



The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

Fall 2011 • Volume 31, Number 3 • www.rlhs.org



Sloss Furnace near downtown Birmingham - Photo courtesy of the Collection of the Birmingham Historical Society

In this issue: Editor's Thoughts • Membership Development
Railroad Research at the Hagley Museum and Library • 2012 Annual Meeting in Birmingham
Colorado Springs Office

R&LHS Officers

Robert F. Holzweiss, President	Robert.Holzweiss@gmail.com
Paul Gibson, Executive Vice-President/COO	paul@railpub.com
R. M. (Mike) Walker, Treasurer	mikensigi@comcast.net
Sigi Walker, Membership Secretary	mikensigi@comcast.net
Jerry Angier, Secretary	jerry4ins@aol.com

Not a member or questions about your membership?

Please write to Sigi Walker at PO Box 62698, Colorado Springs CO 80962-2698 or email her at mikensigi@comcast.net

Chapter Contact Information:

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

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

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

Mid-South \$15.00/yr. - Birmingham, Alabama
Email: dpf6642@aol.com
Dan Ferris, Membership
Mid-South Chapter, R&LHS
1451 Saint Andrews Pkwy, Oneonta AL 35121-3593

New York \$25.00/yr. - New York City, New York
Email: reddyriders@aol.com
Tommy Meehan, Membership/Newsletter
New York Chapter, R&LHS
7 Barnhart Avenue, Sleepy Hollow NY 10591-2203

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

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

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

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

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

Mission Statement

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

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

Quarterly Newsletter of the The Railway and Locomotive Historical Society
© 2011, The Railway and Locomotive Historical Society

Editor: John L. Fike
1817 Bee Creek Drive
College Station, Texas 77840-4966
johnRLHS@gmail.com

Associate Editor: Dick Hillman
Publisher: Robert Holzweiss

Editor's Thoughts

Sources & Attribution

We are blessed with abundance in our hobby/avocation of railroad history. In terms of materials – books, periodicals, videos and motion pictures (on DVD), not to mention a wealth of resources on the Internet -- there has never been a better time to enjoy railroads. Our generation is certainly leaving a trail for future rail historians, yet it seems to me that we aren't doing a very good job of marking that trail.

For example, we all read a fair number of contemporary articles and books about our rail interests, and we've noticed variations in the number or amount of footnotes and source citations in these publications. Some authors are diligent in documenting the origins of their facts and observations, while others are much more casual about indicating their sources. Not having to bother with these details certainly makes things easier for the author, and some (perhaps many) readers would rather not have to bother with the distraction of footnotes and citations. But this is a shortsighted approach. The author who omits his sources is asking the reader to place their trust, sometimes founded, sometimes not, in the writer, who provides no basis for his observations and data. A writer can be conscientious in fact-checking what they produce, and draw upon a lifetime of reading, research and observation. But the reader, particularly one who picks up the book twenty or fifty years later, is left with no indication of "what went before". Even if the writer was known at the time of his publishing for being accurate, mostly accurate, or questionably accurate, that reputation may not "make the trip" into the future.

A writer owes it to their future readers to share what was felt important enough to draw upon not only to justify their position and facts, but also to provide a bridge to rail literature that the future reader might not otherwise find. And the writer provides an invaluable gift to his peers, as well as to budding writers who are still sinking their roots into the soil of the literature of railroad history. If nobody cited their sources, how would the newcomers know where to go for more information? When an upcoming rail historian sees similar clusters of names or sources coming across their path, there is a certain weight there that calls for further personal exploration.

Case in point: There is an author who has published several books on the railroads in his part of the country. They are well done, and many enjoy them. But nowhere in any of his books will the reader find a list of sources. In fact, this author resents being asked to identify them – more or less saying 'I know much more about this railroad than you do, I check everything I write, I've researched this railroad for most of my adult life, so trust me and don't bother me with impertinent questions!' And what the guy says is nearly always correct, but like many people who are usually right, he thinks that he's always right. His books

would have more lasting value to historians in the future if he had provided citations. Pity.

Not all rail historical publications fall into that category, of course. Our society's own Railroad History is, for my money, preeminent in its field. There are many reasons for this, including high editorial standards and rigorous editing, but certainly one of the most important is adherence to accepted standards for scholarly publications, including listing of sources. 'Scholarly', in this instance, doesn't mean pretentious – it simply means quality.

That is why, for example, after almost 70 years, people still cite Dr. Sylvan R. Wood's monograph on the locomotives of the M-K-T as the best single source for information on Katy steam. Doc Wood cited his sources, giving lasting credibility to his work. Incidentally, he wasn't a professional historian – he was a Professor of Chemistry!

If we expect future generations to appreciate our work, to take it seriously and use it as a starting place for their own explorations, we need to leave a record of how we got there – why our rosters are correct, how we arrived at our conclusions, why they should believe what we leave for them.

We'll return to this subject in future columns. If you have thoughts (agreeing or otherwise), please send me an e-mail.

We'll get back to our survey on 'What we're Called' in the next issue.

By John L. Fike, Editor
R&LHS Quarterly Newsletter
johnRLHS@gmail.com



Membership Development

A steady rate of new member recruitment at train shows this summer and early fall was topped off with a major event at the Steamtown National Historic Site, where several members from the Lackawanna Chapter and the Northeast region scored some excellent results.

<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>	<u>New Members</u>
Colorado Springs, Colorado	Colorado Midland Biannual Meeting	Mike and Sigi Walker	1
Pueblo, Colorado	Railfair	Mike and Sigi Walker	4
Atlanta, Georgia	Atlanta Model Train & Railroadiana Show	Dick Hillman, David Lester	2
Holliston, Massachusetts	Wauhsakum East Coast Live Steamup	Dreyer, Wetherbee, Rossi	3
Scranton, Pennsylvania	Steamtown – Annual Railfest	Ken & Ann Miller, Len Gordy, Howard Brown, Dave Ackerman, Richard Wilson	22

Dave Ackerman distributed R&LHS membership brochures at the Train Festival in Rock Island, Illinois this summer, and Bob Church did the same at the SP Historical Society meeting in Portland, Oregon. To date, 144 new R&LHS members joined up at train show events, continuing to verify that the public attending these shows likes what we have to offer! How about pitching in and giving us a hand at one of these shows? It's a lot of fun, a chance to meet fellow R&LHS members and other railroad history enthusiasts, and it's a big help in building R&LHS back to a healthy level of membership. Here's a list of more shows planned for this fall and early winter.

