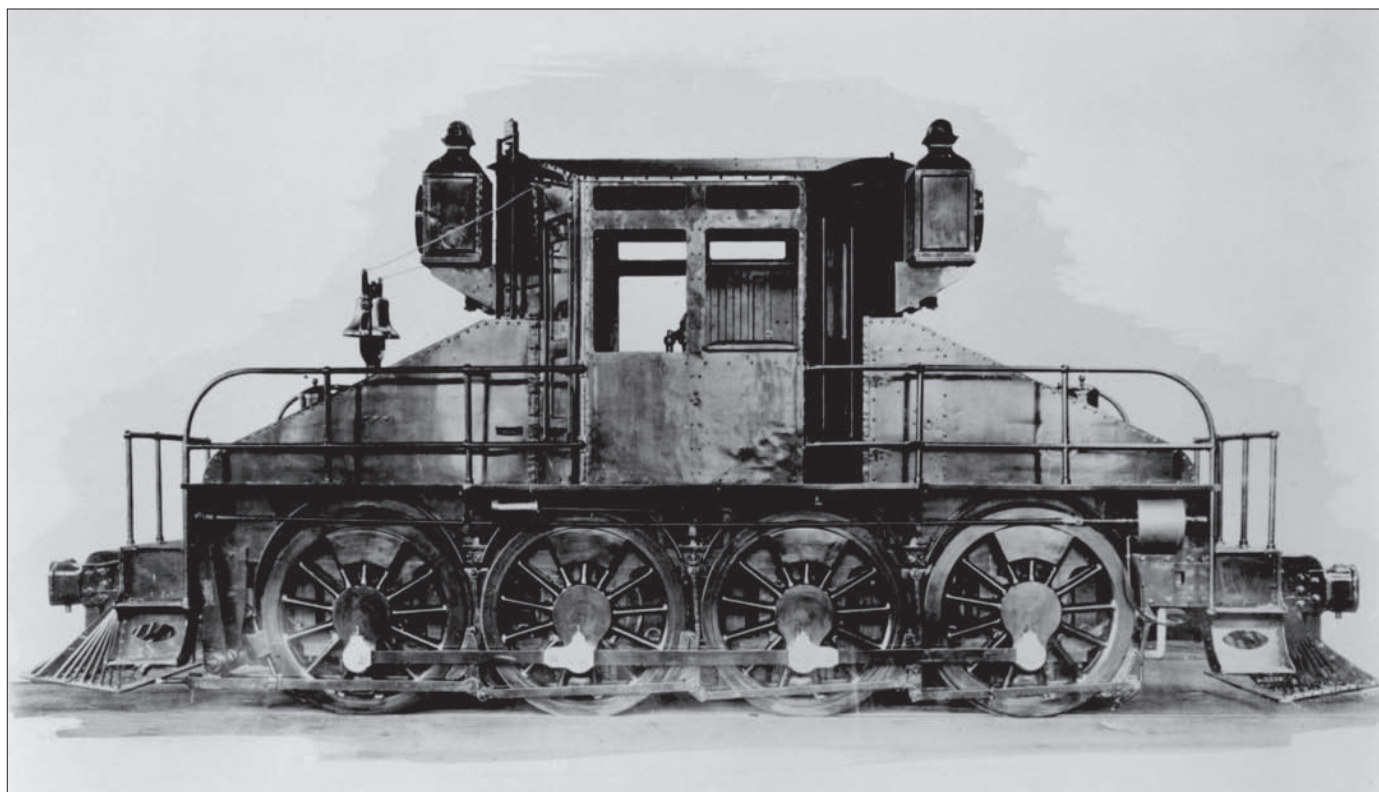


The Railway & Locomotive Historical Society

Quarterly

Winter 2008 Volume 28, Number 1 www.rlhs.org



The Frank Sprague Electric Locomotive

Annual Meeting for 2008

The 2007 Senior Achievement Award Presentation

Steamdome on Albert Fink & Henry Farnam

Southwest Chapter Discusses Train that "Never Was"

The Railway & Locomotive Historical Society Quarterly

Winter 2008 Volume 28, Number 1

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Front Cover: The Frank Sprague Electric Locomotive *William D. Middleton Collection*

Rear Cover: A highlight of the Southern Steam Program - Southern Pacific GS-4 4449 storms out of Atlanta on Southern Railway's main line to Washington on August 28, 1976. *Michael A. Lester photo.*



www.rlhs.org

Member Services

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

Dick Hillman
R&LHS Membership Secretary
3605 Sandy Plains Rd., Suite 240-198
Marietta, GA 30066-3066

Marketplace

Society members may use, without charge, the Marketplace section of the *Quarterly* 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 below.

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).

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.

Back Issues of Railroad History & The R&LHS Bulletin

All back issues of RAILROAD HISTORY are available from Alden H. Dreyer. R&LHS members pay \$7.50 per copy for in-print editions, non-members \$12.50, out-of-print editions somewhat higher. A quantity & commercial price list is available. Nearly all editions of the R&LHS BULLETIN, Nos.65-126, are available, and some earlier ones, priced individually based upon supply, demand, condition and R&LHS membership status. Shipping is free within the USA. Shipments outside the USA pay differential only. Contact Alden at 91 Reynolds Road, Shelburne MA 01370. Telephone: 413-625-6384 0800-2000 daily. Fax: 413-625-8346.

Email: alden.javanet@rcn.com (please limit to 30KB)

The Railway & Locomotive Historical Society

Quarterly

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From the Editor

Welcome to the first issue of the Railway & Locomotive Historical Society *Quarterly*. We hope that you like our new format, and will enjoy our expanded news coverage and features. The discipline of railroad history enjoys substantial appeal in North America and around the world, and the Railway & Locomotive Historical Society is dedicated to providing the best research and writing on the history of railroading that you will find anywhere. The Society's flagship publication, *Railroad History*, is the nation's premier journal of railroad history featuring carefully researched, peer-reviewed articles, and is published twice a year. The *Quarterly* rounds out the Society's publication program with railroad history news from both within and outside the Society, along with feature articles, and is published four times a year.

We are impressed by the number and quality of books and magazine articles published each year on the history of this industry. Yet, the amount of work that remains to be done to properly document railroad history is equally impressive, and those of us at the R&LHS are excited to be a part of this important effort. In this issue, William D. Middleton provides us with a glimpse of his forthcoming book on Franklin Julian Sprague, an early leader in the electrification of railroading. Later this year, we will preview several new works that are under way.

The Society was pleased to present the 2007 Gerald M. Best Senior Achievement Award to William J. Purdie in Atlanta this past December. Our coverage of this memorable event begins on page 8.

Our president, J. Parker Lamb, reports that his regular column, *The Mechanical Department*, will appear on an occasional basis for the foreseeable future. You will be hearing a lot from Parker, however, in his quarterly President's column, as he works with the Board of Directors to strengthen and grow our Society.

Your attention is called to the details of the Society's 2008 Annual Meeting, which are presented below. The New York Chapter has been working hard to finalize the details of this year's meeting, and it promises to be a good one.

David C. Lester

Annual Meeting Update

The 2008 Annual Meeting will be held in Strasburg, PA, May 28-June 1, 2008. Featured activities will be a charter trip on the Strasburg RR with photo runbys, a visit to the Pennsylvania State Railroad Museum, and a trip on Amtrak to Philadelphia for rides on representative SEPTA lines.

The announcement in the Fall 2007 issue of the *Newsletter* re this year's annual meeting was submitted before some of the plans had been finalized, and contains an error as to the hotel. The Strasburg Inn was unable to accommodate us, and the hotel will be the Lancaster Host, located at 2300 Lincoln Highway East (Route 30), Lancaster, PA 17602-1114, not far from the Strasburg RR and the PA State RR Museum. Hotel phones: 800-233-0121; 717-299-5500. The special rate will be \$99 per night.

Tentative Schedule as of April 1, 2008

Lancaster Host Resort and Conference Center,
2300 Lincoln Highway East,
Lancaster, PA 17602, (800) 233-0121, (717) 299-5500

Wednesday, May 28

Arrive and Check-in.
Reception with cash bar – Short program

Thursday, May 29

Morning: Chartered steam train on the Strasburg Railroad, with photo runs.
Lunch (on your own) at the Strasburg Railroad
Afternoon: Visit the Pennsylvania State Railroad Museum.
Features the Pennsylvania RR equipment collection
Evening – Dinner on your own. R&LHS Board of Directors Meeting

Friday, May 30

Toy Train Museum, and/or Middletown & Hummelstown RR.
Evening – Annual R&LHS Dinner, Amish style.
Featured speaker – William D. Middleton

Saturday, May 31

Amtrak to Philadelphia for tour of representative lines
of the Southeastern Pennsylvania Transportation Authority.
(R5: 30 th Street Station to Lansdale and return);
(R3: 30th Street Station to Norristown and return);
(R100: light rail side trip, Norristown to 69th Street)
Return to Lancaster via Amtrak
Evening – Dinner on your own.

