

# The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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## Ft. Worth Texas Tarantula

With the Ft. Worth skyline gleaming in a late afternoon sun, Missouri Pacific's fastest train, the MTS (No.61), heads out of Lancaster Yard in August 1969. Some 300 miles to the south, Southern Pacific's BSM (Blue Streak Merchandise) is leaving San Antonio. During the night, the two auto-parts trains will race across 600 miles of western Texas to El Paso. Tomorrow they will be on their way to Los Angeles. - J. P. LAMB

In this issue: 2010 Annual Meeting • Chapter Archives • Mystery Photo  
History Topics • Society Finances • Archives Update • Saving Collections

# R&LHS Officers

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Sigi Walker, Membership Secretary	mikensigi@comcast.net
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Not a member or questions about your membership?  
Please write to Sigi Walker at 8910 Rochester Drive, Colorado Springs CO 80920-7230  
or email her at mikensigi@comcast.net



## Mission Statement

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve and disseminate information relating to railroad history. The Society's mission will be achieved by:

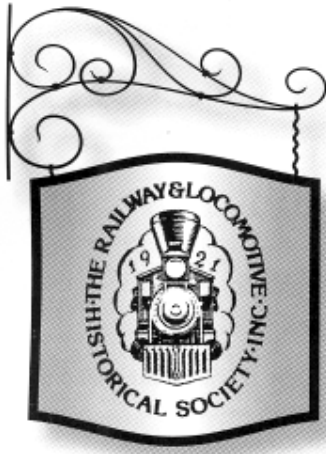
1. Publishing Railroad History and maintaining its status as the premier publication in the field.
2. Recognizing and encouraging scholarship in railroad history and other endeavors, such as the Society awards program.
3. Preserving historic documents, photographs and other materials, and providing access through national and chapter activities.
4. Maintaining communication among members of the Society through printed and/or electronic means.
5. Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting
6. Furthering knowledge of railroad history by publication of significant historical studies and reference works.
7. Encouraging appreciation of railroad history, and providing social enrichment opportunities through chapters and special interest groups.
8. Encouraging members to actively participate in the process of researching, recording, and disseminating railroad history by providing research guidance.
9. Promoting the significance of railroad history in schools and related organizations such as historical societies.

## Quarterly Newsletter of the The Railway and Locomotive Historical Society

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Publisher: Robert Holzweiss



# Society Operations

Robert Holzweiss - Executive Vice-President

## Bylaws Amendments

At the Board meeting of September 23, 2009, the Board of Directors discussed several changes to the R&LHS Corporate Bylaws and approved the following amendments. Pursuant to the current Bylaws, notice is hereby given that these amendments will be presented to the Corporation for approval at its 2010 Annual Membership Meeting at Ft. Worth, Texas on Sunday, May 23, 2010.

### ARTICLE III, SECTION 3. (This Section refers to Contributing Members)

*Amendment: Delete this Section.*

**ARTICLE III, SECTION 4.** If any elected Director shall cease to be a member in good standing of the Corporation or shall resign from office of Director, his, or her, office shall become vacant and another member of the Corporation may be elected by the Board to fill the vacancy until the end of the term of the person vacating the position.

*Amendment: Replace "end of the term ....the position." with "next Annual Meeting."*

**ARTICLE V, SECTION 2.** (last sentence) The President shall have the right to make, sign or endorse checks for and in the name of the Corporation, and must immediately notify the Treasurer of all such actions and the amounts involved.

*Amendment: After the word "Corporation" insert "only if the Treasurer is unable to write checks."*

**ARTICLE VIII, SECTION 2.** (last sentence, referring to a meeting of the Corporation) Five members shall constitute a quorum for the transaction of business but less than five members may adjourn a meeting for lack of a quorum.

*Amendment: Replace both occurrences of "Five" with "Eleven."*



## Contributions Invited

We invite individual members to contribute short research articles as well as information of interest to society members, including new railway preservation programs. You can even send local news articles and email transmissions. Our desire is to include items from throughout the nation. We especially want to hear from chapters regarding their plans and activities. [jplamb@mail.utexas.edu](mailto:jplamb@mail.utexas.edu)

# 2010 R&LHS Annual Meeting

## Ft. Worth, The Texas Tarantula

Readers from outside the Lone Star State may rightly wonder why a city and an insect are connected. If you come to the R&LHS annual meeting in May, you will see the name again on the tender of the ex-SP 4-6-0 that will lead the Grapevine Vintage train. So why is its usage closely tied to Ft. Worth's railroads?

America's westward railroad construction occurred in fits and starts, due largely to the young nation's unstable financial system at that time. For example, although the Texas & Pacific trans-state route had marched steadily westward from Marshall (near Shreveport), construction was halted on the west bank of the Trinity River in Dallas due to the national Panic of 1873.

To Ft. Worth business leaders, the delay was extremely frustrating, especially since the gap was only 30 miles. With a robust, regional economy based on agricultural products and slaughter animals, the city fathers became desperate to get T&P rails into town, so they used city funds to grade the roadbed and lay ties for the last section. The big day finally came in July 1876, and marked the start of a decades-long period of railroad expansion that made it Texas' second largest railroad terminal (behind the later developing Houston).

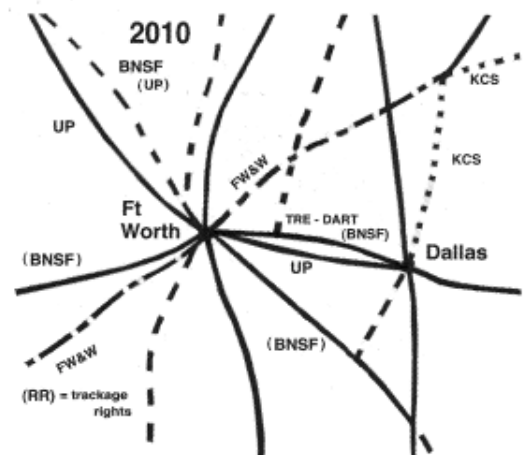
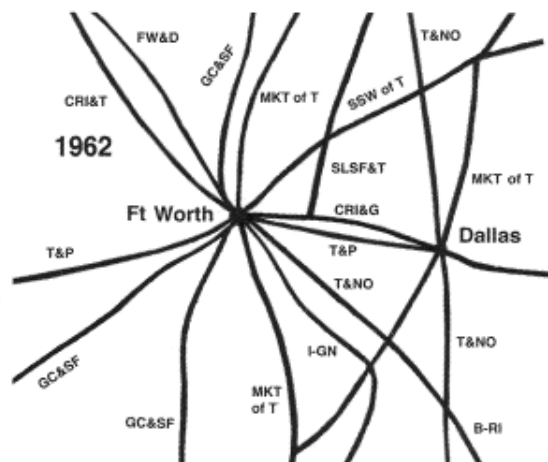
During this period of expansion, a map of the nine rail routes radiating from the city came to the attention of B. B. Paddock, the enterprising new editor of the Ft. Worth Democrat newspaper. Paddock had arrived in Ft. Worth some four years before the T&P, and yearned for a way to convey to the outside world the importance of the city's new role as a hub of rail transportation. Looking at the map showing nine lines converging on the city, he imagined the silhouette of a common resident of the region's many ranches, the seemingly ferocious tarantula spider (which had 8 legs). With Paddock's push, it became the catchy symbol to promote transportation and manufacturing opportunities in Ft. Worth.

