

Appendix A

Biographies and Biographical Collections

Because the sixteen books were done at different times and with different formats with some being reproduced on a copier and others by typing in and therefore being digital, I would have to retype the lists made from a copier and usually in a different format – a lot of work to save having to look at several lists to determine if the person you desire is listed. Also the person may appear on more than one of the lists.

Book #1. Guide to Railroad Historical Resources: (pages A3 – A6)

Biographical Collections are persons who were executives on different railroads. The area locations are the library locations show at the front of Book #1. There are about 160 names.

Book #2 Railroad Periodicals Index (pages A7 – A14)

This index is divided into two parts. Part #1 is a combined index listing of all periodicals including the Railway and Locomotive Historical Society's *Bulletin* for issues #1-151.

Part #2 applies only to the Railway and Locomotive Historical Society's *Bulletins*. It includes every name in all the journals including a listing of the names in #1-151 but with a one word description usually of the subject of the bio – obituary, award, biographical. ~~This is actually three separate lists that I cut and pasted together. As I do not have these listings in my computer I could not reorganize them into a single format.~~ Most of the names are members, but not all – in particular the books listed with a name and a few other names mixed in with the R&LHS names

Book #3. Railroad Books and Theses Bibliography (pages A15 – A18)

Book #3, representing individual books covering many individuals. I first list books that are biographical on a wide range of jobs, one being railroad. I did not hunt out the railroad people. The rest of the list concerns specific individuals of which there are man. These are in caps because for their book listing I put it in six point type. However, you cannot read six point of a computer screen, and so I change to seven point.

Book #4, Other Books

This is a listing from four books. The major listing is from the biographies on the *Encyclopedia of North American Railroads* (code ENARR) by Wm. Middleton and two associates. I did not include the code, just the page numbers. The other three book show the codes and are persons involved with pre 1900 locomotives *American Locomotives* (AL), passenger car *American Railroad Passenger Car* (ARRPC) and freight car building *American Railroad Freight Car* (ARRFC) all by John H. White, Jr.

Book #5, Notable Railroad Pioneers

Prior to 1860. short biographies

Gerald Best photographers 1930-1960

This is a list of railfans who exchanged pictures with Gerald Best. From my personal experience, it includes just about all the photographers prior to 1934. It is these people whose negatives have been preserved and often gone into collections which are covered in Book #9 on Class I railroad negative collections. I have noted on their Gerald Best written biographies who they are and where the negatives are if I knew them. Most early photographers used postcard cameras. In the era of post cards and their photography (about 1905-1915 and later) the post card camera did not require enlargements which take many times longer to print.

Sally Page → **BIOGRAPHICAL COLLECTIONS**

Appendix A, Book 1

Many manuscript collections in university libraries are listed under the name of the person whose papers they belonged to. If the person worked only for one railroad, then we know that the papers refer to only that road. However, many worked for several roads. As the library does not catalog each railroad in the collection, a biographical collection listing of these persons is desirable.

These collections have also been listed under the principal railroad he worked for. Besides giving the name of the individual and the resource location, the Archive # is shown if it is further described in Collection Descriptions in the *Guide*.

National Union Catalog of Manuscript Collections are shown with an #xx-xxx number, i.e. #75-861. The first number refers to the year of the volume carrying the description of the collection.

In 1942 the New York Public Library's "Check List of Publications on American Railroads Before 1841" (NYPL) has, in its index, references to almost all important people associated with railroading prior to 1841. The portions of that book dealing with these people are not included in this *Guide*.

The list which follows is for the most part persons described in *The Encyclopedia of American Business History & Biography*, Vol. 1 19th Century; Vol. 2, 1900-1980. These books give a biography of each individual and references for more study along with locations of the individual's archives. Pertinent information is given in the last column. Where the last column is blank, the only known information available is in the encyclopedia.

Besides the archive locations listed, information on many can be found in a railroad's archives.

Name	Associated with:	Archive Location	Archive Description and Numbers
Charles F. Adams, Jr	UP	MAH & NENMA	Personal papers
Horatio Allen	D&H,NY&E,SC	ZVA & ELE	Papers
Wm. F. Allen	Official Ry. Guide	NYPL	Papers 1879-94, 8 v. & 3 boxes, #70-1693
Oakes Ames	UP	NEBMA & HBS	Charles E. Ames papers
Oliver Ames	UP	STO	Oliver Ames papers, Tofius Archives
Bion J. Arnold	Electric traction	NYPL	Papers 1887-1941, 29 v. & 14 box, #68-1034
W. W. Atterbury	Pa.RR president.		
Gale B. Aydelott	D&RGW		
Loammi Baldwin	Railroad promoters	NYPL, EYM	Papers 1662-1885, 2700 items, #60-1064, #62-1436. See also NYPL
Matthias Baldwin	Baldwin Locomotive Works	QQR	
John Barniger	CRI&P,NYNH&H,CI&L, MKT,P&LS president	SLM	Most of the library's collection
Benj. F. Biaggini	SP president		
Wm. Darius Bishop	NYNH&H		
John I. Blair	Financier, DL&W,others	NNI IAARC	#85-864, 16 ft. of papers Edgar Rubey Harlan Collection.
Robert J. Bowman	C&O, Erie, PM president		
Alan S. Boyd	IC president		
Braxton Bragg	RR engineering	WRH	Papers #62-4983; ROSL Papers, 67-1997
Glen P. Brock	GM&O president	ACM	Personal papers 1940-1987
John W. Brooks	Burl.&Mo.Riv, Mich.C.	ALBIH	In Erastus Corning papers; M.C.archives NYC, Detroit
W. Wm. Broshan	Sou pres.		
Geo. M. Brown	RR eng'r & Inventor	EYM	Papers 1859-1901. 400 items, #62-1437
Wm. C. Brown	NYC, CB&Q		
John M. Budd	GN president		
Ralph Budd	CB&Q president		
Henry R. Campbell	1830s Loco. Inventor	NYPL	
Alex. J. Cassatt	Pa. RR president		
Charles P. Clark	NYNH&H	BWLIB	Clark papers
W. Graham Claytor	Sou. pres. + A R N T A K		
Martin W. Clement	Pa. RR pres.		
Lorenzo S. Coffin	Iowa railroads		
Thomas Conway	apid transit		
Cooke family	Loco.motive builder	NJPHS	
Jay Cooke	Financier N.P.	OHT, HBS, QQR	Cooke Papers 1842-1901 20,000 items & 60 vol; OHT Papers 7000 items, 1845-1897, #68-1379; HBS 1832-1915 #60-897
D. C. Corbin	Idaho railroads		
Erastus Corning	NYC	ALBIH	Erastus Corning papers
Charles H. Coster			
L. Stanley Crane	Sou.thern Ry president		
John W. Davin	NYC&St.L pres.		
Eugene Debs	Labor unions	CLR	Extensive collection
Frederic A. Depew			
Chauncey M. Depew	NYC	DGW, YUS, DLC	Depew papers #64-1639, DGW #71-1745.
Wm. N. Deramus, 3rd	KCS president		

			#11 Collection Descriptions
John H. Devereux	Cleveland area RRs	WRHS	
Wm. J. Dixon	CRI&P president	WYU	
David C. Dodge	D&RG	DPL	
Grenville M. Dodge	UP, Cuba NUI,DPL, IAAH & IADH	IAARC	Grenville Dodge papers
"		NYP & NHL	Edgar Rubey Harlan Coll.
Wm. Earl Dodge	CNJ, NY&E, H&TC		Phelps Dodge & Co papers
Lawrence A. Downs	IC, CGa		
Francis M. Drake	Ind.Ill. & Ia.RR		
Daniel Drew	Erie financier, crook		
Frederic C. Dumaine, Jr.	D&H president		
Thomas C. Durant	UP		
Albert J. Earling	Mil. president		
Joseph Eastman	ICC chairman 1919-1944	Amherst College, Amherst, Mass.	
Howard Elliot	NP pres.		
James H. Evans	UP		
Henry Farnum	CRI&P	OKU	
John D. Farrington	CRI&P pres; Ft. W&DC	HBS	Felton papers
Samuel M. Felton	CGW president, others		
Albert Fink	L&N president		
Wm. W. Finley	Sou, GN		
Stuyvesant Fish	IC		
John P. Fishwick	N&W president		
James Fisk	Erie financier	PMH	Erie RR records
Henry M. Flagler	FEC	HBMFM	#82-676
John M. Forbes	CB&Q, Mich. Cent.	HBS & MAH	Forbes family papers
"		ALBIH & MICHIC	Erastus Coming & James F. Joy papers
Donald V. Fraser	MKT president		
John W. Garrett	B&O	DLC	Robt. Garrett papers
Francis J. Gavin	GN		
George J. Gould	Gould empire		
Jay Gould	Erie, UP, MP, others	NEBMA	
Francis B. Gowen	Rdg president	HLM	Garrett papers
Carl R. Gray	UP president		
Fred G. Gurley	SF president		
James T. Harahan	IC		
Edward Henry Harriman	IC, UP, SP others	OCHS	a few papers
"		IAARC	Edgar Rubey Harlan collection.
Fairfax Harrison	Sou		
Herman Hauck	U.S. Mil. RRs, Hoosac, etc	YUS	
Edwin Hawley	M&St.L.		
Ben W. Heineman	CNW president		
James J. Hill	GN president		
Louis W. Hill	GN		
Walker D. Hines	SF, others		
Hale Holden	CB&Q	OHY	
Ben Holladay	Ore. & Cal.	KSHS	
Cyrus K. Holliday	SF		
Mark Hopkins	CP, SP		
Marvin Hughitt	C&NW		
Edward Hulbert	West. & Atl. RR	GAARC	
Clark Hungerford	St. L. - S.F. president		
Collis P. Huntington.	C&O, CP, SP	VAMAF	STF, CUY, UCB
Henry E. Huntington	Pac. El. Ry	HUNT	
Melville E. Ingalls	Big Four, (NYC)	SYB	
Chas. E. Ingersoll	Muskogee Co RRs	DEGOM	
Samuel Insull	traction, mid-west	CGU	Insull papers
Arthur C. James	EI P&SW, others		
Downing B. Jenks	CRI&P president		
Wm. J. Jenks	N&W pres.	ZVA	
John B. Jarvis	D&H, others		
Wayne A. Johnston	IC pres.		
Morgan Jones	Texas railroads	FWCB & ILU	Morgan Jones papers
James F. Joy	IC, Mich. C., others	MICHS & EYP	
Theodore Judah	CP, Sac. Val.		
John C. Kenefick	UP, NYC		
John S. Kennedy	GN		
Julius Kruttschnitt	SP, UP		
Leonor F. Loree	D&H president		
Robt. A. Lovett	UP		
Wm. Mahone	Nor. & Pet, AM&	NDD & UV@	
Wm. d'Alton Mann	Mann Boudoir. Car		
Wm. G. Marbury	MP		
David O. Mathews	C&EI		
Wm. G. McAadoo	United States RR Admin	DLC	#59-229 250,000 items 1786-1941.
"		CLU	Wm. G. McAadoo papers
Daniel C. McCallum	NY&E, Mil		
Wilson J. McCarthy	D&RGW president		
James S. McCrea	Pa. RR president		

Harold J. McKenzie	Sy.L.-S.W.		
Otto Mears	RGS	DNH & DPL	
Lewis W. Menk	St.L-SF		
James S. Milholland	Rdg, Balt&Susq		
E. Spencer Miller	MeC		#304 Collection Descriptions
Willis J. Milner	RR blder Ala & Fla.	AAR	
Alexander Mitchell	Mil		
David H. Moffat, Jr	D&RG, DNW&P		
Wm. H. Moore	CRI&P		
Charles Morgan	Morgan's La.&Tex.		
John P. Morgan	financier	NYP & Guild Hall Lib., London	
Samuel B. Morse	telegraph		
Harry C. Murphy	CB&Q		
Ernest E. Norris	Sou. pres.		
Thomas F. Oakes	NP	HLS	Henry Villard papers
Wm. B. Ogden	C&NW		
Wm. H. Osborn	IC		
Asa Packer	LV	LYU	
Wm. Jackson Palmer	D&RG	DNH	
Ario Pardee	LV, car & loco.motive bldr	Lafayette College, Easton, Pa.	
Thomas W. Peirce	Galv. H & H		
Charles E. Perkins	Burl&MR, CB&Q		
Alfred E. Perlman	D&RGW, NYC, WP president		
Henry B. Plant	Plant System (ACL)		
Morton F. Plant	Plant System (ACL)		
Henry Varnum Poor	Poors Manuals	SLR	
George M. Pullman	Pullman Palace Car Co.	IBV	
Wm. J. Quinn	Mil.		
Samuel Rea	Pa.RR	PHM	Pa. RR collection
John S. Reed	SF president		
Edmund Rice	St.P.&P		
W. Thomas Rice	ACL		
Edward R. Ripley	SF		
Geo. B. Roberts	Pa.RR		
Moncur Robinson	Railroad builder,	VWM, NYPL, MZF # 71-1797	
Rogers family	Loco.motive builder	NJPHS	
Donald J. Russell	SP president		
Fred W. Sargent	C&NW		
Stuart Saunders	Pa.RR president		
Henry P. Scandrett	Mil, UP		
Thomas A. Scott	T&P, Pa		
Ephram Shay	Shay locomotive inventor	EYM	#65-539, 185 items 1875-1914
Perry M. Shoemaker	DL&W pres.		
Mathew S. Sloan	MKT		
Samuel Sloan	DL&W, Mich.C., others	ALBIH & SYB	#33 Collection Descriptions
John G. Smith	NP, CV	VTHS & VTU	
John W. Smith	SAL		
Platt Smith	Dubuque & Pac.		
Robt. H. Smith	N&W		
Samuel Spence	B&O, Sou		
Lucian Sprague	M.&St.L		
Wm. Sproule	SP		
Leland Stanford	Cent.Pac.RR	VAMAR & STF	#67-2103 14 ft. papers, 1824-1915
Col. John Stevens & sons	First Loco, C&ARR	NNI	#85-1224 family papers
A. B. Stickney	CGW	MHS	Stickey papers
Arthur E. Stillwell	KCM&O builder	IYU	
Amasa Stone	LS&MS	WRH	
Wm. B. Strong	SF, CB&Q		
James M. Symes	Pa.RR president		
John E. Thomson	GaRR, PaRR		
Isaac B. Tigrett	GM&O president		
Wm. H. Truesdale	DL&W president		
Walter J. Toughy	C&O president		
John B. Turner	many railroads		
Ginery Twichell	Boston&Wor., SF	ALBIH & HBS	Boston & Albany coll.
Frederick D. Underwood	Erie pres.		
John Van Nortwick	CB&Q	JFK	
Van Swerington bros.	NKP, C&O, Erie, others	WRH	#75-1806, 1918-1929 2 v. & 3 boxes.
Cornelius Vanderbilt	NYC		
Cornelius Vanderbilt II	NYC		
Wm. Vanderbilt	NYC		
Samuel Vaucrain	Baldwin Locomotive Works	DEGOL, QQR	large amount; QQR - #65-1547, 2450 items 1909-1931
Henry Villard	N.P. bldr, OreRy&N	HLS / HBS	#68-1277, 45 ft papers 1862-1900
Wm. Wagner	N.Y. Sleeping Car Co		
Henry Walters	ACL	MDWAG	
Wm. D. Washburn	M&StL, Soo		
Hays T. Watkins, Jr.	C&O		
Geo. H. Watrous	NYNH&H, H&Ct.V		

Geo. Westinghouse
 Wm. White
 Frederic B. Whitman
 Daniel Willard
 Ross Winans
 Peter Witt
 Robt. E. Woodruff
 Theodore T. Woodruff
 Benj. F. Yoakum
 Robt. R. Young

West Air Brake; Union S. & S.
 DL&W, NYC president
 WP president
 B&O president
 Locomotive builder
 Transit consultant
 Erie pres.
 sleeping cars
 many rrs, mid-America
 C&O, NYC president

NYPL, HLM
 WRH

#67-1766, 1200 items & 81 v. 18-38-on.
 #69-2091 4 ft papers 1895-1948

BIOGRAPHICAL

Biographical Directory of Railway Officials of America, #1-8, 1885, 1887, 1893, 1896, 1901, 1906, 191x, 1913, 1922.

RLHS RRMUS AARL SLMF COLRM CSRM HILL

Who's Who in Railroading, (and Rail Transit) #9- ; 1930, 1940, 1946, 1949, 1954, 1959, 1964, 1968, 1971, 1971, 197X, 1983, 1985 current

RLHS RRMUS AARL SLMF DEGOL COLRM CSRM

Pocket List of RR Officials 1895-current (quarterly)

RLHS RRMUS AARL SLMF DEGOL EYM-R CSRM-R

American Locomotives, 1830-1880, by White. (Loco. bldr. biographies)

(Copies in major libraries and universities, railroad museum libraries)

American Railroad Passenger Car by John H. White (Car bldr biographies)

(Copies in major libraries and universities, railroad museum libraries)

Locomotive Designers in the Age of Steam by J. N. Westwood, 1977

(Copies in major libraries and universities, railroad museum libraries)

The Encyclopedia of American Business History & Biography (1989) - Vol. 1 RRs in 19th Century, Vol. 2 RRs 1900-198

(Copies in major universities and large cities)

6-1989

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Note: This index is cut-up because it is taken from three different indexes of the periodical. Most are member items but some are persons who had books written about them and so are biography. I have put them all into a single alphabetical listing.

Individuals

Note: I discovered that three books by John H. White had lists of individuals which I did not index. I have added them in this R&LHS index although they have no relation to the R&LHS. Just was convenient to put here. They are "American Locomotives" indicated by AL/page #, "American Railroad Passenger Car" ARRPC/page #, and "American Railroad Freight Car" ARRFC/page #. Page numbers for AL are for the revised second edition.

Also this list is two lists and both must be checked. The first, three columns is #192-205 with the White books. The second is a single column, *Bulletins & RR History* #151-191.

Using the Internet to find these listings is poor because of my limitations in programming. I have the last name first whereas the computer does not search that way

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 Wrixon, Fred B.: 2008 award article 199/117-120

Appendix A. Book #3 Railroad Books and Theses Bibliography

Book Title	Description
BIOGRAPHICAL DICTIONARY OF AMERICAN CIVIL ENGINEERS	72 OF 172 LISTED INVOLVED IN RAILROADS
BIOGRAPHICAL DICTIONARY OF THE RAILWAY OFFICIALS OF NORTH AMERICA	8 EDITIONS
DICTIONARY OF AMERICAN BIOGRAPHY	INCLUDES RAILROAD
ENCYCLOPEDIA OF NORTH AMERICAN BUSINESS HISTORY AND BIOGRAPHY	VOL. 1 RRS IN 19TH CENTURY
ENCYCLOPEDIA OF NORTH AMERICAN BUSINESS HISTORY AND BIOGRAPHY	VOL. 2 RRS IN 20TH 1900-1980
FORTY YEARS A LOCOMOTIVE ENGINEER	TALES OF THE RAIL
FROM CAB TO CABOOSE. FIFTY YEARS OF RAILROADING	BIOGRAPHY OF CHIEF ENGINEER
GOIN' RAILROADING	FATHER & SON ENGINE SERVICE MEMOIRS
HIGH GREEN AND THE BARK PEELERS	STORY OF B&M RR ENGINEER, HENRY BEAULIEU
LIVES AND WORKS OF CIVIL AND MILITARY ENGINEERS OF AMERICA	15 OF THE 18 BIOGRAPHIES ARE RR
MECHANICAL ENGINEERS IN AMERICA BORN PRIOR TO 1861: A BIOGRAPHICAL DICTIONARY	
NATIONAL CYCLOPEDIA OF AMERICAN BIOGRAPHY, THE	70+ VOLUMES
RAILROADERS, THE	AUTOBIOGRAPHIES 32 RRERS, MOSTLY ENGINEERS
RAILWAYS AND OTHER WAYS	MEMOIRS OF RAIL & CANAL LIFE FOR 67 YEARS
ROAD, THE	ALMOST A TEXTBOOK OF HOBO LIFE c. 1900
SINGING RAILS	PASSENGER DEPORT MEMOIRS
U. S. RAILROAD DIRECTORY FOR 1856, THE	HOMANS, B.
WHO'S WHO IN RAILROAD (AND RAIL TRANSIT)	13+ EDITIONS
WORKIN' ON THE RAILROAD: REMINISCENCES FROM THE AGE OF STEAM	PERSONAL STORIES

