

Records Relating to North American Railroads

Compiled by David Pfeiffer

Reference Information Paper 91

National Archives and Records Administration

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Cover: View looking across New York Central Railroad yards, Weehawken, NJ towards midtown Manhattan, 1947 (49- 6840). Copyright by the University of Louisville Library

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Preface

This reference information paper is the latest in a series that was begun by the National Archives six decades ago. The papers are part of a comprehensive descriptive program and are designed to provide researchers with concise information about Federal archival records relating to specific topics of current interest. The format and style of the papers have varied over the years, but they generally consist of an introduction that places the topic in the context of Federal record keeping, followed by sections that describe and discuss specific pertinent records.

Topics addressed in other recent reference information papers include: *Records Relating to Personal Participation in World War II: The American Soldier Surveys* (RIP 78), *American Prisoners of War and Civilian Internees* (RIP 80), *American Military Casualties and Burials* (RIP 82), and *Military Awards and Decorations* (RIP 92); *World War II Records in the Cartographic and Architectural Branch of the National Archives* (RIP 79); *Records Relating to American Prisoners of War and Missing-in-Action Personnel from the Korean War and During the Cold War Era* (RIP 102); *Records of Military Agencies Relating to African Americans from the Post-World War I Period to the Korean War* (RIP 105); *Records Relating to American Prisoners of War and Missing in Action from the Vietnam War Era, 1960-1994* (RIP 90); and *Records Relating to the Early Involvement of the U.S. Government in Data Processing, 1880's to 1950's* (RIP 76). The descriptive program of the National Archives addresses topics of broader interest with a series of subject guides to its holdings. The most recent of these is *American Women and the U.S. Armed Forces: A Guide to the Records of Military Agencies in the National Archives Relating to American Women* (1992); *A Guide to Pre-Federal Records in the National*

Archives (1989); *Black History: A Guide to Civilian Records in the National Archives* (1984); *Documenting Alaskan History: A Guide to Federal Archives in Alaska* (1982); *Guide to Records in the National Archives Relating to American Indians* (1981); *Guide to Records Relating to U.S. Military Participation in World War II, Part I: Policy, Planning, Administration* (1996); and *The Trans-Mississippi West, 1804-1912: A Guide to Federal Records for the Territorial Period* (1993-). The best overall source of information about Federal archives is the comprehensive *Guide to Federal Records in the National Archives of the United States* (1996). The text of this guide is available electronically on NARA's Web site at <http://www.nara.gov>. Our reference information papers and subject guides demonstrate that Federal records provide researchers with valuable information on a range of topics far broader than the history of the Federal Government. We are pleased to be able to make this rich resource available to researchers.

John W. Carlin

Archivist of the United States

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National Archives Reference Information Paper 91 -- Railroad-related Records

Part I

Introduction

I.1 This reference information paper describes significant records in the National Archives that relate to railroads in the United States (including Alaska, Hawaii, and Puerto Rico), Canada, Mexico, and the Panama Canal. This paper describes documentation concerning the railroads and their interaction with the U.S. Government from the beginning of railroading to 1996. The records described include more than 1,000 series of textual, cartographic, still picture, motion picture, sound recording, and electronic records in 57 record groups housed in the Washington, DC, area and the regional archives branches of the National Archives and Records Administration as of December 31, 1996, as well as a few records in Presidential libraries.

I.2 The paper contains a preface, introduction, frequently asked questions, record descriptions, appendices, and index. The record description sections are arranged by general subject category, such as "Federal Regulation and Oversight of Railroads" and "Railroads and the Military," thereunder by record group and type of records (textual and nontextual), and thereunder by creating organization and record series title or item description.

I.3 Textual record descriptions usually consist of the following elements: record group number and title; structure or organization title; series title and date span (boldface); linear measurement or item count; master location register number; finding aid designation; arrangement statement; and details about the records. Occasionally, the records format and brief organizational histories are also included. The master location register number is the control number of the series. The finding aid designation is either the number of the published preliminary inventory or inventory; the designation for description completed after or in the absence of a published inventory (A1); or records that have not been described at all (UD). Nontextual records descriptions basically consist of the same elements as in textual descriptions. The NARA-assigned series designators are cited for the still picture records. There are excellent published finding aids to the cartographic and still picture records in NARA which include series designators.

Description of Records

I.4 Each record group covers the records of a major governmental unit, such as an agency or bureau. Within each record group, the basic archival unit of control is the series, which is a body of records arranged according to a filing system or logically kept together for some other reason (such as describing a similar subject or function, resulting from the same activity, documenting a specific kind of transaction, or taking a particular physical form).

I.5 There are series level descriptions for every record group, except for sub-group level descriptions in those record groups that are composed entirely of records relating to railroads. The three exceptions to this rule are the Records of the Interstate Commerce Commission (Record Group 134), the Records of the Department of Transportation

(Record Group 398), and the Records of the Federal Railroad Administration (Record Group 399). Since these records are extremely significant to researchers in railroad records, they are described at the series level. All available published and unpublished descriptions of the records have been used in detailing the records in this paper. Some original description was prepared for otherwise undescribed records and material accessioned after 1993 judged particularly significant to researchers of railroad records. Records in the National Archives regional branches are summarized from published descriptions and other available finding aids. The description for nontextual records includes the series designator essential for identification of the records.

I.6 The choice of appropriate series for inclusion reflects the compiler's experience with the major subjects of historical research in railroad records at the National Archives. The detail of the record descriptions depends on the compiler's judgment, the quality of existing finding aids, and the importance of the records to railroad researchers. If there are quality finding aids available for record groups--such as a preliminary inventory, inventory, or other published and unpublished descriptions--they were used in the series descriptions in this paper.

Related Finding Aids

I.7 Several other NARA publications supplement or expand upon the research information contained in this reference information paper. A good starting point is the NARA's *Guide to Federal Records in the National Archives of the United States* (1995). The guide provides an overview of all permanently valuable accessioned Federal agency records (textual, electronic, cartographic and architectural, still picture, motion picture, sound recording, and video) held and managed by NARA facilities as of October 1, 1994. Descriptive entries are arranged by record group and include agency histories, records subgroup and series titles, dates, linear measurements, contents, facility locations, and citations to relevant NARA descriptive publications and microfilm editions. NARA will regularly update records and agency descriptions in the electronic version of the guide, which is available through the Internet on the NARA home page (www.nara.gov). Background information chiefly concerning record group descriptions can be found in the previous edition of the NARA's *Guide to the National Archives of the United States*, (1974).

I.8 NARA has published inventories, preliminary inventories, guides, and special lists that describe the textual and nontextual records concerning specific record groups covered in this reference information paper. These finding aids are cited at the appropriate places in the paper. The published guides that were used in the preparation of this paper include *Documenting Alaskan History: Guide to Federal Archives Relating to Alaska*, by George S. Ulibarri (University of Alaska Press, 1982) and the following NARA publications: *Guide to Cartographic Records in the National Archives* (1971); *Guide to the Holdings of the Still Picture Branch of the National Archives* (1990); *Guide to the Ford Film Collection in the National Archives* (1970); *Guide to the Records of the United States House of Representatives at the National Archives: 1789-1989, Bicentennial Edition* (1989); and *Guide to the Records of the United States Senate at the National Archives: 1789-1989, Bicentennial Edition* (1989).

I.9 These and other NARA publications are listed in the *Select List of Publications of the National Archives and Records Administration* (GIL No. 3), which also provides information on purchasing and ordering copies of these and other NARA records finding aids. Copies of this select list can be obtained from the National Archives and Records Administration, Research Support Branch (NWCC1), Room 403, 700 Pennsylvania Avenue, NW, Washington, DC 20408-0001. General Information Leaflet (GIL) No. 3 is also available through the Internet at the NARA home page (www.nara.gov).

I.10 The NARA Archival Information Locator (NAIL) database is a useful tool for obtaining information about special media records that relate to railroad research. For example, there are references to documentation concerning the construction of the transcontinental railroad. The NAIL database is available through the Internet at the NARA home page (www.nara.gov). The database includes field-searchable descriptions for most of the still picture and motion picture records series and some of the textual records in the National Archives. Researchers can search NAIL under a variety of terms, including railroads, locomotives, and transportation. NARA is continuously updating the database for nontextual records. Consequently, NAIL is an important tool for research in railroad records, particularly for special media records.

Sources of Additional Information

Washington, DC, Area

I.11 Relevant records in the Washington, DC, area are located--according to agency of origin, age, or media--in the following places:

1. Textual records of military organizations dated after 1917 are located at Modern Military Records, Textual Archives Services Division, National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001, telephone 301-713-7250.
2. Textual records of civilian organizations are located at Civilian Records, Textual Archives Services Division, National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001, telephone 301-713-7230.
3. Textual records concerning records relating to genealogy, District of Columbia government and courts, Supreme Court, maritime agencies, and the military services before 1917 are located at Old Military and Civil Records, Textual Archives Services Division, National Archives and Records Administration, 700 Pennsylvania Avenue, NW, Washington, DC 20408-0001, telephone 202-501-5390 (military) and 202-501-5395 (civil).
4. The records of the U.S. Senate (Record Group 46) and the records of the U.S. House of Representatives (Record Group 233) are located at the Center for Legislative Archives, National Archives and Records Administration, 700 Pennsylvania Avenue, NW, Washington, DC 20408-0001, telephone 202-501-5350.
5. Nontextual records (cartographic, still picture, motion picture, sound recording, and video records) are located at Special Media Archives Services Division, National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001, telephone 301-713-7030.
6. Electronic records are located at Electronic and Special Media Records Services Division, National Archives at College Park, 8601 Adelphi Road, College Park, MD 20740-6001, telephone 301-713-6600.

Regional Archives

I.12 For information on records located in regional archives, consult the following locations. The areas served by each regional archive are listed here for convenience:

NARA-Northeast Region (Boston)

380 Trapelo Road

Waltham, MA 02452-6399

781-647-8104

Email: waltham.archives@nara.gov

Areas Served: Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont

NARA-Northeast Region (Pittsfield)

10 Conte Drive

Pittsfield, MA 01201-8230

413-445-6885

Email: pittsfield.archives@nara.gov

(no accessioned records, only microfilm related to genealogy)

NARA-Northeast Region (New York City)

201 Varick Street, 12th Floor

New York, NY 10014-4811

212-337-1300

Email: newyork.archives@nara.gov

Area Served: New Jersey, New York, Puerto Rico, and the Virgin Islands

NARA-Mid Atlantic Region (Center City Philadelphia)

900 Market Street

Philadelphia, PA 19107-4292

215-597-3000

Email: philadelphia.archives@nara.gov

Area Served: Delaware, Pennsylvania, Maryland, Virginia, and West Virginia

NARA-Southeast Region (Atlanta)

1557 St. Joseph Avenue

East Point, GA 30344-2593

404-763-7477

Email: atlanta.archives@nara.gov

Area Served: Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee

NARA-Great Lakes Region (Chicago)

7358 South Pulaski Road

Chicago, IL 60629-5898

773-581-7816

Email: chicago.archives@nara.gov

Area Served: Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin

NARA-Central Plains Region (Kansas City)

2312 East Bannister Road

Kansas City, MO 64131-3011

816-926-6272

Email: kansascity.archives@nara.gov

Area Served: Iowa, Kansas, Missouri, and Nebraska

NARA-Southwest Region (Fort Worth)

501 West Felix Street, P.O. Box 6216

Fort Worth, TX 76115-0216

817-334-5525

Email: ftworth.archives@nara.gov

Area Served: Arkansas, Louisiana, Oklahoma, and Texas

NARA-Rocky Mountain Region (Denver)

Building 48, Denver Federal Center

West 6th Avenue and Kipling Street

Denver, CO 80225

P.O. Box 25307

Denver, CO 80225-0307

303-236-0817

Email: denver.archives@nara.gov

Area Served: Colorado, Montana, New Mexico, North Dakota, South Dakota, Utah, and Wyoming

NARA-Pacific Region (Laguna Niguel)

24000 Avila Road, First Floor, East Entrance

Laguna Niguel, CA 92677-3497

P.O. Box 6719

Laguna Niguel, CA 92607-6719

949-360-2641

Email: laguna.archives@nara.gov

Area Served: Arizona; southern California, and Clark County, Nevada

NARA-Pacific Region (San Francisco)

1000 Commodore Drive

San Bruno, CA 94066-2350

650-876-9009

Email: sanbruno.archives@nara.gov

Area Served: northern California, Hawaii, Nevada (except Clark County), American Samoa, and the Pacific Trust Territories.

