



# The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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A northbound Santa Fe train of empty grain boxes en route from Temple to Cleburne, Texas in 1964. It will eventually end up in Oklahoma or Kansas for another loading. ~ J. P. Lamb photo

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## 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.

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# President's Message

Robert Holzwiess

As summer turns to fall and we approach the end of the Society's operating year on September 30, I want to welcome over 300 new R&LHS members who have joined our organization since October 1, 2009. Your membership includes all of the 2010 publications including Railroad History #202 and the Quarterly Newsletter Vol. 30 #1 and #2. Please contact membership secretary Sigi Walker if you are missing any of these mailings. Thanks to our superb editorial team of Pete Hanson, Kevin Holland and Dan Cupper, Railroad History #203 is on schedule and will be in the mail on or before November 15th. Please examine your #203 mailing carefully because it will also contain the R&LHS membership renewal form for 2011. Note that Pacific Coast and Southern California Chapter members will continue to renew their national membership through their chapter membership secretary.

Furthermore, I want to thank those long-time society members who shared their enthusiasm for railroad history with prospective members at gatherings across the United States. As you will read in the membership development column, an R&LHS booth will be present at a number of shows thought the fall of 2010 and into 2011. If you plan to attend any of these events, please stop by our booth to visit or to pick up back issues of Railroad History.

In July, R&LHS Executive Vice President Paul Gibson hosted a small gathering of R&LHS members at his Wrentham, Massachusetts home. Alden Dreyer, Larry Vance, Rick Conard, Bill MacIndoe, Rich Fleischer and Ellis Walker met with Paul and me over burgers and beer to discuss a number of issues including the formation of a New England Chapter. Although we did not reach a consensus about forming a chapter, I left the meeting with a much better understanding of the challenges we face. These include the wide geographic distribution of our members, the difficulty of developing meaningful programming on a chapter level and the aging membership base.

At this meeting, member Rick Conard surprised me when he exhibited a comprehensive inventory of the R&LHS glass plate negative collection that numbers more than 2200. Since our meeting, Rick has kindly revised the file format and provided me with an electronic spreadsheet that is now being verified against the negatives in our archives. I hope to post this list to the R&LHS web site when the data are verified, so members can request copies to support their scholarship.

While on the subject of the archives and scholarship, I am pleased to announce that, thanks to a proposal by author Tony Reevy, the North American Railway Foundation awarded the Society an \$1100 grant to purchase a groups of Lewis Hine photographs to illustrate Tony's forthcoming article about Hine in Railroad History. The R&LHS Archives Committee is also working on the application and qualification criteria for the new archives internship, which I will formally announce later this year with the goal of hiring an intern for the summer of 2011. Our Publications Committee is also working on the selection criteria for newly created R&LHS Research Grants, to be offered in 2011.

The R&LHS is exploring opportunities to partner with other railroad history organizations to provide our members with an expanded scope of preservation activities. In April, I attended an organizational meeting of the Railway Heritage Initiative, featuring leaders from many railroad history organizations including the National Railway Historical Society (NRHS), Association of Railway Museums (ARM) and the Tourist Railway Association (TRAIN) to discuss financial, political and preservation issues of mutual interest. Also attending were other key stakeholders in the railway history and preservation movement, including Trains magazine, the Center for Railroad Photography & Art, as well as a number of independent scholars and leaders. While there was widespread agreement that we should cooperate and communicate, the R&LHS did not commit any resources to specific proposals.

Since the April meeting, the R&LHS began collaborating with the National Railway Historical Society to support a new archive dedicated to the preservation of small, often obscure, collections of photographs that would otherwise be lost. As currently envisioned, this archive would not compete with existing archival repositories but rather complement them as a place where diverse, highly localized collections could be stored and made available for research. While the project is still in the formative stage, there is agreement that the repository must meet all necessary environmental standards, that it complement existing repositories and organizations and that anything taken into the repository must be made accessible for research in a reasonable amount of time.

Finally, I am pleased to announce that John Fike of College Station, Texas has agreed to become the next editor of the Quarterly Newsletter. He will assume the editorial duties from Parker Lamb with Vol. 31, #1 which will go to press in late January 2011. John is recently retired from the faculty in the Department of Engineering Technology at Texas A&M University. While you can expect a seamless transition in the production department, you will also see a shift in Quarterly content toward chapters and chapter related activities. Beginning in 2011, each chapter will have the opportunity to discuss their history and highlighting their work preserving artifacts and documents. You will also find space dedicated to each chapter on the revamped web site. Even if you cannot attend the chapter meeting, I encourage you to join a chapter to enhance your membership experience. All R&LHS chapters produce a publication containing news and historical research specific to a region of the country. Your renewal notice will contain information on how to join chapter(s). Contact information for each chapter will also be included in the Quarterly when space allows.