NAME	BOOK - THESIS - ARTICLE TITLE	PERIODICAL	AUTHOR PUBLICATION	DATE
		BOOK DESCRIPTION		
ADAMS, CHARLES FRANCIS (1835-1915)	CHARLES FRANCIS ADAMS, JR, 1835-1915, PATRICIAN AT BAY			
ADAMS, CHARLES FRANCIS	CHARLES FRANCIS ADAMS, 1835-1915, AN AUTOBIOGRAPHY		FINANCIER & U.P. PRESIDENT	
ADAMS, JR., CHARLES FRANCIS	ORDER AND SYSTEM: CHARLES FRANCIS ADAMS, JR AND THE RR PROBLEM		THESIS UNIV. OF IA	
ALLHANDS, JAMES L.	LOOKING BACK OVER 98 YEARS: THE AUTOBIOGRAPHY OF JAMES L. ALLHANDS		RR & HIGHWAY BUILDER	
ALPERT, GEORGE	GEORGE ALPERT MARCH 24, 1898- RAILROAD EXECUTIVE, LAWYER		CURRENT BIOGRAPHY MAG.	9-61/3
AMES, OAKES (1804-1873)	OAKES AMES, A MEMOIR		UNION PACIFIC RR BUILDER	
ASTOR, JOHN JACOB	LIFE AND VENTURES OF THE ORIGINAL JOHN JACOB ASTOR			
ATTERBURY, WILLIAM WALLACE	RAILROADS GENERAL: WILLIAM WALLACE ATTERBURY			
BALDWIN, MATTHIAS W. (1795-1866)	MEMORIAL OF MATTHIAS W. BALDWIN		BALDWIN LOCO. WKS	
BALDWIN, MATTHIAS W.	MATTHIAS W. BALDWIN (1795-1866) LOCOMOTIVE PIONEER			
BALDWIN, WILLIAM H., JR. (1863-1905)	AN AMERICAN CITIZEN: THE LIFE OF WM H. BALDWIN		LAST LONG ISLAND RR PRESIDENT BEFORE PA., RR	
BALL, EDWARD (1888-19)	ED BALL: CONFUSION TO THE ENEMY		FLORIDA EAST COAST PRESIDENT WHO BEAT THE UNIONS	
BEATTY, EDWARD W.	BEATTY OF THE C.P.R. A BIOGRAPHY			
BEAULIEU, HENRY	HIGH GREEN AND THE BARK PEELERS		STORY OF B&M RR ENGINEER,	
BEDWELL, HARRY (1888-1955)	HARRY BEDWELL, LAST OF THE GREAT RAILROAD STORYTELLERS			
BEEBE, LUCIUS A BIBLIOGRAPHY	OF WORKS BY AND ABOUT LUCIUS BEEBE	JENKS, G.M.	BULLETIN OF BIBLIOGRAPHY	37, 79 -1980/132-141
BELL, GEORGE	GEORGE BILL AND THE VAN SWERINGEN RAILROAD EMPIRE		THESIS INDIANA UNIV.	
BELL, N. J.	RAILROAD RECOLLECTIONS FOR OVER THIRTY EIGHT YEARS		AUTOBIOGRAPHY	
BERNET, JOHN JOSEPH ((1868-1935)	JOHN J. BERNET		ERIE RR	
BERTHOUD, EDWARD L.	RAILROAD PATHFINDER: THE LIFE AND TIMES OF EDWARD L. BERTHOUD			
BLACKMORE, WILLIAM (1827-1878)	WILLIAM BLACKMORE: A CASE STUDY IN THE ECONOMIC DEVELOPMENT OF THE WEST			
BLOUNT, F. NELSON (1918-1971)	MAN FROM STEAMTOWN, THE			
BRADFORD, VINCENT L. (1808-1884)	LIFE AND WRITINGS OF VINCENT L. BRADFORD, THE		CAMDEN & AMBOY RR PROMOTER	
BRADY, JAMES BUCHANON (1856-1917)	DIAMOND JIM: THE LIFE AND TIMES OF JAMES BUCHANON BRADY			
BRANDEIS, LOUIS D. (1856-1941)	BRANDEIS, A FREE MAN'S LIFE			
BROMLEY, JOSEPH	CLEAR THE TRACKS		BIOGRAPHY LOCO. ENG'R, 1870s-1900	
BROSMAN, ...	BROSNAN: THE RAILROADERS' MESSIAH			
BROWN, CHARLES P.	BROWNIE THE BOOMER: THE LIFE OF CHARLES P. BROWN, AN AMERICAN RAILROADER			
BUDD, RALPH (1879-1962)	LIFE AND WRITINGS OF VINCENT L. BRADFORD, THE		C&A RR PROMOTER	
BUDD, RAPH	MODERN EMPIRE BUILDER, RALPH BUDD		THESIS M.I.T.	
BURKE, THOMAS (1849-1925)	HE BUILT SEATTLE - A BIOGRAPHY OF JUDGE THOMAS BURKE		MADE SEATTLE THE TERMINUS OF THE GN	
CALHOUN, JOHN CALDWELL (1820)1859)	JOHN C. CALDWELL		PUSHER FOR A PACIFIC RR	
CALHOUN, JOHN CALDWELL	LIFE OF JOHN CALDWELL CALHOUN, THE			
CAMDEN, JOHNSON NEWLONG	JOHNSON NEWLON CAMDEN, A STUDY IN INDIVIDUALISM		ORGANIZED SEVERAL B&O RR PREDECESSORS	
CANFIELD, THOMAS HAWLEY	LIFE OF THOMAS HAWLEY CANFIELD		AUTOBIOGRAPHY	
CANFIELD, THOMAS HAWLEY	SIGNIFICANCE OF THOMAS HAWLEY CANFIELD'S LIFE	(N.P.RY.)	UN. OF VT. THESIS	
CARNEGIE, ANDREW (1835-1919)	AUTOBIOGRAPHY OF ANDREW CARNEGIE, THE			
CARNEGIE, ANDREW	ANDREW CARNEGIE			
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CARTER, GEORGE LAFAYETTE	GEORGE LAFAYETTE CARTER: EMPIRE BUILDER		HELMS, W. VIRGINIA CALVACADE' 30, NO. 1, 1980/12-21	
CASSATT, ALEXANDER JOHNSTON	END OF THE LINE: ALEXANDER JOHNSTON CASSETT AND THE PENNSYLVANIA RR			
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COLVIN, FRED HERBERT (1867-1965)	SIXTY YEARS WITH MEN AND MACHINES		FORMING THE N.P.RR 1868-1873	
COOKE, JAY (1821-1905)	JAY COOKE AND MINNESOTA			
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HARRIMAN, EDWARD HENRY	EDWARD HENRY HARRIMAN		
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HINKLEY, HOLMES, 1793-1866	HOLMES HINKLEY, AN INDUSTRIAL PIONEER, 1793-1866		
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Book #5 NOTABLE RAILROAD PIONEERS

The individuals listed here did the pioneering railroad work prior to 1860 and several had important railroad positions after that date. In the 1830s-40s there were no established construction methods other than those in England, but the situation there was sufficiently different that it could not be adapted without major changes to reduce.

John H. White, Jr. gives additional, less notable locomotive builders biographies in *American Locomotives* plus the *Railroad Periodicals Index* tells where information can be found on several hundred people.

The *Dictionary of American Biography*, published in the 1920s appears to be excellent for pre 1900 people. The *Railway and Locomotive Historical Society's Railroad History*, issue #139 gives good coverage to the technical (versus financial) development of railroads up to 1840 with their British influence.

ORATIO ALLEN (R. & L. H. S. Bulletins #61 and 89)

His extensive study of English railways in 1828 laid the foundation for what was feasible or unfeasible for American railroads. He brought the first locomotives to America in 1829 for the Delaware and Hudson Canal Company and operated the first one, the Stourbridge Lion. Soon after worked for South Carolina RR and the Novelty Iron Works

MATTHIAS W. BALDWIN (1881 Baldwin catalog)

He was born December 10, 1795. His initial trade was that of a jeweler in Philadelphia, but he quit the job in 1825 to enter in the machinery manufacturing business. He bought a steam engine to run his machines, but it proved unsatisfactory so that Baldwin designed and built a vertical boiler engine which proved successful and for which he was then able to sell to other manufacturers.

It was suggested that he design and build a miniature locomotive for the Philadelphia Museum, and it was completed April 25, 1831. The model worked well and later in the year the Philadelphia, Germantown and Norristown RR ordered a full size locomotive from him, *Old Ironsides*, a 2-1-0, which was based on the model plus an unassembled "Planet" type engine from England at Bordentown for the Camden and Amboy RR. It was completed November 23, 1832 and thereby launched Baldwin into the locomotive business.

By the end of 1834 he had instituted at least four improvements. The Baldwin design of the 4-2-0 had the drivers behind the firebox, which improved riding characteristics while William Norris had the drivers in front, which increased the weight on the drivers and therefore the tractive power. The 1837 panic almost bankrupted Baldwin, and the after effects dropped orders to only nine in 1840. In 1839 he had made a partnership with Stephen Vail of Morristown, N.J. who made his tires, and Huffy, who soon after dropped out.

Although the 4-4-0 was invented in 1836, Baldwin didn't think it worthy. Instead he designed a geared locomotive without side rods in 1840. Only one was built.

His patents record the improvements of his locomotives. A problem was getting more power for freight locomotives and in 1842 he developed the flexible beam truck 0-6-0, which would make Baldwin wealthy and secure the future of

the company. The locomotive could out-pull any engine in existence. The first went to the Georgia Railroad. It was modified in 1843 to allow the front four wheels to be independent of the rear driver except by side rods using ball and socket joints. The front four drivers could be of smaller diameter, 36" while the rear was 54".

Business very slowly improved, and the 4-2-0 was discontinued in 1845. In 1845 Baldwin finally made a 4-4-0 for passenger service. An eight driving wheel flexible was introduced in 1846, first built for Philadelphia and Reading Railway. They were the first built by Baldwin with sand boxes and a roof supported by four iron rods to which in winter the crew could hang curtains for weather protection. He modified it in 1846(?) by adopting the cab first used in New England. In 1849 a locomotive to run 60 mph was built for the Central Vermont RR, the *Governor Paine*. It had a single driver and six wheels in front. The design lacked adhesion and the engines built to it were rebuilt to 4-4-0 or scrapped. The last of the inside connected, except for special request, were built in 1849 for the New York and Erie RR. The Bury boiler was discontinued in 1850 and replaced by the wagon top design. By now the shop had a capacity of about 50 locomotives a year.

In 1854 Matthew Baird, formerly a foreman, became a partner and the company became known as M. W. Baldwin and Co.

In 1846 Norris was building a 4-6-0. However it did not fully replace the flexible beam engines until 1859. Baldwin was slow in adopting the Stephenson link motion valve, which allowed for variable cut off of the stroke for steam entering the cylinder and thereby conserved steam. Until 1854 from since 1845 Baldwin had a fixed half stroke cut-off well after other builders had switched to variable cut-off. The Stephenson link motion valve gear was considered the dividing point between the early era of locomotive building and the next era, which lasted until the development of superheating. In 1854 Mr. Baird developed the firebrick arch to improve combustion. They duplicated the idea of the Cumberland Valley RR in 1859 by introducing the combustion chamber for soft coal engines and also developed an unsuccessful firebox water circulator, which later was perfected by others.

In 1859 they built several locomotives with the Dimpfel boiler in which the water was in the tubes and the fire was in the space between the tubes. Mineral deposits in the water soon began restricting water flow in the tubes. Another change was placing the cylinders horizontally instead of at an angle, first used in 1858. In 1858 Baldwin was the first builder to place the cylinders horizontally, which could be done by spreading the pilot truck wheels for the cylinders to fit between and to secure the cylinders to a saddle under the smoke box. By 1865 this was universally done by most builders. By the end of 1840 Baldwin had constructed 160 locomotives and was the leading builder in America. During the next 20 years he lost ground to Norris and Rogers. At the end of 1860 Baldwin had constructed 988 locomotives, just a few fewer than Norris, which soon after collapsed.

ERASTUS CORNING (Dictionary of American Biography)

Born December 14, 1794 at Norwich, Ct. Died April 9, 1872 at New York City. He was a merchant, iron manufacturer, railroad contractor, builder and president, a banker, politician and land speculator. In 1833 he was one of those who organized the Utica and Schenectady RR and had an active interest in the series of railroads from Albany to Buffalo. In 1853 he was the force behind the combining of these railroads into the New York Central RR and its first president until 1864 and then continued as a director until 1867 when Vanderbilt secured control. He was also involved in several Midwestern railroads such as the Michigan Central and Chicago, Burlington and Quincy railroads. The city of Corning, N.Y. is named for him.

CLAUDIUS CROZET (R. & L. H. S. Bulletin #17)

He was born in France 12-31-89 and was in Napoleon's army surviving the march to Moscow. He came to the U.S. in 1816 and taught at the U. S. Military Academy and later Virginia Military Institute, which he helped organize. Became principal engineer for the Virginia Board of Public Works involved in building, canals, turnpikes, bridges and railroads. His primary achievement was the Blue Ridge Railroad, which was to be an extension of the Virginia Central across the Blue Ridge Mountains. Work commenced in 1853 on the railroad, which would require four tunnels, the longest 4273 feet – the longest tunnel in the United States at the time. A temporary railroad was laid over the mountain. Construction proceeded from both ends and when they met in 1856 were only 6" off. The other tunnels were completed in 1858. They had been bored by black powder, pick and shovel. He died on January 29, 1864

HENRY FARNUM (Dictionary of American Biography)

Born 1793 and died 1883. He was a financier and first president of the Chicago and Rock Island who with John B. Jervis built the railroad and a Mississippi River bridge to Davenport, Iowa. He then was the inspiration and financier for the first railroad west of the Mississippi as a start of a railroad to the Pacific.

JOHN M. FORBES (Dictionary of American Biography)

He was one of the original capitalists for American railroads. Born February 23, 1813 and died October 12, 1898. He turned to railroading in 1846 when he and partners bought control of the Michigan Central Railroad. He then became interested in railroads running west of Chicago to the Mississippi River (Galena and Chicago Union RR and others), which became the Chicago, Burlington and Quincy RR under his guidance. In Missouri he was the major financier for the Hannibal and St. Joseph Railroad. He then switch to public affairs, but returned to the C.B. & Q. in the late 1870s.

HERMAN HAUPT (Dictionary of American Biography)

A civil engineer educated at West Point, born March 26, 1817 and died December 14, 1905. He worked on railroad surveying in the late 1830s and was then assistant chief engineer of the Pennsylvania Railroad in 1847 and superintendent in 1849 completing the railroad to Pittsburg over the Alleghenies in 1855. He then accepted the job of boring the Hoosac Tunnel and developed the pneumatic drill in 1858

for that job. In this job he was constantly interfered with by Massachusetts politicians and the Western RR of Massachusetts, which did their best to kill the project. At 4 ½ miles the tunnel was by far the longest tunnel in the world. He took a leave of absence in April 1862 to command of the Military Railroads of the North. After the war he returned to the tunnel job. Political interference aggravated by the Western RR of Massachusetts and its successor in 1867, the Boston and Albany RR, caused him to quit before it was completed. He completed the Northern Pacific Ry to the west coast, 1881-1884, as general manager.

HOLMES HINKLEY (from "Holmes Hinkley and the Boston Locomotive Works" by John H. White, Jr published in R.&L.H.S. *Railroad History*, #142)

Prior to the Civil War the largest number of locomotive builders was in New England, and Hinkley was the largest of these builders with a total of 700 built by the end of 1861, a lead it never subsequently lost. He was born on June 24, 1793 in Hallowell, Maine and learned the carpentry trade and then went into the metal working machine shop. He reputedly built the third stationary steam engine in New England. About 1831 he hired Gardner P. Drury, who became his shop superintendent, and the firm survived the 1837 business panic. About 1840 he hired John Souther to design a conventional 4-2-0 locomotive, which was then built on speculation and thereby reentered that field of work. Business boomed and on March 13, 1848 Hinkley and Drury became the Boston Locomotive Works. The success was partly due to constantly enlarging their shop to build more and larger engines and a willingness to take railroad stock in lieu of cash for payment. He sought business outside of New England in areas where railroads were being built in the West. In 1848 he built for the Boston and Maine 4-2-0 which made a 60 mph run from Boston to Lawrence. He was the second builder of a 4-6-0, the "New Hampshire," built only months after Norris's "Chesapeake."

While he was an early believer in the Stephenson link motion valve gear in 1853, he was behind the Paterson builders for horizontal cylinders, which required a spread front truck to give space for the lower cylinders. The wagon top boiler instead of the straight boiler or Bury boiler was another innovation.

Hinkley retired at age 64 in 1857 leaving the company in good financial shape – but just before the business panic, which devastated it. He reentered the business and lost most of his wealth. With a new partner the works was reorganized in 1861 as Hinkley, Williams and Company and preceded to prosper due to the Civil War and subsequently. He died February 8, 1866.

JOHN BLOOMFIELD JERVIS (R. & L.H.S. Bulletin #30)

The greatest of the pre Civil War railroad civil engineers; he was born December 14, 1795 in Huntington, Long Island but his family moved to Rome, N. Y. in 1798. He died January 12, 1885. He first worked in the lumber industry and then on a survey crew for the Erie Canal where he quickly learned surveying and became a resident engineer on the canal. He left the Erie Canal work at age 30 and joined the Delaware and Hudson Canal Company in 1825, which planned a canal over a 900-foot high mountain – an impos-

sible task. Two railroads were in use or under construction, at this time – the Granite RR near Boston, which had a short incline plane and trestles over soft ground and the Mauch Chunk Switchback.

Jervis was working on the use of a railway over the mountain when his boss, Judge Wright, quit to work on the Chesapeake and Ohio Canal. Jervis took over. He studied the two railroads and British railways and particularly bridging. The canal would extend to Honesdale where the mountain began, 16 miles from Carbondale. Half of the railroad would be on trestles and planes would lift / lower cars. It would have the first use of a steam locomotive instead of horses, but the *Stourbridge Lion* was too heavy. Before the railroad was completed, Jervis left to work as engineer for the Mohawk and Hudson RR, and he designed their first locomotive, the *De Witt Clinton*. To allow for sharp curves and light, often irregular strap iron rail he designed the 4-2-0. He built the engine, the *Experiment* (later renamed *Brother Jonathon*). He also was named chief engineer of the Schenectady and Saratoga RR. In 1833 he returned to canal building. He also was appointed to three state commissions. He design and built the Croton Dam and aqueduct, the greatest engineering work in U. S. history at the time, and followed up with one for Boston. He then was connected with building the Hudson River RR, but this was short lived because of health problems. After an extended vacation he joined the Michigan Southern RR as chief engineer and soon after in 1850 was named president. The railroad merged with the Northern Indiana RR, and he was made chief engineer and president to push construction of the merged company. Jervis invented an eight-wheel box car, which weighed only six tons instead of the usual eight to carry the usual ten tons of freight.

When the Rock Island RR was chartered from the Illinois River to Rock Island, it could not be financed by local money. The Michigan Southern was induced to supply much of the capital, and Jervis was made president of the C&RI while also being president of the M.S.&N.I.R.R. He also became the consulting engineer on the design and building of a bridge across the Mississippi River at Rock Island to Davenport. He left the Rock Island in 1858 as a result of disagreements with the board and retired temporarily. His friend, John Edgar Thomson of the Pennsylvania RR called upon him to get the Pittsburgh, Fort Wayne and Chicago RR profitable, it having just been formed by consolidation of three new railroads all with shaky financing. He was named General Manager and Chief Engineer. In a little over two years he converted an operating disaster to a dividend producer. With that accomplishment a reality, he retired at age 69 for a 29 year retirement, which concluded on January 12, 1885.

JAMES P. KIRKWOOD (*Starrucca – the Bridge of Stone* by Wm. S. Young)

He was born in Scotland 1807, and Initially worked for the Long Island RR and other jobs. Early in 1848 he was hired to construct the previously designed Starrucca Viaduct of the New York and Erie RR with the requirement that the huge structure be completed by the end of 1848, which it was, and became the largest stone railroad viaduct in America. His next job was Chief Engineer of the Pacific RR in

1850 constructing it from St. Louis west to Pacific, Missouri, the first transcontinental railroad, which he had been lobbying Congress for. Preferring to remain in St. Louis once that job was done, he left the railroad field and became chief engineer of City of St. Louis and president of the American Society of Civil Engineers. He died 4-22-77

BENJAMIN H. LATROBE, JR. (B. & O. RR Museum)

He was born December 19, 1806 and educated as a lawyer but then switched to civil engineering. He was hired by the Baltimore and Ohio RR in 1829 to survey the Washington Branch and design the Thomas Viaduct at Relay, Md, the biggest viaduct at time of construction – 612' long and 60' high with 8 arches. He designed a Harpers Ferry multi span truss bridge. Named Chief Engineer in 1842; he extended the B. & O. over the Allegheny Mountains to the Ohio River, reached in 1852. The 2.2% grade became a national standard for maximum grade except for the Southern Pacific RR over the Sierras. He worked on the Hoosac Tunnel and was later president of the B. & O's Pittsburgh and Connellsville RR. Died 10-19-1878.

WILLIAM, RICHARD AND SEPTIMUIS NORRIS (From R.&L.H.S. Bulletin #10, which gives a detailed description of changes in design, #79 on exported locomotives & #150)

Originally called the Norris Locomotive Works of Philadelphia in 1833 until 1846 when Septimus joined his brother and they formed "Norris Brothers." In 1848 they started the Schenectady Locomotive Works, which failed, and in 1865 after closing Philadelphia works took over the Lancaster Locomotive Works but it also failed.

These three brothers comprised a partnership. At the end of 1840 they had built about 110 locomotives, far more than Rogers but about 50 less than Baldwin. By the end of 1860 they were in a virtual tie with Rogers and Baldwin having just completed their 1000th whereas the other two were at about 990. A large export business primarily to German speaking countries gave them the lead.

Returning to 1833, William Norris joined with Stephen H. Long, who had designed a steam locomotive for their foundry to build. It was completed in June 1833. Long withdrew in 1834, and Norris hired Joseph Harrison as his designer. He probably designed for Norris a 4-2-0 using the idea of John B. Jervis's 1831 4-2-0, the *George Washington*. In a test it did the "impossible" by pulling a 19,200# train up the 1.7% Belmont plane in Philadelphia. 'Soon after it pulled a 119 ton train on the level, also previous unheard. Published reports of several locomotive accomplishments soon produced orders in American, Europe and England and resulted in Norris building many engines for overseas the next several decades. By 1840 Norris had overcome Baldwin's locomotive building lead and did not relinquish it until about 1863. In 1846 it built the 4-6-0 "Chesapeake" the first known 4-6-0 in America.

The 1837 business panic, the worst since the nation was formed virtually bankrupted the company. In 1839 William's brother, Richard, a levelheaded businessman, joined, and it became William Norris and Company. In 1844 William left the company.

The Norris locomotives until about 1853 all had Bury boilers. Balloon stacks became standard about 1848. Cylinders were sharply angled and outside connected normally. Smoke boxes were slightly larger than the boilers and square at the bottom. From early in 1853 much larger engines were built.

About 1852 Septimus left. In January 1853 the firm was renamed Richard Norris and Son, the son being Henry L. Norris. The 1850s were excellent years with a large plant able to meet customer demands quickly and 1100 employees, capable of making more than 100 locomotives a year.

Henry was not up to running the prosperous company. Richard Norris, unlike Matthias Baldwin, did not groom a replacement when he approached his desire to retire. After 1860 the company rapidly declined and closed temporarily in 1865, reopened but permanently closed in 1867.

WILLIAM B. OGDEN (Internet)

He was born June 15, 1805. Unlike most of the prominent pre 1860 railroaders, he was a financier. As the first mayor of Chicago he promoted the Illinois and Michigan Canal. He became interested in railroads, and in 1848 was named president of the Galena and Chicago Union RR. Later he was involved with the Mississippi and Missouri RR. Involvement with it caused him to work hard on the proposed first transcontinental railroad, which resulted in Congress passing the Pacific Railroad Act. He became the first president of the Union Pacific RR, 1862-1863. Ogden, Utah is named for him. He then retired from active railroad promotion and financing and pursued other interests. He died August 3, 1877.

MONCURE ROBINSON (*Dictionary of American Biography*)

Born February 1, 1802. He took up surveying when age 16 on a canal system in Virginia. From there he went to the Erie Canal where he decided the future was in railroads. In 1828 he surveyed the proposed Pottsville to Danville railroad and then the Allegheny Portage RR and then railroads in Virginia including designing the huge James River Bridge, 2844 feet by 60 feet high and 19 spans for the Richmond and Petersburg RR. In 1834 he was chief engineer of the Philadelphia and Reading RR including designing the *Gowan and Marx* locomotive.

In 1840 the czar of Russia asked for his help as did the Secretary of the Navy in 1842. In 1847 he retired to handle other interests and died at age 89 on November 10, 1891.

