

**RAILROAD HISTORICAL RESEARCHING:
FINDING THE UNKNOWN**

COMPRISING EIGHT BOOKS

and Nine Appendices

Intended for both railroad historical enthusiasts (railfans) and those having an interest in their local railroads, usually as a member of a city, county or state historical society.

By

Thomas T. Taber III
504 S. Main Street
Muncy, Pa. 17756
ttaber1@comcast.net

April 2013

This work is not copyrighted and may be used in any manner desired without asking. However no copyright that you may apply to your work will be honored by anyone using my CDs for their use. I desire having maximum use made of this effort without red tape permissions or limitation on the amount used, including all of it, or for whatever purpose.

This effort was not subsidized by grants or any money other than my own.

Dedication for the Preservation of Railroad History

To the founders of the idea for a railroad *historical* society:

Charles E. Fisher, Founder and driving backbone Railway and Locomotive Historical Society and , Editor of the *Bulletin*, 1921 – 1971.

Warren Jacobs, 1921 - 1953. Long time faithful assistant to president Fisher and the source of the earliest acquisitions of collectables and illustrations, which would fill the Society's museum, the first museum created by railroad hobbyists.

John W. Merrill, 1923 – 1963. Curator and exhibition manager plus acquisition.

To those who broadened upon their work:

Thomas T. Taber, 1930 – 1938. Primary person responsible for the first chapter of any railroad avocation group, organizer of the Society's railroad excursions that resulted in a huge surge in additional members.

Gilbert Kneiss, 1929 – 1964. Organizer of the first West Coast chapter and driving influence of the chapter's historic equipment collecting.

Fred Stindt, 1938 – 1992. The primary driver behind the Pacific Coast Chapter's collection accumulation and the Society's interest in forming the California State Railroad Museum and the Cable Car Museum. Upon becoming National president, put his previous loyalty to the P.C.C. secondary to National interests.

To their next generation:

Arthur Lloyd, 1964 – 1987. Successfully carried to completion the work initiated by Messrs Kneiss and Stindt, the first *Newsletter* editor. However offset by being the father of the direction Mr. Fisher's society the past twenty years.

John H. White, Jr, 1971 – 1980. Second *Bulletin* editor that thereby prevented the organization from probably disintegrating when Mr. Fisher could no longer carry on..

And also for the future generation, my grandson

Thomas T. Taber V

CONTENTS

Preface for Railroad Historical Organizations
Preface for State, County and City Historical Societies and Other Non Railroad Societies
The Biggest Deficiencies - 2013
Abstract of the Contents of Each Book
Index of the Indexes –Tying the Books Together
Omitted Material
When a Diesel starts Looking Good to you

The Books

Book #0 Doing Railroad Research – Unlocking the Unknown
Book #1 Guide to Railroad Historical Resources
Book #2 Railroad Periodical Index
Book #3 Book and Thesis Bibliography
Book #4 Encyclopedias and Others Books
Book #5 Antebellum Railroads (pre 1861)
Book #6 Railroads of Pennsylvania
Book #7 Class I Railroad Negative Collections

Appendices

A. Biographies Index
B. Subject Index
C. Annual Reports of Railroads Index
D. Railroad Names
E. Railway and Locomotive Historical Society History, 1921 – 2012
F. The Railroad Hobby – 2010
G. The “17” – Finnigin to Flannigan
H. Thomas T. Taber III Research Library Catalog
J. Historical Societies

Note:

Besides being on the DVD and Internet, these books are or have been available in hard cover or binder format. It is not copyrighted. You are welcome to download them from your DVD or Internet and bind as you may desire.

PREFACE FOR RAILROAD HISTORICAL ORGANIZATIONS

I do what other railroad writers do not do. This book, probably my last, is an excellent example but not unique for me for previous writings.

In 1946 my father suggested that I index *Baldwin Locomotives Magazine*, which in 1948 became my first published work. I was 19. The index was 73 p. and included in its later years the non-locomotive products. This resulted in a name change to *Baldwin*. *Baldwin Locomotives* became a top-flight publication and ran until 1948. In 1922 it had replaced *Baldwin Records of Recent Construction* at its 100th issue. That had begun in 1896 with usually four issues per year.

I believe the magazine played an important role in Baldwin's success. From 1903-1921 Alco built 31,845 locomotives and Baldwin 33,767. The next 19 years from 1922 through 1940 Baldwin produced 8955 while Alco built only 6,200. Many of its articles are excellent even today in my opinion.

Unrelated to that earlier indexing in 1984 John H. White, Jr suggested that I do a cumulative index of the Railway and Locomotive Historical Society's journal, *Bulletin* then in its 63rd year. Except acquainting me with indexing, *Baldwin Locomotives* did not influence what subsequently happened.

