



The Quarterly Newsletter of the

The Railway & Locomotive Historical Society

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Steel Mill in Birmingham, Alabama, ca 1910-1919 - *Photo courtesy of the Alabama State Archives*

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Railroad Records of the Pennsylvania Historical & Museum Commission

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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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President's Message

Dollars and Dues

Robert Holzweiss, President

Two years ago we began publishing an annual summary of R&LHS revenues and expenses in the Quarterly Newsletter. You can expect the 2011 summary in the Quarterly Newsletter-Spring 2012 (Vol. 32 No 1). I would like to use this column to expand on some of the numbers reported in the summary of revenues and expenses.

Currently, member dues account for approximately 70% of R&LHS annual revenue. Not coincidentally, approximately 70% of our annual expenses are allocated to editing, printing, and mailing Railroad History and printing, laying out and mailing the Quarterly Newsletter (the editor and publisher of the Quarterly are not paid). Additional revenue from the sale of advertising, donations, meeting proceeds, and archives services accounts for the remaining 30% of our annual income. Even though we have limited overhead expenses, the additional income in excess of dues payments is necessary to support R&LHS programs and administrative functions including organizational insurance, awards, membership processing and development, accounting services, and advertising. Except for the Railroad History editorial staff, no officers or directors are compensated for their service. In addition, directors and officers do not benefit from in-kind payments such as free attendance at annual meetings or travel subsidies to attend meetings with other organizations in the railroad history community.

Because membership dues comprise the majority of R&LHS revenue (Life members do not pay annual dues), a significant decline in members severely impacts our budget. Four years ago, a significant decline in membership led to a number of austerity measures, including reducing compensation for the Railroad History editorial staff and reducing the size of Railroad History by one signature (sixteen pages). These measures, together with the elimination of the R&LHS archives position and consolidation of archival storage spaces, improved our bottom line. To make up the difference in 2008, the board authorized the R&LHS treasurer to tap our investment accounts. Beginning in 2009 and continuing to today, we maintained a positive cash flow without recourse to our investment accounts.

On the annual financial summary, R&LHS investment funds are bundled together although there are two separate funds. Revenue from the Reserve Fund covers small operating deficits and unanticipated one-time expenses. The Reserve Fund is also available to increase R&LHS member benefits (by increasing the page count in Railroad History or funding research fellowships), or to support possible new benefits such as a third issue of Railroad History each year. The Library Fund is dedicated to

preserving the R&LHS archival collection at the California State Railroad Museum through the purchase of archival supplies, and funding the Archives Fellow, who will begin work on the R&LHS collection during the summer of 2012.

The funds are managed by R&LHS Vice President for Finance Cornelius Hauck, formerly a senior portfolio manager for Bartlett & Company of Cincinnati. For the past decade, Corny's steady hand and prudent investment decisions together with member donations and bequests increased the value of our funds to more than \$200,000 each. To preserve the corpus of these funds and guarantee income in perpetuity, the board of directors voted to maintain a minimum balance of \$200,000 in the Reserve Fund. At present, there is no policy for a minimum balance in the Library Fund. While \$200,000 may seem excessive, our goal has been and will remain for the Reserve Fund to generate enough revenue to cover at least 4% of R&LHS operating expenses, and for the Library Fund to generate the income required to pay the archives fellow, with the remainder used for the long-term preservation of the R&LHS archival collection.

Although the funds generate sufficient income to fund small initiatives and make up for unanticipated shortfalls in the budget, the revenue is not enough to sustain long-term projects. Therefore, in June 2011 the board of directors discussed raising dues by \$3.00 per member (to \$35.00) for the purpose of expanding Railroad History to 128 pages. Based on current membership numbers, the three dollar increase would generate approximately \$6300 in additional revenue. While many directors voiced strong support for the proposal, the unanimous opposition of chapter representatives led us to table the discussion until the November meeting.

Between June and November, the executive committee discussed the dues proposal and explored different options for expanding Railroad History. After additional consultations with chapter representatives, we concluded that a dues increase would make the cost of a national and chapter membership prohibitively expensive especially for our members on fixed incomes.

Fortunately, unexpected income arrived in the form of a \$70,000 bequest from the Bruce Ward Trust. Mr. Ward was a long-time member of the R&LHS and the Southern California Chapter (to which he also left a bequest). The \$70,000, together with several smaller bequests and an improving economy, boosted the Reserve Fund balance to almost \$300,000. With a substantial surplus on hand, the board decided to expand Railroad History without a dues increase. Therefore, I am pleased to announce that effective

Continued on page 4

with Railroad History #206 (in the mail May 1st) we will expand to 128 pages per issue. Although book reviews will remain an important part of Railroad History, we encouraged the editorial team to fill the additional pages with feature length articles so the additional pages will include more of the excellent scholarship you have come to expect in Railroad History.

In addition to expanding Railroad History, we recently streamlined the membership renewal process to better account for chapter memberships and, more importantly, to provide chapters with a predictable income stream. Starting this year, the R&LHS national organization advanced all chapters a percentage of chapter dues based on the paid chapter membership at the conclusion of the previous membership year, which ends on September 30th.

This policy applies to all chapters including the Pacific Coast Chapter and Southern California Chapter, who formerly collected national and chapter dues. The largest distribution, 80% of the total, occurs on December 1st followed by a smaller distribution on April 1st consistent with the March 31st renewal deadline as specified in the By-Laws. The remainder will be paid on July 1st, at the end of the second quarter. Cumulatively, the three distributions will account for all chapter members of record on July 1st. Dues from members joining a chapter or for memberships renewed after July 1st will be remitted at the end of the membership year.

If you have already mailed your dues, I thank you for renewing your membership promptly and continuing to support the R&LHS. If you are certain you have not yet renewed, please consider renewing before March 31st through our secure web site or by printing a renewal form from the web site. If you are uncertain whether or not you have renewed, please email Sigi Walker at mikensigi@comcast.net; call her at (719) 339-2794; or write her at PO Box 62698, Colorado Springs CO 80962-2698. Renewals received after March 31st force the R&LHS to incur significant costs to mail back issues of publications so your prompt attention to this issue saves us money that we can use to improve your membership experience.



From the Membership Desk

Sigi Walker, Membership Secretary

Membership Renewal Update . . .

As of this writing (1/20/12), we are getting closer to completing the processing of new and renewing member forms. As you know, renewals were inserted inside Railroad History #205, with the exception of Life and prepaid 2012 members. If you have misplaced your renewal notice, or have forgotten if you have renewed, not to worry. Call, email, or write me (see contact info below), and I'll be glad to check the roster and let you know your current status. If you call and find that you have not renewed, we can fill out a form on our end from the information you give us verbally, and you can provide credit card information to complete your renewal.

Thanks for giving the gift that keeps on giving, an R&LHS membership!

These past few months I've noticed that a number of current members have "recruited" new members by giving them a gift membership. This is not surprising, since many of you have sent notes accompanying your renewals praising the quality of Railroad History. But what has surprised me is the number of new members who give memberships to friends or family at the same time that they join. To all of our new members, WELCOME!