THOMAS ROGERS (1876 Rogers catalog and J. H. White, Jr)

Thomas Rogers was born at Groton, Ct. March 16, 1792 and died in New York City, April 19, 1856. He learned carpentry and went into the loom making trade at Paterson in partnership with John Clark and soon after with Abram Godwin. In 1831 he quit the partnership and in 1832 joined with Morris Ketcham and Jasper Grosvenor to make cotton mill machinery.

The Paterson and Hudson River RR was then building toward Paterson, and they built the draw bridges over the Passaic and Hackensack Rivers for the railroad. They then began making car wheels.

The small machine shop of Paul and Beggs in Paterson decided to enter the locomotive business, but before completing their first locomotive, fire destroyed the plant. This gave the idea to Rogers and his partners. In 1835 they began construction of their factory. The first locomotive, the *Sandusky* was completed in October 1836 and sold after testing to the Mad River and Lake Erie RR. This was the first locomotive built to have counter balancing. Soon after he initiated the use of hollow spokes. In 1839 he had outside connected rods.

It is believed that Rogers was not an innovator of new designs; rather it was people who he hired. He also was first to adopt England's Stephenson link motion valve gear and replaced the Bury boiler with the wagon top design. As with the other major builders design innovations were often developed by the employees. Besides the 4-2-0, Rogers built 4-4-0 (all builders did), 0-6-0 and 4-6-0 freight engines, which many builders never offered who went out of business. At the end of 1840 Rogers had built only 19, far fewer than Baldwin, but by the end of 1860 Rogers had built about 990 locomotives, virtually the same as Baldwin. The catch-up undoubtedly was caused by Matthias Baldwin's reluctance to discard established designs.

JOHN EDGAR THOMSON (*R. & L. H. S. Railroad History #134 and Centennial History of the Pennsylvania RR,*)

He was born February 10, 1908 at Springfield, Pennsylvania. In 1827-28 he became a rodman surveying the preliminary location of the Philadelphia and Columbia RR. He also worked on the Camden and Amboy RR. His unusual abilities resulted in 1834 at only age 26 being named chief engineer for the planned Georgia RR, 173 miles, from Augusta to Atlanta. The job included all aspects of getting the railroad built. It was opened September 15, 1845, at that time the longest railroad in the world. He also was involved with the Nashville and Chattanooga RR and the Montgomery and West Point RR. When Baldwin developed the flexible beam 0-6-0 in 1842 Thomson could see its advantages and bought one and later five more for heavy freight work when the 4-2-0 and the up-start 4-4-0 were the prevailing locomotives of the 1840s.

On April 9, 1847 he accepted the job as chief engineer of the Pennsylvania Railroad, which had just been organized to build from Harrisburg over the mountains to Pittsburgh, about 300 miles. The Chief Engineer position in the early years of railroads was by far the most important position on a railroad other than those handling the financing. It usually included locating, construction, bridge and equipment design/selection, and operations.

He rejected the earlier plan going west from Lewistown, which would have resulted, in a 0.9% maximum grade, but at a tremendous increase in construction cost. Instead he decided to connect with the Allegheny Portage Railroad to be used initially to cross the Alleghenies west of Hollidaysburg. It had only a 0.4% grade before reaching the foot of the mountain. From there the grade would be 1.9%. Besides less than the Baltimore and Ohio's Sand Patch 2.2% grade, Thomson's route over the Alleghenies was five miles shorter.

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During the 1850s he was briefly also president at the same time of the Dubuque and Pacific Ry and the Southern Pacific RR.

Shaky finances in 1852 lead to his election as president on February 3, 1852. He held the position for 22 years, which saw the completion of the basic network of the railroad in what would comprise the Pennsylvania, both along the East Coast, and their "Lines West" - the network in Ohio and Indiana and reaching Chicago and St. Louis, the greatest railroad in America. The 1873 business panic resulted in a study by the Board of Directors if the railroad was really on sound footing, which was found to basically be true. Thomson died May 27, 1874 from a hear attack at age 66.

GEORGE W. WHISTLER (R. & L. H. S. *Bulletin* #17)

The name of Whistler is well recognized by the painting, *Whistler's Mother*. That was his son, born 1834. Whistler was born in 1800 and graduated from West Point in 1819, becoming one of the a few notable college educated railroad people in the 19th Century. He was involved in the early plans of the B. & O. RR. In 1833 he became engineer for the Locks and Canals Company, favoring the English design 2-2-0 Planet type locomotive. In 1837 he reentered railroading in Massachusetts becoming several years later Chief Engineer of the Western Railroad of Massachusetts. In 1842 the Russian Government in studying American railroads induced him to build their first railroad, the St. Petersburg to Moscow Railroad, which would be the second longest railroad in the world, exceeded only by the New York and Erie RR. He died of cholera in 1849 in Russia two years before the railroad was completed. He helped induce Eastwick and Harrison to move their locomotive manufacturing to Russia where the4y were joined by Thomas Winans, son of Ross Winans.

ROSS WINANS (R. & L. H. S. *Bulletin* #70.)

Born October 17, 1796, in Sussex County, N. J. on a horse farm, and established at the relatively old age of 47 his own manufacturing plant in 1843 after years working for the Baltimore and Ohio RR. He was the most "eccentric" locomotive builder. He began work for the B. & O. RR in the locomotive department after coming from his farm to sell horses to the newly established railroad in 1828. His initial interest was in car wheels. In 1831 he built an 8-wheel freight car for carrying wood. In that year he built an 8-wheel passenger car, which he patented, although it was not the first 8-wheel car built. Earlier the Granite RR had put a common flatcar body to two trucks for hauling large pieces of granite. By 1834 several railroads had built double truck passenger cars, which Winans said violated his patent and that they should pay royalties. In what may have been the biggest lawsuit in the new railroad industry up to that time. The suit dragged on four five years before the courts concluded that Winan's patent was not applicable.

He patented his "crab" locomotive in 1837 for the B. & O. with its unique outside frame, which was different from the "grasshopper" design. In 1842 he had Baldwin build his first 0-8-0 for the Western Railroad of Massachusetts for climbing the Berkshires. They were the last vertical boiler locomotives he built. It could haul the previously unheard amount of 870 tons on a 1.6% grade at 8 miles an hour. The first of his camels was for the B. & O. RR in 1848, and he continued the design until 1858 making 119 for the B&O plus some for other railroads.

His primary customers were Allegheny Mountain railroads - the B. & O. the Phil. & Rdg, the Cumberland Valley RR and Pennsylvania RR. He also built several one of a kind designs such as the 7 foot diameter drivered Boston & Worcester RR "Carroll of Carrollton."

He died April 11, 1877.

Gerald Best Photographers 1930-1960

This is the biographies of 134 railfans who Gerald Bests traded pictures from about 1930 until the early 1960s. (Plus as few others who predate the 35 mm and took large numbers of photos. They are marked with an * but have no bio). He lived in California and traded pictures with almost all the significant West Coast photographers and they are included here. Mr. Best wrote these bios and Arnold Menke saved them after Mr. Best's death. Here in a single manuscript is railfans. It includes almost all the pre 1935 photographers (e.g. pre railfan trips which greatly increased the hobby and picture taking. Prior to that new era you will note two things. Where he mentions the camera size, the post card, 122 size, was almost universally used. The second point to note is that in those early years (actually up to WWII, you did not sell prints or negatives. You traded. Those that did such as Joseph Lavelle and George Sittig were ostracized from the fraternity.

Actually the picture taking was given its first real boost by Railroad Stories Magazine in 1930 with its Photo Club and Pontin's loosely organized railfan photo club. However these people unless Mr. Bests includes them were what we might call undedicated photographers. I suspect that many used a camera smaller than 122 such as 116 and 616. The names for the bios are listed below and the bios follow.

There are some names omitted here because I do not know if they took photos or merely collected them. They include C. L. Winet, W. Coughtry, Harold Godsmith, Harold Greene, Elmer Sulzer, Michael Koch, .

Names marked with an * took photos, but never traded with Mr. Best, and so are not in his bios

Arrens, John P.			
Allen, John B.	Diver, DeForest	Harvey, Harry	Merritt, Stanley F.
Anderson, Rich A. *	Do0dge, Richard V.	Haug, Leonard T.	Middlebrook, R. P.
Andrews, Clinton T.	Doeright, G. A., Jr.	Hayes, Wm. M.	Moody, Linwood O.
Annin, Thomas B.	Duke, Donald	Heaney, H. J.	Moppris, Robert P.
Ardrey, Frank E.	Dunscomb, Guy L.	Hicks, W. Raymond	Nicholls, Robert C/
Arey, H. L.	Ehernberger, James L.	Hilton, Jerrold F.	Nixon, Ronald *
Arey, Herbert H.	Eighmey, Henry P.	Jackson, Richard B.	Norrell, Thomas r
Baldwin, A. E.	Ellenbger, Paul	Joslymn, David L/	Osborne, Wm. R.
Baldwin, Raymond S.	Elliott, Earl A.	Jukes, Fred	Paddock, Munsen
Barton, Wm. H., Jr.	Falls, Bruce D.	Kelley, Lamar M. Kauke.	Parrish, P. E.
Barriger, John III *	Fielding, Arthur	Phillips	Pennoyer, A. Sheldon
Bayne, K. P.	Fisher, Charles E.	Kindig, Richard H.	Pererson, Arthur
Beebe Lucus *	Formanek, A. P.	Kneiss, Gilbert H. Krawiec.	Perry, Otto
Berry, Richard	Foster, Robt. J.	Walter F. W.	Peterson, Frank
Bond, Edward	Furler, Donald *	Landon, W. G.	Phelps, Albert
Bonke, Frederick A.	Gabriel, Herbert J.	Lane, Chas A.	Pontin H. W.
Boutell, Hugh G.	Gay, Theodore A.	Lavelle, Joseph H.	Prescott, Paul W.
Bowie, James Porterfield	Gertz, Lloyd, Jr	Lawson, Thomaqs J, J	Preston, George
Brown, Millard S.	Goldsmith, Harold	Lloyd, Arthuir	Prince, Richard
Chaney, Charles B.	Goodyear, David	Lohr, Edwin W.	Puriton, Charles *
Christiansen, A. Howard	Gordon, W. R.	Loomis, Albert A.	Rice, Leonard
Ciapponi, L. J.	Graham F. Stewart	Lowe, Shelby F.	Richter, Douglas S.
Clegg, Charles *	Graves, Roy D.	Lucas, Walter A.	Rose, Alfred M.
Collins, Robt. *	Gray, Robert C.	Lucy, Eldon W.	Schlachter, Karl E, Jr.
Collum, Clyd L.	Griffith, L. E.	McFarland, Robert H.	Schlachter, Karl E/
Cooke, M. B.	Griffiths, Ben W.	McGee, Warren *	Schmid, Robert C.
Crayter Warren B.	Griffiths, Henry R.	McKellips, Daniel O.	Sharp, Allen A.*
Darrell, Paul	Hanft, Robert M.	McMichael, Harold	Shawver, L. E.
Dean, J. H.	Harding, Robert F.	Means, Orlin	Silverthorne, W. A.
DeGolyer, Everett L., Jr	Hart, Geo, M *	Medlin, C. B.	Sittig, G. M.
			Slawson, George C.
			Somerville, Donald
			Sornberger, Dr. F. F.
			Stallings, Ernest
			Stringham, Paul
			Stindt, Fred A.
			Taber, Thomas T. III *
			Thaber, Thomas T. II
			Thomas Granville
			Thomas W. Scott
			Thrall, Walter
			Threns, John P.
			Tomme, Mickey
			Trego, Jack White Turner,
			E. Milo
			Ulrich, Carl L.
			Vollrath, Harold K.
			Warner, Paul T.
			Weber, Edward *
			Weeden Archer L.
			Welch, Daniel J.
			Westbay Jim *
			Winslow, Jeffery K.
			Witback, C. William
			Wood, Sylvan R.
			Young, W. S. *

Most of these photographers took primarily locomotives. Exceptions are L. Beebe, and C. Clegg, t photographed train, John Barriger photographed stations, junctions, track scenes, Edward Weber stations
Barriger started in the 1920s, Weber early 1950s, Beebe 1930s, Clegg 1940s?

CHARLES CLEGG DIED AUG 25 1979
PENNINGTON DIED IN 1973

BOISE DIED JAN 1966
HUNTSFORD DIED 1975

A LIST OF MEN WITH WHOM I HAVE TRADED PRINTS
OR NEGATIVES, OR PURCHASED EITHER TYPE IF THEY
WERE A DEALER, BETWEEN 1931 and 1980.

134 guys
BILL STEWART (N.Z.) DIED 1976

Gerald M. Best
- 1980 -

LEFT OUT: MONYPOY

AHRENS, JOHN P.; He used a 122 size kodak, and I began trading prints with him in 1934. As long as he was working, at the Western Electric Co.'s engineering office at 463 West St., in New York, he covered all the railroads in the NY area, and took trips as far west as Cleveland, O. He commuted to West Redding, Conn., retired about 1965 and died in 1975. His action shots were of high quality, and his locomotive photos first class. He was one of my favorite correspondents.
APRIL 15

ALLEN, JOHN B.; Normally John used a 122 kodak with tripod, made a great many trips with R. J. Foster, and was an authority on the Gulf, Mobile & Northern, AB&A, Illinois Central, and roads in Southern Ill. He lives at Centralia, is now retired, spends his winters in Florida but still actively pursues the railroad hobby. He was responsible for copying off the George Car & Loco. Co. list of locomotives sold, just before they were destroyed by the lawyers who were liquidating the company. He has bought a very large number of 5x7 negatives from various collectors, including the late Albert Loomis. He lived in Cleveland when I first started trading prints with him in 1933, then moved to Centralia. At present he is researching the C&EI locomotive history, this being his favorite road. He is a diligent historian, a splendid photographer, and ranks at the top of the group of friends still living who are real locomotive historians.
MAY 1988 - Taber

ANDREWS, CLINTON T.: An employee of the Lehigh Valley, he collected old photos of locomotives of the road, gathered data on them but lacked construction number information on a lot of them. I supplied the data, and over a period of years we worked up two L.V. rosters; the pre-1905 roster, and the post-1905 list. Charlie Fisher published most of the pre-1905 roster but left great gaps in the list. Andrews prepared his roster material for publication by R&LHS shortly before he died, but did not finish it. His work appears at R&LHS Bulletin 126. Though I supplied most of the shop numbers, Andrews searched out the scrapping or sale dates on most of them, and many of the pictures. He died in 1971 at the age of 90. Our photo exchange consisted mostly of copies of old originals, of which I supplied many from the Blauvelt collection.

ANNIN, THOMAS B.: I met Tom by mail in 1933, as he was Tom Taber's brother-in-law. Tom more or less basked in the enthusiasm of his love for the Lackawanna, the city of Madison, N. J., and though his photography was not equal to Tom Taber's, we exchanged a lot of prints through the years, especially the Central New England. In old age and retirement he now lives (1980) in South Yarmouth, Mass., still active to the extent of several letters with prints each year, both ways.

ARDREY, FRANK E.: I feel responsible for starting Frank into serious photography of steam locomotives after World War I. During the war, when he was in the Navy, he read Railroad Magazine and got my address, writing to ask about engines of a railroad that went through his home town. I sent him prints, and when he settled down in Birmingham, Ala. to work for the Southern Ry., he got a 122 kodak with tripod and over a period of six years we must have traded 500 negatives. His photography is splendid, he understands what makes a locomotive tick, and is still working for the Southern, with a grown-up family and time to think about the good old steam days. I have met Frank several times and count him as one of my best friends.

BORN 5-6-1867 - New Hampshire

To: OREGON IN 1905 - hired out that year by PR

AREY, H. L., Oregon; One of the real pioneers of locomotive photography in the west. He was a locomotive engineer on the Tillamook branch of the Southern Pacific in Oregon when I first met him in 1932 as the result of an introduction by mail by Dave Joslyn. Arey had started photographing locomotives on 5x7 glass plates, later on film, and also a few 122 size, about 1900. The majority were the small power used on the Oregon branches of the S. P., but he also covered the OR&N, the SP&S and other roads that came into Portland, as well as the shortlines of central and Western Oregon. His photo quality was tops and prints he made 45 years ago are as good today as when they were made. I met him in Oakland in 1934 after he had retired and was staying at the same hotel with me, by accident. We spent a day at West Oakland together, and I will never forget some of the stories he told me about life on the Tillamook branch, hauling finished lumber out to the main line, using 4-8-0 and 4-6-0 power mostly in the 1900s and 1910 era, then the larger consolidations in the 1920s. He died in the late 1930s, and his collection of negatives and prints went to his son, Herbert H. Arey.

BORN December 14, 1897 ← 20

AREY, HERBERT H.; Herb started with the Portland Terminal Co. and remained with them in various managerial capacities throughout his working years. Using his Dad's 122 kodak and discarding the almost wornout 5x7 camera, he covered the GN, NP, SP&S, Northern Pacific Terminal and other roads in the Portland area. We traded several hundred negatives through the years, and many prints. He died in the 1950s, still under 65. His photos were of fine quality, and though I wont reach the champion swindler, H. W. Pontin until much later, he was one of Pontin's suckers, but not for long. He lived all his working years in Portland, Ore.

BALDWIN, RAYMOND S.: I first met Ray in 1946 when I rode the milk train on the NYC's Catskill Mountain branch from Oneonta to Kingston. Ray was the conductor, in his last year of working, as he was 64 that year. We became great friends, he helped me get quite a few good photos that day, which proved very useful when I wrote a book on the Ulster & Delaware, where he started as a brakeman in 1898. He was born in Hobart, N. Y., and when in his teens had a tiny camera which produced pictures of surprising quality. Most of them were published in my book. He had a 122 camera before he retired, and at my suggestion, photographed every station on the U&D in 1946, taking two days to do it. Without his help I doubt if I would have tackled so difficult a project as the history of the Ulster & Delaware. At his direction, his daughter gave me all his negatives and railroad prints when he died in 1973 at the age of 93. Also his collection of U&D employees timetables and a few other surprises including photos of West Shore and NYC locomotives at Kingston. He was a gentleman and I am sorry I did not know him in the years before 1946.

BARTON, WM. H., JR.: Last known address was 936 Floyd Ave., Rome, N. Y. He was trading prints of central N. Y. shortlines, NYO&W and roads near his home town. We corresponded from 1933 until 1942, when he disappeared, several letters sent to his address were not returned and I have never found his name in any list of railroad societies, or in the subscription lists of Trains and Railroad magazines, and I am inclined to believe he died in World War II. It was he who tipped me off to the bank in Rome which had the New York Loco. Works bankruptcy papers and made possible the copying of the locomotive list. His photos were made with a 122 kodak, were of good quality and are well preserved today.

BAYNE, K. P., Los Angeles, Calif. A fireman on the Southern Pacific, he started in 116 size with akodak in 1931; his photography was not first grade but he got a few good.

S.P. of engines stored for scrapping, before I came on the scene. *Simon at Taylor who in turn gave it to* In 1935 he became disenchanted with the hobby, and one day gave me the 4x5 file drawer full of negatives. He said he had prints of everything and didn't want to continue trading. I don't wonder, for about 10% of his negatives received from others were worth saving; the rest were pure junk.

BERRY, RICHARD; Arcadia, Calif. He was a very good locomotive photographer and historian, started in the mid-1930s and photographed a great many scenes in the desert areas where there were mining railroads. I traded a few negatives with him, and about once a year, a few postcards. He used a 122 kodak, and was not a quantity producer, but rather selective in what he collected. He died in 1977 and have been unable to learn what happened to his collection. *It went to Allan Howell*

S. W.

BOND, EDWARD: 5822 Big Horn Dr., Roanoke, Va. 24018. In the early 1960s I began corresponding with him when he lived in Albany, NY and I think went to college in Troy. He became a bridge engineer for the D&H, then the N&W when he moved to Roanoke. His hobby is narrow gauge railroads and he has been able to copy many rare old 5x7s and larger sizes of railroads in the east. Our method of trading was for him to send me a certain number of postcard prints from his rare copies, in exchange for the loan of negatives of narrow gauge locos. in my collection, so he could make his own 8x10s. This went on for some years; he was also interested in builders' lists and rosters of certain roads, mostly narrow gauge. As of 1980 have not heard from him in two years. He is a member of R&LHS.

BONKE, FREDERICK A.; Jersey City, N.J., but lived in Wellsville, NY in 1932 when I first corresponded with him. He used an undersized postcard kodak which produced negatives about 3 x 4 $\frac{3}{4}$, and I have a few Buffalo & Susquehanna negatives from his camera. Lost track of him in 1940 and in 1975 a friend sent me several dozen of his photos of the Ulster & Delaware after it became a NYC branch, in the mid-1930s. Too late to go in my book, but worth saving. At a sale of Bonke's collection in NY, my friend bought all his U&D prints and sent them to me, buying the negatives for his own use.

BOUTELL, HUGH G.: Hugh was a pioneer in collecting locomotive pictures, his newspaper and locomotive magazine clippings dating back to 1900. He began photographing locomotives in the mid 1900s, the PRR was his favorite railroad, and while he photographed with an 8x10 and a 3 $\frac{1}{4}$ x4 $\frac{1}{4}$ camera, the latter were not of high quality. He worked at the Bureau of Standards in Washington all his working years, was intensely interested in the mechanics of the steam locomotive, and was a great friend of P. T. Warner of Baldwin fame. When he retired he moved to Santa Barbara and I did a considerable amount of print trading with him, as he would print is smaller prints on glossy postcards. He died in 1969, and his negatives were given to Chas. A Purinton of Boxford, Mass., a life member of R&LHS, to keep CEF from adding them to his basement collection. His prints were mounted in albums of such inferior paper that all except the last two or three added in the 1950s have rendered the prints unusual due to sulphur in the paper or cardboard of the albums. One album was so bad it disintegrated, prints and all, when I opened it. His collection of books, railroad passes and other memorabilia went to friends in Santa Barbara.

BOWIE, JAMES. St. Louis, Mo. At the suggestion of Bob Foster, I began trading prints with him in 122 size in 1946. He travelled a great deal, and once went on a one-month trip shooting 400 rolls, which I developed for him, and in return received a lot of fine negatives. His photography was above average and his negatives can be identified by a small semi-circle filed into the center of the aperture frame. He was much interested in the Missouri Pacific and compiled a good modern roster of the road in 1950, of which I have a copy. He died in the mid-1950s quite suddenly and his collection sold piecemeal.

BROWN, A. E.; Shreveport, La. One of my earliest correspondents, he made high quality postcard negatives of all the roads in eastern Texas, Louisiana and as far north as Arkansas. He worked in the Post Exchange at Barksdale Field near Shreveport, and as he started photographing in 1930 he is no doubt retired now. I received an Xmas card from him in 1978 but have not traded prints for years. Some of his action shots are excellent but as he used a kodak, with a 1/300 sec. shutter, he had to shoot the train small image to avoid blurring, the same method as used by Chaney on fast moving passenger trains. I consider Brown to be one of the leaders in the hobby of locomotive photography, and the negatives traded through the years are in some cases all I have of the shortlines involved. He has published at least one book.

