



# The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

Spring 2011 • Volume 31, Number 1 • [www.rlhs.org](http://www.rlhs.org)



*A log train on the Cass Scenic Railroad ~ Courtesy the West Virginia Department of Commerce  
Photo by Ron Snow - [Ron.R.Snow@wv.gov](mailto:Ron.R.Snow@wv.gov)*

**In this issue: President's Message • Membership Development • The Many Contributions of Charles Stats  
Executive Committee Meeting Summary • Elkins Annual Meeting**

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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.

Quarterly Newsletter of the The Railway and Locomotive Historical Society  
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Publisher: Robert Holzweiss



# The R&LHS Today, Tomorrow & 2021

As we close the books on 2010, I am pleased to report that the R&LHS ended the year with a modest financial surplus and more than 300 new members, raising total membership to more than 2100. In 2011 we will build upon our accomplishments by providing you with quality publications, a streamlined and simplified membership renewal process and an enhanced web presence. We will also further develop our marketing program to introduce the R&LHS to the next generation of railroad scholars and enthusiasts. As we finalize these and other programs, I will keep you updated in the pages of the Quarterly and on the revamped R&LHS web site which should launch by summer 2011.

While I am encouraged by our increased membership and reassured by our stable financial picture, I am also concerned that today's R&LHS may not appeal to tomorrow's members. Like the railroads we document in the pages of Railroad History, the R&LHS has been and will continue to be a conservatively run organization focused on prudent financial management and a traditional approach to scholarship that emphasizes original research. However, some changes will be necessary as we evolve to connect with and appeal to the next generation of R&LHS members. Therefore, I will ask the officers and directors of the R&LHS to think strategically about the direction of our organization five or even ten years down the road when we will celebrate our 100th anniversary. I will also welcome your feedback if you would like to share your thoughts.

Without a doubt, advances in technology will require the R&LHS to further develop our digital presence through our web portal and perhaps on other social medial platforms such as Facebook and the next generation of real-time interactive social media. While a presence in these environments will keep us connected, the nature of the media with an emphasis on instantaneous and often spontaneous communications will have little impact on Railroad History. There will be—and should be—a debate about publishing paper and/or digital issues of Railroad History, the choice of media should not change the quality of the content. Regardless of media, our authors will still conduct the laborious work of researching, writing and refining their work and our editorial team will carefully plan each issue before anything hits the paper (or electrons).

As we explore the merits of new media platforms, we will also discuss changes in the type—but not the quality—of our content. Like the broader historical profession, railroad history will evolve as writers approach their subjects from a perspective shaped in large part by their life experiences. Of course the availability (or lack of availability) of historical resources will also impact the history of tomorrow. As the WWII generation passes away, so too will railroad enthusiasts and scholars with first-hand experiences that connected them to the railroad industry. Even today, the “under fifty” generation never photographed steam engines in everyday service and in all likelihood did not encounter the friendly station agent, telegrapher or tower man who served as a railroad resource. Absent a direct connection to the railroad, why will the next generation of R&LHS members want to preserve or even read about the past for the sake of the future? For that matter, what will “the past” look like ten or twenty years from now?

Today, railroads occupy a space in American culture shaped in many ways by the way they view themselves. Until recently, most railroads remained content to operate without fanfare under the assumption that no news—about an accident, for example—is good news. Happily, the cultural environment is changing with railroads again advertising on television, promoting themselves to the communities along their routes and confidently announcing the industry as the environmentally friendly solution to congestion and pollution.

But even as they adopt a more visible profile, railroads must still operate in the economic, legal and political environment of the 21st century. The “things” of railroading, including artifacts such as stations, towers, shops, and hundreds of smaller structures that dotted the industrial landscape of the 19th and 20th century, have disappeared. Even PRR, B&O and N&W position light signals, for many enthusiasts iconic symbols of a unique corporation, are being replaced by the ubiquitous Safetran signal or in some cases cab signals. The unique motive power of yesterday's railroads, cobbled together from five builders to address specific needs, is also disappearing as railroads standardize their fleets. In one example, Union Pacific amassed a fleet of more than 1000 SD70Ms which replaced their equally large fleet of SD40-s. Even the names so familiar to an older generation



of railroaders are receding into the past. Pullman, REA and an alphabet soup of large and small railroads have been missing from the Official Guide for twenty, thirty and even fifty years. Even Conrail, created in 1976, disappeared more than ten years ago.

Happily, while railroads continue to evolve to meet the challenges of today, so do the enthusiasts who stand trackside to document those changes. A quick check of photo sharing sites and popular railroad photo archives reveals a new tech savvy generation of photographers with a deep interest in their subject. While their work may not mean much today or even next year, in 2031 their photographs will illustrate the next generation of railroad history. They will be the photographers who documented “the diesel that did it” as the SD70 shouldered aside the SD40-2.

Today’s tech-savvy enthusiasts will also need to apply their skills to locating the primary sources of today to write of the history of tomorrow. Unfortunately, today’s legal environment forces contemporary railroads to carefully follow laws that specify retention and destruction dates for their records. Gone are the days when railroads saved nearly everything for posterity. Today and even more so tomorrow, research will be conducted on the computer with hundreds of thousands if not millions of searchable documents available for research. While paper records will still exist, their utility will be limited because of the vast searching capability inherent in electronic media. Will the electronic records exist and, if so, will they be available for research? Those are questions best left to the railroads.

So the R&LHS must bridge the gap between the contemporary enthusiast/scholar and the older generation who bring to our organization their vastly different experiences with the railroad industry and a different set of expectations about what constitutes “history.” I hope you will agree that articles on more contemporary subjects from the 1960s to the 1980s—provided adequate records are available—are a good way to attract the next generation of scholars to the R&LHS. Of course, this does not mean that the R&LHS will ignore the first 150 years of railroad history. On the contrary, the mission of the R&LHS to educate readers about all eras of railroad history will become even more important as first-hand knowledge of and experience with railroads declines. During the next ten years we have an opportunity to introduce the next generation to the R&LHS while remaining a trusted and valuable resource for our older members.

As mentioned in the last issue of the Quarterly, John Fike will replace Parker Lamb as editor with this issue. Under John’s leadership, the Quarterly will remain the primary vehicle for the R&LHS officers and directors to communicate with the membership. It is also available for members to communicate with each other especially through trading post ads and updates on member activities. John and I are also interested in short (500-800 word) stories that describe an unknown or little known aspect of railroad history that would interest the membership. PLEASE consider submitting short pieces to John or me with photos if possible—to share your interests with the R&LHS community.