The 1962 map shows 12 lines radiating from Ft. Worth, and also illustrates another aspect of Texas' rail history, the "in-state company." Like most states, Texas struggled to monitor and regulate its early rail landscape, which was littered with shady cartels and stock manipulation largely from outside capitalists. Around 1890 it set up a Railroad Commission and passed a law that required all railroads operating within the state to have a separate corporation with its general offices in Texas. The law remained in effect until the 1960's.

In 1962, Ft. Worth was served by seven major companies, listed below with their Texas subsidiaries.

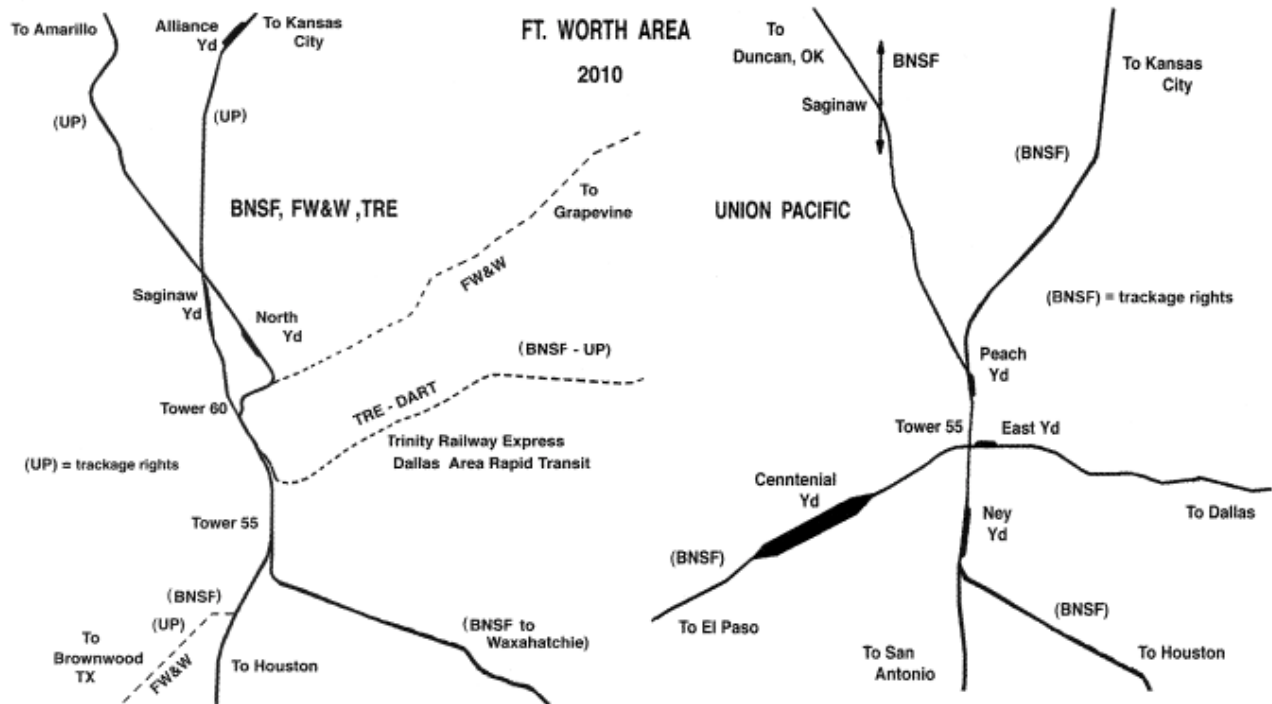
- Burlington - Colorado & Southern (Ft. Worth & Denver)
- Frisco - SLSF & Texas
- Katy - MKT of Texas
- Missouri Pacific - Texas & Pacific, International-Great Northern
- Rock Island - Chicago Rock Island & Texas, Chicago Rock Island & Gulf
- Santa Fe - Gulf Colorado & Santa Fe, Panhandle & Santa Fe (northwest Texas)
- Southern Pacific - Texas & New Orleans (Houston & Texas Central), St. Louis Southwestern of Texas

One additional company is identified. It is the Burlington-Rock Island that operated a joint line from Ft. Worth to Houston. Its owners were the Texas subsidiaries noted above. A modern map, shown for comparison, depicts the result of multiple levels of mergers over the past 30 years. During the R&LHS meeting you will learn more about the city's only regional carrier, Ft. Worth and Western.



These larger scale maps show trackage near the city's center, and illustrate the numerous trackage rights agreements that allow both major carriers to use each others routes to avoid congestion due to

wrecks and storms. You will also see some of the venues on your rail tours at the 2010 Annual Meeting. An additional copy of these maps will be in your meeting packet.



# Society Member Honored

Society life-member Fred M. Springer of New Mexico was honored by the City of Temple, Texas in dedication ceremonies on January 10, 2010. His name was placed on the gazebo park (see photo) known as the "Santa Fe Gardens," which lies immediately south of the former Santa Fe office building and station in downtown Temple. This site was once occupied by AT&SF's closely affiliated restaurant chain, the Harvey House.

That this historical station and grounds is now occupied by a successful and popular regional museum, housing most of the official AT&SF records (owned by the Santa Fe Modeling and Technical Society), is due largely to Fred's personal dedication and significant financial support over the past three decades.

Springer, a native of Washington, DC, spent his early years through high school graduation in Houston. After receiving a mechanical engineering degree from the Missouri School of Mines, he embarked on a long career with Mobil Oil Corporation, retiring to the Lone Star State in 1985 from an executive position with Mobil in New York. Some five years before retirement, he bought a country home in the village of Salado, a dozen miles from Temple. After moving there, he soon began to play a major role in developing the city's consciousness of its early

history as a company town for the Gulf Colorado & Santa Fe, one the state's early lines.

