

The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

Summer 2010 • Volume 30, Number 2 • www.rlhs.org



Society board members Alden Dreyer (Mass.) and Jim Caballero (Cal.) discuss schedules with the operator of Matilda, one of vintage cars owned by Dallas' McKinney Avenue Trolley network. ~ Jim Smith photo

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R&LHS Officers

Robert F. Holzweiss, President
Paul Gibson, Executive Vice-President/COO
R. M. (Mike) Walker, Treasurer
Sigi Walker, Membership Secretary
Charles Stats, Secretary

Robert.Holzweiss@gmail.com
paul@railpub.com
mikensigi@comcast.net
mikensigi@comcast.net

Not a member or questions about your membership?
Please write to Sigi Walker at PO Box 62698, Colorado Springs CO 80962-2698 or email her at mikensigi@comcast.net

Chapter Contact Information:

Chicago \$15.00/yr. - Chicago, Illinois
Email: bartke@att.net
James A. Bartke, Membership Secretary
Chicago Chapter, R&LHS
5539 S. Richmond Street, Chicago IL 60629-2124

Golden Spike \$12.00/yr. - Ogden, Utah
Email: macamo3@netzero.net
Maynard Morris, Membership/Treasurer
Golden Spike Chapter, R&LHS
340 East Oak Lane, Kaysville UT 84037-1637

Lackawanna \$25.00/yr. - New Jersey and Pennsylvania
Email: gwherk@earthlink.net
G. William Herkner, Membership/Treasurer
Lackawanna Chapter, R&LHS
73 Deer Ridge Road, Basking Ridge NJ 07920-3405

Mid-South \$10.00/yr. - Birmingham, Alabama
Email: dpf6642@aol.com
Dan Ferris, Membership
Mid-South Chapter, R&LHS
1451 Saint Andrews Pkwy, Oneonta AL 35121-3593

New York \$27.50/yr. - New York City, New York
Email: reddyriders@aol.com
Tommy Meehan, Membership/Newsletter
New York Chapter, R&LHS
7 Barnhart Avenue, Sleepy Hollow NY 10591-2203

Pacific Coast \$20.00/yr. - Sacramento, California
Email: bilugg2729@att.net
<http://www.mp1.com/>
Bill Lugg, Jr., Membership Secretary
Pacific Coast Chapter, R&LHS
P. O. Box 292927, Sacramento CA 95829-2927

South Central States \$18.00/yr. - Fort Worth, Texas
Email: rhtigner@sbcglobal.net
Robert Tigner, Chapter Chair
South Central States Chapter, R&LHS
P. O. Box 6743, Fort Worth TX 76115-0743

Southeast \$15.00/yr. - Jacksonville, Florida
Email: thevannests@aol.com
Robert L. Van Nest, Treasurer
Southeast Chapter, R&LHS
1751 Forest Boulevard, Jacksonville FL 32246-8501

Southwest \$12.00/yr. - El Paso, Texas
Email: landerson@elp.rr.com
Lee Anderson, Treasurer
Southwest Chapter, R&LHS
241 Viking Drive, El Paso TX 79912-3827

Southern California \$20.00/yr. - Los Angeles CA area
Email: jamastro@cox.net
<http://www.trainweb.org/rlhs>
John Mastrobuoni, Treasurer
Southern California Chapter, R&LHS
21 Georgia, Irvine CA 92606-1771

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.

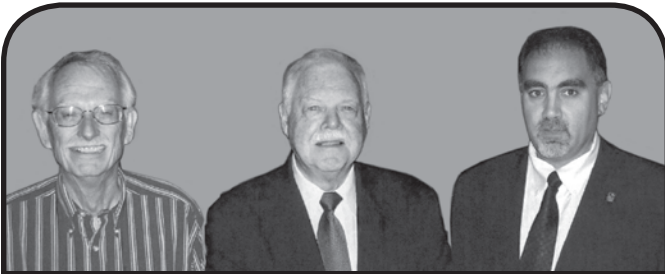
Quarterly Newsletter of the The Railway and Locomotive Historical Society
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Editor: Parker Lamb
2605 Pinewood Terrace
Austin, Texas 78757-2136
jplamb@mail.utexas.edu

Associate Editor: Dick Hillman
Publisher: Robert Holzweiss

Annual Meeting Report

Jim Smith, Southeast Chapter



Society officers Mike Walker, Parker Lamb, and Robert Holzweiss at Annual banquet in Ft. Worth. ~ Jim Smith photo

Texas' most active railroad center, the Dallas-Ft. Worth Metroplex, was the site of our Society's 2010 meeting activities, which began early on Friday May 21. A chartered bus took attendees a few miles north of their downtown hotel to the Hodge yard facilities of the Ft. Worth & Western, a terminal road that operates over 275 miles of trackage formerly owned by the Cotton Belt, Frisco, and ATSF. As one of the sponsoring companies for the convention, the railroad had spotted a number of its current locomotives, clad in a dark blue and yellow paint scheme, for an easy photo lineup. Employees were available to discuss the line's operations.

From Hodge yard, it was another short ride northward to the BNSF Network Operations Center, a modern office complex and museum located a short distance from a major interstate highway. The centerpiece of the headquarters building is an arena-type auditorium housing the vast majority of dispatching desks for the entire system, as well as a 100-foot wide stretch of video screens showing system maps, weather conditions, current TV feeds, and various company messages. Attendees were able to experience a breathtaking panorama of this setup from a skybox-level visitors lounge. They also were able to tour BNSF President Matt Rose's private office (due to his absence).

Afternoon activities included a return to the downtown area for a tour of Union Pacific's Davidson Yard hump tower and a guided walk-around of the major diesel shop at this important junction of UP's north-south and east-west corridors. The final stop of the day was the actual junction itself, the famous Tower 55, situated in the heart of the city within sight of the original Texas & Pacific headquarters tower.

Saturday's long distance tour schedule began at the T&P building, which now also houses the Ft. Worth station of the Trinity Railway Express, a heavy-rail commuter line connecting Dallas and Ft. Worth. Taking an eastbound train into the famous Dallas Union Station, members transferred to light rail cars of the Dallas Area Rapid Transit system (DART) for a ride to the terminal of another popular Dallas transportation system, the McKinney Avenue Trolley. This 5.2-mile system operates a large collection of vintage cars from throughout the world. (Members were pleased that the restored rolling stock was equipped with air-conditioning for Texas summers.)

DART cars then provided another ride to the Museum of the American Railroad, situated at Fair Park, which was created in to celebrate the centennial of Texas independence from Mexico. It has since served as host of the annual Texas State Fair. This museum houses many famous

steam locomotives, passenger cars, historic structures, and a few vintage diesels.

A 30-mile bus ride then took attendees past the DFW airport to the suburb of Grapevine, home of the Grapevine Vintage Railroad. The planned trip behind their historic 1895 Southern Pacific 4-6-0, last used by that railroad in Donner Pass fire service, had to be scratched, but was operated behind a substitute diesel.