~ Robert Holzweiss, R&LHS President



# Membership Development

<u>Location</u>	<u>Event</u>	<u>Staff</u>	<u>New Members</u>
Pueblo, Colorado	Rail Passenger Car Alliance	Mike & Sigi Walker	8
Golden, Colorado	Jeffco Train Show	Mike & Sigi Walker	1
West Springfield, Massachusetts	Amherst Railway Society Show	Jerry Angier, Alden Dreyer, Sally Wetherbee	19
Atlanta, Georgia	World's Greatest Hobby On Tour	Mid-South Chapter	2
Jacksonville, Florida	Golden Spike – Prime Osborn Center	Bill Howes	7
Estes Park, Colorado	Estes Valley Division. NMRA	Mike & Sigi Walker	2
Denver, Colorado	GTE – National Western Complex	Tom Van Wormer, Mike & Sigi Walker	7
Edison, New Jersey	World's Greatest Hobby On Tour	J. Atherton, G. Ackerman, P. Conovich, R. Wilson	17
Ogden, Utah	Hostler's Model Railroad Festival	Golden Spike Chapter, Mike & Sigi Walker	3
Denver, Colorado	TCA Spring Training	Mike & Sigi Walker	4
Tampa, Florida	World's Greatest Hobby On Tour	Bill Howes, Southeast Chapter	8

The New Year has started out strong with more than 60 new R&LHS members signed up at several shows during January and February. The results are shown above. Check out the photos from some of these shows, in this issue of the Quarterly Newsletter:



R&LHS table at the Ogden, Utah event.

## How about You?

Have you signed up a new member to R&LHS yet this year?

Listed below are more shows scheduled for this spring and summer. Several of these opportunities need some of our members to step up and offer their help. Specifically, the NYCS Historical Society show in Albany on May 1; plus several "Railroad Days" events scheduled at the Railroad Museum of Pennsylvania this spring and summer: Conrail Days in mid-May; Pennsy Days in early June; and Reading Railroad Days in late June. If you are interested in helping with any of these shows or another one in your area, give me a call or send an email and we can put you to work!

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

## Get Involved with Your Organization at these Events!

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Staff</u>
April 2-3	Castle Rock, Colorado	TECO 8	Mike & Sigi Walker, Van Wormer
April 9-10	North Platte, Nebraska	17th Annual Train Show	Mike & Sigi Walker
May 1	Albany, New York	NYCS Historical Society Annual Meeting	Need A Crew -- How About You?
May 21	Albuquerque, New Mexico	Annual Albuquerque Train Show – Golden Spike	Albuquerque "crew"
May 21-22	Cheyenne, Wyoming	Sherman Hill Model Railroad Show	Mike & Sigi Walker
June 4-5	Limon, Colorado	Limon Railroad Days	Tom Van Wormer
June 18-19	Denver, Colorado	Rocky Mountain Train Show (TCA) at the Forney Museum	Mike & Sigi Walker, Tom Van Wormer
July 7-10	Sacramento, California	NMRA National Convention	Mike & Sigi Walker
Late Aug.	Holliston, Massachusetts	Waushakum Live Steamers	Alden Dreyer, Sally Wetherbee



# News & Info

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## From the Membership Desk

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Don't forget to renew your R&LHS membership!

Renewals have been coming in at a steady pace, and we thank you for taking the time to renew your R&LHS membership. March 31st is the last day of the "renewal grace period." Those who have not renewed by that date will be considered lapsed unless they renew after that date. The Spring/Summer issue of RRH, No. 204, will only be mailed to those who have renewed prior to the RRH 204 mailing date. If you need help with your renewal, please contact Sigi Walker by phone at (719) 339-2794 or by email at [mikensigi@comcast.net](mailto:mikensigi@comcast.net). You can download a form from the R&LHS website at [www.RLHS.org/#membership](http://www.RLHS.org/#membership); or renew online using a credit card at <https://www.ribbonrail.com/RLHS/> (note you must type https since it is a secure site).

~ Sigi Walker, R&LHS Membership Secretary  
P.O. Box 62698  
Colorado Springs, CO 80962-2698  
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## Why We Love the Post Office

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R&LHS Treasurer Mike Walker makes a trip to the Briargate Branch post office every day and is known there as the "railroad man." One day he invited Buck, one of the postal clerks, to visit our information table at a local train show. Buck liked what he saw so much he joined the R&LHS.

A few days ago, Mike mailed an R&LHS package at the Colorado Springs downtown post office, which is near the R&LHS office. Wayne, the clerk who waited on Mike, asked what "this railway society" was all about. After Mike answered his question, Wayne said he wanted to give a membership to a friend who is disabled. Mike rushed back out to the car and picked up a membership application and delivered it to Wayne. The next day, we received the "New Member" application in the mail.

And on the subject of the USPS – forget what your English teacher taught you about always writing things out and putting a period after abbreviations. The optical character recognition (OCR) equipment the USPS uses does not like commas and periods and apostrophes and number signs (#) in the address line and loves abbreviations – but without punctuation! For instance, it loves Dr St Ave Blvd Ter Pl Cir and Apt or Unit. But put a period after those abbreviations and it stops cold. It is also programmed to

read a number first, then followed by the street name. Without a street number, it also stops cold. When it stops cold, all media mail is returned to us. It also gets confused if you include both a post office box and a street address, so only one of these is necessary. So, PLEASE make sure your mailing address, if it is not a post office box, includes the number as well as the street name.

~ Sigi Walker, R&LHS Membership Secretary

## Hamlet Museum Article - Addendum

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Steamdome, our resident expert on Nineteenth Century railroading, has brought to our attention some missing information in the story of pre-Civil War locomotive Tornado that appeared in the previous issue of the Quarterly Newsletter. Our text was somewhat misleading in describing the present display artifact as a "restoration" of the original machine, since the rebuilding work by the SAL shops in 1892 was actually the production of a non-working model made from wood and metal to the original size. It is this historical model that has been restored recently, and placed into the new Hamlet Museum Building. Steamdome also notes that the original machine was condemned (as unsafe) in 1868 and probably scrapped, as noted in R&LHS Bulletin No. 103, pp. 72-73.