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>
Oct. 8-9	Houston, Texas	Big Texas Train Show	Bob Holzweiss, John & Linda Fike
Oct. 14-16	Santa Rosa, California	Redwood Empire Train Show	Dennis Stefani/PCC
Oct. 15	Colorado Springs, Colorado	Slim Rail Model RR Show	Mike and Sigi Walker
Oct. 29	Colorado Springs, Colorado	Pikes Peak Div./NMRA	Tom Van Wormer
Nov. 6	Gaithersburg, Maryland	RR-Transportation Show/Fairgrounds	Dave Pfeiffer
Nov. 12-13	Denver, Colorado	Great Train Expo	Tom Van Wormer
Nov. 12-13	Roseville, California	International. Railfair & Model RR Show	Dennis Stefani/PCC
Nov. 26-27	Denver, Colorado	Rocky Mtn. Toy Train Show	Mike and Sigi Walker
Dec. 3-4	Oklahoma City, Oklahoma	Oklahoma City Train Show	Bob Holzweiss, John & Linda Fike
Dec. 10-11	Longmont, Colorado	Boulder Model RR Club Show	Mike and Sigi Walker
Jan. 6	Golden, Colorado	Jeffco Train Show	Mike and Sigi Walker
Jan. 28-29	West Springfield, Massachusetts	Amherst Railroad Show	Dreyer, Gibson, Weatherbee, Angier

Over the next several months, there are many more shows around the country that 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:

Nov. 12-13	Milwaukee, Wisconsin	Milwaukee Trainfest/Wisconsin Expo Ctr.
Nov. 19-20	Puyallup, Washington	Great Train Expo/Puyallup Events Ctr.
Nov. 26-27	San Jose, California	Great Train Expo/Santa Clara Fairgrounds
Jan. 7-8	Indianapolis, Indiana	World's Greatest Hobby on Tour
Jan. 14-15	Chicago, Illinois	World's Greatest Hobby on Tour
Feb. 4-5	Salt Lake City, Utah	World's Greatest Hobby on Tour
Feb. 25-26	Portland, Oregon	World's Greatest Hobby on Tour
Mid-May	Strasburg, Pennsylvania	Conrail Days – Pennsylvania State RR Museum
Early-June	Strasburg, Pennsylvania	PRR Days – Pennsylvania State RR Museum

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
paul@railpub.com • 508-397-1828



News & Info

From the Membership Desk

Check inside the RRH 205 mailing envelope . . .

By November 1st, the next issue of Railroad History will be on its way to your mail box. The mailing envelope will say, in red letters, "2012 RENEWAL INFORMATION ENCLOSED." If you are a Life member or have already paid your 2012 membership dues, the information will confirm your paid status. If you are an institutional member, a reminder to renew through your subscription service will be enclosed. All other 2011 members will find a 2012 Membership Form and self-addressed envelope enclosed in the RRH 205 envelope. I hope you will really try to pay 2012 dues by the end of the year - it will make this membership secretary's volunteer job a great deal easier.

Please note that ALL R&LHS members renewing for 2012—including ALL members of the Southern California and Pacific Coast Chapters—will submit their renewals to Sigi Walker, the R&LHS membership secretary. On behalf of the membership secretary and the executive committee, thank you to the boards of the Southern California Chapter and Pacific Coast Chapter for agreeing to consolidate the membership process.

Thanks Again!

On another note, I appreciate hearing from members whose addresses, email, or phone numbers have changed. Our being able to keep the mailing roster updated results in a cost savings for the society and saves time for me as well.

Update on renewing via the Web

In the last issue of the Quarterly, I mentioned how easy it is to join the society or renew your membership online. This is still true, but it is important for you to know that the web address has changed. On October 1st, the new 2012 Membership Form was uploaded, and the web link to the online form was changed to <https://www.ribbonrail.com/rlhs/>

Sigi Walker, R&LHS Membership Secretary
P.O. Box 62698
Colorado Springs CO 80962-2698
719-339-2794
mikensigi@comcast.net

Treasurer's Two Bits

Entering the final quarter of 2011, the R&LHS is anticipated to end the year within budget, and the operating account shows a modest gain in revenues over expenses. As mentioned in the last issue of this column, the costs of mailing Railroad History and the Quarterly Newsletters continue to rise. Operating expenses are also rising despite the efforts of the society's all-volunteer

board to keep costs contained. To continue operating "in the black," please consider either a higher level of membership in 2012 or an optional donation to the R&LHS.

Speaking of donations, the holiday season is approaching. The gift of a membership in the R&LHS may well be appreciated by a relative or friend who shares your interest in railroad history. In one respect, it is the gift that keeps giving all year, with two issues of Railroad History and four Quarterly Newsletters.

In Memoriam

Robert A. Buck

By Paul Gibson

Robert A. "Bob" Buck from Warren, Massachusetts, owner of Tucker's Hobbies, passed away on Thursday, October 13th, 2011. Bob was a shaker and a mover in the New England rail community, and was the locomotive responsible for the BIG E RR HOBBY SHOW becoming what it is today.

We owe Bob Buck a debt of gratitude for giving us a platform such as the Big E show to successfully promote the R&LHS in New England these past few years.

Donald R. Davis, 1930-2011

Donald Davis, of Blue Island, Illinois, a career employee of the Rock Island, railfan, and model railroader, died on May 19, after a year-long bout with a recurrence of colorectal cancer, which had been in remission for several years. Don was born in Blue Island and lived his entire life there. He came from a railroad family—his father was a conductor on the Rock Island, and an uncle and a grandfather also worked for it. He attended Chicago Teachers College, but left before graduation, because in 1949 he had started work for the Rock Island at a time when the work-week was still 48 hours and he did not have time for both. He later took transportation courses at Moraine Valley Community College, near Blue Island.

