

Appendix J

The railroad reference/museum centers are a series of articles that appeared in the Railway and Locomotive Historical Society's Quarterly Newsletter beginning.

Note: This has not been compiled except for Pennsylvania, but does not . It will be useful if the major reference locations distribute their materials that do not relate to their area to appropriate local historical societies where people can easily research an item that currently may be 2000 miles away.

Railroad Historical Societies

The Railway and Locomotive Historical Society 2009 began a series of articles on museums and libraries having extensive reference materials. As of January 2013 six articles had appeared and on subsequent pages they are reproduced.

California State Railroad Museum - Railway & Locomotive Historical Society, Sacramento, Cal.
Cornell University Kheel Archives. Ithaca, N. Y.
Hagley Library, Wilmington, Del.
Lake Forest College, Lake Forest, Illinois
Pennsylvania Historical and Museum Commission's Railroad Museum, Strasburg, Pa.
Univ. of Connecticut Thomas J. Dodd Research Center, Storrs, Ct.

City, County and State Historical Societies

County and city historical societies may have public timetables of railroads serving the county, photos of stations, track scenes and historical material pertaining to the railroads that served the county. The county historical societies listed here are known to have railroad materials relating to their county – timetables, photographs, and/or historical materials.

The Strasburg railroad museum has said that they will dispose on their non-Pennsylvania. The California State Railroad Museum has said the same thing for their non-California and West Coast holdings to local historical societies. The Railway and Locomotive Historical Society has a vast amount of material, which has never been use and never will be for logistic difficulties. When I took them up on their good intentions and thought I had made it plain that I can and would do it, they backed down with lame excuses. However if that should ever happen the local societies would be listed here by state. However for Pennsylvania I have done it with my own collection of pictures and researched information, which soon after being given was being successfully used by researchers.

A highway road atlas will show the names of the counties on their maps and on the listings at the rear where the town names are also gives county names and locations.

Alabama

Arkansas

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Pennsylvania

All the county historical societies have photos of their short line railroads and other railroads such as logging and brick plant line haul from pit to kilns. They also have typed notes on all these railroads.

Adams	Adams County Hist. Soc, P.O.B. 4325, Gettysburg, 17325
Allegheny	Historical Society of Western Pennsylvania, 1212 Smallman St, Pittsburgh, 1522
Armstrong	Armstrong County H. S. and Museum. P.O.B. 735 Kittanning. 16201-1345
Beaver	Beaver County Historical & Research Landmarks Foundation, 1235 Third Ave., and Freedom, 15042
Bedford	Pioneer H. S. of Bedford County, 242 E. John St, Bedford 15522-1750

Berks H. S. of Berks County, 940 Centre Ave, Reading, 19601
 Blair Blair County H.S., P.O.B. 1083, Altoona 16603
 Bradford Bradford County H. S. 109 Pine St, Towanda, 18848
 Bucks Bucks County H. S., 84 S. Pine St, Doylestown 18901
 Butler Butler County H. S., P.O.B. 414, Butler, 16003-0414
 Cambria Cambria County H. S., P.O.B. 278, Ebensburg, 15931
 Cameron Cameron County H. S. 102 W. 4th St, Emporium 15834
 Carbon Mauch Chunk H. S. of Carbon County, P.O.B., 273, Jim Thorpe 18229
 Centre Centre County H. S., 1001 E. College Ave, State College 16801
 Chester Chester County H.S., 225 N. High St, West Chester 19380
 Clarion Clarion County H.S., 17 S. 5th Ave, Clarion 16214-1501
 Clearfield Clearfield County H.S., 104 E. Pine St, Clearfield 16830
 Clinton Clinton County H. S. 362 E. Eater St, Lock Haven, 17745
 Columbia Columbia County Hist. & Genealogical Soc., P.O.B. 360, Bloomsburg 17815
 Crawford Crawford County H. S., 848 N. Main St, Meadville 16335
 Cumberland Cumberland County H.S. , P.O.B. 6236, Carlisle 17013-0626
 Dauphin Historical Society of Dauphin County, 219 S. Front St, Harrisburg, 17104
 Delaware Delaware County H. S., 85 N. Main Rd, Broomhall, 19008-1928
 Elk Elk County H. S., P.O.B. 361, Ridgway 15853
 St, Marys Historical Society, St. Marys,
 Erie Erie County H.S. , 417 State St, Erie 16501
 Corry H. S., Corry
 Fayette Fayette County H.S. P.O.B. 193, Uniontown, 15401
 Forest Forest County H.S., P.O.B. 546, Tionesta 16353
 Franklin Kittochinny H.S., 175 E. King St, Chambersburg 17201
 Fulton Fulton County H. S., P.O.B. 115, McConnellsburg, 17233
 Greene Greene County H. S. P.O.B. 127, Waynesburg, 15370
 Huntingdon Huntingdon County H. S., P.O.B. 305, Huntingdon, 16652
 Indiana Historical and Genealogical Soc. Of Indiana, 200 S 6th St, Indiana 15701
 Jefferson Jefferson County H. & Genealogical S., P.O.B. 51, Brookville 15825
 Juniata Juniata County H. S. , 498 Jefferson St, Suite B, Mifflintown, 17059
 Lackawanna Lackawanna H.S. 232 Monroe Ave, Scranton, 18510
 Lancaster Lancaster County H.S. 230 N. President Ave, Lancaster 17603
 Lawrence Lawrence County H. S., P.O.B. 1745, New Castle 16103
 Lebanon Lebanon County H. S., 924 Cumberland St, Lebanon, 17042-5186
 Lehigh Lehigh County H. S., P.O.B. 1548, Allentown, 18105-1548
 Luzerne Luzerne County H.S. , 49 S. Franklin St, Wiles-Barre 18701
 Lycoming Lycoming County H.S. 858 W. 4th St, Williamsport 17701
 McKean McKean County H. S. & Museum, Court House. Main St, Smethport 16749
 Mercer Mercer County H. S., 119 S. Pitt St. Mercer, 16137-1211
 Mifflin Mifflin County J.S., 1 W. Market St, Lewistown 17044
 Monroe Monroe County Historical Association, 900 Main St, Stroudsburg, 18360
 Montgomery H. S. of Montgomery County, 1654 DeKalb St, Norristown 19401
 Montour Montour County H. S. P.O.B. 8, Danville 17821
 Northampton Northampton County H. & Genealogical C., 101 S. 4th St, Easton 18042
 Northumberland Northumberland County H. S., 1150 N. Front St, Sunbury 17801-1126
 Perry H. S. of Perry County, P.O.B. 81, Newport 17074-0081
 Philadelphia Atwater Kent Mus.- The History Mus. of Philadelphia, 15 S. 7th St, Philadelphia 19106
 Pike Pike County H. S., P.O.B. 915, Milford 18337
 Potter Potter County H. S. P.O.B. 605, Coudersport, 16915
 Schuylkill H. S. of Schuylkill County, P.O.B. 1181, Pottsville, 17901
 Snyder Snyder County H. S., P.O.B. 276, Middleburg, 17842
 Somerset Historical & Genealogical Society of Somerset County, 10649 Somerset Pike, Somerset 15501
 Sullivan Sullivan County H. S. Meylert St, Laporte 18626
 Susquehanna Susquehanna County H. S., 2 Monument Square, Montrose 18801
 Tioga Tioga County H.S., P.O.B. 724, Wellsboro, 16901
 Union Union County H.S. Courthouse, 2nd & St. Louis St, Lewisburg 17837
 Venango Venango County H. S., P.O.B., 101, Franklin, 16323-0101
 Warren Warren County H. S., P.O.B. 427, Warren, 16365
 Washington Washington County H. S., 49 E. Maiden St, Washington 15301-4441
 Wayne Wayne County H. S., P.O.B. 446, Honesdale 18431
 Westmoreland Westmoreland County H.S., 951 Old Salem Rd, Greensburg 15601