Sunday, June 1

Breakfast and Annual Membership Meeting.
Adjourn by 11:00 A.M. to prepare for departure.

The Telegrapher's Report



State of the Society by J. Parker Lamb, President

I'll be direct and say that I am glad that the year 2007 has passed. While I cannot speak about the Society's entire 86-year history, I believe that in recent years there has seldom been a time when so many personnel and operational changes were required. A number of people in key positions, who had labored diligently for decades in some cases, decided the time had come to step down. I mentioned this looming transition a year ago during my term as Executive VP. Now I am able to discuss how the transition process has proceeded.

First, our editorial team of Pete Hansen, Dan Cupper, and Kevin Holland met in October at Binghamton to begin planning the special issue of *RR History* (No. 197), a second edition of Jack White's 1982 book *A Short History of American Steam Locomotive Builders in the Steam Era*. This issue was mailed in early February, and so most of you have already seen their fine work. I am impressed with their creativity, enthusiasm, and energy.

The Society has marketed this issue to museums, book dealers, and other commercial outlets, along with an excerpt from No. 196 entitled *Fast Trains and Faster* by Bill Middleton and Mark Reutter. It is clear that, as the foremost publisher of railroad history, we must aggressively leverage this capability to generate income that is needed for the editorial and production expense.

Second, the new Membership Secretary, Dick Hillman of Marietta, GA is now working at full-throttle. He is being assisted by the Access Management Group (AMG) of nearby Roswell. This business-consulting company, which specializes in subscription-based non-profit organizations (such as homeowners associations), will manage our dues collection and roster management activities.

One new feature coming from the AMG affiliation will be the opportunity for members to request a change of address via their web site. As you know, our mailing lists are generated from a master roster, which must be constantly updated to assure accuracy for the six mailings we have each year. This new electronic connection will greatly increase our accuracy.

While on the subject of dues, I must apologize for the low-budget, low-tech method of dues collection in De-

cember 2007. Because of a delay in signing a contract with AMG, I mailed out notices using only a membership roster, not having access to the member database used for the past few years. Fortunately, there were relatively few problems, and most members were understanding. Be assured that this was a one-time process. Starting next October we will utilize the procedures outlined in my column in the last *Newsletter*.

While the mailout and collection process was somewhat taxing, it did give me a close look at the wide range of our membership. R&LHS members are spread throughout most of the industrialized world, and include people from many vocational and technical backgrounds. Of course, we have many who are (and were) employees of the railroad industry as well as faculty members and professional practitioners from virtually every sector.

Along with renewals, we also welcomed a number of new members for 2008. I was particularly pleased to see the large proportion that was attracted to the Society by our advertisements and publications. As of February 1, the tally of newcomers was about 75 while less than 20 names had been removed due to resignation or death. We also had one new institutional member for 2008, England's prestigious National Railway Museum in York.

We now turn to financial matters, which include both good and not so good aspects. A highlight of the last quarter of 2007 was your response to our call in late summer for participation in the Friends campaign. Although we now consider all donations to the Society (above the basic dues level) to fall under our Friends banner, this change did not affect your rapid and generous response, which totaled over \$16,000 prior to mid-December. Our final tally for 2007 was \$22,600, far and away the most we have ever had. The fact that many of our gifts were less than \$40 suggests to me that our rank-and-file members possess a strong loyalty to our publications program. Their contributions represented an impressive 12 percent of the total.

In another expression of the close ties between our members and our long heritage as a historical organization, R&LHS received a substantial gift in December from one of our senior members, Arthur Dubin of Chicago.

While we were aware that Art planned to sell at auction an antique weather vane from his homestead and donate a portion of the income to the Society, everyone was surprised at the level of the bids. His gift will allow us to establish the Arthur D. Dubin Trust Fund, in a similar manner that was done with the gift from G. Mac Seebree. Further details will be included in the next issue of *Railroad History*.

But there is another side of the Society's financial status. While we are very fortunate to have some investment income (so-called "soft money") from the special funds that serve as a hedge against any catastrophic financial crisis, the annual operation of a non-profit group must depend primarily on "hard money" income. In recent years our total income of such funds has represented only about

90 percent of our operating needs. This has forced us to withdraw investment earnings to a greater extent than is prudent. Therefore the Board of Directors decided last October to consider seriously a small increase in our dues structure at the 2008 annual meeting.

At present, our basic dues level represents an assessment of only \$2.08 per month, for which members receive six publications plus other services, thus suggesting clearly that some increase is justified. We trust that you will be supportive of this change, the first since 2001. Indeed, some of our Friends donors have already made this suggestion with their 2007 gift.

In closing, I extend my best wishes to you for 2008. We hope to see many of you in Pennsylvania's Dutch Country this summer.

Chicago Chapter Offers Electric Railway Publications

The Chicago Chapter of the R&LHS recently acquired the remaining stock of electric railway publications of the late Dr. Thomas R. Bullard, and the Chapter is offering them for sale. All are soft cover, printed offset from typescript, and shipped postpaid. The publications are: *Illinois Rail Transit - A Basic History* (\$12.00). *Included free with each copy purchased will be Bullard's 19-page booklet, The Columbian Intramural Railway of the Columbian Exposition at Chicago in 1893; Interurban Leaders: A Biographical Dictionary* (\$7.00); *Interurban Empire Builders* (\$7.00); *Chained Lightning Doctor - Biography of Dr. Arthur Wellington Adams* (\$8.00). *If both Leaders and Empire Builders are ordered, Bullard's 24-page booklet U.S. Interurbans: A Check List giving 1,246 company names with predecessors cross-indexed will be included free.*

A Special Offer for all four priced books, plus the two free ones - \$25.00 postpaid. You may send your order to **John S. Jaidinger, Publications Director, Chicago Chapter, R&LHS, 1921 W. Hubbard Street, Chicago, IL 60622.** When ordering, send check or money order only (no credit cards), and include your name, address or box number, apt. number (if applicable), city, state and zip code.

William D. Middleton Recalls "Red Devil" Days

Columbus, Ohio -- Thomas Conway, Jr., onetime business school professor, created a high-speed interurban along the western boundary of Ohio on the eve of the Great Depression. The remarkable story of Conway's modern, all-steel, high-speed passenger service and intermodal freight system is told in the October [2007] issue of *Timeline*, the Ohio Historical Society's award-winning popular history magazine.

A former faculty member of the Wharton School of Finance in Philadelphia, Thomas Conway had been a consultant to electric railways in the early twentieth century. In 1926, he reorganized the Cincinnati, Hamilton and Dayton Railway and renovated their right-of-way, facilities, and equipment. Featuring faster, more comfortable, and more economical passenger cars, the line began a steady growth. In 1929, Conway used it to form the much larger Cincinnati and Lake Erie Railway -- totaling 332 track-miles -- that stretched from Toledo to Cincinnati and between Springfield and Columbus. With new lightweight cars manufactured by Brill and the Cincinnati Car Company known as "Red Devils", the system began operating over long distances at speeds often in excess of 100 miles per hour.

The *Timeline* article exploring the history of the C&LE was written by **William Middleton**, a widely recognized historian of North American railroads. Accompanying it are historic photographs of the railway's rolling stock, right-of-way, and terminals.

Timeline has been recognized as one of the nation's best historical periodicals. Copies may be ordered from the Ohio Historical Society, 1982 Velma Avenue, Columbus, Ohio 43211, phone: (614) 297-2415. Annual subscriptions are \$55.00 (four issues); single copies are \$12.00 per copy, plus a \$2.50 charge per issue for postage and handling; Ohio residents please add sales tax of 81 cents per copy.

Society Donates Back Issues of *Railroad History* to the Southern Museum of Civil War & Locomotive History

The Railway & Locomotive Historical Society donated a set of back issues of the Society's publication, *Railroad History* and its predecessor, *The Bulletin*, to the Southern Museum of Civil War & Locomotive History on Monday, December 10, 2007. In a press release about the donation, the Southern Museum has this to say: "The Railway & Locomotive Historical Society is the oldest organization in America dedicated to the preservation of railroad history. The Society has, for many years produced scholarly publications that record the history of railroad companies and equipment along with the impact that railroad transportation has had on society.

