

UNLOCKING THE UNKNOWN
BASIC HANDBOOK FOR DOING RAILROAD RESEARCH

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The Goal

For an article or book to be of interest to the greatest number of people, it needs three things: 1. Facts and figures for those who want to be educated, 2. Human interest and names of people for those who want to be entertained, and 3. Big clear pictures for those who prefer not to read. Being able to find these three basics is the purpose of this paper.

Preface:

It is intended that this pamphlet succinctly start your researching any railroad or railroad subject. It ties together the most important sources for initial approach to researching a subject.

I have been an active researcher for 65 years, beginning at age 15. For the past twenty years I have been involved in locating and making known railroad information. However I have long felt that there was something missing. When I received questions requesting help, I knew where to find it from my reference library, general knowledge and elsewhere, but someone else would not. Therefore this handbook is to unlock unknown knowledge available to interested people. Companies, both railroad and non-railroad, to be researched cannot be listed here. However the reference index books listed below included just about every railroad and many non-railroad affiliated companies that ever existed..

There are two important missing ingredients from below. The knowledge gained over many years of other people to whom you might turn for help. And certain types of questions such as – “What type of air horn on DL&WRR EMD E-8 diesel locomotives?” Answer: The RR’s locomotive classification book having these engines may include in the specifications the type of air horn. However unless you know of these classification book contents you would never think to look.

Starting Point Sources

Several books I refer to by an abbreviation. They tell you where to find information, but they do not have it such as an encyclopedia.

Bib. * Railroad Book and Thesis Bibliography, 1800s-2003, Books, theses and reports of over 24 pages are organized by title, company name, state or region and foreign and then author’s name and by subjects. Railroads, interurban railways and street railways are included. Locations of where to find copies are given. However, WorldCat database at universities is better. This **Bibliography** also includes articles from miscellaneous publications not in the **Railroad Periodical Index**.

Alphabetic listing of titles, p. 1-160; author index p. 161-201, railroads listed by their names p. 202-286; railroad books covering a state p. 287-305, books covering a region p. 305–308, Canadian p. 309-311, foreign railroads by country p. 312-317.

Guide* Guide to Railroad Historical Resources. Gives the locations and type of material at each place organized by company name of which there are about 20,000. Includes railroad suppliers and industrial railroads. Nine types of material are indicated for each location: negatives, prints, miscellaneous information, annual reports, timetables, passes, archives (corporate records), maps, locomotive records.

A list of three hundred periodicals and dates of publication along with where they can be found is given: 50 proceedings of technical societies, 18 railroad professional clubs, 19 union magazines, 54 railroad employee magazines, 125 major and 70 minor miscellaneous publications, 20 publications frequently having railroad articles and numerous railfan club magazines. p. 171-178. 220 biographical collections are listed on p. 183-186. Also list of corporate and major private collections now at reference libraries. A list of disposition of privately owned and corporate collections and archives is given on p. 267-268.

Predecessor companies of 84 major railroads included in the Guide are given on p. 187-208. A list of railroads by state is given on p. 209-239, for electric railways on p. 240-252, Canadian Railways by province p. 253-255 and non-railroad companies, such as car and locomotive builders, private car company, suppliers, equipment dealers, miscellaneous companies, museums and tourist railroads, p. 256-262.

Index * Railroad Periodicals Index 1831-1999. Includes 84 of the several hundred periodicals (listed in the Guide, p. 171-178.) The periodicals have about 16,000 railroad and railroad related companies indexed from 84 periodicals and journals. It is organized by periodical, with each periodical indexed by railroad name and then by subjects. Locations of the periodicals are given, as is a brief history of each publication. The subjects are listed below to which are added items of the same subject from other reference books.

The periodicals are organized by 30 railroad trade journals plus their predecessor magazines p. 1-402, 5 electric railways and their predecessor or successors magazines p 403-442, 6 railroad avocation (hobby) magazines p 443-543, 27 non railroad periodicals plus their predecessors *American Artesian*, *American Machinist*, *Atlantic Monthly Magazine*, *Cassier's Engineering Monthly*, *Commercial and Financial Chronicle*, *Cosmopolitan Magazine*, *Electric Journal*, *Electrical Age*, *Electrician and Electrical Engineer*, *Electric World*, *Engineer* (London), *Engineering* (London), *Engineering and Mining Journal*, *Engineering Magazine*, *Engineering News Engineering Record*, *Fortune Magazine*, *Frank Leslie's Illustrated Weekly Newspaper*, *Franklin Institute's Journal*, *General Electric Review*, *Harper's Weekly Magazine*, *Harper's New Monthly Magazine*, *Manufacturer's Record*, *McClure's Magazine*, *Scientific America*, *Scientific America Supplement*, and *Scribner's Monthly Magazine*, p. 544-677. Eleven professional society publications: Civil Engineers, Electrical Engineers, Mechanical Engineers, American Ry Engineering Assoc., Am Ry Master Mechanics Assoc., Am. Ry Mechanical & Electrical Assoc., Am. Street & Interurban Engineering Assoc, Am. Electric Rys Transportation & Traffic, Assoc. of Ry Superintendents of Bridge and Buildings, Ry Signal Assoc., Roadmasters Assoc. of America p. 678-696. Also seven Reference books indexed on p. 697-753 (many more books are in the **Bibliography** book.), 1897-1930 Newspaper and Wall Street Financial Report clippings on 165 railroads totaling about 7000 sheets (100,000+ clippings) are listed in the *Railroad Periodicals Index*, p. 753 located at the Strasburg RR Museum, Barriger Library and CSRM.

Negs. Railroad Negative Collections for Ninety Four Railroads – Individual Negative Listings of 87 Collections: This 800+ page listing of 200-300,000 non redundant negatives covers all former class I railroads. Unfortunately, it does not include several (about seven?) huge collections such as Gerald Best and Warren McGee whose catalogs were too costly to buy. It has bare information needed – engine number, wheel arrangement, or station or car number/type, year photographed. Collections mostly predate 1960. However the value of the book is diminished in that prints without negatives of pre 1900 subjects are not cataloged. They can be easily scanned at a cost less than making a print from a negative, which make negatives unnecessary. A copy of this complete 800 page volume is only at the Strasburg Railroad Museum. Individual railroads can be obtained from T. T. Taber below.

Ency. Encyclopedia of North American Railroads compiled by Wm. D. Middleton. This is not an index, but a location to find brief articles on numerous subjects. Most articles, if applicable, are of a historical nature for the subject.

* These reference sources have a CDrom included for hunting specific words such as *pontoon* bridges. Hopefully someday these will all be on the Internet. Copies of these books can be purchased from T. T. Taber, 504 S. Main St, Muncy, Pa. 17756, ttaber1@comcast.net.

Book locations: The books in this pamphlet are on file at the Pennsylvania State RR Museum, Strasburg, Pa., Barriger Library, Univ., of Missouri, St. Louis, Calif. State RR Museum, Sacramento, DeGolyer Library, Southern Methodist University Dallas. Additionally college and university libraries have the WorldCat database, which gives book locations. The librarian will get you started.

I have divided my comments into two groups. One is the search for specific railroad or railroad-related company names. The other is a subject search.

Company Researching

Large Railroads: Many companies have had their corporate records transferred to a university. The *Guide* will tell of these moves. The *Guide* gives holdings at 700 locations for every rail-

road, railroad supplier, and industry railroad for which material was found, about 20,000 names. It also lists predecessor railroads for 80 major railroads for which material was found, (vol. 1, pages 187-208.) The *New York Times* annual index of its articles will give current developments. The *Times* is on Microfilm at numerous major libraries.

