list of recommended reading about railroading in the Carolinas and the South found on page 11.




Society Leadership Changes

The annual meeting saw the finalization of several pending leadership changes. First, J. Parker Lamb has been elected president of the Society, replacing Charlie Zlatkovich, who announced last year that he would not seek another term as the Society's President. Parker Lamb is well known within our Society, as well as in the larger railroad history community, as a distinguished and award winning writer and photographer. In addition, Pete Hansen has been appointed editor of our Society's journal, *Railroad History*, replacing Mark Reutter, who announced his resignation in fall 2006. Detailed articles about Parker and Pete can be found on page 4. In addition, three new board members were elected in Salisbury - Dick Hillman, David Lester and David Pfeiffer.

Friends Campaign

You may have noticed that the cover stock for this issue is a little heavier than usual. This was done to facilitate the inclusion of a perforated card on the inside back cover which you can remove to document and mail with your contribution to the Society's Friends program. Please take time to consider how you can support this important program, which will help ensure that the Railway & Locomotive Historical Society retains its position as the leading railroad history research and publication organization.

Correction

Author Robert L. Harvey, who compiled the articles in "Snippets of Early B&O History" in the Spring 2007 issue, wrote to let us know that in the piece entitled "Various Rail Sections Used", the date "mid-1884" in the second paragraph should have read "mid-1844". 

David C. Lester

Dr. J. Parker Lamb Elected Society President at Salisbury Meeting

At the annual meeting of the Board of Directors on June 8, Executive Vice-President J. Parker Lamb was elected president to succeed Charles Zlaltkovich, who had served as president for four years. Addressing society members at the annual business meeting, Lamb thanked Charlie for his dedicated efforts to the society over many decades, beginning with his leadership of the Southwest Chapter in El Paso, and followed by a long tenure as Society Treasurer.

Parker then thanked those who have been responsible for the wide range of initiatives now in progress. These include a modernization of the Bylaws, data collection for a member survey, definition of a new society web link to house important research records (such as locomotive rosters and old issues of *Railroad History*), and selection of a new editor for *Railroad History*. All of these initiatives will help enhance the breadth and quality of member services during the coming months.

The incoming editor of *Railroad History* will be Peter A. Hansen of Kansas City, who was selected from 9 nominees by Lamb and a committee composed of Bill Howes, Mac Sebre, and John White. Hansen will begin service after Issue No. 197 is completed by Mark Reutter in September. Further details of the transition will be included in this issue. [See Below - Ed.]

The new president also indicated that R&LHS faces a number of serious problems during the next few years, primarily due to a downward trend in the general public's interest in historic preservation and heritage. Another major concern is the increasing cost of annual operation. Virtually all aspects of the annual budget are affected, including collection of dues, archive storage, and publications. All must be dealt with during the next year or two.

In closing, Lamb mentioned a forthcoming meeting of many stakeholders in the area of American Railway Heritage. Our society, along with other historical groups, museums and libraries, as well as tourist line operators and trade associations, will come together to begin planning a national effort to overcome some of the national insensitivities mentioned above. [Ed note: the results of this meeting will be announced in separate releases.] 🚂

Pete Hansen Appointed Editor of *Railroad History*

During the Board of Directors meeting at Salisbury, NC, incoming President Parker Lamb announced the appointment of a new editor to replace Mark Reutter, who had announced his resignation at the fall 2006 meeting in Cedar Rapids. Lamb noted that the final selection represented a consensus of himself and the Editor Selection Advisory Committee composed of senior members Bill Howes, Mac Sebre, and Jack White.

Assuming the editor position will be Peter A. Hansen of Kansas City, a full-time writer and media consultant for 7 years. Prior to this, he had served as corporate communications manager with Sprint for fifteen years. Pete has written extensively for Kalmbach publications and served as the rail history resource during development of the KC Union Station Museum. In this role he has worked closely with Mike Haverty (KCS Pres.), who is Board Chair of the Museum, as well as other prominent civic leaders of Kansas City.



Pete Hansen

Pete will retain Dan Cupper as Deputy Editor, while the Layout Editor will be Kevin Holland of Ontario, a widely published author on rail passenger service with extensive editing and layout experience with both publishers and historical societies.

Lamb also announced that Hansen's first issue will be No. 198, a Steam Special (similar to the Diesel Special of 2000) featuring an expanded reprint of John White's 1982 book *A Short History of American Locomotive Builders in the Steam Era*. This issue should appear in early 2008, and will be followed by the two regular issues scheduled for 2008. 🚂


Jacki Pryor and Jim Smith Tackle the Archives

The photo at right shows R&LHS Archivist, Jacki Pryor and Director, Jim Smith working on the archives at a Sacramento, California storage location. They are participating in the first annual Archive Work Session.

Archival resources not presently located in the R&LHS archives at the California State Railroad Museum are housed in four units in a climate controlled warehouse. They contain a wide variety of historical materials that are used for research, or held at this site due to CSRM's limited storage facilities. Most of you know that the CSRM has been working to acquire additional facilities at the former Southern Pacific locomotive shop in Sacramento. Until then, some of our material is stored in these units.

Jacki and Jim were "archiving" - sorting, organizing like materials in order to be able to catalogue and enter information on the computer. Some of the specific jobs they completed during the 3+-day work session included:

- Isolated *Railroad History* Bulletins into one area for future disposition by an R&LHS member.
- Repositioned Official Guides into one storage unit and placed loose guides into acid-free storage containers.
- Installed acid-free barriers between 5x7 inch glass plate negatives.
- Removed historical calendars from various map drawers for placement in acid-free boxes. Also repositioned various folders (newspapers, posters, prints, etc.) within the map drawers.
- Unloaded donated railroad books from boxes onto shelves in the "book room storage unit". Also shelved various magazine publications.
- Reorganized archival storage materials (especially acid-free storage boxes) and repositioning some storage shelving.


Next year's "Archival Work Session" is scheduled for Thursday, February 28 to Sunday, March 2, 2008. Due to limited space, we are seeking just ten volunteers to work on various projects as directed by Archivist Jacki Pryor. If you are interested in helping the R&LHS archive material in 2008, please contact me at the following email address: jackip@osbaccess.com. 