"On Monday, December 10 at 10:00 am, Mr. William F. Howes of Jacksonville, FL, past president of the Society, will present to the Southern Museum a sizeable collection of past issues of the *R&LHS Bulletin* and its subsequent

title, *Railroad History*, the flagship publication of the Society. Each issue of both *The Bulletin* and *Railroad History* contains several in-depth articles about a wide range of railroad transportation issues written by railroad executives, university transportation and history professors and other highly qualified historians. These publications will become available to students and researchers along with the other holdings in the archives and library of the museum. Because these publications are so well researched and written, they maintain a high level of credibility and are sought after by historians. An added benefit is that the content of all of the issues is combined into one index making research more convenient. This collection is a significant addition to the archives and library of the Southern Museum."



Crew Heimer and Dick Hillman are on hand at the Southern Museum of Civil War & Locomotive History as Bill Howes presents a collection of the *R&LHS Bulletin* and *Railroad History* to the museum's library and archives on December 10, 2007.

Advertisement

Just Published:

Antebellum American Railroad Compendium 1830 – 1860 by Thomas T. Taber III

The encyclopedia (and then some) on all 800+ pre Civil War railroads in the United States along with interesting articles pertaining to some of them on railroading and the thinking of the times. Included is a "convention" never exceeded in a single volume of 500 drawing and photographic illustrations of the era - primarily locomotives but also cars, bridges, and some stations, plus 600 timetables and about 100 maps. 756 pages, \$65.00 postage paid with additional free future addenda if warranted. No one is likely to ever want to do anything comparable to this effort. Order from the compiler, **504 S.**

Main St., Muncy, Pa. 17756

Also available is the definitive trio of reference books for finding information concerning 700 locations for collections, the all-time indexes of 80+ periodicals and proceedings, and the bibliography of 15,000 books, booklets and theses. Contact ttaber1@comcast.net for details.

Proposed Amendments to the R&LHS Bylaws

As reported in the Fall 2007 *Newsletter*, the R&LHS Bylaws Committee, under the leadership of Jim Caballero, has been studying the current Bylaws for possible amendment, aided by input from the full Board of Directors. Because the number of suggested improvements is relatively large, it was decided to amend the Bylaws in stages.

The first amendments to be presented to the membership for approval are primarily language corrections or clarifications or, in one instance, location change of the principal office. No policy alterations are involved.

As required by the current Bylaws, proposed amendments will be announced to the membership in the *Quarterly* at least 30 days prior to the 2008 Annual Meeting. At the Annual Meeting, members present will have the opportunity to approve the amendments.

The first set of proposed amendments is presented below:

PROPOSED BYLAWS AMENDMENTS

Pursuant to ARTICLE XI of the Bylaws, notice is hereby given that proposed Bylaws amendments will be offered to the members present at the next Annual Meeting for approval. The Board of Directors has been reviewing the Bylaws for possible improvement and recommends that the changes described below be approved this year. The amendments set forth here may be characterized as “housekeeping” with no modification of existing policy.

1. ARTICLE I. Change SECTION 2 to read, “The principal office of the Corporation shall be located in Shelburne, Massachusetts.”
2. Throughout the Bylaws replace “Society” by “Corporation” except where “Society” is part of the organization’s full name. This achieves consistency. There are sixteen instances in the current Bylaws.
3. In ART III, SEC 3; change “The Newsletter” to “a periodic news magazine.” This will permit a name change.
4. Change “proxy” to “mail-in ballot.” This corrects the language. There are two instances.
5. Delete “educate” from the statement of purpose in ART II. This corrects a grammatical error. Education as a purpose of the Corporation is included in other language.
6. Change “person” to “member” in ART III. This corrects an error. ART III is about membership.
7. In ART III, change “total number” to “total number of elected members.” This clarifies policy regarding the number of elected Directors. Some Directors are not elected but hold their seats as Chapter representatives.
8. In ART V, change “elected and qualified” to “qualified and elected.” This makes clear the principal the qualification for office precedes election.
9. In ART VIII, SEC 1 (B), change “law” to “these Bylaws.” This more correctly defines Board actions as governed by the Bylaws.
10. In ART VIII, SEC 1 (B), delete “individually and collectively” and “unanimous.” This language is meaningless in a section permitting Board action by written ballot.
11. Add to ART II, “The officers and/or governing body shall insure that all state and federal laws governing political activities by tax-exempt organizations are obeyed.” This legally strengthens the Bylaws.
12. Add to ART V, “The Secretary shall file all informational forms as required by the state in which the Principal Office is located.” This improves the definition of the Secretary’s duties.
13. In ART VI, change “three Directors” to “three additional Directors.” This clarifies composition of the Executive Committee.
14. In ART VI, SEC 2, change “to the following Standing Committees” to “to each of the following ...” This more correctly defines the number of members on these committees.
15. In ART VIII, SEC 5, change “member entitled to vote” to “voting member as it appears on the books of the Corporation, unless the member has filed with the Membership Secretary a written request that notice shall be mailed to another address, in which case it shall be mailed to that address.” This corrects the wording to agree with SEC 1 of the same ARTICLE.

END OF PROPOSED AMENDMENTS

The Railway & Locomotive Historical Society Presents the 2007 Senior Achievement Award to William J. Purdie, Jr.



Bill Purdie surveys the situation on the railroad on September 9, 1974. *John Gruber photo.*

ing at NS, Jim Wrinn, Editor of *Trains* magazine, Charles Jensen, Chief Mechanical Officer and Director of Passenger Operations for the Morristown & Erie Railway, J. Preston Claytor, Vice President of Safety and Operating Practices for RailAmerica, John Gruber, President of the Center for Railroad Photography & Art, David C. Lester, Editor of the *R&LHS Quarterly*, and Mark E. Entrop, Chairman of the R&LHS Awards Committee.

After Joel Harrell welcomed everyone on behalf of Norfolk Southern, David Lester and Mark Entrop welcomed guests on behalf of the Society, and shared some of their memories of the steam program.

The next speaker, Bill Schafer, discussed the opportunities he had to work with and get to know Bill Purdie shortly after he (Bill S.) joined Southern Railway as a management trainee. Sharing his perspective as a rail historian, as well as a professional railroader, Bill Schafer discussed the joys and challenges that the steam program brought to the railroad, along with the strong friendship that he developed with Bill Purdie, his son Donald Purdie, and Bill's first wife, Sarah Purdie.

J. Preston Claytor, the son of former NS Chairman Robert Claytor, discussed his work with Bill Purdie during the restoration of N&W Class J 611 as it was prepared for excursion service in 1982.

John Gruber told of his many memories traveling with R&LHS Quarterly

On Monday, December 10, 2007, approximately 100 people gathered at Norfolk Southern's Atlanta headquarters to honor William J. Purdie, Jr., as he received the Railway & Locomotive Historical Society's Gerald M. Best Senior Achievement Award.

This award is part of the Society's Railroad History Awards program, which is built around four annual awards - the David P. Morgan Article Award, the George M. and Constance W. Hilton Book Award, the Fred R. and Jane A. Stindt Photography Award and the Gerald M. Best Senior Achievement Award.

The Senior Achievement Award recognizes major contributions to the preservation, writing, or interpretation of railroad history. The Awards Committee, chaired by Mark E. Entrop, chose Purdie for the 2007 award because, as Master Mechanic - Steam for both Southern Railway and its successor, Norfolk Southern, from 1967 to 1982, Purdie "has done as much as, and perhaps more than, any other individual to promote and preserve railroad history in the United States." The complete citation of the award can be found on pp. 120-122 of the Fall-Winter 2007 issue of *Railroad History*, (no. 197).

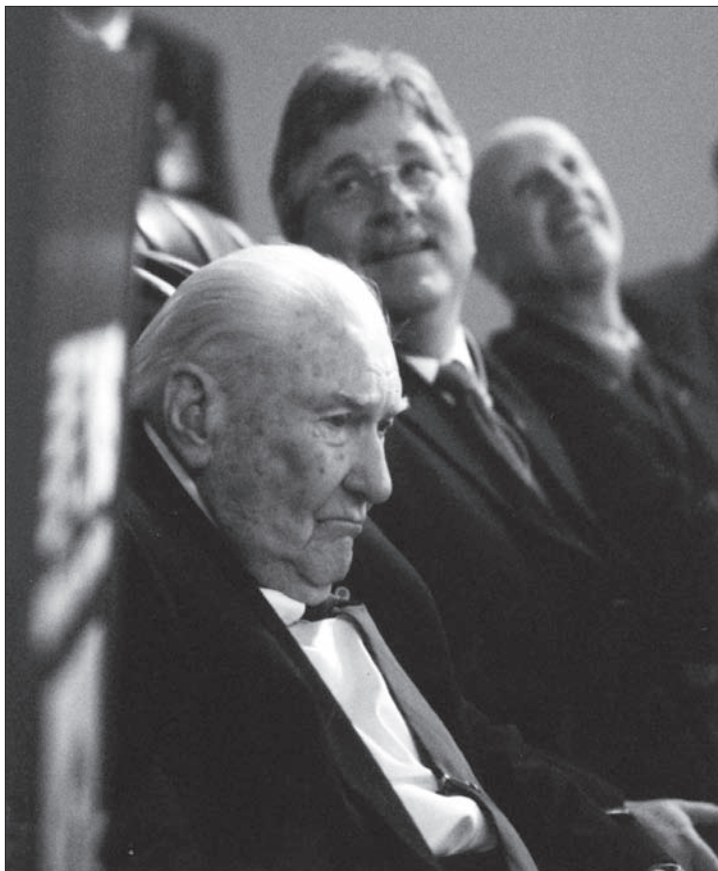
The award presentation at Norfolk Southern, which was supported by NS, the Railway & Locomotive Historical Society, and *Trains* magazine, featured eight speakers who had been associated with the Southern/Norfolk Southern steam excursion program and/or Bill Purdie in one way or another. The speakers included Mr. Joel Harrell, NS's Resident Vice President in Atlanta, Bill Schafer, Director - Strategic Plann-