Further information on D. J. Burr, builder of the Tornado, can be found in Bulletin No. 130, pp. 8-69. Along this line, he notes that a similar historical, but non-operating, model of another Raleigh & Gaston engine, the Raleigh, is on display at the N. C. Transportation Museum in Spencer. This model was probably constructed at the same time as that of the Tornado.

~ J. Parker Lamb

## William W. Kratville Passes

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Bill Kratville, a long-time society member, died on March 14, 2011 at age 81. The Omaha native devoted his life to the Union Pacific Railroad, not only as an employee but also as a creative writer and photographer. Born Aug. 13, 1929, Kratville began his railroad career in 1946 as a hostler's helper for Milwaukee Road at its Council Bluffs, Iowa shop. His career included both railroad and non-railroad jobs, including a stint as Amtrak's chief photographer, advisor to Omaha's mayor, and to the Union Pacific museum (1991-2005). He authored 18 books, many about the UP's locomotive fleet. He was also a private car owner and operator, and owned Auto-Liner Inc., a company that repaired passenger cars on contract.

# News & Info

## Locomotive Identification

**L**ocomotive #140, bottom of Page 7, R&LHS Quarterly Newsletter, Spring 2010, Volume 30, Number 1

A Successful Challenge - Identifying the #140 Photograph  
-[Or How To Perform Locomotive Research-Ed]

The excellent photograph in QNL of a 4-4-0 with the only identification being the engine number drew a number of responses, unfortunately all incorrect.

So, on with the search: I realized that few early railroads had a locomotive number as high as #140. Therefore I might be able to find it. I did a computer number search in the CD of the Antebellum American railroad history. It turned up three #140 built prior to 1861 - none obviously being correct.

I then looked through ten or fifteen builder lists that the R&LHS, I and the Strasburg Railroad Museum have for a #140 built after 1860 and before 1880. For those who hesitate to take on one of these challenges, you should know that this took me less than an hour. I found one #140 that might be it and I think two others that might be but probably were not. The likely locomotive was a Lake Shore and Michigan Southern engine built by Mason. Mason was known for fine looking locomotives. The railroad in had ordered 12 engines, eight for freight service with 60" drivers, and four for passenger service with 66" drivers. Confusing the situation was that freight #138-147 were built before passenger engines #134-137. I concluded that the engine numbers had been assigned and that the freight engines were needed first. I then looked at my scrapbook for pictures of the 12 LS&MS engines and found the "Saxon" #136 builders photo. Sacramento would also have had it in their picture files. Of course the photo was taken early in 1972 [1872? Ed]. The engine number was on the tender. I concluded that the photo was taken at time of rebuilding, date unknown. It was too perfect a picture just to have been an ordinary photograph. That however left me to wonder why the engine number but no LS&MS initials on the cab. That is the only question I was unable to answer.

The photo of the #140 shows numerous changes from the 136, which made me wonder if I was correct. One thing that would not have been changed unless in a wreck was the cab. Close inspection for minor details builders would have done differently showed the 136 and 140 to have the same cab details.

I do not have an answer to the problem. Hopefully other members can figure out something.

~ Thomas Taber III

## Trading Post

**FOR SALE:** 1901 Railway Official Guide Reprint. These were out of print, but a small number of unsold copies were discovered. Brand new. 1,056 pages. A wealth of turn of the century railroad information. \$62 postpaid / insured. Dan Allen, 147 Atsion Rd, Medford, NJ 08055 allenrailroadbooks@hotmail.com

**WANTED:** Massachusetts Rail-Road Corp. & Railroad Commissioners Reports &/or Returns for: 1845, 1849, 1851, 1853, 1855, 1857, 1858, 1859, 1860, 1862, 1864, 1865, 1868, 1897, 1898, 1899. For 1888 and 1907, want Returns only, have the Reports.

Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370-9715

**WANTED:** Original steam, diesel, and electric locomotive builder's & number plates. I have been collecting since 1963 and am still looking to fill gaps in my collection. Interested in one to a collection. Ron Muldowney, 52 Dunkard Church Road, Stockton, NJ 08559-1405 - 609-397-0293 - rjmuldowney@comcast.net

**FOR SALE OR TRADE:** Massachusetts Railroad Commissioners' Returns: 1870, 1871, 1873, 1878, 1883, 1894, 1895. Reports: 1881, 1883, 1890, 1895 (2), 1896, 1902, 1904, 1905, 1908, 1909, 1910, 1911, 1912.

Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370-9715

**OFFER:** To all R&LHS members interested in doing railroad historical research, I offer at no cost a set of reference items to help you research an article you are doing or plan to do for "Railroad History," the "Quarterly Newsletter" or other publications. Please let me know the class I railroad or region or state that you research. Depending on your interests, I will send (1) a small handbook on doing research, (2) a guide to where materials may be found for your Class I railroad(s) of interest or all railroads in a particular state(s), (3) a railroad periodicals book index of 84 publications (875 pages), (4) a bibliography of 15,000+ items (450 pages) on a CD, (5) Class I railroads newspaper and Wall Street clippings 1890s-1920s, (6) locomotive records, (7) information on pre Civil War railroads of the state interested in, and (8) 80+ negative collections of class I railroads with 250,000 pictures taken 1905 to 1950s from which prints may be obtained. R&LHS members who live in or pass through north-central Pennsylvania are welcome to visit to discuss your research, view my extensive collection of railroad artifacts and memorabilia or just visit about railroad history. Tom Taber, ttaber1@com.cast.net; 504 S. Main St, Muncy, PA. 17756.

# News & Info

## R&LHS 2011 Annual Membership Meeting

All members of the Railway & Locomotive Historical Society are invited to the Annual Membership Meeting which will be held at 8:00 a.m. at the Railyard Restaurant in Elkins, West Virginia. There is no charge to attend this meeting.

Officers of the corporation will report to membership on the status of the organization and bring to members items for their consideration. Minutes of the meeting will be published in the Quarterly Newsletter later in 2011.

## Program Update for 2011 Annual Meeting

We are pleased to announce that John H. White, Jr. will be the keynote speaker at the Railway & Locomotive Historical Society banquet on Saturday, June 4 at Elkins, West Virginia. John will reflect on his more than five decades of research and writing in the field of railroad transpiration and share stories from his early years in the field of railroad preservation.

In 1958 John joined the staff of the Smithsonian Institution as Assistant Curator of the Division of Transportation, Department of Science and Technology, National Museum of History and Technology (NMHT). He later became Associate Curator of the Division (1961-1966), Curator (1967-1985), and Senior Historian (1986-1989). He retired in 1990 and currently spends his time researching and writing on transportation subjects.