# Membership Development

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Staff</u>	<u>New Members</u>
6/12/10	Limon, CO	Railroad Days	Mike & Sigi Walker	2
6/19/10	Denver, CO	Forney Museum Train Show	Mike & Sigi Walker	2
7/16-18/10	Milwaukee, WI	NMRA National Train Show	Walkers/Chicago Chapter	21
7/24/2010	Colorado	JEFFCO Show	Mike & Sigi Walker	4
8/7-8/10	Golden, CO	TCCA at Col. RR Museum	Mike & Sigi Walker	3
8/14/10	Norcross, GA	Atlanta RRdiana Show (Golden Spike)	Dick Hillman/David Lester	2
8/14-15/10	Col. Springs, CO	TECO train show	Mike & Sigi Walker	2
8/28/10	Holliston, MA	Wauahakum Steamers Ann. Meet	Alden Dreyer/Sally Wetherbee	9
8/30/10	Socorro, NM	TTOS meet	Jerry Morris	

Our train show recruiting teams continued their successful membership recruitment during the summer. Thanks to everyone who worked so hard to staff R&H tables at these shows – It's paying off. Membership Secretary Sigi Walker advised me in late August that we were fast closing in on 300 new members signed up in 2010, and the total membership in R&H is once again well above the 2000 mark.

You may have noticed among the shows this summer, there were two where we did particularly well – the NMRA National Convention in Milwaukee and the Wauahakum Live Steamers Annual East Coast Steam-Up. Both of these are 'modeling' oriented groups, and I think the results at those two venues proves that we can attract large numbers of members from the rail modeling community.

Want to help out the R&H at one of these shows, or even set up at a show we don't have listed yet? Please contact me at the email or phone listed below. We are particularly looking for members who can help us in Saint Paul, Columbus, OH and Omaha this Fall-Winter when the World's Greatest Hobby Tour comes to those areas. These are very large shows, and we need your help.

Paul Gibson  
508-397-1828 • paul@railpub.com

## Helping Out

It is encouraging to note that over 150 R&H members renewed for 2010 at the \$60 "contributing" level. This is a real benefit to the society, particularly in the support it provides the publication of Railroad History. In addition, sixty R&H members have chosen to renew their memberships at the \$100 and above level, which is quite impressive given the difficult economic times. And, quite a number of members renewing at the \$32 and \$37 level chose to "round up" their dues payment to \$40, making the difference a donation. To all of you, I would like to say a heartfelt "THANK YOU!"

The R&H Bylaws state that renewals for each membership year (January 1 through December 31) must be received by March 31st. PLEASE NOTE that all current members will receive the first Quarterly Newsletter of the 2011 subscription year but will not be mailed Railroad History No. 204 unless they have paid their 2011 dues.

YOUR 2011 RENEWAL MATERIALS will be inside the envelope containing your next Railroad History (No. 203) unless you are a member of the Southern California or Pacific Coast chapters. Included in the materials will be a 2011 Renewal Form and self-addressed envelope. Please be sure to look for them and return promptly.

New Member Recruitment

As of this writing, 303 new members have joined R&H for the 2010 membership year. We welcome you to our society, and hope you enjoy our excellent publications and fellowship with railroad history enthusiasts in the years to come.

Sigi Walker, R&H Membership Secretary  
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## Get Involved with Your Organization at these Fall Events!

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Staff</u>
9/18/10	Folsom, CA	Folsom Historic RR & Transportation Festival	PCC/Dennis Stefani
9-29 to 10/1/10	Sacramento, CA	SPH&TS Annual Convention	PCC/Bob Church
10/16-17/10	Houston, TX	Brown Conv. Ctr. Big Texas Show/Gulf Coast NRHS	Bob Holzweiss
10/10	Chicago, IL	Fall Trans Memorabilia Show	Chicago Chapter/Chas. Stats
10/16/10	Col. Springs, CO	Slim Rails - Model RR Show	Walkers
10/23-24/10	Hays, KS	3rd Annual Western Kansas Train Show	Walkers
10/30/10	Col. Springs, CO	PPD/NMRA Swap meet	Walkers
10/30-31/10	Ft Worth, TX	Fort Worth Train Show	S Central States Chap/Robt. Tigner
11/6-7/10	Denver, CO	GTE show -National Western Complex	Walkers
11/7/10	Gaithersburg, MD	Gaithersburg Rrdiana Show	Dave Pfeiffer
11/14-15/10	Roseville, CA	International Railfair	PCC/Bob Church
11/27-28/10	Denver, CO	Rocky Mtn Toy Train Show/TCA	Walkers
12/4-5/10	Oklahoma City	OKC Train Show	Bob Holzweiss
12/10	Folsom, CA	Christmas Rail Fest	PCC

