



The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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Caption: New Haven Railroad electric engine 0363 with steam engine 1408, at the New Haven, Connecticut railroad station on April 14, 1939.

Photograph by Fred Otto Makowsky courtesy of Thomas J. Dodd Research Center, University of Connecticut.

**In this issue: President's Message • Membership Development • Board Meeting Summary
Railroad Research at the Dodd Research Center • Elkins Annual Meeting
Announcing the 2012 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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Moving Forward

As the R&LHS celebrates its 90th year as the premier railroad history organization in the United States, we should take a moment to remember the officers, directors, editors, designers, authors and benefactors who shaped the R&LHS into the organization it is today. On behalf of all the members of the R&LHS, I want to thank everyone who has shared their time and talents to develop, sustain and promote our organization.

As we plan for the future there are opportunities for you to get involved. At the recently concluded meeting in Elkins, our dedicated team of Mike and Sigi Walker—the R&LHS treasurer and membership secretary respectively—announced their plans to step down from their positions at the 2013 membership meeting in Madison, Wisconsin. These key vacancies are an opportunity for the next generation of R&LHS leaders help manage our organization. If you are interested, please see the treasurer's position description later in this issue of the Quarterly. The position of membership secretary position will be included in the next Quarterly. General requirements for both positions include the ability to travel to two meetings a year (spring and fall) and at least an intermediate level understanding of computers, especially spread sheets. In addition, the membership secretary and treasurer, like all R&LHS officers and directors, are not compensated for their time or travel so interested individuals should be prepared to make a modest financial commitment. Mike and Sigi will work with their replacements as soon as they are identified so there will be sufficient time to learn the duties of each office. Please contact me or Executive Vice President Paul Gibson if you are interested and we can discuss the positions in more detail.

For those who have not already visited our revised web site, I invite you to check it out at <http://rlhs.org/>. With few exceptions, all of the information transferred from the old site. However, the new site features some new content and more importantly, improved navigation using drop down menus which are available by scrolling across the tool bar at the top of the page. As you will see, a few pages remain under development while others such as Research Guides at <http://rlhs.org/Services/Guides/> incorporate new direct links to rail related resources across the Internet. Special thanks go to Adrian Ettlinger, Alden Dreyer, Cary Poole and Daniel Dawdy of Ribbon Rail Productions for their work to develop the new site.

When you visit our redesigned web site, be sure to click on the link to the R&LHS Facebook page. You can find the link on the lower right side of our home page or by entering <http://www.facebook.com/pages/The-Railway-Locomotive-Historical-Society/240401232645763> in your web browser. Make sure you 'Like' us and bookmark our page so you can check back often to catch up on breaking news. The R&LHS page is open to the public so you do not need a Facebook account to visit. Thank you to David Lester for setting up and managing the page.

In addition to our redesigned web page and new presence on Facebook, I am pleased to introduce a new feature with this issue of the Quarterly. Inside, you will find an article on a rail related archival repository written by Laura Katz Smith of the Thomas J. Dodd Research Center at the University of Connecticut. Laura's article and those that follow in subsequent issues of the Quarterly will provide a brief overview of the collection(s), links to on-line resources and a summary of how to prepare for research. If space permits, the article will also include selected photos from the featured repository.

Later in this issue you will also find a summary of the annual R&LHS membership meeting and R&LHS board meeting recently held in Elkins, West Virginia. Special thanks go to David and Janet Pfeiffer for planning the meeting. Even the unpredictable West Virginia weather cooperated. If you could not attend the Elkins meeting, please consider joining us for our next Membership Meeting scheduled for May 17-20, 2012 in Birmingham, Alabama. Preliminary details are included in this issue of the Quarterly. An agenda and registration form will be posted to the R&LHS web site and included in the next Quarterly.

Finally, I want to congratulate Pete Hansen (the editor of Railroad History) who recently accepted a position as project consultant with the California State Railroad Museum to plan and raise funds for the Railroad Technology Museum at the former Southern Pacific Sacramento Shops. While the new position will require a lot of his time, Pete plans to remain as editor of Railroad History. However, if the demands of his job force him to reconsider his decision, he will notify the board of directors as soon as possible so as not to disrupt the production of Railroad History.



Happy Birthday!

Membership Development

New member recruitment at train shows this spring and summer has continued at a healthy rate, with more than 112 new R&LHS members signed up the year to date. These were primarily at shows in the west, capped off by a tremendous effort from the Walkers and members of the Pacific Coast Chapter at the NMRA Convention in early July. Results are below.

<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>	<u>New Members</u>
Denver, Colo.	Train Collectors Assoc.	Mike and Sigi Walker	4
Tampa, Fla.	World's Greatest Hobby	Howes, Smith, Newton, Vertescher	8
Divide, Colo.	Midland Days Seminar	Mike and Sigi Walker	1
Albuquerque, N.M.	ABQ Train Show	Albuquerque Crew	5
Cheyenne, Wyo.	Sherman Hill Model RR Show	Mike and Sigi Walker	5
Limon, Colo.	Limon RR Days	Tom Van Wormer	1
Denver, Colo.	Forney Museum/TCA Train Show	Mike and Sigi Walker	3
Sacramento, Calif.	NMRA National Meeting	Mike and Sigi Walker/PCC Chapter	19

Get Involved with Your Organization at these Events!

Listed below are more shows that R&LHS will be present at this summer and fall.