Join a chapter - or all of them ---

In 2011, there were two R&LHS members who joined all ten chapters. In 2012, two more members joined all of the R&LHS chapters. I am sure all of the chapters appreciate this support. And speaking of chapters, plans are underway to establish a chapter in Colorado, possibly extending into western Kansas, southern Wyoming, and perhaps a portion of Nebraska. If you are interested, drop a note to Mike and Sigi Walker.

Reminder 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. Note that 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/>. If you had the R&LHS web site bookmarked before October 1st, delete it and bookmark the updated R&LHS web site to avoid trying to link to a file that is no longer on the server.

Housekeeping notes

If the Post Office where your post office box is located closes, be sure to let us know your new address. Also, quite a few renewals have come in with new or different addresses from what is currently in our database. Please remember that the Post Office does not forward Railroad History or the Quarterly, so to avoid missing an

R&LHS publication, please send us your new address promptly.
To all who wrote us notes of appreciation on your renewal form
– You are welcome!

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

Tax Table: Deducting Your R&LHS Dues and Contributions

Courtesy of Sigi Walker

Below are some guidelines for deducting your R&LHS dues and contributions on your U.S. Federal Income Tax Return. Note that these are approximations only; members should consult their tax professional for details. If you also contributed time and/or expense to volunteer work for the Society, you should discuss that as well.

Tax Deduction Table

Type of Dues	Deductibility
\$32.00 US Individual	no tax deduction
\$39.00 Canadian	no tax deduction (in the US)
\$50.00 International	no tax deduction (in the US)
\$37.00 US Family	\$5.00 is tax deductible
\$60.00 Contributing	\$28.00 is tax deductible
\$100.00 Sustaining	\$68.00 is tax deductible
\$250.00 Patron	\$218.00 is tax deductible

The IRS considers the \$32.00 basic membership as the figure for which the member receives goods (RRH and QNL) and services (the cost of R&LHS doing business, i.e., membership costs, financial expenses, advertising, trains shows, etc.) For Canadian and International, the cost of additional postage is not tax deductible.

Trading Post

Note: Trading Post listings are published at no charge for members in good standing. Please e-mail desired copy to the editor at j-fike@tamu.edu by the following dates: January 1, April 1, July 1, or October 1. Listings are not automatically repeated, and are subject to space availability. If you wish your listing to be repeated, please send the copy as above for each repetition. If the copy is unchanged from the previous listing, please so note. Publication of Trading Post listings is subject to availability of space, but we make every effort to run them in the upcoming issue. Be sure to include your complete address (USPS and e-mail); telephone number if you wish.

FOR SALE: My latest effort, Remembering the Grand Trunk Western: A Photographic Look At Its Last Decades. Consisting

primarily of full page color images with extensive captions, this 112 page book covers the period since the 1950s, but emphasizes the 1970s through the 1990s. Special R&LHS price, \$30 postpaid, from I. E. Quastler, 3650 Fifth Ave., #616, San Diego, CA 92103.

FOR SALE: 1901 Railway Official Guide Reprint. These were out of print, but a small number of unsold copies were discovered. Brand new; 1056 pages. A wealth of turn of the century railroad information. \$62 postpaid / insured. Dan Allen, 147 Atsion Rd, Medford, NJ 08055 allenrailroadbooks@hotmail.com

WANTED TO BUY OR COPY/SCAN: Any images taken by H. Reid, such as negatives, prints in color or black & white, etc. Lloyd D. Lewis, 1402 Maple Street, Apt. No. 10, Kenova, West Virginia 25530-1752.

Treasurer's Two Bits

Mike Walker, Treasurer

For the R&LHS fiscal year ending December 31, 2011, the Society's operating income and expenses remained within budget and with a positive ending balance for the third year in a row. As President Holzweiss mentions in his column "Dollars and Dues", Railroad History and the Quarterly Newsletter were the major expenses in 2011. All have been within budget, thanks to their staffs. The current surplus in the operating account includes the cost associated with the final 2011 Quarterly Newsletter, due out shortly. Look for the 2011 Summary in the first 2012 Quarterly.

There are two issues that may impact the Society's operating costs in 2012. The first is the situation with the US Postal Service. Two rate increases have already been announced, which will increase the costs of both Railroad History and the Quarterly. In addition, there is the proposed consolidation of distribution centers and the closing of a large number of post offices. These changes may impact the timely delivery of R&LHS publications. We have already heard from several members that the post office they are using has closed or will close. If there are any changes in your mailing address, please let the Membership Secretary know to avoid costly re-mailing of R&LHS publications.

The second issue is the increased scrutiny of nonprofit organizations by Federal, State, and Local governments. One impact is the increased frequency and complexity of information that must be reported. Professional assistance may be required in the future to comply with all of these requirements.

Lastly, I would like to thank all of the members who renewed for 2012, especially those who made a donation or renewed at a higher level.

Membership Development

Paul Gibson, Chief Operating Officer • paul@railpub.com • 508-397-1828

The year 2011 turned out to be another success for recruiting new members at train shows and railroad history gatherings, with 188 new R&LHS members signed up at various events. Below are the specifics from just the last few months:

<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>	<u>New Members</u>
Santa Rosa, California	Redwood Empire Train Show	Dennis Stefani/PCC	1
Colorado Springs	Pikes Peak Division NMRA	Tom Van Wormer	1
Gaithersburg, Maryland	Railroad-Transportation Artifacts Show	David Pfeiffer	4
Denver, Colorado	Great Train Expo	Tom Van Wormer	4
Edison, New Jersey	Greenberg Show	Ken Miller et al	2
Denver, Colorado	Rocky Mountain Toy Train Show	Walkers	8
Oklahoma City	OKC Train Show	Holzweiss, Fike(s), Tigner, Harwell	9
Longmont, Colorado	Boulder Model Railroad Show	Walkers	1
Colorado Springs	TECO Show	Walkers	1

Sigi & Mike Walker and Ken & Ann Miller, with help from Richard Wilson, started the new year out by signing up several new members at events in Golden, Colorado and Somerset, New Jersey. The table below lists several shows we already have scheduled for the coming months.