At the Annual Banquet on Saturday night, Robert Holzweiss substituted for Awards Chair Mark Entrop in presenting the Senior Achievement Award to long-time R&LHS board member and officer Cornelius W. Hauck, known widely as a co-founder of the Colorado Railroad Museum. He was cited for "a lifetime of significant contribution to R&LHS and the writing, preservation and interpretation of North American Railway History."

The primary speaker was Mike Iden, Director (mechanical) of Diesel Locomotives for Union Pacific. His topic was the lengthy and complex process of developing and executing UP's plan to paint a series of modern locomotives in newly created paint schemes that were suggestive of the six original owners later acquired by UP. These included Chicago & Northwestern, Missouri Pacific, Western Pacific, Katy, D&RGW and Southern Pacific. He also described the special circumstances surrounding the special appearance package applied to locomotive No. 4141 that honored George Bush in October 2005.

The society wishes to express its deepest appreciation to the rail company representatives who supported this meeting, especially Steven George, President of FW&W, Joe Faust, Regional Director, Public Affairs for BNSF, and Ron Belknap, Director of Operations Support for Union Pacific. Many thanks also go to Executive Vice-President Robert Holzweiss and his wife Peggy for their extraordinary efforts in planning and hosting this meeting, while simultaneously serving as the society's chief operating officer for the last year.



Executive Vice-President Holzweiss presents Senior Achievement Award to long time society member C. W. Hauck in Ft. Worth. ~ Jim Smith photo



Pioneer photographer Frank Ardrey received the Stindt Photography Award in May 2010. Vice President Mark Entrop and Mid-South Chapter President Marvin Clemons made the presentation in Birmingham. ~ Lee Singletary photo.

Annual Business Meeting

The society held its annual business meeting at the Sheraton Hotel in downtown Ft. Worth, Texas on Sunday, May 23. R&LHS President Parker Lamb, who noted that this was his fourth and last meeting as president, announced that the society had rebounded strongly from its recent problems related to organizational and financial management issues. He gave credit for these significant accomplishments to Vice-President Holzweiss and his leadership of the current officers and board, which the outgoing president rated as the "best in a decade."

He then presided over elections of officers and directors, based on recommendations from the Board of Directors. Members approved the following slate of officers for the annual period ending June 30, 2011.

Robert Holzweiss	- President
Paul Gibson	- Exec. Vice-President
Charles Staats	- Secretary
Mike Walker	- Treasurer
Sigi Walker	- Membership Secretary

The following directors were reelected to serve until June 30, 2013.

Jerry Angier
Mark Entrop
Corny Hauck
Dick Hillman
Kenneth Miller
David Pfeiffer
Jim Smith
Mike Walker

The following new board members were elected to serve until June 30, 2013.

John Fike, College Station, Texas (life member)
Cary Poole, Ft. Worth, Texas

President Lamb then introduced incoming President Holzweiss who announced the appointment of these additional officers.

Mark Entrop	- Vice President, Society Awards Program
Alden Dreyer	- Clerk of the Corporation
Corny Hauck	- Vice President, Financial
Bill Howes	- Vice-President, Member Services

The Dreyer appointment recognizes an expansion of duties of the Society's Massachusetts Resident Agent to include maintenance of all official records at a permanent mailing address, which will henceforth appear in all publications and on-line listings. President Holzweiss also appointed an Executive Committee composed of the five elected officers (at top) plus former presidents Bill Howes and Parker Lamb.

The featured speaker for this meeting was railroad author and member Cary F. Poole, who described his interesting experiences at Santa Fe's Cleburne, Texas shops (about 40 miles south of Ft. Worth). He spent many weeks on site collecting background information on the original planning and early construction of the road's extensive rebuilding program for its retired F-units and later early Geeps. These units, known officially as Converted F7's (or CF-7's), were used heavily by the home road before being released to the used locomotive market, which spread them throughout the nation as shortline workhorses. Many are still active. His book CF7s- From Cleburne to Everywhere was published by the Railroad Press in 1997.

~ J. Parker lamb

Board of Directors Meeting

Following is a summary of discussions and actions taken by the Society's Board of Directors at its May 20, 2010 meeting. (Note that this meeting occurred prior to the membership meeting described above.)

Financial matters - Treasurer Mike Walker reported that, as a result of strong dues collections and reduced expenditures, the society's balance sheet remains strongly positive. The Finance Committee will soon begin planning the 2011 budget. Vice President Corny Hauck noted that the society's investment accounts are slowly recovering.

Membership Matters - Sigi Walker, Membership Secretary, reported solid gains in total membership resulting from the Society's presence at regional train shows, with the total number of members again reaching 2000. Paul Gibson, recruitment coordinator, echoed this positive view, noting the increasing number of volunteers who have participated in the society's person-to-person campaign. He reviewed briefly the future plans for this program over the next year. (More details are in a separate section).

Redesign of Society Web Site - Vice-President Holzweiss reviewed the recent solicitation of a contractor to rebuild the R&LHS web portal into one with improved attractiveness and utility, including access to more e-commerce activity. After considering three proposals, the board approved a contract offer to Ribbon Rail Productions, with whom the Society has worked previously. Cary Poole was designated as the primary liaison between the Board and the contractor.

Conflict of Interest Statement - New York Chapter member Terry Wells presented results of a committee effort to draft a general statement required by IRS for all non-profit organizations. The board voted to approve the draft and it became effective immediately. (See copy on later page.)

Board Administration - Topics included back issue sales of society publications, state of Mass. requirements for corporations, potential joint meetings with other societies, stronger legal representation in future proceedings that affect the society, and developing policy details of the Society governance approved at an earlier meeting.

New Chapters - The Board recognized representatives of the new South Central States Chapter, and discussed an inquiry from a group in Shreveport. There was also discussion of a possible affiliation with the Rocky Mountain Railroad Club of Denver.

Publications Program - Editor Pete Hansen reported that Greystone Graphics, printer of Railroad History, had received a regional award for the general appearance of the society's primary historical journal. There was also debate on the feasibility of returning the journal's next issue to its previous page-length in view of improved society revenues. A final decision was deferred until later in the year when 2010 total income will be easier to estimate.

~ Robert Holzweiss

President's Message

When Parker Lamb asked me to join the R&LHS Board of Directors in 2004, I eagerly accepted his invitation to help guide America's leading and oldest society devoted to the scholarly pursuit of railroad history. Like you, my goal was (and is) to encourage the study of railroad history and advocate for the preservation of and access to important manuscript, photograph and artifact collections that document our railroad heritage. As a member of the Archives Committee, I was able to work with the rich collection of documents and photographs entrusted to the R&LHS. Later as Executive Vice President, I worked with many talented Board members on a number of financial, membership and administrative issues. Along the way, I benefited from their institutional knowledge as I learned about the history and day-to-day operation of the R&LHS.

Today, I am honored to assume the presidency of this fine organization. With the support of a dedicated group of directors and a first rate editorial team, we will continue to improve your membership experience and deliver the quality and value you expect from the R&LHS.