R&LHS Archivist, Jacki Pryor, and Director, Jim Smith, work on sorting archive material at one of the storage units located in Sacramento, California.

Newsletter to Undergo Design & Mission Change


At the annual meeting in Salisbury, the Board of Directors approved a modification to the Society's *Newsletter* design, as well as a modification of its mission. Beginning with the Winter 2008 issue, the publication will become the *R&LHS Quarterly*. The new publication will be a newsmagazine for the Society, and will feature Society and railroad history news in one section, and short articles on railroad history in another. The final design modifications are still under way, but the purpose of the change is to provide a more robust quarterly publication that is in keeping with those offered by other historical societies, both in and out of railroading.

David Lester, the current *Newsletter* editor, will edit the *Quarterly*. In a recent discussion, Lester shared his enthusiasm for the changes: "The new format of our quarterly publication will enable us to provide better coverage of railroad history news, both within and outside of the Society. In addition, we will be able to expand our offering of short feature articles which have proven to be very popular with members during the past two years." Lester went on to point out that the *Quarterly* will in no way compete with *Railroad History* - "*Railroad History* is the Society's flagship journal, and holds a unique place in the study and documentation of railroad history. The *Quarterly* will focus on shorter features and news items, providing a different contribution to the Society's publication program. Plus, we will continue to print the *Quarterly* in black and white." 

Southern Museum Kicks Off *Vision 2012* Campaign

The Southern Museum of Civil War & Locomotive History, just outside of Atlanta, kicked off a \$5 million dollar capital campaign in June, which is aimed at the continued growth and expansion of the museum. The campaign was formally announced during the groundbreaking of a new \$1.1 million, 8100 square foot educational center, the latest addition to the museum complex. The groundbreaking was attended by U.S. Senator Johnny Isakson (R-GA), and other state and local dignitaries.

The Vision 2012 campaign will focused on funding the following initiatives - a new \$3,000,000 library and archives building; developing exhibits for the pre-K area of the new education center (\$400,000); enhancing public programs (\$250,000); developing special exhibits (\$350,000); and, the development of a \$1,000,000 endowment, income from which will support the Southern Museum's core missions.

According to the museum leadership, *"a permanent endowment will allow the Southern Museum to become one of Georgia's premier resources for education, and ensure its mission will continue to be supported in the future. The annual earnings of the endowment will be used to support the Museum's mission to collect, preserve, and interpret artifacts relating to the role of railroads in the history of the South through the presentation of exhibits and educational programs relating to the Civil War and the Glover Steam Locomotive Collection."* 



U.S. Senator Johnny Isakson (R-GA) shares his support for the Southern Museum's \$5,000,000 capital campaign.



Dignitaries at the Groundbreaking of the new \$1.1 million Education Center: (l-r), Heath Garrett (Chief of Staff to Sen. Isakson), Georgia State Senator Chip Rogers, Kennesaw City Councilman Mark Matthews, Kennesaw Museum Foundation President Paul Chastain, Kennesaw Mayor Leonard Church, Georgia State Representative Ed Setzler, Kennesaw City Council members Bruce Jenkins and Cindy Giles, and Kennesaw City Attorney Fred Bentley.

Paul Hammond Named Director of California State Railroad Museum

Editor's Note: Paul Hammond, the new Director of the California State Railroad Museum, was the author of "Railroad Heritage and the California Dream - Thirty Years of the California State Railroad Museum" in the fall 2006 issue of the Newsletter. At that time, Paul was the Director of Public Programming at CSRM. We congratulate Paul and wish him well in his new role at one of America's premier railroad museums. The press release below was recently issued by Catherine A. Taylor, Superintendent of Capital District State Museums and Historic Parks, Sacramento, CA 95814.




Paul Hammond
Sirlin Photographers

SACRAMENTO, CA - I am very pleased to announce that Paul Hammond has been selected for the position of Museum Director, Sacramento History and Railroad Sector, for the Capital District. He will assume his new duties on July 1, 2007. In this new role as Museum Director, Paul will oversee the management and operation of the Sector and its units including the California State Railroad Museum; Old Sacramento State Historic Park; Sutter's Fort State Historic Park; and Railtown 1897 State Historic Park.

Paul will be integrally involved in the Capital District's efforts to attract new audiences through innovative programming and community partnerships. He will focus on our ongoing plans and activities related to bringing the Railroad Technology Museum to fruition in the Downtown Sacramento Railyards, and strengthening programs and exhibits at all of our units within the Sacramento History and Railroad Sector.

Paul brings a wealth of experience to this position. He is a graduate of California State Polytechnic University at Pomona with a BS in Organizational Communications, and is a 2004 graduate of the Museum Leadership Institute sponsored by the J. Paul Getty Trust. Paul began his railway heritage involvement as a teenager in Southern California, was editor of *Locomotive & Railway Preservation* magazine from 1994-1997, and more recently, served as President of the Association of Railway Museums.

For the past 10 years he has been a key staff member of the California State Railroad Museum and its non-profit partner, the CSRM Foundation, focusing his efforts on marketing, community relations, fund development and exhibit development. More recently, as Interpreter III/Director of Public Programming, he has been involved in program development at all units within this sector, and has served as a key liaison to numerous partner organizations and community groups on behalf of the Capital District.


Please join me in congratulating Paul on this achievement, and in welcoming him to his new role as Museum Director. - Catherine A. Taylor 

Society Member Survey Results In - Where Are the Young Folks?

The results of the member survey that was conducted in the spring of this year have been compiled and an initial professional analysis has been completed. The Board of Directors will be reviewing the details of the results over the coming months in order to evaluate how we can better serve our membership. In addition, a more detailed article outlining the major trends reflected in the survey will appear in an upcoming issue of the Newsletter.

The response rate for our survey was good. Out of approximately 2,300 members, 1,022 completed the survey by June 1, for a 44% response rate. Responses after June 1 will be added to this total and included in the final survey report.