<u>Date</u>	<u>Location</u>	<u>Event</u>	<u>Recruiting Team</u>
January 14	Norcross, Georgia	Atlanta Model Train/Railroadiana Show	Hillman/Lester
January 19-23	Indianapolis	Rail Passenger Car Alliance Convention	Ken & Ann Miller/LeFevre
January 28-29	West Springfield, Massachusetts	Amherst Railroad Society Show	Dreyer, Angier, Wetherbee
February 4-5	Salt Lake City	World's Greatest Hobby on Tour	Walkers/Golden Spike Chapter
February 18-19	Estes Park, Colorado	Estes Valley Division/NMRA	Walkers
March 2-3	Ogden, Utah	Hostler's Model Railroad Festival	Walkers
March 3-4	Denver	TCA Spring Training	Tom Van Wormer
March 10-11	Colorado Springs	TECO Show	Walkers
April 7	Divide, Colorado	Midland Railroad Days	Walkers
April 14-15	North Platte, Nebraska	NE-WCD Annual Train Show	Walkers
May 12	Colorado Springs	Pikes Peak Division NMRA	Walkers
May 19	Albuquerque	Albuquerque Railroad Fair	Albuquerque Crew
May 19-20	Cheyenne, Wyoming	Cheyenne Depot Days	Walkers

Over the past few years, there have been many members who helped to achieve these excellent results. And there are a handful of names that pop up as regular and constant contributors of their time and energy to help the R&LHS grow in members. But there is only so much a few people can do. How about pitching in and helping in these important efforts, either by joining the team at a show already on the schedule, or by taking on a railroad event near you? The public who come to these events are interested in what the R&LHS does and like what they see in our publications and activities. The only real qualification you need is an interest in talking to other rail history enthusiasts! Here are a few more great opportunities that might get you thinking about how you can be involved. Feel free to contact me, or any of the team leaders listed, to find out more.

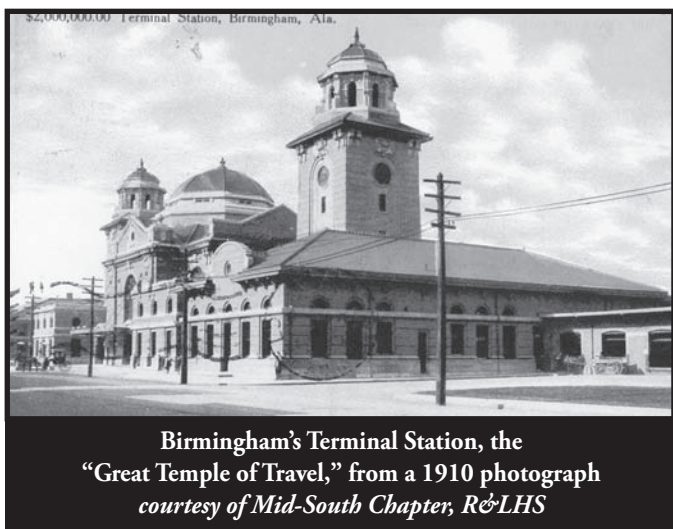
March 10-11	Cincinnati, Ohio	World's Greatest Hobby On Tour
May 5	Elkhart, Indiana	NYCSHS Annual Meeting/Train Show
Mid-May	Strasburg, Pennsylvania	Conrail Days – Pennsylvania State Railroad Museum
Early-June	Strasburg, Pennsylvania	PRR Days – Pennsylvania State Railroad Museum
Late June	Charlotte, North Carolina	North Carolina Train/Railroad Artifact Show
Late June	Strasburg, Pennsylvania	Reading Days – Pennsylvania State Railroad 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!

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

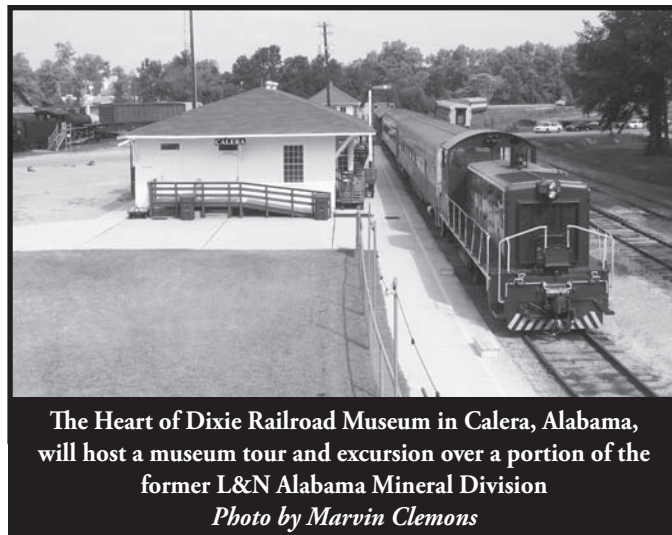
Red Mountain's iron ore “Mineral Lines” and the Birmingham Electric Company's extensive streetcar system. An informal Friday night show will feature images from Birmingham Rails, The Last Golden Era. Co-authored by Mid-South Chapter members Marvin Clemons and Lyle Key, Birmingham Rails was chosen for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

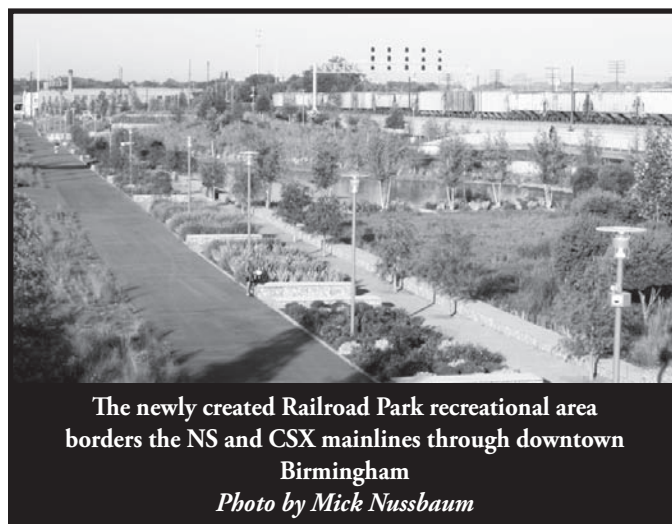
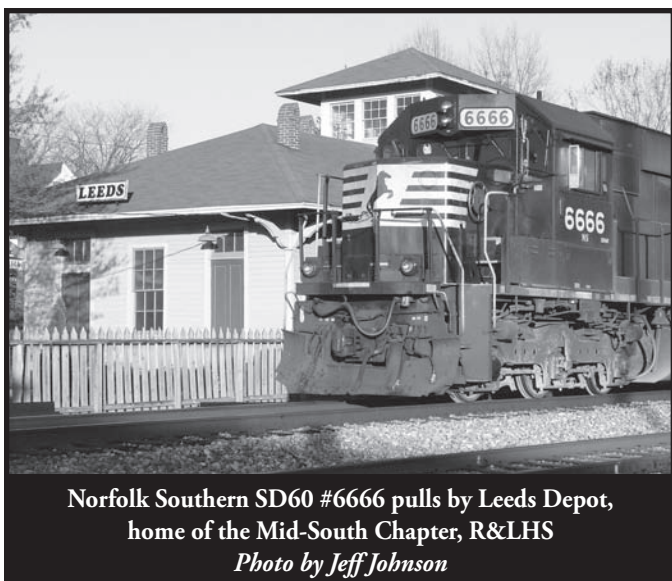
Hotel: The Tutwiler, Birmingham's most historic namesake hotel, has been chosen as meeting headquarters. Noted for its historic charm, comfortable décor and Southern hospitality, The Tutwiler is resplendent with artifacts and images from Birmingham's past. An affordable rate of \$129.00/night is available 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.**