Don was first employed as a towerman in the suburban district. About 1955 he was "train director" at the tower controlling La Salle Street Station, while buildings were being demolished alongside the Rock Island-New York Central tracks between the station and Englewood Union Station for what became the Dan Ryan Expressway. One of the buildings caught fire just as the evening rush hour was to begin. No one notified La Salle Street. The engineer on the first suburban train to reach the scene was unable to stop and opened the throttle and roared past the inferno with only some paint blistering on the engine and cars. All trains were then held in the station, as the fire department was blocking all the tracks with hoses and equipment. Shortly thereafter, Don's phone rang and a soft voice said, "This is Mr. Perlman." It was Al Perlman, president of the NYC, who wanted to know whether

Continued on page 6

the Twentieth Century Limited would be able to get out on time. Don had already made arrangements to route the NYC trains over the St. Charles Air Line to the IC lake-front line, over which the NYC had trackage rights through its ownership of the Michigan Central, so was able to assure Perlman that the “Century” would not be trapped in Chicago. Shortly thereafter, the Chicago Fire Department permitted traffic to operate over the far east track through the area, and the “Century” and other outbound trains were “fleeted” to Englewood.

When towers began to disappear from railroads, in 1972 he was able to transfer to an agent’s position at Mokena in the suburban district, where he stayed until retirement in 1992. Don and his wife Joan, whom he met at college, were great travelers, attending the NMRA conventions in Japan and London in the 1950’s, and went several times to Europe after Joan retired in 1973, not to mention many places in the USA through Elderhostel group excursions. Don had the distinction (along with other Rock Island employees in the suburban district) of being an employee of 5 different railroads, while agent at Mokena. When the Rock Island was about to shut down with a strike about 1980, the Kansas City Terminal Railroad was made operating agent by the ICC for a while, then the Northeast Illinois Railroad Company, a creature of the Regional Transportation Authority, operated it. The RTA then contracted with the C&NW for about a year to operate the suburban service. Finally, METRA was set up when the RTA had to buy the suburban district at the beginning of the Rock Island liquidation.



Arthur D. Dubin.

*Photo courtesy of the Special Collections Department,
Donnelley and Lee Library, Lake Forest College,
Lake Forest, Illinois*

Arthur D. Dubin, 1923-2011

By Scott Lothes, Executive Director
Center for Railroad Photography & Art

Arthur Detmers Dubin, a distinguished Chicago architect and noted railroad collector and author, passed away in Riverwoods, Illinois, on Monday, October 3, at the age of 88. Dubin’s longstanding service to the R&LHS dates back to 1960, when he

became a director. He held that post until 1993, after which time he was named an honorary director. He received the society’s senior achievement award in 2004 and was further honored in 2009 as the first recipient of a new award named in his honor, the Dubin Medal (R&LHS Quarterly, Winter/Spring 2009).

A native Chicagoan, Dubin came from a family of architects that included his father (Henry), brother (David), son (Peter), and daughter-in-law (Terry Gordon). Shortly after beginning his own studies in architecture at the University of Michigan, he entered the Army for service during World War II. Following specialized training at Lake Forest College, he departed for the Pacific theater where he participated in the crucial battles of Leyte (Philippines) and Okinawa. He was wounded twice, received two Bronze Stars, and a Purple Heart. His valor included rescuing other wounded soldiers after being wounded himself.

After the war, Dubin finished his education at Michigan in 1949, traveled extensively in Europe that summer, and then entered practice at his father’s architecture firm. He played a part in many significant Chicago modernist buildings including train stations, such as the Davis Station of the Chicago Transit Authority in Evanston, Illinois. His work as an architect is acknowledged by his inclusion in the Art Institute of Chicago’s Architects Oral History Project.

Throughout his life Dubin was a lover of all things relating to trains and railroads, especially the application of his architect’s eye to the phenomenon from the 1890s to the 1960s of fast, sleek and luxurious passenger trains. His interest grew from riding them across the country as a child to visit relatives in Seattle. These were the “classic trains” of his two encyclopedic and still-standard volumes on the subject, both published by Kalmbach, *Some Classic Trains* (1964) and *More Classic Trains* (1974), along with his many articles in *Trains* magazine.

His interest led him to collect and preserve railroad photography, publications, and information. With an office in downtown Chicago, Dubin was on the spot especially from the 1940s to the 1960s when private rail passenger service was ending and many railroads were disposing of their records. He purchased and salvaged countless documents and photographs from both railroads and dealers. In the late 1960s as the Pullman-Standard Company was ending rail car production in Chicago after almost a century, Dubin stepped in to halt the destruction of Pullman glass-plate negatives as well as drawings and other photographs.

He thus developed a unique collection of images and publications relating to the design of trains and the interiors of passenger cars and stations. He provided images from his collection to generations of railroad authors including Lucius Beebe (1902-1966), who honored Dubin with an introduction to *Some Classic Trains* that itself is one of the classic essays of railroad history. Dubin’s interests extended to the people who traveled and worked

on the trains. As a result, some of the best images of African-American Pullman porters and yard workers are found among the thousands of company photographs he collected and rescued. Many of these appeared in the documentary *Rising From the Rails*, a film about the porters and their role in advancing an African-American middle class in the first two-thirds of the twentieth century.

Today many repositories hold parts of Dubin's railroad collection. These include the Smithsonian Institution, California State Railroad Museum, Chicago's Newberry Library, the Abraham Lincoln Library in Springfield, the Indiana Historical Society Library, the Barriger Library in St. Louis, as well as the Center for Railroad Photography & Art through its partnership with the Special Collections section of the Lake Forest (Illinois) College Library. Selections from the Center's holdings appear at railroadheritage.org.

In addition to the R&LHS and the Center, Dubin's memberships included the Wagons-Lits Society and the Steamship Historical Society. He also served on advisory boards for Amtrak in its early days and for Illinois' high-speed rail initiative. Survivors include his son Peter and brother David as well as his second wife, Phyllis; daughter, Polly Dubin Pollak; four grandchildren; four stepchildren; and six step-grandchildren.

David F. Myrick

By Bill and Irene Lugg

Well known author David Myrick passed away recently in Santa Barbara, California. David worked in the office of the president of the Southern Pacific as an assistant and financial officer from 1944 until his retirement in 1981. He wrote extensively on history subjects, mostly railroad, including 17 books and over 140 articles and book reviews. His tomes on the Railroads of Nevada and Eastern California (three volumes) and Railroads of Arizona (6 volumes) are very detailed, and include maps that he drew, vintage photos, lists of rolling stock, and detailed histories of railroads that otherwise would be overlooked. He also wrote a single volume on the railroads of New Mexico. As a Santa Barbara native, he was involved with the history of that area as well, including books on Montecito (two volumes) and several railroad articles in the local historical society's publication. He gave many presentations to railroad historical societies. His extensive knowledge of the Southern Pacific and his thorough treatment of history will be missed.