the Purdies on steam trips as he completed photography assignments for David P. Morgan and *Trains* magazine during the late 1960's and 1970's. In addition to speaking at the event, John provided several wonderful black & white photographs of the Purdies and the steam program for display, two of which are included with this article.

Charles Jensen, son of former NS executive and steam program manager Carl Jensen, talked of the many things about steam locomotives and life in general that Bill Purdie had taught him during his years with the steam program. Jensen pointed out that he applies much of what he learned from Bill Purdie to his present job as an executive with the Morristown & Erie Railway.

Jim Wrinn spoke last, and provided the audience with some perspective on the impact of the steam program on several generations of railroaders and rail enthusiasts, including the impact on his own life as a railroad journalist.

Norfolk Southern was a gracious host as the Society utilized their facilities in Atlanta for the program, and *Trains* magazine provided great support in the form of a reprint of David Morgan's tribute to Purdie in the Sept. 1976 *Trains*. Tom Dixon of TLC Publishing also provided copies of Wrinn's book, *Steam's Camelot* for distribution to the speakers. The Society is very grateful to all for their support.



Father & son sharing the joy of steam. Bill Purdie and son Donald Purdie often worked together at the head end during the steam program. The image above is of Bill and Donald waiting for a signal at Alexandria, Virginia on July 20, 1975. They're together again in Atlanta on December 10, 2007 (left). Closest to the camera is Bill, followed by Donald, then Bill Schafer. *Both photos, John Gruber*

Honoring Bill Purdie



Joel Harrell
Resident Vice President, Atlanta
Norfolk Southern Corporation



Bill Schafer
Director - Strategic Planning
Norfolk Southern Corporation



Jim Wrinn
Editor, *Trains* Magazine



Charles Jensen
Chief Mechanical Officer and Director of Passenger Operations
Morristown & Erie Railway, Inc.



J. Preston Claytor
Vice President - Safety & Operating Practices
RailAmerica, Inc.



John Gruber
President
Center for Railroad Photography & Art



David C. Lester
Editor, *R&LHS Quarterly*



Mark Entrop
Chairman
R&LHS Awards Committee

All photos this page - Michael A. Lester



Quarterly editor David Lester welcomes everyone to the award ceremony, and shares his memories of Bill Purdie's hard work and personal sacrifices during the steam program. To Lester's left are Bill Purdie, Donald Purdie, Bill Schafer, Jim Wrinn and Mark Entrop.
Michael A. Lester photo.

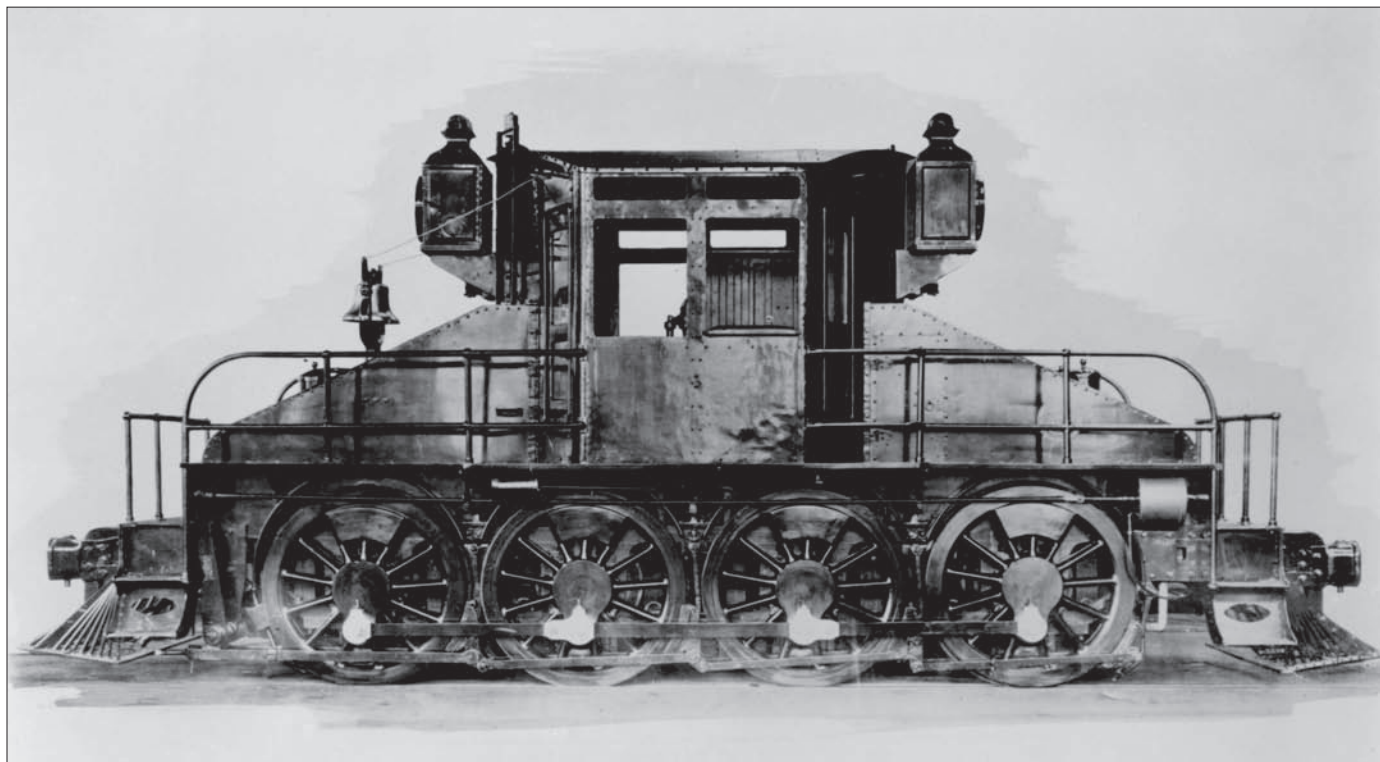
After the award presentation, Bill Purdie shares a story about helping an expectant mother up and into the cab of a steam locomotive so she could see what it was like. The lady's grandfather had worked as a steam locomotive engineer, but she had never seen inside the cab of a locomotive. Bill described the effort to safely escort her into the cab as one of the more challenging events of his career.
Michael A. Lester photo.



Reflecting on the proceedings, Bill Purdie enjoys quiet satisfaction in a distinguished and meaningful career that enhanced the lives of tens of thousands of people. *John Gruber photo.*

The Frank Sprague Electric Locomotive by William D. Middleton

Adapted from the new book by William D. Middleton and William D. Middleton, III,
Frank Julian Sprague: He Put Electricity Into Transportation, to be published by Indiana University Press in 2009.