The **Bib.** lists books by title, by company name or state or region. University theses of the United States and Canada are listed. Books on foreign countries are in English.

The annual reports of the I. C. c. are on file, but I am not sure where – Denver or Washington. State P.U.C. annual reports usually are the same as the I.C.C., are often on file at the state library, the P.U.C. or in archives such as the state historical society. The other useful I.C.C. publications are accident reports and *Valuation Reports* and *Financial Reports*.

The **Index** for the larger railroads often lists 20 or 30 different publications – an ordeal to check in hopes of finding something, particularly as the periodicals are scattered at numerous locations with none concentrated at one place. (However at Chicago most can be found at five different locations reached by subway (Univ. of Chicago, Northwestern Univ., Illinois Technical Institute, Chicago Public Library and the Center for Research Libraries.) It therefore behooves the researcher to know what basically each publication is. This is given in the introductory to a periodical's listings. The periodicals with the most number of pages in the **Index** are the best generally. These are *American RR Journal* 1830-1887, *RR Gazette* 1870-1908, and *RR Age Gazette (Ry. Age)* 1908-1999.

Small Railroads and Electric Railways including streetcars: The local newspapers on file in city libraries and state historical societies are a must for initial planning, construction, accidents, trains, depots, etc., County court houses have deeds, mortgages, bankruptcies and foreclosures. The **Guide** gives locations of holdings on 20,000 railroad and railroad related companies. The **Index** gives information in 84 periodicals 1831-2000, **Bib.** covers 15,000 entries. The **Ency.** doesn't include most of these railroads.

The company division office records, when thrown out, have in some cases been salvaged by railfan groups. They are now held by the railfan group specializing in the railroad or a chapter of a larger group in an area served by the railroad. These are mostly operating records and not considered the corporate records that a railroad donated to some library.

The **Guide** has checklist of publications before 1841, p. 119-120 and detail list of this checklist organized by railroad, p. 121-170.

Antebellum Railroad Compendium 1830-1860 organized by state and then by railroad gives history, equipment, timetables, maps and illustrations.

Personnel Records: Railroad company records are almost non-existent, having been kept at a division headquarters and thrown out whereas corporate records at corporate headquarters went to various libraries. An Exception is the Pennsylvania RR's Benevolent Society records. Most employees belonged to it. The Railroad Retirement Board has that type of record from the 1930s although some of it may have been destroyed by fire.

Miscellaneous Sources: Company libraries, county court houses for deeds, maps, bankruptcies, and foreclosures unless the latter are kept at the state court house. The Secretary of State office has incorporations, local historical societies, local libraries, local newspapers, some railroad hobby societies, state archives and state libraries, college and university libraries, and old timers who worked for the company – see **Guide** vol. 1, page 5 and 6

Non-Railroads: The **Guide** and the **Index** both list these in the alphabetic index of companies and also in appropriate subject listings.

Examples of actual searches are given on pages 5 – 8 for four types of railroads.

Subject Researching

Abandoned Railroads and Track: **Bib.** p. 317; **Index** p. 642

Accidents: **Index**, p. 821; **Bib** p. 384 (in **Safety** listing), 397-398; **Ency.** (overview history) p. 87-96

Accounting: see **Financiers and Finance and Economics** in the **Index** and **Office Procedures** in the **Bib.** p. 336; **Ency.** p. 96-98.

Advertising: See **Public Relations and Marketing**; also **Index** p. 202.

Air Brakes: See **Brakes**

Annual Reports: The locations are given in the **Guide** and for those prior to 1912 also in *Bureau of Railway Economics Catalog*, 1912, p. 300-331.

Annual statistics (passengers, freight tonnage, train miles, revenues, expenses, bankruptcy-foreclosure dates, incorporation dates are in *Poors Manuals*. Also the different states produced annual public utility volumes, which are in large university libraries of the state and state libraries. Certain *Poors* are better than others. 1873 is good because of all the projected railroads, many never getting beyond that stage because of the business panic that year. 1883 was the first to have maps and the railroads organized by state. 1889 is good because of logging railroads inclusion. 1890-1912 has street /inter urban railways. Also see **Bib.** p. 382.

Art (Paintings): **Bib.** P. 318 – 319; **Ency.** p. 145-149; **Index** p. 447

Architecture: See stations, structures.

Associations: See Organizations

Atlases: see Maps

Ballast: See Track

Bankruptcies, foreclosure, mortgages and deeds are in the county or state court houses (depending on the state) Foreclosures may include equipment details. Receiverships and reorganizations. **Index** p. 828; **Bib.** p. 324-325 336; **Ency.** p. 935-938

Bibliographies: **Bib.** p. 383

Biography Individuals Biographical collections **Index** p. 821-822; **Guide**, p. 18- 186. **Bib.** p. 319-324, 383; *American Locomotives* by John H. White, Jr., (locomotive builders and designers) p. 537-546; **Ency** 128 names scattered in the book.

Brakes - history of braking, individual systems, automatic train control, train handling of grades. **Index** p. 822-823; **Bib.** p. 317-318; **Ency.** air brakes p. 1097-1100

Bridges – types of, individual specific large bridges **Index** p 362 & 823; **Bib.** p. 324 *Antebellum RR Compendium, 1830-1860* (bridge development) p. 4-8; **Ency.** p. 253-269;

Builders: See Locomotive and Car Builders below.

Canada – Commission, light rail **Index** p 823; Canadian Statutory Corporate history (1937); Rapid Transit **Index** p. 827; Electric railways **Bib.** p. 439-400, **Ency.** Railroad histories p. 189-201,

Car Builders, street and interurban builders, gas-electric car builders: Records at the *Railway & Locomotive Historical Society* at Sacramento with a duplicate set at the Pennsylvania Railroad Museum, Strasburg, Pa.; **Index** p. 826; **Bib.** p. 327, 441-445; **Ency.** *Am. Car & Fdry.* p. 114-116, Bombardier p. 173-176, Budd p. 181-184, general history p. 201-206. sleeping 881-887; builder catalogs in existence **Guide** p. 179.

Cars freight- development, types, car builders- **Index** p. 823-824; **Bib.** p.326; *The American Railroad Freight Car* by John H. White, Jr., **Ency.** p. 453-471; *Car Builders Cyclopedias*.

Cars, passenger- types, development: **Index** p. 823. **Bib** p. 325-326; *The American Railroad Passenger Car.* by John H. White, Jr. ; **Ency.** Chapel p. 215-217; fish p. 446-449; *Car Builder Cyclopedias.*; Dining **Bib.** p 375.

Cars, Self Propelled: **Index** p. 824 **Bib.** 326; **Ency.** p. 838-839.

Cars, steam -Index p. 827

Cars non revenue and maintenance of way – **Index** p 824-825

Cars, hand and inspection- **Index** p. 825

Cars, industrial (factory use)- **Index** p. 825

Car Components and Maintenance – **Index** p. 825-826, **Bib.** p. 327; **Ency.** p. 842-846.

Circus: **Bib.** p. 327-328. See also Miscellaneous in **Index**, p. 833; **Ency.** p. 242-246

Civil Engineering : **Bib.** p. 391-392; **Ency.** p. 247-274;

Cog Railroads – see Railroads

Collections: individuals cataloged **Bib.** p. 383

Communication – history, radio, telegraph, train orders, whistle signal. See also Technology: **Index** p. 827; **Bib.** p. 3281. See also Signals in **Bib.**

Commuter railroad : see Railroads, Commuter.