In 1987 two years after the R. & L. H. S. indexing, I decided to index the railroad holdings at about 40 major resource locations. However, like just about everything else that I have done, the idea grew and grew until *The Guide to Railroad Historical Resources* included about 700 locations requiring 1800 pages.

From there my thinking broadened to other subjects and eventually took 25 years, 1987-1911, involving about 16,000 hours of my work. It requires 4 ½ feet of shelf space for the 38 bound volumes and includes copies of all (about 75) railroad historical society journals and commercial railroad hobby magazines.

This was planned to be an R. & L. H. S. project under the presidency of Fred Siindt. The Society gave me \$2,000 to offset travel costs, which ultimately took me from Massachusetts to Texas and the West Coast.

In 1991 Fred died and Arthur Lloyd, who had been Fred's right hand for years, took over. He redirected the goals of the Society, and I returned the money with interest. The project was no longer an R. & L. H. S. effort. (However they have been welcomed to add to what I have done, but for this project they have shown no interest and very little in their own Mission Statements #6, 8, and 9, which have been my guidelines. Under Fisher the organization had basically five mission statements. With the formation of the New York Chapter in 1934 three more mission statements – social activities (chapters) - were added. A fourth was inferred by the others, but made a separate statement.

Finding the Unknown of Railroad Knowledge has a tremendous amount of material. You will not realize its fullest abilities without careful reading of prefaces of these opening pages and the prefaces to each of the eight books and nine appendices. I have tried to make it "simple" and concise for all the different needs of those using this work for both rail fan historians and non-railfans that are interested in their local history of which railroads is one subject.

Basically it divides into two parts: railroad companies and railroad subjects. However subjects, besides being separate, may also be buried in specific railroads. The way to find them is to computer search a subject word(s), in the specific railroads listings. For instance "pontoon bridges" look under the subject but also under pontoon for railroads, several of which had bridges.

In 2005 the R. & L. H. S. Mission Statement was updated to include social activities, and the scope of the organization was described as the “*field of activities*” – but the field of activities were not defined and therefore meaningless. The original statements have been superseded by the president’s personal interests.

In preparing this work, I asked about a dozen people for ideas. Only two replied, neither being an officer or director of the R. & L. H. S., Kurt Bell and Roger Grant. Their suggestions I adopted (Thank you) with subsequent help by suggestions from Cheryl Nagle of the *National Trust for Historic Places* and John H. White, Jr. The refusal of the R. & L. H. S. S. is particularly regrettable because their Mission Statements #6, 8 and 9 say they should. It also contradicts that of the Society’s founder. Had I had their ideas it undoubtedly would have improved upon what I have done. At least I tried.

However a good starting point for researching are *Poors Manuals* and the Railway and Locomotive Historical Society’s publication, *Bulletin* renamed *Railroad History*. Unfortunately after 2000 this publication downgraded, but is still the best historical railroad journal being published by a railroad historical society. It is also the only one that a fair number of university libraries have copies plus the organization can reproduce all articles for a researcher.

Thomas T. Taber III

PREFACE FOR STATE, COUNTY AND CITY HISTORICAL SOCIETIES AND OTHER NON RAILROAD HISTORICAL ORGANIZATIONS AND INDIVIDUALS

Railroads have virtually ended their affiliation with the communities that they once served, and may now either be just a high-speed track through town or have been abandoned. I believe that the real potential use of this effort is for non-railroad historical organizations and their members. They remember their local passenger trains (called accommodation trains), the activities at the depot, the local freight switching the sidings and maybe a boxcar of miscellaneous freight for the stores in town.

They remember the steam locomotive and its sounds, the whistling at night, but now the railroad is receding history, their activities and stations gone, the engine terminals and extensive yard tracks with numerous freight cars of coal, lumber, and other freight gone. What remains, if anything, are mostly cars of bulk products like plastic pellets and grain. Much of the other things are in truck trailers and truck size containers carried by railroad between major terminals and delivered or picked up by truck at or for towns and cities.

What I have done is far more extensive than your likely needs. With that in mind, I will focus on the parts that may be helpful to you. Your historical society may already have old post cards of the depot and possibly other structures or trains. I want to point out the sections of this that may be helpful.

I will comment on each book. #0 tells you how to research your railroad. It then has a short history I did on a very early railroad followed by how I used research information for this book. Please read this for what it says as it applies whether your railroad was begun in the 1830s or not until after 1900.

Book #3, *Book and Thesis Bibliography*, starting on page 202 is the alphabetical listing by railroad name of what has been published. Knowing the titles you go to page 1, which lists the articles alphabetically, tells the author, date published, pages and has a very brief description of what the book is. It also may list locations. Unfortunately there are no railroad-oriented libraries that have all the books that I refer to. University libraries can find them using WorldCat data search. Ask the desk librarian.

Book #4 has what I call *Other Books*. These are books that have several or many different railroads such as an encyclopedia. Use Book #3 to learn about the books.