Trading Post

FOR SALE: OFFICIAL GUIDES for May 1883, September 1892 and August 1903. In excellent condition for their age. Also a PRR Philadelphia Division ETT effective April 30, 1922. Call 540-858-3539 or write to: Robert T. Hess, 295 Hunters Road, Gore, Virginia 22637-3006.

WANTED: Tom Taber ttaber1@comcast.net would like to get a copy of the R&LHS 75th Anniversary booklet. It is the only R&LHS national publication that I do not have. I just learned of its existence. All are cloth bound, taking currently eight feet of shelf space and growing at the rate of 0.8"/year.

WANTED: Canadian National Railways Annual Reports from 1969, 1975, & 1994. Michael Patey, Box 7521, Clarendville, Newfoundland A5A 3A1 Canada. E-Mail: mpatey123@yahoo.com

FREE: Various R&LHS Newsletters 1983 to Volume 26 and various MEMBERSHIP ROSTERS 1956 to 1978. These are duplicates to my own collection. Free to R&LHS members with any back issue order, or requesting \$3.00 for shipping cost. See the Back Issue Store ad for Shipping, Payment & Contact Information: Alden Dreyer.

75th Anniversary of the Completion of the Transcontinental Railroad

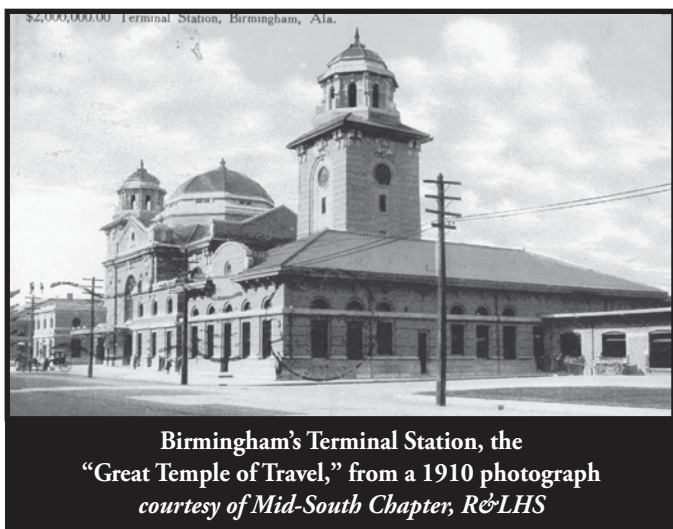


While looking through family papers at her (late) mother's house, Wendy Fuller-Mora found this envelope sent to her mother Gladys Heinlein commemorating the 75th Anniversary of the completion of the transcontinental railroad. Image courtesy of Wendy Fuller-Mora

2012 R&LHS Annual Membership Meeting



“**Birmingham: Railroads, Red Ore, and Red Hot Iron**” is the theme of the 2012 R&LHS Annual Meeting to be held in Birmingham, Alabama during May 17-20, 2012.



Highlights: Hosted by the Mid-South Chapter, R&LHS, the 2012 Annual Meeting will feature tours of both historic and contemporary railroad and industrial sites in and around Birmingham. Planned venues will include one of Birmingham's first blast furnaces built in 1882, the 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, the anticipated program will offer presentations on an appealing variety of historic subjects including

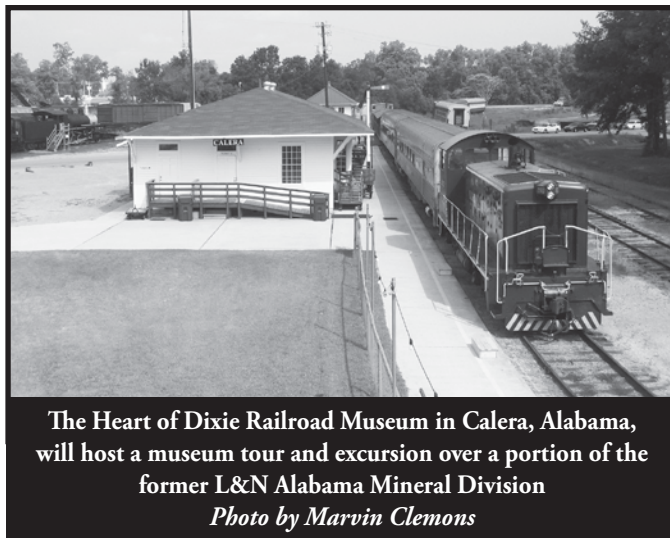
Red Mountain's iron ore “Mineral Lines” and the Birmingham Electric Company's extensive streetcar system. An informal Friday night show will feature images from Birmingham Rails, The Last Golden Era. Co-authored by Mid-South Chapter members Marvin Clemons and Lyle Key, Birmingham Rails was chosen for the 2009 R&LHS George Hilton Book Award.

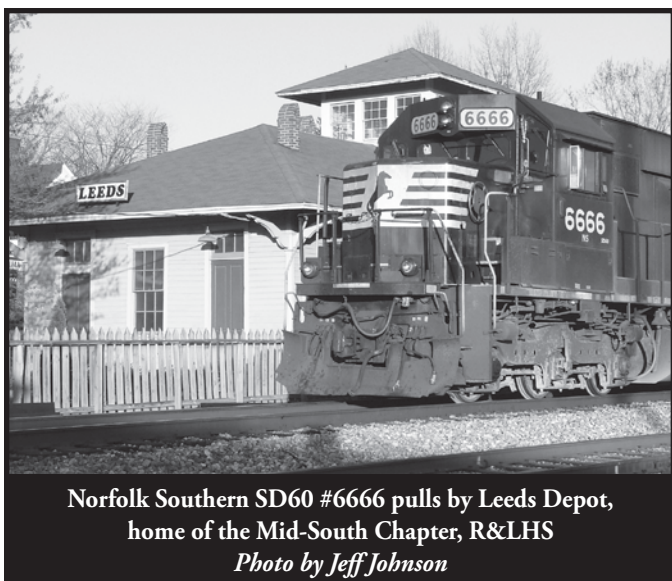
Hotel: The Tutwiler, Birmingham's most historic namesake hotel, has been chosen as meeting headquarters. Noted for its historic charm, comfortable décor and Southern hospitality, The Tutwiler is resplendent with artifacts and images from Birmingham's past. An affordable rate of \$129.00/night is available for a king or double queen room (single or double occupancy), and includes a hot breakfast buffet and free valet parking.