NARA-Pacific Alaska Region (Seattle)

6125 Sand Point Way NE

Seattle, WA 98115-7999

206-526-6507

Email: seattle.archives@nara.gov

Area Served: Idaho, Oregon, and Washington

NARA-Pacific Alaska Region (Anchorage)

654 West Third Avenue

Anchorage, AK 99501-2145

907-271-2441

Email: alaska.archives@nara.gov

Area Served: Alaska

The Role of the Federal Government in the History of Railroads in the United States--A Historical Overview

I.13 The Federal Government has substantially assisted the growth and development of railroads. In the 19th century, public funds and land grants were instrumental in the early construction of railroads. Federal Government regulation became necessary to help ensure that the railroads served the public interest. Railroads have been taken over and operated by the Federal Government during wartime and shored up with public funds during economic crises. The Federal Government has responded with emergency funds for railroads due to problems with bankruptcies and obsolete equipment since World War II.

I.14 From the beginning of the operations of the Baltimore and Ohio Railroad in 1829, the first operating railroad in the United States, until the early 1870s, the primary focus of public policy toward the railroads was state and Federal Government assistance to the growth of railroads by capital investment, cash gifts, and donations of public land. During these early years in rail transportation, Federal and State Governments not only rendered financial assistance to railroads, but even actively engaged in construction and operational ventures. The most significant Federal Government intervention during this period was extensive land grants directly to the railroads, occurring chiefly between 1850 and 1871. Before 1850, Federal land grants were given to the states, which then distributed land to the railroads. The Federal Government was in favor of land grants to railroads, since these transfers of public lands to private hands after 1850 greatly increased the value of the tax base of the United States.

I.15 Land grants and other financial assistance centered on the question of aid to the Pacific railroads during the 1850s and 1860s. These railroads were proposed to provide a transcontinental link between the Midwest and the Pacific Coast. The Pacific Railway Acts of 1862 and 1864 provided land grants for these railroads. This assistance helped the Central Pacific and Union Pacific Railroads complete the construction of the first transcontinental railroad in 1869. Eventually, over 130 million acres were given to the various railroads, representing 9.5 percent of the land in the United States.

I.16 The Department of the Interior, upon its establishment in 1849, assumed the responsibility for supervising railroads. Land grant policy, aid to railroads for construction purposes, the issues involved with rights-of-way through public lands (including national parks and Indian lands), and railroads in the territories such as Alaska and Hawaii were among the duties of the Department's Lands and Railroads Division and the General Land Office, and later the Office of Territories. The Department, along with the Office of the Chief of Engineers, also conducted surveys of public land for potential railroad routes.

I.17 Loans to the Pacific railroads were administered by various offices of the Department of the Treasury, including the Treasurer of the United States, the Bureau of Accounts, and the Bureau of the Public Debt. The accounts for these loans, stocks and bonds subscriptions, and sinking funds were maintained by these agencies, usually in ledger books.

I.18 One of the provisions of the Pacific Railway Act of 1862 was to require the Pacific railroads to submit an annual report to the Department of the Treasury. This was changed to the Department of the Interior by an act of June 25, 1868. By 1881, this function had been assigned to the newly created Commissioner of Railroads until its termination in 1901. The responsibility of the Commissioner was to receive annual reports from railroad companies, to examine the books of the Pacific railroads or any railroad company to which the Federal Government had provided aid or subsidies, and to determine the accuracy of these reports. The mission of the bureau was fact-finding only, as it had no authority to enforce the laws.

I.19 Until the years immediately following the Civil War, there was no effective regulation of railroads by public authority. By the early 1870s, public revulsion over various scandals caused by the financial greed and other excesses of railroad companies resulted in the termination of land grants by Congress. In addition, railroad company high and discriminatory rate structures exploited the relatively defenseless farmers and small businessmen. The bitterness arising from such actions led to the formation of the National Grange, the farmer's organization, which translated the unrest into political action. The fight of the railroad companies against this movement only served to delay the onset of Federal regulation of railroads until 1887.

I.20 Federal regulation of railroads commenced with the Interstate Commerce Act of 1887, which created the Interstate Commerce Commission (ICC) as an independent regulatory body. In the beginning, regulation was not restrictive. The Commission collected operating and financial statistics and investigated complaints of discriminatory pricing. However, it could not force the railroads to comply with rulings without a court order. The initial work of the Commission was further hampered by a series of U.S. Supreme Court decisions that restricted its powers and by an inexperienced staff.

I.21 The movement toward effective regulation of railroads by the ICC and other Federal agencies began during the Progressive Era when the first of several landmark legislative acts relating to transportation was passed. The Elkins Act of 1903 set up a schedule of fines for failing to publish tariffs. The Hepburn Act of 1906 allowed the Commission to set maximum rates, and the Mann-Elkins Act of 1910 mandated that higher charges for shorter hauls were prohibited and that the Commission had firmer control over rates. Safety concerns were addressed by the passage of the Railroad Accident Act of 1910 that mandated that the ICC investigate the cause of major railroad accidents. To determine a factual basis for setting rates effectively, the Valuation Act of 1913 empowered the Commission to undertake a valuation of railroad property. The amount of the valuation for the property and assets of individual railroads, as determined by the ICC's Bureau of Valuation, set the passenger and freight rates for that railroad. As a result, the Commission was able to base rates upon the real value of each company rather than their watered stock and inflated capitalization. Finally, the purpose of the Transportation Act of 1920 was to strengthen the rate-making rules, including the fixing of minimum and exact rates, and to extend the jurisdiction of the ICC to trackage and the use of cars. As a result of this legislation, by the end of World War I, the ICC had wide-ranging authority to regulate railroads. Its policies covered revenue received by the railroads, wages and working conditions of railroad employees, taxes, financial transactions relating to securities, safety measures, construction and abandonment of lines, and determination of rates.

I.22 After 1930, the focus of railroad regulation and legislation changed to deal with the issue of railroad financial difficulties brought on by the Depression. Loans to financially troubled railroads and assistance with reorganization of railroads was under the jurisdiction of the Railroad Division of the Reconstruction Finance Corporation. The

effect of the Transportation Act of 1940 was to give the ICC authority to set rates for all common carriers, thereby ensuring railroads a competitive position for freight and passenger rates.

I.23 In addition to loans, the Federal Government also promoted a more efficient transportation system. The Emergency Transportation Act of 1933 established the Federal Coordinator of Transportation to relieve the existing national emergency in interstate railroad transportation and to maintain an adequate national transportation system. Unfortunately, in the face of the deepening Depression, the Coordinator was able to do little more than research and reporting. The enormous expansion of rail traffic during World War II eased the financial difficulties of the railroads.

I.24 After World War II, the financial difficulties of the railroads again worsened due, at least in part, to increased competition from automobiles and airplanes. More Federal intervention was needed to salvage railroad operations, particularly passenger service. In this climate, Federal regulation of railroads was reorganized with the establishment of the Department of Transportation (DOT) in 1966. The DOT was responsible for coordinating national transportation policy, including water, rail, land and air transportation. Railroad regulatory functions from the Department of the Interior, ICC, and Department of Commerce were consolidated in DOT and its subordinate agency, the Federal Railroad Administration (FRA). Railroad mergers, the Penn Central bankruptcy, and rail safety issues became the concern of the FRA. In addition, a variety of research and development projects were undertaken in cooperation with the railroad industry, such as the Northeast Corridor Project and the High Speed Ground Transportation project. Finally, the Regional Rail Reorganization Act of 1973 allowed the U.S. Railway Association to prepare and implement a plan for systematic rail service in the Midwest and Northeast to be operated by the Consolidated Rail Corporation (Conrail), a combination of the Penn Central and five other railroads.

I.25 The most significant event in rail passenger history since World War II was the creation of the National Railroad Passenger Corporation, otherwise known as Amtrak. Amtrak's purpose was to revive ailing passenger service while relieving the railroads of a function that had become a financial burden. Although not a Federal Government agency, the corporation was to receive Federal funds.

I.26 Another area of railroad legislation and regulation is labor-management relations. The Erdman Act of 1898, the Newlands Act of 1913, the Transportation Act of 1920, and the Railway Labor Act of 1926 provided for the creation of a succession of Federal Government agencies responsible for the adjudication of railway labor disputes between carriers and railroad employees. These agencies included the U.S. Board of Mediation and Conciliation (1913-21), the Railroad Labor Board (1920-26), the Board of Mediation (1926-34), and the National Mediation Board (1934-65).

I.27 The creation of the Railroad Retirement Board in 1935 as a result of the Railroad Retirement Act of 1935 was another instance of the Federal Government's role in railroad labor affairs. This event marked the establishment of a Federal Government-administered railroad retirement pension system.

I.28 Federal legislation relating to railroads is documented in the records of the various committees and sub-committees of the U.S. Senate and House of Representatives. These committees dealt with many issues, including land grants, rights-of-way through public lands, Pacific railroads, railroad regulation, labor discord, special railroad investigations, and railroads in the District of Columbia.

I.29 Federal Government interaction with railroads also extends into the area of the distribution of mail by rail. By 1838, the Post Office declared that all the railroads in the United States were post roads. The Post Office handled the distribution of mail, the establishment of mail rates, and maintained responsibility for any changes in railway mail service.

I.30 The supervision of military railroads during wartime was an important function of the Federal Government. During the Civil War, Union railroads were run by the U.S. Army, Office of the Quartermaster General. The Quartermaster General, specifically the Office of Military Railroads, was responsible for ensuring a safe and efficient system of supply and troop transportation for the Army. These functions were assumed by the Office of the Chief of Engineers, Director-General of Military Railways in France during World War I, and the Office of the Chief of Transportation (Army) and the Army Service Forces during World War II. Other functions were performed by the Office of the Adjutant General, which maintained the records of the various railway units; the Office of the

Surgeon General (Army), which handled the movement of war casualties by hospital trains; and the General and Special Staffs, which collected intelligence information on domestic and foreign railroads.

I.31 Federal Government control of the nation's civilian railroads during World Wars I and II differed greatly. The U.S. Railroad Administration took over the operation of the railroads during World War I in order to secure full integration of transportation facilities as part of the industrial mobilization program. Federal control was deemed necessary because of freight train congestion, a shortage of freight cars, and labor problems due to low wages. In contrast, during World War II, the Office of Defense Transportation was responsible for the overall direction and coordination of domestic transportation, including railroads. This office provided supervision and coordination of railroads, but the railroads remained under private control and operation.

I.32 The Department of State and subordinate agencies were involved in diplomatic relations between Canada, Mexico, and the United States regarding railroads. The issues of railroad construction, the importance of a national transportation policy, railroad accidents, and passenger and freight rates were raised with other countries. Claims concerning damage to railroad property from foreign acts of sabotage in the U.S. during World War I and the creation of a program for the rehabilitation of the Mexican railway system during World War II were matters dealt with by the Department.