Knowing what has been published you now are ready to delve into what hasn't – your original research. Book #2 *Periodicals Index* tells you. Go to the rear to the index for your railroad. It gives the publications where material was found. Then go to the front beginning on page xvi, which will tell you the locations of the periodicals as an abbreviations and the years that the location has of the publication. To get the name of the location go to page xi, The Internet will then give you the full address.

Finally I suggest that you read the Introductions for Books #1, 2, 3, 4 and if interested in Pennsylvania, Book #6. Also appendix A on Biographical information if desiring information on railroad people. Appendix J lists state-county and a few city historical societies having local area railroad materials. However as of January 2013 the primary holdings of such material are the Pennsylvania Historical & Museum's Commission's Strasburg, Pa Railroad Museum and the California State RR Museum-Railway and Locomotive Historical Society (Appendix E.) Their materials should be disbursed through-out the United States to appropriate county historical societies for far easier and practical access, but this has not yet happened with one exception.

THE BIGGEST DEFICIENCIES– 2013

During the preparation of this work I have gradually come to realize its
BIGGEST DEFICIENCY

The reference materials at numerous locations are impractical to use, and so with few exceptions won't be. The project presented on this CD is (something I knew from the start 25 years ago) a huge waste of time, effort, and money for the little use that can and will be made of it.

I have built a superb buggy whip factory, which not only has lessening interest but also the shipping of the product (obtaining it) is too costly and in convenient to make its use worthwhile. A local manufacturer can make an adequate buggy whip for the needs of the buyer although my product is far superior.

The 20th Century was the era to collect and preserve; the 21st Century should be the era to disburse these materials to where they will be most likely used. These current collection locations should divide their holdings into four groups and do what is necessary to have them used. Unfortunately as of today, March 1, 2013 they have shown no interest in making their library collection readily available. I hope that will change some time during the 21st Century.

1. Collections dealing with major railroads
 2. Collections dealing with local railroads
 3. Books
 4. Periodicals
1. Major railroads should have their materials at regional research centers centered where the railroad was. The regions I considered are:
 - (a). New England: American Antiquarian Society at Worcester, Mass for very old (pre 1800) materials and the Dodds Research Center at University of Connecticut, Storrs.
 - (b) The East: Railroad Museum of Pennsylvania, Strasburg, Pa. (near Lancaster);
 - (c) The South: Southern Museum, Kennesaw (near Atlanta), Georgia.
 - (d) The Midwest: Barriger Library at University of Missouri, St. Louis and desirably another location at Chicago. (Note that I do not say all holdings of a major railroad should be at a single location if there is a large enough holding to warrant a researcher to visit several places, such as the Pennsylvania Railroad (Strasburg and St. Louis or Chicago.)
 - (e) Central West; Colorado Railroad Museum and the G.N.-N.P. Ry facility at St. Paul.
 - (f) South West: DeGolyer Library, Dallas, TX.
 - (g) Far West: California-State RR Museum-R&LHS
 2. Local railroads have their greatest potential use by non-railfan historical societies. Most railfan historical societies are "historical" only for an IRS tax exemption and contemporary history and have very few or no members interested in research --writing prior to the member's experiences, e.g. WWII. Non-railfans who are interested in their area's local history are increasingly interested in their former railroads and former rail service. The American Association for State & Local History would be the focal point for non-railfan historical organizations.
 - (a) City and county historical societies
 - (b) State historical societies
 3. Books fill bookshelves of most railfan organizations having a museum facility. Those that have the largest collections should have book loaning to their members similar to all public libraries. Two locations should definitely do it and preferably one in Middle America, and publicize the service for those who become members:
 - (a) Railroad Museum of Pennsylvania at Strasburg.
 - (b) California State Railroad Museum – R. & L. H.S. (combined) at Sacramento.

(c) Middle America - ?

4. Periodicals are scattered and those dealing with railroad subjects are gradually being thrown out by their college owners. While non-railroad journals are unlikely to be discarded, a suitable railroad oriented organization should attempt to get the bound volumes of 30 or 40 railroad-oriented periodicals and have the facilities to make copies of articles. This should also include railfan historical organizations whose journals have been cumulatively indexed.

This would be an ideal service of the Railway and Locomotive Historical Society, which has done this for their own journal. They have shown no interest.