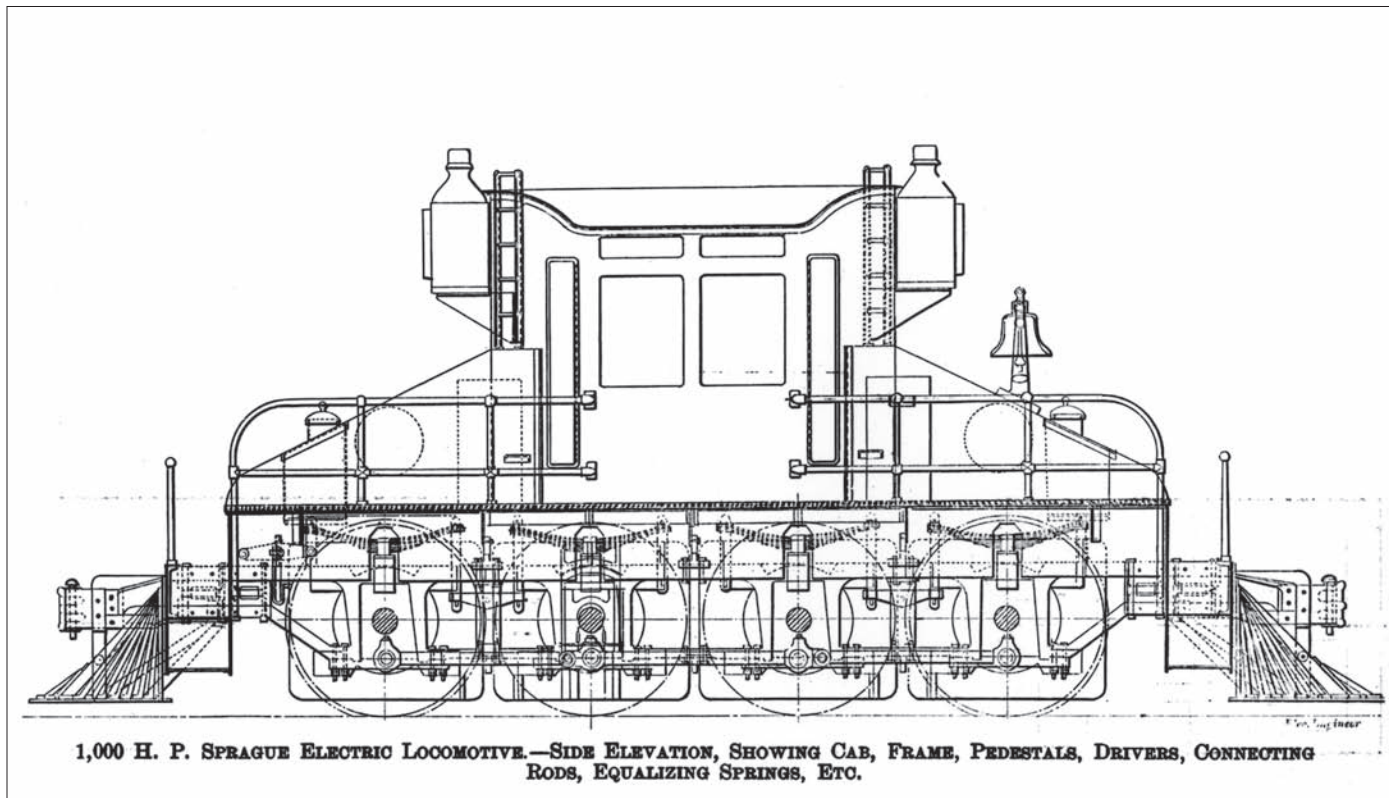
The Frank Sprague Electric Locomotive *William D. Middleton Collection*

In 1890 electric railway operation was still largely confined to street railways. Heavier rapid transit electric railways were just beginning to be used for subway or elevated lines, and a few small electric locomotives for railroad lines were employed for mining or switching lines. But even at this early date, Frank Julian Sprague, who had developed the first fully successful electric street railway just a few years earlier, could clearly see the great potential that electrification might have for main line electrification. While some early proponents could even see electrics replacing steam power on a wholesale basis, Sprague had a more realistic view of where electrics would have a significant advantage over steam. Recognizing the high cost of building the power plants, distribution systems, and power supply needed for electrification, Sprague thought they would be limited to those systems which supported extremely dense traffic, such as the heavy suburban lines operated by the New York Central at New York or the Illinois Central at Chicago, large switching services at major cities, or unusually dense inter-city passenger services such as those between New York and Albany, or between New York and Philadelphia.

Sprague's opportunity to work on main line electrifica-

tion came about through the long-time interest of railroad financier Henry Villard, who had been interested in the possibilities of electric operation and had developed ideas about the use of electricity for railroad operation as early as 1880. The German-born Villard had come to the United States as a young man, working for a number of years as a journalist, and then into finance through his connection with German bondholders of the Oregon & California Railroad. By 1881 Villard had gained control of the Northern Pacific and its presidency and had completed its trans-continental line to the Northwest by 1883.

Through his interest in electrification, Villard had also become an influential backer of the young Thomas A. Edison. In 1880 Edison's first electric railway experiment was built at his Menlo Park, New Jersey, laboratories, using a small narrow gauge locomotive powered from a dynamo, or generator, through the running rails. A year later Villard, now an Edison Electric Light Company director, wanted to consider the possibility of using electric power for the Northern Pacific railroad. Under an agreement between Villard and Edison, a larger track about three miles long was built and two larger locomotives obtained, and tests continued well into 1882. Villard had agreed to



William D. Middleton Collection

finance the test track if the experiments were successful, and the Edison Light company would take on the electrification of at least 50 miles of line in the wheat-growing fields of the Great Plains. The electrification would have been considered a success if the wheat could be transported at a cost per ton-mile less than that for a steam railroad. Edison completed studies for the electrification, even planning for generators that would be driven by large windmills in the winds of the Great Plains area. Although Edison's tests had satisfied Villard's contract terms, by this time the Northern Pacific had gone into receivership and Villard was no longer in control of the railroad, and the Edison-Villard Great Plains electrification never materialized.

A decade later, Villard again had an opportunity to develop railroad electrification. With some financial help from his German backers, Villard by 1888 was back on the board of the Northern Pacific, and then in October 1889 became its chairman. By 1890 Villard was organizing the new North American Company, which would absorb and reorganize his railroads and Edison General Electric holdings, and he planned to use the North American Company to develop and test a prototype heavy electric

locomotive.

In 1891 Villard had asked Frank Sprague to develop ideas of the use that electrification could make in his railroad holdings. Sprague had joined with two other electrical engineers to form the consulting partnership of Sprague, Duncan and Hutchinson, Ltd. Dr. Louis Duncan, like Sprague, had graduated from the Naval Academy in the class of 1880, and after several years of Navy service he studied for a post-graduate course in physics and electricity at the Johns Hopkins University. Upon completion of his Ph.D. in 1887, Duncan resigned his Navy commission to become a professor at Johns Hopkins. During his distinguished career in electrical engineering, Duncan would later serve as president of the American Institute of Electrical Engineers (AIEE) from 1895-97. Dr. Cary T. Hutchinson, who had also completed his doctorate at Johns Hopkins in 1889, worked with Frank Sprague for several years, and then went on to a long electrical engineering career, which included electrification of the pioneer Baltimore & Ohio electrification in 1895, the Great Northern Railroad's first Cascade Mountain electrification in 1906-1908, and the construction of a large hydroelectric plant on the Susquehanna River.

In an 1892 talk given by Frank Sprague as president of the American Institute of Electrical Engineers, Sprague described the extensive testing that was envisioned for the electric locomotive that was then just getting started. A test loop of about 18 miles in length was planned, and the train would carry not less than 450 tons at 30 miles per hour on a grade of 0.5 percent. Test locomotives would carry their full rated capacity at speeds up to 30 to 60 miles per hour, while operation at speeds of 75 or perhaps even 100 miles per hour were later envisioned.

The consultants developed seven or eight different designs for an electric locomotive, finally adopting one that would have the capability of handling the heavy freight in the busy terminal yards of the Chicago & Northern Pacific and Chicago & North-western system at Chicago. The locomotive should have ample power and be controlled as readily and as reliably as a steam locomotive. The power supply for the locomotive should employ a system of conductors and supporting structure which could rely upon ample and continuous power at all times at all speeds on curves, switches, and cross-over's, and would have a continuous block signaling system which would not be disrupted by the use of tracks as conductors.