I.33 Legal actions that involve alleged violations and enforcement of Federal laws concerning railroad companies fall under the jurisdiction of the Department of Justice, the U.S. Commerce Court, the U.S. District and Appellate Courts, and the U.S. Supreme Court. Much of the litigation concerning challenges to Federal laws and statutes involving railroads included objections to rulings of the ICC and other Federal agencies, personal injury lawsuits, labor disputes, and bankruptcy and rate cases.

I.34 Technological innovation in the United States after the Civil War resulted in making rail transportation safer and more efficient. The inventions of the automatic coupler and the air brake are two of the more significant patents granted by the U.S. Patent Office during this period.

I.35 The role of the Federal Government in oversight and regulation of railroads has been substantial over the years. Many Federal agencies interacted with railroads and railroad workers in the areas of regulation of interstate commerce, the administration of land grants, loans, and other financial assistance, labor-management relations, legal actions, rail safety, and military affairs. Much of the Federal Government's interaction with the railroads, particularly in the postwar period, resulted from the financial instability of railroads due to increased competition, maintenance problems due to overuse, and rail car shortages. Future modernization and improved efficiency of the railroad system depends on the Federal Government's ability to continue a long history of public involvement with railroads.

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I.36 The main compiler of this reference information paper is David Pfeiffer. However, there are many other NARA staff members who made significant contributions to this effort. The assistance of the Product Development staff was crucial to this effort. Tim Wehrkamp and Anne Eales provided invaluable assistance in the preparation of the product plan and in the editing and formatting of this paper in its early stages. Ben DeWhitt and Bob Kvasnicka also offered many suggestions in terms of format and content. Mr. Kvasnicka particularly assisted with the description of Bureau of Land Management records.

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I.38 Other NARA archivists who contributed to this effort include Ted Hull of the Electronic & Special Media Records Services Division, who wrote the narrative descriptions for the sections concerning electronic records. At Archives II, Richard Henderson and Nicholas Natanson of the Still Pictures Group, Special Media Archives Services Division, provided useful insights into still picture records. Richard Smith of the

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I.40 The compiler gained much useful information concerning the location of military records on hospital trains during World War I and World War II from Major General Hugh F. Foster, an expert on the subject.

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I.42 David Pfeiffer dedicates this reference information paper to the memory of Thomas Lane Moore, a NARA archivist who wrote a voluminous appraisal report on the records of the ICC railroad valuation records that was completed in 1990. Without Mr. Moore's dedication, perseverance, and knowledge of railroad history, a major portion of the ICC railroad valuation records could have been lost to history. His detailed knowledge of ICC records, love of railroads, and gracious guidance was of great benefit to the compiler.

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National Archives Reference Information Paper 91 -- Railroad-related Records

Part II

Frequently Asked Questions

II.1 The following are questions that researchers interested in railroad records in the custody of the National Archives ask most frequently. Further details concerning the records cited are available in the record description sections (Parts III through XI) of this paper

Where can I find documentation concerning the corporate and financial history of individual railroads?

II.2 The Records of the Interstate Commerce Commission (Record Group 134) contain extensive information concerning the corporate and financial history of railroads. This documentation is located in the ICC railroad valuation records, specifically the **valuation case files, 1916-27**, which include the final accounting report and a summary corporate history of individual railroads in existence during the period 1914-1920. Supporting documentation for the valuation case files are the **accounting schedules, related documentation, and narrative reports compiled by ICC employees that pertain to the financial histories of railroads, 1914-57**; and **statements compiled by railroad employees relating to the history of the railroad, 1915-28**. Other ICC records giving financial information on individual railroads are the **annual reports of railroads, water carriers, and pipeline companies submitted to the Interstate Commerce Commission, 1915-61**, and the **annual reports of common carriers to stockholders, 1833-1971**. Additional documentation concerning the financial history of railroads is located in the ICC finance cases (dockets). These cases give information concerning requests by rail carriers to

issue bonds and make loans, proposed mergers, track abandonments, and train discontinuances. Currently, NARA has custody of the finance cases for the year 1920 only. The rest of the dockets are in the custody of the Surface Transportation Board.

II.3 The Records of the Reconstruction Finance Corporation (Record Group 234), Railroad Division, include the **records relating to paid, canceled, and withdrawn railroad loans, 1932-57**, and **legal case files relating to railroad loans, 1932-57**, which give information concerning corporation loans to railroads, mostly in the 1930s. Financial information concerning railroads was submitted as part of the application for loans.

II.4 Additional records concerning Pacific railroad loans are included in the Records of the Bureau of Accounts (Treasury) (Record Group 39), Records of the Treasurer of the United States (Record Group 50), and the Records of the Bureau of the Public Debt (Record Group 53).

II.5 The early corporate history of land-grant railroads is included in the **railroad rights-of-way files under the act of March 3, 1875, 1878-1931**, in the Records of Division F, Records of the Bureau of Land Management (Record Group 49). Arranged by name of railroad, these records document the granting of rights-of-way to individual railroads across public lands of the United States. The files include articles of incorporation, proof of organization, by-laws, and other records concerning the corporate history of land grant railroads. Additional records are located in the **correspondence and reports file of land grant railroad companies, 1892-1935**. The Bureau of Land Management records include other series that may be of interest.

II.6 The records of the Commissioner of Railroads (Record Group 193) include additional records on the corporate history of land grant railroads. The **reports and other documents related to aided railroads, 1864-1904**, include periodic reports of organization, ownership, finances, and property. These records are accessible by name of railroad.

Are there track plans and other documentation useful for model railroaders?

II.7 Track plans for individual railroads for 1914 to 1920 are located in railroad valuation maps in the Records of the Interstate Commerce Commission (Record Group 134), Bureau of Valuation. These maps contain many engineering details such as the layout of the track and the locations of railroad-owned buildings and other structures. Some of these maps also appear as exhibits in the ICC valuation case files, finance cases, and formal dockets.

II.8 Aerial photographs are an additional source of information for model railroaders. Track layouts and location of railroad structures can be seen in the aerial photographs among the Records of the Defense Intelligence Agency (Record Group 373) and the Agricultural Stabilization Service (Record Group 145), beginning in the mid-1930s.

Are there drawings, plans, construction details, and/or photographs concerning the construction of railroad-owned structures, such as railroad depots and stations?

II.9 The main source of documentation concerning the construction of railroad-owned structures are the **engineering field notes of ICC parties surveying the physical property of railroads, 1914-29**, in the Records of the Interstate Commerce Commission (Record Group 134), Bureau of Valuation. Arranged by name of railroad, these records include roadway notes describing the engineering of the roadbed and track, structural notes illustrating the construction of railroad-owned buildings and bridges, and inventories of furniture and fixtures. There are architectural drawings and sometimes photographs in these notes, depending on the level of detail of the survey done by the individual engineering parties. These notes are summarized in the **final engineering report showing cost of reproduction of carrier property, 1910-35**, which are included in the valuation case files and also maintained separately. The final engineering report is updated in the **periodic forms updating final engineering reports, 1915-74**. These forms show changes of holdings of railroad property on the right-of-way, and do not usually include drawings or photographs. Additional construction details and photographs exist in the **Railroad inspection reports compiled by ICC representatives, 1930-58**. Arranged alphabetically by name of railroad, some of these reports contain numerous photographs. Most of the reports are dated between 1939 and 1942.

Is there documentation available which gives information concerning how railroads acquired the land adjacent to or on their right-of-way?

II.10 The **land acquisition forms, 1914-39**, in the records of the Bureau of Valuation, Records of the Interstate Commerce Commission (Record Group 134) are the best source of land title information. The forms detail the acquisition of parcels of land that the railroad uses for common-carrier purposes that are part of the right-of-way. The forms are best used in conjunction with the railroad valuation maps which show the location of each parcel. Additional useful records include the **grant schedules, 1914-28**, which record grants to railroads by the federal, state, or local governments, corporations, and individuals, and the **leasing schedules, 1914-23**, which record leases of railroad-owned land to individuals, corporations, and municipalities.

Is there genealogical information available in the National Archives concerning railroad employees?

II.11 The main sources of documentation are included in the Records of the Railroad Retirement Board (Record Group 184). The administrative records of the Board are in the custody of the National Archives -Great Lakes Region. However, the railroad employee pension case files are still in the custody of the Railroad Retirement Board. These files include documentation containing personal information for railroad employees whose service ended between 1937 and 1972. A researcher must contact the Railroad Retirement Board directly to gain access to these files.

II.12 Other genealogical information is contained in the **land acquisition forms, 1914-39**, and Railroad valuation maps, which give the names of the owners of parcels of land adjacent to or on the railroad right-of-way at the time of the acquisition of the land by the railroad. Additional details concerning these property owners are contained in the **land field notes of ICC appraisers relating to the current value of real estate adjacent to railroad rights-of-way, 1915-28**. These notes give estimates of the current value of the property owners' land per acre or per square foot. These records are among the records

of the Bureau of Valuation, Records of the Interstate Commerce Commission (Record Group 134).

II.13 A rich source of information concerning railroad workers is the Records of the District Courts of the United States (Record Group 21). There are numerous law and equity court cases involving railroad employees in the records of the U.S. court system. Many of these cases involve racial discrimination claims and other claims filed against railroads for damages to personal property, including bodily injury and death, as a result of train accidents. These records are located in the various National Archives regional branches.

II.14 Documentation concerning railway postal employees is contained in the **rosters of special, route, and local blank and stamp agents and rosters of railway postal clerks, 1855-97**, in the Records of the Post Office Department (Record Group 28). There are also lists of employees of the U.S. Military Railroads in Alexandria, Virginia, during the Civil War, in the Records of the Office of the Quartermaster General (Record Group 92).

Are there reports concerning railroad accident investigations in the custody of the National Archives?

II.15 The Federal Government did not get involved in railroad accident investigations until the passage of the Accident Reports Act of May 6, 1910. According to the act, the ICC was charged with the responsibility for railroad accident investigations. The official file copies of railroad accident reports, dating 1911-63, are located in the ICC's Bureau of Safety, Railroad Accident Investigation Reports, 1911-63 (Record Group 134).

II.16 The function of the investigation of railroad accidents was transferred to the Office of Safety, Federal Railroad Administration (Record Group 399) in 1967. There are several series of records relating to railroad accident investigations in FRA records, dating from 1954 to 1984. Included are two series of accident report summaries prepared by the ICC: **reports of investigations of railroad accidents, February 1958-September 1964**, and **published accident reports, 1947-60**. There are also two series of accident report case files compiled by the National Transportation Safety Board and the

FRA. These are the **railroad accident investigation jackets, 1969-71**, and **accident investigation report files, 1969-84**. The accident investigation reports files created since 1984 are still in the custody of the FRA.

II.17 Also of interest are the ICC's Bureau of Safety, **Medal of Honor case files, 1905-55**. These files document the awards given to honor persons who endangered their lives by saving or trying to save others in a rail carrier accident, or who endeavored to prevent such an accident.

II.18 There are some railroad accident investigation reports prepared by the American Red Cross in the ARC, Central Decimal File, 1881-1982, located in the records of the National Headquarters of the American Red Cross, among the donated materials in the National Archives.

What documentation is available from the records of Federal Government agencies concerning the transcontinental railroad?

II.19 The first transcontinental railroad was completed on May 10, 1869, at Promontory Point, Utah, with the driving of a golden spike. This event commemorated the joining of the Central Pacific Railroad and the Union Pacific Railroad, which provided for one continuous track between San Francisco and Council Bluffs, Iowa.

II.20 After the passage of the Pacific Railroad Act of 1863, the Department of the Interior was responsible for supervision of the construction of the Pacific railroads, including the Central Pacific and the Union Pacific transcontinental route. More specifically, the Pacific Railroad Division and, after 1870, the Lands and Railroads Division of the Department of the Interior, were responsible for aiding Pacific railroad construction. Records relating to the transcontinental railroad can be located in the various records of this division in the Records of the Office of the Secretary of the Interior (Record Group 48), such as the various series of letters sent and received by the Lands and Railroads Division.