This special rate is available only through April 17, 2012. After that date, reservations will be accepted on a space available basis at the full rate of \$159.00. Reservations may be made by calling Hilton reservations at 1-877-620-8002 and requesting the Railway & Locomotive Historical Society group rate. **Rooms at this special rate are limited, and early reservations are strongly advised.**

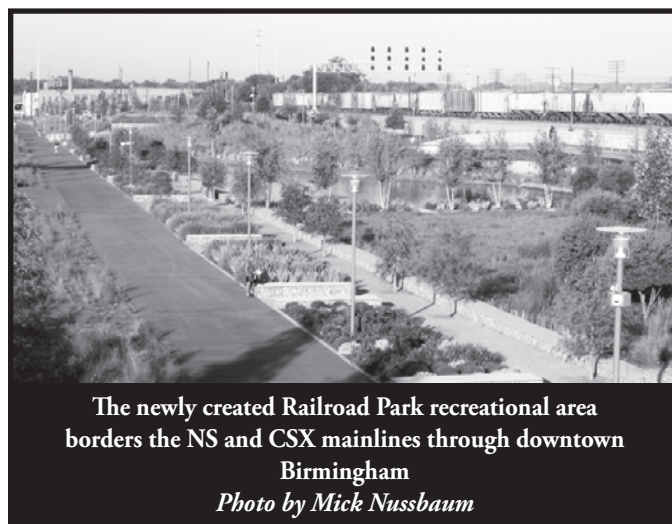
For those attendees who prefer alternative lodging, the Sheraton and Redmont hotels are within a short walk of the Tutwiler. A variety of chain and independent hotels are also available in the metro area for those wishing to commute to the meeting. **Please note that a daily \$8.00 valet parking fee will be charged to those not staying at the Tutwiler.** On-street parking in the vicinity of the hotel is extremely limited.

Transportation: For those arriving by rail, Amtrak's *Crescent* provides service between New Orleans, Birmingham, Atlanta, and the Northeast. The Amtrak station is located less than a mile from the hotel, and the Birmingham airport is only a 10-minute cab ride away. Call the front desk at 322-2100 to request hotel pick up. For those who wish, car rentals are available at the airport.

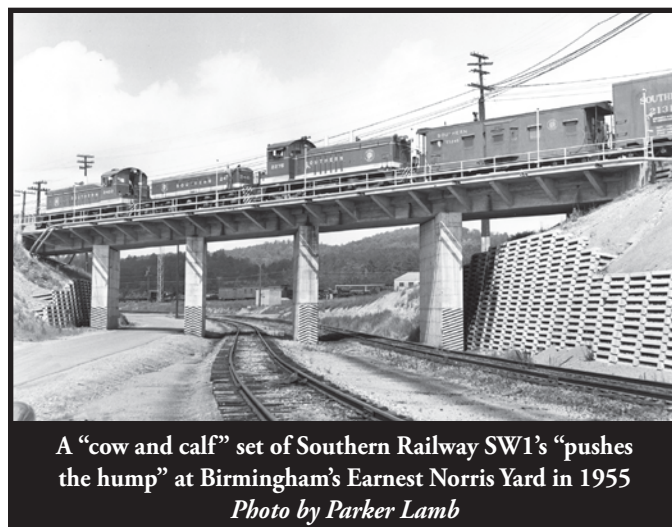




Norfolk Southern SD60 #6666 pulls by Leeds Depot,
home of the Mid-South Chapter, R&LHS
Photo by Jeff Johnson



The newly created Railroad Park recreational area
borders the NS and CSX mainlines through downtown
Birmingham
Photo by Mick Nussbaum



A "cow and calf" set of Southern Railway SW1's "pushes
the hump" at Birmingham's Earnest Norris Yard in 1955
Photo by Parker Lamb



June 1914, a special Seaboard Air Line train delivered a critical shipment of furniture in time for the grand opening of Birmingham's
new Tutwiler Hotel - *Photo from the Marvin Clemons Collection*

Planned Schedule of Events

THURSDAY, MAY 17

2:00 - 7:00 PM – Registration desk open at The Tutwiler. Local RR historical society displays and Mid-South Chapter company store open. Evening open with dinner on your own.

7:00 - 10:00 PM – R&LHS Board Meeting

FRIDAY, MAY 18

6:30 - 8:00 AM – Registration desk open.

8:30AM - En route to Sloss Furnace via Birmingham Terminal Station site.

9:00 - 11:00 AM – Tour Sloss Furnace

11:30 AM - 1:00 PM – Lunch at Irondale Café (“Fried Green Tomatoes”) with views of Norfolk Southern’s multiple main line action.

1:30 PM – Tour Norfolk Southern’s Earnest Norris Yard (tentative at press time)

En route to Leeds Depot

4:30 PM – Wine and cheese reception at the Historic Leeds Depot (Mid-South Chapter headquarters).

6:00 PM – Arrive at hotel. Dinner on your own and evening open. Local RR historical society displays open

8:00 PM – Informal slide program: Birmingham Rails (Marvin Clemons & Lyle Key, presenters)

SATURDAY, MAY 19

8:30 AM – Driving tour of L&N Depot site/Amtrak Station w/ stop at Railroad Park

En route to Heart of Dixie (HOD) RR Museum, Calera, Alabama
10:00 AM – Tour HOD Museum and Boone Memorial Library

11:00 AM – HOD Excursion over segment of ex-L&N Alabama Mineral Division

12:15 PM – Catered Southern Barbeque lunch at HOD Picnic Pavilion

En route to Norfolk Southern (NS) Intermodal Facility @ McCalla, Alabama

2:00 PM – Driving tour of NS Intermodal Facility (tentative at press time)

En route to Bessemer, Alabama

3:00 PM – Tour Bessemer Hall of History (former Southern Railway depot)

3:30 PM – Driving tour of Bessemer and Fairfield rail sites.

4:30 PM – Arrive at hotel. Open time. Local RR historical society displays open.