Wyoming
York

Wyoming County H., W., P.O.B. 309 Tunkhannock, 18657
York County Heritage Trust, 250 E. Market St, York, 17403

Archives Review



met with Robert Holzweiss and Ellen Halteman (Director of Collections at CSRM) to discuss the society's collection and ensure a smooth transition to CSRM management.

Although Jacki performed many archivist duties, she also served as a research assistant and advisor to numerous authors. Unfortunately, the cost of continuing such services is prohibitive and they will no longer be available. However, the CSRM staff plans to prepare a comprehensive description of the R&LHS collection in the near future. These descriptions—normally referred to as finding aids—will be published on the society web site and made available through the CSRM web portal so all of our members can have a basic understanding of our holdings. During the course of their inventory, staff will also identify damaged/decaying items and refile previously pulled or misfiled items.

The society's collection contains a wide variety of individual items, but the bulk of the material includes the following materials:

- Glass plate negatives of nineteenth century steam locomotives and railroad scenes.
- Oversized "flat files" consisting of maps, posters, photos and railroad promotional items.
- Employee and public timetables.
- Dining car menus.
- A large photo collection consisting of prints and negatives.
- Corporate ephemera (original railroad records) and annual reports.
- Equipment diagram books.
- Employee rule books.
- Oversized lithographs and related images.

As the finding aids are developed, CSRM staff will work closely with board members to identify items for possible deaccession. To guide that effort, the board is currently developing a collections policy based on the R&LHS mission statement. This will help them determine what (if any) items are to be deaccessioned and justify potential acquisitions. Like all archival repositories, the R&LHS archives are limited to a few significant areas. A concise collections policy will guide future decision making and help the board of directors focus the archives on our core mission.

That portion of our archives most frequently utilized by authors and researchers remains in Florida under the care of the Society's

As reported in the last issue of the Quarterly Newsletter, society directors abolished the archivist position at the California State Railroad Museum. Before to her departure, archivist Jacki Pryor

Southeast Chapter. The CSRM agreement calls for this material to be joined with the Sacramento archives sometime in the future. The items located in Florida include:

- Locomotive builder's records.
- Railroad locomotive rosters (mostly steam).
- Files of the "Midwest Railroader" magazine (railroad locomotive rosters).
- The Donald B. Robinson collection of locomotive roster data.
- The Frank M. Swengel Collection of locomotive builders' photos.

All inquiries for copies for archival material located in Florida should be sent to

R&LHS Archives Services
P.O. Box 600544
Jacksonville, Florida 32260-0544

Inquiries for R&LHS collections at the CSRM can be sent to

California State Railroad Museum
111 "I" Street
Sacramento, CA 95814
(916) 323-8073
(California State Railroad Museum Library)
Email: rrmuseumlibrary@parks.ca.gov
www.californiastaterailroadmuseum.org

R&LHS collections located at the California State Railroad Museum are available free of charge for on-site research in the reading room on Tuesday through Saturday from 1:00 to 5:00 p.m. Although an appointment is not required, we recommend that visitors call ahead to discuss their interests. The R&LHS archives in Florida is not open to the public.

Additional information on the R&LHS collections policy and the finding aids for R&LHS collection housed at the California State Railroad Museum will be provided in future issues of the Quarterly Newsletter.



Kheel Archives, Cornell University

Railroad Collections at the Kheel Center for Labor-Management Documentation and Archives, Cornell University

By Cheryl Beredo and Randall Miles

The Kheel Center for Labor-Management Documentation and Archives is a major archival repository supporting a broad range of teaching and research relating to labor and working class history, industrial and labor relations, union organizing, collective bargaining, occupational safety, and other workplace issues. Open to both university scholars and the public and part of Cornell University's ILR School (formerly Industrial and Labor Relations) since its founding in 1949, the Center is a helpful resource for academics, history buffs, schoolteachers, filmmakers, and a host of other interested researchers.

The Center's major collecting in the area of railroad and locomotive history began in 1969. In that year, the recently

formed United Transportation Union (UTU) partnered with the ILR School to establish the Joint Railway-Labor History Project. Through this project, Cornell served as the archives for the UTU and its four predecessor brotherhoods—the Trainmen, Firemen, Conductors, and Switchmen—documenting the evolution of railroads in the United States over the course of the twentieth century. In conjunction with the transfer of the archives, oral historians conducted a series of interviews with leaders in the field to complement the written record. In the intervening forty years, the Kheel Center has become home to other complementary collections on railroad and locomotive history.

These collections include materials on railroad companies, additional railroad workers' unions and associations, government involvement in and oversight of railroads, and labor disputes and arbitration related to railroads. The records consist of publications and reports, memorabilia and photographs, arbitration files, and correspondence and memoranda documenting the work of railroad unions and associations. Measuring



DL&W Double Header

Two Delaware, Lackawanna, and Western camelback locomotives leading a passenger train out of the Syracuse station headed for Binghamton, NY around 1910. Photographs. Railroad Collection. 6040 P, Box 4. Kheel Center for Labor-Management Documentation and Archives, Martin P. Catherwood Library, Cornell University.

over 3,000 linear feet, the railroad collections are among the largest held at the Center.