DIED 1981 ↑

BROWN, MILLARD S.; Lived in Santa Rosa, Calif., then Oakland. He photographed in 122 size, specialized in SP, WP, NWP and Santa Fe, and we exchanged perhaps a dozen trades in the 1940s. He has been deceased for some years.

CHANEY, C. B.: Brooklyn, N. Y. He was a draftsman for the U. S. Navy at the Brooklyn Navy Yard when I first corresponded with him, and our trades were limited to prints, mostly Erie, of which he had some fine action shots of commute trains. He retired in 1942 and an old address book shows I last wrote to him in 1946. He died in 1948 and his collection is at Smithsonian. I learned more about the trials and tribulations of the Vauclain Compound from him than all the textbooks I have on the subject. He was 20 years older than I, and had seen the compounds in profusion on the west side of the Hudson opposite Manhattan. I see from his biography that he used 122 graflexes, so I am unable to explain why most of his action shots which I have were shot when the train was no more than half-image on the film. He was an expert on the PRR, and I have one of his diagram books he made up himself, of the PRR power as it was in 1900.

CHRISTIANSEN, A. Howard; Menlo Park, Calif. and Milwaukee, Wisc. Howard was in the passenger department of the Milwaukee when I first started trading prints with him in the early 1930s. His specialty was the Milwaukee, and I have a great many prints in my collection as the result of many trades with him. We never traded negatives. After his retirement he moved to Menlo Park, Calif., joined the Pacific Coast Chapter of R&LHS and I have seen him yearly at the annual dinner of the Chapter, as of 1979.

CIAPPONI, L. J.: Oakland, Calif. I have never met this gentleman but have bought prints from him on several occasions back into the early 1930s. They were invariably odd sizes, sometimes of poor quality, and some of my friends wont talk about him when his name is brought up. Thanks to him I have photos of some antique locos. in Arizona, New Mexico and Nevada. He started in 1926 so his collection covers more than half a century.

COLLUM, C. L.: 491 Walnut St., Meadville, Pa. was his last known address. He shot in the odd sized postcard 3x4 $\frac{3}{4}$, and I traded a few very good negatives he took of lumber roads and narrow gauge shortlines in Pennsylvania, West Virginia and Maryland. He was active through the 1950s but a letter sent to his Meadville address a couple of years ago was returned marked "Unknown."

COOKE, M. B., 116 Neptune Ave., Jersey City, NJ. One of my first correspondents in 1932 when he was a letter carrier for the PO. We traded prints and negatives to the end of steam in the mid-1950s; at one time he got a transfer to Montgomery, Ala., and lived there three years, during which he shot a great many good locomotive pictures of shortlines and lumber roads of the region. But he and his wife could not make it socially, he said, and got his old job back in Jersey City, where he still lives.

Cooke, continued. ; I doubt if Cooke did much trading of negatives, and prints for that matter; but when I wrote Ulster & Delaware he sent me dozens of fine action negatives of snow scenes, trains on the West Shore main line, etc., on loan to make 8x10s. He visited me once, with his 16-year old son, and I value his friendship over a span of half a century.

CRATER, WARREN B., Roselle Park, N. J. A locomotive engineer on the Jersey Central, I met Warren through Ed Lohr, but we did not start trading prints until after Ed's death in 1967. He had a thorough knowledge of the railroad he worked for, and published two soft cover 8½x11 books covering the locomotives of the CRR of NJ. We corresponded in 1979 about the Staten Island RR and he cleared up a number of questions about its present status. He died early in 1979, one of the last officers of Railroadians, and a fine gentleman to deal with. His photography was in 122 size.

DARRELL, PAUL; Richmond, Calif. 1500 Chanslor Ave. He is most interested in rolling stock, but I traded locomotive photos with him from the early 1930s. He has a very large library of railroad books, and a vast knowledge of rolling stock. In 1949 he inherited the large collection of Leonard T. Haug who died that year and lived in Richmond. Darrell is a bachelor, lives alone in a well-kept house, and was very generous in loaning me negatives to enlarge for my book, Mexican Narrow Gauge. He is a Life member of R&LHS.

DEAN, REV. J. H.: Cleveland, O. and various other mid-west cities. He was a great friend of the late Karl Schlachter, who introduced us by mail. Dean was then living in Cleveland, and he preferred to trade 144 cards at a time, in the box they came in. He started as early as 1921, covered the east very well, and in 1934 bought most of the postcard negatives of G. M. Sittig who was financially embarrassed and when Dean got through printing all the D&H, LV, DL&W and other roads with Mother Hubbard engines, I must have traded 1000 prints. During the war I lost track of him, I heard through John Allen that he had had matrimonial troubles and was hiding out in a small town in Indiana. He owed Allen about 200 prints, and John followed him for years trying to make him produce the prints owed, with no success. John tells me he died about 10 years ago, defrocked and what happened to his collection nobody knows.

DEGOLYER, EVERETT L., JR., Dallas, Texas. Everett was one of my best friends, and we started trading prints while he was still in Harvard Business School. After his father's death and the formation of the DeGolyer Foundation Library at SMU I helped him acquire material and we traded postcard prints, with his 4x5 negatives printed full aperture. He was a collector of rare railroad books, prints and "O" gauge models. He bought the David Goodyear collection of 125,000 8x10 and 5x7 prints, and to quote Lucius Beebe, became the greatest receiver of stolen goods in the history of the hobby. Thanks to Everett all this material is preserved at SMU, and we all miss a fine gentleman who could down a quart of bourbon and not blink an eye. He died in 1977 of lung cancer, and I lost one of my most interesting correspondents.

Dec 17 1977

DIVER, DEFOREST, Middletown, N. Y.; When I first met Mr. Diver (he hated his first name and always signed his letters "D. Diver"), he was a locomotive engineer on the NYO&W. He had photographed engines and scenes on the road for many years and had a large collection of pictures acquired from the NYO&W official files. He would print for me on postcards, and once let me ride in the cab of his engine on train #1 from Middletown to Liberty. I have a fine action shot of him with the same train, taken at Fair Oaks, west of Middletown. He was generous to me in that he gave me several old originals of the Port Jervis & Monticello RR, including an action shot made in 1882. His collection was willed to Cornell University, where it is well cared for.

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DODGE, RICHARD V. ; San Diego, Calif. Dodge worked all his life for the San Diego Gas & Electric Co. as an engineer. He graduated from MIT, and was interested in the electric railroads in Calif. when I first met him at Phil Middlebrook's in the late 1940s. Dick was a middle-aged bachelor, a bit cantankerous at times, but full of enthusiasm for railroad history. He wrote a book on the railroads of the San Diego area, photographed with a 122 Graflex, and in 1955 made a month's trip to Cuba to visit a college classmate, then the head of the United Rys. of Cuba. Dick brought back about 100 good locomotive shots, of which I have a few today. He also covered Mexico twice, and we exchanged negatives. He was the first one to visit Santa Rosalia, Baja Calif. and the copper mine railroad once known as the Cia. du Boleo, with its seven Baldwin saddle tankers dating back to the 1880s. Dick's hold on his camera was not always steady and some of his rarest shots are blurred, but on the whole, when he did hold the camera steady, he got fine results. When he died in the late 1960s he left his entire collection to R. P. Middlebrook of San Diego.

DOERIGHT, G. A., JR. : Youngstown, O. I was introduced to "GAD" by Walter Lucas in New York in 1937. As he traded prints and or negatives in 122 size, we soon began an extensive correspondence, and though he did very little photographing from 1942-45, he was very active in 1946 to 1948 when he died suddenly. He specialized in PRR, NKP, NYC and seldom travelled more than 150 miles from home. His handicap was his wife; she was extremely antagonistic towards his hobby, would not let him entertain fellow hobbyists in his home, so he had his hobby letters sent to a P. O. Box near his office in Cleveland. I stopped off there for 24 hours once, stayed in a hotel and GAD helped me in the morning while I got a few of the Erie, P&LE and a few PRR at his favorite spots. His photography was way above the average. There is a strange sequel to GAD's death. His widow would not talk to anyone about her husband's collection and would slam the door in their faces. Bob Foster made a trip all the way to Youngstown and got the same treatment. Fifteen years went by, and then on a railfan train trip, Paul Prescott of Conneaut, O. sat in a seat facing two elderly women who were not railfans; just came along for the ride. One of them saw Prescott's 616 kodak and he told them of his rail photo hobby. One of them remarked that she had half a dozen large cartons in her basement, full of engine pictures, negatives and railroad souvenirs. She said they had belonged to her sister, whose husband had collected them and was now dead. Her sister had come to live with her and recently died. So Prescott asked if he could see them, made a date to drive to her home in Ashtabula, gave her his card, and two days later a man drove up to his home and brought half a dozen heavy cartons to his door. He said his sister-in-law decided that Prescott should have the collection and not have to wait for it, so as she had no use for it, she gave Prescott about 15,000 postcard negatives, 30,000 prints and a lot of other material. See Paul Prescott for subsequent events. DIED 1947. SEE GMS TO GAD 12-78

DUKE, DONALD, San Marino, Calif. ; The only reason I include Don is that in the 30 years I have known him, especially since he began publishing books, he has given me prints, or loaned fine old originals to copy. He bought Frank Petersen's collection, and also that of Walter Thrall, and I bought about 1,000 of Thrall's negatives of eastern railroads that Duke did not want, for \$200.00. Don has published five of my books, and has a large library including a complete Poors file purchased from AAR a few years ago, an almost complete file of the Railroad Gazette and Railway Age, Electric Ry. Journal and many other publications. To be allowed to research in his library room is a privilege, available to few as it interferes with his work. He is an R&LHS director and active in the Southern Calif. Chapter. Unlike GAD Doeright he is a free spirit, as he is a bachelor just over 50, living alone in the family home left to him by his parents.

Oakland Technical High School
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DUNSCOMB, GUY L., Modesto, Calif. I have known Guy since he was in Berkeley High School; met him in the Oakland yards in 1933 on a photograph trip. We became good friends and while his photography was in 116 and mine in 122, he used to take a kodak I would send up, when he made a long trip, and shoot extras for me. He was an officer in the Transportation Corps during World War II, leaving his job at the S.P. main office for several years. He was transferred to Modesto by request and spent all the rest of his working years at Tracy and Modesto. He published and sold by mail an exhaustive pictorial work on the locomotives of the Southern Pacific, which has gone through several editions. He and Fred Stindt have just finished a joint effort on the Western Pacific. Guy and I have traded negatives, prints, and data for 47 years, his pictures are of good quality, and his ethics are high. The Herbert Arey collection including his father's was divided on Herb's death, the Southern Pacific photos going to Guy, and the UP and other northwestern roads to Don Roberts. Guy is also custodian for a lot of glass plate negatives given to the Pacific Coast Chapter in 1961 by D. L. Joslyn. Guy is trustworthy, a diligent historian and a good friend.

EHERNBERGER, JAMES L., Cheyenne, Wyo. I had corresponded with him since 1946 and exchanged a few prints; Jim used a 616 camera, razor sharp and well composed pictures, and had covered the entire UP system and all the roads of his area. I first met him in 1975 in Cheyenne and he had just sold his entire negative collection to the DEGolyer Foundation. Said he had his prints, needed some money and Everett made him a good offer. Jim works for the Union Pacific in the office at Cheyenne and I should imagine him to be about 40. He is not a member of any railroad historical group.

EIGHMEY, HENRY P., Kingston, N. Y. I first began trading prints with Henry in 1933; he sent me quite a few shots from his area, particularly the late Ulster & Delaware, including the only shot of the U&D shops just before it was abandoned in 1932. He spent his working years in the Kingston Police Dept., and I last saw him in 1973 when I addressed a Kiwanis Club lunch in Kingston at Henry's request, about the Ulster & Delaware. At last reports, he is retired and not in good health. I do not know the extent of his collection, but imagine that after 50 years it is sizeable.

EILENBERGER, PAUL, Chicago, Ill. I began trading prints and later negatives with Paul right after World War II. His photos, in 122 size were remarkably good, he covered roads I had no representation on, such as Pere Marquette, Rock Island, Milwaukee, Erie in the Chicago-area, and many others. He also collected builders' plates. In the mid-1960s he came here to Los Angeles to live with his brother; I think he had had wife trouble and came here to escape it. We got together several times, then a mutual friend told me he had died of a heart attack. In Chicago he was a police officer, a good natured burly man, very well informed on railroads, and what his brother did with his collection I was unable to determine.

ELLIOTT, EARL A., Saskatoon, Sask., Canada. He was one of two correspondents in Canada with whom I have trade 122 size negatives. Interested in photos of motive power in the southwest, we traded several hundred negatives, and he sent me an assortment of CNR, CPR and several short lines in his area. Also a number of passenger car shots. His photo quality was average, sometimes outstanding. I have not heard from him in about 15 years.

FALES, BRUCE D., Silver Spring, Md. He was the second locomotive photographer with whom I traded prints. As I discussed him in my own biography, will not elaborate on his aversion to negative trading, so we confined our exchanges to prints. I have seen him often as he has a daughter living here, and working for the B&O most of his life, he must have a fine B&O collection. He was very helpful to me in compiling a working

Fales, continued; historical roster of the B&O by loaning me classification books of various years back to the 1890s. The B&O data I could not find in Sagle's list in Stauffer's book, Bruce supplied. He is a longtime member of R&LHS.

FIELDING, ARTHUR, Ely, Nevada. A very early member of R&LHS, he worked for Nevada Consolidated Copper and made the Nevada Northern and the copper company railroads his hobby. He had a 116 kodak, but acquired a 4x5, and after the pit at Ruth was changed to electric operation and steam withdrawn, he shot a side view of every engine I did not have a photo of. He died in 1950 and I bought his collection of R&LHS bulletins including an original #1 from his widow. He traded photos very seldom, told me he like the bulletins and like to read about other railroads, but did not have the time to keep up a correspondence. To most members of R&LHS, he was a mystery.

FISHER, CHARLES E., Waban, Mass.; I first began corresponding with Charlie in 1932 and through the years traded a few prints with him, bought quite a few, and he was liberal with checking out locomotive data in the days when I had no builders' lists. I first met him in 1950 when I spent the day with him, and our relations were always of the most cordial. During the big blowup in 1939 when Taber and 75 others left the Society and formed the Railroadians, I kept out of it. The same with the great feud with Sylvan Wood and Everett DeGolyer over Sylvan selling Everett a complete, typed, indexed Baldwin list. I got xeroxes of the letter exchange back and forth and they are classics. By straddling the fence, I kept out of quarrels with Charlie, although when I come to Albert Loomis I will mention Charlie again. He was president of R&LHS from its founding to 1971, and died the following year. He had a large collection of books, negatives and photos, besides a wealth of rosters, builders' lists and other things which enabled him to carry on a great volume of correspondence with members of R&LHS.

FORMANEK, A. P., New York City.; I first came in contact with Formanek, who I understand was a newspaper photographer, in 1933 after I became a member of H. W. Pontin's Sucker Club. Pontin sent me a number of prints in exchange for some negatives I sent him, and among them were a dozen or so of Formanek's fine 122 shots over at Communipaw. Years later we exchanged several letters, and a few prints and he said he wised up to Pontin in a matter of months, and it soured him on the hobby. I have lost track of him, but his name appears on the backs of thous ands of prints Pontin sold to customers while he owned Railroad Photo Service.

FOSTER, ROBERT J., E. St. Louis, Ill. and later O'Fallon, Ill. I have already mentioned Bob in my biography, but I first began corresponding with him in early 1938 when he sent me a dozen beautiful 616 negatives of selected locomotive subjects and I promptly sent them back, saying I traded only in 122 size. He told me later that he got pretty mad, for usually he got raves from those to whom he sent his prize shots, so he went out and bought a 122 kodak, used a tripod, and with it shot perhaps 25,000 negatives before the end of steam. He worked in his father's drug store in E. St. Louis, on a 3 to 11 PM shift as a pharmacist, so every good shooting day would find him in the St. Louis or E. St. Louis yards, photographing the engines which abounded at the St. Louis terminal. He was dissatisfied with the developing he was getting from a drug store photo service, so I agreed to develop a few rolls for him, and ended up doing all his work from late 1938 through 1956. My records show about 5000 rolls went through my developing machine, and I have over 5,000 of his splendid negatives in my collection. Bob was an impressive man; 6 ft. 6 inches tall, weight about 280, drank quart-sized malt shakes twice a day, and it was no wonder he had a stroke in the late 1950s and died in 1963. Bob's enjoyment of the hobby was "taking" the picture;

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that there were 10,000 negatives in his collection had had never printed, and I guess he never did. I printed everything I received in exchange for the developing of his negatives, and some sections of my collection of prints continue to amaze me as to the photo quality, composition and perfection. Bob hated backgrounds in his shots and would bribe the hostlers to set engines in the clear with rods down. Bluford, Ill. was his favorite hunting grounds, a coaling stop on the I. C. freight line from the south to Chicago. I went with him twice and I agreed with him, the setting was perfect. John Allen tells a story about when he and Bob drove to Memphis, mostly in the rain, and while going along the Mississippi, John wanted to stop and photograph an ex-Pershing 2-8-0 being used by Inland Waterways. It was cloudy, the engine had a background, but I got a fine print of a rare engines from John. Bob just sat in the car and sulked. Bob had no use for narrow gauge or small power; the big articulateds or mallets, the huge 2-10-4s of the PRR and any other large engine would boggle his mind. The cost of Bob's illness and the death of his father and the loss of the drugstore caused the family to move to O'Fallon, Ill., and there Bob died in 1964 or 1965. To help his widow obtain needed cash, Charles Felstead of Chicago helped Betty Foster sell Bob's collection. Today it is scattered far and wide. In almost any magazine I will see at least one of Bob's pictures, sometimes credited to him and sometimes to Felstead. Imagine my surprise when one of mine taken in L.A. was credited to Bob, who never got west of Phoenix on a trip intended to include a visit with me. I consider Bob the greatest locomotive photographer of our times from the standpoint of perfection of pose, sharpness of the image and lighting. Knowing him and exchanging hundreds of letters through the years was an experience I will never forget; my visits with him in St. Louis were all too few.

FELSTEAD SOLD THE FOSTER NEG

GABRIEL, HERBERT J., Walton, N. Y. Herb was one of my first correspondents as I got his name out of a 1932 issue of Railroad Magazine. He photographed NYO&W only, but I had quite a few NYO&W and others which interested him, so we traded until I had prints of all his negatives, which were 116 size. He moved to the New York area and became a minister of the church, so I lost track of him. His photos in my collection are fading slowly, so I have copied several to save the picture. He borrowed 4x5 glass plate negatives from Archer Weeden in Norwich and printed them for me; will discuss Weeden later. I have not heard of Gabriel now in 35 years.

GAY, THEODORE A., Tenafly, N. J.; Ted was another early correspondent, using a 122 kodak. We traded negatives and prints for some years, visited me here once, and then he became enamored of 8 mm movies and dropped locomotive photography, selling off most of his collection. I bought 250 of his negatives at 10¢ each because he said most of them were unprintable. They all had "V" shaped stains from the envelope seams, and 95% of them were restored to first class condition with my formula I developed for saving sound films at Warner Bros. Lab. I stopped corresponding with Ted after he gave up his kodak, but we exchanged Xmas cards for some years. He died in the 1950s, and I doubt if he was yet 60.

GEERTZ, LLOYD, Glen Ellyn, Ill.; Lloyd was in his last year in high school in 1940 when he wrote me, at the suggestion of his uncle, Allan Geertz of Philadelphia, who was Fuel Engr. for the PRR and an authority on that road. Allan sent his nephew some hundreds of negatives he had taken in the 1920s, and Lloyd had a 122 kodak, so we traded prints of the C&NW, and a few negatives, besides his uncle's prints. In mid-1942 I wrote him a letter, and it was not returned. Another suffered the same fate; his friend Bob Nicholls said Lloyd had moved and he had not heard from him, but I fear that he was lost in World War II. His pictures were excellent and I enjoyed trading with a beginner and helping him get started in the hobby.

GEORGE, PRESTON, Edmund, Okla.; I was introduced my mail to Preston through S. R. Wood. Preston worked for the U. S. Reclamation Service at Altus, Okla, had been in Denver previously where he met R. H. Kindig and learned action photography from him. Preston used a 3A Gráflex, preferred action to stills, but I persuaded him to photograph quite a few stills of M-K-T engines for me including all remaining 4-4-0s. I traded prints and negatives until the end of steam; he retired to Edmund and I hear from him every Xmas. He was a fine photographer, a life member of R&LHS, and my M-K-T collection is the richer, thanks to his efforts. He should be hitting 80 by now.

GOLDSMITH, HAROLD L., Doniphan, Mo.; A retired New Haven towerman who spent his last working years in Grand Central Station, Harold collected rosters, is an authority on PRR and has about 1/3 of Joe LaVelle's collection of negatives. We have exchanged information for the past 30 years, and prints now and then. He copied the Porter, Vulcan and Davenport lists before anyone even thought of it; he took his two days off in the middle of the week and would either go to Wilkesbarre or Eddystone. He spent a full week at Davenport. We correspond several times a year, and whenever a PRR question comes up, he is right there with the data. Poor health forced him to take early retirement, and his mother not being well, they moved to Doniphan ten years ago and built a house near Goldsmith's married sister. He is a member of R&LHS and when he lived in Brooklyn, would visit the R&LHS rooms in Boston a few times a year gathering data. His letters are cheerful and Doniphan apparently agrees with him.