# History Topics

## South Plains Wheat Rush

by Philip L. Mosley

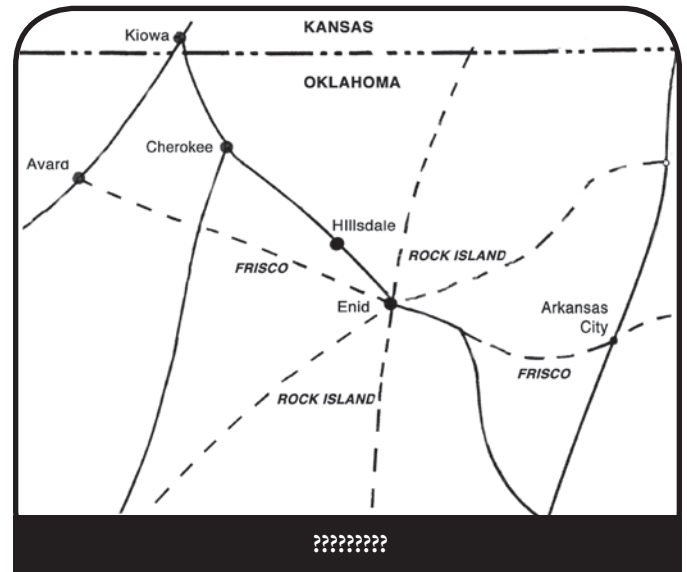
During the 1960's American farmers began exporting their crops to other parts of the world with chronic and severe food shortages. This gave the nation's rail lines a major challenge to handle the large influx of traffic as millions of tons of grains were shipped to ports on the Gulf of Mexico. The traffic spike always followed the annual harvesting season.

The wheat cycle began when farmers planted seed in August. The crop would lay dormant and grow slowly until spring, when it matured and a frantic harvest began. I have seen farmers cut wheat around the clock, working all night by necessity while the grain elevators stayed open to accommodate them. In my hometown of Douglas, Oklahoma the operators would use red lights situated on tops of the elevators to signal the farmers. Light on: Elevator open and accepting wheat. Light off: Elevator filled.

These Wheat Rushes in Kansas and Oklahoma were mind-boggling events for local farmers, grain elevator managers/operators, and railroad personnel. These annual bouts of frenetic and hysterical activities were unmatched for the magnitude of effort required in a short time period, causing unraveled nerves amongst all involved. For three or four weeks, monumental railroad traffic jams resulted from all the frenzy, causing railroad snafus by the trainload! As a Santa Fe agent during these periods,

I still have some fond memories of the rush periods despite all the anger and frustration I endured.

I worked the extra board in 1967 and 1968 at several places around the Santa Fe while bidding for various agency jobs. During this time, I worked a few spots on the Santa Fe's Belen Cutoff line between Emporia and Wellington, Kansas. There were so many trains over this line it resembled a streetcar operation.



A northbound passenger train approaches Santa Fe's Hillsdale, Oklahoma station where Phillip Mosley worked grain rush traffic in the 1960's - Phillip Mosley Collection

Indeed, I was chewed out so often that I would have “bid for the third shift in Hell” to get out of it. Luckily, the road advertised bids for a Grain Agency job at Hillsdale, Oklahoma, not too far from my old hometown of Douglas. I jumped on this bid and won it.

In those days, the Santa Fe employed a good number so-called “Grain Agencies” in the wheat growing areas. They were closed most of the year, and open only for the three or four weeks of wheat rush harvest during May and June. My agency was located in the depot at Hillsdale, a small town north of Enid, Oklahoma and south of Kiowa, Kansas. It was built by the Denver, Enid & Gulf Railroad in 1902 and 1903 and ran between Guthrie, Oklahoma and Kiowa.

In 1907, the DE&G was taken over by the Eastern Oklahoma Railway Company, a subsidiary of the Santa Fe. A few months later, the Santa Fe assumed complete control of the Eastern Oklahoma lines. The former DE&G line interchanged at Guthrie with the Santa Fe main line running from Chicago to Texas, running through Kansas. North of Enid, it also crossed the old Kansas City, Mexico & Orient line at Cherokee, Oklahoma, and a little further north connected at Kiowa with the main Santa Fe line coming from Amarillo, Texas.

Two local freights, Nos. 181 and 182, operated daily through Hillsdale when I reported there in 1968. During the winter, 35 to 40 cars would make up a big train. Santa Fe operated passenger and freight trains over this line for almost five decades. Passenger service (using a gas electric doodlebug) was terminated in 1951 and the line ran freight only until abandonment a few years ago. The Enid District became surplus in the 1990's when the BNSF came into being. The subsequent rerouting of Santa Fe freights via the former Frisco Avarad subdivision, (Tulsa to Avarad), doomed the need for the former DE&G route.