II.21 Within the records of the Lands and Railroads Division, the primary source of records relating to the transcontinental railroad are the **"Railroad Packages," 1849-1901**.

Included in these records are voluminous correspondence and annual reports relating to the Pacific railroads and the construction of the transcontinental railroad. Among the more prominent examples of pertinent documentation in this series are the Union Pacific Railroad and Central Pacific Railroad annual reports submitted to the Secretary of the Interior, and a Central Pacific annual report submitted to stockholders, dated 1869. These reports contain the remarks of the president of each railroad concerning the completion of the transcontinental railroad. Other significant documents include executive orders signed by President Lincoln concerning the implementation of the Pacific Railroad Act and reports submitted by various commissions assigned to survey the transcontinental railroad route. Pertinent records of the Division also include maps of the Central Pacific and Union Pacific Railroads showing the route of the transcontinental railroad. Also useful are the land grant and right-of-way maps in the records of Division F, General Land Office (Record Group 49).

What documentation exists concerning the U.S. Government control and/or supervision of the railroads during World War I and World War II?

II.22 Federal control of the Nations' railroads during World War I was maintained by the U.S. Railroad Administration. U.S. Railroad Administration records (Record Group 14) in the National Archives include the records of the Director General, who had jurisdiction and control over every system of railroads in the United States, except street and urban railways; the Board of Railroad Wages and Working Conditions, charged with adjusting wage inequalities and working conditions; the Division of Law, which was responsible for general supervision over all legal activities of railroads under Federal control; the Division of Operations, which was accountable for the smooth operation of the railroads; and the Division of Labor, which was responsible for the settlement of labor disputes.

II.23 The Office of Defense Transportation handled Federal supervision of the railroads during World War II. The Records of the Office of Defense Transportation (Record Group 219) concerning railroads consists of the records of the Railway Transport Department. This department was responsible for ascertaining and making full use of rail transportation facilities and for coordinating and directing the movement of freight and passenger traffic. There are also relevant records for the World War II period in the

records of the U.S. Army, Office of the Chief of Transportation (Record Group 336). This office provided transportation services and logistical support for the U.S. Army. In particular, the **historical program files, 1940-50**, include documentation relating to the U.S. Army seizure of railroads during 1943 and 1946. Documentation concerning U.S. Army transportation (and railroad) units are available in the Records of the Adjutant General's Office, 1917- (Record Group 407).

What Federal records exist for the U.S. military railroads during the Civil War?

II.24 There is a large volume of records relating to Union railroads during the Civil War in the Records of the Office of the Quartermaster General (Record Group 92). In particular, there are the records of the Office of U.S. Military Railroads, 1860-67, which include the records of the U.S. Military Railroads, Headquarters, Washington, DC; U.S. Military Railroads of Virginia, Alexandria, Virginia; U.S. Military Railroads, Division of the Mississippi, Nashville, Tennessee; and U.S. Military Railroads, Division of the Missouri. There are still pictures of the U.S. Military Railroads by Andrew J. Russell that are part of the War Department collection of Civil War photographs (165-ABC).

Does the National Archives have custody of any records relating to the Freedom Train?

II.25 The Freedom Train tour was designed as a traveling exhibit of historic documents highlighting the evolution of the American heritage of freedom. The train consisted of a "Spirit of 1776" locomotive and seven cars. The rail tour covered 37,000 miles and covered every state in the Union, from 1947 to 1949. The records of the Freedom Train in the National Archives are in the American Heritage Foundation records in the Donated Materials (formerly Record Group 200). This rich collection includes the American Heritage Foundation administrative files and correspondence concerning the preparation and activities of the Freedom Train. The records also include reports, photographs, posters, pamphlets, magazines, and other visual materials relating to the promotion of the Freedom Train.

II.26 Still pictures concerning the Freedom Train include photographs of over 100 original historical documents that were exhibited nationally on the train between 1949 and 1951 (64-FT). In addition, there are photographs of the Freedom Train tour, 1947-49, among the donated records of the American Heritage Foundation (200-DM-AHF).

Are there any Federal records concerning personal injury claims or property ownership disputes against railroads?

II.27 There are voluminous records relating to personal injury claims and property ownership disputes in the Records of the District Courts of the United States (Record Group 21). The records of the U.S. District Courts for the District of Columbia are in the National Archives in Washington, DC, and records of other District Courts are in the National Archives regional archives branches. Most of these cases are documented in law and equity court case files. Personal injury claims comprise the most numerous of U.S. District Court case files relating to railroads.

National Archives Reference Information Paper 91 -- Railroad-related Records

Part III(A)

Federal Regulation and Oversight of Railroads (Section A)

Record Group 14 Records of the U.S. Railroad Administration

III.1 The U.S. Railroad Administration was established by a Presidential proclamation of December 26, 1917, as an emergency agency designed to cope with the transportation difficulties created by World War I. Two factors hastened the advent of Federal control: freight congestion was mounting on the Atlantic seaboard and the railroads were confronting a labor shortage due to wholesale departures of railroad personnel because of low wages and military service. The Federal Control Act of 1917 gave Congressional support to the President in taking over the railroads and authorized him to enter into agreements guaranteeing compensation to the carriers not to exceed their respective

annual net railway operating income while their properties were under the management of the Federal Government.

III.2 Under Federal control, the improvement in rail service in the war year of 1918 was significant, particularly the allocation of locomotives and freight cars nationally. A national reserve of locomotives was set up. The elasticity of unified operations under national control was illustrated by the resolution of the inadequacies in the supply of foodstuffs required by the Allies, which were addressed by moving empty boxcars to the Western grain states. The U.S. Railroad Administration maintained Federal control over the nation's railroads until March 1, 1920, when the railroads were returned to private ownership. At the same time, special attention was paid to Federal Government regulation of railroads, resulting in the passage of the Transportation Act of 1920. The records in this record group are described at the sub-group level. The records are described at the series level in the *Preliminary Inventory for of the Records of the U.S. Railroad Administration, 1917-45*, NC 9.

III.3 The Director General of Railroads had jurisdiction and control over every system of railroads within the boundaries of the United States, except street and urban railways. The Director General had to power to overrule the orders and statutes of the ICC. Some of the more important series in the records of the Office of the Director General include the following:

- 1. subject-classified general file of the director general, 1918-27 (200 ft.)(MLR Entry 1, NC 9);**
- 2. index to subject-classified general file of the director general, 1918-27 (16 ft.)(MLR Entry 2, NC 9);**
- 3. compensation contracts and final settlement agreements between the director general and transportation companies, 1918-31 (10 ft.)(MLR Entry 9, NC 9);**
- 4. index to compensation contracts between the director general and transportation companies, 1918-27 (0.5 ft.)(MLR Entry 10, NC 9);**

5. index to final settlement agreements between the director general and transportation companies, 1918-27 (1 ft.)(MLR Entry 11, NC 9); and

6. reports from railroads to the director general submitted in accordance with General Order Number 9, January-November 1918 (2 ft.)(MLR Entry 29, NC 9).

III.4 The Board of Railroad Wages and Working Conditions was created on May 25, 1918, under General Order Number 27, succeeding the Railroad Wage Commission. It was established as an advisory wage body for the purpose of adjusting wage inequalities and handling future wage problems. The Board was charged with hearing and investigating the following matters concerning wages and working conditions: inequalities of wages and working conditions, conditions arising from competition with employees in outside industries, rules and working conditions for employees, and other matters referred to it by the Director General. The most significant records that still exist for the Board are these series:

1. reports of the Railroad Wage Commission, January-March 1918 (3 in.)(MLR Entry 33, NC 9);

2. dockets of the Board of Railroad Wages and Working Conditions, 1918-20 (14 ft.)(MLR Entry 36, NC 9);

3. abstracts and digests of hearings of the Board of Railroad Wages and Working Conditions, June

7, 1918-October 24, 1919 (0.5 ft.)(MLR Entry 38, NC 9); and

4. recommendations of the Board of Railroad Wages and Working Conditions, 1918-20 (6 ft.)(MLR Entry 39, NC 9).

III.5 The functions of the Division of Law included general supervision over all legal activities of railroads under Federal control, the preparation of contracts, work relating to claims and property protection, and the dissemination of information and advice on legal matters both to the public and to officials of the U.S. Railroad Administration. After the passage of the Transportation Act of 1920, the Law Department of the carriers was

required to obtain the approval of Regional Counsels in settlements of claims for personal injury involving the payment of over \$2,500 and claims for freight and property damage involving over \$250. Important records series are the following:

1. **general file of the general counsel, 1918-37** (432 ft.)(MLR Entry 44, NC 9);
2. **index to the general file of the general counsel, 1918-37** (53 ft.)(MLR Entry 45, NC 9);
3. **general correspondence of John Barton Payne, General Counsel, U.S. Railroad Administration, 1918** (1 ft.)(MLR Entry 47, NC 9);
4. **correspondence of Sidney F. Andrews, General Solicitor, U.S. Railroad Administration, 1931-33** (1 ft.)(MLR Entry 51, NC 9);
5. **correspondence of Nathan Matthews, Special Counsel, U.S. Railroad Administration, February 1918-December 1920** (13 ft.)(MLR Entry 54, A1);
6. **cases brought to court against the director general under the Transportation Act of 1920 ("5000 File"), 1923-30** (17 ft.)(MLR Entry 56, NC 9);
7. **index to cases brought to court against the Director General under the Transportation Act of 1920 ("5000 File"), 1923-30** (1 ft.)(MLR Entry 57, NC 9); and
8. **index to cases concerning personal injury and property damage claims against railroads ("P" File), 1918-37** (12 ft.)(MLR Entry 71, NC 9).

III.6 The functions of the Division of Operations included the relocation of freight cars, the supervision of the repair of locomotives, the coordination of all shipping on railroads, the supervision of troop movements, the promotion of safety on the railroads, the promotion of efficient operations, and the promotion of full economy in locomotives. The Division existed for the period 1918-20. Significant series include **general file of the director, 1918-20** (19 ft.)(MLR Entry 73, NC 9), and **general file of the director, 1919-20** (29 ft.)(MLR Entry 74, NC 9).

III.7 Due to vast labor discontent, the formulation of a labor policy was one of the first of the urgent tasks to confront the Director General upon the assumption of Federal control

of railroads. To settle disputes over wages, hours, and working conditions, three railway boards of adjustment were set up in the Division of Labor to settle all controversies. Railway Board of Adjustment #1 dealt with disputes involving engineers, firemen, conductors, and trainmen; Board #2 dealt with disputes involving shop crafts; and Board #3 dealt with disputes involving certain railroad worker unions. The Division was in existence for the period 1918-1920. Important records at the Division level include the following series:

- 1. subject-classified general file of the Division of Labor, 1918-22 (66 ft.)(MLR Entry 83, NC 9);**
- 2. case files of G.W.W. Hanger, Assistant Director, Division of Labor, 1918-19 (14 ft.)(MLR Entry 86, NC 9);**
- 3. closed cases (File N), January 1919-January 1920 (3 ft.)(MLR Entry 90, NC 9); and**
- 4. decisions rendered by Railway Boards of Adjustment Numbers 1, 2, and 3, 1919-20 (4 ft.)(MLR Entry 95, NC 9).**

III.8 Important record series created by the Railway Board of Adjustment #1 include **cases heard and disposed of by the board under General Order Number 13, 1918-21 (47 ft.)(MLR Entry 100, NC 9), and cases heard and disposed of by the board under General Order Number 27, 1918-21 (9 ft.) (MLR Entry 101, NC 9).**

III.9 Significant series created by the Railway Board of Adjustment #2 include:

- 1. master files, regular dockets, May 1918-January 1921 (24 ft.)(MLR Entry 113, NC 9);**
- 2. master files of the special dockets, May 1918-January 1921 (6 ft.)(MLR Entry 115, NC 9);**
- 3. index to dockets of Railway Board of Adjustment Number 2, May 1918-June 1920 (2 ft.)(MLR Entry 116, NC 9); and**
- 4. decisions of Railway Board of Adjustment Number 2, 1918-21 (2 ft.)(MLR Entry 117, NC 9).**

III.10 Major series of the Railway Board of Adjustment #3 are:

- 1. regular dockets, November 1918-January 1921 (6 ft.)**(MLR Entry 127, NC 9);
- 2. recommended decisions of the board in cases over which it had no jurisdiction but was requested to make recommendations by the Division of Labor (special dockets), December 1918-January 1921 (8 ft.)**(MLR Entry 128, NC 9); and
- 3. index to special and regular dockets, January-July 1919 (0.1 ft.)**(MLR Entry 129, NC 9).