During early June, the R&LHS recruited its 2,000th member thanks

in large part to a revamped advertising campaign and the recruiting efforts led by R&LHS members who enthusiastically share their knowledge of railroad history at train shows and conventions across the country. As membership in the R&LHS grows, our financial situation continues to improve allowing the board to consider several new initiatives to encourage research in railroad history and support the preservation and dissemination of railroad related archival records.

At the Fort Worth meeting, the Society's Board voted to create two major grant programs to encourage historical writing and the preservation of visual records. The first program, tentatively named the R&LHS Research Scholars Program, will be funded from income generated by the Society's long-standing Library Fund. Two competitive annual research grants of \$2500 will be awarded to recipients, who will be invited to publish their work in Railroad History. Although all applicants will be evaluated on the strength of their proposal, these grants will be targeted toward younger scholars who are beginning their career in the field of railroad history.

The second grant proposal will fund a student intern to assist staff members of the California State Railroad Museum in managing the R&LHS archival collection. A \$2500 stipend will be competitively awarded to a college student enrolled in a program relating to archives or railroad history. The internship will focus on the arrangement, preservation and description of our archival holdings with the goal of improving access to our collections for onsite researchers and on the Internet. Both of these grant programs are authorized as part of the Society's 2011 annual budget. When the application process is finalized, more information will be shared in the Quarterly and on the R&LHS web site.

Finally, I am pleased to announce that the R&LHS 2011 Annual meeting will be held in Elkins, West Virginia, from June 2-5, 2011. At the Fort Worth membership meeting, organizer David Pfeiffer announced that featured trips will include Cass Scenic Railroad and the Durbin Rocket. To assist attendees, David is attempting to arrange charter bus service from nearby public transportation stops (Amtrak and a nearby airport).

While a number of challenges remain ahead of us, I am confident the R&LHS will continue to flourish as we approach our 90th anniversary. I look forward to working with you to build on past accomplishments and improve the R&LHS membership experience.

- Robert Holzweiss

Membership Development

Membership Secretary Sigi Walker has determined that, since the start Railway & Locomotive Historical Society recruiting tables at various railroad shows continued to pay big dividends this Spring. Here's the results in new members signed up at shows over the past three months.

		Chapter	New Members
Feb. 27	Smoky City Rails, Birmingham, Alabama	Mid-South	4
April 3	Golden Spike, Deland, Florida	South East	2
April 3	TECO5 Model Train Expo, Colorado Springs, CO	Mike & Sigi Walker	2
April 10	Coosa valley Model RR Train Show, Gadsden, AL	Mid-South	1
April 10	Burlinton Route/ATSF HS Regional Meet, Streator, IL	Chicago	1
April 11	College of Dupage Spring Show, Chicago, IL	Chicago	2
April 17	Buckeye Show/Fairgrounds, Columbus, Ohio	Bill Wilken	2
May 8	Union Station, Amtrak's RR Day, Chicago, IL	Chicago	6
May 22-23	NMRA SE Regional Convention, Birmingham, AL	Mid-South	1
May 22	New Mexico Fairgrounds, Albuquerque, NM	J. Pfanner, J. Messier, B. Diven	6
June 12	Depot Days, Limon, Colorado	Mike & Sigi Walker	2
June 13	Kane County Railroadiana Show, St. Charles IL	Chicago	NA
June 19	Forney Museum Show, Denver, Colorado	Mike & Sigi Walker	2

members have joined the R&LHS, and we welcome every one of them! This was a result of many efforts—ads in railroad magazines, book dealers who distribute our membership brochure, the work of our Chapters around the country, and train shows tables to name a few. This surge in new members has again raised our total membership levels above the two thousand mark.

My personal thanks to everyone in the organization who helped to make this happen, but a special thanks goes to Membership Secretary Sigi Walker and her husband Mike and chapter membership secretaries around the country. Without their tireless efforts in assuring that we have accurate membership records, and their unflagging enthusiasm in promoting R&LHS, we would not have been able to attain this level of success. Now lets take a quick look ahead at where the R&LHS will be in the next few months.

If an R&LHS team is coming to your favorite railroad show, be sure to stop by the table and chat with your fellow members. You'll meet some nice people and make some good contacts. Or better yet, join in the fun and sign up to help out

July 16-18	NMRA National Meeting, Milwaukee, WI	Mike & Sigi Walker
July 23	SFRH&MS Convention, Denver, CO	Mike & Sigi Walker
July 24	JEFFCO Mile High Rail Fair, Golden, CO	Mike & Sigi Walker
July 31	TECO 6 Train Show, Colorado Springs, CO	Mike & Sigi Walker
Aug 7-8	Colorado Railroad Museum, Golden, CO	Mike & Sigi Walker
Aug 14	Atlanta Railroadiana Show, Norcross, GA	Dick Hillman
Sept 19	KC Railroadiana/Transportation Show Lenexa, KS	Pete Hansen
Oct 16-17	Big Texas Show/Gulf Coast NRHS, Houston, TX	Bob Holzweiss
Nov 7	Railroadiana Show, Gaithersburg, MD	Dave Pfeiffer
Dec 4-5	Oklahoma City Train Show, Oklahoma City, OK	Bob Holzweiss

at one of these events, or a railroad show near you. Please contact me at the email or phone listed below.

And thanks for your continuing support. We all benefit from a stronger Railway & Locomotive Historical Society in the future.

Paul Gibson, Membership Development
Email: paul@railpub.com • 508-397-1828

The Membership Desk

This is my first column of information on ways the Society can develop a closer relationship with its members. While the national Society maintains membership records and provides six publications annually, there are other types of interaction available to those members who are interested.

One of the easiest ways to expand your railroad knowledge is to affiliate with one or more of our chapters, which are spread across the nation. For example many of our members live in one area of the U. S. but are interested in the railroad developments in a far distant one, and thus affiliate with one, or even two, chapters. Each of these groups has regular meetings and provides a continuous flow of information, quite distinct from that in the national publications of the society. Each issue of Railroad History contains (near the rear) a listing of our ten affiliates, including our newest ones, Mid-South (Birmingham, Ala.) and South Central States (Ft. Worth-Dallas area). For your information, all applicants for society membership now receive a one-page form related to chapter membership.

SOMETHING NEW: We are now exploring the establishment of a discount program for any society member who presents a numbered membership card at selected hobby and bookstores, as well as museums and related vendors. We hope to have an announcement in a forthcoming issue of the Quarterly Newsletter. If you have suggestions for a vendor who might be interested, please contact me.