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>
Aug. 6-7	Pueblo, Colo.	Southern Colorado Rail Fair	Mike and Sigi Walker
Aug. 13	Atlanta, Ga.	Atlanta Model Train & Railroadians Show	Dick Hillman
Aug. 27	Holliston, Mass.	Wauhakum Live Steamers	Alden Dreyer/Sally Weatherbee
Sept. 24-25	Hays, Kans.	Western Kansas Annual Train Show	Mike and Sigi Walker
Oct. 8-9	Houston, Tex.	Big Texas Show/Gulf Coast NRHS	Robert Holzweiss
Oct. 15	Colorado Springs, Colo.	Slim Rail Model RR Show	Mike and Sigi Walker
Oct. 29	Colorado Springs, Colo.	Pikes Peak Div./NMRA	Tom Van Wormer
Nov. 6	Gaithersburg, Md.	RR-Transportation Show/Fairgrounds	Dave Pfeiffer
Nov. 12-13	Denver, Colo.	Great Train Expo	Tom Van Wormer

Also, there are many more shows around the country this fall that would provide a great opportunity to introduce R&LHS to potential new members, but we do not yet have any one identified to do them. Here are a few:

<u>Date</u>	<u>Location</u>	<u>Event</u>
Sep. 17-18	Springfield, Ill.	Great Train Expo/Illinois State Fairgrounds
Nov. 12-13	Milwaukee, Wis.	Milwaukee Trainfest/Wisconsin Expo Center State Fair Park
Nov. 19-20	Puyallup, Wash.	Great Train Expo/Puyallup Events Center
Nov. 26-27	San Jose, Calif.	Great Train Expo/Santa Clara Fairgrounds

Your membership in other railroad historical groups offers another opportunity to talk with fellow rail history enthusiasts about the benefits of membership in the R&LHS. Many of those societies have 'vendor rooms' at their annual meetings, and would welcome the R&LHS to take a table. For example, Bob Holzweiss will be doing just that next summer at the AT&SF Society's annual meeting in Temple, Tex.

If you are interested in helping with any of these shows, or another one in your area, just 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

News & Info

From the Membership Desk

Spread the word . . .

If you enjoy the many benefits of R&LHS membership, make it a point to tell friends and acquaintances about us if they have an interest in preserving and promoting railway history. One of the interesting observations which came from the annual meeting in Elkins, W. Va., just a few short weeks ago was that we need to be more forceful in singing our praises and recruiting new members. The board voted to keep the cost of annual membership at the present rate, but that rate can only be maintained if, and only if, everyone makes an effort to increase membership. We have a new supply of R&LHS bookmarks and an ample supply of membership forms that we can send to anyone who would like to help and spread the word.

Renew via the Web...

And speaking of keeping the cost of membership at its present rate, I would like to encourage all members with Internet access to look into how easy it is to renew your R&LHS membership via the web. Be sure to type in https rather than just http—the site is a secure site accessed only via “https.”

Here's what one member had to say about renewing via the web: I belong to nearly a dozen historical societies, but R&LHS has the simplest and most efficient renewal system of any of them. A few months ago I received an e-mail from Mike and Sigi inviting me to renew using a credit card. I chose the credit card option, filled out the simple renewal form on the R&LHS web site, and e-mailed it to them. The next day I received an e-mail acknowledgement with my membership card attached, which I printed and put in my wallet. What could be easier? It took only a couple of minutes to complete the form and send it by e-mail, and it's done via a secure web site so there's no possibility of identity theft. I encourage you to use this very simple procedure to continue your membership in “North America's original railroad historical society!”

David A. Ackerman

Renewing online saved Dave a lot of time and effort, and most importantly it saved the R&LHS time and money as well.

~ Sigi Walker, R&LHS Membership Secretary
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Treasurer's Twobits

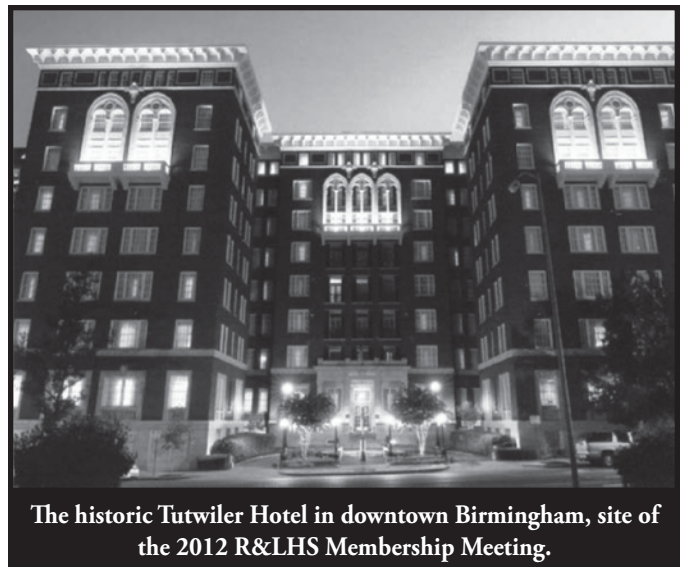
We are at the midpoint of the fiscal year, and income from dues, contributions and sales of Railroad History have met projections. Our expenses are within budget as are 2011 publications with the exception of a notable increase in postage rates, particularly to Canadian and international members.

Renewals online via the R&LHS secure web link have increased considerably this year—to date over 200 renewing and new members have chosen to pay their R&LHS annual membership dues in this manner. I would encourage all members with an Internet connection to consider paying their 2012 dues online.

Lastly, I would like to mention that the society owes Corny Hauck a debt of gratitude for his skillful management of our reserve accounts. He has managed to recoup the \$83,000 deficit the society suffered in 2008 as well as recouping the recent loss in value and earnings during the economic recession.