6:00 PM – Reception (cash bar)

7:00 PM – Annual Banquet. Guest Speaker: Eric McFerrin on the History of Red Mountain Ore Mining and Railroad Mineral Lines

SUNDAY, MAY 20

8:30 AM – Annual Membership Meeting. Guest Speaker: Lyle Key on Birmingham Streetcars

10:30 AM – Convention closes.

Birmingham Rails: 2012 Registration Form

Name: _____
(as you wish it to appear on your convention name badge)

Address: _____ City, State, Zip: _____

Phone: _____ Email Address: _____

Companion Name(s): _____

Total Registrations: _____ @ \$200.00 each = \$_____ enclosed.

Mail this completed form with check payable to “Railway & Locomotive Historical Society” to:

Birmingham Rails
Robert Holzweiss
4027 Austin’s Estates Drive
Bryan, Texas 77808-7301

Registration form and payment must be received no later than April 15. Due to required guarantees for tour bus reservation and meals, registration will be closed after that date.

Visiting the Archives: The Hagley Library

The Hagley Library, formerly the Longwood Library, was originally founded by Pierre S. du Pont (1870-1954) one of the architects of the 20th century DuPont Company. Built around his personal collections, it was originally housed at Longwood Gardens, but in 1961 it was combined with the library of the Hagley Museum and moved to the 235-acre site of the original DuPont power works and homestead on the Brandywine Creek northwest of Wilmington. The Library's mission has remained the documentation of American business and technology and their larger context. It was consciously patterned on Harvard University's Baker Library and was part of a wider movement to correct a perceived New England bias in the writing of American History. Our collecting focus gradually expanded from an emphasis on the Brandywine Valley to the entire Mid-Atlantic Region and then to the national and international scene, and from the century-and-a-half prior to 1880 to something close to the present. For practical reasons, our active collecting occurs in the New York-Washington corridor east of the mountains.



Raised view of reading room in the Soda House
Courtesy of Hagley Museum & Library, Wilmington, Delaware

retired Pennsylvania Railroad employee and an early member of the NRHS, and had a number of industry contacts that enabled him to collect discards from the AAR and corporate libraries and gain entrance to corporate archives. Thanks to his groundwork, Hagley has evolved into a major source for railroad history research.

Hagley has major portions of the archives of the two large railroad systems based in Philadelphia, the Reading and the Pennsylvania. Because of accidents of preservation, the former is stronger in the 19th century and the latter in the 20th. Both archives include the minutes of the parent and subsidiary companies, in the case of the Pennsylvania mostly those south of Philadelphia and west of Pittsburgh. Both archives consist of materials from a very high managerial level. They do not contain personal information on ordinary employees or of most day-to-day events such as accidents.

The major parts of the Reading archive (about 1,200 linear feet) are the records of the Operating Department down to about 1916, the Law Department after 1920, and the Secretary-Treasurer's office after World War II. The Secretary's registered document file goes back to the late 18th century and includes contracts for rails, early locomotives, floating equipment, a few buildings such as Reading Terminal, traffic interchange agreements, and abandonment applications. Similar documents exist for the Pennsylvania-Reading Seashore Lines and its predecessors on the Reading side.

In addition to minutes and account books going back to the 1830s, Hagley's portion of the PRR archive (about 2,000 linear feet) includes records of the Financial, Operating, Engineering, Motive Power, Test, and Personnel Departments, plus the files of Samuel Rea as Vice President, when he was supervising the Penn Station project. There are smaller amounts from other departments with the main emphasis on technological and labor

Continued on page 12



Provenance unknown - Photograph print from glass negatives
from David H. Cope Photograph Collection
Courtesy of Hagley Museum & Library, Wilmington, Delaware

While Hagley collects printed materials across the whole spectrum of American and even world industry, its manuscript and pictorial collections reflect the industrial mix found in the Mid-Atlantic states: chemicals, coal, steel, petroleum, and later, electronics, telecommunications, marketing, industrial design and packaging. In addition to DuPont, Hagley's archival holdings include such giants as RCA, Seagram, Bethlehem Steel, Sperry, Sunoco, and MCI, as well as major trade associations such as the National Association of Manufacturers, the Chamber of Commerce of the U.S.A., the National Industrial Conference Board, the American Iron & Steel Institute, and the National Foreign Trade Council.

Railroads were thus but one of a number of sectors that Hagley sought to document, and railroad records did not become widely available until the bankruptcies of the 1960s and 1970s and the formation of Conrail. My predecessor, Hugh Gibb, was a

issues. Important subjects include rolling stock (ca. 1905-55, including late steam and electric locomotives), electrification, early TOFC/COFC, Raymond Loewy and the Fleet of Modernism, and major terminals and stations, especially at New York, Newark, Philadelphia, Baltimore, Washington, Pittsburgh and Chicago. Documentation on the PRR in Chicagoland is particularly rich. Both the PRR and Reading archives contain somewhat random samples of timetables and maps.

Hagley also has smaller collections of material on other important regional systems, including sets of minutes for the Lehigh Valley and the pre-merger DL&W, microfilm of selected records of the DL&W's Coal Department and the personal collection of former DL&W official William Enderlin. The surviving minutes from subsidiary companies and first edition valuation maps of the Jersey Central complement other CNJ materials, including later minutes and bankruptcy papers, in the Reading archive. Records of the Penn Virginia Corporation include those of the Interstate Railroad, the collector line at its coal mines in southwestern Virginia.

Personal papers related to railroading include small collections from W.W. Atterbury of the Pennsylvania Railroad, Jervis Langdon, 1870s promoter Henry S. McComb, and a microfilm of the diaries of Robert H. Sayre. The papers of David Bevan, still closed, are copies of documents used in his legal defense against various charges arising from the Penn Central bankruptcy. Retired mechanical engineers Robert B. Watson and William McKinley Keller have donated family collections dealing with work for the PRR and AAR, including sets of PRR equipment diagrams and pocket locomotive rosters.

Hagley probably has the best collection of paper documents relating to public transit in the Philadelphia Region, including records given by SEPTA and the Red Arrow Lines, and the personal collections of former officials John F. Tucker and Ron DeGraw. They include corporate documents, reports, transit maps and company publications. Both Tucker and DeGraw also collected system maps, guides and ephemera of transit and interurban systems throughout the U.S. and Canada. The archives of the Pennsylvania Power & Light Company contain records of a number of small-city trolley lines in southeastern

Pennsylvania, although not Lehigh Valley Transit. Hagley also has, in an unprocessed state, the records of the Wilmington transit system.

