

Railroad History Index, 1921-2009

This index here covers *Railroad History* from 1921 through 2009. Thomas T. Taber III compiled the 1921-1984 index that was printed in 1985. The years from 1985 to 2009 were added by Adrian Ettlinger, then webmaster, in consultation with Taber.

Introduction to the Digital Edition

The R&LHS; Board of Directors, at its July 2002 meeting, determined to post on this website the Railroad History Index 1921-1984, compiled by Tom Taber. This document has been converted to digital form by using optical character recognition.

Railroad History and its predecessor (before 1972) the R&LHS; *Bulletin* have since 1921 been the premier scholarly journal devoted exclusively to North American railroad history. Many of the earlier issues have become collector's items commanding high prices, the only journal of its type about which that can be said. Its pages are a treasure trove of historical information, much not published elsewhere.

As the webmaster proofread the copy, he came to realize what a superb job was done by Mr. Taber. If there were a Pulitzer Prize given for indexes, this would be a nominee. Tom Taber combines an exhaustive knowledge of railroad history in all its aspects with a temperament that allows him to spend massive amounts of time in tedious compilation activity that would exhaust most people's attention span. And it shows in this product.

Included here is the entire index text, including all introductory material. Some of the text is no longer current or relevant, and that part has been grayed out. The proofreading and correction of the OCR'd copy has very likely not been done to perfection. Most common errors are the substitution of "U" for "ll", or "a" for "Cl". The OCR process has its most difficult time distinguishing between "l" (the letter after "k"), "1" (the digit "one"), "I" (upper case) and "/". We'd like to hear of any errors anyone may happen to notice. We believe the numerical content to be fully accurate, as no OCR errors were found in which digits were misread (except for a few "5"s rendered as "S").

This index as compiled by Tom Taber extended originally through Railroad History #151, published in 1984. An extension compilation by Adrian Ettlinger has been completed under the guidance of Mr. Taber, who lent his collection for the purpose. All entries for Railroad History #152 and higher are the responsibility of Mr. Ettlinger. As the work progressed, some OCR errors were discovered and corrected, but it is likely that some remain. Conversely, a number of errors were discovered in the original 1921-1984 index, and these have been corrected.

Adrian Ettlinger, 2009

Foreword

Every historian understands how much information is hidden away in the periodical literature. Annual indexes such as Historical Abstracts abound and are often consulted in the course of research, but there is tedium and inefficiency in working through such guides, one volume at a time. Time is precious and even the most diligent researcher is a bit lazy, human nature being what it is; what historians long for is that ultimate key to human knowledge, the cumulative index. If well done, the cumulative index is much more than a superficial listing of titles and authors. Rather, it burrows into the text of each article and mines the hidden gold in the nooks and crannies. A biography of M.N. Forney, for example, is appended to an article on Illinois Central suburban service, something hardly obvious from the article's title. Or, we find that a special issue on Florida's railroads is followed several issues later by an addendum.

If cumulative indexes were easy to do, there would be more of them. Anyone who scans the run of a well-established journal such as *Railroad History* is likely to decide that the job be left to someone else. It takes dedication to carry out such a laborious assignment, all the more so when it is done as a volunteer effort. We of the Railway & Locomotive Historical Society have been fortunate indeed to find so able and determined a volunteer in the person of Thomas T. Taber III of Muncy, Pennsylvania. Tom's skills as a historian are manifest in his publications, particularly his award-winning study of the Delaware, Lackawanna & Western. Some readers will also know of his previous indexing projects, one for the series on logging railroads in Pennsylvania for which he wrote so much, another for Baldwin Locomotives. To his mastery of things historical, Tom also brings the precision of an engineer. The result is a remarkable accomplishment, the key to the 64-year treasure-trove contained in nearly 160 volumes of the premier periodical devoted to railroad history. It is impossible to overstate our gratitude to Tom Taber, so on behalf of the Railway & Locomotive Historical Society I simply offer a heartfelt expression of thanks.

Fred A. Stindt, President, 1981-1988.
Railway & Locomotive Historical Society

On Railroad History and the Railway & Locomotive Historical Society

By John H. White, Jr., 1985

Every historical society has a history of its own. Ours, during its first half-century, might well be described as a sole proprietorship. Its triumphs and failures were largely due to one man, one Charles Eben Fisher (1889-1972), a native of Taunton, Massachusetts. His father, Herbert Fisher, had worked for the Mason Machine Works and had developed a passionate interest in early locomotives, particularly for those of his employer's manufacture. Although this interest was passed from father to son, no one would call Charles Fisher a chip off the old block. The father has been described to me as open, warm, and generous, qualities not abundantly visible in his heir. Charles was more in the classic Yankee tradition, reserved, taciturn, a mite suspicious of strangers. He kept his own counsel. At the same time, he was a dedicated railroad enthusiast and he ardently believed that there should be more to the hobby than informal gatherings to exchange

stories and pictures. He wanted a businesslike organization, an organization with a regular publication. Nothing like that existed.