Sigi Walker, Membership Secretary
mikensigi@comcast.net
P. O. Box 62698
Colorado Springs CO 80962-2698
(713) 339-2794

This is a good place for a recap on overall membership recruiting for 2010 and the current membership levels in R&LHS. Since last October—when we began accepting new memberships for the year 2010—through late May of this year, 223 new

Fort Worth Convention Photos



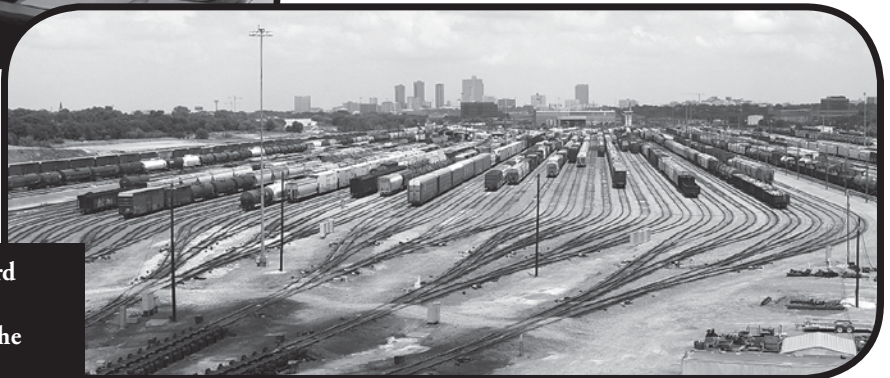
Fort Worth and Western employees position FWWR power for a photo session with R&LHS convention attendees at Hodge Yard north of Fort Worth.
~ Mick Nussbaum photo



A panoramic view of the BNSF Network Operations Center in Fort Worth, Texas. ~ Mick Nussbaum photo



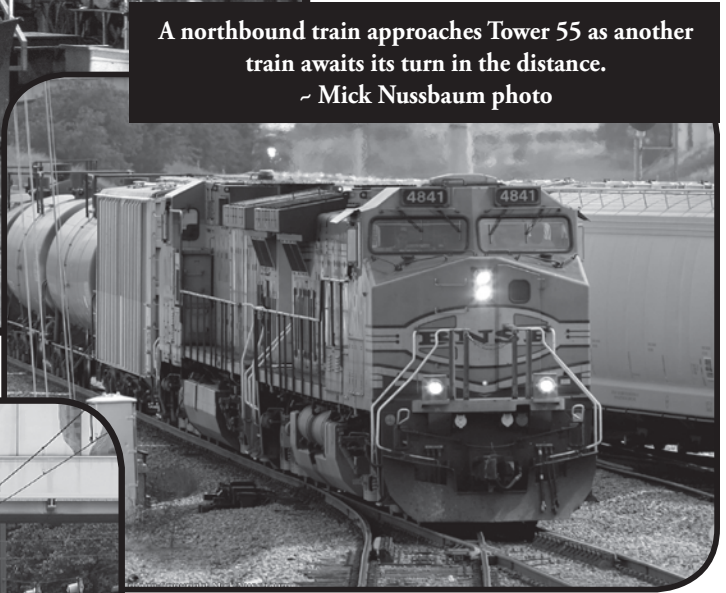
A Union Pacific employee monitors humping operations from the top of the Davidson Yard Hump Tower.
~ Shawn Levy photo



A panoramic view of the Davidson Yard hump bowl looking east toward Fort Worth from the control room of the hump tower. ~ Shawn Levy photo



Union Pacific GE C44-9W 9770 (formerly C&NW 8666) inside the Davidson Yard Diesel Shop for an engine overhaul. ~ Mick Nussbaum photo



A northbound train approaches Tower 55 as another train awaits its turn in the distance. ~ Mick Nussbaum photo

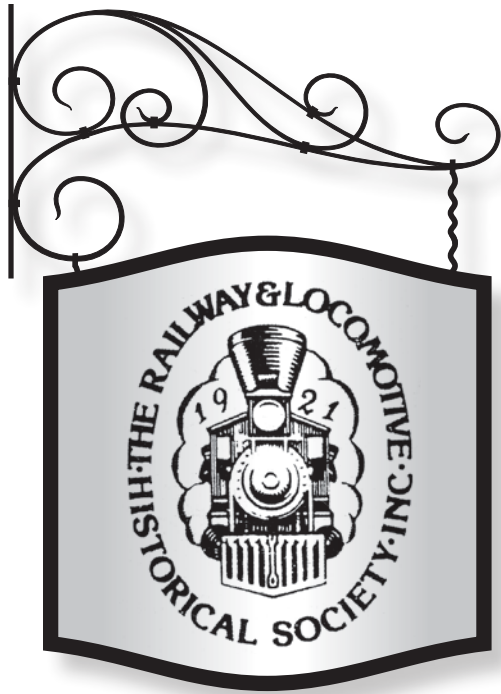


A Dallas Area Rapid Transit (DART) light rail train approaches the Pearl Street Station in downtown Dallas. ~ Shawn Levy photo



A National Railway Equipment (NRE) genset demonstrator at the Davidson Yard Diesel Shop. ~ Mick Nussbaum photo

Society Gifts 2010



There is a long tradition of many members to renew at higher levels than the minimum dues amounts established by the Board. Membership Secretary Sigi Walker has announced that our 2010 renewals included 344 gifts totaling \$7,704. This amount also incorporated nearly \$2,400 in donations from dues-exempt Life Members.

Our sincere thanks to all members who have pitched in to help R&LHS keep its financial accounts in a strong position for 2010.

During 2010 a portion of these gifts has been allocated by the Board to support the cost of the R&LHS web portal redesign to include new appearance features along with immediate access to new member applications and member renewals. Sales of back issues of Railroad History and other opportunities for e-commerce will also be available. The new site is anticipated to be operating by September 2011.

Thus far, the 2010 Friends program has totaled \$1275, which is expected to increase toward the end of 2010.

FRIENDS CAMPAIGN 2010

Name_____	Donation Levels	My Gift
	\$25 - 49	\$_____
Street_____	\$50 - 99	\$_____
	\$100 - 249	\$_____
City_____	\$250 - 499	\$_____
	\$500 - 999	\$_____
State/Province_____ Zip_____	\$1000 & Above	\$_____

☐ Please send me a tax receipt.

Friends of R&LHS
J.P. Lamb
2605 Pinewood Terrace
Austin, TX 78757-2136
JPLamb@mail.utexas.edu

History Topics

Glenns Ferry – A Story of Idaho Railroading

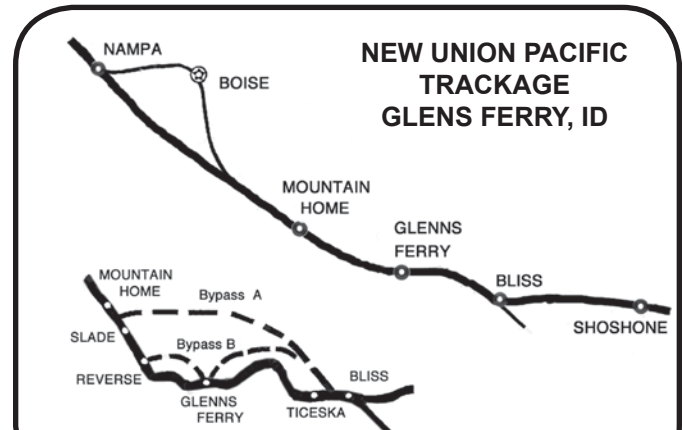
Union Pacific's drive to be the West's major railroad began with its partnership in the nation's first transcontinental route, connecting Chicago to San Francisco. Soon thereafter it constructed branch routes from the original line into both Los Angeles and Portland. The latter line went from Granger, Wyoming to Pocatello, then across Idaho's southern desert on the Oregon Short Line, crossing into Oregon and a connection with the recently completed Oregon Railway & Navigation Co.