An initial effort in late 1991 included the donation of his entire collection of rail-related documents to the city's Railroad & Pioneer Museum, housed in a wooden Santa Fe station from the nearby town of Moody. Eventually the city obtained (1995) the large office building and grounds from the BNSF. With his leadership it became the present Railroad & Heritage Museum, which now also operates the former MKT station a mile distant from the Santa Fe structure.



In 2010 Springer relocated to northern New Mexico to be nearer his grandchildren and to assume an active role in the Arizona Railway Museum, to whom he donated the former Santa Fe Super Chief rear-end bedroom

lounge car, the Vista Canyon. He now stays busy keeping this car in "Amtrak condition" for occasional trips, and is also involved in the restoration of Santa Fe business car No. 405, which he assisted in moving from the Temple museum to New Mexico.

The society congratulates Fred on a lifetime of support for railroads and especially for his significant preservation activities since 1980.

# Chapter Provides Sound System

Robert J. Church, DDS

After many months of planning and design by Pacific Coast Chapter members and California State Museum staff, installation of a high-tech sound system was completed in late-October 2009. The digital audio will produce a lifelike ambience to the Museum's cab-forward display. The two-phase display animation project is headed by Bob Church and Chapter President Dennis Stefani. Chapter member Don Olsen provided original sound tracks through his company Catenary Video Productions, while audio/visual specialist Warren Haack designed the system and procured the equipment. They were assisted by CSRM technical specialist Robert Mistchenko.

As an example of the attention paid to authenticity, Warren made two recording trips to catch SP 4-6-2 No. 2472 when the Pacific Locomotive Association was operating it in Niles Canyon. With the cooperation of the PLA steam crew at an early morning fire up, he was able to get excellent digital recordings of the sounds of the firebox/atomizer, the injector, the turbo-generator, the whistle/air horn, and the air compressor. His biggest challenge was to combine the new recordings with those from a 50-year old tape of the cab-forward's characteristic whistle/wheeze exhaust sounds of its smokebox-mounted compressors. Out of sight speakers were placed in the display so that sounds seem to emanate from the correct location of each appliance.

Still to be done is the second phase of the animation project that will add movie footage from Olsen's collection. This will show cab-

forwards in operation along with close-up images of the different appliances from which the sound is coming. The Pacific Coast Chapter estimated cost of the first phase as \$5,000 but was able to complete the work with slightly less cost. As with other displays, CSRM staff will maintain the completed system.



Cab-forward No. 4294 (class AC-12), on display at the California State Railroad Museum, was in the last batch constructed (1943), and carries the highest number.  
- ROBERT CHURCH COLLECTION

# Photo Center Expands Series

John Gruber

The Center for Railroad Photography & Art is adding two features to its Nutshell Series: "Railroad Preservation in a Nutshell" and "Chicago Railroad History in a Nutshell." Both employ historical illustrations and explanatory text, and are linked with the Center's home page, [www.railphoto-art.org](http://www.railphoto-art.org).

Preservation in a Nutshell traces events in railroading and related preservation activities from a small gravity line in Massachusetts in 1795 through a 2009 railroad festival in Owosso, Michigan. Coverage includes such highlights as Pennsy's donation of the 1831 John Bull to the Smithsonian Institution in 1884; railroads' preeminent role at expositions and worlds' fairs over the last century; government legislation such as the Historic Landmarks Act of 1935 and the Register of Historic Places Act of 1966; and the closings of hundreds of stations in the 1960s, many of which have been put to civic uses. As these examples demonstrate, Americans are making more and more efforts to remember the role of railroads in building the nation. The founding of the R&LHS in 1921 is also noted as well.

The first Nutshell took shape as a feature of the Center's internet archive, [[railroadheritage.org](http://railroadheritage.org)] and encapsulates American railroad history from the early 1800s to the present. That material appeared in issue 21 of *Railroad Heritage*, a 48-page document that constituted the final report of a two-year project funded by the North American Railway Foundation of Harrisburg, PA.

The new Chicago Nutshell emphasizes the cultural, visual, and corporate highlights of Chicago's rail history, beginning with the construction of the first railroad in 1848. Its goal is to describe the city's growth into the railroad center of America.

The Center invites suggestions about other preservation milestones as it continues to expand the collection of 1,400 photographs now on the web site. The Center is located at 1914 Monroe St., P.O. Box 259330, Madison, WI 53725-9330.

# Railway History Notes

## New Contributors

The Quarterly Newsletter is pleased to acknowledge new contributors in its third issue, and first for 2010. It is our desire that QNL provide an opportunity for the society to converse with its members as well as for members to converse with one another. The editor is pleased that members have begun sending inquiries and proposals for short articles of news or personal research. In this issue we present contributions from two members, David Gould of New York, and Don Rex of Kentucky.

David Gould, who shares two pieces on 19th century engines, has seen railroading from vantage points both remote and close up, having served for 20 years as Supervisor of Exhibit Planning at the New York State Museum and for ten years as an Amtrak conductor. Don Rex, a one time L&N employee, offers a glimpse at railroading 105 years ago, with a letter from his family's heirlooms.

We emphasize again our desire for input from chapter reps on various preservation and historical activities in their areas.

## Attention Locomotive History Experts

**This photo of 4-4-0 No. 140 needs identification  
David Gould**

I received this high-quality historical print of a vintage 4-4-0 from a colleague at the New

York State Museum. It came from the Baron's Collection of the Holland Land Office Museum in Batavia, NY with no data on railroad, builder, location, etc.

While a co-worker suggested that the tower in background might be at the University of Rochester, I began to study the mechanical details. The shape of the polished brass steam dome first suggested to me that it might have come from the Schenectady Works during the late 1850's or 60's. The wood-burning bonnet stack, box headlight and the crews' clothing also suggested that time period. So my initial guess was New York Central or a predecessor line in Rochester.

However, a later review of William Edson's *Steam Locomotives of the New York Central System, Part I* (page 13) listed #140 as a Rogers engine built in April 1854 (shop no. 313). But the steam dome and the lack of any Rogers-like details still bothered me. So my next guess was that it could be a broad gauge engine of an Erie Railroad predecessor in western New York. This was supported by Gerald Best's extensive Erie roster in *Railroad History* (No. 131, Autumn 1974). Page 37 of that issue lists Erie No. 140 as a Brooks (Dunkirk) machine of 1869. But this did not agree with my earlier study of Brooks engines. The data suggested that, by that time, they had begun using small, diamond-shaped coal burning stacks and Rogers-like "jello mold" sand dome tops.