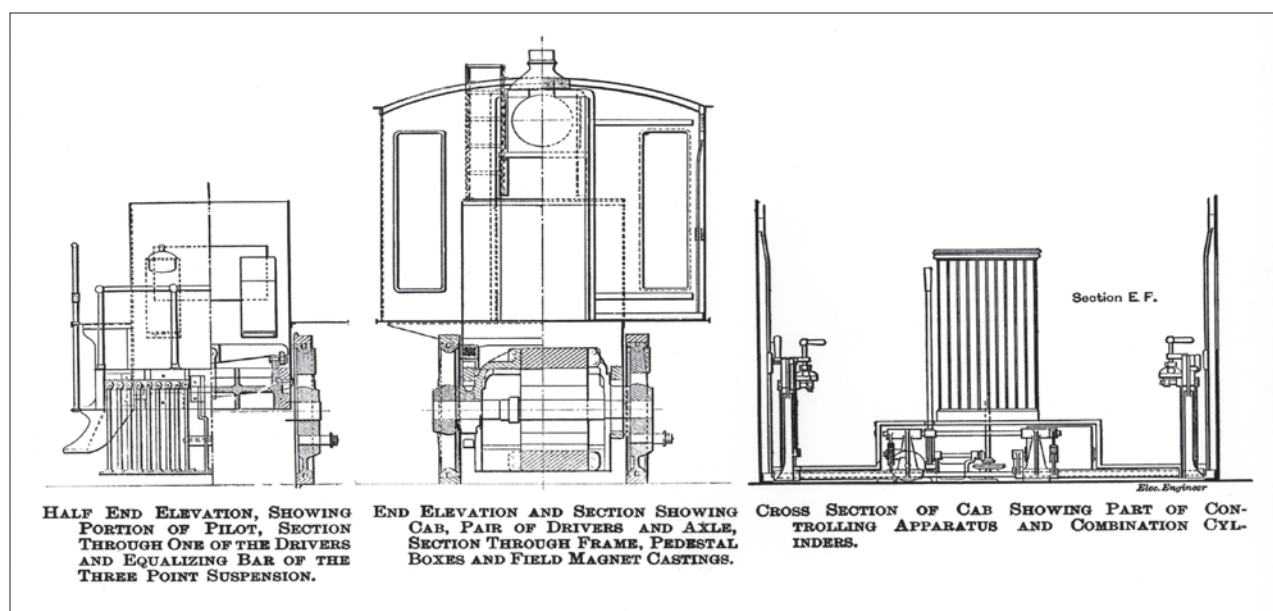
The heavy Sprague Electric Locomotive adopted by the consultants would be the largest (if only briefly) yet built anywhere in the world. The design of the 134,000 pound locomotive followed what came to be known as the "steeple cab" arrangement, with a control cab placed at the center of the locomotive, with an equipment space at each end that sloped downward to give the locomotive crew good visibility from either direction.

Earlier locomotive designs used either a rigid four-wheel arrangement, or a pair of four-wheel trucks mount-

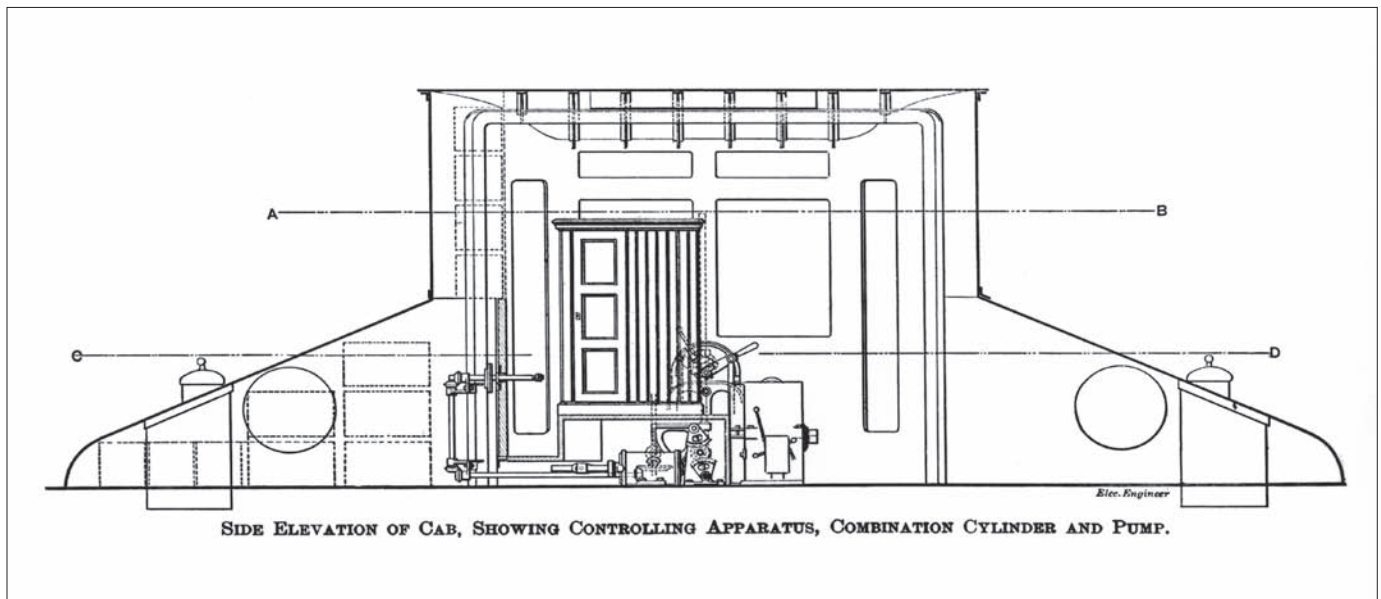
ed on the locomotive platform, while the Sprague design used four traction motors in a 15-foot rigid wheelbase powered through 56-inch diameter wheels. The framing of the locomotive used heavy steel forging with deep pedestals to carry four pairs of massive cast steel boxes which projected inward to form the brackets which carried the motor armatures and their concentric field magnets. The armatures of each of the four motors were rigidly mounted on the axles. A stirrup projected from the upward from each of the four pairs of boxes to support the elliptic springs, providing an equalizing arrangement supporting the entire superstructure on equalizing springs, while, contrary to what was usually done, the entire weight of the traction motors were un-sprung. To insure that the four traction motors would operate as a unit, the four axles were connected together through quarter cranked connecting rods.

The traction motors were compound wound for 800 volt operation, with a pilot lever pneumatic series-parallel control system, which permitted the four motors to be run all in series, then two in parallel and two in series, and all in parallel. Because of the size of the controlling apparatus it was decided to provide for power operation with a combination pneumatic system operated from an electrically driven air compressor, probably the first use of a pneumatic control system. The locomotive was rated at 1000 horsepower, with a maximum speed of about 35 miles per hour, and it was capable of a tractive effort of more than 30,000 pounds. The cab was arranged to carry two trolleys, and Sprague envisioned the use of some sort of rigid overhead conductors.

Supervision of the locomotive's construction was carried out by Sprague, Duncan and Hutchinson, with manufacture of mechanical parts and assembly done by the



William D. Middleton Collection

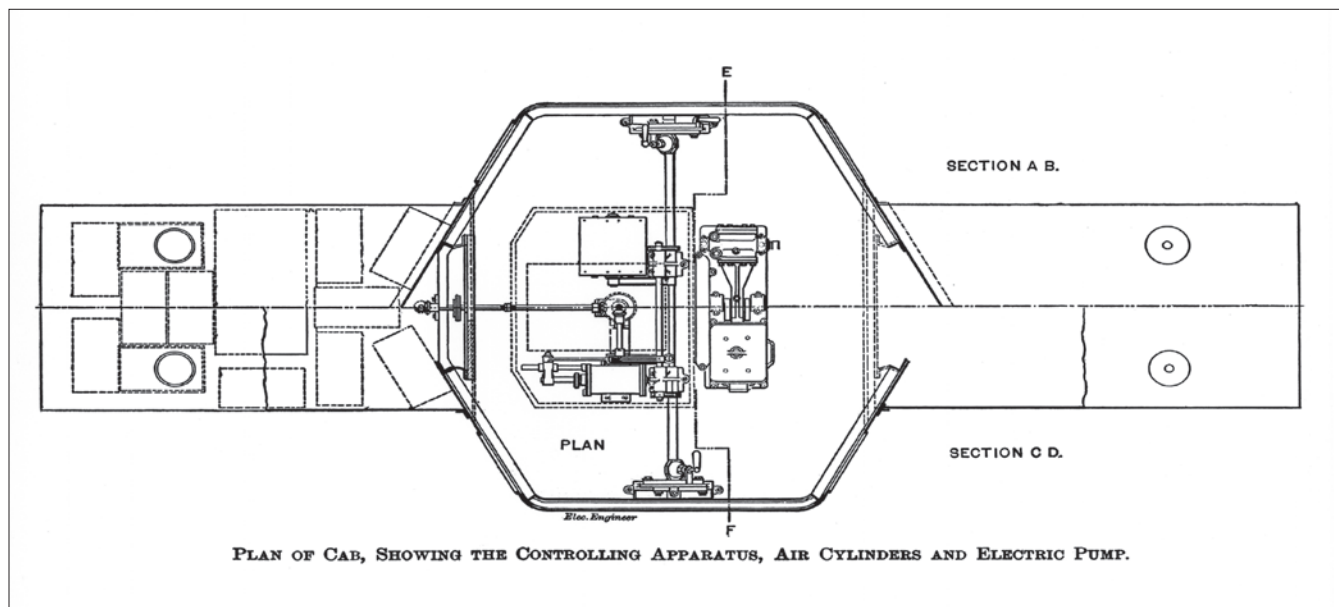


William D. Middleton Collection

Baldwin Locomotive Works, while the armatures were supplied by the Westinghouse Electric Manufacturing Company. Tests made at the Baldwin Locomotive Works indicated that the locomotive could operate at an efficiency of over 92 percent when operating at 1000 horsepower, and had the capacity of operating at 1000 horsepower at a speed of 35 miles per hour over a four hour period.