Announcing the 2012 R&LHS Annual Membership Meeting

Birmingham, Alabama, one of the South's most historic railroad and industrial centers, will be the site the R&LHS 2012 Annual Meeting on May 17-20, 2012.



The historic Tutwiler Hotel in downtown Birmingham, site of the 2012 R&LHS Membership Meeting.

Sponsored by the Mid-South Chapter, the meeting will feature tours of both historic and contemporary railroad and industrial sites. Expected venues will include an 1882 blast furnace, the

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Birmingham district's first modern rail hump yard, and a visit to the Heart of Dixie Railroad Museum featuring an excursion over a portion of the former L&N Railroad's Alabama Mineral Division.

In addition to tours of historic venues, the anticipated program will offer presentations by subject-matter experts on an appealing variety of topics, including Red Mountain's iron ore "Mineral Lines" and the Birmingham Electric Company's extensive streetcar system.

Headquarters for the four-day event will be the historic Tutwiler Hotel located in the heart of Birmingham's business district. An attractive hotel rate, including free valet parking and hot breakfasts, will be offered. The hotel is convenient to all modes of transportation, and is located less than a mile from the Amtrak station served by the New York-New Orleans "Crescent."

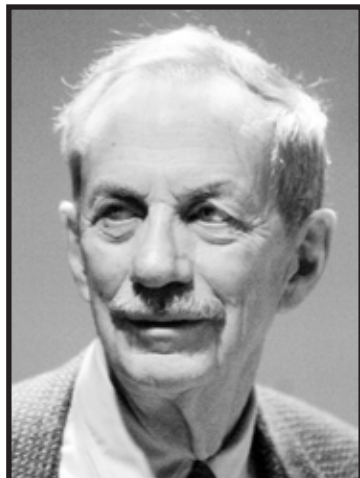
Registration information will be published in the Winter 2011 edition of the R&LHS "Quarterly" and posted on the Society's website at rlhs.org.

William D. Middleton, 1928-2011

William D. Middleton's R&LHS awards—Senior Achievement in 1984, Stindt Photography in 2006, and Hilton Book with his son in 2010—symbolize his many contributions to railroad history and photography over 60 years. At the time of his death, July 20, 2011, his last book, *On Railways Far Away*, was forthcoming from Indiana University Press.

He and his son, William D. Middleton III, received the book award for Frank Julian Sprague: Electrical Inventor and Engineer, published in 2009.

His publication record was extensive. WorldCat credits him with 82 works in 113 publications in two languages and 4,371 library holdings. He had a leading role in the *Encyclopedia of North American Railroads*, the landmark one-volume, 1,281-page reference book published in 2007.



William D. Middleton.
*Photo courtesy of
John Gruber and the Center for
Railway Photography & Art*



William D. Middleton delivering a lecture featuring his original photography.
*Photo courtesy of John Gruber and the Center for
Railway Photography & Art*

Middleton earned more than 80 bylines in *Trains* since his first photos taken at Madison, Wisconsin, for "Interlocking in the Lake," November 1949. His images appeared on the cover 20 times. Kevin Keefe profiled his work as a photographer in the Spring 2011 issue of *Classic Trains*. The Indiana Historical Society will maintain Middleton's railroad photographs.

His published work includes more than 20 books and about 700 articles for magazines and newspapers, accompanied by extensive photographic work. He was a long-time writer about international railroad topics for *Railway Age*, *Railroad Track and Structures*, *Railway Gazette International*, and *International Railway Journal*, as well as such general publications as *American Heritage* and *American Heritage of Invention & Technology*. While his work was largely on railroad history and operations, he also did extensive work in engineering, military topics, and travel. On occasion he worked with his family, including a travel guide of South Korea with his wife Dorothy and the biography of Sprague with his son.

Middleton completed his bachelor's degree in Civil Engineering at Rensselaer Polytechnic Institute at Troy, New York, in 1950. After graduation he was commissioned in the Navy's Civil Engineer Corps. His work with the Navy took him to French Morocco, Turkey, Vietnam, Okinawa, Korea, and Japan, as well as many postings in the United States. He retired from the Navy as a commander in 1979. Then, Middleton joined the University of Virginia as its chief facilities officer for the next 14 years, responsible for construction and maintenance of buildings and grounds, planning, and construction.

He had a significant impact on railroad photography and journalism until the time of his death.

~ John Gruber, Center for Railway Photography & Art

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R&LHS Honors Key and Clemons

The first book to chronicle the colorful history of Birmingham, Alabama railroads in the mid-20th Century has been selected for an award by the leading society of railroad historians in the United States.



Its all smiles at the award awards ceremony honoring Lyle Key and Marvin Clemons with the George and Constance Hilton Book Award for Birmingham Rails.
L-R David Lester, Lyle Key, Marvin Clemons & Mark Entrop.
Photo courtesy of Jeff Newman

“Birmingham Rails: The Last Golden Era” by co-authors Marvin Clemons and Lyle Key, has been chosen by the Railway & Locomotive Historical Society (R&LHS) as recipient of the Society’s prestigious George W. and Constance M. Hilton Book Award. Established by the Society in 1982 and endowed by the Hiltons in 1985, the award honors “an outstanding work of lasting value to the interpretation of North America’s railroading history.” Previous recipients include such noted railroad historians and authors as David Morgan, John H. White, and George Hilton, for whom the award is named.

Marvin and Lyle were presented with awards on Saturday, July 9 at the regular meeting of the R&LHS’ Mid-South Chapter at the historic Leeds (AL) depot. Mark Entrop, chairman of the R&LHS awards committee, made the presentation to authors Clemons and Key, both Mid-South Chapter members. Clemons is chapter president and resides

in Hayden, AL. Key is retired from CSX Railroad and lives in Nashville, TN.