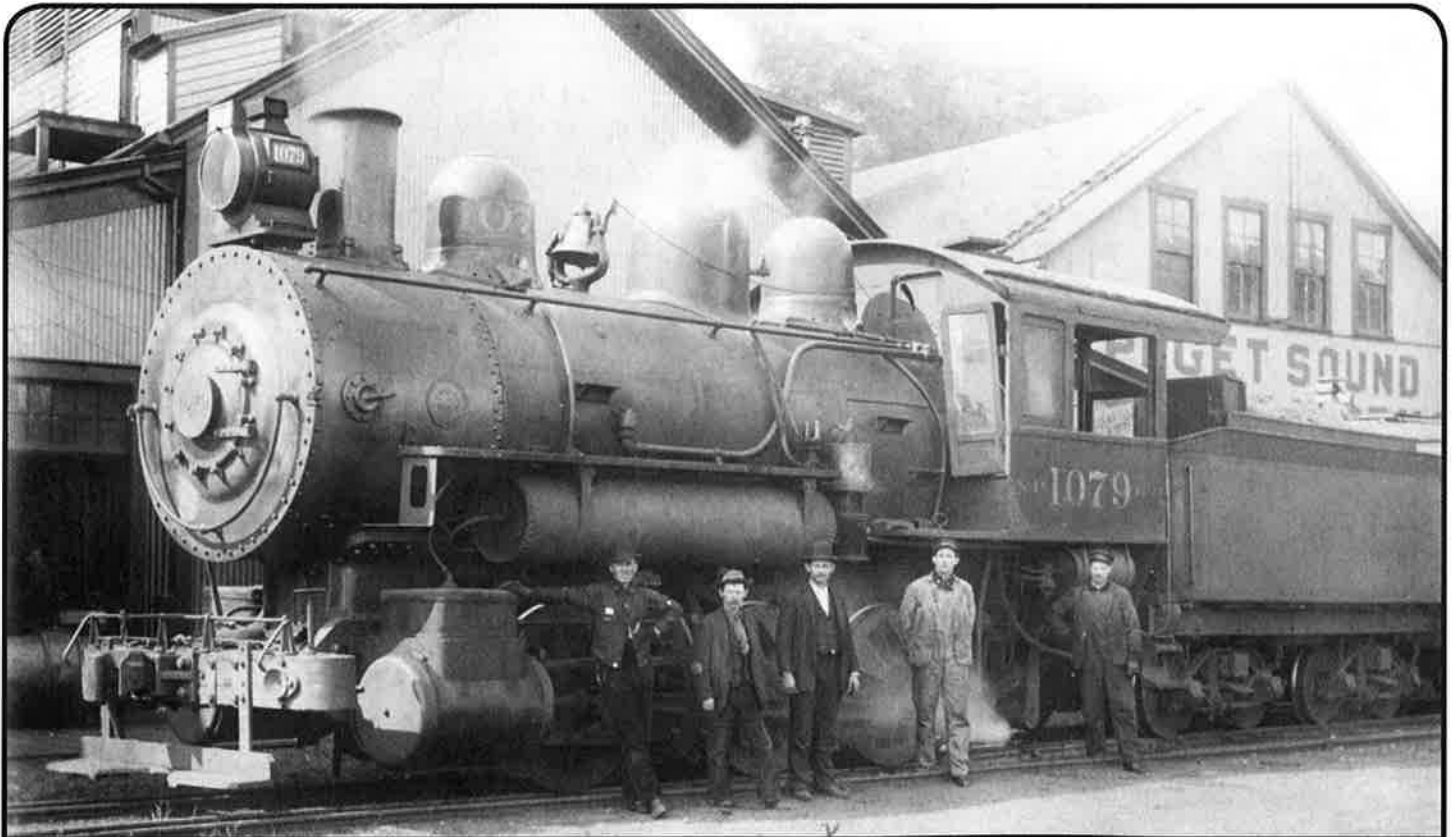
Unfortunately, family historians and genealogists may be disappointed by the Center's holdings. The archival records maintained at the Kheel Center focus on issues and events that played out on a local, regional, or national level, and generally do not illustrate individual careers in the industry. Union records, for example, generally attend to business transacted by the international headquarters. Likewise, documentation of government intervention in labor disputes and labor arbitrators' papers tend to address issues at the company or industry level. Nevertheless taken together, the railroad collections at the Kheel Center offer a treasure trove of materials for railroad and locomotive history researchers.

Railroad Companies

Archival records from nearly two dozen railroad companies are open for research at the Kheel Center.

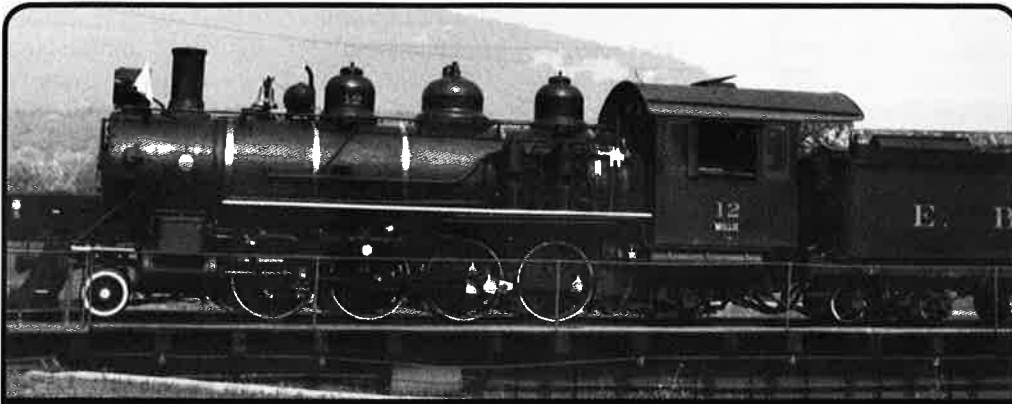
These are relatively small collections ranging from single folders of material to more than twenty linear feet of records, but all offer a glimpse into these companies and may be of special interest to enthusiasts. The bulk of these documents date from the 1900s to the 1940s, though some go as far back as the 1830s.

The railroad companies represented at the Kheel Center are: Akron, Canton, & Youngstown Railway Company, Beltway Railway Company of Chicago, Boston and Providence Railroad, Canadian National Railways, Chesapeake and Ohio Railway Company, Chicago & Northwestern Transportation Company, Chicago and Western Indiana Railroad Company, Cleveland Electric Company, Conrail, Dedham Branch Railroad, Delaware, Lackawanna and Western Railway Company, Erie Railroad Company, Erie-Lackawanna Railroad, Illinois Central Railroad, Kansas City Southern Railways Company, Long Island Railroad (LIRR), New York, Chicago and St. Louis Railroad Company, Northern Pacific



NP 1079

Northern Pacific Railroad class L-9 Six-Coupled, 0-6-0, switcher photographed in Tacoma, 1908. Photographs. Railroad Collection. 6040 P, Box 4. Kheel Center for Labor-Management Documentation and Archives, Martin P. Catherwood Library, Cornell University.



EBT 12

East Broad Top Railroad Mikado, 2-8-2, built by Baldwin Locomotive Works in 1911. The East Broad Top closed in 1956 and was bought by Kovalchick Salvage, who began running excursions in 1960. The photograph must have been taken after 1960, which is when the locomotive was named "Millie" The locomotive last ran in 2000. United Transportation Union (UTU). Photographs. 5139 P, Box 2, Folder 9. Kheel Center for Labor-Management Documentation and Archives, Martin P. Catherwood Library, Cornell University.

Railway Company, Old Colony Railroad, Pennsylvania Railroad, Southern Pacific Railroad, and Wheeling and Lake Erie Railway Company.

Highlights from this grouping of archives include the Cleveland Electric Company's "Rules & Regulations for the Conductors Booklet" (1913), clippings documenting strikes on the Kansas City Southern Railways Company (1933) and the LIRR (1994), reports and correspondence of the Northern Pacific Railway Company's Trainmaster (1918), operating rule books for many different railroads, and the interchange rule books from 1893-1971.