Competition- trucking, buses, automobiles, waterways, pipe lines, trolleys. **Bib.** p. 328-329, 378; **Index** p. 827; **Ency.** Highway p 518-522, Air p. 107-109, Canal p. 554-558; Water p. 1087-10912

Computers **Bib.** p. 328; see also Technology, **Index** p 836; **Ency.** P 325-330;

Construction Companies for building RRs: **Ency.** p. 333-335

Costs: see Economics

Crime: **Bib.** p. 394; **Ency.** p. 339; **Index** p. 410 & Miscel. p. 833

Deregulation: **Bib.** p. 347

Disasters, Natural, floods, fires, etc. **Ency.** p. 380-392; **Index** p. 268 & Miscel. p. 833

Economics: **Bib.** p. 335 – 336; **Ency.** costs p.370, 894-898

Education: schools **Bib.** p. 354; **Ency.** p. 1063-1064; **Index** p. 833

Electric railways and Electrification: includes early experimentation, Canadian, individual states, track, signals, stations, rack – **Index** p. 827-828, Meigs elevated p. 370 **Bib.** p. 399– 440. Miscellaneous **Bib.** p.

- 399-401; Street Rys **Bib.** p. 401-402; Interurban Rys, Light Rail **Bib.** p. 403; Electrification **Bib.** p. 403; **Ency.** Interurbans p. 559-564. Electrification p. 404-423;
- Electric Railways** listed by State and city: **Bib.** p. 403- 438; regional **Bib.** p. 439; Canada **Bib.** 439 -440
- Elevated Railways**, -see Electric Rys
- Encyclopedias:** **Bib.** p 383
- Employee Relations** – see Labor Relations
- Engine terminal and shops** –See Terminals
- Engineering:** **Bib.** p. 391-392; **Ency.** p. 247-274; civil eng'g p. 898-899, electrical eng'g p. 900; mechanical eng'g p. 899-900.
- Equipment leasing companies** – **Index** p. 828
- Equipment Dealer Records:** : *Railway & Locomotive Historical Society* (location unstable), but with a duplicate set at the Railroad Museum of Pennsylvania, Strasburg, Pa., (Southern Iron & Equipment Co., Birmingham Rail & Locomotive, Georgia Car & Locomotive; Merrillees, General Equipment Co. Bowen, Glenn Equipment, Hicks Loco. & Car, Kilbey, Dilley & Son, Fitzhugh, Luthor & Co., J. F. Worsley)
- Expositions:** **Index** p. 828; **Bib.** p. 378-379; **Ency.** p. 538 Hungerford.
- Express Companies:** History and individual companies **Bib.** p. 329; **Index** p. 828
- Finance & Financiers** – Monopolistic Practices – **Index** p. 828.; **Bib.** p. 434
- Foreign Railroads:** *Guide* gives locations and types of material at each country, p. 105-118. **Index** lists holding on approximately 110 countries p. 838-841. Also the Railroad Museum of Pennsylvania, P.O.B. 15, Strasburg, Pa. 17579 has an extensive library. Central American locomotive records can be found at *Railway & Locomotive Historical Society* at Sacramento with a duplicate set at the Pennsylvania Railroad Museum, Strasburg, Pa. **Ency.** Mexico 695-705. 807-808; Panama p. 815, Puerto Rico p. 879. Cuba. P.346-350, Guatemala p. 507-508; Costa Rico p. 337-338; p. 515-516, map p.1187.
- Foreigners (labor):** **Bib.** p. 357; **Index** p. 834
- Freight Service and Freight traffic**-Miscellaneous **Index**, p. 828-829, **Bib.** p. 337 – 338; **Ency.** frt. station p. 471-479, agriculture p. 99-107, train scheduling p. 206-207, coal p. 292-295, unit p. 1070-1071, traffic categories p. 1053-1055.
- Freight Classification:** **Bib.** p. 339
- Freight Trains, Intermodal:** **Index** p. 829; **Bib.** p. 339 – 340; **Ency.** p 549-554
- Freight Trains, Unit:** **Index** 829; **Bib.** p. 340; **Ency** 1070-1071
- Future – Predictions, Expectations:** **Bib** p. 340; **Index** p. 828 Frt. Service p. 834P Pass. Service.
- Government controls:** See also Laws, Interstate Commerce Commission, Rates, Regulations, Deregulation, Granger, Land Grants, Nationalization, Valuation, Taxation, Dept. of Transportation, Miscellaneous listings, **Bib.** 340-348, **Index** p. 829 **Ency.** p. 356-357, Federal Ry Admin. p. 443-445; ICC p. 921. Regulations p. 919-920; United States RR Administration p. 1119-1120; Elkins, Hepburn & Mann Elkins Acts p. 924-927; 1920 Transportation Act -. P.927-929, Depression govt. actions p. 929-931; 2nd Transportation Act 1958, p. 931-932; Sherman Anti Trust Act 1890 p. 960-961 Regional Rail Reorganization Act p. 933; 1976 Rail Revitalization and Regulatory Reform Act p. 933-934; Staggers Act, 1980, p. 934; Northeast Rail Service Act. p. 934-935; U. S. RR Administration, WWI p. 1071-1074, 1119-1120; Railroad retirement Act p. 905-906; Granger laws p.500-501
- Grade Crossings:** (see also Signaling) **Index** p. 836; **Bib.** p. 370 & 385, safety **Ency.** 495-497, 647-648.
- Granger Movement:** **Bib.** p. 347; **Index** p. 829; **Ency.** p. 500-501.
- Guidebooks:** **Bib.** p. 348349
- Hawaii** : see Foreign RRs.
- History – General:** **Index** p. 349-351; See also Railroads – General Subjects, Miscellaneous. Specific railroad histories are indexed by the railroad's name.; **Ency.** p. 1-17, RR 1945-1990; **Ency.** p. 65-86, 437-441; **Bib.** p. 370; **Index** miscel. p. 833. See individual owning railroads using CDrom.
- Hoboes** **Ency.** p. 523-526; **Index** p. 833 iuscel.
- Horse railways** – see Electric Rys
- Hotels and Resorts:** **Ency.** p. 900-905 **Index** p. 833 miscel.
- Ice Houses:** See structures
- Incline Planes:** **Index** p. 835; **Ency.** p. 534-541
- Interstate Commerce Commission:** **Bib.** p 341-342, **Index** p. 829. See also Government Controls.
- Interurban Rys** – See Electric Rys
- Labor:** **Bib.** p. 351- 358., Seniority **Ency.** p. 957-959; **Index** p. 834. See also Personnel. Cornell Univ. h as a railroad labor union department.
- Labor Relations:** **Bib.** p. 354-356, **Index** p. 834
- Land Grants:** **Bib.** p. 347, 370 **Index** p. 829; **Ency.** p. 581-582;
- Laws: Suits.** **Bib.** p. 344 – 345; **Index** p. 829; **Encl.** Granger p. 500-501. See also Govt. Controls
- Leasing Companies of equipment** – **Index** p. 828
- Libraries:** **Index** p. 833; **Bib.** p. 371

Light rail – see Electric Rys-

Literature: Lore – Songs, Poetry, Slang, Stories., Novels. **Bib.** p. 370, 329-333, 366, **Ency.** p. 593-598; **Index miscel.** p. 833; **Fiction books** **Bib.** p. 329-333.