Enid, served by three major railroads (Santa Fe, Rock Island, and Frisco), earned the nickname “Wheat Capitol of the World”. In 1968, it served as the center for the wheat rush, boasting the greatest wheat storing potential and largest aggregate number of grain elevators in the country. Hutchison, Kansas may have had the biggest single elevator, but Enid had overall greater storage capability. Pillsbury, Union Equity, Johnson Mills, Enid Terminal, General mills and a few other companies owned and operated the Enid grain elevators. Consequently the three roads in Enid made a cost saving agreement in which they took turns switching of the elevators for a year. The explosion of business at the beginning of harvest immediately impacted both branch lines and main lines of all railroads between Kansas City and the Gulf ports. For example, prior to the rush, local freights were run daily or every other day with perhaps 20 to 30 carloads per trip. As the need for wheat shipping grew, two daily locals each way would haul 100 to 125 cars each, or as many that could be pulled.

Cars would always be in short supply due to heavy demand. Covered hoppers were just coming into use, but many elevators still filled old boxcars. These were useful because they were “coopered” by nailing in wooden and paper grain doors to hold the wheat. These old boxes were sorely needed because too many times elevator managers would order six empty covered hoppers and would be lucky to have three available.

The available supply of grain boxcars was similarly affected. All the Enid rail yards plus the grain elevator yards stayed plugged due to the crush of business and need for empties. Because of the train jam, the empty cars could not be turned around quickly

enough to handle all the demand. This situation made the elevator managers antsy since, if they could not get cars for outbound wheat, the overflow of grain had to be stacked up on the ground. This was costly to everyone, for if it rained, the grounded wheat would be damaged because wet grain tends to spoil. Running wheat through dryers, could save some grain, but this incurred extra expense. So dumping wheat on the ground was a dicey tactic to be avoided if possible.

At Hillsdale, locals Nos. 181 and 182 would haul empty grain hoppers north. These trains would work the various grain elevators with as many cars as they could handle. Many empty hoppers would be set out at Cherokee. These cars would be sent down the former Kansas City, Mexico & Orient-through western Oklahoma and into Texas. The remaining cars were taken to Kiowa for distribution. Local 181 South would pick up as many grain cars as it could handle at Kiowa, Cherokee, Hillsdale and the other stations on the northern Enid District. Trains so loaded to capacity that they could not pick up any more cars, would rumble past some stations, watched by stricken faces of the grain elevator managers waiting in the depots for word on a pickup. In response, they would vent their anger at depot personnel, demanding to know when they would get a pickup.

Because of the high demand, Santa Fe would run a second set of trains during the rush. However, these trains would be hauling cars at capacity from Enid. Most of these cars were empty covered hoppers and grain boxes to be dropped at Cherokee for shipment down the Orient Line, with the balance going to Kiowa. At Kiowa, more loaded cars would be picked up, so many loads that Hillsdale was frequently bypassed by full trains. I saw numerous struggling trains run through Hillsdale lead by seven or eight F-units with sanders wide open, pulling 100 plus loaded cars. Despite their throttles being in Number Eight notch, they were doing all of 10 miles per hour. Now multiply these operations by the number of branch lines in Oklahoma, Kansas and parts of Texas and you can envision the grand event that was the “Wheat Rush”; three summer weeks that created frenzy and hysteria wearing nerves thin on the railroads. And I wouldn't have missed it for the world!

Present day wheat rush operations are much less frantic. Rail traffic jams in Oklahoma and Kansas are fewer due to a larger supply of grain hoppers. Grain boxes are gone, but wheat is now shipped directly to Enid by truck from Hillsdale and other towns. At Enid, the wheat is loaded for export into 100 plus unit trains for direct shipment to Galveston, Texas. Other unit trains also carry export wheat from Hutchinson and Kansas City, Kansas. Currently, all the Enid grain travels over the former Frisco line to Perry, Oklahoma. From Perry, the grain is shipped to Galveston over the old Santa Fe line through central Oklahoma.

The former Santa Fe Enid District is now abandoned, with tracks gone from Blanton (West Enid) to just outside of Kiowa. The only remnants there are about one mile of stub track and the wye. The line from Guthrie ends just south of Fairmont a few miles southeast of Enid, severed from the BNSF line from Enid to Tulsa. The Santa Fe sold this right of way to the state of Oklahoma. Some years it was gifted to the city of Guthrie, where several groups are making plans to run excursion dinner trains over this segment. Rolling stock now sits in the Guthrie yard waiting refurbishing.