A trend reflected in this survey was that the membership of the Society is aging, and younger members are not being added at the rate one would hope. While the Society must address this trend with its own approach to growing the membership, the national trend seems to be that the number of people interested in railroad history is declining. A myriad of reasons can be cited for this trend, including a shift in recreational activity among children and young adults that is focused on indoor activities such as computers and electronic games, the railroad industry in general being less visible to the public today than it was fifty years ago, and the lack of a coordinated effort among academic, historical and industry organizations to promote railroad heritage in the United States. This is an important story, for both the Society as well as the discipline of railroad and transportation history, and we will be reporting on this much more in the future.

Another feature of the survey was the tremendous number of individual comments that were included in the space provided to include these. We will include some of these comments in a more comprehensive survey report. The Board of Directors expresses great appreciation to all who took time to complete the survey. 

Carolina Railroading - The Railway & Locomotive Historical Society 2007 Annual Meeting

Article and photography by David Lester, unless otherwise noted

The 2007 annual meeting of the Railway & Locomotive Historical Society was held in Salisbury, North Carolina from Thursday, June 7 through Sunday, June 10. Orchestrated by Paul Barnes of CSX, and Bill Howes, Society Director and former President, the meeting events provided participants with excellent opportunities to learn about both rail history and modern railroading. Highlights of the meeting included a trip on the Aberdeen, Carolina & Western, a tour of Norfolk Southern's Linwood Yard, several hours at the North Carolina Transportation Museum, a banquet at Salisbury's beautiful Southern Railway passenger station, and presentations by incoming Society President J. Parker Lamb, retired Norfolk Southern Vice President Jim McClellan, and Norfolk Southern Director of Strategic Planning Bill Schafer.

The first event of the meeting, on Thursday evening, was Parker Lamb's presentation on the history of the "original" Norfolk Southern Railroad, which served North Carolina until it was purchased by Southern Railway in 1974. Some of the old NS operates today, including what is now the North Carolina short line Aberdeen, Carolina & Western's line from Star, NC to Aberdeen.

Among the benefits generated by the economic deregulation of the railroad industry in 1980 was the opportunity for carriers to abandon unprofitable branch lines. While this was a financial and operational benefit for the railroads which did so, it also created strong opportunities for entrepreneurial railroaders to turn the abandoned line into a profitable short line railroad. Further, maintaining the operation of the local railroad had a huge impact on employment and the economy in smaller communities - industries dependent on rail service would usually close, and lay off most of the work force. Today, the thriving short line industry provides needed service to shippers, attracts industrial development within the regions that they serve, and contribute to the origination and termination of rail traffic through connections with Class I railroads.

Those attending the 2007 meeting had the opportunity to closely inspect a North Carolina short line, the Aberdeen, Carolina & Western, on Friday, June 8. The AC&W is a short line railroad serving 18 industries, with 20 employees, 160 miles of track, and 12 locomotives. The railroad was incorporated in 1987 when it acquired the former NS branch line from Aberdeen to Star, and grew significantly in 1989 when it leased the line from Charlotte to Gulf, NC as part of the NS Thoroughbred Shortline Program. The AC&W enjoys connections with both CSX and Norfolk Southern.

Robert M. Menzies, the president of the AC&W, provided a fine trip aboard a special train from Star, NC to Aberdeen and return. The consist of the train included two air conditioned cars, along with an open air car with tables and "umbrellas" above the tables to provide shade and protection from the sun. There was also a caboose with a cupola on the top, which several passengers enjoyed.



Open gondola with tables and umbrellas for shade



A view of our special train from the rear. *Courtesy of Cornelius Hauck*

During the layover at Aberdeen, our train was parked close to the headquarters of the Aberdeen & Rockfish Railroad, another successful North Carolina short line which operates between Fayetteville and Aberdeen. The A&R also operates the Pee Dee River Railway in northeastern South Carolina, just over the North Carolina state line. Knowing that our AC&W train would have a layover in Aberdeen, the president of the Aberdeen & Rockfish, Ed Lewis, parked two locomotives outside of A&R headquarters building.



Aberdeen & Rockfish headquarters building, with A&R locomotives spotted for viewing of Way and Communication & Signals.

The Linwood tower is staffed by a yardmaster and a trainmaster 24 hours per day, seven days per week. The facility originates and terminates twelve road trains and four local trains each day, and is responsible for serving thirteen local industries.

Touring the yard tower, one was impressed with the role that information technology plays in the operation of a modern hump yard. Multiple computer terminals and communications equipment enable the yardmaster and the trainmaster to stay abreast of all train movements, and the computer controlled retarders on the hump direct cars to the proper track at the proper speed.

The locomotive and car repair shops were equally impressive, as skilled railroaders make major and minor repairs to today's sophisticated diesel locomotives, as well as a myriad of freight cars requiring various degrees of repair.

Two views from the tower - left, looking down on the diesel servicing area; right, cars rolling over the hump to the class yard



SUMMER 2007



9

R&LHS NEWSLETTER

After completion of our Linwood tour, the group headed to the North Carolina Transportation Museum, which sits on the former site of Southern Railway's Spencer Shops. The museum got its start in 1976, as Southern Railway was considering demolition of the buildings on the site, along with alternative uses for the property. A proposal by the North Carolina Department of Cultural Resources to turn the facility into a transportation museum was accepted, and the facility began a journey which led to it being one of today's leading railroad and transportation museums in the South.

The success of the museum is due to a strong combination of public and private resources, as well as considerable volunteer effort. The museum boasts a collection of carriages, historic automobiles, a couple of aircraft, and an extensive collection of railroad cars and locomotives. The



A sight for sore eyes! - Southern Railway FP7 6133 awaits boarding passengers for another thirty-minute trip around the museum property.



Piedmont & Northern electric boxcab 5103 provided motive power for one of the few examples of electric railroading in the South, and is a treasured part of the museum collection.

massive backshop, which is three stories high and two hundred yards long, is currently undergoing renovation that will make it the center of the museum. Among the exhibits will be a restored Piedmont Aviation DC-3.

Visitors to the museum also have the opportunity to enjoy thirty-minute train rides on the property, as well as a ride on a restored turntable. A list of references, as well as the museum's website, can be found at the end of this article.

Once the museum tour was complete, the next order of business was the annual banquet at the beautiful Salisbury station. The station is the former Southern Railway passenger station, which is now served by Amtrak's Crescent, as well as North Carolina Department of Transportation commuter trains.