Locomotives – types dummy, electric, diesel, compressed air, compound, freaks, fireless, geared, industrial, mine, names of locomotives, narrow gauge, rack, battery, turbine, U.S.R.A. design, wheel arrangement types **Index** p. 829-830; **Bib.** p. 358-366; *American Locomotives, an Engineering History 1830-1870s* by John H. White, Jr; *Antebellum RR Compendium 1830-1860* (locomotive development) p. 9-20; **Ency.** Alco. P. 116-122, BLW p. 159-162, EMD p.423-429, FM p. 442-443. GE p. 483-488; Lma p. 587-591; **Steam turbine** **Ency.** p. 1028-1030; **Bib** fuel p. 370; **Locomotive Cyclopedias**

Locomotive builders – **Index** p. 831-832, **Bib.** p. 358-362 ; **Railway. & Locomotive Historical Society** (location unstable) and the **Railroad Museum of Pennsylvania** at Strasburg, Pa. have duplicate records either complete or partial on all U. S. and Canadian builders, about 4000 pages. **Bib.** p. 441 – 445. **Ency.** p. 598-603; **See also** **Locomotives.** **Catalog in existence/locations:** **Guide** p. 180-182

Locomotive records of builders and railroad rosters, used equipment dealers: *Railway & Locomotive Historical Society* (location unstable), with a duplicate set at the **Railroad Museum of Pennsylvania**, Strasburg, Pa.

Locomotives, Diesel: **Bib.** p. 362-364; **Index** p. 829; **Ency.** p. 361-383.

Locomotives, Electric: **Bib.** p. 364, ; **Index** p. 829; **Ency.** p. 1199-1104; **Ency.** p. 405-412; **see also** **Electrication.**

Locomotives, Fireless, Compressed Air, Gasoline: **Bib.** p. 364; **Index** p. 829-830.,

Locomotives, Steam: **Bib.** p. 358- 362; **Index** p. 829-830; **Ency.** 1004-1031.

Locomotives, Turbine and Nuclear: **Bib.** 364; **Index** p. 830, **Ency** 1028-1030.

Locomotive components – **Index** p. 830; **Bib.** p. 364 -365

Locomotive used dealers and leasers **Index** p. 830

Locomotive repair shops: **see** **Terminal and Shops**

Logging Railroads: **See** **Railroads, Logging**

Mail Service: **Bib.** p. 367; **Ency.** p. 634-638; **Index** misc. p. 833

Maintenance of Way **see also** **Track** – **Index** p. 832 **Bib.** p. 393-394; **Ency.** p. 639-661.

Management: **Bib.** p. 353, 370, **Index** p. 834; **Ency.** p. 662-665. Also the **Official Guides** gives names and their positions as does **Poor's List of Management Officials.**

Manufacture Suppliers, primarily catalogs. **Bib.** p. 441-445

Maps are given in the **Guide** for each railroad. Old topographic maps are on file at the state libraries. Street railway maps are in *Commercial & Financial Chronicle* **Index** p. 609; **Ency.** p. 1144-1196. **Rand McNally** RR maps and **Sanborn** city insurance maps

Marine operations – ferries, freight: **Bib.** p. 367; **Index** p. 832. **Ency.** p. 666-680

Marketing (Traffic), advertising **Bib.** p. 328-329, 370 **Advertising** **Ency.** p. 680-684; **See also** **Freight Service**

Mass Transit (**see also** **Rapid Transit, Light Rail**): **Bib.** p. 367-368; **Index** p. 827, **Ency.** p. 685-688

Mergers: **Bib.** p. 368-369

Milk Traffic: **See** **Passenger Service**

Miscellaneous Topics: Numerous topics not falling into any of those listed here are in the **Index** p. 832 -833; **Bib.** p. 369-371

Model Railroaders. **Index** p. 834

Monorails: **Bib.** p. 371; **Index** p. 835

Monuments (Statues) **Ency.** p. 712-718. **See** individual railroads using **CDrom.**

Movies: **Bib.** p. 371 **Index** p. 833; **Ency.** p.239-242

Museums: **See** **Preservation**

Music: **Ency.** p. 722-726; **Index** **Miscel.** p. 833

Narrow Gauge Railroads (not specifically named): **Bib.** p. 371-372; **Index** p. 642; **Ency.** p. 727-733.

National Parks: **Ency.** p. 734-737; **Index** **see** individual owning railroads.

Nationalization: **Bib.** p. 347-348; **Index** p. 829

Negroes: **Bib.** p. 357; **Index** p. 834

Occupations: **Bib.** p. 353-354; **Index** p. 834; **Ency.** p. 759-775. **See also** **Personnel**

Operations: **Bib.** p. 372; **Index** p. 835. **See also** train operation.

Organizations. **Bib.** p. 373; **Ency.** p. 149-150 A.A.R. , other p.750-775. **Index** **miscel.** P. 833 832, 122, 202

Pacific Railroad movement: **Ency.** p. 791-812 (railroads being built/planned to California, mid 1800s.

Passenger Service: **see also** **Railroad and Railway** **Ency.** **Electric Rys.** Types of service, fast trains, publicity. Also **Train and Train Service**; **Index** p. 833-834; **Bib.** p. 373-375; **Suburban commuter service** p. 389; **Ency.** history of pass. sservice. p. 846-861; **Sunday trains** p. 1035 **Passes:** **Ency.** p. 291; **Index** p. 370; **Ency.** **Colonization** p. 300-305.

- Personnel** – Employee, Management, Railfans –see also Labor. **Index** p. 834. **Ency** dispatchers p. 382-395; ethnicity p. 434-436; **Bib.** p. 351-358 – Management, education, labor relations, strikes, women, foreigners and Negroes; See also Occupations
- Personnel Records:** Extremely few survive. They were not kept at company headquarters and so would have gone with the other archives to a university. They were kept at each division and ultimately were thrown out. A few have been saved by Railfan Clubs. The file usually includes the results of physicals, citations – both good and bad, promotion record, hiring information and retiring. These records were made on the cheapest possible paper and after 100 years are like comparable newspapers. The records have a value for genealogical societies for genealogy purposes, but no value for railroad operating records, etc.
- Pictures:** Besides rail hobby organizations, city, county and state historical societies will have some filed under railroads or the name of the railroad. However post cards of railroad stations are usually separate in post card collections. Another source is pictures in periodicals on the subject of the article. Negatives and therefore pictures for specific railroads, pre 1980, are given in the *Guide*.
- Picture Identification:** This is difficult. Contact the archivist at the major railroad museums. He may have had sufficient experience looking at pictures to recognize it. Old railfans may have the ability, such as myself. If the picture is at least 80 years and you are a member of the N.R.H.S., they may publish it. Most of their members having significant historical interest are also a member of the R&LHS. Until the 1890s locomotives were seldom distinct in appearance for their railroad. More likely the builder could be determined from its appearance. Beginning in the 1890s and definitely in the 20th century, recognition of the railway is by appearance and augmented by having railroad rosters to confirm an engine number. Diesels are identified by their paint scheme and builder. Unfortunately few railroads had station design used consistently such as the Lackawanna RR did in the 1880s. If the name or part of the name can be determined, the *Official Guide* index of stations will tell the railroad. Also there may be a locomotive or freight car in the picture.
- Picture Books:- General:** See also Locomotives, cars and other subjects: **Bib.** p. 375-376.
- Pneumatic Rys** – See Electric Rys
- Political matters:** See Government
- Preservation:** Museums, tourist railroads, reference libraries, railfan activities: **Bib.** p. 376-378; **Ency.** p. 874-876; **Index** miscel. p.833
- Problems Facing Railroads:** See Competition
- Professional Societies:** See Organizations
- Public Relations & Opinion:** **Bib.** p. 378-379, **Index** p. 835; **Ency.** p. 680-684, 878-879.
- Pullman Cars:** See Cars, Passenger
- Purchasing & Stores:** **Ency.** p. 887-888
- Railfans:** **Index** p. 834, **Bib.** p. 377-378; **Ency.** p. 907-910
- Railroad Corporate records** and annual reports, timetables, passé and all other information for locations are given in the *Guide* by name of railroad.
- Railroad enthusiasts:** see railfans
- Railroad encyclopedia** type material can be found in *Encyclopedia of North American Railroad* by Wm. Middleton,
- Railroads – General Subjects** (See also Miscellaneous and History – General.): **Bib.** p. 379-381.
- Railroads and Railways** – See also Freight Service, passenger service, electric railways, finance. This includes types of railroads, history of railroads, future, British and American comparisons, rack rys, portable rys, etc. **Index** p. 834-835, Predecessor railroads of major railroads organized the major railroad's name, U.S. and Canada. **Guide.** p. 187-208. **Ency.** cog p. 296-299; Commuters p.308-324 See also specifically named state operations and under railroad names; **Index** p. 821 individual states and provinces; **Bib.** general p, 379-381.
- Railroad Rosters:** 15,000 pages of this material covering completely or partially 1500-2000 railroads is at *Railway & Locomotive Historical Society* (location unstable), but with a duplicate set at the Railroad Museum of Pennsylvania, Strasburg, Pa. 17579.
- Railroads, Industrial:** **Bib.** p. 370;
- Railroads, Logging:** : **Bib.** p. 365-366; **index** p. 385; **Ency.** p. 624-628
- Railroads:** Military see Wartime and U. S. Military RR Service
- Railroads, Monorails:** **Bib.** p. 371; **Index** p. 835;
- Railroads, Narrow Gauge:** (not specifically named): **Bib.** p. 371-372; **Index** p. 642; **Ency.** p. 727-733.
- Railroads, Regional:** **Ency.** p. 962-963; **Index** types of railroads p. 835.
- Railroads, Short Line:** **Bib.** p. 385-386; **Ency.** p. 122; types of RRs p. 835; **Index** see listed periodicals that are indexed. See also Government and individual railroads.
- Railroads, Super:** future **Index** types of RRs p. 835.
- Railroads, Tourist:** See Preservation.
- Railroads, Tramways:** **Index** type of RRs p. 835