In its rush to reach the Pacific Northwest, UP's initial construction of the OSL used the most direct route, but not one that was most convenient to operate. In particular, the section between Shoshone and Mountain Home contained a nasty canyon on both approaches to Glenns Ferry, the crew change point. Over this region, the original surveyors routed the line away from the ridge above the Snake River and descended to water level between King Hill and Hammet. (See map)

After some improvements in the 1920s, there were still ruling grades of 1.99 percent westbound toward Mountain Home and 1.72 percent eastbound to Bliss. Even passenger trains needed helpers although for shorter distances than freights, which often used extra locomotives on both front and back. The river town of Glenns Ferry was, of course, the

hub of these operations, with a 17-stall roundhouse and shop as well as a YMCA for crews.

An early attempt to reroute the line out of the Snake River valley was undertaken in the summer of 1911, and resulted in proposals for two bypass lines, also shown on the map. However, no construction was



Schematic map of UP trackage new Glenns Ferry, Idaho.



Westbound Union Pacific train near Reserve, Idaho. Steep grades required a 4-6-6-4 on front and a 2-8-8-0 pusher in rear. ~ Henry R. Griffiths photo

done due to the onset of World War I, although the improvements noted above improved operations by lowering the worst grades, added double track sections and more sidings. Later the entire UP was covered by modern CTC.

The magnificent photo by noted western photographer Henry R. Griffiths shows a glimpse of operations in the late 1940s, when two articulated locos were still needed to shepherd an 80 to 90-car train over this rugged terrain. Only a few years after the photo was taken, new and more powerful diesel power arrived, and operations on the OSL changed forever as both helpers and the crew change at Glens Ferry became unnecessary.

~ Thornton Wilder

Last Mechanical Interlocker

On Sunday, May 2, 2010, Union Pacific maintenance personnel removed from service the single remaining mechanically-operated switch and its accompanying facing point lock at Ridgely Tower in Springfield, Illinois. With this retirement, there are no longer any interlocking plants in the USA which operate track turnouts connected via iron pipe to the tower's manual levers – often referred to as “Armstrong” plants. Although the railroad press reported widely on the closure, little or no mention has been paid to the surprising number of railroad companies that have operated over these tracks.

The first line at this junction was the Alton & Sangamon, built in the early 1850s.

This line was later renamed St. Louis Alton & Chicago, and was bought by the newly organized Chicago & Alton in 1861. Control later passed first to Union Pacific and Rock Island in 1904, and later to the Toledo St. Louis & Western (Clover Leaf Route).

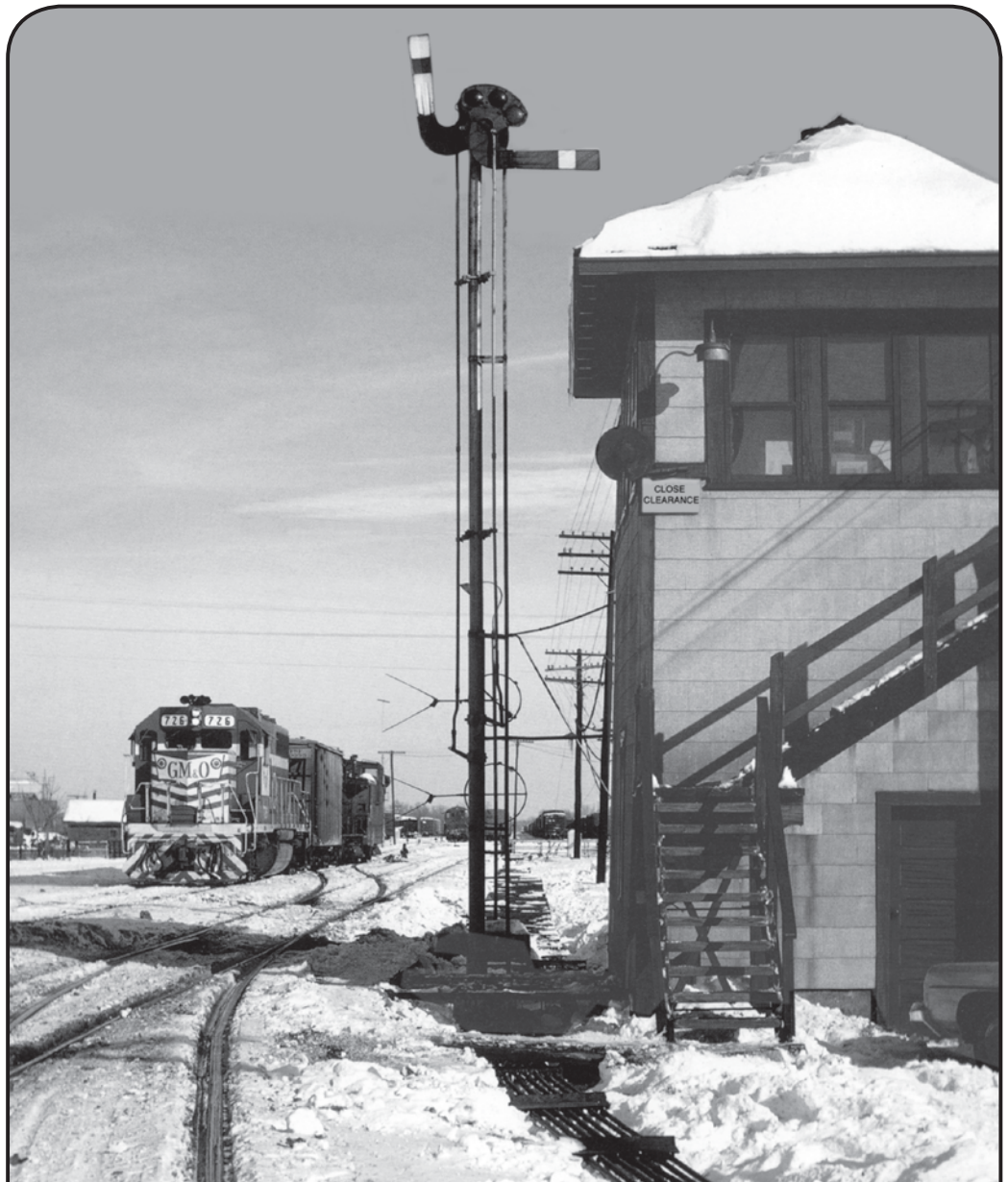
The junction was established around 1905 with completion of the Central Illinois Railroad, built to haul coal from mines around Taylorville (30 miles south of Springfield) northward to the Illinois River at Havana, a transloading point for barge shipment to Chicago-area power plants. In January 1906 the line was renamed Chicago & Illinois Midland, and operated under this name until its acquisition in 1996 by shortline conglomerate Genesee & Wyoming, which renamed it Illinois & Midland.