The guest speaker for the banquet was Jim McClellan, retired Senior Vice President of Planning for Norfolk Southern. Jim enjoyed a long and distinguished railroad career, which included time at New York Central, the Federal Railroad Administration, Amtrak, the United States Railway Administration, and Southern Railway. Much of Jim's career is discussed in Rush Loving's book *The Men Who Loved Trains*, (Indiana University Press, 2006), and it was a career that was involved in most of the seismic changes that occurred in the United States railroad industry during the second half of the twentieth century. The subject of Jim's presentation was a comparison of two iconic railroad presidents with and for whom Jim had worked - D.W. Brosnan and Alfred Perlman. Needless to say, the presentation captivated the entire audience.

Right - Jim McClellan compares Bill Brosnan and Alfred Perlman during his presentation at the annual banquet at Salisbury's historic Southern Railway passenger station.



At the Society's annual breakfast and business meeting on Sunday morning, we were treated to a presentation by Bill Schafer, Director of Strategic Planning at Norfolk Southern, who is also well known in railroad history circles. Bill's presentation focused on his relationship with North Carolina during his college years at Davidson, as well as his years with Southern Railway. The Society greatly appreciated Bill's presentation on Sunday, as well as his coordination of our Linwood Yard tour on Saturday.

Other business at Sunday's business meeting including the election of J. Parker Lamb as the Society's new president, as well as the election of three new board members - Dick Hillman, David Lester and David Pfeiffer. Outgoing president Charlie Zlatkovich received a standing ovation in recognition of his years of service to the Society.

Another highlight of the annual meeting was Chuck Macklin's store at the Holiday Inn. Chuck is the president of *railroadbooks.biz*, and had several hundred books available for sale throughout the meeting. Chuck also sponsored a book signing by authors Jerry Angier, Dick Hillman, Parker Lamb, and Bill Middleton. 🚂



Incoming Society president J. Parker Lamb (l) and Norfolk Southern Director of Strategic Planning Bill Schafer at the Society's annual breakfast meeting on Sunday, June 10, 2007

Recommended Reading

For those who were not able to attend the annual meeting in Salisbury, as well as for those who were, we have put together a list books that focus on railroading in the Carolinas and the South. If you have questions about any of these books, or would like help in locating a copy, please contact the editor.

Galloway, Duane and Jim Wrinn. *Southern Railway's Spencer Shops, 1896-1996*. 1996, TLC Publishing Company.
Goolsby, Larry. *Atlantic Coast Line Passenger Service - The Postwar Years*. 1999, TLC Publishing.
Griffin, William E., Jr. *Atlantic Coast Line - The Standard Railroad of the South*. 2001, TLC Publishing.
Johnson, Robert Wayne. *Through the Heart of the South - The Seaboard Air Line Railroad Story*. 1995, The Boston Mills Press.

Klein, Maury. *The Great Richmond Terminal - A Study in Businessmen and Business Strategy*. 1970, University Press of Virginia.

Loving, Rush, Jr. *The Men Who Loved Trains - The Story of Men Who Battled Greed to Save an Ailing Industry*. 2006, Indiana University Press.

McQuigg, Jackson. *History on Steel Wheels - Trains at the North Carolina Transportation Museum*. 1996, North Carolina Transportation History Corporation.

Morgret, Charles O. *Brosnan: The Railroads' Messiah* (2 volumes). 1996, Vantage Press.

Stout, Greg. *Southern Railway Through Passenger Service In Color*. 2005, Morning Sun Books.

Stover, John F. *The Railroads of the South, 1865-1900 - A Study in Finance and Control*. 1955, The University of North Carolina Press.

Thomas, William G. *Lawyering for the Railroad - Business, Law and Power in the New South*. 1999, Louisiana State University Press.

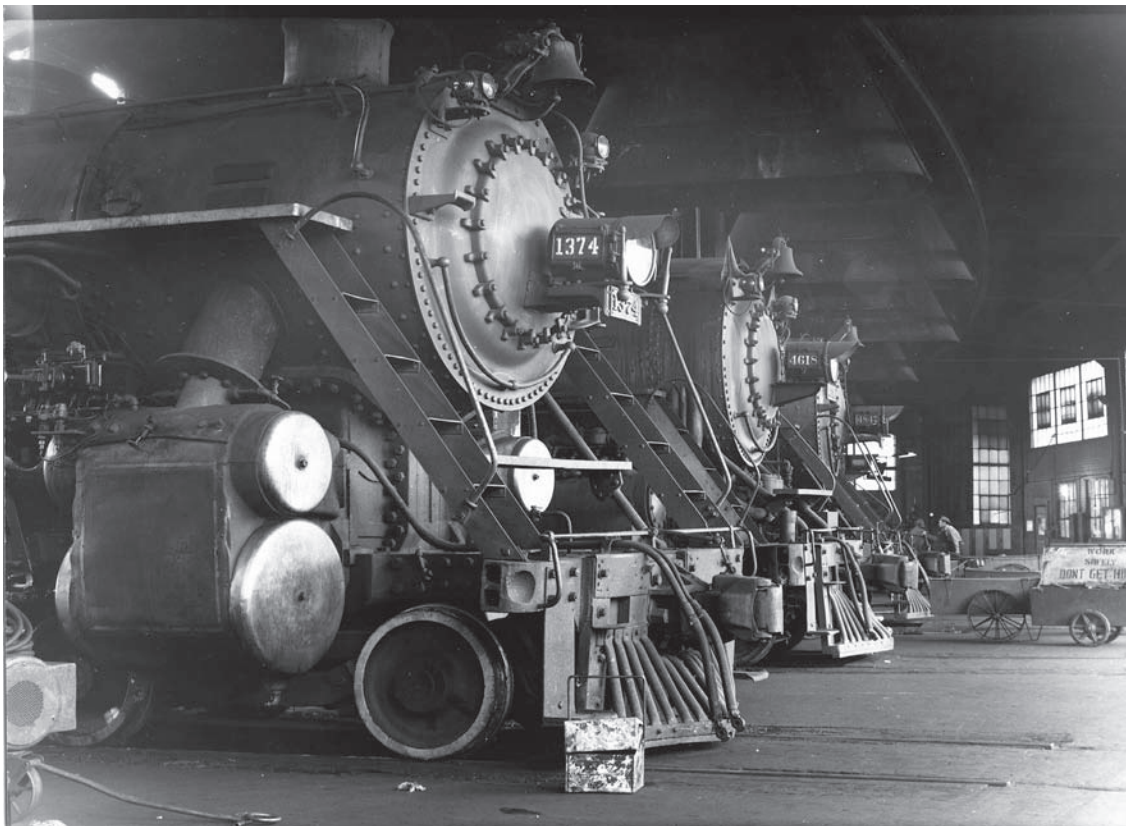
Trelease, Allen W. *The North Carolina Railroad, 1849-1871, and the Modernization of North Carolina*. 1991, The University of North Carolina Press.