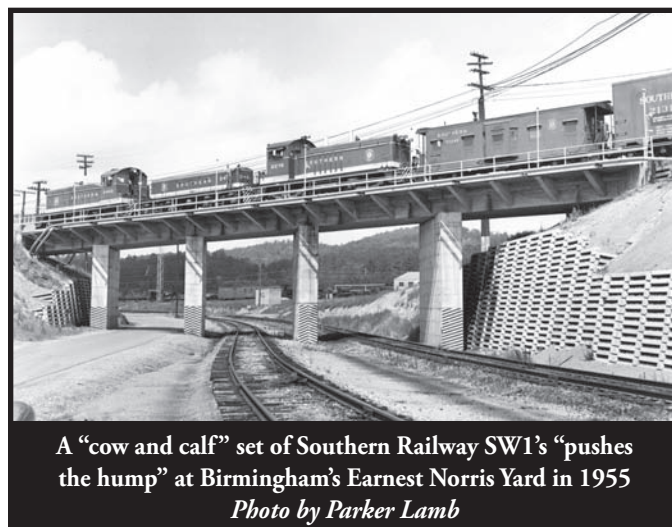
For those attendees who prefer alternative lodging, the Sheraton and Redmont hotels are within a short walk of the Tutwiler. A variety of chain and independent hotels are also available in the metro area for those wishing to commute to the meeting. **Please note that a daily \$8.00 valet parking fee 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.





Registration Fee: \$200.00 per person (all ages). This all-inclusive fee includes a richly illustrated meeting guide featuring history and maps of the Birmingham railroad district, bus transportation for Friday and Saturday tours, full lunch (Friday) at the Irondale Café, catered Southern Barbeque lunch (Saturday) at the Heart of Dixie Railroad Museum, the Heart of Dixie rail excursion, Saturday dinner banquet buffet, and the Sunday membership meeting breakfast buffet. For further information concerning the meeting, please visit the R&LHS website at www.rhls.org, or email Marvin Clemons at mclem46@att.net. **PLEASE NOTE: Meeting registration is limited to tour bus capacity of 110 persons, and early registration is encouraged to guarantee a seat. No "tours only" or "meals only" registration is available for this meeting.**



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.

Sloss Furnace & the Founding of Birmingham

John Stewart, Mid-South Chapter, R&LHS

Editor's note: Mid-South member John Stewart is a noted expert on the history of Birmingham's railroads and their importance to the development of Birmingham's mining and manufacturing industries. John will be docent for the 2012 Annual Meeting tour of Sloss Furnace, and has prepared the following article to acquaint our readers with this historical Birmingham landmark



One of the highlights of the 2012 R&LHS Annual Meeting will be a tour of Sloss Furnace National Historic Landmark. The facility we will visit took its present form about 1929, but the original furnaces on this site date to 1886. It is a truly unique facility and is a "one of a kind," as so many of our blast furnace complexes in the United States have been razed.

Sloss is an amazing place to visit, and there are many stories, including more than one possible ghost-related legend, regarding the furnace. But there is more to Sloss Furnaces than its' colorful past, because the man that built Sloss Furnaces also played a key role in the building of Birmingham. Indeed, without Sloss, there might not have been a Birmingham.

Sloss Furnace is located at a crossroads of Birmingham's rail infrastructure. In today's world of mergers and acquisitions, it is the crossing of the CSX and Norfolk Southern main lines. But Birmingham is a railroad city, a city created in the image of the New South, a city founded not on a river, but along a "railroad and mechanical reservation".

If you like railroads and railroad history, then Sloss is not only an iconic facility mirroring our nation's great railroad and industrial heritage. It is so much more. For Sloss is a symbol of Birmingham and it bears the name of one of the men who made Birmingham possible. For without James Sloss, Birmingham might not exist!

You may not realize it, but Birmingham didn't exist during the Civil War. There was a sleepy farming village, called Elyton, which was the county seat of Jefferson County. But there was no Birmingham. What was nearby was a vast wealth of natural resources – mineral wealth. Even the Indians recognized that the strange red rock in the "red" mountain could be used for paint and dye – it came to be called "dye rock".

There was a rail line from Montgomery (the state capitol) through the new town near Elyton, which penetrated the ridges and valley of northern Alabama and opened the area for development of the mineral resources. But just barely did they manage to do it. Funds were so tight that John Milner, who was the chief engineer, was quoted as saying "more curves, more curves, more stiff grade" seeking to minimize cost of expensive grading, bridges and tunnels. So the new line snaked along around the hollows, streams, hills, and valleys.

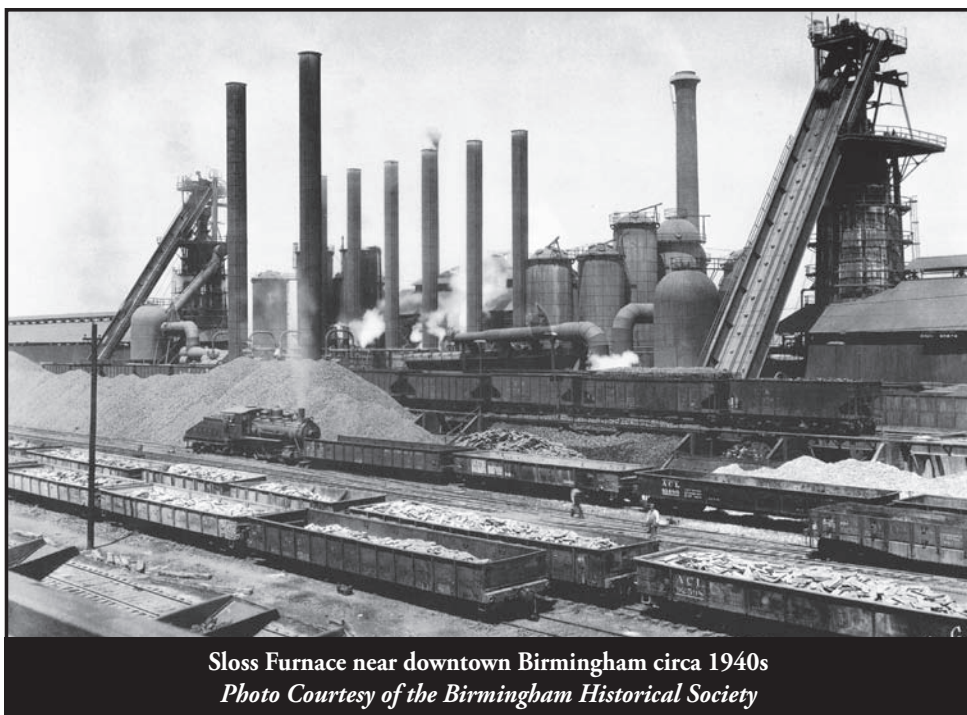
The politicians in Montgomery had anted up somewhat, and provided bonding to raise capital for the rail line. But in the tight times after the Civil War, these bonds were not considered strong, and they were traded among financial interests. The North and South was an existing railroad with many expenses and little in the way of revenue. When interest payments became due on the bonds, one of the key persons demanding "payment or else" was none other than John Stanton, who had been outfoxed by Milner and his colleagues on the location of the railroad and town.