Meanwhile, the Chicago-St. Louis line was bought in 1929 at a

foreclosure sale by the B&O, which renamed it the Alton Railroad in 1931. In March 1945 it became independent again, and after being rebuffed by a number of potential merger partners, was acquired by the GM&O in 1947, whose 25 years of control was, of course, terminated by the formation of the ill-fated Illinois Central Gulf in 1972.

After the big sell-off of ICG's east-west routes a short time later, the line emerged as an independent company, Chicago Missouri & Western that went bankrupt within a year of formation. The Southern Pacific, which had long yearned for a direct entry to Chicago, finally acquired the route under the legal title “Southern Pacific Chicago St. Louis.” After its 1996 acquisition of SP system, current owner Union Pacific once again gained control of the route.

Many railroad history enthusiasts agree with the adage that, “If old buildings could talk, there would be some amazing stories.” Clearly, the venerable Ridgely Tower was one that many Midwesterners would listen to.



Southbound Illinois Central Gulf local approaches Ridgely tower in Springfield, Ill. in December 1973. ~ R. R. Wallin photo

News & Info

Mystery 4-4-O Identified

Engine #140 (page 7, Spring 2010 Quarterly Newsletter) has almost certainly been identified by none other than the dean of 19th century railroad history, John H. White Jr. He writes, "The NYC rebuilt some of its older 4-4-0s in the 1860s with spread trucks, new boilers and cosmetic changes, such as new bells, steam dome covers and sand-boxes. Another example appears on page 17 of Bill Edson's NYC (roster) book. No. 197 in the book appears to be a Schenectady engine, but was a Rogers product of 1852 as remodeled. I think the No. 140 was remodeled in the same way."

Many thanks to Jack White for removing a small unknown item from left over from my days at the NY State Museum.

~ David Gould

R&LHS Conflict of Interest Policy

All officers, directors, and volunteer staff must scrupulously avoid any conflict of interest between their responsibilities to The Railway and Locomotive Historical Society and their other interests, personal or business, as well as any situation in which such a conflict might be perceived to exist.

If a situation arises in which such a conflict may appear, the individuals involved may absolve themselves of the conflict in several ways:

1. They may remove the possibility of conflict by eliminating one of the interests involved: That is, they can resign their position with The Railway and Locomotive Historical Society, or rid themselves of the conflicting interest.

2. They may make the potential conflict known, and thereafter abstain from all debate, advice, discussion, action and/or votes on all related issues. Any failure to comply with this policy will be dealt with as prescribed in the Society's by-laws.

Note: This statement, required by IRS regulations for all tax-exempt organizations, was adopted by the Society's Board of Directors on May 20, 2010.

Trading Post

OFFER OF FREE RESEARCH MATERIALS

R&LHS Life Member Thomas T. Taber has made an open offer of free copies of research materials from his extensive collection to any society member who contacts him at: 504 S. Main St., Muncy PA 17756. EMAIL: ttaber1@comcast.net

FOR SALE

Few copies of hardcover book from author's estate. The Philadelphia & Erie Railway by Rosenberger. Original edition (1978), 748 pages with dust jacket in mylar protector. Like new condition; dust jacket shows minor wear due to storage. Price is \$20 (including postage).

Contact Dan Allen, 147 Atsion Rd., Medford NJ 08055

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



Wandering Locomotive Bells

Dick Hillman

Much has been written about the steam-to-diesel era, and the resultant end of steam locomotives in regular service. As we know all too well, the preponderance of retired steam locomotives became scrap iron. But-as we also know, there were some parts and pieces that did not go into the scrap pile and one of those pieces was a steam locomotive's magnificent bell. Many of us have heard those "folk tales" about locomotive bells hanging in the steeples of country churches in communities through which a given railroad operated. Haven't we all wondered if those stories are true, and wondered where some of those churches might be located?

For one railroad, the Southern Railway, many of those questions can now be answered. An enormous file documenting the dispersal of some 400 bells has surfaced in the files of the Southern Railway Historical Association which are archived at the Southern Museum in Kennesaw, GA. During the late 1940's and continuing into the early 1960's, the Southern Railway distributed bells throughout their operational territory. Some of those bells, however, did wind up in unlikely places. And there is also an enormous file of correspondence advising the requestor "sorry, we're out of bells"!

Over the next few years we're going to see what we can do to track down the continued existence of some of these bells, but one thing has already been learned-and that is the incompatibility of a 250 + pound bell being hung in the steeple of a small church. The steeple of a small church is not the most readily accessible place, and deferred maintenance coupled with the continued ringing of a 250 pound bell, well- that can be seen as a formula for trouble.

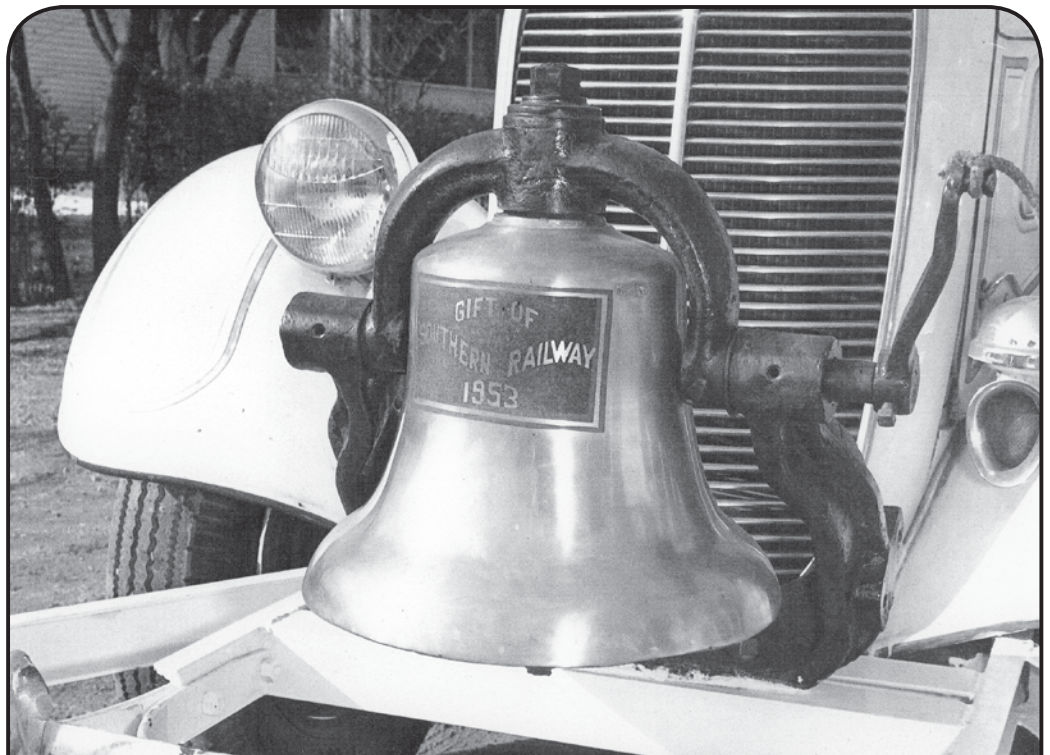
And that's exactly what happened to the bell donated in 1952 to St. Alban's Church in Elberton, GA. The long-time retired clergyman there told me that many years ago he returned from vacation and drove by the church to check it out. Hanging half-way down the side of the very steep-pitched roof was his bell. The steeple had self-destructed, turning the bell loose-and the only thing that had kept it from hitting the ground was the ringing rope. The rope had run from the bell crank in the steeple down through a pipe which was bolted to a roof rafter and ended in a large knot in the end of the rope. When the bell took off the rope played out up to the big knot in the end engaging the pipe, and as the old priest advised, "thanks be to God, the pipe held!" The steeple was rebuilt, the bell re-installed and is still heard ringing in the small community of Elberton, GA.