Published in 2007 as a limited edition of 1800 copies, “Birmingham Rails” focuses on railroad operations in the Birmingham railroad district following World War II to the advent of Amtrak in 1971. The authors term this period in Birmingham history the railroads’ “last Golden Era,” as passenger train service staged a brief come-back followed by a steady decline from its wartime peak. At the same time, many iconic symbols of Birmingham’s once-omnipresent railroads, such as the city’s magnificent Terminal Station, disappeared forever.

“Birmingham Rails” was well received by railroad historians and enthusiasts, as well as the general public, and the limited edition sold out within 10 months of publication. No second printing is anticipated, although publishing rights may become available at a later date.

Richard Steinheimer 1929-2011

Richard Steinheimer, winner of the R&LHS’s photography award in 1983 and a giant in railroad photography for half a century, died May 4, 2011 at home in Sacramento, California. The quality and quantity of his work were immense, befitting his towering height—6 feet 6 inches. His wife for 27 years, Shirley Burman, had been his devoted caregiver since he was diagnosed with Alzheimer’s disease several years ago.



Richard Steinheimer in 1988 after a day of shooting and getting cold and wet. We’re heading for the local restaurant “Coffee and” (also a hang out for railroaders) hoping to warm up. Of course Dick never cared if it was raining, snowing or 110° out.
Caption and photo courtesy of Shirley Burman

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In 2003, Dick and Shirley celebrated their marriage and his photography with a party at the California State Railroad Museum. The event was in advance of the publication of *A Passion for Trains: The Railroad Photography of Richard Steinheimer* (2004) with Jeff Brouws.

Stein didn't let anything get in the way of a good photo. For example, to make night views of the Milwaukee Road's Little Joe electric locomotives taking a freight train in 1973 over St. Paul Pass, he rode outside in cold winter weather, risking frostbite as he steadied his camera on the diesel's low nose.

He never hesitated to venture onto back roads in search of new angles for photographs. He was equally creative at getting good photographs and getting his van out of a rut.

He generously shared with other photographers, encouraging them and suggesting locations for more photographs.

He frequently talked about layering. "In a dynamic, ever-changing industry, he always seemed to be ahead of the curve and on top of the story. Utilizing an approach called 'layering,' Dick would make repeated visits to areas of interest, building portfolios over periods of time to provide a full picture of the subject at hand," said Ted Benson, who wrote the text for *Done Honest & True, Richard Steinheimer's Half Century of Rail Photography* (1999).

His passing was noted in obituaries in the *Sacramento Bee* (May 16) and *Los Angeles Times* (May 22). The Center for Railroad Photography & Art posted tributes by eleven photographers on the weekly *Trains* newsletter (May 16 and 23) on the Internet. Undoubtedly, more tributes will appear, remembering him both for standout individual photos and a lifetime of photographic achievement.

~ John Gruber, Center for Railway Photography & Art

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

Description of Duties of Currently Performed by R&LHS Treasurer

MANAGE R&LHS OPERATING ACCOUNTS

Income

- Receive and deposit checks and determine which account to deposit checks/cash in:
 1. current operating account
 2. next year's operating account
 3. savings account
- Fill out handwritten deposit tickets
- Maintain electronic check log
- Process credit card transactions
 1. Contact members when credit card does not process successfully
 2. Contact members who are making duplicate dues payments
- Generate reports created in Excel spreadsheets
 1. Quarterly report
 2. Annual report

Disbursements

- Establish accounts with R&LHS vendors (e.g., publishers of RRH and Quarterly)
- Write checks in payment of R&LHS invoices and R&LHS credit card bills
- Coordinate payment of chapter dues with membership secretary
- Tax Forms and Reports
- Prepare annual nonprofit report form, Commonwealth of Massachusetts Form PC
- Prepare annual IRS Form 990-EZ
- Coordinate preparation of W-2 forms for RRH editorial staff
- Coordinate preparation of annual financial review

Other Duties

- Provide coordination for establishment of R&LHS credit card accounts for select officers
- Coordinate allocation of reserve account earnings with VP-Finance
- Coordinate national and chapter dues income receipt records with membership secretary
- Maintain liaison with bank (Wells Fargo) business account specialist
- Chair finance committee
 1. help prepare budget
 2. prepare budget report

Future Project: Establish and maintain records using Quickbooks or a similar financial management software

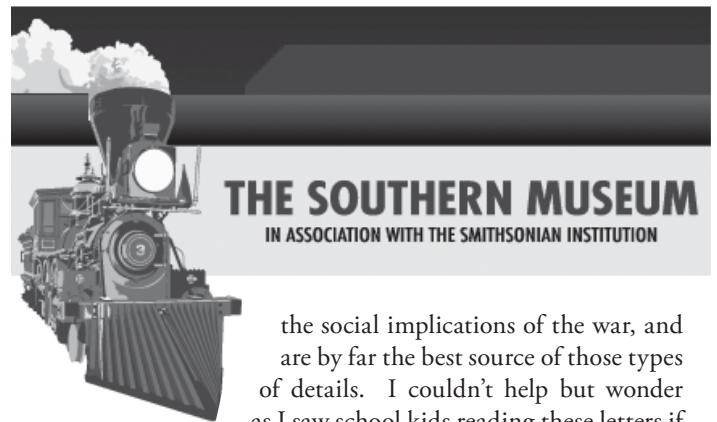
The Future of Railroad Research

In the last issue of the Quarterly Newsletter (Vol. 31, Number 1), our president, Bob Holzweiss raised, once again, the question regarding the “future of history”. More specifically, of course, he presented the issues confronting the future of our Society, and how best to deal with them.