The "or else" was this: if you don't pay the due on the bonds on time, then we will own your rail line, and we will use it to divert traffic and trade to our line to Chattanooga.

What could the promoters do? The State of Alabama, who wanted the line, and had issued the original bonds, couldn't provide any help as they were nearly bankrupt themselves. The North and South interests tried to come up with a scheme to save the railroad, but it seemed hopeless.

It was James Sloss, then owner of the Nashville and Decatur Railroad, who put together a financing package based on leasing and capital by the Louisville & Nashville to pay the interest on the bonds and bail the North and South out of the position they were in. There is more to the story, but that is the gist of it and with a few more twists and turns, the North and South as well as Sloss' Nashville and Decatur Railroad effectively joined the L&N.

Both the L&N and James Sloss had the vision to help see the project through, and to open up the mineral wealth of northern Alabama. In the meantime, the little town came to be called Birmingham, and rail service was established in 1871. It would be another 15 years before things picked up in business, and it



Sloss Furnace near downtown Birmingham circa 1940s
Photo Courtesy of the Birmingham Historical Society

So, when you visit Birmingham, you are coming to a railroad town that became the industrial workshop of the New South, and a remarkable rail center. And when you visit Sloss Furnaces, you will see the dream of James Sloss and know that without him, there might not have been a Birmingham.

For further reading, consider:

Sloss Furnace's website, www.slossfurnaces.com

Kincaid Herr's, "Louisville and Nashville, 1850-1863"

Ethel Armes', "The Story of Iron and Coal in Alabama"

Maury Klein's, "History of the Louisville and Nashville Railroad"

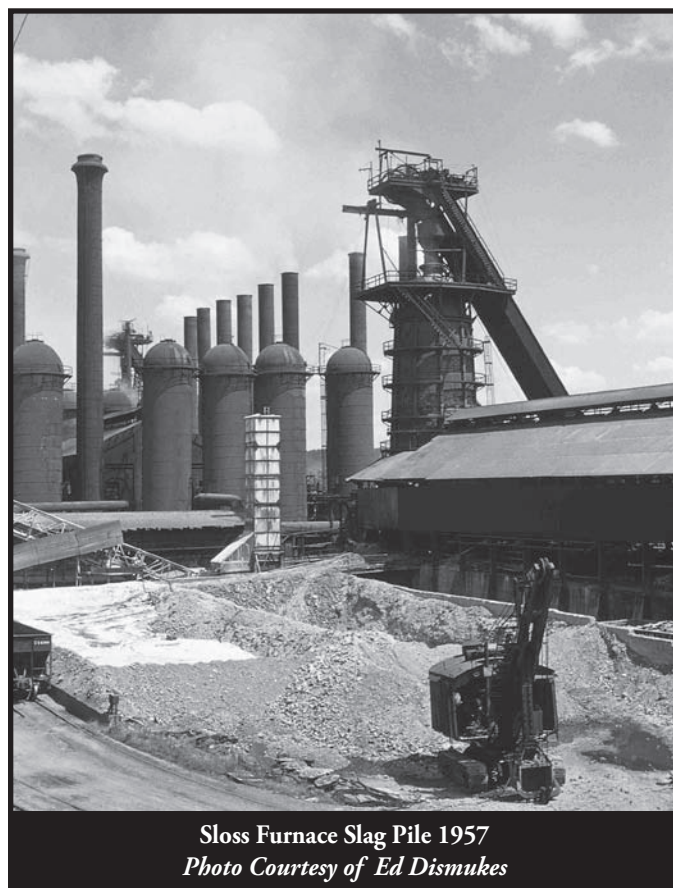
John Stewart's website, www.bhamrails.info

would be yet a rocky time for the L&N, Sloss, Milner and the other characters in the story.

But Sloss did prosper, and he did come to Birmingham. When capital opened up in the early 1880's, Sloss and other investors built in Birmingham. The Sloss furnaces opened in 1886, along with almost a dozen similar ventures. Several key mergers and moves came to pass that affected the future of Birmingham which included not only iron, but eventually steel and some of the best rail made in the United States.

Sloss built his furnaces, then sold out for a successful retirement and the role of a senior leader of the Birmingham civic and business community. The furnaces that he founded, along with those of Woodward Iron, made Birmingham one of the top producers of "merchant" pig iron in the United States. Birmingham iron was made into every imaginable part of the new industrial wealth of the United States.

Birmingham went on to become known as "Pittsburgh of the South." And railroads came to town from every direction. The last "new" railroad to reach Birmingham – the Atlanta, Birmingham and Atlantic from Brunswick, Georgia – arrived in 1907. There would eventually be eight Class I railroads serving Birmingham, along with at least five significant industrial lines winding all over the Birmingham District, as the industrial region came to be known.



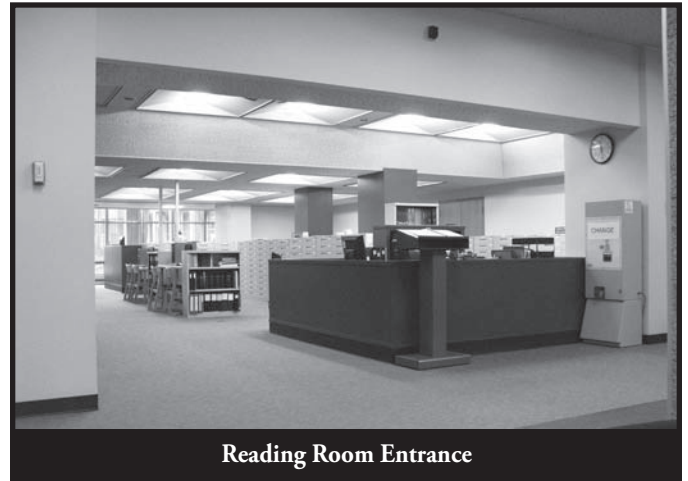
Sloss Furnace Slag Pile 1957
Photo Courtesy of Ed Dismukes

Railroad Records of the Pennsylvania Historical & Museum Commission

Kurt R. Bell, The Pennsylvania State Archives

PART 1

Since 1945, the Pennsylvania Historical and Museum Commission (PHMC) has been actively preserving the Commonwealth of Pennsylvania's rich railroad heritage. The State's railroad mileage peaked at 11,693 miles in 1915, and Pennsylvania ranked as third in the nation in terms of the number of railroads present within her boundaries. Railroads were a vital link to Pennsylvania's coal, lumber, oil, iron, and steel manufacturing industries and provided vital transportation for tens of thousands of commuters on passenger trains that crisscrossed the state. Moreover, Pennsylvania was a leading manufacturer of locomotives and rolling stock, notably the Baldwin Locomotive Works of Philadelphia, which ranked as the world's largest producer of steam locomotives. As part of its mission to document the state's diverse railroading and industrial



Reading Room Entrance

past, the PHMC preserves important archival collections of railroad materials at two institutions where researchers may access these materials: the Pennsylvania State Archives and the Railroad Museum of Pennsylvania.