Union and Associations

Since 1969, the Kheel Center has been the home to the archives of the United Transportation Union (UTU) and its four predecessor railroad operating brotherhoods—Trainmen, Firemen, Conductors, and Switchmen—as well as related organizations and associations. These archives comprise the overwhelming majority of the records relating to railroad and locomotive history at the Center. Among the over two dozen union and association collections are the records of several of several additional brotherhoods—including Locomotive Engineers, Maintenance of Way Employees, Railway Conductors, and others. Several of these collections include materials on railroads, union stations, and terminals; for example, see the records of the Brotherhood of Railway, Airline, and Steamship Clerks, Freight Handlers, Express and Station Employees.

Among the UTU's predecessor unions that have been of especially great interest to researchers are the records of the Brotherhood of Railroad Trainmen (BRT). These archives measure over 150 linear feet and deal chiefly with the union during the presidential terms of office of A.F. Whitney (1928-1949), W.P. Kennedy (1949-1963), and Charles Luna (1963-1968). In addition to presidential papers, the BRT records include files relating to state legislative boards, internal governance, collective bargaining and labor disputes, and reports and publications, and cover the years 1883 to 1973. The UTU records also measure over 100 linear feet, covering the period from the late 1960s to the 1980s. In addition to general

organizational documents and legislative files, the records include newsletters of local unions, reports, directories, and other publications. Small holdings of UTU photographs and memorabilia are also maintained at the Kheel Center.

Railroads and Government

One largely untapped resource available through the Railroad Collection at the Kheel Center is the records documenting the relationship between railroads and the federal government. When disputes arose between companies and workers and escalated such that intervention was required, an Emergency Board would be empaneled to hear both sides of the disagreement. These hearings would be transcribed, and exhibits from both the carrier and employees were included in the official record. These exhibits sometimes included information on wage rates, hours of work, working conditions, past agreements or maps.

Records relating to twenty such U.S. Emergency Boards covering the 1950s and 1960s are available to researchers at the Kheel Center, and will not only be of interest to those curious about labor disputes. These transcripts and exhibits offer a glimpse into the working conditions and financial considerations of men on the railways.

Additional records of federal railroad entities include: Federal Railroad Administration, National Railroad

Adjustment Board, Task Force on Rail Transportation, U.S. National Mediation Board, U.S. President's Railroad Commission, U.S. Railroad Boards of Arbitration, U.S. Railroad Labor Board, and the U.S. Wage Stabilization Board, among others.

Railroad Disputes and Labor Arbitration

The Kheel Center also provides access to historical records relating to railroad disputes and labor arbitration. This segment of the railroad collections consists primarily of files created and maintained by individual arbitrators in settling disputes between carriers and workers. These files include some of the same kinds of materials as the U.S. Emergency Board records, though some restrictions apply to the use of arbitration records to protect the privacy of involved parties. Still these archives can help researchers understand the working conditions for members of the various brotherhoods, and shed light on the points of conflict between different interests in the industry from the 1940s to the 1980s.

Railroad Industrial Relations Oral History Project

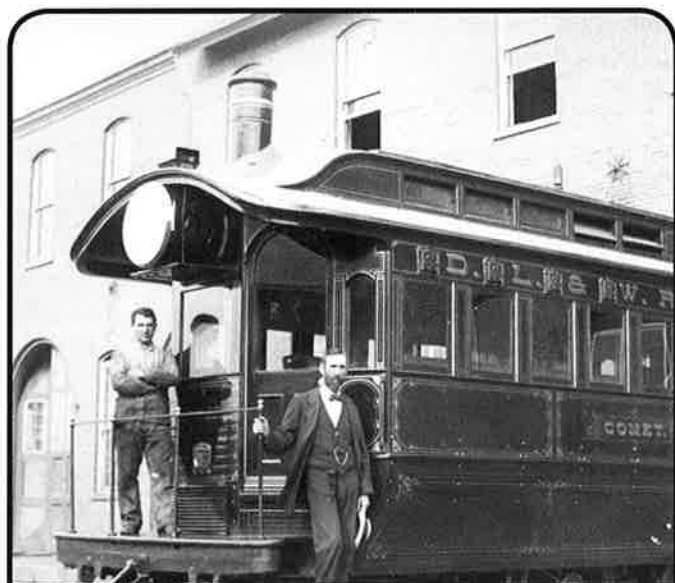
In conjunction with the establishment of the Joint Railway-Labor History Project, Miriam Freilicher and James O. Morris conducted a series of oral history interviews with leaders in the field. Interviewees include: Chairman of the National Railway Labor Conference William H. Dempsey, President of the Brotherhood of Locomotive Firemen and Enginemen H.E. Gilbert, railroad executive John P. Hiltz, President of the Association of American Railroads Dan Loomis, General Executive Board Member of the Amalgamated Transit Union Edward Oliver, President of the Order of Railway Conductors and Brakemen James A. Paddock, and Vice Chairman of the National Railway Labor Conference M.E. Parks. Conducted and transcribed in the early 1970s, these interviews offer views of a radically changing industry from several of the field's most important leaders.

For more information on the Kheel Center, please visit our website: <http://www.ilr.cornell.edu/library/kheel/> We are happy to assist you with research questions relating to the Kheel Center's holdings. Please write to us at: kheel_center@cornell.edu



Buffalo Creek 43

Built by Alco in 1940, this HH660 was in continuous service until 2000. It ran from 1940-1966 on the Buffalo Creek Railroad, and after that on various roads around the country. It is currently being restored by the Western New York Railway Historical Society. Switchmen's Union of North America. Photographs. 5034 P, Box 1, Folder 3. Kheel Center for Labor-Management Documentation and Archives, Martin P. Catherwood Library, Cornell University.

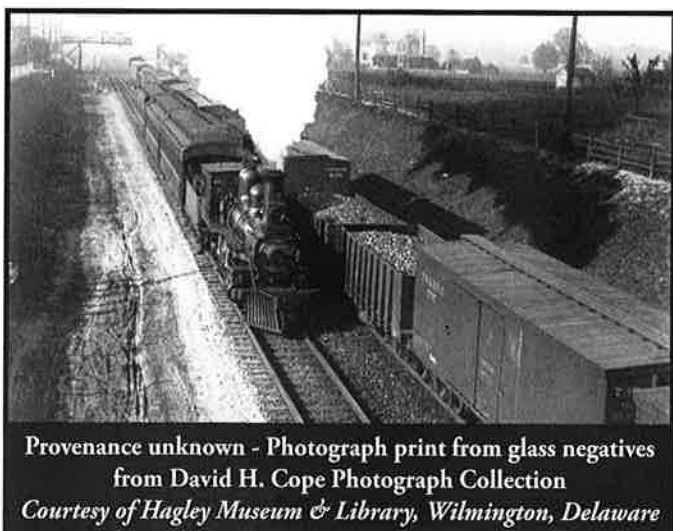


DL&W "Comet"

The Delaware, Lackawanna and Western Railroad's "Comet." Either an inspection locomotive or a streetcar. Unfortunately, date and location not recorded. United Transportation Union (UTU). Photographs. 5139 P, Box 2, Folder 2. Kheel Center for Labor-Management Documentation and Archives, Martin P. Catherwood Library, Cornell University.