## Announcing 2012 Annual Meeting

The Mid-South Chapter of the R&LHS is pleased to announce that the 2012 Annual R&LHS Convention and Membership Meeting will be held in Birmingham, Alabama during late May or early June 2012. The directors and members of the Mid-South Chapter invite R&LHS members to join them for two days of rail related events including a visit to the chapter's museum and tours of active rail facilities and historical sites of interest. Dates and fees will be announced in future issues of the R&LHS Quarterly and on the R&LHS web site.

The R&LHS Board of Directors is currently discussing venues for annual meetings beyond 2012. Sites under consideration include Madison or Milwaukee, Wisconsin; Portland, Oregon; and Ely Nevada. If you would like to propose a meeting site and assist with planning, please contact Robert Holzweiss. The R&LHS makes every effort to move the meeting around the country to allow all members the opportunity to attend.

## An R&LHS New Member Excursion Offer

Due to great efforts by various members of our team, the R&LHS enjoyed what may have been a record number of new members in 2010. What follows is an offer for a vicarious rail excursion directed at new members, but, of course, any member may partake, perhaps as a gift for someone. If you have no more than seven in-print editions of Railroad History, in exchange for a \$250 check or money order payable to Alden Dreyer, I shall send you 50 editions of Railroad History, plus a complimentary Tabor Index. There are currently 47 in-print editions, including the Millennium Special, so I shall make up the difference with up to 10 out-of-print editions that normally sell at \$10 each. Be aware that issues 127-191 are digest-sized, and some of the out-of-print editions show mailing marks and signs of careful handling. Early birds get the best selection and the offer ends when supplies are exhausted, or on 30 September 2011. USA mailing is free, others pay the differential. Help yourself to a fine library of timeless rail history, help the R&LHS treasury to produce even better publications, help me by reducing the number of cartons I need to handle to fill orders, and help future members by moving more back issues into better storage facilities as the number on hand is reduced. See the Back Issue Store ad for contact information. The store will be closed the last two weeks of April and the first week in June.

~ Alden Dreyer  
91 Reynolds Road  
Shelburne Massachusetts 01370-9715  
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## 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.

~ John L. Fike  
johnRLHS@gmail.com





# Statement of Revenues & Expenses

Fiscal Year January 1 to  
December 31, 2010



## Revenues

National Dues all levels .....	\$78,447.00
Chapter Dues/Donations paid through national .....	6,472.00
Donations .....	7,810.00
Friends of R&LHS .....	1,425.00
Earnings on Reserve Accounts .....	9,829.00
RRH Sales/Advertising* .....	12,125.00
Archives De-accessions .....	0.00
Archives Services .....	441.00
Meeting Proceeds (Fort Worth) .....	1,159.00
NARF grant .....	1,100
<b>Total Revenues .....</b>	<b>\$118,808.00</b>

## Expenses

RRH #202/#203 staff/print/mail .....	\$61,116.00
Quarterly Newsletters – 4 issues .....	9,979.00
Chapter Dues/Donations Disbursements .....	6,472.00
Archives Payroll .....	0.00
Archives Storage Rental .....	1,731.00
Advertising (does not include donated advertising) .....	2,058.00
Membership Development/Processing .....	6,479.00
Awards Program .....	621.00
Insurance (BOD liability) .....	1,056.00
Annual Meeting (Fort Worth) .....	1,821
Business Office Aug-Dec, 2010 (Colorado Springs) .....	1,250
Legal Fees - NMRA & Alexander Saunders .....	2,895
CPA Financial Revue for State of Massachusetts .....	1,800
Other Expenses .....	1,671.00
<b>Total Expenses .....</b>	<b>\$98,949.00</b>

Reserve (Investment) Accounts Balance as of 12/31/09 ..... \$391,337.00

## National Memberships

New members	Number	Dues Paid	Donations	Friends
US .....	295 .....	\$9,635.00 .....	\$122.00 .....	\$0.00
Canadian .....	5 .....	\$195.00 .....	\$0.00 .....	\$0.00
International .....	5 .....	\$260.00 .....	\$0.00 .....	\$0.00

## Renewals

US .....	1635 .....	\$61,937.00 .....	\$5,257.00 .....	\$1,425.00
Canadian .....	23 .....	\$1,000.00 .....	\$124.00 .....	\$0.00
International .....	18 .....	\$870.00 .....	\$45.00 .....	\$0.00
Institutional .....	72 .....	\$4,500.00 .....	n/a .....	\$0.00

## Life members

US .....	109 .....	n/a .....	\$2,217.00 .....	\$0.00
Canadian .....	4 .....	n/a .....	\$0.00 .....	\$0.00
International .....	2 .....	n/a .....	\$45.00 .....	\$0.00

<b>TOTALS .....</b>	<b>2168 .....</b>	<b>\$78,447.00 .....</b>	<b>\$7,810.00 .....</b>	<b>\$1,425.00</b>
<b>TOTAL REVENUE .....</b>				<b>\$87,682.00</b>

# R&LHS Membership Report

Fiscal Year January 1 to  
December 31, 2010

2010 Chapter Dues  
Paid to National & Reimbursed  
to Chapters in 2010

Chapter	Chapter Dues	Chapter Donations
Chicago .....	\$870.00 .....	\$75.00
Golden Spike .....	\$252.00 .....	\$34.00
Lackawanna .....	\$925.00 .....	\$35.00
Mid-South .....	\$200.00 .....	\$15.00
New York .....	\$1,484.50 .....	\$27.50
Pacific Coast .....	\$880.00 .....	\$403.00
South Central States .....	\$18.00 .....	\$0.00
Southeast .....	\$735.00 .....	\$55.00
Southwest .....	\$348.00 .....	\$0.00
Southern Cal .....	\$115.00 .....	\$0.00
<b>TOTALS .....</b>	<b>\$5,827.50 .....</b>	<b>\$644.50</b>

# About Us... What We're Called

**F**or this, my first column as Editor of the Newsletter, I introduce a subject that gets my attention at almost every gathering of ours or similar groups, not to mention newspaper and magazine articles about us.

How are we described by others, and how do we describe ourselves?

Some of the terms below seem to me to be complimentary, others pompous or humorous, and a few downright insulting. I won't tell you my own likes and dislikes, at least not in this issue. But I hope you'll share yours with us.