## Locomotive Bells, Re-Dux

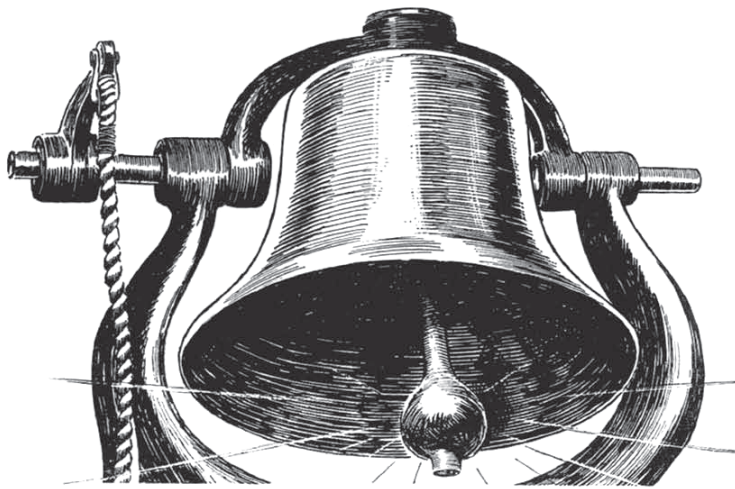
by Dick Hillman

This is a follow-up to my discussion in the previous issue concerning distribution of 400 Southern Railway locomotive bells. A number of readers responded with comments and inquiries about this subject, thus suggesting that we should pursue more information about other bell-distribution stories.

For example, Robert Watson wrote about his unsuccessful attempt to investigate a Pennsylvania Railroad bell that was sent to an Indian Mission near Embudo, New Mexico. After learning that this community was in Rio Arriba County, I decided to contact the county's offices to inquire about this Indian Mission and its bell. Unfortunately, I found absolutely no interest in the subject, and

thus came to a dead end. So let me make a suggestion that some of our New Mexico members might attempt to organize a "bell-search group" in this area to see if there are any records of this transfer that can be given to Bob Watson.

Another case of more recent vintage was passed along by Frank Kyper. In 1969 the British 4-6-2 the Flying Scotsman came to the US for a tour. Southern President and steam enthusiast Graham Claytor had a Southern Railway bell shipped to England for installation on the right end of the front pilot beam. Here it rode for the entire length of the North American tour to both U. S. and Canada. And now the mystery: according to Frank, when the Scotsman arrived back home in 1973, there was an empty bell bracket and nobody seems to know about the bell's disappearance. Here's another opportunity for research.



### A Bell for Bethania

THIS is a story of two bells. One hung in the belfry of the little Moravian Church in Bethania, N.C. It was made 105 years ago from coins and treasured trinkets donated by the parishioners.

The other bell had traveled hundreds of thousands of miles on a Southern Railway locomotive. After many years of service it was bound for the scrap pile.

When fire swept the Bethania church in 1942, the sweet-toned bell made from coins and trinkets was destroyed. Parishioners missed its pleasant call. So, when the church was restored, a search was made for a bell of the same pure tone.

But it couldn't be found. Then a member of the

church, Frank T. Miller, recalled the beautiful tones of some of the locomotive bells of his boyhood days. He wrote a letter to the Southern Railway System . . . and now, a mellow-toned old bell from a Southern Railway locomotive hangs in the belfry of the Bethania church.

We like to think of this bell of ours still serving the community . . . still "belonging" to the people it served in another way for so many years. We like to think the whole railway "belongs" in the same friendly way in all the communities it serves.

Whether it's transporting freight or passengers . . . or providing a "Bell for Bethania" . . . our job is, and always will be, to serve the South in every way we can.

*Ernest E. Norris*  
President

## SOUTHERN RAILWAY SYSTEM



Full page announcement in Southern Railway employees magazine Ties of the beginning of bell donations program.



**Billy Graham and (WHO) stand beside a donated Southern locomotive bell at Place & DATE.**

Jim Lekas of McMinnville, Ore. has collected some preliminary data on the distribution of over a dozen Western Pacific Railroad that were sent all over the WP routes but also overseas, including Greece and India.

Now, here's more on the Southern Museum's bell archives program, based on the Southern Railway Historical Association archives that include early issues of *Ties*, SR's employee publication. In searching those old issues it became clear that the editors found stories of bell donations a favored subject. For example, in 1942 a fire swept the Moravian Church in Bethania, N.C., destroying everything including its bell. The church was eventually rebuilt, but remained without a bell until 1946 when Southern bell became available. This donation seems to have been the launching pad for Southern's bell program, which was publicized via a newspaper advertisement in August 1946 (shown here). The public response to that ad created an avalanche of bell requests, some of which were mentioned in the previous QNL issue.

Not surprisingly, the bell stories in *Ties* magazine often do not match with records of bell donations maintained by the railroad. An interesting case is the bell donated to the Baptist Church in Valley Grove, Tenn. To lead the welcoming celebration for the new bell, they invited the pastor of a neighboring church to be their guest preacher. When Rev. J. E. Walton arrived for the ceremony he was stunned to see that the bell had once adorned engine No. 448, a machine on which he had been both fireman and engineer during his earlier career with the Southern. This bell for some reason didn't make the official list as did another, one that was shipped all the way to a mission chapel at Mengale, Cameroon in West Africa.