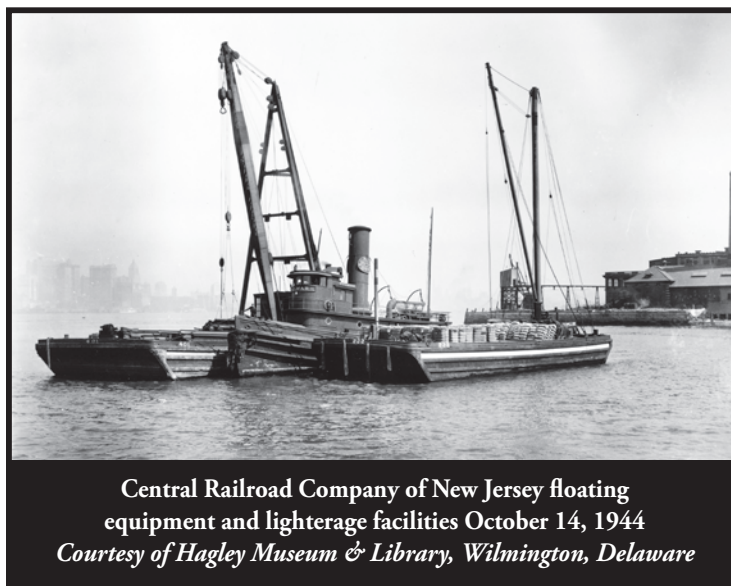
Hagley's holdings on the railroad equipment industry are smaller, but occasionally significant. The papers of William L. Austin represent one of the smaller pieces of the scattered Baldwin Locomotive Works records. Records of the Vulcan Iron Works of Wilkes-Barre, Pa., include a microfilm of some order books

and spec cards and builder's photos, but no drawings. A small collection from the Budd Company includes an unpublished biography of Edward G. Budd and some railroad publicity photos but is more skewed to the automotiveside of the business. Records of the Phoenix Bridge Company, builder of many railroad bridges, contain a register of jobs, and mostly post-1930 photos. A large Raymond Loewy archive contains examples of his railroad work. Hagley has a small number of early 20th century passenger car order files from Jackson & Sharp, drawings, specifications, plans

and photos of railroad-related floating equipment built by Harlan & Hollingsworth, Pusey & Jones and Sun Shipbuilding, as well as a small unprocessed collection on Train-X.

Finally, Hagley has all the research notes, data sheets and compilation maps for my own Canals & Railroads of the Mid-Atlantic States, 1800-1860, with extensive materials on paper companies, rejected surveys and unbuilt lines and the segment-by-segment data used to construct the annual mileage tables. We also have the research notes for Jill Jonnes's *Conquering Gotham*, which augments our extensive materials on Penn Station.

Audio-visual materials are stored and serviced by Hagley's Pictorial Collections Department. Both the PRR and Reading archives were cherry-picked of photos before we acquired them, but we do have good representative materials, including negatives and prints from parts of the runs of the Reading and Pennsy/Penn Central Post magazines. We also have the complete surviving set of the PRR's Mechanical Department negatives, mostly the familiar builder's photos made at Altoona, as well as some publicity photos of Conrail and some of its predecessors. The Red Arrow archive and DeGraw collections also have significant photographic components, and we have acquired portions of the



Visiting the Archives: The Hagley Library

railfan collections of David Cope and Harry P. Albrecht, the latter dealing mostly with local trolley lines. The huge photo morgue of the Chamber of Commerce's magazine *Nation's Business* contains railroad publicity photos among its wide range of industrial subjects. The photo archive of the American Iron & Steel Institute contains images of all aspects of steel making and steel products, and the Bethlehem Steel collection contains images of frog and switch work. The Dallin Aerial Photo Collection, from the 1920s, 30s and 40s, mostly within 100 miles of Philadelphia, shows railroads in the landscape with occasional close-ups in urban areas.

The Imprints Department's holdings of published sources cover the whole range of industrial history. Pierre S. du Pont's original collection has been greatly augmented by judicious purchasing, gifts from authors using our collections, and mass acquisitions from collectors, archives, and closed corporate and institutional libraries. Unlike the manuscripts and photos, the Imprints holdings are truly national and even international in scope.

Among the more pertinent items are a large collection of railroad company annual reports and corporate manuals, many printed for official use only, pamphlets, prospectuses, engineers' reports of surveys, controversial writings, and compilations of court testimony and government investigations, such as the monumental Wheeler hearings of the 1930s. Hagley has incomplete runs of the employee magazines of the PRR, Reading, B&O, Santa Fe, Baldwin and the Budd Company, excellent runs of Poor's and Moody's manuals, trade journals such as the *American Railroad Journal*, *Railroad Gazette/Railway Age*, *Railway World*, *Railway Register*, *Street Railway Journal*, and the *Commercial & Financial Chronicle*, 19th century state railroad reports from Massachusetts, New York, New Jersey and Pennsylvania, and engineering and railroad professional society transactions. We have only a few random issues of the *Official Guide*. Hagley is particularly known for its large collection of manufacturer's trade catalogs, which cover rolling stock and its components, signal systems, tools and equipment. County, city and ward atlases show the track and building layouts in Philadelphia, Wilmington, Baltimore and some other localities, and Hagley has a good collection of general railroad maps and atlases and a set of early 20th century 15-minute USGS quadrangles covering our region. Finally, we have an excellent collection of the standard company histories, thematic studies, textbooks, biographies of industry figures and civil or mechanical engineers, general historical publications and state and local histories.

All of our significant holdings are described in our online public access catalog (OPAC) which is part of our website at www.hagley.org/library, where they may be searched by author, title, subject or other name. The website also contains information on directions and hours and other current news. All materials must be used in our reading rooms. Some more commonly

available publications may circulate on interlibrary loan within a small network of academic libraries. Researchers are encouraged to contact a staff member by telephone or e-mail for help with specific questions. Requests for specific facts or scans of pages or images that do not require extensive research can be filled by the reference staff. Complex questions may require engaging a paid researcher. While Hagley is actively digitizing parts of its holdings, particularly photographs, questions of copyright, fragility, cost, bulk and highly specialized content will insure that most railroad materials will remain paper-only for the immediate future.