Below are some monikers that come to mind, alphabetized so as not to disclose my random thinking processes. "Rail", Railroad" and "Train" are interchangeable in most; these variations are omitted to keep the list manageable.

- Foamer
- Rail Enthusiast
- Rail Hobbyist
- Railfan
- Railroad Historian
- Train Buff
- Train Chaser
- Train Fanatic
- Train Freak
- Train Lover
- Train Nut
- Train Photographer
- Train Watcher

Let me know your thoughts (and additions to the list) via e-mail to [JohnRLHS@gmail.com](mailto:JohnRLHS@gmail.com). The results (if any) of our poll will be published in a future issue. The sole purpose of this exercise is to have fun – but if it causes anyone to rethink their hang-ups, that's OK too!

## A More Important Poll

Those who know me are aware that I strongly believe in the importance of digitizing rail historical documents, photographs, and ephemera, and making them available on line. To that end, I'd appreciate your sharing especially good on-line sources of such material. E-mail me the URL, together

with a short description of the material found there and your experience with the site. If the site requires registration or charges a fee, be sure to include that information as well.

We'll publish the list in a future Newsletter

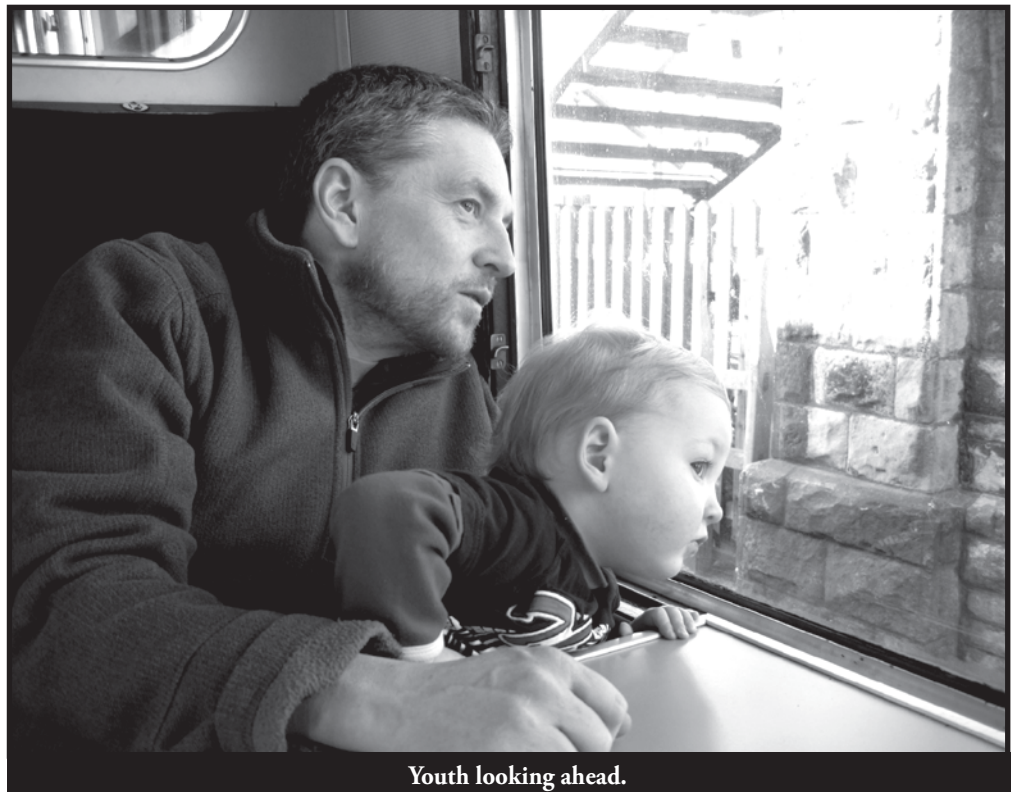
## And About Me

I'm retired from the faculty at Texas A&M University, where I taught Telecommunications and Networking. In my checkered career I've also been a consultant, an association manager, and an expert witness. Prior to entering academia I had a series of honest jobs in the space and electronics industries.

My railroad historical interests include the Muskogee Company lines and the Katy. I have a house full of rail- and model-related stuff, and a very patient wife (Linda) who, happily, is a professional photographer with a strong interest in railroads.

To assume the editorship of the Newsletter of the nation's oldest and (to me) most prestigious rail historical organization is a great honor. I look forward to serving the R&LHS and its members.

~ John L. Fike



# R&LHS Corporate Secretary Charles Stats

Among historians it is common to think of ourselves as records keepers, but officially the Railway and Locomotive Historical Society has only one scribe, our Corporate Secretary. For six years this position has been held by Charles Stats. Charles recently retired from this national post, but will continue at his local duties as Chairman and Program Director of the Chicago Chapter. In that capacity, he has been the chapter's representative to the national R&LHS for nearly four decades.

Like many of us, Charles' childhood fascinations continue to drive his intellectual pursuits. These include classical piano music as well as ancient and classical history. Under the tutelage of a grandfather who was a conductor on the C&NW and with the benefit of summer sojourns from west suburban Chicago to northern Wisconsin, railroad history became Charles' passion. While his interests focus upon Chicago and the North Woods, they also range widely. His interest in the C&NW's Ashland Division and the tiny Marinette, Tomahawk and Western flow naturally from his formative years. Who wouldn't be intrigued when they discover that the short line whose ties one stumbled over as a youth once hosted a sleeper that only served its 5.6 mile line? It was the shortest sleeping car line in North America.

Charles is a participating member of the Central Electric Railfan's Association; the SOO Line Historical Society; and the Chicago and North Western Historical Society. For fifteen years, Charles wrote a monthly column in the Rail Capitol published by the Railroad Club of Chicago. His street railway expertise includes research to document all U.S. steam dummy operations. These lines tended to be ill-financed, short lived, and relatively lost to history. They were also geographically disbursed through the country, making Charles' continuing research especially challenging. Nearly as difficult was his published review of the SOO Line's Chicago terminal predecessor, the Chicago and Northern Pacific. That company and its successors, such as the Chicago Terminal Transfer, had been rarely studied.

It is his work with the C&NW Historical Society, however, that best demonstrates the range of Charles' historical interests. The Society is blessed with a staggering archival collection and Charles is one of a dedicated group of volunteers who meet weekly to shift through engineering, legal, and operational files. While the focus of this group is preservation and indexing, they constantly turn up interesting materials that seem to demand further research. In addition to compiling facts on the railroad's lines through Wisconsin timberlands, Charles is researching the motor cars of the Chicago Great Western. These included the famous Blue Bird and EMC's first doodlebug.