Visiting the Archives: The Hagley Library

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



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

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

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



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

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

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

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

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

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

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

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

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

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

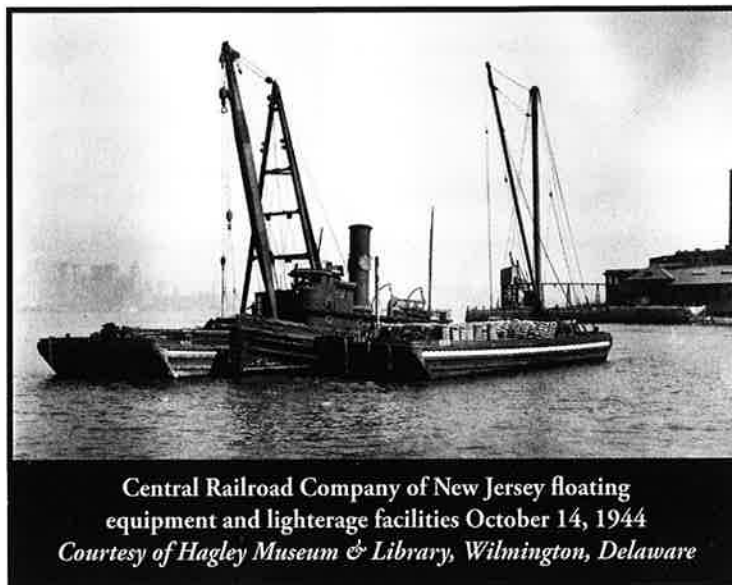
Hagley's holdings on the railroad equipment industry are smaller, but occasionally significant. The papers of William L. Austin represent one of the smaller pieces of the scattered Baldwin Locomotive Works records. Records of the Vulcan Iron Works of Wilkes-Barre, Pa., include a microfilm of some order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

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

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

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

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



Visiting the Archives: The Hagley Library

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

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

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

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

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

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

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

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



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

Railroad Resources at Lake Forest College

By John Gruber

Editor's Note: John Gruber is president of the Center for Railroad Photography and Art, Madison, Wisconsin, and editor of its journal, Railroad Heritage. He has received numerous awards for his photography and writing. John is a long-time member of the R&LHS, and currently serves on the Board of Directors of the Society.

Through recent acquisitions, Lake Forest College's Donnelley and Lee Library has become a significant resource for railroad research in Chicago, the nation's railroad hub. The college's rich archives are augmented by its partnership with the Center for Railroad Photography & Art, making Lake Forest an important source for historians.

The city of Lake Forest itself has railroad traditions, since it once was home to presidents of many of Chicago's major railroads. The library is 31 miles north of the Loop on Metra's North (Union Pacific, ex-C&NW) line. It is a short walk from the recently refurbished 1900 station, designed by Charles Frost and Alfred Granger, who lived in Lake Forest on the family compound of their father-in-law, Marvin Hughitt, long-time president of the Chicago & North Western.

The railroad collection is named for Elliott R. Donnelley (1904-75), a printing company executive and railfan who lived in Lake Forest. In addition to Donnelley, the holdings include material from Munson Paddock (1889-1970), Arthur D. Dubin (1923-2011), James Sloss (1910-88), and Donald Duke (1929-2010). The Center has material from Wallace Abbey, John Bjorklund (1939-2005), Sam Breck (1928-2009), and Ted Rose (1940-2002). The Center's web archive, railroadheritage.org, has selections from both the Lake Forest and Center holdings.

The railroad collection has grown—sometimes with Donnelley family assistance—to include thousands of books, more than a hundred thousand photographs, more than five thousand time-



The substantial photographic archive of Ted Rose (1940-2002), known mostly for his stunning watercolors but who also was an excellent photographer as a youth and young man, is among the Center's collections at Lake Forest College. This classic view shows the transition from steam to diesels on the Illinois Central. Steam locomotive 1602 is in the lead, with a diesel moving quickly to take its place, both in metaphor and in fact.

tables, manuscripts, and more than a thousand brochures and ephemeral items such as lanterns, china, tickets, and fabric and paint samples, according to Arthur Miller (amiller@lakeforest.edu), archivist and librarian for special collections.

After his death, Donnelley's family donated his railroad books and periodicals and made gifts to the library, which he had helped make possible as a member of the Lake Forest College Board of Trustees. Donnelley's holdings emphasized preservation, narrow gauge, west-

ern railroads, live steam, and modeling. As it has developed, Special Collections has followed his collecting interests, augmented almost from the start by photography. Still during the 1970s, the Donnelley family encouraged another major addition of railroad material: books, periodicals, photographs, timetables, etc. from Paddock, an illustrator who lived in Wisconsin, New York City, and Pennsylvania. Paddock's collection complemented Donnelley's holdings from the late 1930s to the 1970s, the golden age of the railfan nostalgia and interest in America, when cars and planes gradually supplanted rail travel. Paddock's collection dates back to the 1860s, with glass-plate negatives and prints by John Reid (1835-1911), Paterson, New Jersey, for locomotive builders, and early action photos by Frank W. Blauvelt (1850-1929), New York City. Paddock also had more than 1,000 photo views of locomotives typical of *Railway and Locomotive Engineering* of the early 1900s and *Railroad* magazine's 1920s and 1930s collector's exchange. Paddock's notes contain names and addresses of some of his sources.

Since 1999 and the relationship (archival depository, host for annual photography conferences) with the Center for Railroad Pho-

tography & Art, that group's interests have led collecting, as well.

R&LHS members will be most familiar with Dubin's photographs and brochures on passenger cars and the lifestyle they represented, given and transferred to the library in three groups. From the late 1990s through the mid-2000s, Dubin, who then lived in nearby Highland Park, transferred 10,000 to 12,000 photographs—often examples of top quality railroad publicity views—from the era of the high-speed, express limited train, which thrived from the late nineteenth century to the 1960s. These images reflect the U.S. focus and make-up of Dubin's books *Some Classic Trains* (1964) and *More Classic Trains* (1974). Miller took an unusual step, staying in contact with Dubin to better interpret his collection. He had Sayre Kos, when a student, interview Dubin and document his reasons for preserving what he did. The second and third Dubin groups, acquired gradually in various transfers during the 2000s, include his own photographs and purchased sets documenting Dubin's international rail and ship travels from the 1980s and 1990s plus slides of his own travels, timetables, and brochures with commercial art. In the 1960s Dubin had helped save the Pullman



Arthur Dubin (1923-2011), with an architect's eye for creativity, collected publicity photographs of well-designed interiors of passenger trains. The striking example here shows the Burlington's Denver Zephyr observation car, photographed with models on October 10, 1940. Paul P. Cret (1876-1945), a leading U.S.—though French-born and Ecole educated—architect based at the University of Pennsylvania, created the Zephyr interiors. Lake Forest College, Dubin I.42.9

Company photographs and records, providing a source for his and other people's books. These were transferred to the library as well.