As for the practicality of the above four situations, I have had direct experiences with all four situations:

1. Major railroads: In 1975 I gave the huge Taber collection of Lackawanna Railroad material to the Railroad Museum of Pennsylvania. Now 35 years later I have no regrets other than I believe the concept should be enlarged for all major railroads.
2. Lesser railroads. I had collected a large collection of pictures and information dealing with short line and logging/industrial railroads in Pennsylvania. After seldom using them, I distributed the pictures and copies of all my notes and writings to each of the 60 appropriate county historical societies. Within two years I know of three instances where a non-railfan researcher seeking material on railroads (and non railroads) went to a county historical society as a routine search for historical holdings and discovered my railroad material. One person used about 15 pictures I had given for a book he was writing.
3. The National Railway Historical Society's Portland, Oregon Chapter instituted book loaning to their members many years ago. Members pay for postage and the packaging. It has been very well received and resulted in increasing chapter membership significantly just for the purpose of enjoying books as is the situation in every public library. I was about to institute this service for the R. & L. H. S.'s Muncy temporary library facility, but the National organization decided to move everything to Sacramento where it is unavailable and unknown to members. They have no interest they told me. A real asset unused and unwanted. Rather than institute such a program, which will result in more members, in 2012 they announced an intention to sell all their books. A real shame, but not the first asset they have disposed – throwing out the baby and keeping the bath water.
4. Chicago area is the ideal location for a periodical facility, both railroad and non-railroad having significant railroad material as indexed in Book #2 on this CD. At six locations Northwestern University (two libraries), University of Chicago (two libraries), Chicago Public Library, University of Illinois, Newberry Library, and Center for Research Libraries which has the former holdings of the universities. What I feel is needed is a Chicago area organization that makes a definite attempt to get all the periodical not now held in the area and which are gradually being thrown away due to disuse. As of 2012 no interest has been shown by the four major railroad research facilities I have contacted.

ABSTRACT OF THE CONTENTS OF EACH BOOK AND APPENDIX

Book # 1 **Guide to Railroad Historical Resources, and Index**, organized by state, 1600 pages and then by railroad name with a separate list of major equipment suppliers - locomotive builders, car manufacturers, signal companies, etc.. A complete listing of all companies (four bound volumes) is on file at Railroad Museum of Pennsylvania at Strasburg and possibly California State Railroad Museum at Sacramento and Barriger Library at University of Missouri, St. Louis. It tells where to find nine categories of subjects at about 700 locations in U.S. and Canada. Not copyrighted. It also includes:

Special collections, about 3500

Best reference source locations, about 30. (The Chicago area is the best location in the United States for doing research.)

Also much other information given in the introduction to the book.

Book #2 Railroad Periodicals Index, 875 p. An index of articles found in 84 periodicals – both railroad and non railroad publications and engineering journals. Steam and electric railways. by Thomas T. Taber III. About 1,000,000 pages were looked at and 200,000 items indexed. Also includes a brief history of each publication. Not copyrighted.

Book #3 Book and Thesis Bibliography, 460 p. index, by Thomas T. Taber III. Books, booklets and theses totaling about 16,000 having significant historical material pertaining to their subjects. Steam and electric railways and also includes about 3000 articles not listed in Book #2. Not copyrighted.

Book #4 An index of **Encyclopedias and Other Books** having chapters or sections dealing with specific railroads or railroad subjects and books of the encyclopedic kind. There is an index of the books with thousands of railroads and railroad subjects listed. Below are what might be called encyclopedias. Book #4's first page lists all the books included, about fifty. Many others should probably be included, but I do not have them and so do not know their contents.

American Shortline Ry Guide, published 1986, 240 p. by E. A. Lewis (Several editions)

Early American Railroads (title of the 1997 translation and reprint by Franz A. R. von Gerstner, 1842, 840 p.

Encyclopedia of North American Railroads by Wm. Middleton, 2005, 1200 p.

Handbook of American RRs (Class I) 242 p., 1951 by R. G. Lewis (Several editions)

Myrick's encyclopedia-type books on Arizona, New Mexico and far west railroads, seven volumes

Robertson's encyclopedias of western state railroads, four volumes.

The Rail Lines of Northern New England 2000, 400 p. by R. M. Lindsell

The Rail Lines of Southern New England 1995, 380 p. by R. D. Karr

Treasury of Railroad Folklore, 1953, 530 p., by Botkin and Harlow

Book #5 Antebellum Railroads, 550 p. by Thomas T. Taber III – An encyclopedia with short histories and locomotive records on the 800 railroads existing prior to 1861. Also an index of all publications prior to 1841 that pertain to a specific railroad and where to find the information. Not copyrighted. Book fully reproduced.

Book #6 Railroads of Pennsylvania_- Encyclopedia and Atlas. Brief histories and locomotive records of the 2500 incorporated and unincorporated private railroads (one mile or more mainline haul) built or incorporated. Also includes several historical articles on subjects concerning railroading in the state from its inception in 1825, 510 p., 1987 by Thomas T. Taber III. Book fully reproduced. Not copyrighted. (I believe Pennsylvania had the most railroads, incorporated and private, of any state in the country.)

Book #7 Class I Railroad Negative Collections, 800+ p. – The 100+ railroads with their specific holdings from 80+ collections, 1904-1950, mostly locomotives, some stations and scenes. Not copyrighted. 250-300,000 negatives listed.