I'm 73 years old. I don't know how old Bob is, but he's a good bit younger than I. I retired from a career in management with a major corporation years ago, and due both to that era, and my position I had little hands-on exposure to computers. I do now make limited use of that technology, but the emphasis there is on “limited”. The generations after me, including the one Bob is from have been far more exposed to modern communication systems, and that's very much to the benefit of historic preservation. The future members of societies such as ours will have far different expectations, and we'll need a society, and leadership prepared to respond accordingly. Happily, I see the likes of Bob Holzweiss in an excellent position to bridge yesterday with tomorrow in terms of preserving the heritage of our beloved industry.

The Executive Director of the Southern Museum, Dr. Richard Banz has a vital interest in the subject of education. He advises that it's difficult to ascertain the future of people's interest or connection to the past. There obviously exists the personal connection, which is different for each generation. For example, the railroads he remembers while growing up in Baltimore were the Penn Central and Chessie System. However, he also had a curiosity about the Pennsylvania and Baltimore & Ohio, the railroads his parents and grandparents reminisced about, and the rolling stock which was still readily visible on the tracks outside his neighborhood. He goes on to add that many will discover a family connection through an ancestor who was employed by a railroad and find themselves an instant “railfan”. Still others may be drawn to what they perceive as a romantic or simpler by-gone era. Of course, many additional reasons for interest do and will exist in the future. Having said all of this, Dr. Banz advises that the best we can do is to preserve materials and increase digital access to reach out and accommodate as many different people in the future as possible.

As many of you know I'm on the staff of above mentioned museum in Kennesaw, GA. I'm always curious about the ways in which historic facilities communicate their stories to their guests and make a point to visit them. I recently visited a county historical society museum in our area to see a new exhibit of Civil War era letters. These letters had been written by a Confederate soldier to his family while imprisoned in a Union POW prison. These letters were chock full of interesting details about POW life, the soldier's feelings about a wide range of issues, little of which will ever be seen in history books. The museum had done an excellent job of turning the letters into a very visible, easily read exhibit. The details in these letters are so important to the understanding of



the social implications of the war, and are by far the best source of those types of details. I couldn't help but wonder as I saw school kids reading these letters if members of that group might someday be in positions where they will be asked to decide if we should go to war.

Last fall I was seriously ill for many weeks. While hospitalized my wife would return home each evening and write out the day's events and e-mail it to family and friends. Because she is far more “computer-literate” than I, plus having an awareness of history she printed out all of those e-mails and handed them to me when I was able to return home. Due to the severity of my illness plus the heavy medication I was blissfully unaware of what was happening to, and around me. Reading those e-mails was not unlike reading today's newspaper—it was ALL news to me!

My point here is this-- the importance of the written word mirrored by the enormous decline within society of the same. And this is but one example of the many issues raised by Bob Holzweiss in his comprehensive presentation, but it places an exclamation point at the end of Bob's article. Those of us that care so deeply about the role of railroads in both our history and modern society along with the huge social implications of the industry must learn new ways to continue the story, and find new ways to preserve interest and history.

So—what can we do? We can offer our very vocal and financial support to our Society and its leadership. We can sign on to the need for intelligent change and look for ways to participate by offering suggestions. And we can, at the least, when the time comes renew our membership.

~ Dick Hillman,
Sr. Archivist,
Southern Museum

Annual Membership Meeting at Elkins, West Virginia



Keynote speaker John H. White (L) and David Pfeiffer share a relaxing moment at Bald Knob, the summit of the rail trip on the Cass Scenic Railroad.

Photo courtesy of Jim Smith

The weather was beautiful in Elkins, West Virginia, during the annual conference of the Railway & Locomotive Historical Society on June 2-5. That was a pleasant surprise since it rains a lot in West Virginia in the spring. The bus and van left the Holiday Inn Express early (7:15 am) on Friday morning, June 3rd, for the one hour and 30 minute ride to Cass. At Cass, the 72 participants in the conference were treated to a very detailed shop tour, including a look at the restoration project of a Climax locomotive, and a visit to the gift shop and museum before the 12 noon departure behind the Western Maryland Shay #6 up to Bald Knob.

It was a spectacular four and a half hour trip including half hour stop-overs at Whitaker Station and Bald Knob, one of the highest points in West Virginia. We particularly enjoyed the switch-backs from the open cars. The return trip to Elkins included a drive-by of the Green Bank observatory.

On Saturday, June 4, the attendees traveled down to Durban to ride the Durbin & Greenbrier Valley Railroad's Durbin Rocket, complete with Climax locomotive, two open cars, one closed car and a caboose. It was a two-hour round-trip down the Greenbrier River. The Rocket is the fastest (and only) train out of Durbin, highballing at seven miles per hour. Then we bused up to the top of the mountain to Cheat Bridge where we met the D&GV, Cheat Mountain Salamander for the four hour downhill return trip to Elkins via Cheat Falls. The Salamander consisted of a Western Maryland diesel with several coaches.

The Friday evening reception and banquet at the Railyard Restaurant was highlighted by a presentation by John H. White, former curator of the Transportation Division of the American History Museum. Jack talked about his childhood and early career, and, in response to questions, told a couple of stories about his career at the Smithsonian. He also received the Arthur Durban Award for Lifetime Achievement from the R&LHS.

The conference concluded with the Saturday morning annual membership breakfast meeting that featured a very entertaining talk by Bruce Elliott of Cass Scenic Railway on the history of Cass. His passion for the subject was very evident and he was bombarded with questions.