GOODYEAR, DAVID, New York City; To write a biography of David would fill several pages, so this is a condensed version. When I began trading with W. Scott Thomas, my first correspondent, he warned me against "that crook, David Goodyear, and the unscrupulous Joseph Lavelle and G. M. Sittig, the last two dealers in prints and great copiers. David really had only a few hundred negatives, mostly 5x7 copies; his aim in life was to amass, without paying for it, a vast collection of prints from the various PR Depts. of railroads in the east, and from gullible families of deceased railroaders who left behind quantities of old photos. By the time I bought some prints from him in 1932 he was using an assumed name, the second of a dozen or so, for his real name was so notorious that nobody would deal with him. I knew nothing of this, and in 1934 after buying prints of all the NYO&W photos he had, he sent me four 3x4 prints from some old glass plate negatives he located in his collection. I was so delighted with them that I told Karl Schlachter about it; he asked to borrow them, and two weeks later wrote to say that thanks to me, the unknown thief who stole 300 glass plate negatives of the Smith Collection at Stevens Institute in 1921 was caught with the goods. Karl and Walter Lucas got a search warrant from a New York judge, and when David opened his apartment door in NYC and saw the two men, backed up by a police officer, he said, "Come in, gentlemen, I know exactly why you are here." With that, he went to a cabinet and produced about 30 small boxes each containing glass plate negatives Smith had photographed starting in 1885. He was arrested, but his mother bailed him out and had him committed to an upstate asylum where he had been three times before. He told Lucas he went to the Smith widow's home when he saw Smith's obituary in the newspapers, and while a lady who answered the door went upstairs to tell Mrs. Smith she had a visitor, David strode swiftly to a bookcase in Smith's den, removed the boxes and put them in the brief case he always carried. When the lady came downstairs with regrets from Mrs. Smith and thanks for his sympathy, he walked out of the house with the Smith collection. As it was hot material, he dared not sell prints, so it sat in a file cabinet in his apartment for 13 years, untouched, until I unknowingly tipped off Karl and Walter. As a reward, Karl Schlachter

made prints for me from all the Smith negatives. Eventually David married and moved to Hudson, NY where he established the Hudson Valley Railroad Museum in his home. It was just a front, and he and his wife drove all over NY State soliciting locomotive photos for the museum, and over 100 prints were obtained along the Ulster & Delaware alone. David died in the early 1960, and his widow, needing money, sold everything as a package to the DeGolyer Foundation, ^{A. Andrew Merrillees who sold much, but not all of it to} Owen Davies acting as agent and inspecting the collection, then making the offer. DeGolyer received 497 albums of 5x7s, not pasted in. There were over 100,000 8x10 prints, mostly from railroad company files and mostly stolen. Yet thanks to DeGolyer it is all preserved and can be seen by any student of railroads who visits the library.

GORDON, W. R., Rochester, N. Y.; A letter carrier in Rochester, Gordon photographed a number of locomotives and scenes around Rochester in the 1930s, then began writing paperback books about various shortlines, some of them very poorly put together. Today, retired and in his 80s, every so often we trade a few postcard prints, his being souvenir postcards of railroad stations, trains, etc. of the 1900-1915 era. I have a few of his early prints, of Erie steam and electrics around Rochester.

GRAHAM, F. STEWART, Bennington, Vt.; Stewart was one of my early correspondents, and his favorite road was the Rutland, so I did quite a lot of trading with him in the 1930s. He also collected DL&W, Reading and other roads in his area. In the late 1960s he moved to Houston, Tex. because of failing health, and to be near his daughter, so he sold his collection. I bought all his Rutlands, most of his Readings, a few Central Vermont; about 200 negatives all told. He was very much interested in railroad history, was a life member of R&LHS and made many contributions to R&LHS bulletins. He died in Houston in 1973.

GRAHAM, ROBERT, St. Paul, Minn. I first began writing to him in the late 1930s when, with Sylvan Wood, we formed a trio bent on acquiring a complete Alco list. Graham had a friend at Schenectady who would send several hundred numbers at a time, and I worked on Walter Lucas to copy from the Alco-New York City office list. Graham was a Northern Pacific specialist, used a 116 size camera and took fine pictures. At one time Bob Foster sent him a 122 kodak and he shot about 100 negs. for each of us, of GN, NP and other motive power around St. Paul and Minneapolis. Working as a locomotive draftsman for the NP, he is retired, is a life member of R&LHS and has moved to Stillwater, Minn. His collection of 116 size prints must be enormous.

GRAVES, ROY D., San Francisco, Calif.; Papa Roy as we all called him became a fireman on the North Shore RR when he was 17, in 1906. Later he worked for the Santa Fe and the S. P. in stationary engine and ferryboat service, and spent his last 20 working years operating the Channel St. drawbridge in San Francisco until he retired in 1959. Roy collected old photos of San Francisco, photos of all the ferries, all the coastwise steamers, and many locomotive photos, which he usually copied to 5x7 and sometimes 8x10. With a 122 kodak he photographed every station on the Southern Pacific from Algiers to Portland and Ogden. Roy was very generous with his prints, often refusing to accept payment; he gave me dozens of Central Pacific photos for my book published in 1969, and there was very little that went on in the San Francisco area that escaped his notice. A few years before he died in 1971, he sold his entire collection to Bancroft Library at UC in Berkeley for \$25,000, Roy to retain custody of the collection as long as he lived. So he ate his cake and had it too, and he and his wife made several long trips not otherwise possible. He joined the Pacific Coast Chapter when it was formed and regaled the members at meetings by reading humorous clippings of old time railroading. He was 82 when he passed away.

GRAY, ROBERT C., Orinda, Calif.; I first met Bob in 1946, when I visited his home and looked at postcard negatives he had for sale. He did no trading, took excellent 122 size photos with a kodak and tripod, and was not interested in trading. He made trips east in 1947 and 1948, visiting a number of places at my request, so that I have between 500 and 600 of his high quality locomotive photos in my collection. With the passing of steam, getting married and settling down, Bob went into the philatelic sales business, and his railroad photographing days are behind him. At 50¢ each in those days, his negatives were a bargain, even though he shot at least six of every good shot and sold them all.

GRIFFITHS, BEN W., Spokane, Wash. and Berkeley, Calif. Ben lived in Spokane when I first started trading 122 size negative and prints, and thanks to him I have a great many of the SP&S and NP articulateds when they were brand new. His photo quality was excellent, and he was most interested in the roads of Washington and Oregon, but would trade for photos made in California. He moved to Berkeley in the late 1940s, and died there ~~about 1950~~. He was also a builders' plate collector and supplied me with several rare plates from engines in the Spokane area.

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GRIFFITHS, HENRY R., Boise, Idaho. Henry has been photographing trains, and locomotives, of the UP and other roads of his area for many years, and our mutual interest was the short lines of Idaho and Montana. We exchanged a number of prints, his being in size 616, and a great deal of shortline locomotive data. His action shots have been published in many books and magazines, and he is still at 821 Houston Road in Boise.

GRIFFITH, L. E., Sandwich, Ill.; In 1938 I answered an ad in Railroad Magazine from Griffith, offering a large collection of 122 size negatives for sale. I sent for a list; and bought about 450 negatives, of which over half were Illinois Central, all good, sharp, well lighted negatives, and the only part of his collection he would not sell was his CB&Q photos, as he worked for that railroad, as a towerman I believe. There were no less than 30 fine negatives of the Belt Ry. of Chicago, of which I have no photos except his and a few picked up later on visits to Chicago. He sold his collection because he needed cash for home improvement, but I have noticed his name from time to time with photo credit, in various magazines, so I believe he began photographing again in the 1940s. His IC negatives form the nucleus of my large IC collection, particularly in the 4-4-2, 2-6-0 and 4-6-2s used in Chicago commute service in the early 1930s.

HANFT, ROBERT M., Paradise, Calif. Dr. Hanft, who has a PhD in Transportation, was a sergeant in the U.S. Air Force as a cameraman when I met him in 1942 at Warner Bros. Studio to which he was assigned. We established a friendship which has endured almost 40 years and I have watched Bob put himself through UC at Berkeley, get his Masters there, and his PhD at the U. of Washington. He used a 616 kodak and tripod. does beautiful enlarging, is very generous with his friends, and he and his wife Annabelle are our house guests whenever they come this way. Bob decided to get rid of all his duplicates about 15 years ago, and let me pick through several thousand of them, selling them at 10¢ each. Most of them were shortlines although he never passed up a good trunk line shot. He started in a photo shop in Brainerd, Minn. before the war and used to ride a motorcycle while pursuing trains. His photo quality is way above the average, he is retired from Calif. State U. at Chico, Calif. where he taught Transportation. He has written two books, one on the McCloud River RR and the other on the Red River Lumber Company. He is resident VP of R&LHS and one of my best friends in the hobby.

HARDING, ROBT. F., Beverly, Mass.; Bob was born in Oneida, NY where his father was a locomotive engineer on the NYO&W. Working as a construction engineer, Bob for many years collected photos of NYO&W engines, and we had a vast amount of print trading from 1940 when I first wrote to him. You never knew what to expect from Bob; one batch would be 5x7, the next 4x5 and even little 3x7 strips if the picture he copied was of that shape. He lived in Marblehead, Mass. when I first met him, and thanks to him, a great many NYO&W originals have been ferreted out and preserved. At 86 he is in very poor health and living in a nursing home, but he has a host of friends among the group of NYO&W enthusiasts. I suspect his collection will go to the Middletown (Ontario & Western) Chapter of NRHS when his time comes.

HARVEY, HARRY; Boston, Mass.; I answered his little three-line ad in Railroad magazine in the mid-1930s, and for about two years we traded 122 size negatives, almost all New Haven, and very good quality photos. Then he dropped out of sight, a letter sent was returned marked, "Moved, left no forwarding address." Years later a mutual friend said he was living in Chicago, and gave me his address. He said his house in Boston was destroyed by fire and burned his entire collection; he had not one negative or print and it so discouraged him that he dropped entirely out of rail photography, but he hoped I still had the negatives he sent me, and that I have, all well preserved and his prints bring back memories of my first trading partner in Boston.

HAUG, LEONARD T., Richmond, Calif; Leonard was a bachelor, lived in Richmond and worked as a fireman on the Santa Fe when I first started trading 122 size prints with him. He could photograph during the war because of his work, and he moved to L.A. in 1946, firing S.P. engines out of Taylor roundhouse. He was a strange character, a bachelor, was detested by most of the loco. engineers I knew at Taylor, but he took fine railroad pictures and had a fine knowledge of steam power. He made a trip to Mexico and Cuba in 1946, back to Mexico in 1947 and 1948 with a small camera, and I have a lot of his Mexican and Cuban material he either gave me or traded. He stirred up an interest in me for Mexican and Central American railroads. Haug visited Guatemala, Nicaragua and Costa Rica, and was the first one to give us accurate information on the railroads of those countries. In September 1949 he phoned me to say he was leaving for a trip over the CNR from Vancouver to Winnipeg, stopping off at each engine terminal over night. Three days later he was burned to death at Boston Bar, B.C. in a railroad hotel fire. His collection went to Paul Darrell, who still has it. Darrell loaned me all the negatives I needed in 1967 to use in my book Mexican Narrow Gauge. How did he pronounce his name? Hague or Haig, not Hog as in Pig. Those who did not like him called him the latter.

HAYES, WILLIAM M., Syracuse, N. Y.; Will Hayes was a telegrapher for the DL&W, and traded prints in 116 size in my early years of trading, of DL&W or other roads in the Syracuse area. We stopped trading when he ran out of subjects, and I did not hear from him for 20 years. In recent years we have exchanged Xmas cards, he is retired, but still writes a good letter about old time Lackawanna railroading.

HEANEY, H. J., Houston, Texas. Mr. Heaney was a little-known collector of locomotive photos, mostly shortlines in Texas and S.P. around Houston. He used a 116 camera and his photos were strictly second grade, usually underexposed and often poor centered. But he would seek out abandoned shortlines, sometimes getting the engines hauled out of sheds by a tractor, for their last picture. At my request in 1935 he covered the deadline of the S.P. at Houston and enabled me to have at least a token photo of certain obsolete classes which I had never seen. I last heard from him in 1949, and an enquiry in 1950 when I was in Houston brought news of his death.

ALIVE IN 1988
(Table)

- a friend of Jerry's from 1916 or earlier

HICKS, W. RAYMOND, Westminster, Md. Ray was an early correspondent, in the 1930s when he lived in Glen Ridge, N. J. and worked in New York City. He used a 122 kodak, and in 1946 I made a trip with him to cover the Lehigh & New England from one end to the other in one day. We were very successful, and finished up the day at Phillipsburg, Pa. with a couple of Lehigh & Hudson River shots. The quality of Ray's photography was first class, and we traded hundreds of negatives and prints through the years. His favorite railroad is the Western Maryland and he has done a great deal of research on that road and the Cumberland & Pennsylvania. He is a life member of R&LHS and has published several papers in the bulletins.

HILTON, JERROLD F., Brookfield, Wisc. I have known Jerry about ten years, when he called on me here during a business trip to the Coast. His father is in the brewery supply business and Jerry has travelled extensively, usually by rail. He is an active member of NRHS and edits the Milwaukee Chapter's newspaper. He has uncovered a number of old original postcard negatives of NP and GN trains, mostly posed at stations but sometimes at speed, and we have traded prints in 122 size all these years. He is a life member of R&LHS and I always look forward to his annual visits here, and our exchanges of prints.

JACKSON, RICHARD B., Beverly Hills, Calif.; Dick was born in Denver about 1885, and while a schoolboy his parents used to bring him to San Diego and Santa Monica to the beaches each summer. Dick was fond of trains, began photographing at an early date, but did no trading or collecting of prints from others until he bought a 122 kodak and later a graflex, in the early 1930s. Until then he used a stereo camera with two exposures side by side, and shot a number of fine pictures of C&S and other roads in the Denver area. In the late 1920s he built a 2 inch scale 4-4-0 and a railroad in his brother's yard at Golden, Colo. He moved to Beverly Hills in the early 1930s, built a house at 519 N. Alpine Drive, eight blocks from where I live, and due to our both being members of R&LHS, we soon got acquainted. Through the years we shot hundreds of pictures in Colorado of the narrow gauge while it was still there; Dick also shot many reels of 8 mm movies of narrow gauge operations, and once covered the RGS from one end to the other photographing the stations, which were all still in use. He and his wife were divorced about 1936, and Dick lived alone in his home, with his teen-age son Jim, living with him until he went into the armed forces in 1942. Jim is a chip off the old block, and after his father died in 1972, he rebuilt his father's house to more modern lines but kept the backyard live steam railroad Dick had brought from Colorado in 1936. Jim has all his father's collection, is a Prof. of Computer Technology at UCLA and will retire soon. Dick and I visited each other once or twice a week; he was of great help to Ward Kimball and me with our two little Hawaiian engines on the Grizzly Flats RR and was a master with the lathe, milling machine and drill press. He had a heart attack early in 1972 and died three days later. We all miss him.

JOSLYN, DAVID L., Sacramento, Calif.; All three of the thumb-nail biographies in the "J" section are of especially good friends. Dave started corresponding with me in late 1931, got me to join R&LHS, sent me SP rosters, and sold about 300 negatives to me at 50¢ each to raise enough money to make amortgage payment. He had been laid off in the SP drafting room, and through a high official of the SP in SF, I got Dave a temporary job as a checker in the brass foundry. A year later his old job was given back to him and he worked until a heart condition forced his retirement in the late 1940s. He was the photographer at the shops whenever a locomotive photo was needed, he used a 122 kodak for his own shots, and provided me with many a many a rare photo of S. P. engines out of the shop after repairs. He was the unofficial

historian of the S. P., and wrote many papers for the R&LHS bulletins. He was a genial, friendly sort of person, always willing to help any R&LHS members with the papers for the Society, or to exchange prints. When he died early in 1963, his son placed his father's collection on the block, and I bought most of his rare books, and all his narrow gauge negatives plus a few S. P. which I did not have. Guy Dunscomb bought all his 8x10 prints and negatives, but Dave's great collection of historical Sacramento which he had gathered together through the years went to the Sacramento Historical Society. He was a founder of R&LHS and an outstanding gentleman of the old school.

JUKES, FRED, Blaine, Wash.; I wrote Fred's memorial in R&LHS Bulletin 125, but I did not say that I first met him when he called on me in the mid-1930s when he was here visiting relatives. Joslyn had told me about him and I found him a fascinating man to talk to regarding early Colorado narrow gauge and railroading in general since the mid 1890s. Fred had a fine 4x5 camera with a good lense, though he said he changed cameras several times through the years. With his first box camera he took his first locomotive picture near his home in Virginia City, Nev., of Carson & Colorado #7. He started as a railroad telegrapher, worked on the Colorado Midland in 1900, the UP at Laramie in 1902, Rawlins Wyo. in 1904 and during that period he made frequent trips to Colorado, particularly Chama, NM and Alamosa. His work in this period is cherished by countless fans of Colorado narrow gauge, and I am fortunate to have prints from most of his negatives. In 1946 he retired, moved to Blaine, Wash., where he had spent some of his early working years, and we frequently exchanged photos and letters. Because of his wife's poor health and high medical expenses, Fred sold his whole collection; that is, what was left of it after losing a good many negatives during his many moves from one job to another, to Lucius Beebe for a sum in four figures. Lucius and Chuck Clegg were delighted with their buy, for while Fred was working at Elko, Nevada, he took 16 action shots of SP trains westbound out of Elko in the desert, always with good light and on cold days when there was lots of steam in the smoke. Lucius said it was like owning a bunch of Goyas, to have Fred's collection. It was in a large metal, suitcase-like box which Lucius called the "Juke Box", and he loaned the whole thing to me to make my own contact prints. Fred died in 1971 at the age of 93, and I could never find out from Chuck Clegg as to where the Jukes collection went, but it might well turn up at the Denver Public Library. Fred loved to draft outline drawings of locomotives; I have several of his 12 x 30 inch originals, and I think his article on locomotive smokestacks in Bulletin 112 a major contribution for railroad historians.

KELLEY, LAMAR M., Elkhart, Ind.; I began trading negatives and prints in 122 size with Kelley in the early 1930s. His photography varied in quality and his processing was so poor it was often necessary to refix and rewash within a year of their receipt. He was somewhat crippled, from Polio I think, so he worked as a helper at the sandhouse and coal pockets at Elkhart. I spent almost the whole day of August 2, 1937 with Kelley by taken an early train out of Chicago, getting off at Elkhart, and shooting locomotive pictures and dialogue all day until the Century stopped to change crews in the late afternoon, and by prearrangement was allowed to board, as I had a compartment reserve and my baggage was in it. Kelley never went far from home, was unmarried, devoted most of his time to rail photography, and he died suddenly in 1947 when he was freeing a coal chute with a long, steel bar, to remove the ice which had frozen it shut, fell 75 feet to the ground and died instantly. Through Bob Foster his negative collection was sold piecemeal at a good price and I bought about 100 of Kelley's negatives of NYC engines. He overcame his physical handicaps, had a host of friends in the hobby, and his death was a loss to all of us.

KAUKE, PHILLIPS C., Needles, Calif.; I first knew Phil as a schoolboy, met on a fam trip over the Sierra RR about 1940. He was shooting locomotive photos with a 616 camera, and after exchanging addresses, we traded a few prints on an even-
-steven basis. He lived in Lindsay, Calif, in the San Joaquin Valley south of Fresno, and his favorite was the Visalia Electric Ry. At the start of World War II I lost track of him and it was not until the 1950s that I found he had served his time as a fireman on the Santa Fe and was now a relief engineer on the main line at Needles, the eastern end of the division from Barstow. He soon became an assigned engineer, and as of 1980 is still running, with a few years to go before retirement. He had bought a 122 kodak after the war, and we began trading a few prints in the 1950s. I did not hear from again until recently when he visited me here, and gathered material for a small book he is writing, on his favorite railroad, the Visalia Electric. He has quite a collection of Santa Fe photos, especially yards, stations, train shots and diesels. He and his wife are both members of R&LHS and she goes with him on all his photo trips. I have seen his name on photo credits in several recent magazines.

KINDIG, RICHARD H., Denver, Colo. I first met Dick in the UP roundhouse grounds in 1936 where he was photographing engines with a 116 kodak. My big Graflex with the monopod really impressed him, and it was not long before he had one like it and had joined the 122 club. Dick's father was a U.P. conductor, on the Pony Express run from Denver to Cheyenne and I knew him before I met his son. In 1940 Dick and I made a long weekend trip to Durango via Grand Junction and Montrose, then back via Alamosa and Salida. Dick drove his car while I rode the Goose on the RGS, and we got a lot of pictures which when compared, are hard to tell who took which. Dick has made a name for himself in action photography, especially in narrow gauge, has been active in the Rocky Mountain Railroad Club's publications, and we have traded several thousand negatives plus countless prints since 1938. He has visited me here many times, and now that he is retired from the Western Electric Co. in Denver, devotes his time to his railroad interests. He was instrumental in saving Otto Perry's photo collection from public sale, so that it is now in the Denver Public Library. Further comments on that under Perry. He looks hale and hearty in his late 60s, but be careful before dinner and dont hand out too many martinis. Dick drinks them like soda pop, and I'm sorry to say he got the habit from Harriet and me, though we know how to nurse one a reasonable time. Dick is a master photographer, a fine historian, and has made a niche for himself in the railroad hobby.

KNEISS, GILBERT H., Berkeley, Calif.; I first met Gil in 1933 in San Francisco, as he was involved with a disc sound recording outfit and we met professionally. We found we both belonged to the same R&LHS, and through the years, we corresponded frequently, though due to his choice of 116 for size, we did little trading. It seemed as if I inherited each R&LHS job he abandoned; I became Pacific Coast Representative when he became Resident Vice President; I became the latter when he became Vice President, and after he died, Fred Stindt assumed that title, while I got the title of the late Doc Yungmeyer, Vice Prèident at Large, whatever that is. Gil wrote several books on western railroads, was very active in acquiring locomotives for a mythical railroad museum in San Francisco. He started the Pacific Coast Chapter in 1937 and I became the Vice-Chairman, a title I still hold, for no reason I can see. He was with the War Productions Board during the war and spent a lot of time in Hawaii. In 1949 he became Asst. to the President of the Western Pacific in charge of Public Relations, so he resigned the chairmanship of the P.C. Chapter and Stindt took over. I traded very few prints with Gil though the years, but he died in 1962, and in 1977 his widow finally allowed us to look at his negative collection, and Guy Dunscomb, Fred Stindt and I each printed what we needed from his two boxex of 116 negatives.

Gil's collection was surprisingly small. He was a good historian, knew a great deal about Nevada shortlines, and yet he apparently never tried to acquire a print collection which was a cross section of U.S. steam locomotives. I don't think any of us out here ever understood exactly what made him tick.

KRAWIEC, WALTER F. W., Chicago, Ill.; Walter was an officer in the Marine Corps, in uniform, and with a 122 kodak when I first met him at the S. P. roundhouse during the war. He used to visit the place each Sunday while he was stationed near Los Angeles and we began exchanging postcard prints. After the war he finished law school, went to work in some branch of the district attorney's office in the Chicago area, and began showing up here in LA about once a year on a photographic expedition. Walter's pictures were just like Bob Foster's. No backgrounds. If there was a pole, a tree, or part of a building obscuring even the sky back of the tender, he wouldn't make the shot. One of my favorite photo spots at Taylor always showed the PFE car shop in the distant background, but Walter would have none of it. After the war, Walter settled down in Chicago, but we traded negatives from time to time, and also prints, and when he made a trip to Mexico, he came back with out 25 perfect shots with no backgrounds, where I would have returned with 250. Outside of exchanging Xmas cards, my contact with Walter today is almost nil.