Thus I am appealing to any R&LHS members with an interest and background to provide supporting evidence directly to me (dgould3@nycap.rr.com). If you wish to mail your information, please send it to the editor Parker Lamb (see masthead) and he will forward it to me. After compiling and digesting this information, I will provide him with a full report for publication.

## A POTUS train of 1905

During the last 40 years, the U. S. government has increasingly used acronyms such as NASA, NOAA, and EPA for identification. For American railroads, FRA and POTUS are two important ones, with the latter identifying a train carrying the President of the United States. This movement requires extra layers of security and



Help us identify this handsome 4-4-0 No. 140. DAVID GOULD COLLECTION



weeks of planning before the event. Below is a letter describing a POTUS movement during the early years of the 20th Century, when Theodore Roosevelt was the nation's Chief Executive. Comparisons with today's practices are quite stark, but also suggest an understanding by management of the extra work needed.

Don Rex's great grandfather, Samuel, kept this document after his retirement in 1915 as a Section Foreman who was directly involved in the preparations described. It then passed to his son Michael, to his son Raymond, and finally to his son Don, a fourth generation L&N employee. [Note LC&L is Louisville Cincinnati & Lexington.]

## Perils of the Early Steam Era

Early railroading was extremely dangerous to life and limb of all involved, whether workers, riders, or observers, and one of the most dreaded events was a boiler explosion. This was usually the result of shoddy construction but also crew error in letting water levels get too low. Between 1870 and 1910 there were over 10,000 such explosions in the U. S. and, even by 1914, there were still around 1400.

By 1915 the rail industry had recognized a legal set of Boiler Codes for proper construction and safety procedures. Two of the major improvements were the requirement for two fail-safe injectors as well as water-level sight gages. As one might expect, these regulations caused such random explosions to virtually disappear. However, a half-century would elapse before the last major explosion occurred in December 1955 on N&W near Roanoke.

As noted by John White and other experts on early locomotives, most engines of this period did not have continuously operating injectors and relied on crosshead mounted pumps to force water into the boiler. These pumps could only be operated when the engine was moving, and thus there was danger of a low water level

during in a long period of no movement. The accounts below suggest this as a possible causative factor.

David Gould has submitted the background on two such explosions in Troy, NY.

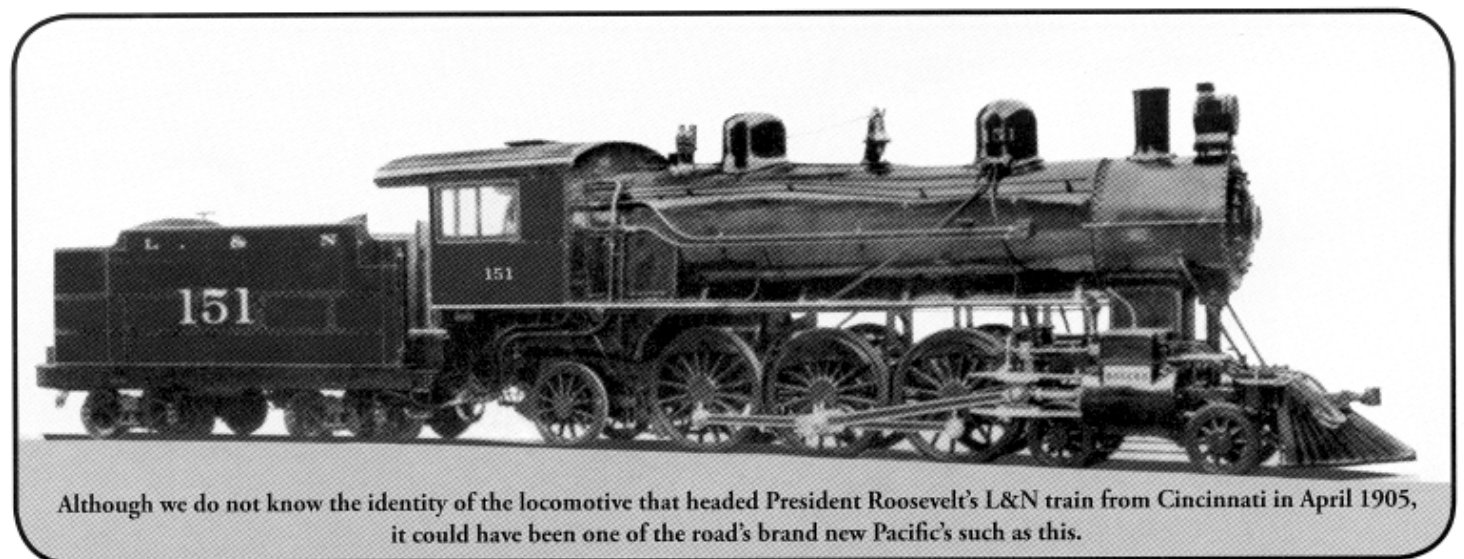
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Jim Shaughnessy's book on Delaware & Hudson contains a roster of a D&H predecessor line, the Rensselaer & Saratoga Railroad. Compiled by Richard E. Cooper, it shows the sudden end for two of its early 4-4-0 locomotives. Engines Ballston and Troy, both built by Seth Wilmarth in 1852, were typical 4-4-0 types with 60-inch drivers, and weighing 22 tons. However, each description concluded with a similar notation, "Blew up 1861" (Ballston) and "Blew up 1865 Whitehall [Jct]."

Seth Wilmarth opened the Union Works in South Boston in 1841, and gained a good reputation as a machine builder. In 1848 he began to produce locomotives and built an estimated 200 engines before closing in 1854, reportedly the result of a non-payment dispute with the Erie Railroad. His machines were well regarded, even though of a conservative inside connected type with a short wheel-base lead truck that was apparently favored by New England builders.

The Troy Daily Times newspaper of October 4, 1861 provides these contemporaneous accounts.

"A terrible and unusual railroad accident occurred this morning on the Rensselaer & Saratoga Railroad, near the junction, in the explosion of the locomotive 'Ballston,' by which three of the employees of the company were injured. The engine was attached to an extra freight train, which left Green Island at about ten o'clock. Mr. William Bragg was in charge of the locomotive as the engineer, and Noah King was employed as fireman. When the train reached the junction, whether from loss of water, or some other cause it is not known, the boiler of the locomotive exploded, scattering the engine into fragments, badly scalding the engineer





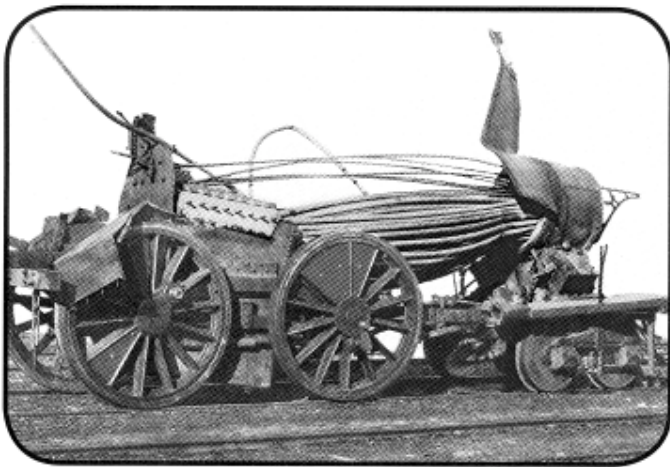
and fireman, and a brakeman, named Joseph Cushion, who was standing on the forward part of the car attached to the tender.