III.11 There are additional records of the U.S. Railroad Administration for the Office of the Comptroller, the Division of Traffic, and the Division of Purchases.

Record Group 30 Records of the Bureau of Public Roads

III.12 The Bureau of Public Roads supervised the cooperative Federal-state highway construction program, administered the highway beautification program and the highway construction portion of the Appalachian regional development program, constructed defense highways and roads in national parks and forests, and conducted research in transportation and highway design. These functions were placed in the Department of Agriculture beginning as the Office of Road Inquiry (1893) and transferred to the Department of Commerce in 1949. On April 1, 1967, the Bureau of Public Roads was terminated and these functions were transferred to the Federal Highway Administration. Records relating to railroads include documentation concerning railroad crossings of highways and files concerning abandonment of railroad rights-of-way that are used by or crossed by highway projects. The records are described in *Preliminary Inventory of the Records of the Bureau of Public Roads*, PI 134.

III.13 General correspondence, 1893-1912 (47 ft.)(MLR Entry 2, PI 134), is arranged according to a numeric-subject classification scheme reproduced in Appendix I in PI 134. Records include letters received and-- beginning about 1904--also copies of letters sent, together with such related records such as reports, memoranda, and published material concerning the establishment of the Bureau of Public Roads, its overall administration,

and its varied functions and activities. Included in this correspondence is documentation relating to the Good Roads Train (#530), the Frisco Good Roads Train (#56), the Great Northern Good Roads Train (#68), and the Southern Railway Good Roads Train (#137 and #530). Also in the files are the Railroad Officials Stock Letters (#131), Railroads in relation to Wagon Roads (# 476), Southern Railway exhibits (#142), and Tractor Trains (#537). These records are indexed by the **name index to general correspondence, 1892-1912** (2 ft.)(MLR Entry E-1, PI 134), which is arranged in two subseries covering approximately the years 1892 to 1908 and 1908 to 1912, and thereunder, alphabetically by name of correspondent. The index is on 3- by 5-inch cards, containing name of correspondent, date, and number under which the correspondence is filed.

III.14 General correspondence, 1912-65 (1,893 ft. for 1912-1950, 510 ft. for 1951-55, 123 ft. for 1955-59, and 243 ft. for 1960-65)(MLR Entry, E-6A, 6C, 6D, 6E, and 6F, PI 134), is arranged by a modified Dewey classification scheme described in Appendix II in PI 134. Records are scattered throughout the files concerning abandonment of railroad rights-of-way that were used or crossed by highway projects, primarily in file designation #481. These are indexed in the name index usually by the name of the railroad. Examples include files for the Atkinson, Topeka & Santa Fe Railroad designated #481-FAS-Abandonment-Kansas, and #481-FAS-Abandonment-New Mexico.

This series is indexed by the **name index to general correspondence, 1912-55** (55 ft.)(MLR Entry 4, PI 134), which is arranged in overlapping subseries by fiscal year, thereunder alphabetically by name of correspondent, and thereunder chronologically. The index on 3- by 5-inch cards or slips.

III.15 Program-planning, project, and fiscal records, 1918-52 (accession 55A-454)(332 ft.)(MLR Entry 6B, PI 134), are arranged by broad subject category. These records supplement the general correspondence files, 1912-65, decimals 481-482. The project files document projects of the so-called direct Federal construction type. Included in these files are records relating to railroad abandonments for 1934 to 1936. The Bureau of Public Roads supplied engineers to survey lines to be abandoned and to investigate highways in the project area. The records described below are part of this series:

1. The Final Reports, Railroad Abandonment Applications Investigated by the Bureau of Public Roads, 1934-35 (box 104) are reports prepared by the Division of Highway Transport, concerning the feasibility of proposed railroad abandonment projects, in three volumes. The reports are arranged chronologically and list proposed abandonments, name of railroad, section of track, and relevant ICC finance dockets. The reports describe the history of the development of the trackage, stations abandoned, population, tonnage hauled by rail (rail traffic), and usually a map of the area. The individual railroad applied to the ICC for certification of convenience and necessity permitting it to abandon railroad lines in a specific location. The ICC finance dockets authorized the issuance of certificates permitting the railroad to abandon specific lines.

2. The Railroad Abandonment Papers (boxes 105-106) include ICC finance dockets, maps, and miscellaneous papers, arranged by name of state. The maps are usually Geologic Survey or topographic maps.

3. The Record of Railroad Abandonment Cases, 1933-35, Abstracts from Questionnaires, and ICC finance dockets from C.H. Quimby's Files, Division of Highway Transport, consists of three volumes arranged by ICC finance docket number. This record includes handwritten abstracts of answers to questionnaires sent to the applicant railroad by the ICC. The data is used by the ICC to make decision concerning abandonment. Also included are lists of ICC cases by state giving finance docket number; register of cases by finance docket number giving state, railroad name, date, and status of project; and, in some cases, project field notes.

4. The Miscellaneous Papers and Correspondence relating to Field Investigations, etc. (box 108) include correspondence to and from railroad to the Bureau of Public Roads requesting permission to send engineers or for traffic statistics, instructions for inspecting engineers making field investigations of railroad abandonment cases, copies of reports for proposed abandonments and recommendations. Also included are ICC finance dockets containing information from the railroad returns to the questionnaires. In the files are finance dockets for the Truckerton Railroad (#10999), New York and Pennsylvania Railroad (#11075), Chicago and Northwestern Railroad (#10973, #10978), and the Southern Pacific Company (#10962). The papers of R.F. Severs, Walter A.

Ewell, and J.H. Hopkins, include time, travel, and work reports for Division of Highway Transport engineers.

5. Miscellaneous Publications (box 109) include Railway Accounting Officers Association Commodity Classification, 1928 edition, and the August 1933 issue of *The Official Guide of the Railways and Steam Navigation Lines of the United States, Puerto Rico, Canada, Mexico, and Cuba*, published monthly by the National Railway Publication Company. Also included is ICC Finance Docket #10947, Associated Railways Company.

6. There are additional railroad abandonment project reports and correspondence from Bureau engineers and railroad officials to the Division of Highway Transport (Quimby) for the period 1934 to 1945 partially arranged chronologically and partially arranged by state (boxes 110-112). Copies of reports and some maps and timetables are included, as are lists of approved railroad abandonments by state for July 1940 to June 1941. These reports were originally filed in the **general correspondence, 1912-50**, under the file designation "481-FAS-Abandonment."

7. Records relating to Works Program Highway projects, 1936-40, are also in these files. These projects were authorized for the use of funds allocated to the states for highway work and the elimination of hazards to life at railroad grade crossings under the Emergency Relief Appropriation Act of 1935. The process was initiated by state requests for Federal aid. The records include a list of relief load by state and project reports and related correspondence arranged alphabetically by state, and thereunder chronologically by partial program submission by the states (boxes 113-130). The project reports detail the process of approval or disapproval of Federal Aid System Works Program highway projects.

III.16 Administrative and policy memorandums and related records, 1932-58 (2 ft.)(MLR Entry 60, A1), are arranged by subject. Records relate to the administrative and operational procedures of the Bureau of Public Roads. There are records relating to railroad and grade crossing projects.

III.17 Records relating to national highway and defense highway programs, 1940-55 (1 ft.)(MLR Entry 63, A1), are arranged by subject. Records relate to the organizing,

planning, and construction of national and defense highway/transportation systems. There are records relating to railroad lines in these files.

III.18 Financial reports and studies, 1934-52 (1 ft.)(MLR Entry 18B, A1), are arranged by title or subject and consist of a collection of reports and studies concerning the financing of highway construction. One of the reports in the series is "The Extent of Low Wages and Long Hours in the Railroad Industry."

III.19 Nontextual records in RG 30 include lantern slides of railroads, 1900-42, and photographs of the Empire State Express train in a series of photographs on road construction in the United States (30-R).

Record Group 40 General Records of the Department of Commerce

III.20 The Department of Commerce and Labor was established by an act of Congress approved February 14, 1903. According to the provisions of the Department of Commerce Act, March 4, 1913, the Department of Commerce was separated from the Department of Labor. The Department promotes foreign and domestic commerce, the manufacturing and shipping industries, and the transportation facilities of the United States. The vast majority of Department of Commerce records pertaining to railroads are among the records of the ICC. However, the records of the Department of Commerce do include references to railroads in several series, especially for the period 1948-74.

These records are described in *Preliminary Inventory of the General Records of the Department of Commerce*, NC 54, except as noted. Some series have not yet been entered in the Master Location Register.

III.21 In the Office of the Secretary of Commerce is **general correspondence, 1903-55** (751 ft.)(MLR Entry 1, NC 54), arranged numerically by assigned document number. These records include correspondence of the Secretary with bureaus of the department, other Government agencies, and private persons regarding the business of the department. Examples of records pertaining to railroads include: a file concerning Bureau of Standards testing of railroad car wheels and steel rails that were questionable due to railroad accidents, 1917 (#68189); a Bureau of Standards report investigating the

causes of failures of railroad equipment and development of improved processes, 1916 (#67009); and a file containing correspondence on a variety of subjects concerning railroads including legislation, regulation, labor unions, and property inspections, 1919-23 (#79940). This series is indexed by **index to the general correspondence, 1903-50** (84 ft.)(MLR Entry 2, NC 54), which is arranged by date, in 5-year groups, thereunder by subject or name. Index references include documents relating to rail rates, rail prices, railroad employees, railway equipment, railway cars, rail business associations, railroad carriers, and the current railroad situation.

III.22 Subject files of Under Secretary of Commerce, Edward J. Noble, 1939-40 (8 ft.)(MLR Entry 11, UD), are arranged alphabetically by subject. These records include a folder entitled "Locomotives" (box 7) which contains correspondence relating to overseas orders for locomotives, from 1939 to 1940; and a folder entitled "Railways" (box 9), which includes correspondence relating to the purchase of air brakes for Argentine railways, 1939.

III.23 In the Executive Secretariat are **subject files, 1953-74** (378 ft.)(MLR Entry 78 A1), that are arranged by year and thereunder by type of correspondence (i.e. departments and agencies, Congress, committees and councils, and subjects) and thereunder alphabetically by subject or name. The records contain the central files of the Office of the Secretary and correspondence files from within the department, private citizens, and Congress. These records also include scattered files concerning railroad mergers, strikes, and the Northeast Corridor study, 1964 (boxes 113-114).

III.24 The Office of Policy Development produced **program subject files, 1965-71** (32 ft.)(MLR Entry 16 A1), that are arranged alphabetically by subject. Included is a file on "Railroads-General Information and Legislation" (box 24).

III.25 The **subject files of the Assistant Secretary for Economic Affairs, 1963-72** (64 ft.)(MLR Entry 148 A1), are arranged by subject and include several folders of documentation on the 1964-65 Northeast Corridor Study, (box 13).