Another bell that is still enjoyed is one installed in an unlikely place-on the front end of a fire truck. The Jefferson City, TN fire department was given the bell in 1953, and as can be seen in the accompanying photo the railway went to the additional trouble of having the bell engraved. Given the weight of the bell, the cradle and the frame work on which it's installed, one is left to ponder what modifications might have been

required to the front suspension of the 1937 Ford. The truck is still the pride and joy of the Jefferson City Fire Department.

One of the more typical donations was to the Faith Tabernacle Baptist Church in Cornelia, GA. This photo depicts the local Southern Railway agent, Mr. D.R. Hughes presenting the bell to the Rev. Hoyt Tench. In this case, as in many cases, there was another reason why this church was successful in obtaining a bell. Rev. Tench, in addition to his career as a minister, was also a Southern Railway fireman. This bell was donated in 1949, and we've thus far not learned of its continued existence. We have enlisted the help of interested residents of the area in a search.

We've likewise got some local folks on another even more interesting search for a missing bell. In the bell files we discovered the donation of a Southern Railway bell to the Convent of the Sacred Heart, in of all places, Bailey, Colorado. Bailey was a stop on the Denver, South Park & Pacific Railway which was gone by the time of the donation. I'm sure you can understand the "why the heck all the way to Colorado"? As it turns out, the Mother Superior of that convent happened to be the sister-in-law of Ernest E. Norris, the president of the railroad. In addition to the usual "Gift of the Southern Railway" engraving, President Norris also directed that, on the other side of the bell it was to be engraved "It Once Served The Southern it Now Serves the Lord." While in Denver recently, I undertook a search for the convent and did not find it but did find where it once may have been located, but no bell. None of the locals had ever heard of the convent-and Bailey is not a very big place. Several folks in the local historical society are looking into the mystery. Subsequently other clues have surfaced in the form of a wonderfully crafted poem written by a nun at the convent as a thank you to President Norris. The poem is



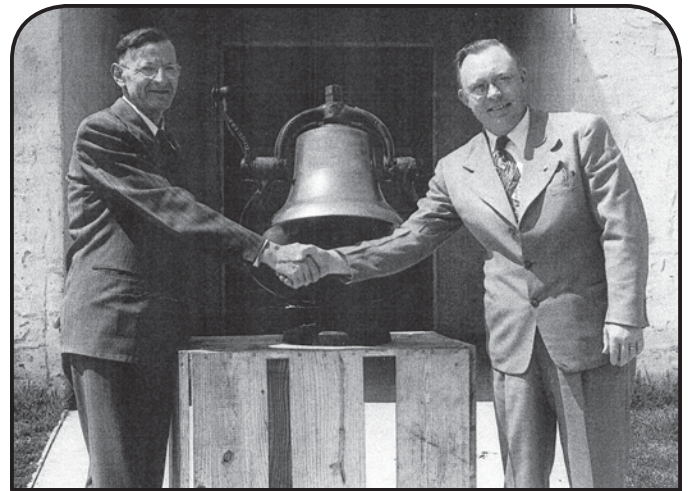
Closeup of the Southern Railway bell mounted on the Jefferson City, Tennessee fire truck.

enclosed, and the line “pres du Ciel” is French for “close to heaven”. In the 5th stanza, the reference to “the friend we call E.E.”, is in reference to Ernest E. Norris. The clues discovered here are in the 2nd stanza leading one to believe that the convent was only open in the summer, and in the 7th stanza we find reference to “3 months of the year”. Given these clues it makes more sense that with rising costs a “summer-only” convent may well have not survived. But what became of a very large bell with those unique engravings? Some of our friends associated with the Colorado Railroad Museum have been alerted and are looking into this interesting question as well.

While these files are of great interest and very enlightening, they surely do leave us with lots of questions and will make for some great projects going forward as we look into “where are the bells now?”

This story is from the Archives of the Southern Railway Historical Association at the Southern Museum located in Kennesaw, GA.

Although 99.9 per cent of the bells were gifted in Southern Railway territory, one of them did get all the way out to Bailey, Colorado, in the chapel of the Convent of the Sacred Heart, and inspired the writing of the following:



(L) D. R. Hughes, Southern Ry & (R) Rev. Hoyt Tench

IN GRATITUDE

A Lovely Little Chapel
 Stands up among the pines
 With steeple climbing heavenward
 And cross that earthward shines.

Through all the lonely winters
 It waits its God and King,
 Its summer choir of virgins
 To worship there and sing.

One thing was always wanting
 In that valley “pres du Ciel,”
 No sound e’er broke the stillness -
 There was no chapel bell.

No echo rang through the canyon
 To summon all to prayer,
 And yet the God of Mountains
 Was truly worshipped there.

God whispered through the silence
 To the friend we call “E.E.” -
 And lo! a shining engine bell
 was shipped to our Bailey.

“It used to serve the Southern,
 And now it serves the Lord,”
 Who in our tiny chapel
 Is revered and adored.

And now adown the valley
 It rings out loud and clear
 At morn, and noon, and evening,
 Through three months of the year.

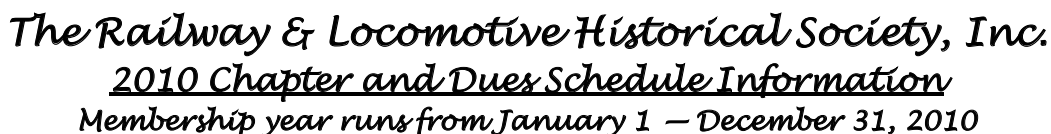
How glad the hand that rings it!
 How grateful is the song
 That up to Heaven’s portals
 Calls blessings all day long

On our kind friend and helper
 Who in so many ways
 Has filled our ‘hearts with gladness
 These blessed summer days!