Charles' archival work also benefits our Society. Over many years, the R&LHS has received bequests of photos, document,

books, and magazines. Working with library staff and volunteers in Sacramento, Charles orchestrates Chicago area efforts to identify images, determine what to accession for our collection, and only then to ship the desirable to items California. Duplicates or less needed materials are sold by the Chicago Chapter at local meets. A laborious process, it contributes greatly to the enhancement of the society's collection. At the same time, it has put the Chicago Chapter on a solid financial footing.

If all of this cataloging, research, and writing makes Charles seem like a bookworm, you have not seen him at Society functions. Every second Friday, Chicago Chapter members meet for a show preceded by diner at a modestly priced Loop restaurant (currently Maxim's at Madison and Clark). As the organizer of both show and dinner, Charles is the focal point. At dinner, some would say he holds court, were it not for the lively interplay of dialogue at the tables. Charles and the rest of the Chicago Chapter would appreciate the pleasure of your company for a lively evening's immersion in railroad history.

~ Fred Ash, Chicago Chapter





# Summary of Executive Committee Meeting

On November 11, 2010 the R&LHS Executive Committee met in College Station, Texas to review R&LHS operations for 2010 and plan for 2011. Attendees included Robert Holzweiss (President), Paul Gibson (Executive Vice President), Mike Walker (Treasurer), Sigi Walker (Membership Secretary), Bill Howes, Parker Lamb, Jerry Morris (Southwest Chapter representative), Cary Poole and John Fike. R&LHS board members not in attendance received the agenda in advance of the meeting and several offered written comments for discussion.

Robert Holzweiss called the meeting to order at 4:30 p.m.

On the day of the meeting, Charles Stats informed the Executive Committee that he must resign his position as R&LHS corporate secretary for personal reasons. Board member Jerry Angier agreed to assume the corporate secretary duties effective immediately. Charles indicated that he would remain active in the Chicago Chapter until he could arrange for a transition in chapter leadership. We wish Charles all the best and thank him for his many years of service to the R&LHS and the Chicago Chapter.

## ANNUAL MEETING

Although David Pfeiffer could not travel to College Station, he briefed Robert Holzweiss on the status of the June meeting of the R&LHS membership in Elkins, West Virginia. A strong response to the advertisement in the last issue of the Quarterly allowed him to complete plans for the hotel, meals, events and transportation. Further information on specific events/fees can be found in the Quarterly.

## CHAPTERS

Jerry Morris reported that due to reduced interest and fewer members, the Southwest Chapter planned to liquidate their collection of rolling stock. In his report, Jerry noted that Southern Pacific steam engine #3420 is the property of the City of El Paso and will remain in the El Paso area. The chapter has offered the balance of the equipment to the Arizona Railway Museum at Chandler, Arizona. Both organizations are currently seeking grants to move the equipment to that museum.

## R&LHS WEB SITE

Robert Holzweiss made a brief web presentation explaining the features of the redesigned R&LHS web site. Because the current web site contained far more pages than previously thought, the web designer is moving slowly to arrange the existing data on the new site in an orderly manner. When the redesign is completed, drop down menus will allow visitors to access the information with two or three clicks of the mouse. Details on the launch of the new web site will appear in a future issue of the Quarterly.

## FINANCIAL

Mike and Sigi Walker requested permission to secure office space in the former Rio Grande Depot at Colorado Springs so the R&LHS has a physical place of business and they have the necessary space to perform their R&LHS duties. The R&LHS agreed to pay the rent for the space and the Walkers provided furniture, computer equipment and a phone/internet connection. Based on their feedback, it appears that this has been a win-win situation for everyone.

Mike Walker then reported that, based on his projection, the R&LHS will close out 2010 with a modest surplus. The Executive Committee adopted the 2011 budget with the understanding that quarterly adjustments based on actual income/expenses will be necessary to keep the budget in balance. If renewals come in as expected, the R&LHS will remain fiscally sound in 2011.

The Executive Committee also discussed options for revitalizing the R&LHS Friends program. Currently, 50% of income from Friends is allocated to the cost of Railroad History and 50% is allocated to operating expenses. The Executive Committee agreed to repurpose Friends making it an issue-specific solicitation designed to fund individual projects/programs sponsored by the R&LHS.

## MEMBERSHIP

Sigi Walker provided a detailed membership report for 2010 noting that the R&LHS has almost 2100 members. After discussion, the Executive Committee accepted the report.

## PUBLICATIONS

The Executive Committee discussed the goal of increasing Railroad History from 112 to 128 pages in length. After reviewing the proposal to add the additional pages, the Executive Committee discussed options to increase operating income including the possibility of a future dues increase. The committee tabled the dues increase until the full board meets in June 2011. Robert Holzweiss then introduced John Fike who will assume the editorial duties for the Quarterly with the first issue of 2012 (Vol. 31, #1).

## GRANT PROGRAMS

The Executive Committee reviewed the recommendation of the Publications Committee to name the two research grants the William D. Middleton Research Fellowship and the Jack White Research Fellowship. The Archives Committee recommended naming the archives internship at the California State Railroad Museum the R&LHS Archives Fellowship. The Executive Committee formally accepted these recommendations and requested that the Publications and Archives Committees continue to work toward final proposals.

## LEGAL MATTERS

In July 2010, Robert Holzweiss received a letter from Geoffrey Wong Esq. on behalf of the Pacific Coast Chapter (PCC) informing R&LHS national that the chapter was prepared to litigate against national to contest the proceeds from the Richard Stromme Estate, itself still in litigation with members of Mr. Stromme's family. Unfortunately, an informal resolution of the dispute proved elusive and R&LHS national hired an attorney to represent national's interests at a court hearing scheduled for Santa Barbara, California on November 19th. (Following the board meeting, the Santa Barbara judge hearing the PCC case dismissed their claim until the dispute between the beneficiaries named in Mr. Stromme's will and the Stromme family is settled).

The dispute between the R&LHS national and the Pacific Coast Chapter made it clear that the R&LHS bylaws did not adequately define the relationship between the R&LHS national organization and its affiliated chapters. Therefore, the Executive Committee recommended that the R&LHS revise its by-laws to reduce the likelihood of this situation occurring in the future.