- Railways, Transit systems:** Transportation: **Bib.** p. 395
- Railways, Street** – See Electric Rys
- Railways, Subway** – See Electric Rys
- Rates and Traffic Agreements:** **Bib.** p. 342-344; **Index** p. 829; **Ency.** p. 913-917
- Rapid Transit:** See Electric Rys, Mass Transit, Light Rail
- Reference Works:** **Bib.** p. 381-383
- Regulations:** **Bib.** p. 345-347; **Index** p. 829 See also Government controls.
- Research and Technical:** **Bib.** p. 383-384, **Index** p. 836; See Technology.
- Rule Book:** **Ency.** p. 780-785; **Index** p. 128, 268
- Safety.** See also accidents, signals, track and technology, grade crossings, safety devices, automatic train stop, etc. **Index** p.835; **Bib.** p. 384-485; **Ency.** p. 428-432, 492-499, rails p. 891-894; history p. 944-950
- Securities:** **Bib.** p. 336
- Seniority:** see Labor
- Social History, Oral:** **Bib.** p. 387; **Ency.** – general, p. 18-36; **Index** p. 833 Miscel.
- Shops:** See **Terminals**
- Signals and signaling devices.** See also Technology. Signaling types, switch signals, grade crossing, ATC, CTC, signal history, signal companies **Index** p. 835-836; **Bib.** p. 386-387; **Ency.** Gen. Ry. Signal Co. p. 113-114, 963-972, 1036-1059, 1060-1070; hand signals p. 972-973
- Slang** – **Index** Miscel. p. 833; **Ency.** p. 144-145
- Standardization;** (gauge, time, couplers, etc.) **Bib.** p. 387- 388; **Encl.** gauge and time p. 999-1001; **Index** p. 833 Miscel.
- Stations** (Individual stations indexed to their owning railroads. Station types, baggage handling. **Bib.** p. 383; **Ency.** p. 126-143;
- Statistics:** **Bib.** p. 383; **Ency.** p. 1131-1153;
- Statuses:** see **Monuments**
- Strikes:** see also **Labor.** **Bib.** p. 356, **Index** p. 834; **Ency.** p. 576-580.
- Structures,** see also stations, bridges, tunnels, terminals, snow sheds, freight houses, section houses, ice houses, etc. **Bib.** p. 388-389; **Index** p. 836.; **Ency.** p. 126-143
- Suppliers:** List of companies included in the alphabetic name list of the **Index** p. 836; **Bib.** p. 441-445
- Street railways** – See **Electric Rys**
- Subway railways** - See **Electric Rys**
- Taxation:** **Bib.** p. 348; **Ency.** p. 1040-1941
- Technology:** See also **Signals,** track, communication. TV, track circuits, radio, locomotive testing, microwave etc. **Index** p. 836; **Bib.** p. 383-384; **Ency.** History p. 37-64, 150., 608-612; radio and television p. 890-891; Equipment identification and fault detection p. 429-432; Testing p. 150
- Terminals:** **Engine** **Index** p. 828; shops **Bib.** 389-390; **Ency.** 543-548, fueling facilities p. 604-607; shops p. 613-622. See individual railroads for passenger and freight terminals.
- Testing Facilities:** see **Technology**
- Timetables and Tickets:** see also **Passenger Service.** Timetables of all North American railroads are in the *Official Guide*. This also has an alphabetical list of all communities and the railroads served at each.
- Track:** See also **Technology,** **Maintenance of Way,** gauge, ties, track design, rails history, spikes, switches, ties & plates, track construction **Index** p. 836-837. **Bib.** p. 391-394; **Ency.** p. 639-661; see also standardization.
- Traffic Agreements** – see **Rates**
- Train and Train operation:** See also passenger and freight services- train handling, train resistance. **Index** p.835, 837, **General** subjects see also **Railroads** – **General** **Bib.** p. 372, 394-395; **Ency.** **Funeral** p. 479-481 **Opera** p. 778-780. **Orphans** p. 789, **presidents** p. 871-878, 1059-1062; **Theatre trains** p. 1044-1048; **timetables and train orders,** signals p. 1055-1059; **dispatching,** CTC, etc. **Ency.** p. 345, 392-395 ; **Sunday trains** **Index** Miscel. p. 833
- Train Robberies:** see **Crime**
- Train Service:** see **Passenger Service**
- Trains:** (**Streamliners,** **High Speed,** **Special Purpose,** etc.) , **Bib.** p. 373- 375; **Index** p. 837; **Ency.** p. 827-842, 985-995; **Ency.** **Church & specials** p. 985-995. **sports** p. 996-998; **immigrant** **Index** p. 268; **Orphan** **Bib.** p. 370;
- Tramways:** see **Railroads,** **Tramways.**
- Transit rail systems:** Transportation: **Bib.** p. 395
- Travel** – **Train Trips** **Bib.** p. 395-396
- Trestles:** see **Bridges.**
- Tunnels:** named tunnels, construction **Index** p. 837; **Bib.** p. 396; **Ency.** p. 269-273
- Unions:** **Bib.** p. 356; **Index** p. 834. See also **Labor**

United States Government Railroad see Govt. controls, Equipment, builders, leasing companies, and Wartime

United States Post Office: see Mail Service.

Valuation: **Bib** p. 348; **Ency.** p. 1075-1076. see also Interstate Commerce Commission

Viaducts: see Bridges

Wartime and U. S. Military RR Service: Civil War, WWI, WWII Various army bases, various wars, cars, etc.