III.26 In the Records of the Under Secretary for Transportation are **central files, 1960-65** (44 ft.)(MLR Entry 30 A1), arranged by subject. They include documentation concerning railroad mergers, test tracks, discontinuance of service, high-speed operations research,

a study on the Rutland Railroad, and a research report on high- speed operations in the New York Metropolitan Area (box 10); western railroad traffic flow study and science and technology in the railroad industry (box 11); and the New York Central-Pennsylvania Railroad merger and a report on the impact of railroad mergers (box 22). **Records of Under Secretary for Transportation, Lowell K. Bridwell, 1962-67** (20 ft.)(MLR Entry 31 A1), are arranged by subject and include a Report of the Railroad Professional Survey Group on various aspects of the New Haven Railroad's problems, 1962 (box 6) and several folders on the "Northeast Corridor Transportation and High Speed Ground Transportation Studies" (box 11).

III.27 Transportation study subject file (air and ocean shipping), 1955-62 (46 ft.)(MLR Entry 26 A1), is arranged by subject. The records of J.F. Perrin, Staff Director, 1955-60, include correspondence pertaining to the Railroad Equipment Association; Railroads-General, 1960; Railroads-British, and Railroads-Strike (box 22). The records also contain a Department of Commerce report on "Federal Interest in Railroad Passenger Service, 1959" (box 26); and Railroads-General, 1961-62 (boxes 40-41). **Transportation council files, 1952-61** (13 ft.)(MLR Entry 28 A1), are arranged by subject. The panel reports of the council include "Navigation Clearance Requirements for Highway and Railroad Bridges, February 1955" and "American Short Line Railroad Association, 85th Congress, 1958" (boxes 11-12).

III.28 Research program policy file, 1963-64 (7 ft.)(MLR Entry 32 A1), in the Office of Transportation Research is arranged by subject. It includes the records of Vincent Roggeveen, Director, Office of Transportation Research, and E.G. Plowman, Deputy Under Secretary of Transportation, Policy. Records pertaining to railroads in this series includes voluminous files concerning the Washington-Boston Corridor Study, 1964 (box 1); the "New England Railroad Study," 1964, by A. D. Little, and related records (box 2); several files on railroad mergers, including Boston & Maine, Penn Central, and Eastern and Western railroad mergers (box 5); and additional reports on the Northeast Corridor study (box 7).

III.29 General subject file, 1953-58 (12 ft.)(MLR Entry 108 A1), of the Office of the General Counsel, is arranged by subject. It includes records on transport policy from 1955 to 1957. The transport policy files include folders concerning legislation regarding

railroads, such as railroad hearings, statements, letters, conference reports, work papers and drafts, reports on the problems of the Pennsylvania Railroad, and publicity concerning the Transportation Act of 1958 (box 6). **Legal program subject correspondence, 1948-58** (54 ft.)(MLR Entry 107 A1), is arranged by subject. Under the general subject category "Miscellaneous," there are several folders of records relating to railroads including documentation such as the ICC *Index of Carload Freight Rates*, copies of ICC investigation & suspense dockets #5831 (Scrap Rails), and #5973 (Illinois Central RR); and a report entitled "The Railroad's Plight" (box 35).

III.30 In the Office of Technical Services, the **subject files of Industrial Research and Development Division, 1944-48** (10 ft.)(MLR Entry 74, UD), are arranged alphabetically by subject. They include a file entitled "Alaska Railway Project" (box 39), which contains correspondence relating to a proposed U.S.-Alaska railway project connecting the continental U.S. and Alaska. This project was deemed not feasible for economic reasons.

Record Group 133 Records of the Federal Coordinator of Transportation

III.31 The Federal Coordinator of Transportation was authorized by the Emergency Railroad Transportation Act of June 16, 1933, to relieve the existing national emergency in interstate railroad transportation and to safeguard and maintain an adequate national transportation system. The Coordinator's principal functions were investigating railroad labor conditions and assisting the railroad industry in reducing duplicate services and facilities, eliminating practices impairing net earnings, and accomplishing financial reorganization. Much of the time and effort of the Coordinator's staff was directed toward surveys and inquiries into railroad operations to investigate the possibilities of improvement. These surveys covered the handling of freight and passenger traffic, the means employed in selling and soliciting all forms of railroad business, the opportunities for economy and better operation through joint use of terminal facilities, reduction in empty-car mileage, and economies in the purchase and financing of equipment.

III.32 In accordance with the terms of the Emergency Railroad Transportation Act, regional coordinating committees of railroad executives were set up for each region to

make recommendations both to the carriers and to the Coordinator on methods of eliminating waste and preventable expense. These committees were superseded by the Association of American Railroads, which was organized by the carriers in 1934 to accomplish the purpose of the act voluntarily without Federal Government assistance. The office was terminated on June 16, 1936.

III.33 The more significant series relating to railroads in particular are described below. The records are listed and described completely in a draft *Preliminary Inventory of the Records of the Federal Coordinator of Transportation*. However, the records are still officially undescribed.

III.34 The General Records of the Coordinator's Office, 1933-36 , include **subject-classified files, 1933-36** (143 ft.)(MLR Entry 1, UD), arranged according to a subject-numeric scheme. They consist of correspondence, memoranda, telegrams, reports, and studies prepared by the Coordinator's office; copies of Congressional bills and resolutions; and related records concerning mainly the functions, organization, and activities of the Coordinator's office and its relationship to other Government agencies. Among other activities, the Coordinator's office participated in the framing of and amendments to the Emergency Railroad Transportation Act, recommendations of further transportation legislation to the ICC, proposals for more efficient use of railroad equipment, and information concerning railroad rates. This series is indexed by the **index to subject-classified files, 1933-36** (14 ft.)(MLR Entry 2, UD), which is arranged alphabetically by subject or name of person, agency, or company. This card index gives name, correspondent, or subject matter; dates; and file number references.

III.35 Reports, 1933-36 (3 ft.)(MLR Entry 3, UD), are printed and processed copies of reports prepared by the Coordinator's Office, mainly for the railroad industry. Subject matter includes passenger traffic; cost finding; hours, wages, and working conditions; freight traffic; freight car supply, repair, and use; merchandise traffic; annual earnings of railroad employees; labor issues; modernization of railroad facilities; and the problems of short-line railroads.

III.36 The Mechanical Advisory Committee was appointed to inquire into the mechanical aspects of railroad equipment and motive power and to make recommendations for

future requirements and needs of shippers and travelers. The Committee's records include **general records, 1934-36** (10 ft.)(MLR Entry 6, UD), which are arranged by subject and consist of correspondence, memoranda, telegrams, reports, minutes of meetings, and related records pertaining to meetings of the Committee and to its program and assignments. Among the subjects covered are consideration and evaluation of new equipment, particularly modernization of freight and passenger cars and other railway equipment.

III.37 The records of the General Counsel, 1933-36, include **subject-classified files, 1933-36** (6 ft.)(MLR Entry 8, UD), arranged according to a subject-numeric filing scheme. They contain mainly correspondence, memoranda, telegrams, reports, and related records relating to the drafting of bills and the analysis of proposed legislation affecting railroads; legal opinions regarding the constitutionality of the Emergency Railroad Transportation Act; proposed railroad financial reorganizations; and the reduction of railroad company indebtedness.

III.38 The Section of Research studied the need for legislation to improve the regulation for motor, water, and air carriers, and the extent of subsidies. Its records include **records of Norman B. Haley, 1933-36** (2 ft.)(MLR Entry 12, UD). arranged by subject. Haley served as research assistant to the Coordinator. The series includes correspondence, memorandums, notes, and reports of interviews relating to research projects such as the future of railroad credit, settlement of interroad accounts, and establishment of a transportation fiscal corporation and trust company. **Records relating to the survey of interroad accounts, April-May 1934** (1 ft.)(MLR Entry 15, UD), are arranged by type of material. On April 6, 1934, a questionnaire was sent to railways and switching terminal companies subject to the Interstate Commerce Act, requesting data on their interroad accounts for the purpose of judging the probable cost savings that would flow from the operation of a central transportation clearing house. The series consists of the completed questionnaires with letters of transmittal and reports and memorandums relating to the proposal for a transportation clearing house.

III.39 The Federal Coordinator, aided by advisory committees and railroad representatives, collected data for analyzing plans to consolidate the nation's railroads.

Records of the Research Staff on Railroad Consolidation, 1933-34, include the following series:

1. general records, 1933-34 (8 ft.)(MLR Entry 20, UD), arranged alphabetically by subject. The records consist of correspondence, telegrams, instructional memorandums, progress reports, lists of committee and staff members, reports of committees, statistics, and maps relating to the various plans for railroad consolidation, particularly the "Prince Plan." The "Prince Plan" called for the unification of the railroads into seven or eight systems throughout the country and became the most carefully studied plan.

2. miscellaneous records of the Research Staff on Railroad Consolidation, n.d. (2 ft.)(MLR Entry 20 a, UD);

3. exhibits and statistics, n.d. (0.5 ft.)(MLR Entry 22, UD), arranged by type of material. The series contains statistical exhibits giving the following information for each carrier in each proposed system in the "Prince Plan"--total personnel, equipment repair expenses, operating and maintenance expenses, and train and locomotive miles.

4. office files of William B. Poland, September-December 1933 (1 ft.)(MLR Entry 22, UD), arranged by subject. The records include the office files of William B. Poland, who was in charge of the study of the "Prince Plan." They consist of correspondence, telegrams, reports, and statistics relating mostly to the activities of the advisory committees studying the plan.

III.40 Records of the Southern Advisory Committee on Railroad Consolidation, August-December 1933 (3 ft.)(MLR Entry 23, UD), are unarranged. They consist of correspondence, telegrams, reports, statistics, maps, notes, and reference materials relating to information furnished to the Committee by the railroads, such as operating revenue and expenses, miles of road operated, car ownership, property investment, and analysis of economy claims under the "Prince Plan."

III.41 The Section on Transportation Service investigated transportation service, recommended methods for its improvement, and surveyed types of railroad service. Its records include the following series:

1. subject-classified files, 1933-36 (23 ft.)(MLR Entry 24, UD), arranged according to a numeric filing scheme. They consist of correspondence, memorandums, reports, statistics, copies of speeches, lists, forms, and related records regarding surveys undertaken by the Section; the gathering of information for and the preparation of its reports; and other activities of the Section. Included is documentation concerning surveys of railroad passenger and freight service.

2. records relating to containers, 1933-34 (0.5 ft.)(MLR Entry 27, UD), arranged by correspondent or subject. Included are correspondence with manufacturers and railroads, photographs and blueprints, and clippings from publications relating to new types of container equipment and their use in handling freight traffic.

3. records relating to the Shipper's Advisory Committee, August-October 1933 (1 ft.)(MLR Entry 29, UD), arranged alphabetically by state. The Shipper's Advisory Committee, made up of about four hundred industrial traffic managers from around the country, was formed to gain an understanding of the service requirements of the patrons of the railroads. The records include correspondence with the traffic managers and questionnaire sent out concerning the merchandise traffic survey.

4. records relating to the Carload Traffic Survey, 1933-35 (5 ft.)(MLR Entry 31, UD), arranged by form number, type of document, or subject. They consist mainly of summary statistics derived from returned questionnaires concerning the carload traffic survey.

5. records relating to the Passenger Traffic Survey, 1933-34 (5 ft.)(MLR Entry 34, UD), arranged by type of material. They contain letters received from the public offering suggestions for improvement of rail service, statistics concerning passenger traffic, completed questionnaires sent to railroads concerning ways to improve passenger service, drafts of the passenger service report, and related records.

6. records relating to the Merchandise Traffic Survey, 1933-34 (2 ft.)(MLR Entry 36, UD), arranged by type of material. They consist mainly of correspondence with carriers and freight-forwarding companies, statistical information provided by these companies, and parts of the merchandise traffic report.