Another bell not on the official list went to the Southern Railway's Brotherhood of Railway Clerks' Southern Mountain Home at Saluda, N. C. The donation date isn't mentioned, but appears to have been in late 1950 or early '51. Other *Ties* stories reveal bells going to Cuba and Nicaragua. In 1953 a bell was given to the Rev. Billy Graham for his use in religious services around the country.

While we have records of the destinations of hundreds of bells, we do not know how many of these still exist. My experience with the calls to New Mexico is an example of how difficult and frustrating such searches can be. Dottie Wershing, of Murphy, N. C. undertook such a search for a bell supposedly donated to the town's Episcopal Church. Dottie interviewed the church staff and searched the archives of the local paper with no luck. Unfortunately, the existence of a Southern Railway bell isolated in the church's steeple simply cannot be verified without the use of a boom-truck that would permit a first hand inspection.

On the other hand, some cases can be easily verified by a phone call as was done with the bell in Elberton, Ga. And so we are offering society members the chance to participate in a bell search party. We need verification of the Pennsy bell in New Mexico, while Jim Lekas seeks help with his WP search. Plus the extensive search of some dozen states where Southern Railway bells were distributed. If you would like to check out the Southern bells, send a self-addressed stamped envelope to the address below indicating what state(s) you will be willing to investigate. The corresponding list(s) will be sent to you.

Remember, it is very important for you to report your findings (even negative ones), so the results can be passed on to those interested. Till then, good hunting!

## Join the Union Pacific Historical Society

and receive our highly-acclaimed quarterly magazine, *The Streamliner*, and member's discounts on all of our books.

The **UPHS** is dedicated to preserving, studying and sharing information about all aspects of the Union Pacific Railroad from its beginnings in the 1860s to the present day. Students of history, model builders and casual observers have all found the **UPHS** to be a matchless source of material about the Union Pacific.



In addition to *The Streamliner*, the **UPHS** published books on all aspects of the Union Pacific. Each summer, **UPHS** members from all over the world meet in convention. Multi-media presentations on the UP, model contests, swap meets and tours to places of UP interest are all part of the program. Join the UNION PACIFIC HISTORICAL SOCIETY today by mail or on line. Regular annual membership of \$35 US, \$40 Canada, \$55 International includes four copies of *The Streamliner*.

**Union Pacific Historical Society**

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# News & Info

## Magazine Commends Society Members

Society member Paul Veltman recently posted a note on our Yahoo discussion group regarding an editorial comment from the industry magazine *Railway Age*. It seems the editor (William C. Vantuono) had asked in the June issue if anyone knew of the final disposition of the Pullman car, *Railway Age*, built for the 1883 National Exposition of Railway Appliances, and presented to then editor E. H. Talbot. In the recent August issue, Vantuono presented an explanation while thanking members Adrian Ertlanger and Bill Howes for their assistance.

Pullman expert Howes provided his explanation: "The car was built (or ordered) in January 1882 using Plan 117 as the only car in Lot 24. Mr. Talbot sold the car back to Pullman in March 1889, and it became part of the company's rental fleet. At that time the name was probably changed to Wildwood, as listed on the company's 1893 roster of rent cars. It was known to have been wrecked on the Pennsylvania Railroad in early 1889, and thus did not appear on the 1901 company roster. Photos of the Wildwood, taken by Pullman in 1898, are available at the Smithsonian (negative numbers 4282 - 4285). Additional information is available from the Newberry Library in Chicago."

## The Hidden Value of Your Society Magazines

As many of you know, I am always scanning eBay for Bulletins and rare copies of *Railroad History*. I much prefer to buy a collection but occasionally bid on a single article. I also offer R&LHS books on eBay as a way to promote our organization.

A few months ago a couple of rare Bulletins appeared and I won the bid. The seller then offered several more and "borrowed" my descriptions from the R&LHS website. I later explained that this approach was not allowed. To my amazement, I also learned that he had found these gems neatly tied with a string lying by the curb for the recycling truck! I hastily made a generous offer for the remaining ones but he declined.

Although this episode was rather unpleasant, it did complete the collection for long suffering member who had been seeking these items for over a dozen years. But the moral of the story is this: if you have a collection of R&LHS magazines or know of a collection, PLEASE tell family and friends that it has substantial worth to the world outside the family. Sometimes rare copies fetch upwards of \$100. However, this time a keen eyed observer kept these gems from being shredded.