The Hagley Museum and Library is located in what was originally an estate country and is not accessible by public transportation or within walking distance of lodgings and stores. The five-mile cab ride from the Wilmington Amtrak station is relatively expensive. The Route 202 commercial strip with the usual chains of motels and shops is located within easy driving distance on the other side of the Brandywine Creek. Because of its location, Hagley offers visiting scholars a very limited amount of on-site housing at reasonable rates, similar to a bed-and-breakfast, or more precisely a bed-and-kitchen. The housing is within reasonable walking distance of the Library in good weather, but not of shopping.

Hagley also offers a program of modest grants-in-aid which are awarded three times a year, mostly but not exclusively for academic research. Most grants are for one or two weeks of exploration or tightly focused research, but others are for dissertation writing. Recipients are often asked to give an informal presentation on their work and otherwise interact with staff and are also given preference for on-site housing.

At this time, Hagley is not actively soliciting further railroad collections, but we continue to be interested in acquiring specific items that fill lacunae in our existing holdings.



**Workmen using new method of leveling tracks
October 28, 1918. Penn Central Corporation Collection of
Pennsylvania Railroad Negatives.
*Courtesy of Hagley Museum & Library, Wilmington, Delaware***

Colorado Springs Office

On August 23, 2011, your editors (John & Linda Fike) visited the offices of the R&LHS in Colorado Springs. Mike and Sigi Walker do a great job as Treasurer and Membership Secretary respectively, and here are the conditions that they are forced to endure. The office is in a building next door to and in the same style as the D&RGW depot for Colorado Springs. The small but efficient office is located on the second floor.



The front of the building.
The depot is to the right, out of sight.
Photo by Linda Fike



This R&LHS emblem (or one like it) may be available for members. Stay tuned ...
Photo by Linda Fike



Note the beautiful carved metal wall hanging.
Photo by Linda Fike



UP's 844 in outside of the R&LHS offices. Their window is just above the rear stack, and is the only one with the shade pulled down (because Mike & Sigi were out of town, and missed the experience)!

Photo by Steve Pelles

If you are near Colorado Springs, stop in and say Hi to Mike and Sigi. Be sure to call first: 719/339-2794 or 719/262-0777.

R&LHS Back Issues Store

R&LHS Bulletin

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

Numbers: 1R, 28, 44, 46, 50, 53, 56, 57R, 58, 58A, 58ARHC, 59, 61A, 62, 63, 65, 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 9/11/11, 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, 201, 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, 201, 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 139-204) are **in-print** and priced as follows for R&LHS members:

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

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

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

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

Alden Dreyer

91 Reynolds Road • Shelburne, MA 01370-9715

(413) 625-6384 • aldendreyer@gmail.com

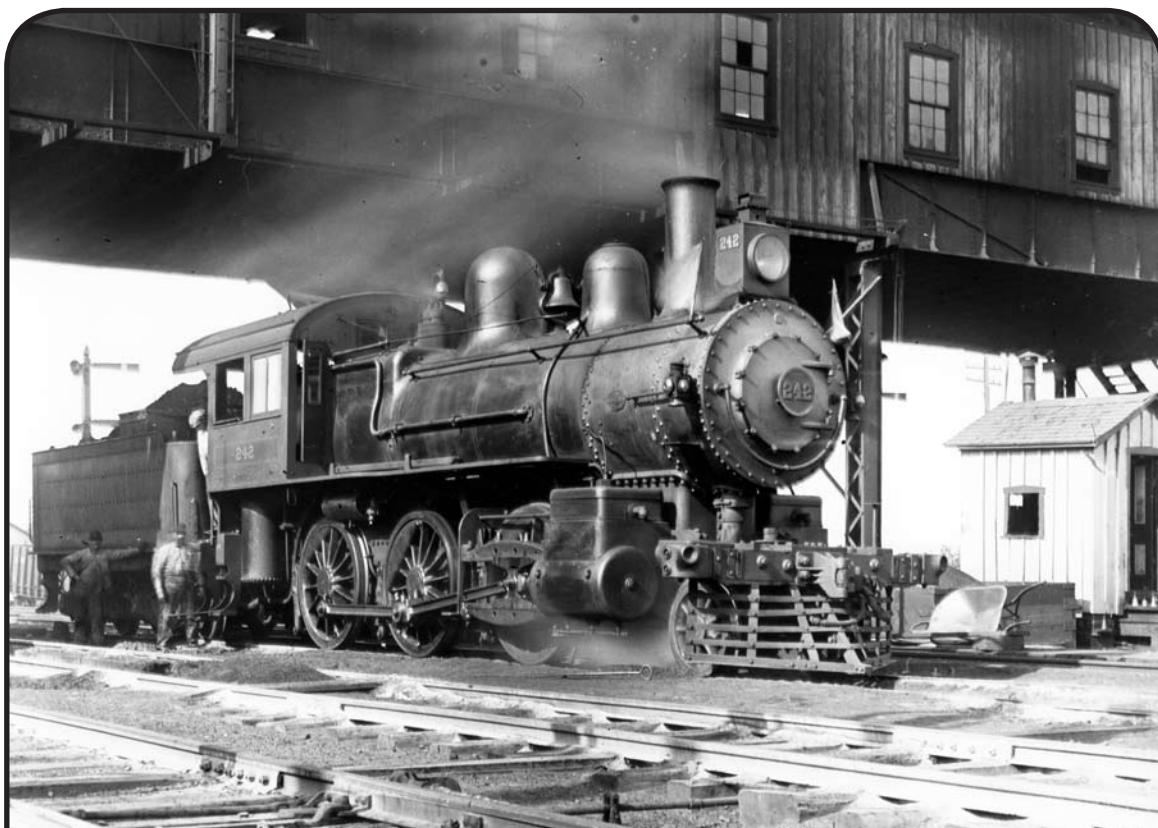


R&LHS Membership Records
PO Box 62698
Colorado Springs, CO 80962-2698
USA

NON PROFIT ORG
U.S. POSTAGE PAID
BRYAN, TX
PERMIT #77

CHANGE SERVICE REQUESTED
DATED MATERIAL

www.rlhs.org



Class F1A Mogul No. 242 being serviced at Glen Loch. Photograph print from glass negatives from David H. Cope Photograph Collection. ~ Courtesy of Hagley Museum and Library, Wilmington, Delaware