Bib. p. 396-397. U.S. Railroad Administration **Index** p.837 & **Ency.** 1119-1120; **Ency.** Civil War p. 124-125; p. 274-278; WWI p. 1118-1119, WW2 p. 1120-1125

Women: **Bib.** p. 357, **Index** p. 834; **Ency.** p. 1110-1114;

Wrecks: see Accidents

Y. M. C. A.: See Personnel, **Index;** **Encl.** p. 1126-1128

Yards: Hump yards, car weighing, snow, lighting, switch heaters, etc. **Index** p. 837; **Bib.** p. 390-391; **Ency.** p.278-291

Examples of Actual Researching Methods for Companies

When the time comes that being merely a member of the herd of rail “fans” is insufficient and with a desire to explore new adventures the following may help you break from the herd. The common first stop is the Internet. Hundreds or thousands of references can be found and probably none of them have any first person discoveries; the listings giving no original research, and just reproducing what others have done. Should there be original research it is probably buried and virtually impossible to find. (In my day, it is equivalent to me looking at all the *Railroad Stories – Railroad Magazines* for items on the Morristown and Erie RR. I found some – great revelations to a 14 year old.

I have chosen four railroads which I did. The Lackawanna Railroad for a major carrier, the Morristown and Erie RR for an existing company, the Rockaway Valley RR for an abandoned line prior to my era which began in 1944, and a very early railroad, the pre Civil War Williamsport and Elmira RR.

Lackawanna Railroad

A complete history of a major railroad should be a combination of the typical corporate history and the much more difficult to compile operating history. Both are common in short line history. For corporate history sources any good corporate history will reveal the type available.

An excellent comparison of the two is the “corporate” Lehigh Valley RR history and the “corporate-operating” D. L. & W combined history by my father and me. Both railroads ran New York to Buffalo and had similar sources of business. The difference between the books is in how historical information is presented. The D.L.& W. history combined corporate and operating histories. Often an operating history is done piecemeal in short articles on individual subjects, but not as part of a plan to cover the operating subject.

For the D. L. & W. book the operating history might be considered the chapters on public relations, employees, individual chapters on main line and suburban passenger, separate chapters on local freight operations, coal business how trains were operated and the non coal main line operations. The milk business and another subject on every station telling when it was staffed and the freight business at the station. Also a chapters on passenger and freight marine operations, advertising, repair shops and the different types of locomotives and equipment, both revenue and non revenue.

How was it done? Many of the illustrations were found in the glass plates the railroad had taken early in the 20th century and saved. Dad, like I, had grown up on the railroad and so we had a feel for its public relations and employees and how they felt. When

the books were written the **Railroad Periodicals Index** had not been prepared. It subsequently revealed about ten additional pages worthy to be added.

I would try to find dispatcher sheets by checking the DL&WRR Historical Society and the Erie-Lackawanna Historical Society for paper salvaged after being tossed out. The Strasburg Railroad Museum has much Lackawanna material. The same holds true for other railroads at other locations indicated in the **Guide**. Dispatcher sheets are excellent for operating history because they show locomotives on various trains, doubleheaders, pushers, time of day, usually number of cars and if a passenger train was it on time. Also the engineer and conductor names which gives their frequency of work and their type of service.

Changes in employee attitudes cannot be successfully done except by first person contact, but the attitude of outstanding railroaders of the 1930s and earlier is lost and soon the 1940s will also. The Morristown and Erie mentions research topics that also apply to a large railroad and they should be obvious. Check it.

Morristown and Erie Railroad / Railway

The 11 mile Morristown and Erie RR, was built in 1895 and is still operating, but is very different from what its name still indicates.

My interest was practical. It was only five miles from home – a one mile walk and four mile Lackawanna M.U. train ride. I was a teenager and researched it from “top to bottom.” Previously I had helped my father on newspaper research of the 1830s on the Morris and Essex RR.

My first researching looked at the Morristown newspapers from 1894 on up. I found much, which convinced me the importance of looking at newspapers. In New Jersey every county court house had to have a county designated paper saved. In 1946 I made numerous trips to Morristown to look at the paper. If no school, I was there reading.

The next search was to visit the county court house to see if I could find mortgages on equipment, information on the bonds and the reorganization in 1903 when it was extended seven miles and renamed.

I also went to Trenton to see the original incorporation papers of the railroad to learn who were the backers, where it was intended to go, and financing.

I did not have benefit of the **Guide**, **Index** and **Bibliography** because they did not exist. Today the **Bibliography** would reveal three books – my definitive history up to the 1950s and two diesel picture books of the 1980s. Very few railroad companies listed in 1895 Poors are in existence a hundred years later, very few, but people now interested in doing such histories are even fewer. Color pictures of redundant diesel trains predominate.

Unfortunately no one up-dated my effort at the time of its centennial in 1995. I had hoped a centennial history would be produced. After my history ended, the president's shenanigans had caused the railroad to go into bankruptcy and him to possibly a jail term with the road being reorganized as the M. & E. Ry. In 1995 the office manager of the railroad was still alive who could have filled in details not in the newspaper of the hanky-panky that corrupted the railroad.

I would have used the **Guide** to determine if there was likely material I would not uncover such as an x in a column on which I had nothing or a number in Archive column indicating an unknown special collection. The **Guide** indicates 27 locations and the two predecessor railroads have five. Most are pictures and negatives or have only two or three x's. A location with seven or more x's indicates a good collection. For an obscure rail-

road, such as the Montana Southern RR, four of the nine columns with an x indicates a good collection particularly if the Data column has an x.

The **Railroad Periodicals Index** indexed 84 publications. For the **Morristown** and Erie RR and its predecessor railroad, the Whippany River RR, the M.& E. appears in nine publications with 27 articles, and the Whippany River in one with five articles.

(As this more recent history has not been done except superficially, the Internet has little. Where the Internet does, as with the Rockaway Valley RR, it has been mostly taken by various people from a history listed in the **Book and Thesis Bibliography** – a quick history, sometimes rather good, sometimes with errors but usually lacking in historical research of the subject. Also the Internet is a wonderful source of mistakes by inept “historians” placing information on it. (This is why this **Handbook** is needed. To bring things back into proper perspective rather than just pretty picture books with comparable light weight writing.)

If I was not satisfied on my equipment information I would have sought out in the **Bibliography** the *Official Equipment Register*; if timetables I lacked I would have done the same for the *Official Guide*. Ditto for company officers.

I would have checked the subject indexes of the **Bibliography** and the **Index** for possible subjects that might be helpful. (This **Handbook** also serves that purpose, but not as completely). I would also have checked the Handbook for ideas on finding pictures which I had not yet explored such as the Guide showing pictures at unusual locations not likely to be from a railfan collection.

If still operating you should visit their office and talk with the employees. Today's employees are basically different from 60-70 years ago. Back then most of the railroads had several having worked their entire lifetime on the railroad. Their response to your interests today are significantly different from the life-long railroaders I grew up with. However they are a start. When I did my research, the M.&E. had two who began 50 years earlier at the beginning of the railroad in 1895, another from 1903 and another from 1913. Most of the others in 1945 predated 1930. Two retired employees dated from about 1895, and I interviewed them.

The railroad had no maps. The deed books at the county court house had several including the map of where the railroad detoured around an obstinate property owner in 1895. In fact the railroad completely relocated its original four miles from Morristown to Whippany to eliminate curves, replace bridges and the obstinate property owner.

You need to cover the route or its former route. I walked the railroad measuring and mapping its entire line and its abandoned branch. I drew my map at 1" / 100' for 11 miles on a role of shelf paper.

Additional background information can come from *Poors Manuals* back to when the railroad or its predecessor company (ies) was/were formed. The railroad office may have its ICC annual reports, which are loaded with information as is the P.U.C. (or its earlier equivalents) on financial and operating information. I searched the old letterboxes and ICC report copies.