~ David Pfeiffer



(L-R) Robert Menzies, William Howes, Paul Barnes, Alan Maples and David Pfeiffer enjoy the open car while riding the Durbin Rocket.

Photo courtesy of Jim Smith



Robert Holzweiss presenting John H. White with the Arthur Dubin Award at the annual banquet.

Photo courtesy of Mike and Sigi Walker

Summary of R&LHS Board of Directors Meeting

Elkins, West Virginia, June 2, 2011

The Society's Board met in Elkins on June 2. There were twenty one directors present. Chapters represented were Southern California, Pacific Coast, Mid South, New York, Southeast, Golden Spike and Lackawanna.

The board accepted John Atherton from the New York Chapter as a new director. The board accepted a Nominating Committee Report to forward to the Annual Meeting the following names for election to Society officers: Robert Holzweiss – President, Paul Gibson – Executive Vice President/COO, Mike Walker – Treasurer, Sigi Walker - Membership Secretary and Jerry Angier as Secretary.

Future Annual Meetings will be held in Birmingham, Alabama in 2012 and Madison, Wisconsin in 2013. The board has asked the Pacific Coast Chapter to explore hosting the 2014 Annual Meeting in either Ely, Nevada or Portland, Oregon.

There was an active discussion concerning the chapters who collect their own dues. There are pros and cons to the issue, and the board would like to hear from the Chapter leadership on the issue. They will gather information and the subject will be on the agenda at the Executive Committee meeting in November. There was also an excellent discussion on a proposed due increase. The board tabled this issue until November

and seeks input on this issue from the membership.

The Walkers announced they will be retiring as Treasurer and Membership Secretary in 2012. Due to the increasing burden of IRS filings, Mike Walker suggested we need a CPA in the Treasurer's position.

The R&LHS will be the recipient of four estates which are currently in probate. The board was gratified members remembered the R&LHS in their wills.

There was a presentation by Treasurer Walker on the 2011 budget which was then approved. Membership Secretary Sigi Walker reported 2159 members as of 5/28/2011. Paul Gibson reported membership recruitment continues to be successful; however, there is always a need for additional volunteers to attend railroad shows to recruit new members to the R&LHS.

President Holzweiss announced to the Board that RRH Editor Peter Hansen has accepted a position at the California State Railroad Museum as Development Director. He has agreed to stay on as RRH Editor with the agreement and support of the CSRM.

The Executive Committee will meet in Knoxville, Tennessee on November 11 in conjunction with the Lexington meeting.

~ Jerry Angier, R&LHS Secretary

Summary of R&LHS Membership Meeting

Elkins, West Virginia, June 5, 2011

President Holzweiss called the meeting to order at 8:46 AM

Those in attendance gave a rousing vote of thanks to David & Janet Pfeiffer for an excellent annual meeting.

Approval of 2010 Annual Meeting minutes from Fort Worth, Texas

Motion for approval: K. Miller – Second-Bill Howes – Voted by the membership

Introduction of Alden Dreyer, Paul Gibson, Bill Howes, and Jeffrey Mora for a continuing three year term as a Director

Introduction of John Atherton for a new three year term as a Director

Motion for Election: K. Miller – Second – Smith – Voted by the membership

Finance Report – Treasurer Mike Walker

We have ended the year with a small surplus. Most of that came from the Reserve Account. Mike offered a big vote of thanks to Corny Hauck our VP of Finance. Mike further reported the budget is balanced and we are on track for the coming year.

Motion: A. Miller – Second – Jones – Approve to Accept --- Voted by the membership

Membership Report – Membership Secretary Sigi Walker

We are on track for an excellent year with current membership of 2168 as of 5/28/2011

Motion: Dreyer – Second – A. Miller – Approval to accept --- Voted by the membership

Questions from the floor: Does membership form include Chapter information? – YES

Do you have to join your local Chapter or any Chapter – Any Chapter Information – Railway History Editor Pete Hansen has accepted a post at the California Railroad Museum. He will stay as editor of RRH.

Introduction of the Executive Team: Bob Holzweiss – President, Paul Gibson – Executive Vice President/COO, Mike Walker – Treasurer, Sigi Walker – Membership Secretary and Jerry Angier – Secretary

Future Annual meetings: 2012 – Birmingham, Alabama; 2013 – Madison, Wisconsin; and 2014 either Ely, Nevada, Portland, Oregon, or Altoona, Pennsylvania.

Website redo: Adrian Ettlinger and Alden Dreyer are working with Dan the designer. Feedback is requested from the membership when the site goes "live".

A special thank you standing round of applause was given by the membership to Mike & Sigi Walker for their excellent and hard work on behalf of the society.

Motion for Adjournment: K. Miller – Second – Krochmal – Approved at 9:06 AM.

Meeting Chair David Pfeiffer introduced our guest speaker Cass Scenic Railroad Manager, Bruce Elliott

~ Jerry Angier, R&LHS Secretary

Visiting the Archives: Thomas J. Dodd Research Center

Rail fans who enter the Thomas J. Dodd Research Center will usually remark to the staff that the front of the building looks like a roundhouse. The building designers did not intend that, but certainly the resemblance presents an invitation that tells railroad researchers they are welcome to come in and stay awhile.