I. Pennsylvania State Archives, Harrisburg, Pennsylvania

The Pennsylvania State Archives holds thousands of cubic feet of privately acquired Manuscript Groups (MG), documenting individual common carriers and manufacturers, as well as Record Groups (RG) of state government agencies that were involved in railroad regulation. Principle railroad history collections at the Pennsylvania State Archives include the following holdings:

- MG-286 Penn Central Railroad Collection (including Pennsylvania RR records)
- MG-427 Baldwin-Hamilton Company Records
- MG-393 Pullman Standard Manufacturing Company of Butler Records
- MG-199 Railroad Museum of Pennsylvania Collections (includes some Reading Railroad tracings)
- MG-274 Lehigh Valley Railroad Records
- MG-300 Erie Lackawanna Railway Deposit
- MG-311 Lehigh Coal & Navigation Company Records (includes maps and structural drawings for the Lehigh & New England Railroad tracings)
- MG-315 William Sellers and Company Records (manufacturer of steam injectors for locomotives)
- MG-401 Delaware and Hudson Railway Company Records
- MG-48 Fall Brook Railroad and Coal Records
- RG-17 Records of the Land Office: Board of Canal Commissioners



The State Archives Building in Harrisburg

- o Allegheny Portage Railroad
 - o Columbia and Philadelphia Railroad
 - o Gettysburg Railroad
- RG-29 Records of the Pennsylvania Turnpike Commission
 - o South Pennsylvania Railroad
- MG-2 Business Records Collection: Transportation and Industry
 - o Bear Creek Railroad/Shenango & Allegheny Railroad
 - o Berks County Railroad
 - o Columbia and Philadelphia Railroad
 - o Lehigh Valley Railroad
 - o Midland Pennsylvania Railroad
 - o Pennsylvania Petroleum Railroad Company
- MG-11 Map Collection: Section VI: Transportation Maps
- MG-218 General Photograph Collections: Transportation Section
- MG-213 Postcard Collection
- RG-37 Records of the Public Utility Commission: Bureau of Transportation
 - o Annual Reports of Transportation Utilities for Large and Small Carriers
- RG-14 Records of the Dept. of Internal Affairs: Various Annual Report Series relating to railroads (some of which may be continued in RG-37)
 - o Annual Census Reports of Motor Bus and Electric Transportation Carriers {#14.6}
 - o Annual Census Reports of Railroads and Railroad Repair Establishments {#14.7}
 - o Annual Reports of Passenger and Street Railway Companies {#14.15}
 - o Annual Reports of Railroad and Street Railway Companies to the Auditor General and the Department of Internal Affairs {#14.18}
- o Registers of Steam Railroads, Street Railways, Canals, Telegraph and Telephone Companies {#14.26}
- RG-52 Records of the Dept. of Transportation: Local and Area Transportation Files
- Reading Railroad
 - o Although the Reading never became a subsidiary of the PRR, the State Archives does hold some materials relating to the Reading in Manuscript Group 199. In particular, {series #199.88} contains mechanical engineering drawings of Reading locomotives and rolling stock. Also received from the Penn Central was a subset of architectural drawings of stations {series #286m.254} originally built along the Reading Company's right-of-way. Of particular note to researchers are the following frequently requested collection series:
 - o Baldwin Locomotive Works Mechanical Engineering Drawings, ca. late 19th century-mid-20th century [bulk: 1941-1954] ({#427m.37} 475 boxes of approx. 30,000 drawings, sorting in progress);
 - o PRR Mechanical Engineering Drawings, of Locomotives and Rolling Stock, originally salvaged from the PRR Harrisburg Engine house, c.1875-1960 ({286m.361}, 596 cu. ft.);
 - o Penn Central microfilm of PRR Equipment Drawings (MG-286, 574 microfilm rolls, #RRV 378-948, 1463-1465) and PRR Property Maps and



ATSF 3465 - Baldwin Builder's Photo



A Pennsylvania Railroad Company Dining Car in the 1920s



The 1877 Railroad Riots in Pittsburgh

- Atlases ({#286m.423} 49 microfilm rolls #RRV 1100-1148);
- o PRR Architectural Drawings and Maps (including bridges) and Reading Company Architectural Drawings ({#286m.254} 381 cu. ft.);
- o Reading Company Mechanical Engineering Drawings of RDG Locomotives and Rolling Stock ({#199m.88} 13 boxes);
- o Pullman-Butler Tracings, principally of Freight Car Drawings, including Standard Steel Car Co. and Middletown Car Co. ({#393m.46} 17 cartons, 40 boxes);
- o PRR Voluntary Relief Department Employee Enrollment Cards, 1886-1968 ({#286m.417} 300 cu. ft.);
- o Lehigh and New England Railroad Engineering Drawings, documenting right-of-way, bridges and facilities, ca. 1886-1940 [bulk: 1915-1930] {#311m.284};
- o Annual Reports of Railroad and Street Railway Companies to the Auditor General and the Department of Internal Affairs ({#14r.18} 1 box, 333 cartons).

The Pennsylvania Railroad records were received in 1984-1986 as part of the Penn Central Records Project, a federally-funded effort that placed historical materials at eight major libraries. The records came from the main PRR records storage warehouse at 49th and Merion Avenue in West Philadelphia. Some New York Central Railroad Records—mostly record files and passenger car blueprints from the Office of the NYC/Penn Central Assistant Vice President-Equipment (c.1957-1971)—

were also received as part of this deposit, and are currently being minimally processed. The bulk of the records received include:

- o PRR Presidential files (1899-1968); files of the PRR secretary and treasurer, including the secretary's "Valuable Papers File" of corporate agreements;
- o All PRR board minutes, files and papers (1847-1960);
- o Minutes and board files of PRR predecessor and subsidiary companies in eastern and central Pennsylvania, including Northern Central, Cumberland Valley, Philadelphia & Erie, Schuylkill & Juniata, Pennsylvania Canal Co., real estate companies, Empire Transportation Co. and Anchor Line;
- o Records of Special Services Department;
- o Records of the Legal Department concerning general corporate matters and ICC rate applications;
- o Association of Freight Traffic Officers records;
- o Duplicates of some records of Association of Transportation Officers records;
- o Public timetable file (1928-1964);
- o Some records of General Manager-Eastern Region;
- o Microfilm masters of minutes, board files and account books made in 1942 and 1951;
- o Microfilm of track and property atlases (incomplete);
- o Microfilm of certain equipment drawings (incomplete);
- o Microfilm of personnel service record cards for certain employees of the Eastern Region (ca. 1950);
- o Microfilm master of J. Elfreth Watkins' PRR history;
- o Printed annual reports and annual reports to ICC;

Railroad Records of the Pennsylvania Historical & Museum Commission



PRR M1b Freight Locomotive

- o Equipment registers (mostly cars, as locomotive registers had been removed).
- o PRR publicity photos were also received from Conrail.