APPENDICES:

A. Biographies: This is a compellation of all the names listed in sixteen books, merged into five groups and sorted alphabetically. It simplifies finding names of individuals for which biographical information has been indexed

B. Subjects: (other than railroads and biographical, appendix A. This is a reproduction of the subject indexes in each book. I had merged them into a single listing. But it needed numerous little changes. Plus it would not be as helpful as the full index from each of three books: #2 Periodicals, #3 Books and Theses, #4 Miscellaneous Books.

C. Annual Reports of Railroad: The huge collection at Harvard Business School, the Association of American Railroad's Bureau of Railway Economics collection (transferred to the Barriger Library of University of Missouri, St. Louis.) and the Interstate Commerce Commission at Suitland, Md. or Denver.

D. Railroad Names: by William Edson. This gives almost all railroad names prior to 1870 and all afterward with active years along with the preceding and successor company names.

E. Railway and Locomotive Historical Society History, 1921-2012: written by Thomas T. Taber III, (not copyrighted) and indexes of most of their holdings as of 1992 This is a history of the first railroad historical group, which predated by ten to 14 years all others. There are now about 60 groups that include the word Historical in their names, but many limit their historical interest only to the last 50 or so years. Also a partial index of their collection holdings.

F. The Railroad Hobby – 2010, 350 pages by Thomas T. Taber III – Information on all the major historical railroad organizations (about 60) and many lesser ones, steam and electric, in the United States. Not copyrighted. A copy is at Railroad Museum of Pennsylvania and the Barriger Library, St. Louis..

G The "17": This is a semi-fictional account of the life of an actual locomotive built in 1887 by Baldwin, one of 30, class C-5, #7-36, as told by the locomotive. (Most or all other fiction revolves around individuals who were railroaders. I include this book because I like it, and not because it qualifies for the purpose of finding unknown railroad knowledge. Easy reading and the subjects are basically accurate although specific subjects may not have been experienced by Soo Line #17.) The unnamed railroad is the Minneapolis, St. Paul and Atlantic Ry, which in 1888 merged with the Minneapolis and Pacific Ry to form the M., St. P. & Sault Ste. Marie Ry.

H. Thomas T. Taber III Research Library: This private research – reference library is believed to be the largest privately owned railroad research library in the United States and the only one catalog and available to anyone seeking help. Research help is always at no charge. At 83 I am seeking a place to find a new home for it either an individual or a historical society library, but until that time, probably at death, I am pleased to help everyone who hopes that I can assist them.

As told in the book, but without the date given (1900-1901) the locomotive was sold to an unnamed short line then under construction, which was the Bismarck, Washburn & Great Falls Ry. in North Dakota. This short line was purchased by the Soo in 1904, and the locomotive returned to its parent. The book ends with the engine in a graveyard line in the (probably) mid 1920s. It gives an excellent account of railroading of the area in the Minnesota - Dakotas. It is presented here unabridged. Railroad fiction or semi fiction is something that can no longer be written with the interest of when railroad fiction was in its heyday after 1900.

J. Historical Societies: This is reproduction of articles in the R. & L. H. S. Quarterly Newsletter as of January 2013 on museums and libraries having extensive railroad materials and city, county and state historical societies having local area pictures, timetables, and historical information. In the United States organized by state.

INDEX OF THE INDEXES – TYING THE BOOKS TOGETHER

Index of Indexes of Railroad Names

I did not feel it was worth the effort to have a master index of all the railroad names with the book numbers that each appears in. However Book #1, *Guide Railroad Historical Resources* has about 16,000 names as does Book #2 *Railroad Periodical Index*. These are good starting points for learning what may be available and where. Book #3 has far fewer railroads because they are book length subjects. Book #4 also has many railroads listed.

Combined Index of Individual Book Indexes of Railroad Subjects

The index appears as Appendix B and combines the individual indexes of five books and a *Railway & Locomotive Historical Society* addition: Each book is separately indexed.

Book #1 **Guide** to Historical Locations has all railroads and related companies which I found material on at 700 locations.

Book #2 *Railroad Periodical Index* has subjects from 84 publications

Book #3 *Book and Thesis Bibliography* has subjects found by book titles

Book #4 *Encyclopedias and Other Books*, their names given

Book #5 *Antebellum Railroads* has a pre 1861 subject index

OMITTED MATERIAL

Books Originally Planned but Omitted

The books listed as omitted after having been planned have very limited potential use for the number of pages, about 20,000.