True, there were quite a few railroad publications, but the latter were essentially devoted to trade and traffic, with almost total emphasis on the present day. Charles Fisher wanted to concentrate on railroad history. In the spring of 1921 he was joined by Arthur Curran, Warren Jacobs, and Roy W. Carlson in establishing the Railway & Locomotive Historical Society. The R&LHS; was the first organization in North America to focus on railroad history, and a pioneer in the study of business or technological history of any kind. Its founders envisioned a national membership, with its publication a tangible bond among the members.

The society's first "Bulletin" was a modest pamphlet of 32 pages, with contributions from Curran, Jacobs, and Fisher. As Fisher was the only one of the group with any proven literary talents--he had published a monograph on the Old Colony in 1919--he became editor as well as acting president and vice president. His hobby was stamp collecting, and so to produce the Bulletin he contacted a philatelic printer of his acquaintance, John W. Stowell of Federalsburg, Maryland. Stowell's firm remained as printer for even longer than Fisher was editor over a half-century.

By the end of 1921 some 50 railroad enthusiasts had signed on. During its earliest years, the ranks of the society were largely filled by a crew of New England worthies whose names might seem to have come straight from Central Casting: G.F. Starbuck, W.A. Hazelboom, Inglis Stuart, Carlton Parker, Sidney Withington. A few historians and collectors of note such as J. Snowden Bell, Walter A. Lucas, and C.L. Winey also joined. Some of these men were of an age to recall wood-burning locomotives at first-hand. On the West Coast, one of the first members was David L. Joslyn, a draftsman with the Southern Pacific in Sacramento. Joslyn and others like him who lived in the great wilderness that lies to the west of Worcester somehow became favorites of Charles Fisher, and an astonishing number of posts with titles such as "regional vice president" and "special representative" were established. They in turn signed on new members, and in 1934 the first regional chapter was created in New York with our indexer's father, Thomas T. Taber, as its leader. Two California chapters followed soon after.

But membership gains were generally slow at first, as were gains in the size of the Bulletin. Two volumes per year became the norm, though beginning at an early date an occasional special issue was printed. Most were sold on a subscription basis, but a few like No. 61A on the Fulton County Narrow Gauge were apparently offered as a bonug to the general membership. By 1940 the interest in railroad history was growing apace. Railroad Magazine was well established and faced a new rival in Al Kalmbach's Trains. The prominent journalist and socialite, Lucius Beebe, was producing the first of a series of picture books aimed at enthusiasts. Yet the R&LHS;, which had pioneered in this hobby, moved cautiously with just over 500 members.

Rival hobby clubs were formed, each with its own publication: The National Railway Historical Society, the Railroad Enthusiasts, the Railroadians. Fisher saw no reason for alarm, and remained content to maintain his own position as R&LHS; president, editor, and sole book reviewer. Except for the financial end of things and for exhibits, he ran the society singlehandedly. He was strong-willed, able, and--of considerable consequence--he had time for

the job. Having retired at 45, he could devote full energies to the R&LHS.; From conversations with old members and from my own experience, I gather that he treated the society as his private domain. Nobody ever became an officer without his favor and members who somehow displeased him were dropped.

I attended a few annual meetings in the latter 1960s and was assured that the routine had not changed much since the 20s. The meeting was always held on the first Sunday of May in a dreary banquet room at the Parker House. Attendance rarely exceeded 20, for meetings were restricted to officers, directors, and life-members. A meal was served at a long table and once the dishes were cleared away Fisher would call the directors' meeting to order. The chairman of the nominating committee never once failed to recommend the existing slate of directors; a vote was taken and the directors were duly reelected for another term. The directors then reelected the incumbent officers. Then Charlie, as he was known to a few of his old cronies, would stand up, put on his hat, walk around the chair, sit down, take off his hat, and assume the duties of president--this done amid muffled titters of appreciative amusement. Next, the annual meeting would commence, with the reading of last year's minutes, the treasurer's report, and so forth. Occasionally there might be some new business, but in all the entire affair was wound up in around a half-hour.