The Railroad History Archive at the Dodd Research Center focuses on southern New England in general, the New York, New Haven & Hartford Railroad, better known as the New Haven Railroad, in particular. The New Haven Railroad was formed in 1872 and spent its early years buying up or leasing most of the smaller lines in the region, as part of the long-desired plan to be the primary rail line between the financial centers of New York City and Boston. With the help of financier J.P. Morgan, who controlled the railroad in the early 1900s, the New Haven Railroad soon dominated the rail and steamship lines in Connecticut, Rhode Island, southern Massachusetts and Cape Cod, and eastern New York State. At its peak in the 1920s the railroad employed over 28,000 workers and had over 3000 miles of track (including yards and sidings) and controlled street railways in the region. The New Haven Railroad is also best known as an innovator in mainline electrification; it was the first to electrify its tracks with high-voltage alternating current catenary. The company's early prosperity did not prevent it from experiencing a series of bankruptcies and readjustments beginning in the 1930s and it was absorbed by Penn Central on January 1, 1969. The line that remains is now controlled by Amtrak and, in southern Connecticut, the Metro-North Commuter Railroad.

In 1978 the trustees of Penn Central designated the University of Connecticut as the official repository for the records of the New Haven Railroad. Measuring well over 2500 linear feet, the records consist of administrative files, financial and legal records, and real estate records, dating mostly from 1920 to 1968 with virtually no existing records from the 1910s, when the railroad, under J.P. Morgan's leadership, was investigated by the federal government for illegally forming a monopoly. (It is rumored that these records were placed in a boxcar, brought to a secluded location and destroyed.) A large component of the collection is Board of Directors minutes and stockholders information of almost 200 railroad companies that preceded the New Haven Railroad and were either purchased, leased or controlled by the railroad by the 1920s, including the New York & New England Railroad, the Housatonic Railroad, the Central New England Railway, and the Naugatuck Railroad. While the collection is completely organized, its size and complexity requires researchers to rely on an in-house index system to find individual reports and files.

After the corporate records were organized and open for use, other collections came in to augment the historical record of the New Haven Railroad, donated by collectors, authors, and creators of original photographs, drawings, and papers.

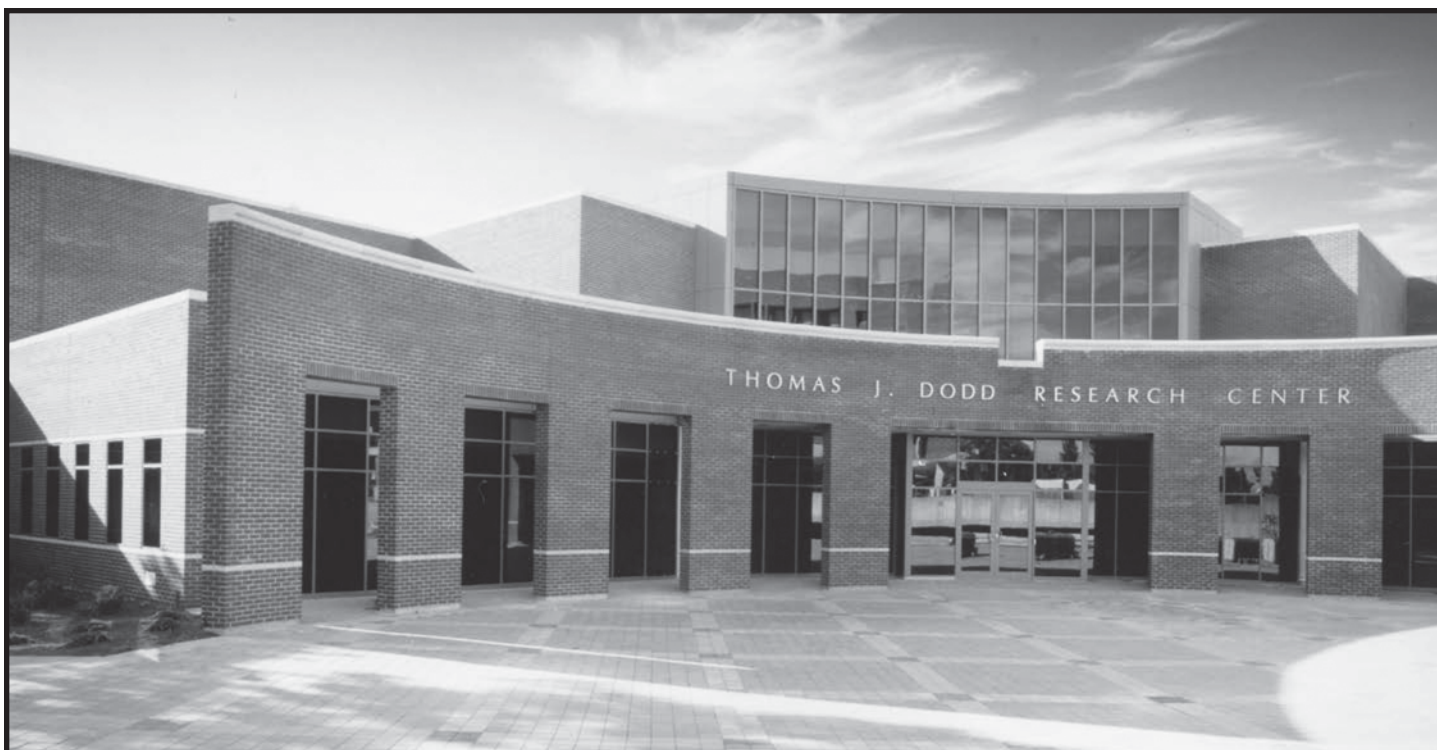
The photographs, numbering well over 50,000 prints and negatives, provide a myriad of views of locomotives and cars, stations and yard structures and crossings. While the majority of the locomotive photographs concentrate on the steam engines of the New Haven Railroad and its predecessors, the archive is slowly building its collection of images of the railroad's diesel power. Railroad stations, especially those in Connecticut, are very well represented, many providing views of the stations in several time periods in their history.