Check List of Publications on American Railroads before 1841, 250 p. of all known pre 1841 printed books and pamphlets concerning state, federal and individual railroad documents dealing with charters, legislative acts, speeches, engineering reports and their locations. Organized by year of publication and then by state. The named railroad items are in Book #5, *Antebellum Railroads*. The book should be available at the *Railroad Museum of Pennsylvania*, *American Antiquarian Society*, Worcester, Mass, *Barriger Library*, St. Louis, *California State Railroad Museum*, *DeGolyer Library* at Southern Methodist Univ., Dallas

Railway Economics – a Catalog. Published by *the Bureau of Railway Economics* (now the Association of American Railroads) in 1912, 400 p. on all sorts of subjects. This excellent book is at Strasburg and probably at the other locations mentioned.

Logging Railroads. Thomas T. Taber III is a list of mills, locations, capacity, railroad mileage and equipment organized by state. The information was taken from *The Timberman*. of 1910 covering all states that had logging railroads. The 1917 & 1924 editions are limited to the western U.S. and Canada. It also includes a list of logging railroads that carried names, most having been incorporated and appearing in *Poors Manual*. Not copyrighted. I have the only copy and it will probably go to Barriger Library at St. Louis but not the Railway and Locomotive Historical Society because of disinterest. Comprises about 250 pages.

Abandoned Short Lines and Private Railroads Thomas T. Taber III. About 150 pages organized by state and then alphabetically with railroad names, location, miles, when authorized. Both partial and full abandonments. Not included are abandoned portions of class I railroads, which are listed in the *Railroad Periodical Index*, Book #2, for the *Interstate Commerce Commission* section. Not copyrighted. I currently have the only copy and ultimate destination is expected to be Barriger Library. Comprises about 150 pages.

Equipment Records – 100+ locomotive builder records, and also self propelled car builder records, several car builder records, and used equipment dealer records. Barriger Library, Strasburg Railroad Museum of Pennsylvania and the R&LHS-CSR at Sacramento should have it. Comprises about 1200 pages.

Locomotive Records of Class 1 railroads alphabetically listed and smaller railroads, both short lines and private (usually logging) by state and Canada - a compilation of records of several thousand railroads. Some are complete for the steam era and early diesel years, but about 500 smaller railroad records are lacking or incomplete as of 1990. 15,000 pages. Copies are at Strasburg, Pa. Railroad Museum, Barriger Library, and R. & L. H. S. Additions since then have been made to the *Railway and Locomotive Historical Society*, but are believed to have few steam and early diesel era new information.

Deleted Appendices

Photograph Identification Considerations: to use when trying to identify a locomotive or station. Strasburg and Sacramento have copies of this effort of mine.

The Future: An educated 2013 guess of the future for railroad definitive historical research and publishing.

Super Railroads: by John Barriger III written in 1955 foresees what is necessary by the railroad industry to catch up to the trucking industry. Mr. Barriger, who was a friend of my father for many years, was the last entrepreneur American railroad president. I have added a critique on what actually did happen. The book was written before high-speed passenger trains were being considered by Japan and France. It concentrates on eliminating the need for time delaying slow speeds and running passenger trains 90-100 mph. Fifty-five years after he wrote this book, virtually nothing has been fulfilled. For instance the Pennsylvania line over the Alleghenies should be tunneled as the Swiss are doing for a 30-mile tunnel by-passing the St. Goatherd line in 2012. Such a tunnel would save about 35 miles and eliminate numerous speed restrictions and climbing and descending a mountain, Included is a critique by me of what he wrote, a copy being at Strasburg and R&LHS-CSR at Sacramento. Passenger trains have been slowed to 79 mph and less and the 97% dependability for their on-time performance virtually destroyed.

Railroad Changes in the 20th Century: is an over-view of what I have personally experienced or extensively read about. Although there are several successful new innovations such as T.O.F.C. (piggy back) and unit trains, most of the changes have been retrogression from 1920 when the railroads predominated in all aspects

of travel to where they now have a much smaller breadth of service that they excel in. The R&LHS in their *Railroad History* has the article.

WHEN A DIESEL STARTS LOOKING GOOD TO YOU

By Thomas T. Taber III

I was sixteen, 1945, and had a desire to ride in the cab of the last U. S. 4-4-0s in what I believe was their last regular commercial service on more than just a short run. (The Chicago and Illinois Midland also used a 4-4-0 on their daily roundtrip, the D. & H. on occasion, and possibly still on the Frisco.) General Manager Perry Shoemaker of the Lackawanna had granted a request by my father for my birthday wish to ride a 4-4-0. I had seen these proud locomotives coming and going, their bells ringing as they entered and left Hoboken for the 67-mile Washington trips.

It became a reality. I spent the day with engineer George Labadie (pronounced properly with a short a between the b and d, but everyone called him La Bade-de with a long a between the b and d) and Fireman Edward Smith in June and several months later I repeated the venture.

However I also wanted to ride its cab at night - with the wind in my face seeing only the darkened landscape, the headlight lighting glistening rails, the green of signals and smoke lighted by moonlight as it swirled back over the engine.