Unfortunately, however, by the time the Sprague locomotive had been completed, Henry Villard was no longer able to carry out his plans at Chicago, and the loco-

motive was never able to demonstrate its capabilities. As the great financial panic of 1893 approached, and as the Northern Pacific headed into bankruptcy, Villard resigned his positions with both the NP and the North American Company, and had largely retired from his businesses by 1893. After the locomotive was finally ready for operation in 1895, it made the initial test runs at the Baldwin plant, and was then stored in the Sprague Electric Company's Watsessing Works in New Jersey, where it was eventually dismantled.



William D. Middleton Collection

Visual Interpretations

by John Gruber

A panel discussion at "Conversations About Photography," the Center for Railroad Photography & Art's 2008 conference, investigates an increasingly urgent question: how to preserve your collection. In addition, six speakers are scheduled to talk about railroad photography at the sixth "Conversations," on Saturday, April 12, at Lake Forest College, 32 miles north of Chicago.

All photographers and collectors share concerns about the posterity of their work and collections. To address this issue, the panel discussion, moderated by Jeff Brouws, will discuss various procedures for dealing with an archive and their advantages, pitfalls, and costs. Photographers will learn about organizing their photographic files, negatives, prints and ephemera, steps that will enhance the longevity and quality of collections, and will increase their future potential for inclusion in museum collections.

Internet archives, such as the Center's *railroadheritage.org*, can be considered another possible preservation method, but do not address the question of permanent preservation, storage of original negatives and prints, and the difficulties posed by various photographic materials such as black-and-white and color negatives and prints, digital files, or film emulsions that are nitrate- or cellulose-based. The panelists also will discuss how to make well-organized archives readily available for pleasure and research.

The discussions also will address personal issues, especially how photographers might prepare their wills so that their "photographic estates" might find the right home instead of being inadvertently discarded or dispersed by unknowing or unaware relatives.

Panel participants include John Gruber discussing the Phil Hastings Collection; Brouws, discussing his involvement with the Richard Steinheimer and Jim Shaughnessy negative collections, as well as outlining the do's and don'ts for working photographers regarding their own archives; Robert Mohowski, discussing the O&W and L&HR collections in Middletown, New York; and Kevin Keefe discussing the vast archive of photographs housed at Kalmbach

Publications in Milwaukee.

Brouws is a fine-art photographer whose work can be found in museum collections across the United States. He is the co-author of numerous publications about railroading including *Railroading West* (1975), *Starlight on the Rails* (2000), *A Passion for Trains: The Railroad Photography of Richard Steinheimer* (2005), and a monograph of Jim Shaughnessy's work, *The Call of Trains*, due from W. W. Norton in November 2008. Mohowski is a writer, railroad historian, and long-time contributor to Carsten's Publications. He is the author of several railroad books including *New York, Ontario & Western in the Diesel Age* (1994) and *The New York, Susquehanna & Western Railroad* (2003). Gruber, president of the Center, is co-author of four railroad books, including the *Milwaukee Road's Hiawathas* (2006). Kevin P. Keefe is vice president-editorial for Kalmbach Publishing Co., and publisher of *Trains* and *Classic Trains*. Keefe joined the *Trains* editorial staff in 1987 and was editor 1992-2000.

The conference, co-sponsored by Lake Forest College's archives and special collections department, begins at 8:45 a.m. A reception at 4:30 p.m., sponsored by *Trains* and *Classic Trains* magazines, follows.

Speakers are David Plowden, celebrating 50 years of photography with his most recent book, *David Plowden: Vanishing Point*; Victor Hand and Don Phillips, speaking about "50 years of Photographing Around the World"; Scott Lothes (2003 *Trains* magazine photography contest winner), "Lessons from Great Writers for Railroad Photographers"; Don Horn, a 2003 speaker who is returning in 2008, "Pullman Photographers and Their Railroad Counterparts"; and Tony Reevy, "Walker Evans and the American Railroad." The Center's Internet archive and web portal, *railroadheritage.org*, has posted photos by the speakers.

Information and a registration form are available from the Center, P.O. Box 259330, Madison WI 53725-9330, or on its Internet site, www.railphoto-art.org.

This snapshot, made next to a Norfolk & Western steam locomotive at Durham, North Carolina, on August 15, 1954, by Raymond Carneal, is an example of which railroad photographs deserve preservation, and the caption provides an example of how others after you will know about a photograph's significance. It shows M(ark) Fred Jukes (1877-1971), Bellingham, Washington, an early, well-known railfan photographer who started taking pictures in 1893 in Nevada. Jukes's photos appear frequently in books by Lucius Beebe and Charles Clegg, although they also are published elsewhere. Carneal carefully recorded the date of this image, and his friend, J. Marvin Black, had the good sense to keep it safe. And now it exists as an entry point for the Conversations forum devoted to talking about the importance of organizing a collection so it is of use to researchers and to the future of Railroad Heritage.



Steamdome



Albert Fink - *Appleton's Cyclopedia of American Biography*, 1894

Albert Fink, a civil engineer, [was] born near Frankfort-on-the-Main, Germany 27 Oct., 1827. He was graduated at the Polytechnic Institute, Darmstadt, in 1848 where he studied architecture, and emigrated to this country in 1849. He soon found employment as a draughtsman in the service of the Baltimore and Ohio railroad, and became chief office assistant of Benjamin H. Latrobe. In this capacity he had the superintendence of the design and construction of buildings and bridges. That portion of the road between Cumberland and Wheeling being then in process of construction, Mr. Fink designed and supervised the building of the first important iron bridges in this country, that over the Monongahela River and the viaduct over Trey Run. After this portion of the road was completed, the section from Grafton to Parkersburg was begun, and many of the bridges and tunnels were built under his supervision. During this time Mr. Fink was also consulting engineer of the Norfolk and Petersburg Railway, then building, and designed the bridge at Norfolk. In 1857 he left the service of the Baltimore and Ohio road, and became assistant to Geo. McLeod, chief engineer of the Louisville and Nashville road. While connected with the latter corporation, he built the Green River bridge, that over the Cumberland at Nashville, and the great bridge over the Ohio at Louisville. During the Civil War he served as chief engineer and superintendent of the road and machinery department. During this period bridges were destroyed, connections severed, and the operating force kept constantly on the alert to guard against disaster and repair the gaps. The money loss involved by these depredations, the damaged caused by which Mr. Fink was called upon to make good, was estimated at not less than \$620,450.00. In 1865 he was made general manager, and in 1870 elected vice-president. The financial crisis of 1873 led him to study the question of the cost of transportation, and he subsequently issued two pamphlets on the subject. About the same time the growing evils of unrestrained railway competition forced upon his mind the necessity for a remedy, and suggested the possibility of co-operation instead of warfare on the part of rival corporations. This led him to devise his plan for the creation of the Southern Railway and Steamship Association, which was adopted. In October, 1875, Mr. Fink resigned the office of vice-president and general manager of the Louisville and Nashville road, and undertook the organization and management of the above-named association, with the title of "general commissioner". In June, 1877, he set out on a visit to his native land. Arrived in New York, he was waited on by Messrs. Vanderbilt, Jewitt, Scott, and Garrett, presidents of the four great trunk-lines of railway, who requested that he should remain in that city and attempt the organization of a "pool" of the west-bound traffic of these roads, on the plan of a division of tonnage, which he had succeeded in putting into operation in the south. Mr. Fink accordingly accepted the commissionership of the trunk-lines, and has been able to effect a complete revolution in the traffic management of the more important American railways.

Henry Farnam - *Appleton's Cyclopedia of American Biography*, 1894

Henry Farnam, philanthropist, [was] born in Scipio, N.Y., 9 Nov., 1803 [and] died in New Haven, Conn., 4 Oct., 1883. His early years were spent on his father's farm and in attending the district school. He afterward studied mathematics by himself, and became a surveyor. He was engaged on the Erie canal, west of Rochester, about 1820, became assistant engineer of the New Haven and Northampton canal in 1825, and its superintendent in 1827. He removed to New Haven in 1839, and in 1846-'8 built the railroad that took the place of the canal. He went to Illinois in 1850, and with Joseph E. Sheffield built the Chicago and Rock Island road, of which he was president in 1854-'63. He then retired from active life, and, after spending about five years abroad, returned in 1868 to New Haven, where he remained till his death. Mr. Farnam gave freely to New Haven charities, especially to the state hospital, and built for Yale, Farnam Hall, one of its best dormitories. He contributed largely for the development of East Rock Park, and provided in his will that his residence, one of the finest in the city, should be given, after the death of his immediate heirs, to Yale college for a "president's house".