Robert Holzweiss thanked everyone for traveling to College Station and announced that the 2011 fall Executive Committee meeting is tentatively scheduled for November in Birmingham, Alabama. If possible, future fall meetings of the Executive Committee will be held at the venue for the upcoming annual membership meeting to allow meeting organizers to meet with R&LHS directors to discuss financial and programs issues.

The meeting of the Executive Committee adjourned at 7:30 p.m.

~ Robert Holzweiss, President

# Elkins - 2011 Annual Meeting



## **Railway & Locomotive Historical Society 2011 Annual Meeting West Virginia Rails Elkins, West Virginia, June 2-5, 2011**

**Highlights:** There will be a ride to the top of Bald Knob, the third highest point in West Virginia at an altitude of 4,700 feet, behind double-headed Shay steam locomotives, on the Cass Scenic Railroad on Friday, June 3. In addition, we will have a locomotive repair shop tour, and visits to the museum, showcase gallery, and the gift shop. On Saturday, June 4, we will take two rides on the Durbin and Greenbrier Valley Railroad. First, we will ride the Rocket steam train using a Climax locomotive down the Greenbrier River from Durbin. Second, we will take the Salamander, behind a Western Maryland diesel, from Cheat Bridge back to Elkins, with a stop at Cheat Falls. Our banquet speaker will be John H. White, Jr., formerly of the Smithsonian Institution, and the breakfast meeting speaker will be Bruce Elliott, of Cass. And, for your entertainment, there is the optional American Mountain Theater show right next to the hotel on Thursday and Friday night. This show is West Virginia's only Branson style music and comedy variety show. Tickets are on your own. Further information, maps, and videos concerning the railroads and the AMT are available online on their websites.

**Hotel:** Holiday Inn Express, 50 Martin Street, Elkins, West Virginia 26241. The hotel is right in the old Western Maryland yard in the center of Elkins, next to the Elkins depot, the Railyard Restaurant, and the American Mountain Theater. The R&LHS rate is \$89.95/night, breakfast included. For reservations, call the front desk number at 1-304-630-2266 and mention the R&LHS. Reservations must be made by May 15, 2011, to guarantee the R&LHS conference rate. The hotel is currently accepting reservations.

**Transportation:** There is no Amtrak or air transportation close by to Elkins. The Capital Limited has stops in Pittsburgh, Cumberland, and Washington, DC. The closest major airports are in Charleston, West Virginia, Pittsburgh, or Washington, DC. Car rentals from these sites are

on your own. As a result of the lack of significant interest in a bus from Pittsburgh or Washington, DC, in the survey in the last newsletter, we are anticipating that attendees will be driving to Elkins. If you want to attend the conference and if you absolutely cannot reach Elkins by car, please let us know at the time of registration.

**Registration Fee:** \$200.00 per person, \$150.00 under the age of 18. This includes the bus during the meeting, two box lunches, all rail excursion fees, the banquet, and the breakfast membership meeting. For further information concerning the conference, please contact David Pfeiffer at 703-425-4685 or david.pfeiffer@gmail.com. Or please access the R&LHS website at [www.rlhs.org](http://www.rlhs.org). The registration deadline is May 15th and space is limited so please make your reservations soon.

## **Schedule of Events**

### **Thursday, June 2**

- Convention registration at the Holiday Inn Express, Elkins.
- 7:30 pm – Country music/comedy show at the American Mountain Theater (optional)
- 7:30 pm - R&LHS Board of Directors Meeting

### **Friday, June 3**

- 7:30 am – Bus leaves for Cass Scenic Railroad
- 9:15 and 10 am – Shop tour at Cass
- 11 am to 3:30 pm – Ride Cass Scenic Railroad up to Bald Knob (box lunch included)
- 4 pm to 5:30 pm - Bus returns to Elkins
- Dinner on your own
- 7:30 pm – Country music/comedy show at the American Mountain Theater (optional)

### **Saturday, June 4**

- 8:30 am – Bus leaves for Durbin
- 10 am to 12 noon – Ride on the Durbin Rocket (box lunch on the train)
- 12:15 pm – Bus to Cheat Mountain
- 12:30 pm – Ride Salamander to Elkins with a stop at Cheat Bridge
- 4:45 pm – Arrive in Elkins
- 6 pm – Cocktail hour and banquet at the Railyard Restaurant, Elkins ~ John H. White, Jr., formerly Curator and Senior Historian with the Smithsonian Institution, speaker

### **Sunday, June 5**

- 8 am – Annual breakfast membership meeting at Railyard Restaurant ~ Bruce Elliott, Cass, speaker

**All members of the Railway & Locomotive Historical Society are invited to the Annual Membership Meeting which will be held at 8:00 a.m. at the Railyard Restaurant in Elkins, West Virginia. There is no charge to attend this meeting although there is fee for breakfast..**

## Other Railroad Sites in West Virginia

For the railroad buff, historian, scholar, official, or just plain railfan, there are several other railroad-related sites in West Virginia or nearby that are of interest. There are two excellent excursions in the area:

1. The historic Potomac Eagle Scenic Railroad is one of America's most beautiful train rides. For three hours enjoy a narrated excursion through a tranquil and pristine mountain valley. The train can be boarded in either Romney or Petersburg, West Virginia.
2. The Western Maryland Scenic Railroad travels between Cumberland and Frostburg, Maryland. The Western Maryland Scenic Railroad round trip excursion, originating from Downtown Cumberland, Maryland, is an exciting mix of mountain scenery and rich transportation history. It's an entertaining and educational experience riders of all ages and interests with interpretive history and lively Main Street Districts at both ends of the trip.

There are also many railroad historical sites that are well worth a visit. A few of these are:

1. In Grafton, West Virginia, there is the B&O (now CSX) station and yard. Two of Grafton's most prominent landmarks are the imposing stone railroad station and the Willard Hotel, the latter a relative skyscraper that marks the northern end of downtown's Main Street. The railroad station, now the B&O Railroad Heritage

Center, has recently reopened and offers a glimpse into both the magnificence and significance of the railroad.

2. The Chesapeake & Ohio Railway Heritage Center in Clifton Forge, Virginia. This Center is a railway heritage museum, interpretive, educational, and visitor's center that tells the story of the C&O Railway: the people, the places, and the technology. The complex includes a new vintage Amtrak station, a signal tower, the freight station that includes the museum and gift shop, a garden railroad, a couple of restored cabooses, and other rolling stock.