Tonight would be it. I chose December when the sun set at its earliest. Because of the short turntable at Washington only a 4-6-0 and 4-4-0 could be turned on its Armstrong turntable. The Morris and Essex Division 4-6-0s had been withdrawn from service in 1942 because of boiler weaknesses, and the 4-4-0s on the S. & U. Division and Ithaca Branch were brought down.

Train #1054 left (not "was scheduled to leave" because it never left late) Washington at 4:45 as darkness was setting in for the night. Its time was set by an open slot at Dover's one platform station. There it would stop and take water before continuing its all-stops local to Hoboken. The engine was Lackawanna Railroad's formerly semi-streamlined #988, a 4-4-0; the engineer was George Labadie and the fireman Ed Smith.

The shrill of cab signal at exactly 4:45 was followed by silence for a second or two and then a second scream. Mr. Labadie opened the throttle; the first sharp bark from the stack was similarly followed in quickening succession as we gained speed. Fireman Ed Smith began the synchronization of hitting the fire door foot-treadle followed by the swoosh of the fire door, and Ed delivering a shovelful of coal exactly where it was needed in the wide firebox.

Ahead was a half-mile grade leading north. A double arm lower quadrant signal shone bright green through its two rondals, the red and yellow arms invisible in the darkness - two down I would have called. Behind our engine were four coaches, the last in North America without vestibules and possibly the only railroad using wrattan seats.

The sharp bark of the 988 quickened. Cresting the slight hill, we took off down the other side, and Ed paused from his shoveling. As we neared Hackettstown, I asked if I might fire. The 988 was a live machine, very live. You could tell it with every rotation on the driving wheels. It pitched and swathed. Later I would ride pacifics and larger power, which were boring in comparison because they rode so smoothly.

However to return to this memorable night. Ed agreed and I took the scoop, filled it with coal, stepped on the treadle and delivered it to the back-head, the coal going all over the deck. I showed my consistency of inability of proper timing and placing of the coal in the open door twice more. Having had three strikes, I quit and took over the broom while Ed resumed the firing. It was not until several years later that I was able to coordinate treadle and fire door opening of a pitching locomotive with the coal entering upon the grates where it belonged.

I also remember (barely) my ride in a diesel on train #2 with Paul Masters, engineer. Engineers were changed at Scranton, and I saw him waiting for #2. He invited me to ride in the cab. It would be my first passenger train ride in one of the new road diesels. It arrived and instead of changing engines as in the steam days, we merely climbed up with Mr. Masters exchanging a few words with the departing engineer. No checking of the running gear and oiling this and that.

I sat in the middle seat. Unlike the steamer, the seats were a regular armchair whereas the steam locomotive had only a seat box set alongside the cab side. In ten minutes we got the signal to hi-ball. He gradually opened the throttle to the 8th notch; a muffle noise from behind indicated the diesel engine doing its job. The fireman, like me, sat and did nothing except call signals. The engine rode like a Cadillac and was just as unexciting. We paused at Moscow.

On the mountain grade with the diesel there would be none of the tricky backing to take just the right amount of slack and sanding the rail followed immediately by throwing the reverse lever forward and

opening the throttle. Done properly the drivers wouldn't slip, and there would be no sudden hard jolts in the cars to get the train moving. With the diesel's tremendous start-ing tractive force and tight-lock couplers on the cars, the train would start as a single unit.

After Moscow Mr. Masters did nothing except respond to signal indications until we crested the mountain. He then gradually notched the throttle back and made our stop at Gouldsboro. The process of starting, running and stopping was repeated at every station.

Unlike the open cab windows of the steam engine and the ability of the engine crew to wave at everybody, the seats are, too far for a "steam locomotive" wave. Much easier for the engineer to yank the air horn whistle chord once or twice. There was also no need to have the window open to see signals.

Just a few years earlier I had ridden the cab of 4-8-4 #1640 on train #44, the milk from Scranton to Dover and Denville. I well remember that trip, an experience that no one could ever forget if they had been lucky enough to have had it las I did.

I had been in Scranton taking pictures. It had been a lousy day, grey and damp, a photographic waste of time except for two or three engines I saw. A railroad employee and friend of my father drove me to Keyser Valley, Hampton, and the Scranton yards. I was waiting for #6 at 3:15. I decided to call engineer John Vaughan, a good friend of Dad and well known by me to say hello. He quickly said, "I'm working to-night. You can ride with me. Get a cab and come out to my house." I did.

When I went where I would be in contact with management, I always dressed presentably – a suit, white shirt and tie. Thusly dressed I arrived at his home. He quickly made preparations for me. We were the same height, but he had a larger waist, and so his larger size overalls, jacket, gloves, hat and goggles fit perfectly over my suit. A red bandanna was tucked in over my shirt collar and appropriately tied.