Steam & Diesel at Spencer Shops

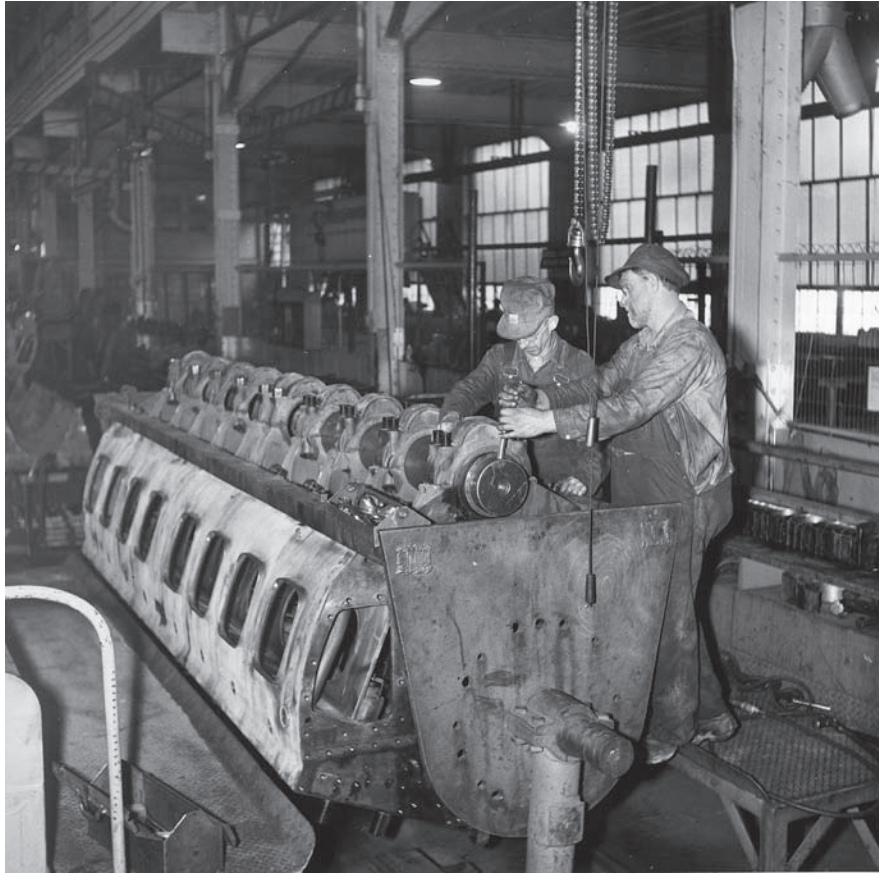
As mentioned on page 10, the North Carolina Transportation Museum sits on the former site of Southern Railway's Spencer Shops. The shops opened in 1896, and were a key facility for Southern for nearly 70 years. Located at the mid-point of Southern's Atlanta to Washington, D.C. mainline, the shops completed heavy repairs for steam and diesel power, as well as other work. Diesel work began in the early 1940's, and continued until the early 1970's, when the shops essentially closed. We offer four views of work at Spencer Shops on these pages to provide a glimpse of the facility's rich heritage. The definitive history of Spencer Shops is *Southern Railway's Spencer Shops, 1896-1996* by Duane Galloway and Jim Wrinn, which is included in the reading list on page 11. *The photographs on these two pages are from the Southern Railway Historical Society Collection at the Southern Museum of Civil War & Locomotive History.*



A view of the back shop on September 15, 1946. *David Driscoll photo, SRHA Collection at the Southern Museum.*



Steam locomotives resting in the Spencer roundhouse on June 13, 1948. Note the "Work Safely - Don't Get Hurt" sign in front of the third locomotive. *David Driscoll photo, SRHA collection at the Southern Museum.*



A machinist and helper run a bearing test on a diesel engine in the early 1950's. *SRHA Collection at the Southern Museum.*



Machinists and helpers remove cam shafts and assemblies from a diesel engine in the early 1950's. *SRHA Collection at the Southern Museum.*

EXPLORING THE PAST WITH STEAMDOME



A Note from Steamdome: In the next few installments of exploring the past, we will consider a few early railroad leaders. Most biographical dictionaries include sketches of such men, but they tend to select the same individuals over and over, such as Vanderbilt, Harriman, Gould, Huntington or Pullman. We will feature some lesser-known names, such as James Parks. He was entirely new to me before finding his obituary in the **Railway Review**. Was he truly the father of the Panhandle? I suspect no living person can offer a definitive answer. We also include a short item on Silas Seymour, who is commonly presented as an incompetent troublemaker in most histories of the Union Pacific Railroad. Yet he receives a more positive rendering in this **American Railroad Journal** memorial notice.


Ed. Note - As always, the Steamdome articles are printed just as they originally appeared, so you will see wording and usage that is slightly different from that in modern writing.