And so the business of the R&LHS; went on year after year, very much, I suppose, like a small-town bank whose proprietor oversaw every detail of every account, no matter its size. When not playing major domo every first Sunday in May, Charlie was busy typing copies of rosters (pre-xerox days!), editing the Bulletin, and writing a sizeable portion of the text himself. Anyone who sent in a letter would inevitably receive a reply from Charlie himself, despite the existence of a research committee, a committee chairman, a secretary and a dozen or more officers who might have been expected to handle a portion of the correspondence.

This solitary approach continued until around 1970. But advancing years overtake every man, even men who specialize in the past. When Charlie's grip started to fail, he and his chief lieutenant, Howard Greene, began rather desperately seeking someone to take over the Bulletin. Though assistant editors had come and gone, all were either unwilling to assume the job or had been thought unsuitable. Following the 1970 annual meeting, Charlie asked me directly to take over the publication with the next issue, due out in the fall. This request could not have come at a worse time, for I was trying to handle two full-time jobs at the Smithsonian, as curator of transportation and chairman of the Department of Industries. What I did not need was another set of deadlines to worry about. But Charles looked so frail and tired, while Howard stood by imploring me to accept. I couldn't say no, but I did try to stipulate a temporary appointment, just until someone else could be found. That stipulation resulted in a tenure of ten years.

Managing the journal was a great learning experience which involved, on the one hand, the technical intricacies of typesetting, layout, printing, binding, and scheduling, and on the other the fine arts of diplomacy. We rather quickly switched to offset printing which permitted a better and more flexible picture layout. In time we went to full color on the cover. Book reviews were farmed out so that we might offer truly expert appraisals. Fortunately I gained the support of two very able associates, William D. Edson and Herbert H. Harwood, Jr. Likewise indispensable were Betty Tone as art editor and my ever-faithful secretary, Mary E. Braunagel.

Before taking over the editorship, I had sought the advice of my immediate supervisor at the Smithsonian. He saw no conflict of interest and reasoned that "editing a newsletter" couldn't take much effort. When I explained that it was a journal, he seemed puzzled and said, "Well, I would never have thought so because you told me it was simply named the 'Bulletin'." This exchange reinforced years of misgivings I had felt about the name, which seemed to imply something slight and ephemeral. To my mind, *Railroad History* said it all. The directors approved the change; a few members complained, but most seemed indifferent. Indeed, my strongest impression from my years as editor was the absence of reader feedback--comment, either negative or positive, was exceedingly rare. Most correspondence pertained to changes of address or claims for issues not received. This leads me to urge readers to take advantage of the "Discussion" and "Guest Editorial" features established by the present editor.

As the Railway & Locomotive Historical Society approaches 65, it is flourishing under the leadership of Fred Stindt. Paradoxically this institutional growth, this heightened interest in history, has accompanied decline in the real world, as the American railroad industry becomes even smaller and more specialized. Or is it a paradox? I am reminded of a comment pertinent to British industrial history which now seems just as apposite for the U.S.: the past, it appears, is our one and only growth industry.

Appendix: The Society in the Bulletin

The society's charter and bylaws are printed in 1/30. A statement of its aims and purposes appears in 95/7-9. Its history up to 1928 is in 16/6-8, and up to 1969 in 121/iv-vii, while there is a 50-year chronology in 125/100. There is a report of the first annual meeting in 3/19-20, and of the meetings for 1945, 66/67-68; 1946, 68/83; 1947, 70/87; 1948, 73/90; 1949, 77/67-68; 1950, 80/97; 1951, 82/85; 1952, 87/107-108; 1953, 88/175; 1954, 90/180; 1968, 119/75; 1974, 132/117-122; 1975, 134/95-111; 1976, 136/145-149; 1977, 138/109-118; 1978, 139/105-113; and 1979, 140/139-141. The beginning and the end of the association with Baker Library at Harvard is detailed in 11/4, 12/4-5, 93/96, and 124/3. Web Editor's note: See also 200/4-35 for an updated history (to 2009) by J. Parker Lamb and chronology of RRH and the Bulletin by Dan Cupper.

On the various chapters, material pertinent to the New York Chapter appears in 32/6, 34/17-18, 39, and 40/6; on the Pacific Coast Chapter, see 44/5, 50/88-90, and 129/114; on the Southern California Chapter, 89/7-8. See also 38/38-39, 49/6, 65/94-96, and especially the chapter histories in 125/54-66.