LANDON, W. G., North Amherst, Mass.; Mr. Landon apparently started photographing with a 116 kodak in the 1908 era, as some of his prints I have, taken of the Catskill Mountain narrow gauge railroads were all made between 1908 and 1912. He was a good photographer, was interested in station and yard shots as much as locomotives, and while I traded a few prints with him in the 1930s, it was not until 1967 when I began researching Ulster & Delaware in earnest that I began buying prints from him, and in many cases he loaned negatives to have 8x10s made. He died in January 1980, and was R&LHS member No. 7, so he must have been a charter member. He seemed unknown to western rail photographers, but very well known in New England.

LANE, CHAS. A., Butte, Mont.; Lanes worked for the Northern Pacific from the 1910 era until his death in the late 1930s, as a Master Mechanic. Using a 116 size kodak, he photographed everything available in the Butte area and covered Montana, Wyoming, Idaho and eastern Washington. His pictures of the narrow gauge Montana Southern are the only ones I have seen. He and Don H. Roberts of Portland, were great friends, and when Lane died, he willed his collection of some thousands of negatives and prints to Don. The latter gave me quite a few duplicate negatives of rare subjects and many 116 size prints. The collection is intact, at the Oregon State Historical Society in Portland.

LAVELLE, JOSEPH H, Woodside, L. I., N. Y.; No list of the people I corresponded with would be complete without Joe being included. From the time he began shooting postcard photos, he was interested in selling prints; he used rail photography to provide spending money, for he lived with his mother, was a bachelor, and had a spinal ailment which required a surgical collar he wore 24 hours a day. He was also so near sighted that, to quote Tom Taber, he looked as if he was wearing telescopes. He used the cheapest drug store processing available, copied everything worth while from those who traded with him, and by the time I started his reputation was so unsavory that I was warned by men like Karl Schlachter, Tom Eber and Walter Lucas never to trade with him. He sold postcard contact prints from his negatives, which ranged from awful to splendid, but his copies were all on 5x7 as he could get a higher price that way. Ed Lohr used to tell how he, Howard Fagerberg and Harold Goldsmith would gather in Joe's basement while he had a copying session and talk railroads. The latter two were towermen for the

New Haven, and Ed was a Jersey Central engineer. All were bachelors. One day in 1938 out of the blue I got a letter from Joe suggesting that we trade a few prints, as he had seen some fine examples of my work in Railroad Magazine and elsewhere. So I fell for his line, sent him a dozen of my best D&RGW narrow gauge loco. shots, and never got a reply out of him. Finally I wrote the editor of Railroad and told him that if I ever saw a photo of Lavelle's in Railroad with his name and address on it, I would complain to the N. Y. Better Business Bureau. Apparently that woke Joe up, for he sent me a dozen Erie prints and apologized for his conduct. A year or so before he died, I sent him an order for one print of an S. P. engine I needed, and enclosed 50¢ in coin for a 25¢ print. No answer. Repeated letters ended with another to Freeman Hubbard, and Lavelle told him he never answered letters requesting less than a dollars' worth of prints. In other words, he just kept the money. Well, I had the last laugh, for after he died, Joe's mother told Ed Lohr, Fagerberg and Goldsmith to divide Joe's collection equally among them, and since nobody wanted the Cuban negatives Joe got on a trip in 1925, Ed sent them out to me. I also received a few Erie duplicates and other eastern roads, so we were certainly even. Joe's knowledge of steam locomotives was considerable, and it is a shame that his ethics had to put him in the same class with Goodyear and others like him.

LAWSON, THOMAS J., JR., BIRMINGHAM, Ala.; I have known Tom for only 12 years, but he collected Birmingham Rail & Loco. Works data until we had a fairly complete list, and I repaid him in prints. He shot in 122 size, still shoots an occasional industrial engine, and bought a good portion of the late C. W. Witbeck's postcard collection. We still trade prints, 12 at a time, several times a year. He is a thorough historian, and is a member of R&LHS.

LLOYD, ARTHUR, Portola Valley, Calif.; I first met Arthur when he went to work as Gil Kneiss' assistance at the Western Pacific in 1949. He went on all the fan trips the Pacific Coast Chapter organized, and built up a very nice collection of 616 photos. I never traded prints or negatives with Arthur; he would go on a trip as a tour guide, photograph 15 or 20 Central or South American locomotives and give them to me when he got home. He even sent me a good assortment of the engines in Chile. He went into the Travel Agency business, then left to work for Amtrak and has been with them ever since. His knowledge of railroads is a big help on his job, and he is one of the best after-dinner speakers I have ever heard. He has been active in R&LHS ever since he joined in 1949.

LOHR, EDWIN W., Kew Gardens, N. Y. Ed was born in Brooklyn about 1895, hired out as a roundhouse fire boy on the Jersey Central when he was 17 and was firing engines on the road when World War I broke out. He remained with the CNJ all his working years, running commute trains for a while, then freights or yard service so he could be near his ailing mother. After she died, he got his own apartment and began an interest in locomotive photography. At first, he bought prints and quite a few from me on a trip he made out to L. A. in 1937. He bought a 3-A kodak and we traded negatives and prints even though the war. In 1950 he spent his month's vacation in Mexico, and went there every year thereafter, spending the entire winter down there after he retired. I last rode with him on a diesel fast freight from Jersey City to Philadelphia in 1956. Ed photographed hundreds of Mexican locomotives and rolling stock and always took an extra one for me. He could not afford to keep his apartment so lived with his niece in Jamaica and later in W. Babylon, L. I., where he died of a heart attack in April 1967. He left me his fine f4.5 Eastman Kodak which I still use on trips, but his collection remains with his niece who wont sell, donate it to a museum or do anything with it. The late Warren Crater used to visit her once a year trying to persuade her to donate the collection to the Railroadians, but no luck. Ed was as fine as they come.

LOOMIS, ALBERT A., JR., Berea, Ohio.; He was a pioneer railroad photographer, starting in the early 1900s with a $3\frac{1}{4} \times 4\frac{1}{4}$ camera, photographing mostly in the Chicago area. Then he bought a 5x7 film pack camera and shot a great many fine photos of Illinois Central engines. For a while he lived in Skaneateles, N. Y., apparently after he retired. He would send me 5x7 prints in trade for postcards and usually the image was small enough so the print could be trimmed to $3\frac{1}{2} \times 5\frac{1}{2}$. I don't know how large his collection was, but according to John Allen, the 5x7s numbered into the thousands. He willed his collection to the R&LHS; shortly before his illness became fatal he wrote me a letter telling me of his intention, but it is obvious the boxes of negatives went into Charlie Fisher's basement. I would never have known what became of them, as they were not in the Society's rooms or on their list of material, had Charlie not sold John Allen 200 negatives at \$1.50 each in 1969 when Charlie apparently needed money. Several of John's friends who collected 5x7 only also bought Loomis 5x7s from Charlie, and apparently when Charlie's material was placed on sale by Howard Greene, the Loomis collection was already gone with the wind.

LOWE, SHELBY F., Atlanta, Ga. I was introduced by mail, to Lowe by Bill Witbeck. Lowe knew I had the Southern Ry. negatives of the late Walter Thrall and wanted prints of a lot of them. So innocently I made the prints and received some very nice postcard size prints of shortlines in the south. Our trading was infrequent, and stopped altogether when the great blowup in Omaha occurred in 1969. It seems that Kratville was getting ready to publish a book on the Southern and so was Dick Prince. I had loaned Dick the original negatives of 25 or 30 Southern Ry. action photos by Thrall, but Shelby Lowe had sold 8x10s of the same things to Kratville, charging \$3.00 each publication rights. The photos as they appeared in Kratville's book were obvious copies, some quite poor, and Prince and Kratville had quite an argument about it. I bought these negatives from Don Duke, who had bought Thrall's whole collection, then resold the eastern negatives to me. Don got a signed paper from Thrall releasing any right he had to publication, but Kratville calls Walter Thrall in Glenwood Springs, Colo., and Walter said since he took the pictures, he could grant Kratville the right to use them. Prince and I finally decided it was a kettle of fish and both books came out, but Shelby Lowe is on my list and so is Kratville for that matter. Enough said.

LUCAS, WALTER A., Hawthorne, N. J.; Walter was born in 1894 and listed most of his life in Paterson and nearby Hawthorne. I was introduced to him by Karl Schlachter in 1934, and at that time he was still a curator at Stevens Institute. A year later he went with Railway Age, and through the rest of his working years edited the locomotive and car encyclopedias. I used to have lunch with him every time I went east on business which was annually, and it was on one of these trips that he had G. A. Doeright of Youngstown as a house guest. Walter apparently started photographing locomotives about 1910; I have a print Tom Taber gave me of a NYS&W engine, taken in 1911, probably one of his earliest photos. He specialized in NYS&W and Erie, copied hundreds of old time originals of both roads as he dug them up at various times, and was very helpful to me in correcting my Rogers and Danforth lists. Walter hung around the Rogers factory often and when they closed, he came into a lot of glass plate negatives, prints and above all, a copy of the early Rogers locomotive list. When Cooke closed Walter was on hand again and came away with a great mass of builder's photos, a few negatives, and various other souvenirs. I never knew that he also collected live steam models made by Beggs in Paterson. Walter was active in R&LHS until he and Taber quarrelled with Charlie Fisher, both resigned and formed the Railroadians of America. A year

later Ton Annin, Taber's brother-in-law asked me to join the Railroadians and I did, without any reaction from Fisher in later years. I last saw Walter in Manhattan in 1956 when I spent a week of my vacation there. He was stricken with cancer about 1965, and while I was in New York that year, I called his home and his wife said he shunned visitors, but he might talk to me. He did, and I asked him about the 12 stock snowplows in the late 1880s that were in the Rogers list, as I was writing the book "Snowplow." He said he had the data and would send it to me. A few days after I got home it came, written in pencil, but all the data was there. He died in August 1967. Some years later his wife placed all of Walter's railroad material at auction in Philadelphia, and I am told it brought a gross of \$80,000. He was Tom Taber's best friend, and they went around the railroad yards most of their working years, together. Among railroad historians, he was a giant.

LUCY, ELDON W., Oakland, Calif.; I mention Eldon because I met him in the 1930s on various fan trips, we had many mutual friends, but as he wanted to trade only 116 size prints, we never did any trading. Yet in the early 1960s he stopped here to call on me enroute to Mexico, for information on the Chihuahua & Pacific. I had what he needed, and he and a friend rode the Mixto from Juarez to Madera, the headquarters, stayed there two days, then rode a Mixto to Creel where the shops were, then over to Chihuahua and back to Juarez. Out of this he gave me 25 fine 616 size negatives, most of them of classes never seen by any of my friends before, as they worked the lumber runs from madera to Creel. Eldon probably has thousands of photos taken in the past 40 years, so his name is on my list of first class photographers.

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1954 6-27-54
 MCFARLAND, ROBERT H., San Francisco, Calif.; Mac started locomotive photographing with a box camera in 1904, head it equipped with a better lense, and shot thousands of pictures in 2 1/4 x 3 1/4 size, of engines in the S.F. Bay area. Both Oakland and San Francisco were swarming with 4-4-0s used in commute service, and Mac got 75% of those on the S.P. roster. In 1913 the box camera broke down and while it was being repaired, he rented a 4x5 kodak and tripod, and produced some magnificent photos. In the early 1920s he bought a 122 kodak, and used this until he death in 1939. Mac had a great many duplicates, and over a period of years he sent me about 150 of his small negatives, in trade for postcard shots, and he would also send anything he got in 122 at S.F. for trade. His 122 photos were sharp and well composed, but he trimmed the clear borders of each negative so it was printed with a black margin and required no mask. His prints can easily be identified and so can his negatives, for that reason. Mac was a postal G Man, worked a night shift in the overseas postoffice at the Ferry Bldg., watching the sorters through concealed slits in the walkways. That gave him the good morning light at both San Francisco roundhouses, or the late afternoon at Oakland. With his permission, after he had sent me a print of every one of his small S.P. negatives, I made postcard copies, and a year or so before he died, he loaned his whole collection to Guy Dunscomb who made 5x7s of all the S.P., and postcard enlargements for me of those I had never copied. Mac was an invaluable member of the railroad photography school, and sad to say, his widow gave the whole collection, prints and all to a crony of his at the Ferry PO. At last reports, Mac's collection is still intact, and its owner after all these years will not have prints made of any of it for anybody. How lucky Guy and I are, to have the work of a pioneer railroad photographer.

McKELLIPS, DAN O., Oakland, Calif.; Dan was a locomotive engineer on the Western Pacific when I met him, he joined the Pacific Coast Chapter when it was formed in 1937, and his photography was not outstanding. He used a 116 kodak, but he had copies of a lot of old W.P. prints, and was always glad to see me when I visited West Oakland

engine terminal and he was either coming in off the road or going out. His wife died in the late 1940s, and in his old age, Dan spent his last years in the Masonic Home at Agnew, Calif., in his 90s. All P.C. Chapter members have fond memories of Dan.

McMICHAEL, HAROLD, Brantford, Ontario, Canada. We began trading 122 size negatives right after World War II, and he sent me about all I have on the Toronto, Hamilton & Buffalo, including the ex NYC Hudsons, and covered the old Mich. Central through Ontario, photographing freight power which was never seen east of Buffalo or West of Detroit. He travelled along the CPR and CNR occasionally, and even as late as three years ago, we traded a batch of negatives, as he was removing all duplicates from his collection. We still exchange Xmas cards and I am sure Commodore Plomer knows him well.

MEANS, ORLIN H., Chicago, Ill. He was one of my early correspondents and had a lot of Milwaukee, C&NW, Wabash and even Milwaukee narrow gauge to trade. His photography, in 122 size, was average and some of the prints he sent would have been of not much use except for the rarity of the subject. He died in 1942 and I last heard from him in 1940. I am sure he was a member of R&LHS.

MEDIN, C. B., Chicago, Ill.; I never did find out what his first name was, and I did not begin trading with him until 1947 when I bought some loose prints at Owen Davies store in Chicago and found Medin's name and address stamped on them. He was a Wabash specialist, and used a 5x7 camera as well as 122 size. All the prints he sent me were in 5x7 at first, but I have quite a few of his 122 Wabash photos. He died in the middle 1970s; his hand-written letters were quite shaky so I gather he was fairly well along in years. Members of the Chicago Chapter no doubt knew him well.

MERRITT, STANLEY F., Oakland, Calif.; Stan was a charter member of the Pacific Coast Chapter, and very active in its affairs until his death in 1951. He traded in all sorts of odd sizes, some of them 4x5. He was a thorough historian and very well versed in the history of all the short lines in California. I saw him often on fan trips, visited him at his home, and I have very pleasant memories of him.

MIDDLEBROOK, R. P. (Phil), San Diego, Calif.; As I wrote his memorial for R&LHS Bulletin 141, I want to go into detail about Phil here. He started with a box camera in 1909 but switched to a 122 size, later a size 130 and finally back to 122, photographing steam wherever he went, sometimes splendid shots and sometimes poorly centered. I met Phil by letter from Dave Joslyn in 1934 and we traded prints and negatives until steam had disappeared. Phil was a bachelor until he was 50, then married Grace (I can't remember her last name) and had a happy marriage for 35 years. Phil was an early member of R&LHS as well as a life member, often gave talks at the Southern Calif. Chapter's meetings, and was a great story teller. When he died, he gave his negative collection of over 1000 S. P. negatives to a friend in the east, Stan Kislter got his Santa Fe and other Calif. roads, and the rest went to the San Diego Public Library. Phil's photos of the San Pedro, Los Angeles & Salt Lake, and the San Diego steam suburban lines are what I remember him for the most. Phil gave me all his Mexican negatives when I called on him for the last time, knowing he had lung cancer and not much time left. He was an engineer on the Santa Fe for many years, but preferred a yard job in San Diego so as to be near his mother. It was after she died that Phil got married. Phil gave his entire print collection and his books to the Southern California Chapter. There certainly was nothing mercenary with either Phil or Grace Middlebrook.

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MOODY, LINWOOD O., Union, Maine.; I dontk now when Moody started photographing 2 ft. gauge locomotives in Maine, but he was one of my first correspondents, in 1932. He was very much interested in Colorado, Nevada and Calif. narrow gauges, and on a 1933 trip I covered all three States and accumulated a lot of traders. These produced a fine group of locomotive, car and roundhouse photos of the SR&RL, B&H, Monson and several Maine std. gauge shortlines, all in 122 size, some rather flat, but printable. All this spurred him to shoot more pictures, and when the SR&RL was abandoned, I received a great many negatives of the abandonment. I had a hard time persuading him to photograph the Belfast & Moosehead Lake RR, or any Maine Central, but he shot a few for me until he left his farm and went to work for the B&ML as an agent. Later he worked in Portland for the Grand Trunk, but came back to the farm after the war. By then he had ceased trading negatives, or prints, and in the 1950s sold his whole collection to Everett DeGolyer. I saw the collection at Dallas and was amazed to find out that our collections were practically alike. Moody helped with the Edaville RR, has written several books and I believe he is now in retirement on the family farm near Union. He never married, and answers letters at least as recently as 1979.

MORRIS, ROBERT P., Brooklyn, N. Y.; Bob and I began trading 122 negatives in 1933, his specialty being CNJ, Reading, Erie, B&O and he would cover the New Haven every so often, and the NYC at Harmon. His photography was uniformly excellent and his negatives remain in first class condition after nearly 50 years. He worked for the N. Y. Postal Police Service, escorting prisoners back and forth between the courts and jail. Occasionally he would take one to Atlanta, and always stopped off at various points northbound so he took a lot of shortline shots in the Carolinas and Georgia. John Ahrens was his crony on many trips, and when Bob died in the early 1960s, John tried to help Bob's widow dispose of the photo collection, which amounted to some 10,000 negatives and several times that many prints, all on postcards. She would have nothing to do with selling the collection and John gave up. A year or so later, she moved to Plainfield, NJ to live with her sister, died there, and her sister placed Bob's collection up for sale, and sold the whole thing to two railfans in Plainfield for a few hundred dollars. They promptly sold the collection piecemeal at high prices, so it was another Doeright type fate for a fine collection representing thousands of hours of work.

NICHOLLS, ROBERT C., Glen Ellyn, Ill.; Bob was a friend of Lloyd Geertz, in the same high school, and he and Lloyd would make photo trips together. I traded perhaps 100 negatives with Bob, all in 122 size, excellent shots, and Bob had the making of a good railroad historian as he was interested in the history of the C&NW and I sent him an extra copy I had of the R&LHS bulletin on that road. Bob's letters ceased in July 1944 and I have never heard from him since, nor have I ever seen his name in photo credits, or in railfan society groups. I have about 30 of his action shots in print form, all fine work done with a graflex as he lists 1/440 sec. as the speed used. Perhaps like his friend Lloyd Geertz he was lost in the war.

NORRELL, THOMAS, Silver Spring, Md.; Tom was born in England in 1900, came to the US in 1911 and worked at Baldwin Locomotive Works first as an apprentice, then foreman in erecting shops until 1927 when he worked for the Container Corp. in Baltimore, retiring in 1965. While he has photographed many locomotives, his principal hobby seemed to be hunting down old prints and copying them. These he would print on sepia paper usually, but I have some in B&W, and sometimes cut to odd sizes. He has a thorough knowledge of Baldwin especially and locomotives in general, and he is still living in Silver Spring, in semi-retirement.

ORBORNE, WILLIAM R., Trenton, NJ and Deerfield Beach, Fla.; Bill Osborne was one of my early correspondents because of his small ad in the Engine Picture Club section of Railroad Magazine. My records show I traded 125 negatives with him between 1933 and 1939, plus a number of prints. He used a graflex with a cut-down aperture and cut-film, and specialized in PRR, Reading and CNJ. After 1939 our correspondence dwindled to one letter a year with an occasional batch of prints. I last heard from him when he moved to Deerfield Beach after retirement, and I believe he died in the early 1970s. He was a good photographer, and his negatives were sharp and well processed. He had no railroad history activities so far as I know.

PARRISH, P. E., Charlotte, N. C.; I met Parrish through Dick Prince's suggestion, as I was trying to establish the basis of a Southern Ry. roster, and also to collect photos of some of the obsolete classes. Parrish used a 616 kodak and turned out fine, well centered, sharp prints. We did not trade negatives, but I had quite a few Southern Ry. negs. he wanted prints from, so we had a very interesting two or three years of correspondence. He sent me a very good history of the 4-4-0s on the Southern, and we were in the middle of research on the 4-6-0s when he died suddenly. Judging by the comments of those who knew him personally, he was a fine person to deal with, he worked for the Southern Ry. and had access to their records at the head office. I am sure he would have written a history of Southern Ry. locomotives had Dick Prince not done so.

PENNOYER, A. SHELDON, New York City.; Sheldon was a commercial artist and landscape painter who lived in a bachelor apartment on a side street off Fifth Ave. and Central Park. I visited him several times there, he came out here to go on the Pacific Coast Chapter's 1937 excursion to San Luis Obispo and the Pacific Coast Ry., and had a cabin in the high Sierras. He used an old folding camera in the 1900s, a Premo as I recall it, and came out here for a summer in 1904, taking 75 or 100 photos of trains, locomotives and scenes on the railroads around Los Angeles and Sacramento. I have prints of them all; he cut off part of the tender on most of his engine shots, but some of them are the only shots I know of showing original condition. In 1953 when Harriet and I were on our honeymoon in New York, Sheldon gave a cocktail party for us and invited all our mutual friends, including Walter Lucas, Freeman Hubbard and others living or working in the NY area. About 1955 he was killed while driving a sports car in Spain, where he was on a landscape assignment. Some of his old time railroad paintings were reproduced in Fortune Magazine and he and his brother published a book, "Locomotives In Our Lives."