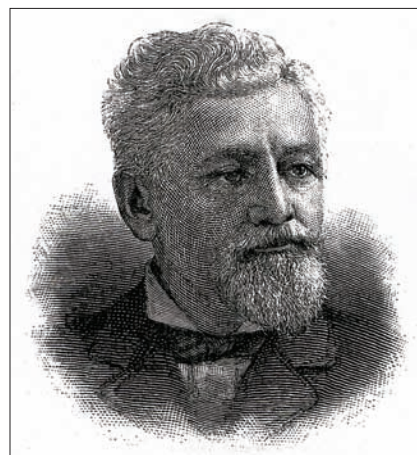
James Parks - Railway Review, June 24, 1893

James Parks, the oldest continuous resident of this city, and "Father of the Panhandle", died here this morning (June 19). He was born in Mercer County, Pa., and came here with his mother in 1812. He worked at the carpentering trade for years, and in 1830 engaged in the mercantile business, continuing thereat for 20 years. About 1840, the people of Ohio began to cast about for some more rapid means of transportation of freight and passengers than the Conestoga wagon or stage coach. Railroads were needed to develop the country around Steubenville, and James Parks, with pioneer foresight, was one of the promoters of the special act which passed the general assembly in 1848, chartering the Steubenville & Indiana Railroad. He shut up his store and went out soliciting stock and right of way, and in 1850 the road was organized with Mr. Parks as a director, and J. Blickensderfer, of the Union Pacific, as chief engineer. Both men almost lived on horseback between here and Newark during the construction of the road, until its completion in 1855. The finances of the road were in a deplorable condition, and in 1859 the road passed into the hands of a receiver. Mr. Parks was the moving spirit in the construction of the Panhandle bridge across the river at this point, and after the construction of the Pittsburgh & Steubenville and the Holliday's Cove Railroad prior to 1865, they had an arrangement for through traffic from Pittsburgh to Columbus. After being organized into the Pittsburgh, Columbus & Cincinnati and P.C. & St.L. Railway, the Steubenville & Indiana now forms the connecting link for the Pennsylvania system. Mr. Parks was for 34 years the director of the Panhandle, and for 15 years its only living original director.

General Silas Seymour - American Railroad Journal, August 1890

General Silas Seymour, who died in New York, July 15, aged 73 years, was one of the best known civil engineers in the country, and it was his fortune during the early months of the Civil War to render the government timely service in organizing the military railroad service. He was born in Stillwater, N.Y. on June 20, 1817.

His career as an engineer began in the preliminary surveys of the New York & Erie Railroad, and he had become Engineer and Superintendent of Transportation when that road was completed as far as Dunkirk. He then built the Buffalo & New York City Railroad, now part of the Erie, and on this line was the famous Portage Bridge, probably the greatest wooden bridge ever built, 800 ft long and 234 ft. high, over the Genessee River. The firm of Seymour, Morton & Company, which Mr. Seymour organized in 1854, now began a large and increasing business in railroad construction throughout the country. He was elected State Engineer of New York in 1855, and soon after was appointed by the United States Government to report upon the feasibility of bridging the Mississippi River at Rock Island. When the War broke out, he was employed by the War Department for a time in organizing the military railroad service, and afterward served on the staff of General Daniel E. Sickles. He was appointed Chief Engineer of the Washington Aqueduct in 1863, and at this time also he built a new railroad bridge across the Potomac. In 1864 he became Consulting Engineer of the New York, West Shore & Buffalo Railroad, and in the following year was again elected State Engineer of New York. It was during this term of service that General Seymour's views on the canals and the preservation of the timber of the Adirondacks were made prominent. Since the expiration of his term as State Engineer, he has done business in New York as a consulting expert, maintaining connection with various enterprises. General Seymour's writings on subjects concerning his profession have been valuable, and occasional rather than voluminous. 



General Silas Seymour
Harper's Weekly, Sept. 29, 1883

THE MECHANICAL DEPARTMENT

BY J. PARKER LAMB




A number of knowledgeable members took the time to reply to the inquiries presented in the previous column. Readers will recall that these were related to an eccentric crank attached to the rear axle of a Grant-built 4-6-0 for the St. Louis & Iron Mountain RR, as well as the small circular counterweights on an MP ten-wheeler, constructed by Dickson for the New Orleans Texas & Mexico. Among the detailed commentaries were those of Charles DeVilbiss of Louisiana, John Friend and Kyle Wyatt of California, John Baskin Harper of Nebraska, Ed Ozog of North Carolina, and John White of Ohio.

As for the Iron Mountain engine, there was unanimity that the crank pin drove a feed pump. Friend and White also cited two references. The former mentioned "Modern Locomotive Construction, 1892," by J. G. A. Meyer of Grant Locomotive Works, Wiley (reprint), while White mentioned a feed pump patent described in *Railroad History* No. 58, May 1942 and noted that a photo similar to the one cited above appeared on page 410 of his steam locomotive book.

The use of disk ("bob") weights were discussed by DeVilbiss and Ozog. DeVilbiss mentioned that his observations suggest Dickson was the only builder to use them (this is also the writer's opinion). He also noted that use of these adjustable weights might have stemmed from the use of "driver centers" left over from compound locomotives, which generally needed weights at other locations than directly opposite the crankpin. He also recalled the migration of Dickson locomotives among the three roads controlled by Benjamin F. Yoakum, namely Frisco, C&EI, and Gulf Coast Lines (later MP).

Ozog presented a lengthy discussion of an 1898 patent by Phillip Z. Davis of Texas for the reduction of driver pounding by arranging a series of small weights (either disk, triangular, or ring shaped) with an angular separation of 120 degrees. He cited further discussion of this idea in three issues of the *American Engineer and Railroad Journal* of 1903 (March, April, May).

My thanks to members who provided this enlightening information. A further note to all with an interest in late 19th and early 20th century steam power - The first issue of *Railroad History* in 2008 will be devoted completely to steam locomotive builders and their products. Many 19th century illustrations will be included. 

VISUAL INTERPRETATION

BY JOHN GRUBER



Real Photo Postcards

Real photo postcards are a collector's delight, representing images from across the country, especially small town scenes and events as recorded by the people themselves.

Early in the 20th century, photographic paper sold in postcard size made it feasible to produce even small quantities of cards. Studios or skilled amateurs and everyone in between could produce good-quality cards. Views sometimes came from small town jewelers. This variety in scope is one of the reasons they are so valuable monetarily and historically.

A book about the topic confirms what all railroad collectors know: real photo postcards are expensive. "Depots are one of the most sought after topics in collecting circles, and their prices reflect their popularity," according to Robert Bogdan and Todd Weseloh, writing in *Real Photo Postcard Guide: The People's Photography* (2006).