Chapter Reports

New York Chapter Reviews Colorado Narrow Gauge, Boston & Albany

At its February meeting, the New York Chapter viewed a video entitled “Challenge of Cumbres”, which included a brief early history of William Jackson Palmer’s Denver & Rio Grand, and recent snowfighting scenes on the Cumbres & Toltec with the rotary and wedge plows, accompanied by several derailments. At the March meeting, the Chapter enjoyed “Whistler’s Western - The Boston & Albany Railroad”, which featured steam power starting in the mid-1930’s, and later diesel power into the 1990’s.

The March meeting also included the election of Chapter directors. The four directors whose terms expire this year are Messrs.. Adrian Ettlinger, Jerome Posz, and Charles M. Smith. Results of the election will be announced in the Spring 2008 issue of the *Quarterly*.

Southeast Chapter Holds Annual Banquet, Elects Officers for 2008

The Southeast Chapter’s Annual Banquet was held this year at the Trestle House on Saturday, January 12, 2008. Several members decided to spend Friday night at the house (the house can accommodate up to six people) and watch trains throughout the evening. Jim and Ann Smith, Reid Adams, Bill Howes, and Barry Baines (visiting from Boston) stayed at the house and also enjoyed a nice seafood dinner at a local establishment in Folkston, Georgia.

All of the trains that pass through the “Folkston Funnel” also go by the Trestle House, which is located off US Route 1, on the Florida side of the St. Mary’s River about four miles south of Folkston, Georgia. It is approximately one hour’s drive from the Jacksonville area. Barry Baines was kind enough to bring his laptop showing his unique computer program that displays trains in the area on a screen, similar to the screens that dispatchers have. The program allowed the group to know when trains were passing by so that cameras and recorders could get set up in plenty of time. The House is situated on the banks of the St. Mary’s River, within a few hundred yards of the ACL steel trestle.

Chapter members and guests started arriving about 8:00am on Saturday. Sixteen people attended, including Ed Mellon and his wife Dianne from Tallahassee. Although the weather was cloudy with periodic light rain, the group had a great time socializing on the porch while waiting for trains. The indoor den had an expansive glass window where you could see the trestle, so people could watch trains from inside as well. Part of the old ACL trestle is in the den, and is part of the house foundation. Another brick trestle across the river is still standing, and some of the members were wondering when the ACL re-aligned the railroad and built the newer steel bridge. During a typical 24-hour period, train watchers may see an average of 60 trains, depending on the movement of freight into Florida. A wide variety of trains can be seen during the 24-hour period.

The daily parade of trains includes six Amtrak trains, including the AutoTrain, which runs from the nation’s capital to Florida and back. Some of the guys also walked towards the tracks to get a closer view of all of the trains. There is a short trail through the woods to reach the tracks. Food was provided by several members, and Ann Smith helped to set up tables and prepare the ham and accompaniments. Each member and guest contributed for the dinner, and a special thanks goes to Ann, Becky, and Vanessa for taking on the burden of bringing and preparing the majority of the dinner. The banquet was outstanding, and everyone especially enjoyed the desserts later in the day as they continued to watch trains.

The Chapter conducted a quick business meeting before the 3:00pm adjournment. Paul Newton, the trip coordinator, spoke about the Chapter’s first field trip of the year, an excursion on the SAM shortline, in Cordele, Georgia, for Saturday, March 15th. There was a great deal of interest in the trip from the members. Paul requested a response by the end of January, so he could reserve the tickets. Then, the four new officers were inducted: Bill Howes as President, John Leynes as Vice President, Robert Van Nest as Treasurer, and Reid Adams as Secretary. The banquet was a great success, and the Chapter hopes to make use of this wonderful facility many more times in the years ahead. The Chapter extended special thanks to Jim and Ann Smith for reserving the house, coordinating the details, and preparing all that wonderful food.

Southwest Chapter Elects New Officers

The January meeting of the Southwest Chapter was held on January 9 at Fuddrucker’s Restaurant, I-10 and N. Mesa, El Paso, Texas. Highlights of the meeting included the Treasurer’s report, by Robert Kelly; a possible tour of historic railroad buildings in El Paso by Prince McKenzie with the city’s Historic Preservation Coordinator was discussed; and the election of officers for 2008: Charles Zlatkovich, Chairman; Ed Leonard, Vice Chairman; Gene Green, Secretary; and Bob Kelly, Treasurer.

The February meeting was held on February 13, at Fuddruckers Restaurant. Highlights of the meeting included some organization goals for 2008 by Chairman Zlatkovich - A. An expanded publications program including an update of Ed Leonard's book *Rails at the Pass of the North*. Ed Leonard commented that this work had already begun and that there were no copyright issues of concern. B. Compilation of a list of historic structures in El Paso that relate to railroads in some manner. C. Compilation of information of EP&SW No. 1, including material previously published in the Chapter newsletter, the *El Paso & Southwestern Flyer*. D. Continue and complete descriptions of various area passenger trains.

Charles Zlatkovich also presented an excellent discussion of the "never was" *Golden Rocket*, which was supposed to be a joint Southern Pacific/Rock Island passenger train between Chicago and Los Angeles running on the same route as the *Golden State*. Included in this presentation was a description of the passenger cars ordered by and received by the Rock Island. The Southern Pacific canceled their passenger car order and backed out of the proposed *Golden Rocket*.

Chicago Chapter Studies Congress Park, "Young Conrail"

At the February meeting, Jim Singer and George Stiers made a presentation on the historic junction at Congress Park, on the Chicago, Burlington & Quincy, in 1900 when the predecessor of the Indian Harbor Belt Railroad, the Chicago Junction, built through on its way from McCook to Franklin Park. The interchange there became very important to the "Q" (and successors BN and BNSF) until recently. It was so important that the tower, switches, and signals governing that point were extensively revised in the past couple of years.

At the March meeting, Chapter member Mike Blaszak shared his photographs of a "young" Conrail, with coverage from the first three years on the main line from Chicago to New York, along with the Central of New Jersey, Lehigh Valley, Erie Lackawanna, and Reading. Members of the rail history community know that Mike is an accomplished and nationally known writer and photographer whose work has appeared in a number of publications over the years.

Southern California Chapter Programs Feature Southern Pacific and Santa Fe

The Southern California Chapter's February meeting featured a slide presentation by Glen Icanberry on "Southern Pacific in the Cascades and Siskiyou", featuring gray and red tunnel motors and SD9E's on the branches. The meeting also featured a report on local railroad activities by Chairman Loren Martens, along with Excursion Chairman John McCourt's report on the Chapter's January 26th excursion to Colton and Cajon.

The Colton/Cajon excursion was attended by fifty members, guests and others. Mike McGinley prepared a brief history of the crossing and the operational needs of separating the tracks in the future. Dave Martin of BNSF discussed the operational changes occurring on the pass as the third track is installed. He pointed out the ecological and geological challenges of constructing the line while keeping trains moving.

At the March meeting, John Berry shared a slide presentation on the depots on the Santa Fe's "Kite Route". The route started at the La Grande station in Los Angeles, and continued to Pasadena, San Bernardino, Redlands, Patton, Riverside, Corona, Fullerton, then returning to LaGrande.

Marketplace

WANTED: Photos of Pullman sleeping cars assigned to the *Texas Special*, heavyweight or lightweight, or of the train itself any time period. Operational details of the *Texas Special* also sought, including financials. Need photos of MKT lightweight sleeping cars. Larry Thomas, P.O. Box 1688, St. Louis, MO 63188-1688, 314-535-3101 any evening.

WANTED: Photos of PRR 8614 AS24m and 9250 ES10. H. Buckley, 4801 Eaton Place, Alexandria, VA 22310.

FOR SALE: *A Catalog of Coaling Stations in the United States*. By William F. Rapp. A listing of over 800 coaling stations plus photos of types. Price \$12.00 plus \$2.00 postage and handling. (No credit cards, please). W.F. Rapp, 87 South Main St., Pittsford, NY 14534

FOR SALE: Have a sizeable collection of steam photos to trade. Write for list. Alan T. Tattersall, 9482 Joloru Dr., Jacksonville, FL 32210.

WANTED: Full size (1.5" scale) elevation and section drawings for D&RGW's L-131, 132 2-8-8-2's. Gary Bonine, 624 Moondale Drive, El Paso, TX 79912. 915-585-9056, gbonine1@sbcglobal.net.

CALL TO ACTION! Thousands of rail cars, 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.



The Railway & Locomotive Historical Society, Inc.
3605 Sandy Plains Rd., Suite 240-198
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