“The force of the explosion was very great, and pieces of the engine flew in all directions. Mr. Bragg was struck in the head and chest with several of these flying fragments, and is seriously injured. The others were less seriously hurt. Dr. Cole, of Waterford, was sent for and attended the wounded men. An extra train was dispatched by Superintendent Tupper, and brought the sufferers to this city. All the wounded men were taken to their homes, where their injuries were properly dressed by Dr. Cole and other physicians. Mr. Bragg’s injuries, it is feared may prove to be fatal, but his condition at noon was so much improved as to excite strong hopes for his recovery. His head is badly bruised, besides being scalded. Cushion and King were only slightly injured by the bursted (sic) pieces of the engine; their wounds are mostly from being scalded by the hot water.

Mr. Tupper and the employees of the road did all in their power to relieve the sufferings of the three wounded men, and everything that medical science and skill could do to relieve their stress or a generous sympathy suggest, was done in their behalf.”

The following day’s edition contained this additional note.

“The locomotive ‘Ballston’, which exploded yesterday, was blown almost entirely to pieces. Nothing was left of her, save the wheels. The loss to the company is about \$5000. The engine was an old one, and had been in use many years.”



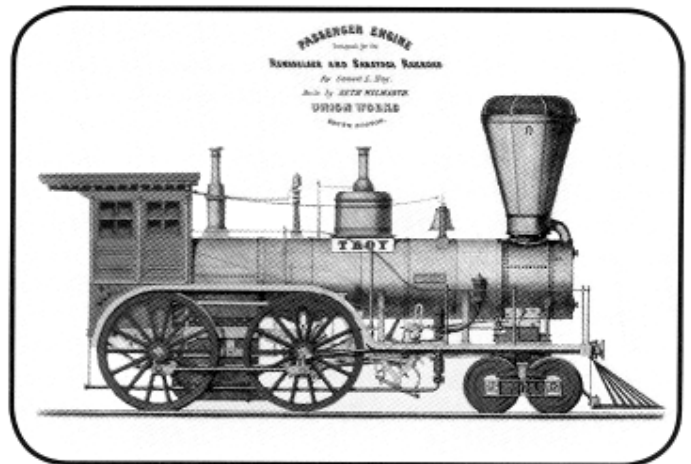
Slightly more than four years later (October 23, 1865) the paper ran a similar story.

“Locomotive Explodes - The locomotive ‘George Dauchy’ of the Rensselaer & Saratoga Railroad exploded at Whitehall Junction on Saturday evening. The engine was standing still at the time waiting for another train and neither the engineer, Edward Bartlett, nor the fireman, was at his post.

“A woman standing close by was badly hurt and a nearby house demolished. The accident must have been caused by a defect in

the locomotive. It was formerly called the ‘Troy’ and was a mate to the ‘Ballston’ which met a similar accident near Green Island some years ago.”

Fortunately, two images of the Troy have survived. A pencil drawing prepared at the time of construction resides at the Albany Institute of History and Art, while a builder’s promotional lithograph (in color) was prepared in 1856. It was used as a cover illustration for the December 1957 issue of American Heritage. The later is shown here and one would suspect that its appearance had drastically changes during its rather brief service life. One detail was clearly different. The original lithograph contained technical data at the bottom, including the fact that the engine had 66-inch drivers. However, Cooper’s roster in Delaware & Hudson indicated they were only 60-inches.



We are also fortunate to be able to present a high quality image of the Ballston remnants from the New York State Museum, whose staff members suggest that it is the work of James Irving, a Troy professional photographer during the Civil War period. Other examples of Irving’s work, including several rail-related images, are also at the New York Museum. A close look at this image shows clearly the common practice with mid-19th century 4-4-0 type engines, the use of flangeless or “blind” front drivers.

## Letter from the Roadmaster

Louisville & Nashville RR Co.  
Office of the Roadmaster  
LC&L Div

LaGrange Ky., Mar 31, 1905

All Foreman:

President Roosevelt will pass over this division on the morning of April 4, leaving Cincinnati (Little Miami Station) as 3rd #3 at 5:30 AM.

A pilot engine will run as 2nd #3 20 minutes ahead of the President’s train. The movement of these two trains is shown on the attached time table.

It is desired that this train pass over the division without delay and without accident, and special precautions will be taken to guard the track to insure this.

On the morning of April 4th you will go over your entire section on a hand car at least one hour ahead of the pilot engine and see that everything is safe.

On the morning of April 4th, you will place a reliable man at each main track switch heading out north (that is, switches with points to the north) to see that they are not tampered with or left open. The switch watchman will stand on the opposite side of the track for the switch stand. Where two switches are very near together, one watchman will answer.

Foremen Elston, Harm, and Carl Webster will place a reliable watchman at each tunnel on their sections one hour before the pilot engine is due. These patrolmen will patrol the tunnels until the Presidential train passes. The regular watchman at tunnel #1 should be provided with a timetable of these two trains.

After providing watchmen for the switches and tunnels, place one man at each milepost with instructions to walk the track south, beginning immediately after the pilot engine has passed him. After reaching the next milepost south, he should return to the post from which he started continuing to patrol the mile until the Presidential train has passed.

All hand and push cars must be clear of the main track 1 hour before the pilot train is due and no work on the main track, other than emergency work, must be engaged in.

As soon as the Presidential train has passed, collect your men and carry on your work in the usual way.

Where it is necessary for an of your men to be put to work ahead of the usual hour, make the time doubly good to them come day when they wish to get of a little early.

The watchmen should be provided with red flares and torpedoes and I am sending a few extra ones in case you have not enough.

Charge time to "Special Watchmen."

Please endeavor to carry out these instructions to the letter.

Acknowledge receipt.

Yours truly,  
H. C. Griswold  
Roadmaster

# Trading Post

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**Historic DVDs:** Railway footage taken between 1934-1958. Each DVD is 60-80 minutes long and comes with detailed background booklet. Cost is \$15 each (includes postage).