Although railroad enthusiasts collect all types of cards, most prefer the real photo cards, the authors continue. "In the heyday of photo postcards the railroad stopped at thousands of towns across the country. It is the small, out-of-the way depots, the ones that were at the center of small-town life, that are the main subject of this collecting category," they state. Similar views of trolley and interurban lines also are popular.

But there is far more to the railroad collecting than depots. As so often happens with the collectors, structures—including the standard designs for station architecture—take precedence over people in the search. But there is more available, such as the group portrait of the line crew on the River Division of the Chicago, Milwaukee & St. Paul. While e-Bay is the favored source today, this card was purchased at a swap meeting before the days of wide-spread computer use.

This card is one of the many types of images you will be able to see on the Center for Railroad Photography & Art's Internet archive, railroadheritage.org. The web portal, supported by the North American Railway Foundation and private gifts, promises to be the premier site for illustrating and explaining the intersection of railroad life and American life from the early 19th century until today. Another goal is to build a sense of community among railroad museum and preservation groups and individuals alike.

Real photo cards became possible when manufacturers starting selling postcard stock and U.S. Post Office regulations made the mails more accessible. The colorful printed view cards dominated the large city markets, while the photographic cards usually were concentrated in small towns. "In less populated regions, photo postcards rivaled their competition and were sometimes the only postcards available," say Bogdan and Weseloh.

Commercially manufactured postcard stock became available beginning in 1899, but their most popular time was between 1906 and 1920 (when cameras were made to accommodate shutterbugs in cities, towns, and village), reaching a peak about 1918, the year that World War I ended. Since many printed postcards were printed in Germany, a problem during the World War I, real photo postcards stayed popular longer than the imported ones. The details are in the book, but they all are a part of the Center's efforts to understand the place of railroading in America's visual culture.

So treasure your real photo cards, and remember their place in the larger picture of the visual history of railroads in North America. 



Here is an example of the type of images and descriptions you will find on railroadheritage.org, the Center for Railroad Photography & Art's Internet archive.

Real-photo postcard portrait of the telegraph line crew for the River Division of the Chicago Milwaukee & St. Paul Railway that served the west side of the Mississippi River between La Crosse and St. Paul. Four men stand beside a handcar and ten others sit or stand on the handcar. The clothing bears mention, since it exhibits variety. On the right, the standing figure wears a Henley sweater, a belt with some tools, climbers chaps, and pole-climbing spurs. The figure on the left wears a bulky, light colored cardigan sweater, and his belt holds more tools. His head nearly rests on the foreman's shoulder and he has his arm at the foreman's waist. Everyone wears a wide grin, except the foreman who is trying to suppress one. Almost everyone else wears a jacket, sometimes over bib overalls, and heavy gloves. One older gentleman smokes a pipe. All but one wear brimmed caps. Pants legs are rolled into cuffs. Boots are heavy. In the background, a brick building with four-over-four sash appears, as do a freight car and a work car. The postcard is postmarked, Winona, Minnesota, 1913.

CHAPTER REPORTS

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

Southern California Chapter Hosts Union Pacific Speaker

Lupe Valdez, Director of Public Policy and Community Relations with the Union Pacific Railroad presented a program in June on UP's plans for southern California. Among the topics covered were the green locomotive program, track expansion, and enlargement of the Los Angeles – Long Beach harbor facilities. Ms. Valdez also spoke about the need to find qualified employees to replace those who have retired or are about to retire.

The Chapter is working on their exhibit for the Los Angeles County Fair that opens September 7th and runs through September 30th. The fair is open daily except Monday and Tuesday, and the fair will cover four weekends this year.

New York Chapter Meetings Focus on Videos and Fellowship

The New York Chapter meets each month in the Williamson Library of Grand Central Terminal in New York City. For the past several months, the group has enjoyed video presentations at the meetings, including the following: Engines of Enterprise, the story of the growth of railroads in the United States and their influence on the growth of the nation, the growth of its industry, and on the standard of living; The War Machines, which focused on the role of railroads in the American Civil War (the first railroad war), World War I, and World War II (the latter two with British, French, German and Russian input); and, Taming the Iron Monster, which deals with the development of railway technology in Great Britain starting in the 19th century and continuing to the present.

Chicago Chapter Enjoys Slide Collections of Jim Bartke and Bill Volk

Recent meetings of the Chicago chapter have focused on slide presentations from Jim Bartke and Bill Volk.


Jim Bartke dipped into his vast collection of 35mm slides of American railroading to present us with a pot-pourri of views of the glories of the United States railroad system in the period after World War II, when the diesel locomotive superseded the valiant steam engine as the prime mover of freight and passenger trains in this country. Jim emphasized the Midwestern area, including Illinois, Wisconsin and Minnesota, but also had views from the East Coast and the Pacific Ocean.

Bill Volk is one of those rare railroad aficionados who has a railroad running through his back yard. He moved to Oak Lawn before the Wabash became, literally, a fallen flag, since "Follow The Flag" was the line's motto, and the railroad's main line from St. Louis to Chicago ran just beyond the back yard fence. In those days, the Banner Blue, the Blue Bird, and the Midnight rolled grandly past day after day. The local from Orland Park (once it ran all the way to Decatur) provided a suburban service to several carloads of hearty commuters, too, and Bill was one of them for several years. Nowadays he sees Norfolk Southern freights and METRA's suburban service to Orland Park and Manhattan roll by.

The meeting is held at 7:00pm in the Chapter's regular meeting room, the Choir Rehearsal Room, on the third floor of the Chicago Temple Building, 77 West Washington Street (on the southeast corner of Clark), across the street from the Daley Plaza and "the Picasso".

Before each meeting, members, guests and friends of the Chapter are invited to talk things over at our regular pre-meeting get together at Maxim's restaurant, located one block south of the Temple Building, on the northwest corner of Clark and Madison. Cocktails from about 5:00pm, dinner ordered about 5:30 pm.

Southeast Chapter Participates in Jacksonville Train Show

The Southeast Chapter participated in the annual February train show in Jacksonville, at the convention center which now occupies the historic Jacksonville Terminal station. The chapter has also been focused on the national convention, with Paul Barnes and Bill Howes doing much of the planning, and expressed gratitude to CSX for a \$2500.00 donation to help cover the costs of the annual meeting in Salisbury. 