3. And last, and certainly not least, Roanoke, Virginia, boasts two excellent railroad museums adjacent to the world class Hotel Roanoke. Hard by the Norfolk Southern tracks in the center of town is the O. Winston Link Museum in the old N&W passenger station. The Collection of the museum is focused on the last days of steam operation on the N&W Railway that Link captured on black and white film in the late 1950s. Also, in the old N&W freight station is the Virginia Museum of Transportation. A visitor can experience the only remaining examples of the N&W's legendary success at the VMT: The N&W Class A 1218 and the Class J 611. In the rail yard, you can explore other historic locomotives, cabooses, and other rail equipment as modern trains rumble past. Inside the museum, one can enjoy model trains, hands-on exhibits, and stroll past antique automobiles, truck and bus exhibits.

## WEST VIRGINIA RAILS 2011 REGISTRATION

Your Name: \_\_\_\_\_  
(All names should be as you wish it to appear on convention name badge)

Companion Name: \_\_\_\_\_

Guest 1 Name: \_\_\_\_\_

Guest 2 Name: \_\_\_\_\_

Guest 3 Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email Address: \_\_\_\_\_

Please register \_\_\_\_\_ guests for the full program @ \$200.00 each \$ \_\_\_\_\_

Please register \_\_\_\_\_ guests for the full program (under 18) @ 150.00 each \$ \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Mail completed form with check payable to Railway & Locomotive Historical Society to:  
West Virginia Rails, Robert Holzweiss, 4027 Austin's Estates Drive, Bryan, Texas 77808-7301

\*\* Registration form and payment must be received no later than May 1.\*\*

For further information concerning registration, please contact David Pfeiffer at 703-425-4685 or dnjpfeiffer@gmail.com.



# R&LHS Back Issues Store

## R&LHS Bulletin

As of February, 23, 2011, the following editions of the *Bulletin* are **available** (R = reprint):

Numbers: 1R, 21, 29, 46, 50, 53, 56, 57R, 58, 58A, 58ARHC, 59, 61A, 63, 65, 66, 67A–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 2/23/11, 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

Member pricing for the above:

Nos. 129, 130, 132, 134, 135, 137, 138, 145, 146, 150, 155, 162, 180, 182 are \$10 each.

Nos. 127, 128, 143R, 147, 148, 153, 156, 164, 174, RRH in Photos, 192, 202 are \$12 each.

Nos. 131, 133, 140, 159 are \$16 each.

No. 152 is \$20.

No. 136 is \$24.

No. 143 is \$28.

All other issues of *Railroad History* (Numbers 139–203) are **in-print** and priced as follows for R&LHS members:

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

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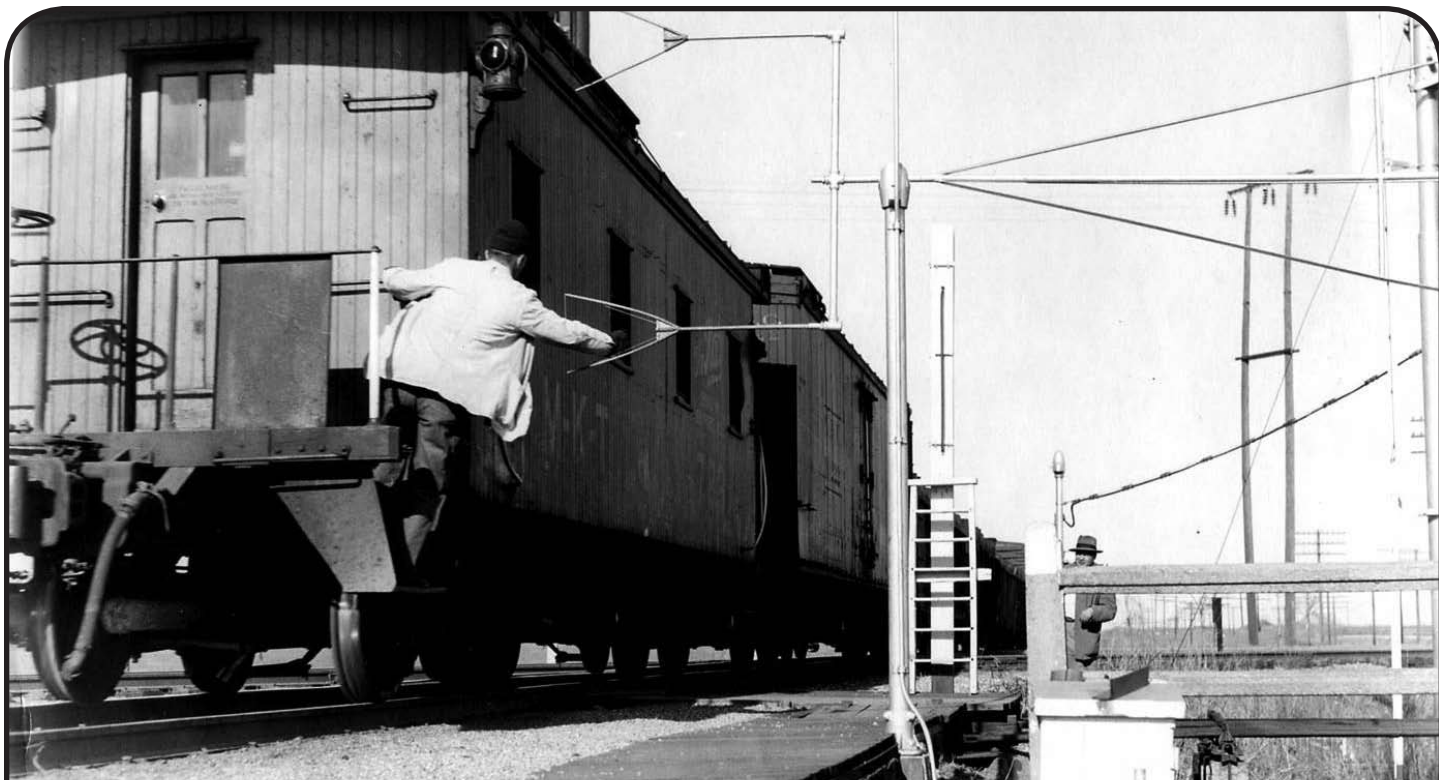


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A northbound Katy freight picks up orders at UX tower in Muskogee, Oklahoma. The tower controlled the crossing of the Katy and the Kansas, Oklahoma & Gulf. ~ Photo by Earle Switzer ca. 1949, John L. Filke Collection