(Written by Mother Josephine McPhee to express the gratitude of us all.) July 31, 1948



Firetruck ~ Courtesy Jefferson City, Tennessee Fire Department



Chapter/Dues	Contact Information	Monthly Meeting Day/Place/Time
Chicago \$15.00 Chicago, Illinois Email: bartke@att.net	James A. Bartke, Membership Secretary Chicago Chapter, R&LHS 5539 S. Richmond Street Chicago IL 60629-2124	Every second Friday Pierce Hall, Chicago Temple Bldg. 77 W. Washington Street 7:00 p.m.
Golden Spike \$12.00 Ogden, Utah Email: macamo3@netzero.net	Maynard Morris, Membership/Treasurer Golden Spike Chapter, R&LHS 340 East Oak Lane Kaysville UT 84037-1637	Every fourth Tuesday Ogden Union Station (SW corner) 7:00 p.m.
Lackawanna \$25.00 New Jersey and Pennsylvania Email: gwherk@earthlink.net	G. William Herkner, Membership/Treasurer Lackawanna Chapter, R&LHS 73 Deer Ridge Road Basking Ridge NJ 07920-3405	Quarterly meetings Variable schedule Contact for information
Mid-South \$10.00 Birmingham, Alabama Email: dpf6642@aol.com	Dan Ferris, Membership Mid-South Chapter, R&LHS 1451 Saint Andrews Pkwy Oneonta AL 35121-3593	Second Sat. in Jan., Mar., May, July, Sep., Nov. at 2:00 p.m. Leeds (AL) Depot 938 Thornton Avenue NE
New York \$27.50 New York City, New York Email: reddyriders@aol.com	Tommy Meehan, Membership/Newsletter New York Chapter, R&LHS 7 Barnhart Avenue Sleepy Hollow NY 10591-2203	Every second Friday Williamson Library NY Grand Central Terminal 7:45 p.m.
Pacific Coast \$20.00 Sacramento, California Email: bilugg2729@att.net	Bill Lugg, Jr., Membership Secretary Pacific Coast Chapter, R&LHS P. O. Box 292927 Sacramento CA 95829-2927	Every second Saturday* Folsom History Museum 10:00 a.m. – noon *See website for specifics
South Central States \$18.00 Fort Worth, Texas (New chapter) Email: rhtigner@sbcglobal.net	Robert Tigner, Chapter Chair South Central States Chapter, R&LHS P. O. Box 6743 Fort Worth TX 76115-0743	To be announced
Southeast \$15.00 Jacksonville, Florida Email: thevannests@aol.com	Robert L. Van Nest, Treasurer Southeast Chapter, R&LHS 1751 Forest Boulevard Jacksonville FL 32246-8501	Every second Thursday CSX Transportation Bldg B&O Conf. Rm., 500 Water Street 6:30 p.m.
Southwest \$12.00 El Paso, Texas Email: landerson@elp.rr.com	Lee Anderson, Treasurer Southwest Chapter, R&LHS 241 Viking Drive El Paso TX 79912-3827	Every second Wednesday Avila's Restaurant 6232 N. Mesa Street 6:30 p.m.
Southern California \$20.00 Los Angeles CA area Email: jamastro@cox.net	John Mastrobuoni, Treasurer Southern California Chapter, R&LHS 21 Georgia Irvine CA 92606-1771	Every first Tuesday* St. Edmund Episcopal San Marino, CA, at 7:30 p.m. *See website for specifics

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R&LHS Back Issues Store

R&LHS Bulletin

As of June 10, 2010, the following editions of the *Bulletin* are **available** (R = reprint):

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

Numbers: 1R, 21, 29, 46, 50A, 53, 55, 56, 57R, 58, 58ARSC, 58ARHC, 59, 60, 61A, 62, 65, 66, 67A-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. 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 6/10/10, the following editions are **out-of-print**:

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

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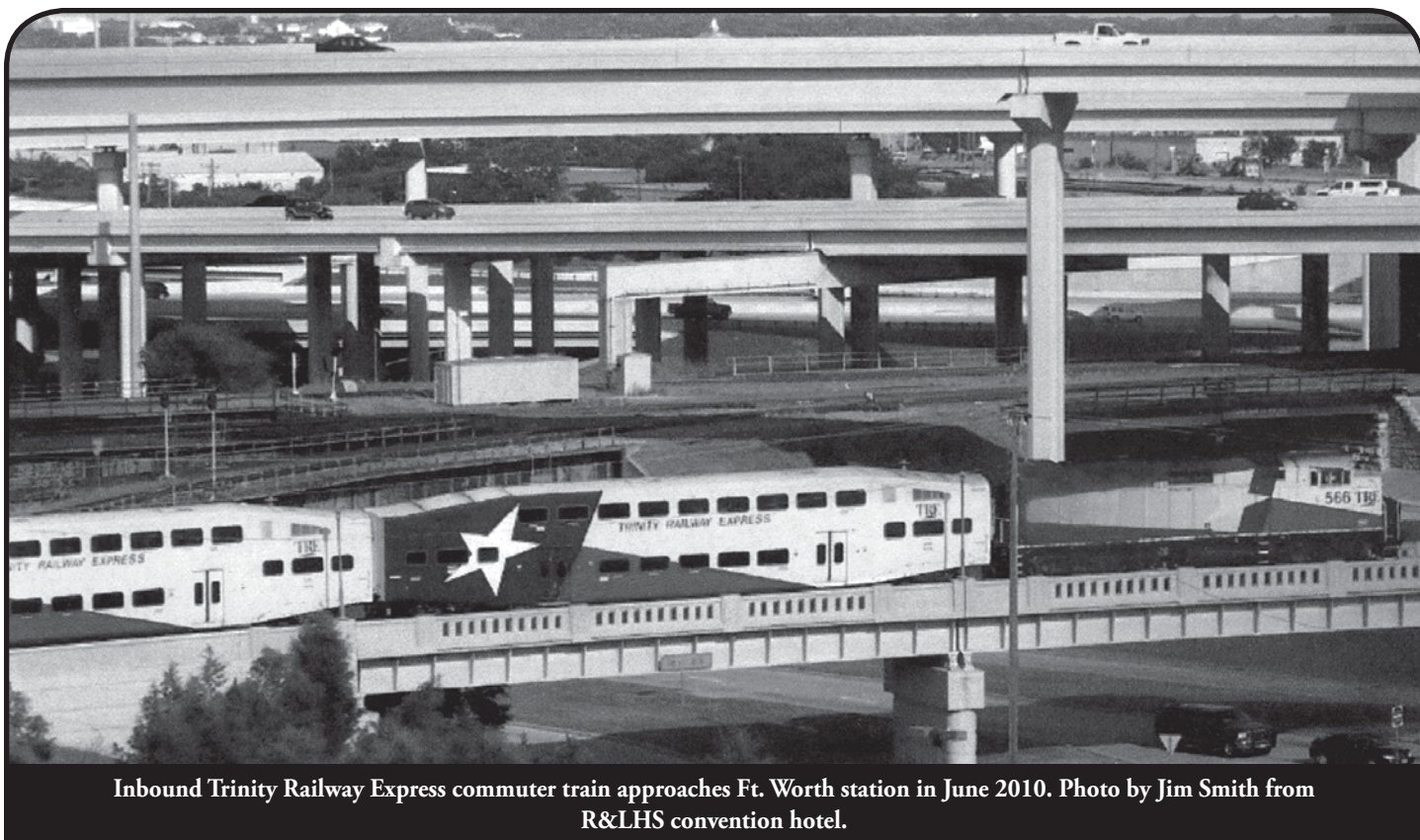


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Inbound Trinity Railway Express commuter train approaches Ft. Worth station in June 2010. Photo by Jim Smith from R&LHS convention hotel.