~ Alden Dreyer

## Trading Post

**WANTED:** Photos (color or B&W) of B&O EMC switcher No. 199, which was used in Chicago in the 1930s and 1940s, and ended up in Western Pennsylvania.  
H. Buckley, 4801 Eaton Pl, Alexandria VA 22310

**WANTED:** Information on Penn Central passenger service 1968-1971 especially passenger equipment roster and rebuild/retirement data and documents detailing operations.  
Robert Holzweiss, 4027 Austin's Estates Drive, Bryan, TX 77808-7301

## Correction

We sincerely apologize to Thornton Waite of Idaho Falls for completely missing his last name in the credit line of his story of Union Pacific's proposed line relocations on the Oregon Short line. Somehow in the multiple transmissions over a two-week period, his name became that of a famous author Thornton Wilder.

## R&LHS Fall Board Meeting

The fall board meeting of the Railway & Locomotive Historical Society will be held on Friday, November 12, 2010 from 4:30-7:00 p.m. in the conference room at the George H.W. Bush Presidential Library located in College Station, Texas. The George Bush Library is located in central Texas on ninety acres of the Texas A&M University campus. R&LHS members may attend as observers. Please contact Robert Holzweiss at Robert.Holzweiss@gmail.com or 979-691-4074 if you plan to attend.

## Southern Pacific Historical & Technical Society Recognizes Robert J. Church

The Southern Pacific Historical & Technical Society held its Annual Meeting in Sacramento September 30-October 2. Each year, in the name and memory of noted railroad historian Guy L. Dunscomb, a member is recognized for his or her work to preserve Southern Pacific railroad history.

This year the SPH&TS presented Robert J. Church The Guy L. Dunscomb Award for outstanding achievement towards the preservation of the history of the Southern Pacific Railroad and its subsidiaries. Bob has written many definitive books on different classes of SP steam locomotives and other SP railroad related subjects. He has served on the PCC/R&LHS Board for thirty-plus years, was chairman for many years, and is still an active Board member. He also served as a member of the National Board for many years.



# R&LHS Back Issues Store

## R&LHS Bulletin

As of September 4, 2010, the following editions of the *Bulletin* are **available** (R = reprint):

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

Numbers: 1R, 29, 46, 53, 56, 57R, 58, 58ARSC, 58ARHC, 59, 61A, 65, 66, 67A-74, 79-93, 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. Web prices are for the issue in best condition when more than one is available. Inquire if interested in cosmetically damaged, further discounted issues when available.

## 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, 182, 192, 202

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.

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# Elkins - 2011 Annual Meeting

Come join us in wild, wonderful West Virginia! The R&LHS 2011 annual meeting will be on June 2-5, 2011, in Elkins. We will be staying at the Holiday Inn Express in Elkins at a group rate of \$89.95 per night, continental breakfast included. The former Western Maryland depot and yard are directly adjacent to the hotel and restaurant. The highlights of the trip will include rides on the Durban and Greenbrier Valley Rocket steam train, <http://mountainrailwv.com>, and the Salamander diesel on Friday, June 3, and a ride up to Bald Knob and a shop tour on the Cass Scenic Railroad, <http://www.cassrailroad.com>, on Saturday, June 4. We are expecting the registration fee to be around \$200. per person, which includes the bus during the meeting, two box lunches, all rail excursion fees, the banquet, and the breakfast meeting. The American Mountain Theater show, <http://www.americanmountaintheater.com>, is optional (\$21.)

There is no Amtrak or air transportation directly to Elkins. Therefore, we are considering providing a bus for those who prefer not to drive there from either Alexandria, Virginia, or Pittsburgh, Pennsylvania. Both Pittsburgh and Alexandria have excellent Amtrak and air connections. Alexandria is very convenient to BWI, Reagan National, and Washington Dulles Airports. The bus ride is about four and one-half hours from Alexandria and three and a half hours from Pittsburgh. The fee for the bus is expected to be around \$75 to \$100 per person, roundtrip, depending on how many people ride the bus.

**A tentative itinerary is as follows:**

Thursday, June 2

Registration at the hotel

R&LHS Board of Directors Meeting

Friday, June 3

8:30 am – Bus leaves for Durbin

10 am – 12 noon – Ride on the Durbin Rocket steam train (box lunch on the train)

12:30 pm – Bus to Cheat Mountain – Ride Salamander to Elkins with a stop at Cheat Falls

4:45 pm – Arrive in Elkins - Dinner on your own

7:30 pm – Country music show at the American Mountain Theater (optional)

Saturday, June 4

7:30 am – Bus leaves for Cass

9:15 am – Shop tour at Cass, and optional showcase theater and gift shop

11 am – 3:30 pm – Ride Cass Scenic Railroad up to Bald Knob (box lunch included)

4 pm – 5:30 pm - Bus returns to Elkins (with possible drive-by at Green Bank Radio Telescope Observatory).

6 pm – Cocktail hour and banquet at the Rail Stop Restaurant, Elkins

Tom Dixon, C&OHS, tentative speaker

Sunday, June 5

8 am - Annual breakfast meeting at Rail Stop Restaurant  
Bruce Elliott, Cass, tentative speaker

## Membership Survey for 2011 Conference

In order to improve the conference planning, we need to have some preliminary response from the membership.