7. records relating to the rail-carrier inquiry of the Merchandise Traffic Survey, 1933-35 (2 ft.)(MLR Entry 37, UD), arranged by question and thereunder by region. The rail-carrier survey, addressed to all Class I carriers, sought information on the volume of rail traffic, movement of merchandise or package cars, the terminal expense of handling freight, and the amount of way freight train service. The records include some questionnaires and correspondence and telegrams relating to the inquiry.

III.42 The Section of Labor Relations, 1933-36, investigated the stability of railroad employment and ways to improve labor conditions and relations with management and assisted the Federal Coordinator to enforce restrictions on management in labor relations. Among the records of the Section are several series concerning questionnaires and surveys about railroad company unions. Its records also include the following series:

1. general records, 1933-36 (8 ft.)(MLR Entry 39, UD), arranged by subject and containing correspondence, memorandums, telegrams, reports, copies of legislation, and reference materials relating to the research and investigative work of the Section. Some of the subjects included are Federal and state laws affecting railroad labor, reactions to the Railroad Retirement Act, labor problems resulting from railroad consolidation, and proposals for a shorter work week.

2. correspondence relating to labor conditions, 1933-34 (13 ft.)(MLR Entry 42, UD), arranged by region, and thereunder alphabetically by correspondent or railroad. It consists of letters received from railroad employees and labor organizations relating to employment conditions and disputes with the carriers.

3. complaints against company unions, 1933-35 (5 ft.)(MLR Entry 43, UD), arranged alphabetically by railroad. They include correspondence, memorandums, minutes of meetings, and reports relating to cases of alleged discrimination against railroad employees because of their affiliation with independent rather than company unions; investigations of the complaints; and the negotiations of the Coordinator with railroad management to reach a settlement.

4. records relating to terminal consolidation, 1934-35 (2 ft.)(MLR Entry 50, UD), arranged by subject or type of document. These records relate to the employment aspects of the

proposed projects for the coordination of terminal facilities in Kansas City and Indianapolis. They include correspondence, telegrams, reports, and related records pertaining to the question of payment of dismissal compensation to employees displaced as a result of the terminal consolidations and the preparation of reports on the labor costs of the consolidations.

III.43 The Section of Property and Equipment, 1930-36, was concerned with promoting economy in procurement by standardizing equipment and simplifying purchasing methods (especially railway equipment), consolidating shop facilities, simplifying railway equipment and using freight containers. The section's records include the following series:

1. subject file ("O" Group), 1933-36 (12 ft.)(MLR Entry 51, UD), arranged according to a subject-numeric filing scheme. The file includes correspondence, telegrams, memorandums, reports, statistics, and copies of speeches; sketches and blueprints; and publications related to standardizing store stocks, centralizing purchasing, and handling scrap and obsolete material.

2. "Project File," 1933-35 (0.5 ft.)(MLR Entry 52, UD), arranged by project number and thereunder chronologically or by subject. These records are filed in project categories such as Box Car Standards (P-1), Standardization of Rails (P-2), and Rail Joints (P-3).

3. records on consolidation of major shops, 1934-36 (1 ft.)(MLR Entry 54, UD), arranged by region and thereunder by subject, type of document, or railroad. The series consists mainly of correspondence of the Director of the Section with the regional coordinating committees and railroads and other parties relating to the reactions of the railroads to proposed recommendations on consolidation of major shops and estimated costs and economies resulting from the consolidation.

4. records relating to the handling of railway stores material, 1934-36 (2 ft.)(MLR Entry 58, UD), arranged numerically according to the American Railway Association classification scheme. The collection includes correspondence, telegrams, drafts of reports, questionnaires, tables and charts, and related records concerning the management of data submitted by railroads on the handling of railway stores material and reactions to the Section's report on railway stores material.

5. container file, 1935-36 (3 ft.)(MLR Entry 60, UD), arranged by subject or name of railway or trucking firm. This file is mainly correspondence, telegrams, magazine clippings, and industry publications concerning the use of freight containers.

6. records relating to the motive power equipment study, March-April 1935 (2 ft.)(MLR Entry 63, UD). These are drafts of the report *Freight Coordination-Motive Power Equipment Study*, which include blueprints, sketches, and reports of U.S. and foreign equipment.

III.44 The Section of Car Pooling, 1933-36, investigated equipment pooling, use, and maintenance, including development of car pooling plans, movement of freight cars, and disposition of war and obsolete equipment. Record series include general records, office files, and studies of boxcar mileage and Chicago-Twin Cities merchandise traffic.

III.45 The Section of Regional Coordination, 1933-36, investigated operating and management economies on a local level, such as joint use of terminal facilities or elimination of wasteful routing. Its records include the following series:

1. Eastern Region "Case Files," 1934-36 (7 ft.)(MLR Entry 72, UD), arranged alphabetically by city or subject. The series consists of the correspondence of the Section Director with the Eastern Regional Coordinating Committee, studies and reports, and sometimes photographs, maps, and sketches relating to proposed coordination of facilities and services and estimates of savings, and construction or rehabilitation of railway facilities.

2. subject-classified files of V.V. Boatner, 1933-36 (4 ft.)(MLR Entry 73, UD), arranged according to a numeric-subject classification scheme. V.V. Boatner served as director of the Section. Included are records relating mainly to the conduct of the major shop and railroad ticket office studies and to railroad questions such as abandonment of trackage, decrease in passenger service earnings, and developments in railway equipment.

3. consolidation reports, 1935-36 (38 ft.)(MLR Entry 74, UD), arranged by type of shop and thereunder geographically by area. The records relate to proposed consolidation of locomotive, freight car, and passenger car shops with exhibits of blueprints and sketches.

III.46 The records of regional offices of the Federal Coordinator of Transportation, 1933-36, include case files, correspondence, coordination and consolidation reports, office files, and questionnaires relating to the management economies of railroads at the local level. These records are located in the various National Archives regional branches. For example, the records of the Western Regional Office are located at the National Archives-Great Lakes Region.

III.47 The cartographic records in the general records of the Coordinator's Office include the following series and items:

1. maps of the Western states showing freight and passenger service of the Southern Pacific Railway; and diagrams showing present through passenger service between principal points on the Baltimore and Ohio and the Pennsylvania Railroad systems and proposed service on those two systems after consolidation;
2. a map annotated to show the extent of railroad lines in the vicinity of the New River-Pocohantas Coal Field in West Virginia;
3. plans of railroad terminals in Chicago, Illinois, Ogden, Utah, Memphis, Tennessee, Columbus, Ohio, Raleigh, North Carolina, and Pensacola, Florida;
4. annotated and photoprocessed maps, such as a map of the United States showing through routes under the proposed "Prince Plan";
5. maps of the individual railroad systems and lines of jointly owned railroads as advocated under the "Prince Plan;"
6. maps of parts of the United States showing lines of individual railroads as allocated by the ICC in 1929 (22 items);
7. maps of the United States showing federal land-grant, bond-aided, and equalization railroads (4 items in the records of the Research Section); and
8. manuscript and photoprocessed maps of the United States showing, among other items, railroad freight traffic department agencies (in the records of the Transportation Service Section).

[Continue to Part IIIB](#)

National Archives Reference Information Paper 91 -- Railroad-related Records

Part III(B)

Federal Regulation and Oversight of Railroads (Section B)

Record Group 134 Records of the Interstate Commerce Commission

III.48 The ICC was created by an act of Congress, approved February 4, 1887. Subsequent legislation strengthened the authority of the ICC and broadened the scope of its jurisdiction until its abolition on December 31, 1995. The general purpose of creating the Commission was to provide for a body empowered to regulate, in the public interest, common carriers engaged in transportation in interstate commerce and in foreign commerce to the extent that it takes place within the United States. It was responsible for promoting safe, adequate, economical, and efficient service on all modes of transportation subject to the act; for encouraging establishment and maintenance of reasonable charges for transportation services, without unjust discriminations or unfair competitive practices; and for developing, coordinating, and preserving a national transportation system by water, highways, rail, or other means, adequate for the needs of the Postal Service, the national defense, and the commerce of the United States. There are voluminous records available concerning the supervision and regulation of railroads since 1887. Some of the more significant bodies of records that are useful to railroad researchers are the various series of railroad company annual reports and records relating to railroad accident investigations, and the finance dockets which contain information concerning the organization, functions, and operations of the railroad companies. Additionally, the records of the Bureau of Valuation provide extensive documentation concerning the property and other assets of railroad companies in the continental United States, beginning in 1915. A few series are described in the *Preliminary Inventory of the Records of the Interstate Commerce Commission*, NC 59, as noted. There is a draft inventory available that updates the preliminary inventory.

Some of the series titles and descriptions in this record group are different from those listed in the Master Location Register.

III.49 The official minutes of the ICC, 1887-1977 (27 ft.)(MLR Entry 20, UD), are arranged chronologically by year and thereunder by the organizational unit that created the minutes. They consist of minutes of decisions by the General Session and by specific boards, bureaus, divisions, or other organizational units of the ICC. Most decisions are responses to petitions from private firms for changes in rates or operating procedures, but some decisions concern internal ICC policies and procedures. Some of the motor carrier volumes are missing. This series is indexed by **index of official commission minutes, 1887-1978** (3 ft.)(MLR Entry 3, UD), which is arranged alphabetically by subject. Each card includes a subject heading, the name(s) of related case(s), and the volume and page where the minutes may be located. The index does not cover the last four years of the minutes. The index includes a document listing for the first 12 volumes of the minutes, subject indexes for railroads, motor carriers, and a general administrative index. Also included are numerical indexes to the minutes for motor carrier, finance, investigation and suspense, water carrier, freight forwarder, and ex parte cases.

III.50 Correspondence from the general public to President Roosevelt and his aide, Louis Howe, principally regarding railroads, March-April 1933 (0.8 ft.)(MLR Entry 4, UD), is arranged chronologically by the dates of the Secretary's replies. It consists of incoming correspondence, along with copies of replies, principally about matters pertaining to the Nation's railroads. Howe referred the correspondence to the Secretary of the Interstate Commerce Commission for acknowledgment, which usually took the form of a stereotype letter. In these letters, the writers (many of whom were railroad employees or former employees) expressed their feelings about the operation and financial plight of the nation's railroads and offered suggestions and plans to help rescue the railroads from their difficulties.

III.51 Clippings from ICC annual reports, 1887-1930 (7 ft.)(MLR Entry 6, UD), are arranged alphabetically by subject. They consist of albums containing excerpts from ICC annual reports that were of significant interest to the Commission.

III.52 The decisions and reports of the Interstate Commerce Commission, 1887-88 (1 vol., 0.2 ft.)(MLR Entry 11, UD), are arranged chronologically. The handwritten record copies of the earliest decisions and opinions of the Commission usually give date and place of the session; name of the case; vote of the Commission; and text of the opinion, decision, or report.

III.53 Records relating to proceedings for reorganization under Chapter Ten of the Bankruptcy Act, ca. 1939-46 (0.4 ft.)(MLR Entry 13, UD), include reorganization plans, financial statements, correspondence, applications, notices, court orders, affidavits, and other documents submitted to Division 4 of the ICC. Plans for reorganization in Chapter 10 proceedings involving common carriers (including railroads) subject to the jurisdiction of the ICC generally require approval for various actions, such as the issuance of securities or the transfer of property, before they can be completed. Railroads named include the Chicago, North Shore, & Milwaukee, the Oklahoma, the Northern Railroad of New Jersey, and the Chicago, Aurora, and Elgin.