PERRY, OTTO C., Denver, Colo.; The hobby always produces a few "characters" and Otto was one of them. Born in the mid-1890s, Otto became a letter carrier in Denver, was in the Army during World War 1 and attended every American Legion convention thereafter, taking along his 122 Graflex and shooting locomotive pictures in the convention city. He covered Colorado and neighboring states with thousands of action shots as well as stills of all the narrow gauge power and a great deal of the U.P., C&S, Santa Fe and other standard gauge lines. He did not like to trade negatives as he was one of Pontin's suckers for a short time and it soured him against sending out any of his duplicates, but I met him in 1935 and saw him almost every year thereafter until 1950, as my first wife was from Denver and we went there yearly on vacation. Kindig and I thought Otto was a bachelor when he died, and so did everyone else we knew, but photos found in his files and his brother's statement proved he was married for about 6 months in 1934. It ended in an out-of-state divorce we were told. Otto had a peculiar mental block which got him in a lot of trouble with railroad police, roundhouse foremen and the like. He was arrested and

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detained several times while I knew him, something he could not understand, but those of us who knew him, including Tom Taber, knew that he had a time delay relay in his brain which required 20 seconds to operate. You would ask him a quick question, wait respectfully for an answer, and none coming forth except a steady, blank stare, you would attempt to keep the conversation going. Right in the middle of your next words he would answer your question, thereby throwing you off balance. The yard police would question him and because he would not answer immediately they would fire another question, and getting madder and madder, into the job would go Otto until in one place, after three days, they believe the Denver Postmaster that Otto was a legitimate government employee, and would let him go. All this had a certain beneficial effect, for having shot all the locomotive stills he wanted, he now went to the woods and mountains, and photographed literally thousands of action shots of the narrow gauges, especially in the last years of the C&S and RGS. When Otto died, his brother and sister apparently inherited Otto's possessions, and Dick Kindig convinced the brother that Otto's photo collection should go to the Denver Public Library. The sister, being mercenary, wanted to sell it, but the brother prevailed, and thanks to Dick Kindig, Ed Haley and others, it is all catalogued and filed. The sad aftermath is that the DPL demands a royalty on any photos used in books, and this has completely discouraged any purchases of prints as nobody wants to pay the high price asked. In the meantime, I have about 2,000 of Otto's prints, all of which had to be rewashed and glossed as he never washed his prints enough, and Tom Taber reported he used his hypo until you could no longer see the prints in the tray. Due to the extreme dryness in Denver, glossy prints are hard to make without machinery, so they are dried on cheesecloth. I would receive a batch of prints, soak them for five minutes, fix for ten minutes and wash for 2 hours, and so all his prints in my collection are in good shape. Otto fell for H. W. Pontin's sales talk and sent him a couple of dozen negatives, for which he got nothing either in money or equivalent negatives. This soured him on negative trading, but in the end, we reached a compromise, and traded UP and SP classes we both wanted, so I have perhaps 100 of his negatives. All developed in pyro developer, they had a deep yellow stain and require four times the exposure of normal developers. I wish the DPL success in trying to obtain good prints from Otto's negatives.

PETERSEN, ARTHUR, Pocatello, Idaho.; Art was photographing U.P. locomotives at the Pocatello shops when he went to work in the office thereon his first and only job, for he stayed with the U.P. until he was 65. We began exchanging 122 size prints in 1933 and this continued for many years, and included negatives of classes peculiar to the OSL and OR&N, and of the several remaining 4-4-0s on the UP. His photography was not outstanding but his interest in the steam locomotive was. Often his pictures were off center, slightly diagonal or other defects produced by a view finder which was not properly adjusted. He tried hard to discover the renumbering system from the OWRR&N to the UP, and found all of it, but the 1897 renumbering from OSL & UN to OSL (U.P. owned) involved material that had been destroyed, and through the years Art managed to put together about 90% of it. He is a member of NRHS and has been retired for some years.

PETERSON, FRANK, Los Angeles, Calif.; Frank started shooting in 122 size with a 3-A Graflex in 1938 and as he worked in the transportation dept., I saw him often. We would often meet at the S.P. or Santa Fe roundhouse on weekends, and until after Pearl Harbor; Frank and Walter Thrall often took trips along the S.P. on weekends. From 1942 to 1945 Frank was afraid to go near a roundhouse and confined his shooting to action on the road, with the result that he got hundreds of fine action shots of the three trunk lines into L.A., I supplied him with duplicates of S.P. engine shots at

Taylor in trade for some of his fine action shots in print form. After the war, Frank continued to be active in the hobby, trading several hundred negatives with Phil Middlebrook. Frank was divorced, lived alone in an apartment, and suffered a heart condition which struck him down March 22, 1951. His collection was bought by Don Duke, and as Don was active photographing only in the last years of Frank's life, their two collections fit together nicely. Frank's photography was above the average; he used a 4x5 speed Graphic for action shots, and a postcard graflex for stills. He was little known outside of California, but his work has been preserved intact in a safe place.

PHELPS, ALBERT, Auburn, Calif.; Al has worked for the SP all his life at Auburn, and has been shooting photos of railroads since the early 1930s. I first met him personally in 1937 after having traded prints and an occasional negative in 122 size since 1934. He was easily recognized by the small goatee he had, with or without mustache from time to time, but he was a diligent historian, covered all the railroads of eastern California and Nevada and went on many of the fan trips staged by the R&LHS and other San Francisco area clubs. He is a member of NRHS. His photo quality was always excellent, and he is still active as I met him at the opening of the first part of the Calif. Railroad Museum a couple of years ago.

PONTIN, H. W., Allston, Mass. Pontin was a fireman on the Boston & Albany when I first heard of him, on local trains out of Boston, or on the main line to Albany. His engineer on the latter runs Fred Worcester of Allston, about whom more will be said later. I answered an ad by "Railroad Photographs" for their list, and got a letter from Pontin with the list, as there were some S. P. photos, taken by the elder Arey, that I wanted. Pontin told me he was running a mutual outfit in which those who sent in negatives participated in the profits from the sale of prints. I sent him several negatives to look at, taken with a 3-A f7.7 postcard kodak, and he suggested I buy a used 3-A Graflex to improve my photography, and got me one for \$20 at a Boston camera store. He also supplied a Gundlach Radar 7 inch f4.5 lense, for \$20, so I worked out my bill by sending negatives for his list at 30¢ a negative. I soon made up the \$40, and after that sent more negatives for his prints at an agreed ratio. I must have received at least 150 of his best action shots on New England roads, especially the B&A and the New Haven. Then my name appeared in his list of members, and Otto Perry practically cut me off his list as he was very sore at Pontin, who had conned him into sending 50 negatives and had never received a cent from him. I found Paul Stringham, A. P. Formanek, the elder Arey and several others whose names I cant recall, on the backs of some of the prints Pontin sent. Then I offered to trade negative for negative, and he sent me a few Boston & Albany, and a couple of NYC engine shots and then stopped. So I stopped too, and when in later years he tried to get me to trade again I refused, for by then his operations had enlarged, he called his outfit the Rail Photo Service, and had dozens of suckers working for him and getting nothing. Those of us who knew him cannot understand why he had to work the way he did; his engineer friend Fred Worcester who I met once, told me Pontin, who was born in England and came here as a young man, had a touch of larceny in him. He enjoyed taking in the country's rail photographers; I talked to A. P. Formanek of NY once and his remarks are unprintable. Pontin retired from the B&A at 65, his son has taken over the business, and the last I ever heard from him was when he came here to visit his other son, who lived in San Fernando, and called me on the phone. While we were talking, he apologized for the way he had acted in the 1930s. He has been deceased for some years, his son gave up the rail photo business and the collection was sold piecemeal. One thing Pontin did for me when he was really sending me negatives was to photograph all the B&A 2-6-4 and 4-6-4 suburban tank-frame engines which I never would have gotten otherwise. Also the last remaining two 4-4-0s. I wonder how many thousands of prints from Pontin's camera are in existence today.

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PRESCOTT, PAUL W.; Conneaut, Ohio.; I already dealt with Paul in the squib about G.A. Doeright. Prescott was a collector of locomotive photos in 616 size, sent me a few samples of his work while we were trading with Doeright's negatives, and he was quite frank when he closed the trading by saying that since our picture size differed, it would be difficult to trade, and so our correspondence ceased. He served a very useful purpose for me, as I have several hundreds of GAD's negatives I would never have otherwise obtained. He is still active in NRHS as of 1980. I presume he still has the main part of GAD's collection.

PRINCE, RICHARD, Omaha, Nebr.; I first started trading prints with Dick when he was at Georgia Tech studying Mechanical Engineering. I think he was born in Atlanta, for he was very fond of all the railroads coming into that city. He got a position with the L&N in their main shops, worked there for several years, then went with the Union Pacific. He was stationed here in Los Angeles for a few months, then after a spell in Omaha, was placed in charge of the "jet" steam turbine engines with headquarters at Green River, Wyo. Eventually he was recalled to Omaha where he is now Engineer of Diesel Engine Design. Dick got a 3-A Graflex and we have traded a great many negatives, mostly of Union Pacific, through the years. I liked photos of the "jet" so he was able to send me negatives of all of the 50 class, and later the group from 1 to 40. They are all gone now, and he works on the diesels. During all this time he has published complete rosters in book form for nine railroads, acting as his own publisher and distributor. I have done a great deal of research for him in my Poors, Official Guides and locomotive lists, and as of 1980 is getting ready to turn out the history of the Norfolk & Western. Dick's photography in 122 size is outstanding, and he has a very large collection of negatives in 116 size from his early days, and in 122 in modern times. He is a member of R&LHS and one of the nation's outstanding historians and photographers.

RICE, LEONARD W., Washington, D.C.; I began trading 122 size prints with him in 1933, and his work was mostly with the B&O, Southern and RF&P. He was a member of R&LHS (still is as of 1978), and our print trading lasted about two years when he claimed I owed him 12 prints from the last exchange, whereas I had mailed the prints and had never lost any in the mail before. So I sent him 12 more, he wrote a semi-insulting letter, and that ended my dealings with Mr. Rice. From what I have heard about him since then, some of my friends had the same experience.

RICHTER, DOUGLAS S., San Bruno, Calif.; I have known Doug since he was in High School in the late 1930s and first met him on a fan trip in 1940. He is a fine photographer and a diligent hunter of obscure lumber railroads and industrials as well as the S.P. Doug spent the war in the Army in England, and settled down after the war, first in San Francisco and then in San Bruno, a suburb. I loaned Doug my postcard kodak in the late 1940s and he kept me supplied with negatives of those engines on my missing list, especially those transferred from the StLSW to the SP. We exchange letters about once a month, he comes up with all sorts of rare copies of originals located in his travels and is one of my best friends. Doug is not a joiner; he now belongs to a small group which operates the Castro Point RR as a railfan organization, but not the R&LHS. He did join Cap Shaw and the Railroadians when Shaw had a falling out with Gil Kneiss, but the Railroadians, never with more than 10 members, expired as soon as Shaw died in 1956. Several mutual friends have told me I serve as Doug's research assistant, and maybe so, but I get a great deal in return and enjoy our letters exchanges very much.

ROBERTS, DON H., Portland, Ore.; I met Don through Guy Dunscomb in the mid 1930s, at which time Don was just getting started with serious photography with a 122 kodak and tripod support. Under the tutelage of Herb Arey, one of his best friends, he turned out thousands of fine locomotive shots, almost no action shots, and Don and I exchanged letters, negatives and prints at least twice a month for the rest of his life. He was a bachelor when I first knew him, the agent for the Building Custondians' Union in Portland, its members being almost all black. When Don due to a heart condition wanted to resign, the members pleaded with him to remain as he was honest, had done a great deal for him, and they knew of nobody who could take his place. But Don's doctor advised retirement. Don had married Florence, a business woman with a stationery supply store, and had a very happy married life. When Don retired, Florence took on the agency for several greeting card companies and made two trips annually throughout the Northwest. Don went along as her driver, and covered every engine terminal in Washington, Idaho, Montana, Wyoming and Utah. Each trip he would return with hundreds of new photos, and thanks to him I have a fine representation of roads in the Pacific Northwest. His photography was uniformly good, and so was his printing. In his last two years, he agreed to catalogue the photo collection of the Oregon State Museum, and found many fine old originals, some taken in the early 1880s. These he would ship to me to copy for both of us, and we had a good 75% of the railroad photos at the museum copied when he died suddenly of a heart attack.¹⁹⁶⁵ Florence gave Don's entire collection to the Oregon State Museum where it is probably stored just as Florence packed them. Don contributed a great deal to the story of the steam locomotive in the Portland region, and when he died we were working on a joint effort to complete the history of the early locomotives of the N.P. It was never finished. *DIED 1965 IN OR.*

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ROSE, ALFRED E., Modesto, Calif.; I first met Al when Dick Jackson and I went up to Modesto to ride a Sierra Ry. excursion, but we had corresponded since 1934. He did all his photography in 116 size but later switched to a 3-A kodak. Al learned photo-lithography as a young boy in high school, his father bought him a small outfit which filled the garage, and that expanded to a full sized new building in downtown Modesto after the war. It was called the Modesto Printing Co., and it failed in two years because Al moved too slow to keep up with the business and regretfully, his father sold it. Al set up his machinery at home after he married, and for the past 30 years has done all the makeup work for a number of publishers, including some for Golden West Books. Al and I have been great friends all these years, he has kept me supplied with rare negatives of shortlines or industrials he would encounter in his travels, and he has just finished Guy Dunscomb and Fred Stindt's big Western Pacific book. He did Guy's Southern Pacific book, probably the largest in size of any of them. He joined R&LHS in 1940, and is thoroughly versed in the history of the railroads of Central California. His three children are grown up, but having his workshop in his home, I imagine Al will continue even though he is getting gray like a lot of the rest of us.

SCHLACHTER, KARL E., Piermont, N. Y.; I was introduced to Karl by W. Scott Thomas in 1933, and I still have Karl's first letter to me, outlining his method of trading prints. He wanted to trade a dozen at a time, with data on the back if possible. He returned some of my early efforts with friendly criticism, and when I first visited him in 1934. As I discussed Carl's collection and his engineering method of filing prints and negatives, I wont dwell on it here. Karl was born in 1885, took his Civil Engineering and graduated from Columbia in 1905, and between 1912 and 1916 he worked for the U.S. Geological Survey. This explains why he has such a large collection from the LV, Lackawanna, Erie and other central NY State and north Pennsylvania roads as that was where he worked. He worked after that in industrial engineering, real estate and insurance, and was pursuing the latter in 1934 when I rode on his commute

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train to Piermont to have dinner and spend the evening with him. I saw him twice after that, when I was on business trips to New York, and his untimely death on May 25, 1937 closed the career of a fine gentleman; a believer in the golden rule by never sending out a print in trade that you would not want to receive if you were on the other end, never copy another's prints and then sell prints from the copy negatives, and place whatever data you have including your name, on the back of the prints. Karl started photographing with a box camera $2\frac{1}{4} \times 3\frac{1}{4}$ in 1900, although his memorial in R&LHS Bulletin 44 says 1899, and I have a dozen or so of his negatives of CNJ and LV engines at Communipaw with 1905 dates on them. They are in a perfect state of preservation today. Karl used a tripod, small aperture and $\frac{1}{2}$ second exposure, so his negatives were uniformly sharp. He never went in for action photos or rolling stock; just steam locomotives. He willed his collection to his son, who was then a boy in high school. To quote Charlie Fisher, "To some of our members he will be forever a myth but to the older collectors of locomotive photographs, he was always ranked as A Number One."

SCHLACHTER, KARL E., JR., Stratford, Conn.; Karl's Dad left a heritage in the form of a collection of negatives in the five figures plus an equal number of prints. Also a love for the steam locomotive. Karl went to Stevens Institute, worked at various engineering jobs, married and then when he was in his thirties he settled down at Barrington, R. I., then Pocasset, Mass. and now lives in Stratford, Conn. He learned to process prints, and to raise the money for his darkroom, he sold prints from his father's negatives, something Karl Sr. just would not do. It was trade or nothing. Karl Sr. once bought a 3-A Graflex, could get nothing good with it, and let it sit around until he gave it to me as a present in 1936. I worked it over and found the ground glass finder was turned wrong side out; I used the camera off and on over 15 years before I carelessly lost it, lense and all. Karl Jr. has been shooting in 122 ever since the late 1940s and we have traded a great many negatives and prints, some of the former being duplicates he found in his father's collection. We have kept in touch all these years, he shot a lot of British, French and German negatives for me on business trips in those countries, even shooting engines on the Isle of Wight while their railroad was still running. He and his wife have called on us several times and he was here early in 1980. He is at present trying to locate a print on every negative of the Smith Collection, parts of which are missing, and to write a history of this collection for Stevens Institute.

SCHMID, R. C., W. Englewood, N. J. Bob was an engineering draftsman with the PRR and was very active in R&LHS affairs. I first met him at a N. Y. Chapter meeting in 1946, and we traded prints over a period of years, first in 4x5, then he began sending a few postcards and the last prints I received were in 5x7. He was a great crony of Tom Taber's though he did not follow him into the Railroadians, and when he died in August 1957 his collection went to Tom Taber, whether by purchase or legacy, I do not know. He was a specialist in the PRR and starting photographing PRR locomotives in 1908, as several early PRR 4-4-0 shots he sent me were taken by him at that time.

SHAWVER, L. E., SandPoint, Ida.; After World War II Don Roberts put me in touch with Shawver, who had been photographing Spokane International as a specialty, and other shortlines in his area. All his photos are in 616 size, quite a few good action shots, but most important of all, he supplied photos of the former D&H Mother Hubbards that went to the S. I. during the war. He also supplied much history of the shortlines in his part of Washington. He dropped out of sight in the 1950s and moved to Spokane, but he is in the membership list of NRHS so he is still active in the hobby.

SILVERTHORN, W. A., Sausalito, Calif.; Bill was a locomotive engineer on the NWP when I first met him through Fred Stindt, but he had started when the line into Sausalito was the North Shore, and narrow gauge. Bill systematically photographed NWP engines with his 122 kodak, became a pioneer member of the Pacific Coast Chapter, and made a hobby of railroad history in the region served by the NWP. I shall never forget the wild ride Bill gave some 300 of us in 1938 when we were returning from a two-day fan trip to Ft. Bragg, staying there over night. We were late getting into Santa Rosa, and some of the boys had to catch commute trains down the Peninsula, so with 4-4-0 #23 and ~~about ten coaches~~, Bill got that train up to ⁷⁰ 50

5 coaches & a baggage car (Fred Stindt)

miles and hour on track restricted to ⁴⁵ 55. He arrived in Sausalito just in time for us to catch a ferry which connected with the Lark in SF, for Los Angeles, and Ward Kimball, who was in the party, said that without question is was scariest experience of his life. Bill Silverthorn was on the carpet the next morning for covering the division in 29 minutes less than permissible time, but he talked them out of brow-ies, and we talked about the ride for years afterwards. Fred Stindt was especially excited as #23 was his favorite engine, and when it was scrapped in Los Angeles in 1949 I rescued the front number plate, which is one of Fred's prize souvenirs. It was strange to see #23 down here in Los Angeles during the latter part of the war, but there was a shuttle passenger job down at El Centro and it was ideal for the purpose. Back to Silverthorn, Bill continued to attend our meetings of the P. C. Chapter, and to exchange letters and prints with me right up to the time of his death in the mid-1960s.

SITTIG, G. M., Hollis, L. I., N. Y.; I know nothing of George's early history; he was one of those Scott Thomas warned me about, but I bought a few prints from him of the NYO&W and they all turned out to be copies of Karl Schlächter's prints. In 1934 just as I was about to leave here by train for New York, he called me on the phone from downtown and said he had lost his wallet and tickets and was financially strapped. He was so desperate he even offer to sell a lot of his postcard collection to me for the price of a ticket home. I referred him to Minton Cronkhite who obligingly took him to the courthouse, had him sign a pauper's oath, and the County advanced him the price of a bus ticket to NY. He must have been financially hard up; for a few months later J. H. Dean told me he had bought Sitting's collection of 122 negatives of all the roads with Mother Hubbard power. What an opportunity I missed. Sittig apparently recovered financially and in later years we corresponded occasionally, partiucularly about rosters, and he died some years ago. His photos Dean bought were all taken between 1919 and 1930, many good ³/₄ views of D&H, LV, NYO&W and other anthracite coal burning engines. Since Dean's collection has disappeared, I am probably one of the few who has a full set of Sittig's prints of those roads. Schlachter Sr. put Sitting in a class with Lavelle, but I disagree; George never cheated me on a trade, nor to my knowledge did he copy any of the prints I sent him.

SLAWSON, GEORGE C., New York City. Slawson contacted me after my paper on the NYO&W appeared; expressing interest in the NYO&W and we did some print trading, in 122 size and carried on a correspondence for several years. He went to Middletown and succeeded in talking the new Supt. of Motive Power into locating the missing list of renumberings that B. P. Flory could not find in 1934. So Slawson mimeographed the list, marked "Copyright" on it though the copyright bureau in Washington years later said he had not copyrighted his pamphlet. Later his list was published in three

parts in Railroad Magazine. Slawson moved to New Hampshire in the late 1950s, and in 1960 when Helmer's book O&W appeared, it had the RR Mag. roster I furnished to Helmer in it, and credit was given to me for it. This brought nasty letters to Morgan North and Helmer, threatening a lawsuit and calling Helmer a plagiarist and whatnot. North asked me about it and I pointed out the facts. North consulted a lawyer expert in copyrights and came up with the statement that no list of equipment and property of a corporation can be copyrighted; if it is published it is public property. Slawson did not dare threaten me, and when Morgan North wrote him a short and to the point letter, and Slawson disappeared from the scene. I have never heard of him or from him again. Yet in my NYO&W collection I have at least 100 good 122 size prints from him, some of them copies of rare old originals. He was a strange person.

SOMERVILLE, DONALD A., Drexel Hill, Pa. He was one of my early correspondents, mostly PRR but a few Reading and other roads around Philadelphia. Apparently he was not much interested in western railroads, for our trading was sporadic, and he dropped out of my sight in 1941. I mention him only because he has been a prominent rail photographer through the years, and his name is still listed as an R&LHS member. Maybe he is as old as I am. GMB

SORNBERGER, DR. F.F., Cortland, N.Y.; It was Karl Schlachter who gave me Dr. Sornberger's name, and I stopped off in Cortland after an exchange of letters in 1934 and found him to be an active physician, with railroad photography and history as a hobby. He had started before 1910, had a great many photos of the two roads which crossed at Cortland, the DL&W and the LV, and especially the latter when it was the Elmira, Cortland & Northern. We agreed to trade prints, I found some in my collection of roads he was interested in, and the last time I called on him was in 1946 when he was still practising. He died three years ago, and his widow sold his collection of photos, negatives, books and various railroadiana for \$2,000 to Andrew Merrillees of Toronto, Canada. Merrillees died in 1980 and so what is to become of Dr. Sornberger's life work in a hobby is a question. Merrillees said he was leaving his railroad photos to Smithsonian, and enquiries have been made of his lawyer, but nothing could be learned from him. It will be interesting to see what develops, as Merrillees was quite wealthy, operating a second-hand railroad supply business, and paid high prices for railroad photo collections. He bought most of Charlie Fisher's collection with Howard Greene standing by. If you want to know what Howard thinks of Merrillees ethics, just ask him.

STALLINGS, ERNEST, Portland, Maine.; Stallings was a Pullman conductor who travelled all over the U.S., taking a postcard kodak with him. Hence his collection was a varied one, mostly fine, well centered locomotive photos. I did not trade directly with him, but Linwood Moody went to visit him and came away with a batch which he sent to me. I wrote Stallings but got now answer. What became of his collection I do not know; Moody did not have it when he sold all his negatives to Everett DeGolyer, so probably it suffered the same fate as Bob Foster's and Bob Morris' collections. Karl Schlachter traded with him, and I would guess he began photographing about 1910. He is one of the relatively unknown pioneers in railroad photography.