Earlier, in 1972, the State Archives received portions of the PRR Library purchased at the Penn Central Auction, which included books, equipment working drawings, some engineering maps, a large group of service record cards, photographs, pamphlets and rare books. Some of the PRR Library Collection (chiefly books and pamphlets) resides at the Railroad Museum of Pennsylvania in Strasburg, and the balance of the collection resides at the State Archives.

Overall, the State Archives' holdings include 70,000 cubic feet of research materials and 30,000 rolls of microfilm. Railroad records comprise approximately 10% of all State Archives holdings, with the Penn Central Collection (MG-286) ranking as the largest single Manuscript Group on site, comprising 4,855 cu. ft. Search the Pennsylvania State Archives' website for detailed finding aid listings and series descriptions of the various railroad collections at this link: http://www.portal.state.pa.us/portal/server.pt/community/about_the_archives/3177/finding_aids_for_collections/382910

All holdings of the State Archives may be examined in the Archives Search Room. Built in 1964, the Pennsylvania State Archives, with its distinctive 18-story concrete tower, is located in the capital city of Pennsylvania, on the southeast corner of North Third and Forster Streets, just north of the State Capitol and adjacent to the State Museum of Pennsylvania. The street address is 350 North Street, Harrisburg, Pennsylvania 17120-0090, phone (717) 783-3281. The State Archives is open to the public Wednesday-Friday, 9:00 AM - 4:00 PM, and Saturday



MG219 Fish Car

(microfilm only), 9:00 AM - 12:00 noon and 1:00 PM - 4:00 PM, excluding State holidays. No fee is charged to review materials, and no appointment is necessary; however, advance notice is required when audio, video and restricted collections will be consulted. Only microfilmed records are available on Saturdays. The State Archives is closed on all Mondays, Tuesdays and State Holidays.

Researchers are encouraged to contact the Railroad Archivist, Kurt Bell kubell@pa.gov, when submitting questions about specific railroad-related record series. Pre-paid fees for Standard Records Searches for indexed records only and Special Searches of unindexed records apply; processing time is 8-12 weeks. For more information on reference and reproduction fees, visit this link: http://www.portal.state.pa.us/portal/server.pt/community/hours_directions___fees/3144

PART 2

In addition to the significant railroad archival holdings at the Pennsylvania State Archives in Harrisburg, the Pennsylvania Historical and Museum Commission also maintains an extensive library and archives at their most-visited field site, the Railroad Museum of Pennsylvania in Strasburg, Lancaster County, Pennsylvania. Here resides an extensive general railroad history collection that emphasizes the development of railroading in Pennsylvania and across the nation. It also exhibits a world-class collection of historic steam, diesel and electric locomotives and rolling stock that illustrates numerous technological and

historical developments across two centuries.

II. Railroad Museum of Pennsylvania, Strasburg, Pennsylvania.

Opened in 1975, the Railroad Museum of Pennsylvania Library and Archives preserves the written and visual legacy of railroading in the Commonwealth of Pennsylvania. The collection is diverse--historical, political, cultural, social, economic, and technological--and emphasizes the development of Pennsylvania's railroads from the 1830s through the present day. Also included are materials of a general nature relative to the administrative and operational history of the railroad industry, nationally and internationally. Library reference sources include a wide range of books, periodicals, railroad association and union publications, government documents and trade catalogues. The Archives preserves extensive photograph, drawing, map, manuscript and ephemera collections.

A sampling of the Museum's 3,500 cu. ft. of library and archival holdings includes:

- Over 250,000 images in the Museum's general photographic print collection and 50,000 negatives in the general negative collection, arranged alphabetically by name of railroad, and from the individual collections of George M. Hart, Thomas T. Taber, Thomas T. Taber III, Walter A. Lucas, Munson Paddock, Clinton T. Andrews, F. Stewart Graham, James H. Westbay, J.E. Bailey, Robert Schmid, David Cope, Lad G. Arend, Franklin C. Hoffman, Samuel H. Fredericks, Jr., Richard E. Parker, C. Edwin Lewis, John Harris, and James P. Shuman; includes oversized photographs, prints and chromolithographs;
- 18,200 original glass plate and film negatives and color transparencies of builder's photographs from the Herbert L. Broadbelt Collection of the Baldwin Locomotive Works, 1871-1954 (catalogue available);
- The manuscript, photograph and negative collection of Benjamin F.G. Kline, Jr., containing research materials and over 4,500 original and copy images of logging railroads and short lines in Pennsylvania, Maryland and West Virginia (catalogue available);
- 10,000 film negatives and photographic prints of builder's photographs of the Edward G. Budd Manufacturing Company, Red Lion and Philadelphia, Pennsylvania, taken by photographer Lawrence S. Williams, 1930-1960;
- 2,115 negatives of the Union Switch and Signal Company, Swissvale, Pennsylvania, from the late 1930's through the early 1950's;
- 60 cubic feet of real estate, employee, and equipment records from the Maryland & Pennsylvania Railroad, 1900-1960;
- 500 glass plate negatives of the Central Pennsylvania Lumber Company, Susquehanna & New York Railroad and neighboring logging railroads photographed by J.E. Bradley, from the Bradley-Hahn Collection, 1903-1921;
- 13,000 photo specification cards from the Herbert L. Broadbelt Collection of the Baldwin Locomotive Works, 1880-1940;
- Pamphlets, notes, and miscellaneous research materials formerly housed in the Pennsylvania Railroad Library at Broad Street Station, Philadelphia, from the Penn Central Auction Collection, c.1880-1960 (partial holdings at Pennsylvania State Archives in MG-286);
- 10,000 volume reference library of railroad books and serials, including the collections of Col. Howard Hill, Richard Gladulich, Walter Lucas, Munson Paddock, Thomas T. Taber, and the Pennsylvania Railroad Library (partial holdings of Walter Lucas and Col. Hill Colls. at Pennsylvania State Archives in MG-199);
- Extensive financial and corporate records of the Buffalo & Susquehanna Railroad, 1891-1910 (partial holdings at Pennsylvania State Archives in MG-457);
- 10,000 photographs, 586 negatives, engineering records, ink-on-linen and blueprint construction drawings from the Vulcan Iron Works, 1870-1950;
- Over 20,000 color transparencies of more than 500 railroads (inventory in progress);
- 100 cu. ft. of administrative and operations records from the President and General Manager's Office of the Lehigh and Hudson River Railroad, 1880-1980;
- 30 cubic feet of locomotive roster research materials in the William D. Edson Collection, 1930-1990;
- Papers, manuals, records, blueprints, and diagrams of the Baldwin Locomotive Works from the Matthew Gray Collection, the Charles Scott Collection and the Frank Moore Collection, 1920-1950;
- Business records, drawings and maps of the Pittsburgh and Lake Erie and its predecessor companies, 1880-1950, in the Jack and Jolene Polaritz, Terry Kirkpatrick, William Nixon, John P. Wheeler and Linda Vance Collections
- Select business records of the Upper Merion & Plymouth Railroad, 1950-1970;
- Over 300 drawings of narrow gauge locomotives and rolling stock from the Edmund Collins III and Edward Cass Collections;
- Curatorial and Artificial Corporate ephemera files for more than 1,200 North American railroads, containing public and employee timetables, annual reports, promotional brochures, blotters, forms, charts and diagrams, rule books, operating and mechanical manuals, menus, tickets, postcards and passes, stock certificates and bonds, atlases, maps, diagrams, and misc. oversized items;
- Reference files contain secondary-source research materials on 2,000 individual railroad companies, including notes, clippings, and copies assembled from various sources;
- Records, photographs, and documents pertaining to the