The letterboxes contained much of no interest, but I did find a few passes, timetables, equipment flyers sent to the railroad and a few other items. Also in the back room were cancelled employee pay checks going back to its beginning, barrels of tickets, used and unused. Pictures supplied to the ICC Valuation program for equipment and stations can be found no where else and are with ICC valuation records at Washington.

The next search was to visit the county court house to see if I could find mortgages on equipment, information on the bonds and the reorganization in 1903 when it was extended seven miles and renamed.

A copy of each incorporation can be gotten from the Secretary of State, State Capitol. For a charge you can order a copy or visit the office and see the microfilm. These are potentially interesting because of the people who formed the company, where it was expected to be built, cost and special considerations. For earlier railroads formed by an Act of the Legislature, these are given in full in the annual reports of the Legislature. The books can be found at the county court house law libraries.

I hunted old pictures. The company's office had prints of the photos taken for the I.C.C. I learned of Hugh Boutell, who photographed it in 1912 and Walter Lucas circa 1920 plus others in the late 1930s who mostly had been on the chartered train in 1939.

I learned that a Morristown commercial photographer circa 19010-1930 had his glass plates preserved at George Washington's Morristown headquarters. Why there I have no idea. Later they went to the county historical society. As I looked through several thousand glass plates I found 40 or 50 pertaining to the M. & E. and the neighboring Lackawanna RR.

I also photographed every still standing structure and piece of equipment.

Eventually I wrote the railroad's history. Unlike today's railfan produced mostly picture books, which are of interest only to rail fans, a "properly" done and priced short line history has a large interest in non railfans interested in local history. From experience the potential market is three times or more than just railfans and modelers. (One of my books has reached 23,000 copies and still is in print. Others have exceeded 10,000.)

What the Internet does, as with the Rockaway Valley RR, brings you either second or third hand historical information and current topics having little or no historical value, often in great redundancy The M.&E. has about 500 items to wade through. The Whippany River RR revealed about 30 listings, most historic written basically by the director of the Whippany Railroad Museum, which is located on the M. & E. The director used my history as the source historical information. Original research is minimal.

All of my notes, maps, pictures went to the Railroad Museum at Strasburg in 1975.

Rockaway Valley Railroad

The Rock-A-Bye-Baby, as it was nicknamed, was the most interesting railroad I ever research. Part of this was because it was my first railroad history of a railroad long gone (32 years), but also because its 25 miles took five corporations to build, it went bankrupt four times, after closing it struggled for four years to reopen, and the only person who made any money during its 25 years was the last owner who tore it up for increased WWI scrap rail prices. Discovering three former employees 32 years after the railroad closed was a first-time experience. In subsequent years my research would find hundreds.

My interest was a natural out growth of the M. & E. research. Both served Morristown, and in reading old newspapers on the M. & E., I saw frequent mention of the R.V. In 1947 I read the old papers at Flemington, Morristown, and Peapack for the three counties the railroad traveled through. I took the Lehigh Valley from Newark to Flemington Junction and the connecting doodlebug into Flemington to read newspapers. I could do a year in 45 minutes. I took the CNJ to White House to hunt former employees and find traces of the railroad. I also covered the actual route of the railroad by bike, hauling it on trains to get to the railroad and then back home.

As I would years later do in searching old logging railroad pictures, I went to the general store/post office of each of the communities served by the railroad to find old

timers who lived there when the railroad was operating. One of the few former employees had several pictures and passes that he gave me. I also found the former Mendham freight agent, who had a meat market and had saved several volumes of way-bills and several others who have lived along the railroad. Several had pictures. Over the years the railroad after abandonment had had several articles written and included photographs, which I had copied.

The Trenton court house, when I was 18, had me asking to see the R.V. various bankruptcy files. As with all the lawyers and clerks in the room I had a white shirt, tie and jacket, but probably was the youngest person to ever ask for historical material. (I thought anyone would do what I was doing. No way! How naïve I was!)

Some P.U.C. annual reports found at Trenton augmented the incorporation records found there. To my surprise when I compared the operating figures in Poors with the P.U.C. reports and the *Railroad and Canal Reports of N.J.* I found that they often disagreed. The railroad had sent fake records to make it look better for the investors who checked on the railroad's status.

In 1972 I decided to publish the history. I retraced the railroad, now 25 years after my research, and found a person in Oldwick who had gotten the pictures of the daughter of the railroad's former superintendent. She had refused to show them to me in 1947. Several were excellent. In the 2000s a person made a DVD of the railroad's history. He had dug up several old pictures that I had not found; but other than that his DVD history is taken from my history.

The newspapers had reported on a possible connection of the R.V. with the Morristown and Erie and the surveyor who had surveyed the route. In 1947 I discovered that he was still practicing in Morristown. I think he was 92. I went to see him at his home and then to his office. He pulled out his survey maps as if they had just been made or used that year. I had them Photostatted. My collection is now at Strasburg.

Williamsport and Elmira Railroad

I researched this railroad as a challenge to see what I could find on a very early railroad. Unfortunately the Williamsport newspapers from about 1845 to 1865 do not exist. My study was to be from 1832 to 1865 when the railroad went bankrupt and became part of the Northern Central RR (later Pennsylvania RR).

The early local newspaper reported on rallies and conventions on the need for a railroad. In 1834 the canal had reached Williamsport and another at Elmira, which connected with canals throughout much of the state. The railroad would connect the two canal systems. It eventually did, but never served as the connecting link. There was no need.

The newspaper got me started – the construction of the railroad and its early operating days. I then went to the county court house to see the annual volume on Acts of the Legislative. This early railroad charter revealed interesting stipulations for the railroad. I also had accidentally run across an 1870s memoir of the first fireman on the railroad in a local historical society's journal. It was only a paragraph but revealed its early operations. I also checked deeds and bankruptcy foreclosure information at the county court house. (It went bankrupt twice.)

The **Guide** told me where annual reports could be found and the *Bureau of Railway Economics* 1912 catalogue gave me locations of specific years. Because railroads were new and important, a surprising amount of early railroad records are in historical societies as the **Guide** indicates. The **Index** told me of periodical articles. At the county historical society I discovered two county wall maps, each having pictures around it including two

W. & E. scenes and showing the location of the railroad in the city with its track down to the canal.

The annual reports filled in on the years the newspaper is missing. I learned the strap iron track got so bad that horses replaced the locomotive until iron rail was placed. The *Guide* told me the location of W. & E. pictures (one!). The R&LHS had it and I got a print. The iron furnace still stands, and I photographed it plus a picture taken about 1912 I found at the historical society.

The *Travelers Guide*, indicated in the *Bibliography* being in existence provided me with several timetables of the late 1840s and 1850s. The bankruptcy-foreclosure information at the court house told me of the railroad's equipment, who built it and its original owner if second hand. The 1860 *Poors* gives information.

By the time I had accumulated the material listed above, I knew all about the railroad's reason for existence, early operations, bankruptcies, equipment, timetables, and later freight and passenger traffic. I had three early pictures and an original city map of its tracks, and the personal comments of an employee of the 1840s. It made an interesting 24 page history booklet which then appeared in the county's historical society journal with overrun copies sold to anyone interested in the railroad – 1000 sold for a dollar (out of pocket cost was 55¢). Not bad for a history of a subject whose history was 140 – 130 years previous.

I realize that what I did won't apply specifically to you, but it does give you an idea of how to function (I hope.)