1. *D. L. & W. RR 1934-1946* includes 952 restoration, suburban rail and ferry service in 1934, cab ride in #47 in 1956, movies of trains.

2. *R. & L. H. S. early fan trips, 1935-1938*, The LV inspection locomotive Dorothy and Little Jack mine engine No. 952 restoration (duplicate)

3. *New England and Canadian provinces 1934-1956* including Mt. Washington cog, New Foundland RR trip 1937, B&H and SR&RL, CPR revenue operation of the last 4-4-0 in North America and probably the world, B&ML mix train and others

4. *Miscellaneous trains: 1930s* LV, Pa., B&O, Georgia and W.Va. logging railroads, short lines C&PA, former B&S freights, Chicago trains including Hiawatha 1936.

**Thomas T. Taber, 504 S. Main Street, Muncy PA 17756**  
**ttaber1@comcast.net**

NOTE: Footage contains no dubbed-in sound, run-bys, or artificial smoke – just real life railroading as it once was. Not for sale to dealers.

# In Memory

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Railway & Locomotive Historical Society member **Edward John Cheetham** passed away peacefully at home after a lengthy illness on February 26, 2010 surrounded by his loving family.

He was born on November 1, 1921 in Milwaukee, Wisconsin to Herbert and Jean Cheetham. Ed was a graduate of Ripon College in 1943. After college graduation he served in the U.S. Army through World War II. For 50 plus years he was a member of the Railway and Locomotive Historical Society serving as Treasurer and on the Board of Directors.

He is survived by his loving wife of 41 years Mary Jane, six nephews, four nieces, two sisters-in-law, one brother-in-law, and fifteen great nieces and nephews.

# Train Shows

The society's train show exposure grew by leaps and bounds during 2009. Here's the latest tally of results for 2010 plus opportunities later this year.

Why not pitch in and assist with a show near your home? It's great fun to meet new people, and talk railroads with others.

## JANUARY

*Norcross, GA (Atlanta Model/Railroadiana Show, Norcross, Ga. (4 new members)*

Dick Hillman and Martin O'Toole

*Amherst RR Society Show, Springfield, Mass. (24 new members)*

Alden Dreyer, Sally Wetherbee, and Jerry Angier

*Colorado Springs and Golden, Colo. Shows (8 new members)*

Sigi & Mike Walker

## FEBRUARY

*Jacksonville Model/ Railroadiana Show (3 new members)*

Bill Howes and Southeast Chapter members

*NMRA Show, Estes Park, Colo. (2 new members)*

Sigi & Mike Walker

*World's Greatest Hobby Show, Denver, Colo. (8 new members)*

Sigi & Mike Walker

## UPCOMING SHOWS for late Winter and Spring:

*April 3 - Colorado Springs, Colo., TECO-5 Model Train Expo*

Sigi & Mike Walker (719-262-0777 or mikensigi@comcast.net)

*April 3 - Deland, Fla., Volusia County Fairgrounds*

Bill Howes (904-891-3540 or howes\_w@yahoo.com)

*April 10 - Gadsden, Ala., Coosa Valley Show*

Mid-South Chapter (Dan Ferris dpf6643@aol.com)

*April 17 - Columbus, Ohio, Buckeye Show*

HELP needed to introduce Ohio to R&LHS - To be part of this crew, contact Paul Gibson: paul@railpub.com or 508-397-1828

*April 22-25 - Kennesaw, Ga., Southeastern Railroad Show*

Marv Clemons (205-836-3457 or mclemons@bham.rr.com)

Dick Hillman (770-977-2787 or dickhillman@comcast.net)

*May 22 - Albuquerque, N.M., State Fairgrounds*

Sigi & Mike Walker (719-262-0777 or mikensigi@comcast.net)

*May 22-23 - Birmingham, Ala., NMRA Southeast Region Convention*

Mid-South Chapter (Dan Ferris dpf6643@aol.com)

*July 16-18 - Milwaukee, Wis., NMRA National Convention Train Show*

Sigi & Mike Walker (719-262-0777 or mikensigi@comcast.net)

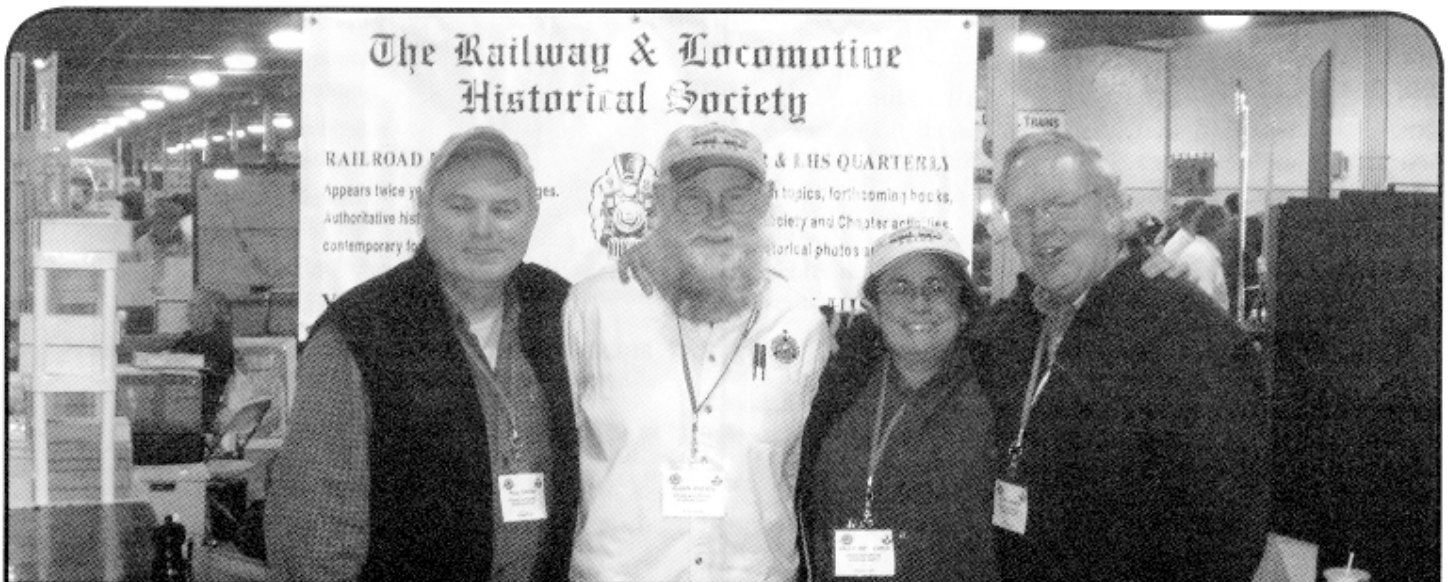
*2010 - Ontario, Canada, various shows in the region*

Kevin Holland (kevin.h@bellnet.ca)

***A total of 49 new members signed up in eight weeks!***

Do you want to share your interest in the R&LHS? Are you interested in recruiting new members?