Railroad Records of the Pennsylvania Historical & Museum Commission

Philadelphia & Reading and Reading Company, c.1870-1980, in the Robert J. Linden Collection and the Reading Company Public Relations Department file (RR1978:3);

- Map, poster, stereo card and drawing holdings of over 300 railroads in Pennsylvania, as well as an extensive audio, video cassette and film collection.
- The Museum's archival holdings on the Pennsylvania Railroad, Pittsburgh & Lake Erie, Maryland & Pennsylvania, Reading Company, the Buffalo & Susquehanna, Lehigh & Hudson River, and the Delaware, Lackawanna & Western Railroad are particularly strong. In addition to the Library and Archives, the Railroad Museum houses a world-class collection of more than 100 full-sized historic locomotives and cars, ranging in date from 1855 through 1976, and numerous interpretive and hands-on interpretive exhibits that tell the story of railroading in the Keystone State over the last two centuries. Visitors may also experience steam railroading first-hand across the street at the Strasburg Rail Road, which offers hourly excursion rides through Amish country.

Notable rail history users and authors have included William Middleton, John H. White, Jr., William L. Withuhn, H. Roger Grant, Herbert Harwood, Arthur Dubin, Charles Stats, Jim Boyd, Jerry Jacobsen, Robert McGonigal, Peter Hansen, Deborah Brill, Allan Botto, Albert Churella, Dan Cupper, David Messer, Eric Hirsamaki, Walter Gray, Lorette Treese, among others. The Museum's collection is considered one of the largest general railroad history collections in the country, and regularly appears in dozens of books, television productions, magazine articles and scholarly works each year.

Holdings of the Railroad Museum of Pennsylvania Research Room may be examined in the Research Room and are available 10:00 AM to Noon and 1:05 PM through 5:00 PM Monday through Thursday by appointment only when the museum is open (the Museum is closed on winter Mondays and select holidays). Researchers should make an appointment at least one week in advance.

The regular museum admission fee must be paid at the front desk, but no additional fee is charged for use of the Library/Archives. Books do not circulate, and Library and Archives stacks are not directly accessible to the public, but visitors are encouraged to use finding aids, the online catalogue, or request staff assistance in locating desired materials which will be paged to the Research Room. Paging of materials ceases at 4:30 PM. Fees are charged for duplication and publication of materials.

The mailing address for research inquiries is Railroad Museum of Pennsylvania Library and Archives, P.O. Box 15, Strasburg, PA 17579. The street address is Rt. 741 East (300 Gap Road),

Strasburg, Pennsylvania 17579, Fax: (717) 687-0876. Bradley Smith is the Curator-Supervisor, and may be contacted directly at brasmith@pa.gov or by calling (717) 687-8628.

Inquiries may also be e-mailed to the Library/Archives at research@rrmuseumpa.org. Feel free to submit research inquiries, general inquiries about holdings and research operations, or to make an appointment. To search the Library and Archives databases (many of which include digitized scans of negatives and color slides from various collections and may be reviewed) access this link: <http://www.rrmuseumpa.org/about/library/search.shtml>

Kurt Bell is an Archivist at the Pennsylvania State Archives (PHMC) whose subject matter expertise is in railroad history. From 1997 until 2009 he was the Librarian/Archivist at the Railroad Museum of Pennsylvania. The author of over 40 articles on railroad history, technology and craft culture, and co-curator of a dozen public exhibitions on trains, he is presently writing several books on railroad preservation. He also actively writes for the Railway & Locomotive Historical Society on a range of topics.

The author wishes to acknowledge the kind assistance of Dr. David Hauray, Pennsylvania State Archivist, and several PHMC staff, notably Howard Pollman, Linda Avetta, Sharon Nelson, Brett Reigh, Craig Benner, and Bradley Smith, in the preparation of this article.

Recommended Reading:

- Robert Dructor, *Guide to the Genealogical Sources at the Pennsylvania State Archives* (2nd ed., PHMC: 1996)
- Linda A. Ries, *Guide to Photographs at the Pennsylvania State Archives* (PHMC, 1993)
- Benjamin F.G. Kline, Jr., *Catalogue of Baldwin Locomotive Works Negatives: The Herbert L. Broadbelt Collection* (Friends of the Railroad Museum of Pennsylvania, 1989)

R&LHS Back Issues Store

The archival-quality journal of the R&LHS has been published twice a year since 1921. Known for many years as The R&LHS Bulletin, the publication is numbered, with occasional named extra editions. With Bulletin No. 127, dated October 1972, the name was changed to Railroad History, continuing the same size and general content as that of the Bulletin. The size was changed to a larger format in the spring of 2005, effective with issue No. 192.

R&LHS Bulletin

As of February 07, 2012, the following editions of the Bulletin are available (R = reprint):

Numbers: 1R, 44, 46, 50, 53, 55, 56, 57R, 58, 58A, 58ARSC&HC, 61, 61A, 62, 66, 67A to 126

All of the above are out-of-print and individually priced. Prices for R&LHS members, range from \$10-\$60 each based upon scarcity, demand, and condition. An all-time index, together with a brief description of contents and prices for all out-of-print editions, may be found at www.rlhs.org. Members receive a 20% discount from the out-of-print edition prices shown on the web site. Web prices are for the issue in best condition (when more than one copy is available). Inquire if interested in cosmetically damaged copies, which are, further discounted when available.

Member pricing for the following Bulletins is \$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

With the exception of No. 201, all editions of Railroad History are available. These are divided into two classes:

- In-print editions 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 February 2, 2012, the following editions are out-of-print, (but still available from us – see below):

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 varies, and is as follows: 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. Nos. 136, 143, 152 are \$20 each.

All other issues of Railroad History (Numbers 139–205) are in-print and priced as follows for R&LHS members:

Order Size = Cost per Copy

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 — We ship via USPS Media Mail, at no additional charge, to addresses within the USA. Others pay the differential only. Depending on length, 3 to 7 issues can fit in a USPS Priority Mail flat rate envelop. Shipping is available for about \$14 to anywhere in the world that accepts Priority Mail.

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The Baldwin Erecting Floor ~ Photo *Courtesy of the Museum of Pennsylvania*