Noteworthy photograph collections in the archive include:

- Photographs taken by railroad consultant, photographer and author Don Ball Jr., who was a founder of the original Steamtown museum in Bellows Fall, Vermont, (now in Scranton, Pennsylvania) and author of *Railroads: An American Journey*, *America's Colorful Railroads*, and others.
- A collection of over 10,000 images, mostly of New England's 19th century railroad heritage, of collector, photographer and railroad historian Francis D. Donovan, of Medway, Massachusetts.
- Photographs taken by longtime New Haven Railroad employee Charles B. Gunn who is best known as serving as official company photographer during the controversial administration of President Patrick McGinnis in the mid-1950s.
- Photographs taken by Fred Otto Makowsky of Springdale, Connecticut, of virtually every steam and electric locomotive of the New Haven Railroad in the 1930s.
- And an exhaustive collection of images of railroad stations and structures in Connecticut collected by Leroy Roberts of Meriden, Connecticut.

The map collection includes a complete set of the 1915 railroad valuation series done by the New Haven Railroad (as for all other railroad lines in the U.S. at the time) for the Interstate Commerce Committee, to account for its right-of-way and property. Unlike railroads in the western United States, the rail lines were laid between established towns, and the railroads bought up a considerable amount of property from private owners. The valuation maps give this important historical information, some for as early as the 1830s, that has proved invaluable to a wide variety of researchers, including lawyers, surveyors, preservationists, and industrial historians. Off-site researchers can access these maps from <http://images.lib.uconn.edu/> (and scroll down to the map subcollection).

Many photographs and documents are available digitally although it is truly a drop in the bucket compared to what is held in the actual archive. The gateway to the archive can be found beginning at <http://railroads.uconn.edu/>, and includes information about and links to finding aids for all of the railroad collections, historical information about the NHRR, online exhibits and highlights of



Thomas J. Dodd Research Center, University of Connecticut.
Photo courtesy of the Thomas J. Dodd Research Center, University of Connecticut



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RESEARCH CENTER



new collections. Links to digital resources are available from this website as well as the UConn Libraries' Digital Mosaic, at <http://images.lib.uconn.edu/>.

The archive serves many types of researchers, from railroad fans and historians to high school and university students. First-time researchers are encouraged to make an appointment with the curator, who also welcomes long-distance inquiries about the collections.

~ Laura Katz Smith, Curator for Business, Railroad and Labor Collections



Wallingford, Connecticut, railroad station, 1949.
Photo courtesy of the Thomas J. Dodd Research Center, University of Connecticut

R&LHS Honors Barry and Gruber

Frank Barry, who has creatively photographed working steam in 20 different countries over a 50-year period, and John E. Gruber, president of the Center for Railroad Photography & Art, received awards from the Railway & Locomotive Historical Society on Friday night, April 15, 2011, at the Center for Railroad Photography & Art's dinner at Lake Forest College.

Barry received the Fred A. and Jane R. Stindt Photography Award for lifetime achievement in railroad photography; Gruber, the David P. Morgan Article Award for his study of Lucius M. Beebe and Charles M. Clegg Jr., "an article of lasting significance to the interpretation of railroad history." Mark Entrop, chair of the R&LHS awards committee, made the presentations.

Barry was a speaker at the Center's 2010 Conversations about Photography Conference. His work appeared at the Johnson Art Museum, Cornell University, in 2008, and in several other

exhibitions. Professionally, Barry was on the extension faculty of Cornell University in Ithaca, New York, from 1975 through 2003, notably directing programs addressing child abuse. His images often include the local people and land in the context of railroads.

Gruber, editor of the Center's magazine, *Railroad Heritage*, analyzed individual photography styles of Beebe and Clegg, Beebe's creation of the railroad photograph book, the influences on their work by others, and their affection for narrow-gauge lines and for the Virginia & Truckee Railroad. The R&LHS citation noted particularly Gruber's environmental portraits of railroad workers. This is his second R&LHS award; in 1994, he received the R&LHS photography award for lifetime achievement.

The Center's next conference will again be at Lake Forest on April 13-15, 2012.



L-R John Gruber, Mark Entrop and Frank Barry
Photo courtesy of Scott Lothes

R&LHS Back Issues Store

R&LHS Bulletin

As of July 11, 2011, the following editions of the *Bulletin* are **available** (R = reprint):

Numbers: 1R, 21, 44, 46, 50, 53, 56, 57R, 58, 58A, 58ARHC, 61A, 63, 66, 67A-93, 95-126

All are out-of-print and individually priced for R&LHS members ranging from \$10 to \$60 each based upon supply, demand and condition. An index of all issues together with a brief description of contents and prices for all out-of-print editions can be found at www.rlhs.org. R&LHS members receive a 20% discount from the out-of-print edition prices as shown on the web site. 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.

Member pricing for some Bulletins: \$10 each: Nos. 73, 104, 105, 107, 109, 118, 124, 125. \$12 each: Nos. 1R, 78, 81, 87, 90, 91, 95, 97, 99, 102, 103, 106, 108, 112-117, 119, 122, 123.

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 7/11/11, 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
1-6.....	\$7.50 ea.
7-12.....	\$7.00 ea.
13-24.....	\$6.50 ea.
25-48.....	\$6.00 ea.
49-72.....	\$5.50 ea.
73-99.....	\$5.00 ea.

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

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

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

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The Climax locomotive on the Durbin Rocket – 1 of only 2 operating Climax-type locomotives in the U.S.
Photo courtesy of Mike and Sigi Walker