There is a statement of policy on copying pictures in 53/7, an enumeration of the responsibilities and rights of photo use by Herbert H. Harwood, Jr., in 135/95-99, and in 84/75-76 Charles Fisher presents his views on railfan ethics and standards. Miscellaneous topics include the Lowell Exhibition of 1922, 3/27; an exhibit at the Boston Public Library, 4/44; the first chartered railfan trips out of New York (on the DL&W; and the Ulster & Delaware), 41/48-50; the acquisition of the Phillip D. Borden collection, 44/23; activities at the New York World's Fair of 1939, 50/91-93 and 51/64; the placing of a tablet at the site of 30th Street Station in New York, 55/45; and the Hayward M. Severance gift, 126/121-122. The society's silver anniversary dinner is described in 70/88-91, the golden in 125/51-53.

Donors to the society are listed in 147/206, 149/150, and 151// 125, while an appeal for endowing the awards program appears in 150/145. Accounts of the Railroad History Awards are in 147/7-11; 149/7-10, and 151/6-9.

The results of a readers' poll conducted by the editor in the early 1970s are tabulated in 133/3-4.

About This Index

The Railroad History Index is divided up topically and users are advised first to note the various topics on page 3 [Table of Contents, on title page]. Issues numbered 1-20 date from the 1920s; 21-50 from the 30s; 51-78 from the 40s; 79-101 from the 50s; 102-121 from the 60s; 122-141 from the 70s; and 142-151 from the 80s. In each entry, the number before the slash is the number of the issue, while afterward are page numbers, first or inclusive. No matter how long a particular entry, and no matter the insertion of further specifics such as locos. or photos, page entries refer back to the issue number to the left of the slash until the appearance of a new number with a slash.

Besides the series of numbered issues, 1-151 (1921 through 1984), there have been several non-numbered bulletins and these are identified by abbreviations SP (Southern Pacific), CNW (Chicago & North Western), Wis (Railroads of Wisconsin), VC (Vermont Central--Central Vermont), Q1 and Q2 (Chicago, Burlington & Quincy), SF (Atchison, Topeka & Santa Fe), Lit (Literature), and Dsl (Diesel) again followed by a slash. There are a number of abbreviations, most of which are self explanatory (loco., obit., and so on), though it might be noted that lbr., log., and tbr. stand for lumber, logging, and timber, and that ff means on pages following, though not necessarily on every page following.

Complete or virtually complete runs of the R&LHS; Bulletin/Railroad History (the change took place with No. 127 in 1972) are held by the following institutions: the Baker Library, Harvard Graduate School of Business; the California State Railroad Museum, Sacramento; the Division of Transportation, National Museum of American History; the Library of Congress; the Pennsylvania Railroad Museum, Strasburg; the Science Museum Library, South Kensington, London; the British Museum; and the National Railway Museum, York, England. There are partial runs in literally hundreds of other libraries. On the private side, Thomas T. Taber, our indexer, has a full run, and he suggests that there must be 20 or 30 others--which we trust will ultimately go to public libraries. Facsimile copies are available from University Microfilms, whose address appears on page 176.

Since a job of this magnitude is bound to be amenable to emendation, readers with comments or suggestions are invited to get in touch with Tom Taber, 504 South Main St., Muncy, PA 17756. George Jenks's biannual indexes will continue to appear, the next one being slated for Railroad History 154, though it should be emphasized that The Railroad History Index was compiled from a first-hand reading of each issue of the journal and is in no sense an amalgam of previous indexes--the 50-year index by D. W. Yungmeyer was not comprehensive. This one is. One of the real delights of working with Tom Taber has been his unfailing humor. When he turned in the last of some 550 pages of manuscript, he suggested that in the editor's introduction say: "This

index is probably the best we could hope to get, short of my doing it myself. It has many deficiencies when you get right down to the nitty-gritty as I did when going over it. But Taber did do it, and we never had to wait for manuscript...." Tom Taber is much too modest. The Railroad History Index is the most comprehensive and carefully wrought project of its kind that I know of. I think it is going to make a real difference, that "looking it up in Taber" will be standard procedure for many years to come.

Robert C. Post, Editor, Railroad History, 1980-88

Acknowledgments

Books invariably include a lengthy list of thank-yous to everyone who assisted in their preparation, however remotely. Unfortunately, compiling this index was a one-person endeavor, so there can be no usual appreciations. But thanks are possible. I would like to express my thanks to my two index fingers, which responded without complaint, day after day for hundreds of hours all told, to the pounding of my typewriter. Also, to my Royal manual typewriter, which accepted this pounding to produce the 550 pages of manuscript without a single breakdown or delay of any kind. Finally, a word of thanks is due my phonograph, which broke up the monotony of sorting, checking, typing, and proofing. Without them all, this index would never have been completed. Unlike a long train trip, however, I am not sorry that it is over.

Thomas T. Taber III, Muncy, Pennsylvania

Railroads and Railroad History in the United States

Railroads and Railroad History in the United States: A

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