## Membership Survey for Elkins 2011 Conference

\_\_\_\_\_ I plan to attend the conference. Please indicate number of persons attending.

\_\_\_\_\_ I plan to stay at the Holiday Inn Express in Elkins. Please indicate whether you want a double or king room.

\_\_\_\_\_ I plan to drive to Elkins.

\_\_\_\_\_ I would like to ride the bus to Elkins from Alexandria, VA. Please indicate the number of riders.

OR

\_\_\_\_\_ I would like to ride the bus to Elkins from Pittsburgh, PA. Please indicate the number of riders.

**If you have any questions,  
please contact David Pfeiffer  
email: [dnjpfeiffer@hotmail.com](mailto:dnjpfeiffer@hotmail.com)  
telephone 703-425-4685.**

**David Pfeiffer  
5028 Kenerson Drive  
Fairfax, VA 22032-2116**

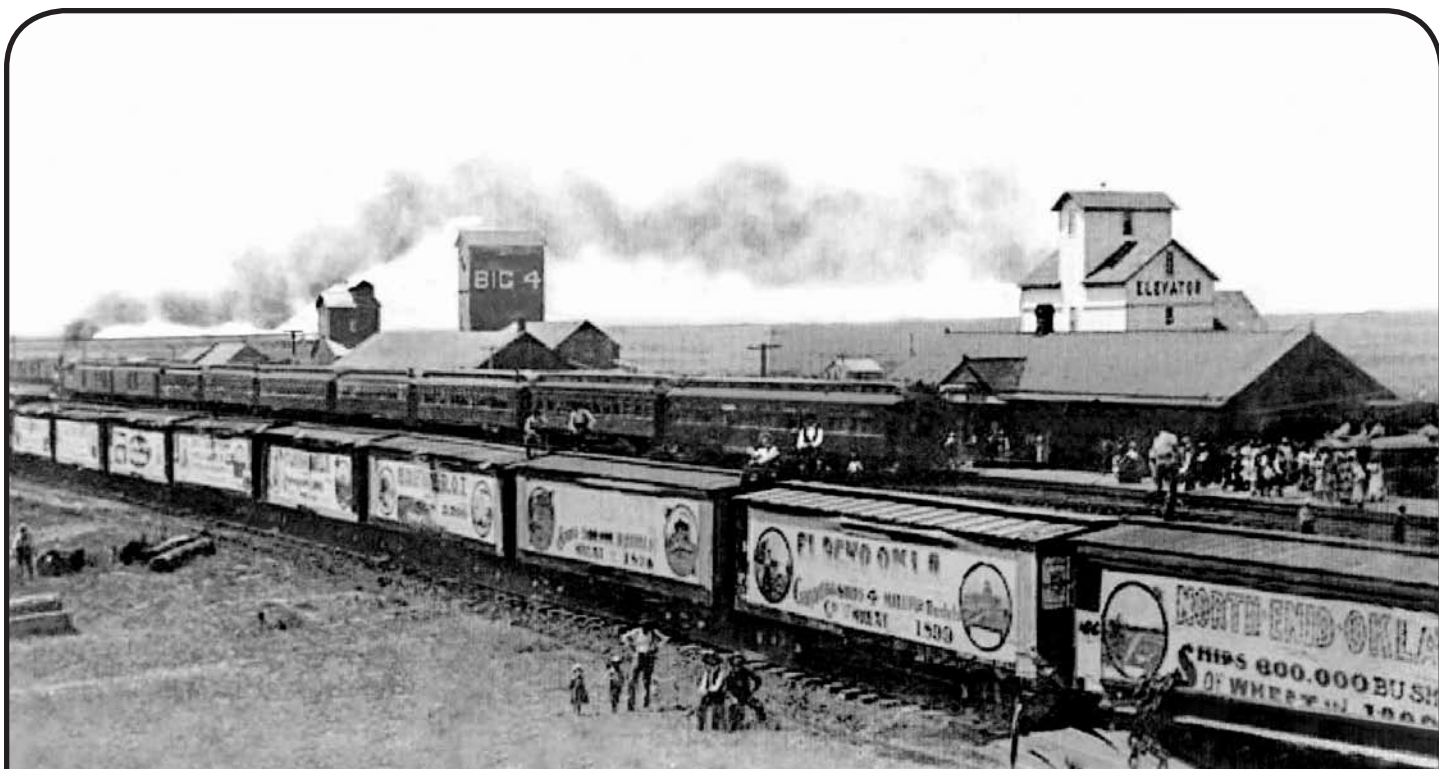


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Enid celebrates wheat harvest in 1899 with large banners on cars showing how many bushels came each nearby elevator. In background a southbound Rock Island passenger train departs station. ~ Philip Mosley Collection.