Many small groupings include materials about Cuba in the 1920s, then known as the Riviera of the Americans. Since Cuba did not have prohibition, parties on luxury Pullman trains traveling across the country were popular for wealthy Americans. Another group of photographs appears in the DVD version of *Rising from the Rails: Pullman Porters and the Making of the Black Middle Class* by Larry Tye. From Poole Brothers, one of Chicago's three most important printing companies, originally a printer of transportation tickets and maps. Dubin was able to select brochures and other items before the Poole Brothers' material was destroyed. The first group is listed and a version of this is available online and by contacting the library's Special Collections. Other lists are in progress.

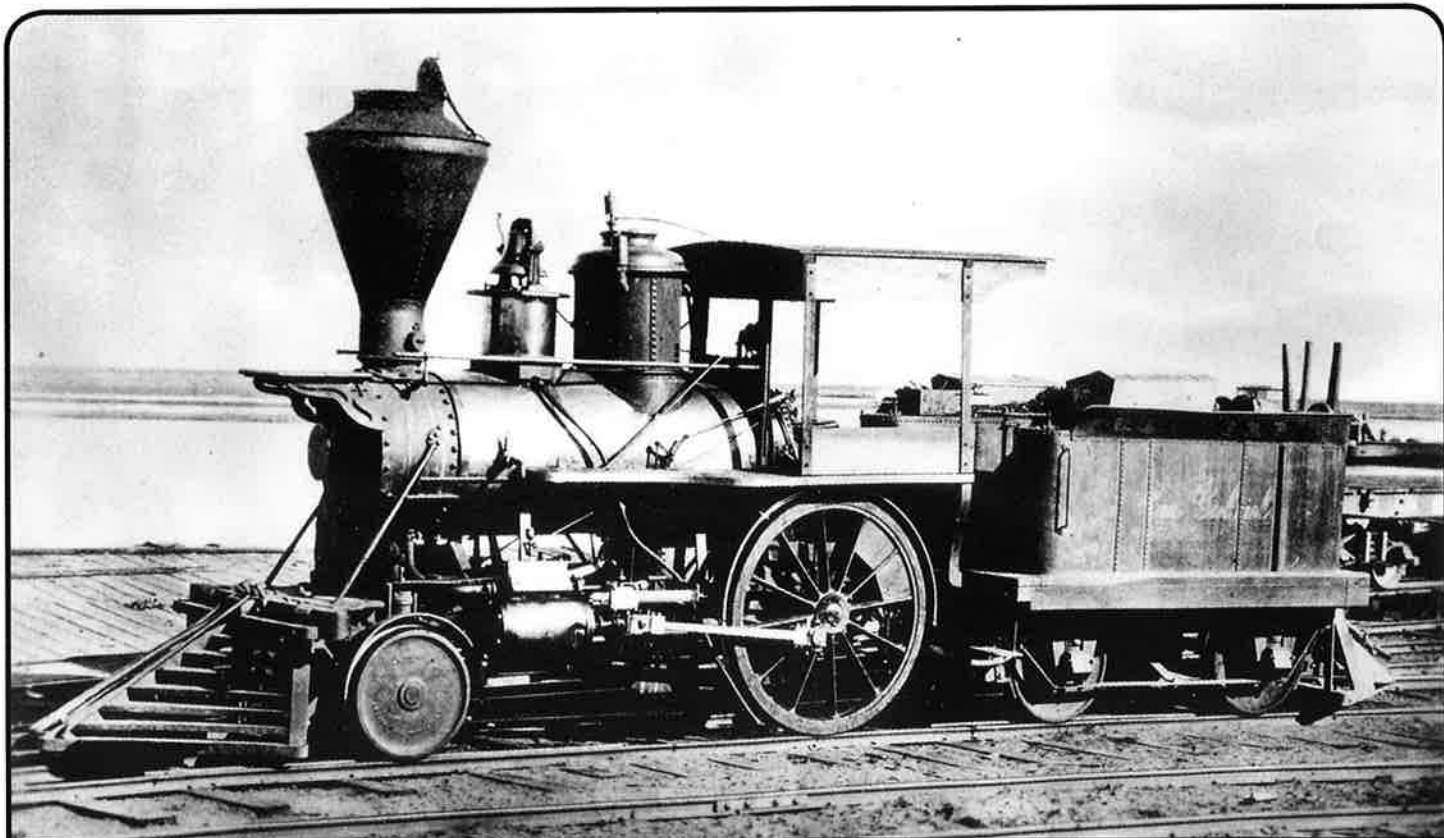
Not related to Dubin, but also important is a group of about 50 stereoviews from Utah of the building of the Pacific Railroad;

another group of images from turn-of-the-century civil engineer Frank Anthony; and World War II and other photos from James Sloss and William Crosby, the latter an associate of Donnelly's working on preserved Shay locomotives and participating in some of Donnelly's legendary summer rail sojourns.

Together, the Dubin and Paddock collections offer a balance between an illustrator's eye for the history of motive power and an architect's eye for aesthetics, design, and luxury travel.

In the 1980s, Massachusetts Institute of Technology scholar James Sloss's collections were donated, including eastern and international material, western railroad books, and 3,000 timetables.

Four hundred black and white 8 x10-inch glossy prints by California photographer Donald Duke show a broad spectrum of California scenery and Southern Pacific diesel freight trains. This collection was the gift of Norm Carlson, a Lake Forest based trans-



An example of a locomotive portrait from the Munson Paddock Collection, this photograph shows the Los Angeles & San Pedro Railroad's 2-2-0 San Gabriel, the first locomotive in Southern California. The Wilmington (Calif.) Historical Society says Los Angeles photographer William Godfrey took the photo in 1870. More information is at railroadheritage.org. Lake Forest College, Paddock 263.

portation consultant and president of the Shore Line Interurban Historical Society.

The book collections begin with English and American illustrated and monographic titles of the earliest days of railroading in the early nineteenth century. The later nineteenth century is represented by railroad-specific titles and series, such as *Poor's Manual*, and by more general travel books, which reflect the rise of rail passenger travel, especially in the West. Some volumes are illustrated by albumen prints, among the earliest photo-illustrated books. The most comprehensive treatment begins after World War II, reflecting Donnelley's and Sloss's collecting, as well as books purchased with Donnelley family funding and selected initially by John Allen, a planner with the Chicago area's Regional Transportation Authority. Examples illustrating the quality of the book collection make up a chapter (items 61-70) in *One Hundred Rare and Notable Books* (2004) (lakeforest.edu/library/archives/exhibits/onehundredbooks.php#railroads).