#44 was running late. We went to the crew board at the station and then out to the east end of the platform for the hostler to bring our locomotive, #1640, up from the roundhouse along with our helper, the 1136, because a 20 car train needed an 1100 Pacific helper for the mountain.

The 1630s-40s of the Lackawanna were as handsome a 4-8-4 as were ever produced, and when the 4050 horsepower diesels came, they could outperform the diesels except climbing Pocono. Steam also personality just as a twisting two-lane road does versus the four lane super highway and its equivalent, the diesel.

The weather had gotten worse and the now low-lying cloud ceiling had shut down the airport. A light rain is falling, and the chilly April breeze makes what dim twilight that is left dreary and the Poconos bleak. The mist in the air created a dampness as 44 appeared curving through the station and stopped, an hour late. The engine cut off, and the 1640 and 1136 backed down on a quarter mile of 22 cars of milk and express. (Number 44 did not carry passengers until it was dieselized, which meant the last train for New York from Scranton left in the mid afternoon. Only on Sunday evenings was there an evening train, #24.)

After ten years of hoping, I am riding with Engineer John Vaughan, who would retire in five months at age 70. (In the diesel era soon to come, an engineer staying on the job to age 70 has been a rarity. Not so in the steam era when normally health caused an "early" retirement.

There is a thrill in riding high in the cab of a huge locomotive, peering ahead from the cab window, especially on a dark rainy night, knowing that two men will bring me safely to my destination.

We get the signal to start, close the cab windows, cover our mouths with our bandana and hold our breath as we pass through Nay Aug tunnel and begin to pound up the Poconos with smoke pouring from both engines straining to pull the heavy train as fast as possible. The cab, lit by two dim lights, glows red from the firebox. The steam pressure is right at the top, 250 pounds. The engines seem like live, uncontrollable masses of leashed power. Ice ponds flick by, and we know that we are on top of the mountain. Our helper engine is uncoupled; the flagman is called in; and Engineer Vaughan pulls slowly open the throttle. We have made up twenty minutes. Sand is applied. We gain speed. The reverse lever is brought to the center of the quadrant. The throttle is pulled open wider. We are gaining speed! We're on our own! No helper engine with its crew to help us now. Down the wet, gleaming, slippery tracks we roar. A stop at Stroudsburg for express, and we're off for the "cut-off," twenty nine miles of a constant 0.6% grade with a schedule of 35 minutes. Engineer Vaughan widens on the throttle. A louder exhaust is heard, and I see the smoke swirling back over the wet, black train.

On and on we race. Blaiirstown approaches and flashes by. All passenger trains stop here, but we go through the brightly lit station at 65 mph. The "cut off," with its continuous 0.6% grade 29 miles is run in 29 minutes. More lights and we drift through Dover. Finally Denville, where I get off. We have made up 35 minutes in two hours and fifteen minutes, 16 minutes faster than the fastest passenger train. The train

disappears into the cold drizzle and blackness; a memory that never can be repeated, and that never can be forgotten is made.

At Denville I catch an electric home to Madison. As the conductor enters the nearly empty car he sees me and gives a funny look. I wonder why? I present him with my unpunched Scranton - Madison ticket, and now he knows. I arrive home and look in the mirror. The white shirt is spotless as is my hair, but from just above the shirt to where my cap had been, except for two round circles of white skin at the eyes, my neck and face were a uniform brown thanks to the wet smoke.

Then there was the time on an August Sunday afternoon coming up from Long Branch to Newark. The engine was carrying green flags – a first section - of a shore train on the New York and Long Branch RR. It would have a K4. It arrived several minutes early, and I quickly headed to the nearly empty first car, got a window seat near the tender and opened the window so that I could listen to the engine. I think we had ten suburban coaches.

Once underway the engineer took us up to eighty – 45 momentary change in the exhaust followed by a more distinctive and louder bark coming from the stack. The engineer had widened on the throttle, and we were soon clipping the miles off every 40 seconds – 90 mph.

The Pennsy's E-6 were the gazelles of the railroad and the flats of eastern Long Island were their playground. Dad rode the engine once – every mile taking 40 seconds and the fireman able to stand on the deck and hand fire the engine. Came the later diesel era, and the "Cannon Ball's" performance became history, never to return, the train schedule slowed by a half an hour and numerous passengers of the high speed era switching to their now faster automobiles.

I concluded that when a diesel starts to look good to you, it is time to take another steam locomotive ride.

Post script: Now it should be clear why the tourist train rides tootling along at 15-30 miles an hour with several coaches just do not interest me. Worse some of them use a diesel, it's nasal air horn bleating at every grade crossing. Some are even worse be-cause the windows can't be opened. The call it air conditioning - manufactured air. You are stuffed in a box filled with humanity in every seat and paying three to four or more times as much after correcting for inflation. However the customers are satisfied because they never rode a "real" train. What they haven't experienced, they can't miss.