Please contact Paul Gibson at (508) 397-1828 or email him at paul@railpub.com to see how you can be involved.



A happy group at the Springfield show included Paul Gibson, Alden Dreyer, Sally Wetherbee, and Jerry Angier

# R&LHS Back Issues Store

## R&LHS Bulletin

As of February 21, 2010, the following editions of the *Bulletin* are **available** (R = reprint):

A bound volume containing: 68, 70-74 - \$80

Numbers: 1R, 46, 53, 57R, 58A, 58ARSC, 58ARHC, 65, 66, 67A-74, 76-82, 84-93, 95-126

All are out-of-print and individually priced for R&LHS members ranging from \$12-\$64 *each* based upon supply, demand and condition. An index of all issues together with a brief description of contents and prices for all out-of-print editions can be found at [www.rlhs.org](http://www.rlhs.org). R&LHS members receive a 20% discount from the out-of-print edition prices as shown on the web site.

## Railroad History

All editions of *Railroad History* are available and divided into two classes. In-print are usually those remaining in storage from the day of printing unless purchased as part of collections. Out-of-print issues are those that have been purchased to maintain inventory. As of 2/21/10, the following editions are **out-of-print**:

Numbers: 127-138, 140, 143, 145-148, 150, 152, 153, 155, 156, 159, 162, 164, 174, 180

Each issue is individually member priced on the web site with prices ranging from \$10 to **\$32 each**.

All other issues of *Railroad History* (Numbers 139-200) are **in-print** and priced as follows for R&LHS members:

Order Size	Unit Cost
1-6	\$7.50 ea.
7-12	\$7.00 ea.
13-24	\$6.50 ea.
25-48	\$6.00 ea.
49-72	\$5.50 ea.
73-99	\$5.00 ea.

**SHIPPING** — Free USPS MEDIA MAIL within the USA. Others pay differential only. Depending on length, 3-7 issues can fit in a USPS priority mail flat rate envelope. Shipping is available to anywhere in the world that accepts priority mail for about \$10.

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

**CONTACT** — Email works best for placing an order. If using the postal service, please include a telephone number.

Alden Dreyer  
91 Reynolds Road  
Shelburne MA 01370-9715  
(413) 625-6384  
[alden.javanet@rcn.com](mailto:alden.javanet@rcn.com)

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PCRRHS, c/o Mike Beverley, Treasurer  
74 Baldwin Road, Scotia, NY 12302-3814

GO TO [pcrhs.org](http://pcrhs.org) FOR ADDITIONAL DETAILS!

# Statement of Revenues & Expenses

Fiscal Year January 1 to  
December 31 2009



## Revenues

National Dues all levels.....	\$67,899.00
Chapter Dues/Donations paid through national .....	832.00
Donations.....	6,717.00
Friends of R&LHS .....	5,911.00
RRH Sales/Advertising*.....	20,349.00
Archives De-accessions.....	6,090.00
Archives Services.....	84.00
Meeting Proceeds (Portland).....	2,193.00
<b>Total Revenues .....</b>	<b>\$110,075.00</b>

## Expenses

RRH #200/#201 staff/print/mail.....	\$67,675.00
Quarterly Newsletters - 3 issues.....	9,749.00
Archives Payroll .....	13,703.00
Advertising.....	5,915.00
Membership Processing/Development .....	3,671.00
Awards Program.....	592.00
Insurance .....	1,852.00
Chapter Dues/Donations Disbursement .....	832.00
Other Expenses.....	1,997.00
<b>Total Expenses .....</b>	<b>\$105,986.00</b>

Excess Revenues over Expenses.....	\$4,089.00
Reserve (Investment) Accounts Balance as of 12/31/09 .....	\$391,337.00

## National Memberships

New members	Number	Dues Paid	Donations	Friends
US.....	155.....	\$5,071.00 .....	\$39.00	
Canadian.....	3.....	\$117.00 .....	\$0.00	
International .....	4.....	\$200.00.....	\$10.00	

## Renewals

US.....	1530.....	\$57,095.00 .....	\$4,550.00 .....	\$5,911.00
Canadian.....	19.....	\$828.00 .....	\$33.00	
International .....	22.....	\$1,260.00 .....	\$100.00	
Institutional .....	82.....	\$3,328.00 .....	n/a	

## Life members

US.....	121.....	n/a.....	\$1,815.00
Canadian.....	4.....	n/a.....	\$25.00
International .....	2.....	n/a.....	\$145.00

<b>TOTALS.....</b>	<b>1942.....</b>	<b>\$67,899.00 .....</b>	<b>\$6,717.00 .....</b>	<b>\$5,911.00</b>
<b>TOTAL REVENUE.....</b>				<b>\$80,527.00</b>

# R&LHS Membership Report

Fiscal Year January 1 to  
December 31 2009

## 2009 Chapter Dues Paid to National Reimbursed to Chapters in January 2010

Chapter	Chapter Dues	Chapter Donations
Chicago.....	\$101.00 .....	\$46.00
Golden Spike.....	\$0.00 .....	\$0.00
Lackawanna.....	\$25.00 .....	\$0.00
Mid-South .....	\$0.00 .....	\$0.00
New York .....	\$110.00 .....	\$0.00
Pacific Coast.....	\$515.00 .....	\$0.00
Southeast.....	\$15.00 .....	\$0.00
Southwest.....	\$0.00 .....	\$0.00
Southern Cal.....	\$20.00.....	\$0.00
<b>TOTALS.....</b>	<b>\$786.00 .....</b>	<b>\$46.00</b>

# R&LHS 2010 Annual Meeting

It is not too late to reserve your place at the meeting in Ft. Worth, Texas from May 20–23, 2010. The **Registration deadline is April 30.**



**Hotel:** Sheraton Hotel & Spa Ft. Worth. The hotel overlooks the UP and BNSF main lines in the vicinity of Tower 55, the major rail junction in Ft. Worth. R&LHS rate is \$129/night good for nights before and after the conference.

For reservations, call 1-800-325-3535 or visit their web site at: <http://www.starwoodhotels.com/sheraton/property/overview/index.html?propertyID=1784>

**All hotel reservations must be made by April 20, 2010** to guarantee the R&LHS conference rate. The hotel is currently accepting reservations.