Researching Some Subjects

Bonds. Is it still good? Probably not, but I did find one that was good 110 years after it was issued. You need to check *Poors Manual* to discover if the company or its successors went bankrupt. If so, the bond is dead. If the company merely merged, the bond is good. *Poors* lists the disposition of predecessor companies for each subsequent company name, but only the individual name and not a history of names. *Poors* are at the Railroad Museum, Strasburg, Pa., Barriger Library, Univ. of Mo., St. Louis, C.S.R. M., Sacramento and other locations. WorldCat data base is at large public and most university libraries, but you can't get it on your computer. It will give other locations of the books. The railroad of the 1870s bond was still good and had three succeeding railroads, buter never caused by bankruptcy. *Poors* showed that about 1895 that three had neot yet redeemed. In 1930 the three were still outstanding, each worth \$135. Now, 50 years later two of the three had shown up. I told the owner to contact the current railroad for redemption or keep it as a souvenir with its unusual history framed.

Personnel Records: Extremely few personnel records have been saved. They were kept at division headquarters and were normally thrown out whereas corporate records at company headquarters have been preserved. Personnel records that exist usually have been salvaged from the dumpster by railfans. I have one, a 50 year locomotive engineer employee. The file mostly on the cheapest paper possible includes the health physicals results, his violation citations, promotion certificate, maybe employment questionnaire, and retirement paper. Railroad Retirement Board records are available except for many that years ago were destroyed in a fire. Cornell University has Brotherhood Locomotive Engineers records. The Brotherhood magazines have some retirement biographies. These publications are listed in the *Guide to Railroad Historical Resources*, page 174, along with locations. Pennsylvania RR records of the Pennsylvania RR Benevolent Association are on file at the six Pennsylvania locations having company records. Railroad officials are recorded in the *Who's Who in Railroadng* (see *Guide* and the *Bibliography* book.)

Stations and other structure: Some railroad annual reports mention construction to get a year. Then search local newspaper for that year. More significant stations will have feature articles in the paper or periodicals giving architect, builder, station description, etc. County court house tax records may list structures when put on the tax roles and when removed. The county or city historical societies may have pictures, particularly old post cards. The **Index** lists all publications having material on the railroad and by checking the Index for each periodical having a listing, stations can be found. The CDrom with the book allows for single word searching such as station name.

Railroad Corporate Records: The **Guide** tells where they are now located. Also the hobby organization devoted to a single railroad will know. These organizations are listed, now out of date, in the **Guide** but appear annually in *Trains Magazine* plus internet listings if you know the name of the group.

Basic Specific Railroad Information: The annual *Poors* and later *Moody's Manuals* for basic corporate information and financial, directors, primary officers each year. They include electric railways from 1889-1911. Subsequently electric railways were in the *Utility Manuals* of *Moody's Official Guides* for timetables, maps, officers.

Equipment information: Besides the individual railroad sources indicated in the **Guide**, the *Official Equipment Register* appeared several times a year listing virtually all freight cars owned by all railroads, both large and small. In more recent years passenger cars were listed. Builder records for many builders are available listed in the Subject Researching above. Also court house foreclosures and I.C.C. valuation records.

Maps and land records: County court houses often have property maps of right of way and station grounds. These may be in the deed books or tax maps. Sanborn's city maps show structure outlines, all tracks, and so forth. The public libraries and local historical societies will have them. Earlier source (1850s-1880s) are wall maps of a county and may include a drawing of a railroad station as one of the structures these maps often had. The railfan hobby organizations may have salvaged thrown out maps.

Train (railroad) operations are a difficult subject to pinpoint how to do. The **Railroad Periodicals Index** may give articles on individual operations of railroad. Old employees, but they will only go back about 60 years, is a good source if they can express themselves (most do it poorly). Rail fan clubs that have salvaged things like dispatcher sheets are a help. Also employee timetables in special instructions and trains not given in the public timetables and public timetables with their equipment consists. Some railroads have a little booklet on agents and services at each station, Employee magazines have some insight, and just having grown up on the line and having had an interest. Also just imagination on ideas to pursue, the ICC or state PUC annual reports on traffic help, ICC reports are mentioned in the Subject Researching. State P.U.S. are at the state capital normally but many have been thrown out. The annual volumes of the states as presented in the **Bibliography** book for the section organized by state. abandonment or train discontinuous hearings dockets of the ICC or PUC discussed in the Bibliography give insight on operations. The newspapers of the 1800s often had articles on special trains and changes in operations and how the railroad operated. After about 1910 this type of information had disappeared but years later during a retrenchment hearing (trains off or track abandonment usually) will cover it. Also just knowing how the railroads formerly operated from reading fiction or such things as "True Tales of the Rails" in *Railroad Stories* and *Railroad Magazine*.

Pictures: This is an elusive subject. They don't just appear because you are hunting for them. No matter how hard you try additional pictures will occasionally appear, sometimes years after you completed your study.

In doing my research I found that I could find a few pictures going back 50 to 70 years old. Two decades earlier my father had found the same situation. The type of pictures he found I never found, those taken in the 1870s and 80s. However there is now an exception – rail fan photos of the 1930s are known in existence as indicated in the **Negs**

Most picture subjects taken by railfans after WWII have been duplicated by numerous others. For a few obscure subjects only one or two photographed it, most often being are non-locomotive subjects. Pictures of stations and cars were not extensively being done until the 1960s by which time often the stations are derelict or being used for other purposes. C. W. Witbeck took many locomotives in Louisiana area, which no one else photographed, and I took a very few.

Old photographs copied by Joseph Lavelle, Charles Fisher, Robert Schmied, Arthur Curran and Warren Jacobs. My father and others are now in collections at historical organizations such as Barriger, Strasburg, DeGoyler, R&LHS and C.S.R.M. Organizations having such pictures are listed in the **Guide**, except for those held by C.S.R.M., with an X under Pictures for the railroad. The R&LHS and Strasburg have tens of thousands of pre 1910 pictures and they are noted in the **Guide**.

So besides the common post WWII subjects that can be easily found among railfans, other sources, mostly pre WWII, include retired employees who may have a few pictures. Normally such people do not respond to letters; you need to visit. I found Morristown and Erie and Rockaway Valley pictures that way in the late 1940s. Of course an occasional picture you find by dumb luck. Needing directions while biking the former route of the Rockaway Valley I knocked at the door of a house. She lived at a road junction, but it did not show on my map. The person answering was in her 80s, this being in 1947 when I had just turned 18. I explained my need for directions and what I was doing. She said she had two pictures taken in the early 1890s. She dug them out and gave them to me.

I picture hunted from 1959 to 1963 and to a lesser degree 1969-1977 for logging railroad pictures in Pennsylvania, that era being from about 1885 to 1940. I found on average three pictures in ten hours knocking on doors except when I stumbled into a rare old timer who had many photos. A book that I did with 75 pictures represented about 25 full days of picture hunting with virtually nothing more than 70 years old. Today some of those pictures are in historical societies, but most have disappeared except for my copies. These several thousand pictures I have given to the appropriate county historical society because that is where future researchers will automatically look (or should.)

The local or county historical society is a must to be checked for pre 1930 pictures, and is probably the only place you will still find pre 1910 pictures other than people having picture post card collections which include stations. Many people having pictures inherited from their deceased parents give them to the local historical society.

Another must-check source are illustrations in periodicals. Articles can be found in the **Index**, but many will have no illustrations – but those that do are likely to be pictures you will find nowhere else. Unfortunately periodicals on microfilm illustrations are destroyed in the filming process, which is set for text and not pictures. Scanning is fine. The **Bibliography** gives books on your subject of interest, and they almost always have pictures.

Guide, Index, Bibliography and **Antebellum** have located tens of thousands of pictures formerly unknown to have existed. What a resource for the unknown! Lastly,

My thanks to Kurt Bell for his numerous suggestions, which I incorporated.