The periodical collection has early unbound (ads still present) issues of post-Civil-War American trade periodicals from Munson Paddock, who may have been associated with Angus Sinclair, a New York railroad publisher a century ago. In addition, there are runs of the standard rail history and railfan periodicals, most often also unbound to preserve their usefulness to modelers: *Railroad Stories*, *Railroad Magazine*, *Trains*, *Railroad and Railfan*, and *Vintage Rails*.

The library has made other contributions as well. Archivist Miller wrote "Trains and Railroading" in the *Handbook of American Popular Culture* (1999), volume 3, and "Railroad" in *American Icons: An Encyclopedia of the People, Places and Things That Have Shaped Our Culture* (2006), volume 3. Volunteer research consultant David Mattoon prepared a guide to conducting railroad research on the Internet (lakeforest.edu/library/archives/railroad/rresearch.php).

Miller praises the library's association with the Center for Railroad Photography & Art. The Library considers the Center "a partner in promoting its railroad photographic holdings," which the Center amplifies with materials it has acquired from nationally known railroad photographers and works of railroad art. The agreement notes, "through the Center's efforts the College library's collections have gained recognition as a nationally significant repository of railroad photography." The Special Collections division processes and conserves collections, often with financial support generated by the Center, and cooperates with the Center in publication of all its railroad holdings.

Special Collections houses on deposit the Center's photograph collections, most notably the Ted Rose archive, organized by Mattoon. Rose, best known for his watercolor paintings, as a youth traveled extensively in North America between 1956 and 1962, photographing the last of steam. The Wallace Abbey collection of photographs (55,000 black-and-white negatives, plus color slides), deposited in 2010, has been a 2011-12 project, partially funded through the Center by a preservation grant from *Trains* magazine. Abbey kept his camera with him as a journalism student at the University of Kansas, associate editor at *Trains*, and through a succession of progressively more responsible jobs in the railroad industry. The Railway & Locomotive Historical Society gave him a lifetime achievement award in photography in 2003. The already well-organized John F. Bjorklund slide collection (55,000 items in ninety-nine metal boxes) was deposited in 2011. Bjorklund started photography in the late 1960s and made it a point to cover the disappearing aspects of railroading. 🚂

In addition, the Center has smaller but important collections on deposit such as publicity photographs collected by photographer David Plowden as a teenager, and Sam Breck's creative and unconventional photographs for calendars from 1985 to 1998 for Peaker Services, Inc., remanufacturers and maintainers of EMD diesel engines and locomotives in Michigan.

The College and Center are Internet savvy, so the best place to start your research is at their web sites: lakeforest.edu/library/archives/railroad/ for the special collections department or railphoto-art.org for the Center. Together they are a not to be overlooked source for historians.

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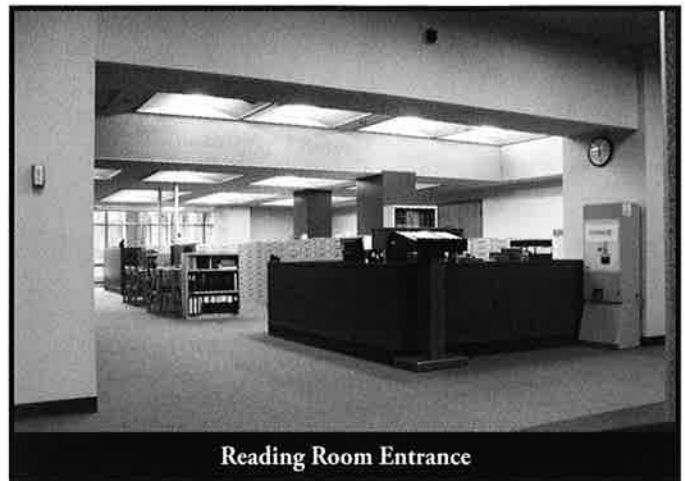
Railroad Records of the Pennsylvania

Historical & Museum Commission

Kurt R. Bell, The Pennsylvania State Archives

PART 1

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



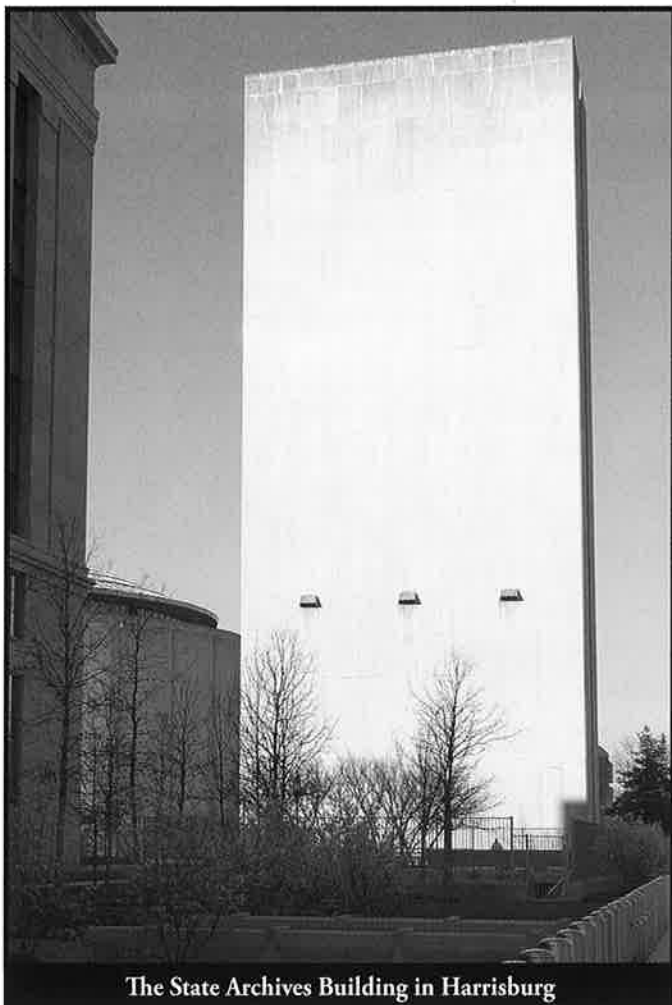
Reading Room Entrance

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

I. Pennsylvania State Archives, Harrisburg, Pennsylvania

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

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



The State Archives Building in Harrisburg

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



ATSF 3465 - Baldwin Builder's Photo



A Pennsylvania Railroad Company Dining Car in the 1920s



The 1877 Railroad Riots in Pittsburgh

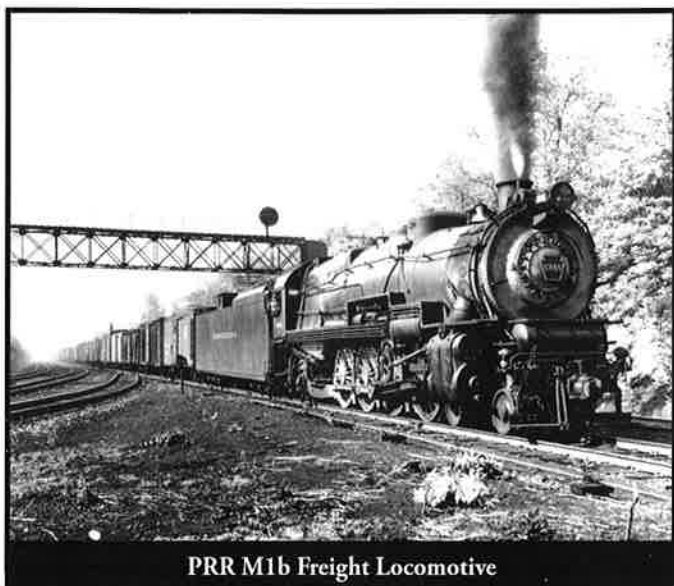
- Atlases ({#286m.423} 49 microfilm rolls #RRV 1100-1148);
- o PRR Architectural Drawings and Maps (including bridges) and Reading Company Architectural Drawings ({#286m.254} 381 cu. ft.);
 - o Reading Company Mechanical Engineering Drawings of RDG Locomotives and Rolling Stock ({#199m.88} 13 boxes);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