TRADING POST

Call to Action! Thousands of railcars including both new and historic fallen flags have been vandalized with graffiti over the past decade. Help stop this crime. Report any suspicious trespassing to the railroad or local police. NS 800-453-2350, CSX 800-232-0144, UP 888-877-7267, BNSF 800-832-5452, CN 800-465-9239, CP 800-716-9132, KCS 877-527-9464.

Wanted: Photos/slides of ACL-FEC-PRR Pullman cars in service on GM&O *Midnight Special*, Chicago-St. Louis. Assignment dates were June 3 - Dec. 1, 1951 and May 7 - Nov. 30, 1952. All cars were listed as 21 roomette type. For GM&O/M&O Pullman feature in planning stages. Larry Thomas, TRRA Historical Society, P.O. Box 1688, St. Louis, MO 63188, 313-535-3101.

New Book!: *Guthrie, Oklahoma: Always a Railroad Town*, by Joseph A. Cammalleri. Ready late summer 2007. \$39.95 plus \$5.00 for s&h. Order direct from author - 907 Koko Isle Circle, Honolulu, HI 96825. 808-395-2212, Jcamma455@aol.com.

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: Railroad editorial cartoons for a book I am working on. I am looking for cartoons dealing with the period down to about 1950. If you have any or know where there are any, I would appreciate hearing from you. Email me at Maldrich@smith.edu or write Mark Aldrich, 24 Elm St., Hatfield Mass., 01038

Wanted: photos of GM&O heavyweight sleeping cars, black and white or color, in service or standby. Prefer that car names be clearly visible; willing to borrow or buy - for article in progress on C&A, GM&O, M&O Pullman and parlor car service from St. Louis. Complimentary copy of issue will be mailed to all contributors. Larry Thomas, TRRA Historical Society, P O Box 1688, St. Louis, MO 63188-1688, 314-535-3101 (evenings).



Remembering the Southern Crescent. During my visit to the North Carolina Transportation Museum at the annual meeting, I spent a few minutes admiring the museum's beautifully restored Southern Railway E8 6900, which was assigned to the *Southern Crescent* during the 1970's. Graham Claytor's decision to keep Southern out of Amtrak as long as possible, while providing first-rate service on the *Southern Crescent*, is one of the great stories of 20th-century railroading. Visiting with the 6900 in Spencer brought back a flood of memories, many of which are embodied in the photograph above. This image of the *Southern Crescent* was made in August of 1975. We're in northeast Atlanta at 7:04pm, looking southeast at the northbound train which is just four minutes out of Southern's Peachtree (Brookwood) Station, with E8 6915 on the point. This is Southern's main line to Washington, D.C., and Peachtree Creek and the Seaboard Coast Line run beneath the bridge. The temperature is around 85 degrees, with 60% humidity; it's been a hot day, but it's cooled off to a muggy but pleasant evening. The sounds and smells of the E's permeate the air, followed by a glimpse of travelers enjoying fine southern hospitality in the dining car, master bedroom with a shower, drawing rooms, bedrooms, roomettes, the lounge car and even in the coaches. Once the train crosses the bridge, the engineer will open the throttle a notch or two as the train continues to work upgrade, with the sounds of eight 567's echoing through the air. All of this occurring on a prosperous railroad during a decade when many wondered if the U.S. railroad industry would remain in private hands. *David C. Lester*


The Friends Campaign

The Railway & Locomotive Historical Society's Friends Campaign is worthy of your attention. A key component of the R&LHS is the quality of our publications. Our renowned flagship journal, *Railroad History*, sets the standard for the documentation of railroad history, and has amassed an impressive body of railroad research during the 80+ years of its publication. As our new president, J. Parker Lamb, points out below, we have an aggressive publication schedule for the coming year. Your contributions to the Friends campaign ensure that the Society will remain as the leader in research in and publication of railroad history.

The discipline of railroad history is fortunate to have many books and several quality magazines available to those who are interested in this historic and dynamic aspect of our nation's history. However, despite the body of material that has been published, much more research remains to be done. The publications of our Society will lead the way in the efforts to research and document railroad history.

Our dues structure is among the lowest of historical societies focused on both railroads and other aspects of American history. With most historical societies having basic individual membership dues of \$50.00, the R&LHS is quite a bargain at \$25.00 per year. In order to maintain this very reasonable level of dues, yet continue to set the standard for railroad history research and publication, the Society needs your support through the Friends program.

As noted below, the next 18 months will generate ten issues of our publications for our members - four issues of *Railroad History*, two issues of the *Newsletter*, and beginning in 2008, four issues of the new *R&LHS Quarterly*. We encourage you to seriously consider a donation to the Friends program; your investment will provide a strong return for you and the Society. The form below has been perforated for your convenience. Simply remove it, note your contribution level, and mail to Parker's address at the bottom. If you would rather not damage your copy of the *Newsletter*, simply make a photocopy of the form below and mail it with your contribution.

Your help is greatly appreciated. 

WHY FRIENDS NEEDS YOUR HELP NOW

1. We are late in starting the 2007 campaign due to changes in society officers
2. Our publications expenses between June 2007 and January 2008 will expand greatly.
 - During this 18-month period, you will receive
 - ☐ FOUR issues of Railroad History (including 3 in 2008)
 - ☐ TWO issues of R&LHS Newsletter in 2007
 - ☐ FOUR issues of R&LHS Quarterly (starting in 2008)

This requires us to cover production costs for TEN publications. As we have noted earlier, it CANNOT be done by dues income alone. So pitch in and help cover our annual printing expenditures.

Parker Lamb

FRIENDS CAMPAIGN 2007

	Donation Levels	My Gift
Name _____	\$25 – 49	_____
	\$50 – 99	_____
Street _____	\$100 – 249	_____
	\$250 - 499	_____
City, State, zip _____	\$500 - 999	_____
	\$1000 & above	_____

Comments _____

Friends of R&LHS
J. P. Lamb
2605 Pinewood Terrace
Austin, TX 78757-2136

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

DATED MATERIAL

ADDRESS SERVICE REQUESTED

Prsrt Std

US Postage

PAID

Permit 3259

Atlanta, Georgia