**Transportation:** On Thursday the 20th, a hotel shuttle van will meet Amtrak's southbound Texas Eagle (Amtrak #21) at 1:25 p.m. and the northbound Texas Eagle (Amtrak #22) at 1:58 p.m. at the Ft. Worth Amtrak station. Conference attendees must call the hotel at 1-866-716-8134 to arrange for the shuttle when you arrive. The shuttle van will return Amtrak passengers to the station at 12:00 noon on Sunday (5/23) for the 2:10 (#21) and 2:20 (#22) departures. Air service is

also available to DFW airport which is a major hub for American Airlines. Southwest Airlines flies to Dallas, Love Field. Frequent taxi and limo service will bring you to the hotel.

**Registration Fee:** \$200.00 per person. The Spouses program requires an extra fee of \$50 per person. For additional info, contact Robert Holzweiss 979-691-4074 or [Robert.Holzweiss@gmail.com](mailto:Robert.Holzweiss@gmail.com). Please send your registration fee of \$200 per person to:

Robert Holzweiss at 979-691-4074  
or [Robert.Holzweiss@gmail.com](mailto:Robert.Holzweiss@gmail.com)  
for additional information

Checks should be payable to the Railway & Locomotive Historical Society. Please include an email address (if available) to confirm your reservation. You will also receive a meeting packet via USPS.

## Schedule of Events

### Thursday 5/20

- Convention Registration at the Sheraton Hotel & Spa Ft. Worth.
- R&LHS board meeting (working dinner). Individual settlement.

### Friday 5/21

- Convention Registration.
- BNSF Network Operations Center (NOC).
- Fort Worth & Western (FWWR) Hodge Yard photo opportunity and Q&A with FWWR staff.
- Tex-Mex lunch. Individual settlement. (Cash Only)
- Bus tour of Union Pacific facilities in Ft. Worth including Centennial (Davidson) Hump Yard, Centennial Diesel Shop and Tower 55.
- Dinner on your own.
- After dinner Presentation on the Ft. Worth Western Railway by Kenneth Fitzgerald, the official FWWR photographer and three time Trains Magazine photo contest winner.

### Saturday 5/22

- Ride Trinity Rail Express for Dallas.
- Board bus for short trip to Museum of American Railroad (self-guided tour).  
-- or --
- Transfer to Dallas Area Rapid Transit (DART) and ride to the Museum of American Railroad.
- Ride Grapevine Vintage Railroad to Ft. Worth Stockyards.
- Self guided tour of Historic Stockyards or remain on-board the train and ride to the Trinity River.
- Social hour with cash bar followed by R&LHS banquet with speaker Mike Iden, Director General Mechanical (locomotives) for Union Pacific Railroad.



### Sunday 5/23

Annual membership meeting with speaker Cary Poole, author of *CF7 Locomotives: From Cleburne to Everywhere*; *History of Railroading in Western North Carolina*; and *History of the Edwards Railway Motorcar Company*. Mr. Poole will speak on CF7 locomotives which were built in Cleburne, Texas.

**A Friday spouses program is also available for an extra fee of \$50 per person. Please see the full convention schedule at [rlhs.org](http://rlhs.org) for details.**



The Railway &  
Locomotive  
Historical Society, Inc.  
U.S. Member



**2010 Membership Renewal Form**

Membership year runs from January 1 through December 31, 2010

Please indicate one of the following membership dues categories to continue as an R&LHS member:

\_\_\_ \$32 Individual      \_\_\_ \$37 Family      \_\_\_ \$65 Library/Institutional

Optional individual membership levels:

\_\_\_ \$60 Contributing      \_\_\_ \$100 Sustaining      \_\_\_ \$250 Patron

**The R&LHS produces quality publications, for which the cost of printing and mailing continues to increase. Please consider renewing at a higher membership level or making a donation to the Society.**

Yes, I would like to make a donation in addition to my R&LHS membership dues: \$ \_\_\_\_\_

*Joining a chapter is optional. The following is the 2010 Chapter Dues Schedule:*

Chicago	\$15.00	\$ _____
Golden Spike (Ogden UT)	\$12.00	\$ _____
Lackawanna (NJ)	\$25.00	\$ _____
Mid-South (Birmingham AL)	\$10.00	\$ _____
New York (NYC)	\$27.50	\$ _____
Pacific Coast (Sacramento CA)	\$20.00	\$ _____
South Central States (NEW)	\$18.00	\$ _____
Southeast (Jacksonville FL)	\$15.00	\$ _____
Southwest (El Paso TX)	\$12.00	\$ _____
Southern California	\$20.00	\$ _____

**TOTAL PAYMENT ENCLOSED: \$ \_\_\_\_\_**

Method of payment: Check # \_\_\_\_\_ **OR** Credit card:  MasterCard\*  Visa\*

*\*Please complete all of the following information in order for your credit card to process successfully.*

Card No. \_\_\_\_\_ Exp. Date: \_\_\_\_\_ (mo./yr.)

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**Help us maintain an accurate Membership Roster. Please PRINT the following information.**

Name \_\_\_\_\_ Spouse, if applicable \_\_\_\_\_

Mailing address \_\_\_\_\_

**Note:** Please provide a *PERMANENT* mailing address as the USPS will NOT forward publications, including mail held as "temporarily away."

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Optional information: Other railway organizations I belong to: \_\_\_\_\_

**Please return this form to:**  
R&LHS Membership Renewal  
P. O. Box 62698  
Colorado Springs CO 80962-2698

*Thank you for  
renewing your  
R&LHS membership!*

Check/CC date: \_\_\_\_\_  
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Date deposited: \_\_\_\_\_

**Southern California and Pacific Coast Chapter members please remit your national dues to your chapter. All other members please follow the instructions above.**



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**FINAL NOTICE:** If you have not renewed your subscription to the Railway & Locomotive Historical Society for the 2010 calendar year, this will be your last R&LHS mailing. If you wish to renew and do not have your renewal information, please contact R&LHS Membership Secretary Sigi Walker at [mikensigi@comcast.net](mailto:mikensigi@comcast.net) --or-- renew via credit card at <http://rlhs.org/#Membership> --or-- mail your renewal to: Sigi Walker, 8910, Rochester Drive, Colorado Springs CO 80920-7230



In 1985 a Santa Fe grain train, rumbles past Ft. Worth's Tower 55 in late afternoon, and begins the last leg of its run from Kansas City to the port of Houston. This mid-town crossing has always been the center of Ft. Worth's busy railroad scene. ~ J. P. LAMB