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

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

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

Railroad Records of the Pennsylvania Historical & Museum Commission



PRR M1b Freight Locomotive



MG219 Fish Car

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

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

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

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

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

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

PART 2

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

historical developments across two centuries.

II. Railroad Museum of Pennsylvania, Strasburg, Pennsylvania.

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

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

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

Railroad Records of the Pennsylvania Historical & Museum Commission

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

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

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

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

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

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

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

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

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

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Recommended Reading:

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

Visiting the Archives: Thomas J. Dodd Research Center

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

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

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

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

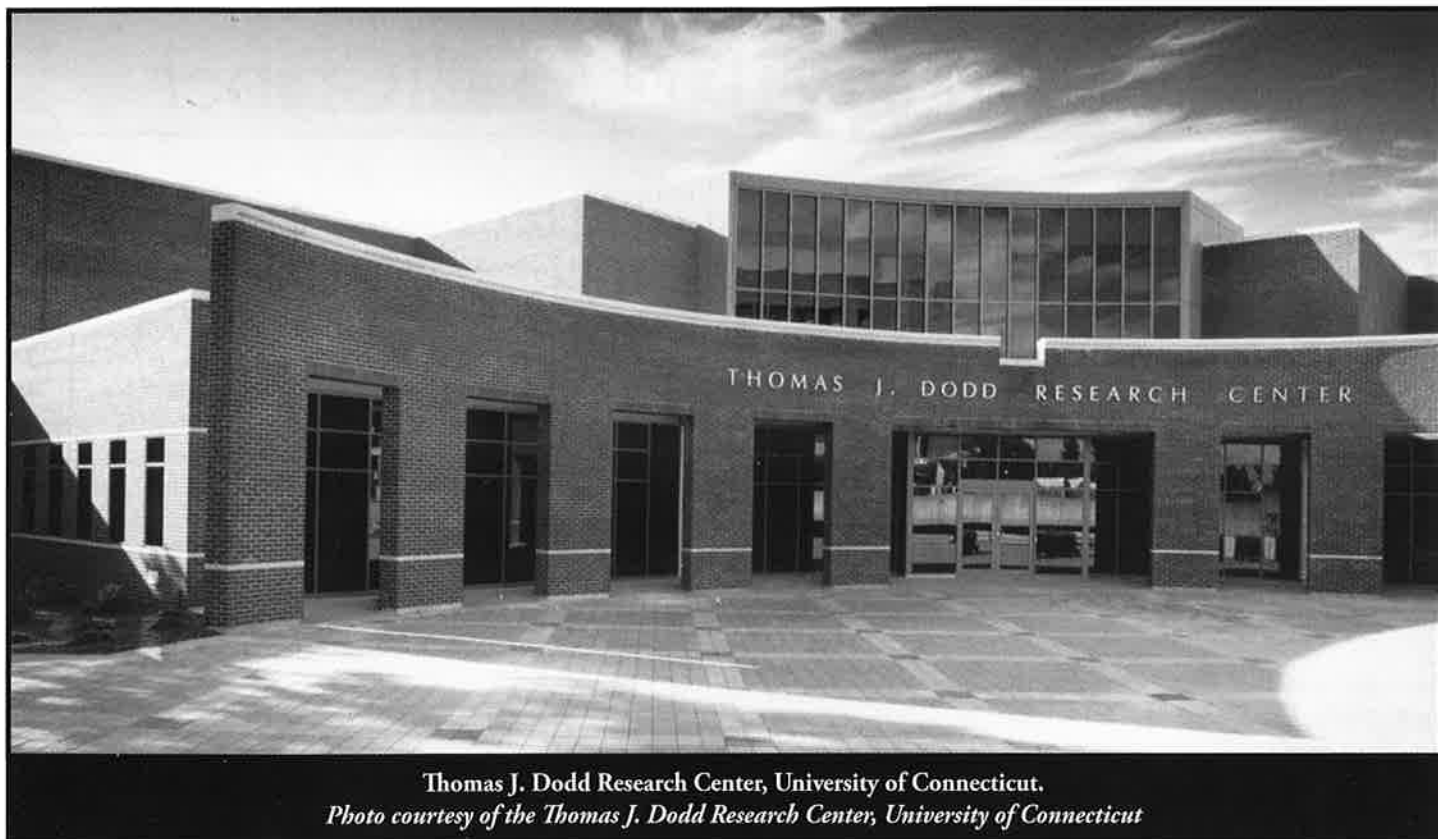
The photographs, numbering well over 50,000 prints and negatives, provide a myriad of views of locomotives and cars, stations and yard structures and crossings. While the majority of the locomotive photographs concentrate on the steam engines of the New Haven Railroad and its predecessors, the archive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

Noteworthy photograph collections in the archive include:

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

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

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



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



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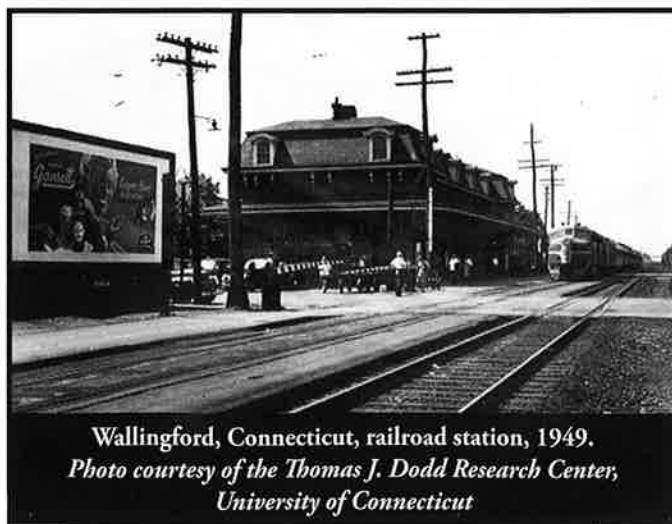
THOMAS J. DODD
RESEARCH CENTER



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

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

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



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