STINDT, FRED A., San Francisco, Calif.; Guy Dunscomb introduced me to Fred in 1934 by mail, and we became good friends. This friendship has lasted 46 years, and we have been closely associated in the affairs of the Pacific Coast Chapter since he became Chairman in 1949. Fred worked for Matson Navigation Co. all his working years, starting in 1935 as an assistant Cruise Director, later a purser on the old Mariposa, served on the Matson ships as troop transports all during the war as a Lt. Cmdr. in the Merchant Marine, and in 1947 was given an office job as promised when he went to work for them in 1935. He worked at various jobs including Port Supt., and retired in 1976 at the age of 65. Fred always carried a 116 camera on the job, and carted my 122 kodak to Australia and New Zealand for years, and after the war, used it to photograph any engine he saw that was on my missing list. Fred's favorite railroad is the Northwestern Pacific on which he has written a book, and the Southern Pacific and Western Pacific occupy most of his time now. He brought the Pacific Coast Chapter from red ink on the ledger when he took it over, to an invested surplus in the six figures by good business management and the staging of railfan trips after the war. Fred and I probably each have 2000 negatives of the S.P. from the other's camera, and many others from the NWP, WP and Santa Fe. Fred recently sold his Redwood City home, rented an apartment in San Francisco and moved into a summer home at Clear Lake. He has been very active in the building of the railroad museum in Sacramento, and pushed himself so hard that he recently had a heart attack and while fully recovered, has learned to cut down on the work load. He has been one of the most useful members of R&LHS, is Vice-President of the parent Society, and it was a fortunate thing that I did when he left the sea in 1947, for I gave him a year's membership in R&LHS, he started attending Chapter meetings and in two years was Chairman. Some of Fred's negatives with my 122 kodak are among the finest in my collection; I am sure his 616 size prints are equally good.

STRINGHAM, PAUL, Peoria, Ill.; I first met Paul when I stopped off between trains at Peoria, where he ran the newsstand in the Union State. I had seen Paul's name stamped on some of the prints Pontin had sent me, and Paul turned out to be one of the suckers. We traded prints and a few negatives from time to time, kept in touch even if only an Xmas card, and last year I was able to help him and a co-author in getting out the history of the Chicago & Illinois Midland, which Don Duke published. Paul's photography, with a 3-A Graflex was always good, we stuck to trading and not railroad history and it was quite interesting to help with his first big literary effort. Paul is retired now, does not belong to any historical Society, and outside of the C&IM, has not been active in recent years. As one of Pontin's alumni, he rates high with me for he had the courage to tell Pontin off and put him in his place.

TABER, THOS. T. II, Madison, N. J.; Taber first called on me at my home in 1933 when he was out here on a business trip, and I blame him for getting me started collecting locomotive builders' plates. He was a great friend of Walter Lucas and Karl Schlachter and Tom had started with the Lackawanna, NYS&W and other roads on the west side of the Hudson about 1912. He had an enormous Lackawanna collection, and on his business trips took a lot of shots of Rock Island, SP, Santa Fe and other trunk lines over which he rode. I visited him a number of times in Madison and we exchanged prints and a few 122 size negatives during his lifetime. Tom was the leader in the formation of the Railroadians in 1939, but mellowed in later years and rejoined R&LHS. He had started Vol. 1 of the history of the locomotives of the DL&W but died in the mid-1970s before finishing it. His son completed the work and is now working on Vol. 2. Tom was a splendid photographer, using a 122 kodak and tripod, and his collection is going to the Commonwealth of Penna. RR Museum after his son Tom finished cataloging it. Tom worked as an actuary for New York Life so he commuted Lackawanna and a ride home with him from Hoboken was an interesting experience. He was one of the top ones in railroad history and photography. He was a valued friend. D.B.L.T.
BULL 137:12

THOMAS, GRANVILLE, Millville, N. J.; One of my early correspondents, mostly Reading, PRR in New Jersey and a few shortlines, in 116 size enlarged to postcards for my benefit. Our trading was sporadic, his photography was average, and I only mention him because I run across one of his prints every so often in my collection, and realize that he was one of the pioneers in the hobby and probably long since gone from the scene.

THOMAS, W. SCOTT, Providence, R.I.; Mr. Thomas was almost the first one with whom I traded prints. I gathered from his letters that he had been at it for a long time; for he seemed to know all the pioneers in the railroad photograph hobby, and also who were dealers. His negatives were in both 116 and postcard size, and our earliest trade was a group of Moshassuck Valley RR locomotive prints. He introduced me to Karl Schlachter, and must have been a Lehigh Valley specialist as he traded from Karl almost ever LV shot he had, two hundred of them being 4-4-0s alone. When he died in the late 1930s he left me his collection of Baldwin Locomotives Magazines; not complete, but the nucleus of a set which now lacks but two issues of being complete. He was among the first 25 members of R&LHS.

THRALL, WALTER, Washington, L. A. and Glenwood Spgs. Colo.; Walter was the son of the Chief Civil engineer of the Southern Ry. and lived in Washington. I began trading prints and negatives with him there, all in 122 size, and in 1939 he showed up here in Los Angeles, where he got a job firing on the U.P. He wanted to be an operating rail-roader, not an office man as his father wanted him to be. Due to the war he was promoted rapidly to the right side of the cab, and remained running on the UP main line to Yermo and back. He and Frank Petersen used to take long trips on weekend, and even to Colorado several times. Walter's photos were made with a 3x4 $\frac{3}{4}$ cut film kodak at first, and were not of the best quality, but he got a 122 Graflex and his photography thereafter improved greatly. In 1953 he and a group of friends formed the Southern Calif. Chapter and he remained Chairman until he decided to quit the railroad business and bought a new motel in Glenwood Springs, Colo. In urgent need of cash, he sold his negative collection to Don Duke, and Don having no interest at the time in negatives of roads east of Denver, sold me 1000 of Walter's negatives for \$200, or 20¢ each. I found 700 new ones in the batch, and used the other 300 as traders, so I got a bargain, including all of Walter's Southern Ry. action shots of steam hauled trains in the Carolinas. Walter was responsible for acquiring most of the collection of steam engines the Chapter has at the L. A. County Fair Grounds; no sooner had the last one arrived about 1957 or 1958. Walter moved to Colorado and left Bill Fletcher and the other members holding the bag. Walter sold his motel at a profit when Aspen became a ski center, went into the insurance business and prospered, then moved to Arizona for his health, and died there a few years ago, of cancer I believe.

TOMME, MICK EY, Raymondville, Texas.; Mickey was the rail photo dealer of the Texas area. He had all sorts of odd-ball types including the narrow gauge Rio Grande RR and various shortlines in Texas, in all sorts of sizes and shapes. Many of them were copies of old prints. His name disappears from Railroad Magazine's Engine Picture Club in the early 1940s and have never heard of him since. I stumble across on of his prints in my collection every so often.

TREGO, JACK, Crannell, Calif.; Jack worked for one of the lumber companies in the redwood area north of Eureka, and with a 116 kodak photographed everything on the NWP and the lumber roads such as the Oregon & Eureka and the Calif. Western. His photography was anywhere from fair to excellent, and apparently he traded with mid-westerners, who sent him hundreds of inferior quality negatives and I guess it

soured him on the hobby, for in 1942 he sold me his entire collection of 750 negatives for \$25 cash. I got perhaps 100 good shots out of the collection, and threw the others away except a few dozen good ones which duplicated what I had, and those I sold to negative dealer Warren Miller of Piedmont, Calif. for \$20. I never heard from Trego again.

TURNER, E. MILO, Buckfield, Maine.; Turner wrote to me after World War II and wanted to obtain a lot of my prints of various roads he was interested in, and offered to send one of his own negatives for three of my prints. I covered what happened fairly well in my biography, but apparently he had 500 negatives in his collection, and over a period of several years, I got all of them. As they were mostly New England and eastern Canadian province railroads that he photographed, it filled in a big gap in my collection. His photo quality was better than average. He died in 1953, and in 1954 I learned from a friend whose home town was Buckfield and visited there every few years, that Turner's collection when turned over to a railfan group consisted of prints only; not a single negative and then is when I realized Turner had traded his entire negative collection to me for 1500 of my best postcard prints.

ULRICH, CARL L., Skokie, Ill.; Carl was a crony of Walter Krawiec and went with him on many photo trips around Chicago. He used a 122 kodak with tripod, tried to emulate Walter by shooting engines with no backgrounds. Carl sent me some extra fine negatives, and we traded for several years. Then he showed up visiting relatives in Burbank, I saw him at the Disney Studio for a couple of hours and I gathered he was looking for work here on the Coast for family reasons. I did not go into his personal troubles, we had a friendly visit, he appreciated my compliments on his collection and his photography, and vanished from the scene. He is not listed in any railfan group for which I have membership lists.

VOLLRATH, HAROLD K., Shawnee Mission, Kan.; When I first started corresponding with "K" as he liked to be called, he was station agent and telegraph operator at a small town in Louisiana. He was able to shoot many good 616 shots of S.P. engines which stopped on the siding there, he married the lady station agent at another town 20 miles east of there, and when I saw him in New Orleans in 1950, he was living in Shreveport, La. where he worked for the Louisiana & Arkansas. He had switched to 122 size by then, and for a while I traded negatives with him until it became apparent that he was developing into a dealer. Today he supplies 8x10s with publication rights to authors of any photo in his collection; if he doesn't have the negative, he copies the print. I ceased trading with him by the mid-1950s and gnash my teeth every time I see one of my photos in somebody's book, and see "Collection of Harold K. Vollrath" on the credit line.

WARNER, PAUL T., Philadelphia, Pa.; I met Paul by correspondence through Sylvan R. Wood. I visited him once at Eddystone when he was still working, and he gave me a number of Baldwin builder's photos at the time. Paul had edited Baldwin Locomotives Magazine for some years, and was the company's librarian and historian. I have not seen many examples of his own photography, but those I have are 116 size. In 1948 he had a heart condition which forced him to retire. He was a bachelor, and when he recovered sufficiently to travel, he came out here and spent a couple of months with his long-time friend Hugh Boutell in Santa Barbara. Paul had another attack there, and I met him with a wheel chair when he came in on the Daylight and switched to a Santa Fe train one evening. He entered a church-operated home for elderly and ailing members, in Easton, Pa. Harriet and I called on him twice while he was living there, our last visit was in 1955 and he died several years later. While Ward Kimball and I were rebuilding our Hawaiian sugar engines he sent me dozens of Baldwin prints of similar

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engines. He supplied Sylvan Wood and me with thousands of Baldwin shop numbers while he was still working, and I have very fond memories of a kindly little man, as fine as they come.

WEEDEN, ARCHER L., Norwich, N. Y.; Archer was a locomotive engineer on the NYO&W, starting in the late 1890s as a fireman. He carried a 4x5 camera, glass plate type, on the engine with him, and accumulated a very good collection of photos of NYO&W activity between Norwich, Walton and Cadosia. Herbert Gabriel introduced him to me by mail, and he sent me postcards printed on 4x5 paper. Some of them are outstanding, and many of them are rare, some being the only shots of a number of O&W engines. I wrote a paper on the NYO&W for R&LHS to be published in Bulletin 40 in 1936, and sent Weeden a carbon for criticism. I referred to him as a retired locomotive engineer, and he indignantly crossed out the "retired" and said in his letter, "I still have four years to go". He died soon after World War II and Herbert Gabriel got his collection of glass plate and 122 size negatives. The latter was added about 1925 and he did very little with it. Archer read every newspaper in the Norwich Public Library files and had a fine, detailed history of the NYO&W up to 1940. I stopped off to see him in 1937 when I rode the Milk Train from Oneida to Norwich, stayed overnight at a hotel and talked NYO&W with Archer past midnight. Went on east the Lackawanna via Binghamton to Hoboken the next day in six hours. Weeden offered to get me on the milk train south of Sydney, but arrival time in Weehawken might have been midnight.

WELCH, DAN J., Tracy, Calif.; Dan was as fine as they come. A short, stocky, jovial man, Dad started firing on the S.P. in the 1910 era and was soon promoted to engineer, handling passenger trains over the old S.P. main line via Livermore. The S.P. 4-4-2s were his favorites, and he took many photos of S.P. engines in 116 size during his working years. From time to time I traded negatives with him, and during the war he was especially helpful in photographing Rock Island mikes rented to the S.P. and operating out of Tracy. Dad would go to the Bof LE convention each year, and several times it was held in Mexico, so Dan accumulated a lot of negatives of the SPdM, Mexican narrow gauge, and standard gauge, going as far south as Oaxaca, and east to Vera Cruz. In 1948 when he heard that I had bought a Baldwin saddle tanker from Hawaii, he sent me his brass torch, with his name engraved on it, but in 1950 I put it in Ward Kimball's museum as I might have set some of Warner Bros. movie sets on fire had I used it at night on the tracks where I stored my engine. Dan died in the mid-1950s, and willed his Mexican collection to me, about 400 negatives all told. He was a member of the P.C. Chapter of R&LHS, and was known and admired by all who corresponded with other fans of the Southern Pacific.

WINSLOW, JEFFERY K., New York, NY.; Jeff is primarily a model railroad designer and builder, and I don't know if that is his principal work or not. His address is an office building in the heart of Manhattan but he apparently lives part time in Franklin Square, N.Y. We started trading prints in postcard form in the early 1930s, and it has continued sporadically ever since. His photos are uniformly good, and I still hear from him when he needs pictures of a certain type of engine. He is primarily a model railroader, but he belongs to NRHS and has been in the photo hobby a long time.

WITBECK, C. WILLIAM, Hammond, La.; You can say Bill was notable, notorious or crazy, depending on what sort of dealings you had with the 6 ft. 4 in. lanky southerner. I saw his note in Railroad Magazine in 1936 and began corresponding with him and trading postcard prints, later negatives, when he lived at 1803 Biltmore St. N.W., Washington, D.C., with his mother, a widow. From what Bill told me he was born in Brookhaven, Miss. and inherited the old family home later and lived there for a time.

Then he moved to Chicago and had a job with the Illinois Central as a photographer in their PR Dept., giving Bill access to the I.C. historical records, with disastrous results to some of them. Bill lost his left eye in an auto accident when he was ten, and had a glass eye. He moved to Jackson, Miss. for the I.C., got drafted and promptly rejected three times within six months. The last time he showed up in the physical exam line at camp he did as I suggested; removed the glass eye and came up to the doctor with a gaping cavity where an eye should have been. The doctor said, My God, you again; they really must be hard up in Jackson to send you back here. So Bill got sent home with a sharp letter from the head of Medical at the camp, so he was advised to get a civilian job for the govt. He did, running the great Fairchild camera at the U.S. Geological Survey in Washington for three years, digging up locomotive photos in the files of the Forestry Service, and providing me with postcard film when I couldnt get it anywhere here. Bill went back with the IC in 1945, then moved to Brookhaven and was photographer for the State Highway Dept. All this time he was covering every state in the South, photographing lumber road engines, trunk line locos. and we traded probably 2000 negatives during his lifetime. He was married in the late 1950s, was divorced in 1961, remarried and set up a photo shop in Hammond. He would go to Rochester to the Eastman annual school, and became a highly skilled professional photographer. He hornswaggled about 1500 glass plate and cut film negatives out of the Southern Iron & Equipment Co. starting in 1947 and I helped finance his trips over to Atlanta. I got about 700 negatives, and later sold them all to the DeGolyer Foundation, as did Bill. He went to Mexico in 1951 on his first trip, then met me in Guatemala City in 1952 and we had three weeks of photographing there and in Mexico.

His photo quality was superb, equal to Foster's and if there was a background, it was usually interesting, like one shot he made of a Lima 2-6-0 of 1905 in the deep woods, being fired up with bark, leaking steam from every pore, and a dozen patches on the side of the tender. Bill talked Baldwin out of half a box car full of their records when they threw out all their steam drawings and most of their specification books, etc. I saw them in 1961 in a caboose he owned next to his house in Tickfaw, a suburb of Hammond and told him it was risky to leave all that valuable material in such a vulnerable spot. Then I told Everett DeGolyer about the collection, and to make a long story short, Everett bought it for the Foundation for \$12,000. Bill bought a Baldwin 0-4-4TB from Godchaux Sugar in 1957, and found the boiler was bad, so he told me he was going to have to scrap it. I conned him into selling it to the Grizzly Flats RR for \$1500, he had it loaded on a flat and shipped IC and SP to Beverly Hills, but after it cleared New Orleans, its destination was changed to the team track at Burbank. The engine was for Disneyland, and after they spent \$20,000 for a new boiler and a complete rebuilding, it emerged as Disneyland #3 and is still running, after over 300,000 miles. I sent Bill a color picture of the engine at Disneyland, and he told a couple of friends that I was the only man who ever got the best of him in a trade. He was not mad at all; quite proud to see the engine looking so fine and working in such a famous place. Bill bought and sold several other engines. He had gotten the Baldwin material by writing them on stationery of the Southeast RR Historical Society, with Bill as president. There were 10 directors listed, and they turned out to be Bill's fellow members on the Sheriff's Posse. Bill died suddenly after surgery for a ruptured intestine and his widow, Ruby, sold off all of Bill's collection piecemeal to dozens of collectors. She remarried and Bill's photo shop in Hammond, his multitude of activities in the railroad hobby and his likeable personality are just a pleasant memory. Merrillees bought a lot of it, and since he is now dead, I wonder if any of it will go to Smithsonian.

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Copy of a letter from Lucius Beebe
to David Morgan, Editor, Trains, and to GMB

806 Vista Road,
Hillsborough, Calif.
December 7, 1962

Dear Jerry;

It comes to my attention that the President of the Railway & Locomotive Historical Society has addressed himself to the editor of Trains "for not being stern enough about errors in dates" in my books. I enclose a copy of my note to Dave Morgan, for your amusement.

Lucius

Charles Fisher December 7, 1962

Dear Dave;

Without himself having ever produced any least or slighted contribution to the matter of railroading, that fine old bundle of black bombazine petulance at 20 Wilde Rd., Waban, Mass. has been sitting around for years now gnashing his store teeth at lapses in traction force statistics in other people's books who at least have the energy, enthusiasm, professional acceptance and, if I may be pardoned the pretentiousness, dedication to contribute something to the bibliography of rail transport.

His conduct of the affairs of the Society has not been immune from criticism-- whole collections of valuable picture material seem to disappear from human ken and certainly all availability once deposited with him---and his sole excuse for continued sufferance has been the somewhat faltering issuance of a Bulletin which makes the Congressional Record hilarious reading in comparison and whose art seems to have been photographed by the engraver with a buffalo robe for a filter.

His entire reason for being has been a querulous fault-finding with other people's efforts and a readiness to scream as though stabbed over a misplaced staybolt on a Rogers eight-wheeler that was melted up for scrap on the Old Colony in 1872. The guy's mind is a nest of nits, professionally speaking. I have no doubt he is kind to dogs and children, but as a historian he is a quibbler, a nit picker, a smart pants show-off of inconsequential knowledge and an assassin of other people's efforts, j. g. I notice that the loudest screamers against error and vice in my books, lapses I am the first to admit, are themselves thwarted authors whose monographs on the evolution of the Sissons Patent Car Vestibule are not wildly in demand by literary scouts from Harper's, Scribner's, Simon & Schuster and Doubleday. My answer to these valve-gear Draculas emerging from ashpits in haunted roundhouses to poison their betters is that my books sell into second and third printings, which gives me a chance to incorporate improvements and correct errors, a circumstance less than common among my detractors. Pray pass this sentiment on to our own Charlie's Aunt from Brazil where the nuts grow.

He is presently conducting a hassle of Civil War dimensions with Everett De Golyer of Dallas for daring to come by a complete Baldwin locomotive roster without his express permission, and he once frightened me cruelly by stamping his foot and flashing his eyes because I used an Otto Kuhler woodcut in one of my books that had also been on the jacket of the Bulletin. My only claim to the picture was the written permission of the artist and factual ownership of the original.

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I have no possible knowledge of what ground he may presume to address himself to you on with the objective of dictating the editorial policy of Trains. God knows where these dusty fanatics get their delusions of authority.

Over the years I have personally felt that our Mr. Fisher and Josie Crum of Durango have more in common than mere senility. They share a measureless indignation that anything at all should transpire in the field of railroad history, folklore or iconography which they do not sponsor or with which they are not associated. Mrs. Crum, I believe, maintains full time legal advice to protect her interests. So far as I know, Mr. Fisher to date has only had recourse to the mails to denounce all and any imposters who may mention the Taunton Locomotive Works without his express permission in writing. I feel they were made for each other.

Cheers,

David Morgan, Esq.

Lucius Beebe

WOOD, SYLVAN R., Stillwater, Okla.; Sylvan ends up this long-winded list of railfans I have known. He was Professor of Chemistry at Oklahoma State all his working years, and very early developed a hobby of collection pictures of Santa Fe engines, and working up a complete Santa Fe roster.. He used a 116 camera, he didn't mind printing on postcards and so we traded a great many Santa Fe shots through the years. He supplied me with Santa Fe data, and his letters were without doubt the most informative and interesting of any I ever received. He made frequent visits to Topèka Shops in connection with his roster study, and in 1936 or thereabouts we started collecting builders' lists along with Robert Graham. Through the years we got all the pre-Alco lists, eventually all of Baldwin, thanks to P.T. Warner and Charlie Fisher's assistance; and I got the Lima list for him via Bill Witbeck who went to Lima and had the whole ledger photostated. He also spent days copying the cards of subsequent owners and made away with some of them; he gave me a few and I sent them to Smithsonian.

Sylvan finally published his Santa Fe roster as R&LHS Bulletin 50A, then revised it after the war and this was Bulletin 75, both complete bulletins. They remain today as the standard reference for the locomotives of the AT&SF. After retirement, Sylvan apparently could not keep up with inflation, so he sold his Baldwin list to DeGolyer for copying purposes, the original being returned to Sylvan. This made Charlie Fisher so angry he threatened to have Sylvan and Everett expelled from R&LHS. This produced a classic letter from Lucius Beebe ¹⁹⁶² a copy of which I treasure. Charlie got flattened with a few well chosen words by Everett, and that ended it. Sylvan sold the DeGolyer Foundation all his Santa Fe negatives, and after he died, the rest of his railroad material was purchased by the Foundation.

I never met Sylvan personally though I talked to him on the phone a number of times, and his wife and daughter paid me a visit here. Sylvan represented all of the fine qualities of a thorough railroad historian, he was ethical and believed in the Golden Rule just as Karl Schlachter did, and his death was a great loss to his family and to the host of friends he had made during his life.

Compiled by Gerald M. Best, May 1980, Beverly Hills, Calif.