III.54 The records of minutes of hearings in the coal, oil, grain, and car shortage investigations, 1906-09 (0.2 ft.)(MLR Entry 21, UD), are arranged by type of investigation and thereunder chronologically. By joint resolution of March 7, 1906, Congress directed the ICC to make an examination of railroad discrimination and monopolies in coal and oil. A Senate resolution of June 25, 1906, directed the Commission to conduct hearings into the relations of common carriers to ownership and operation of elevators and the buying, selling, and forwarding of grain. For each type of hearing, the volume gives date and place of session and lists the names or identification of witnesses appearing.

III.55 The series minutes of proceedings of commissioners held outside Washington, DC, August 6, 1897-June 1, 1900 (0.2 ft.)(MLR Entry 22, UD), is arranged chronologically. The minutes show the date and place of the meeting, commissioners in attendance, the names of the cases, the names of participating attorneys, and the names and identification of witnesses. Most of these proceedings involve railroads.

III.56 Press copies of letters sent by ICC Auditor C.C. McCain, August 1887-March 1888 (0.3 ft.)(MLR Entry 2, UD), are arranged chronologically. In the front of the volume there is an alphabetical name index to recipients of letters sent.

III.57 The minutes of hearings of the Interstate Commerce Commission, 1887-1910(0.4 ft.)(MLR Entry 14, UD), are arranged chronologically. This typewritten register gives the dates of hearings, the names of persons present at the hearings, and the names of cases heard.

III.58 Order books, April 6, 1887-April 24, 1905 (5 vols., 1 ft.)(MLR Entry 31, UD), are arranged chronologically. The handwritten official record of orders of the Commission, these entries give the dates and places of sessions, the names of commissioners present, and the texts of the orders. These volumes are used in conjunction with the official minute books which contain cross-references to the appropriate volume and page of the order books.

III.59 Records relating to the registration of rate conferences, 1943 (2 ft.)(MLR Entry 26, UD), are arranged alphabetically by the names of common carriers (including railroads) or rate conferences. Rate conference regulations promulgated in connection with the War Production Board Certificate #44 of March 20, 1943, issued by the Chairman of the WPA to the Attorney General, required rate conferences to register with the ICC. These volumes consist of various documents submitted by associations, committees, and groups to fulfill their registration requirements. Included are charters or certificates of incorporation, rules and by-laws, lists of officers, and related records.

III.60 Press releases relating to transportation regulation, 1951-79 (3 ft.)(MLR Entry 7, UD), are an official set of commission press releases on subjects relating to transportation regulation, ICC organization, appointments, and other subjects.

III.61 The series annual, quarterly, and monthly commission publications, 1897-1960 (15 ft.), is arranged by publication subject. The publications consist of record copies of published annual, quarterly, and monthly statistical reports, and bulletins and abstracts compiled by the Commission. Annual reports include reports of express companies from 1909 to 1920; statistics of oil pipeline companies from 1928 to 1947; freight commodity statistics, from 1924 to 1960; comparative statements of operating averages from 1921 to 1951; statistics of Class I motor carriers from 1938 to 1948; and rail accident reports from 1901 to 1939. The series also includes major publications from the Federal

Coordinator of Transportation on labor issues and the annual Commission publication, *Statistics of Railways*, from 1897 to 1953.

III.62 Formal dockets, 1887-1924 (4991 ft.)(MLR Entry 3A-B, NC 59), are arranged by assigned docket number (1-16,000). They relate to rates charged for services and to matters involving complaint and answer proceedings, ex parte proceedings of the commission, and proceedings based upon carrier applications for relief under provision of the various ICC acts. A typical case file includes a complaint containing the names of the parties at dispute and the nature of the controversy, a motion of the Commission for investigation or a petition of a carrier for relief, a statement of facts, exhibits, official transcripts of testimony, reports, correspondence, telegrams, other legal documents and papers, and the order or decision of the Commission. Most of the dockets involve railroads. The **oversized exhibits of formal dockets, 1887-1924** (70 ft.)(MLR Entry 3C, NC 59), are arranged by assigned docket number. The exhibits include oversized maps, charts, and diagrams used as exhibits in the formal dockets.

III.63 Investigation and suspense (dockets) cases, 1910-34 (1170 ft.)(MLR Entry 4A, NC 59), are arranged by assigned docket number (1-4,000). These cases resulted in the disposition of individual or joint rates, fares, charges, or classifications to the extent they were or were not found to be just and reasonable. Frequently they concerned suspension of proposed changes in carrier's tariffs and the institution of an investigation of the proposed change. A typical file includes petitions for suspension of new rates, exhibits, transcripts of hearings, reports, briefs, telegrams, correspondence, and the order of the Commission. Most of the case files involve railroads. The **oversized exhibits of investigation and suspense cases, 1910-34** (0.5 ft.)(MLR Entry 4B, NC 59), are arranged by assigned number.

III.64 The finance (dockets) cases, 1920-95 (5823 ft.)(MLR Entry 5, NC 59 and various ww entries), are arranged by assigned docket number. These records relate to Commission action on requests by carriers for permission to issue securities, propose reorganization plans, make loans, effect consolidations, extend or abandon lines and services, change or discontinue trains, or undertake other basic financial operations. These dockets contain information on the organization, functions, and operations of common carriers, including railroads. A typical file includes the application of the carrier,

transcripts of testimony, reports, exhibits, correspondence, telegrams, and the order of the Commission. Most of the cases involve railroads. Dockets #1-44,667, with gaps, are currently in the custody of NARA. The finance dockets and the abandonment dockets are indexed by two series. **Finance docket, numerical cards, 1920-1995**, are arranged numerically by assigned docket number. The records consist of cards for Finance Dockets #1-32, 816. The cards give a brief synopsis of the case, the name of the railroads involved, and the finance docket number. **Finance docket, alphabetical cards, 1920-1995**, are arranged alphabetically by name of individuals, railroad companies, or organizations. The cards give a brief synopsis of the case, the name of the railroads involved, and the finance docket number. The finance dockets contain detailed information concerning the organization, functions, and operations of railroad companies. The authority issued, where applicable, in the form of certificates, licenses, or permits, describes the extent of routes, stops, and jurisdictions, and the types of property to be transported. These dockets extensively detail the financial history of individual railroads from 1920 to 1995, particularly information concerning the railroad company itself.

III.65 The **abandonment dockets, 1972-1995** (189 ft.)(various ww entries), are arranged by assigned docket number. These records are the official docket files of applications of public convenience and necessity authorizing the abandonment of a line or railroad or operation thereof filed according to the provision of the Interstate Commerce Act and decided by the ICC. Rail abandonment cases were included with the finance dockets until 1972 when an ICC ruling separated the rail abandonment cases and resulted in the filing of these formal proceedings under the AB prefix. These cases include significant documents such as the application or petition of the railroad company for abandonment, the protests against abandonment, briefs, the notice and order of the commission, testimony, and exhibits which include maps, charts, and photographs. These dockets are indexed by **abandonment docket, numerical cards, 1972-95**, arranged numerically by assigned docket number. The records consist of cards for abandonment dockets #1-447. The cards give a brief synopsis of the case, the name of the railroads involved, and the abandonment docket number.

III.66 The **electric railway (trolley) dockets. 1934-52** (12 ft.)(MLR Entry 39, UD), are arranged by docket number. Cases related to the status of electric railways to determine

if railroad is a common carrier under the section 1 proviso of the Railway Labor Act as amended, June 21, 1934, (48 Stat. 1185) and the Railroad Retirement Act of 1935 (49 Stat. 967). The dockets include financial and operating information concerning the railroad. The records are divided up into Railway Labor Act dockets and electric railway dockets. A list of dockets follows:

1. Railway Labor Act Dockets

Texas Electric Railway
Sacramento Northern Railway
Waterloo Cedar Falls and Northern Railway
Piedmont and Northern Railway
New York, Westchester, and Boston Railway
Hudson and Manhattan Railroad
Chicago, North Shore, and Milwaukee Railroad
Chicago, South Shore, and South Bend Railroad
Chicago, Warehouse, and Terminal Co.
Des Moines and Central Iowa Railroad
Fort Dodge, Des Moines, and Southern Railroad
Utah-Idaho Central Railroad
Salt Lake and Utah Railroad
Pacific Electric Railway
Oklahoma Railway

2. Electric Railway Dockets

Indiana Railroad
Chicago, North Shore, and Milwaukee Railroad
Cincinnati and Lake Erie Railroad
Chicago, Aurora, and Elgin Railroad
Interurban Electric Railway
Lorain Street Railroad
Chicago, South Shore, and South Bend Railroad
Hudson and Manhattan Railroad

Oklahoma Railway
Denver and Intermountain Railroad
San Francisco and Napa Valley Railroad
Portland Traction Co.
Chicago, Aurora, and Elgin Railroad
Municipal Belt Line Railway of Tacoma, Washington
Subway Division, Rochester Transit Corporation, Rochester, NY
Philadelphia and Western Railroad
International Railway
Gulfport and Mississippi Coast Traction Co.
Alabama Power Co.
South Brooklyn Railway
Baltimore and Annapolis Railroad
North Coast Transportation Co.

III.67 The series **district railway dockets, 1912**(0.2 ft.)(MLR Entry 41, UD), consists of District Railway Docket #1, *R.H. McNeill vs. Washington Railway & Electric Company, et al*, dated 1912.

III.68 The **subject index to ICC dockets, 1887-1955** (60 ft.)(MLR Entry 37, UD), is arranged alphabetically by subject and thereunder chronologically. It indexes a wide variety of general subjects and commodities that traveled by common carrier.

III.69 The **general counsel's numbered memorandums, 1914-62** (102 vols., 6 ft.)(MLR Entry 32, UD), are arranged by year and thereunder sequentially by memorandum number. They consist of memorandums to the Commission giving legal advice on rate cases and other matters concerning common carriers, including railroads. Some of the memorandums include documentation relating to Federal court decisions concerning cases involving the ICC. The subjects of the memorandums do not include valuation matters.

III.70 **Miscellaneous historical materials, ca. 1887-1967** (4 ft.)(MLR Entry 34, UD), is an unarranged collection of 101 miscellaneous manuscripts, typescripts, printed documents, clippings, cartoons, photographs, and other records relating to the history of

the ICC. These were assembled for exhibition during the Commission's 75th anniversary celebration. They were selected from many sources within the ICC. A detailed list of the documents is available.

III.71 Miscellaneous records, ca. 1920-1977 (1 ft.)(MLR Entry 35, UD), are unarranged. They include transcripts of hearings and witness statements for Ex Parte Docket #293, Northeast Railroad Investigation, Rail Services Planning Office Review of Secretary of Transportation Rail Service Report, dating 1974; legal materials, dating 1942; a report entitled *The Interstate Commerce Commission During the Administration of President Lyndon B. Johnson*; *Minutes of the Railroad Labor Board, 1920*; and miscellaneous finance dockets.

III.72 From 1887 to 1906, the Operating Division was the administrative arm of the Commission. The Secretary headed the Division. The series **files of the Operating Division, 1887-1906** (71 ft.)(MLR Entry 1, NC 59), is arranged by assigned number. The files consist of the incoming and outgoing correspondence of the Chairman of the Commission, the individual commissioners, the Secretary of the Commission, and the Operating Division. The correspondence, with members and committees of Congress, other Federal agencies, state regulatory agencies, rail carriers, shippers, and the public relates to administrative problems including Interstate Commerce Act enforcement, courts tests of its provisions, amendments to the act, Commission policies and regulations, carrier obligations under the act, shippers' inquiries and complaints regarding carrier valuations, rates and practices, and general administrative matters. This series acts as the central correspondence file for the ICC for this period and documents the evolution of railroad regulation, among other subjects. This series is indexed by the **briefing slip index to general correspondence files of the Operating Division, 1887-1906** (14 ft.)(MLR Entry 2, NC 59), which is arranged alphabetically by name of carrier, subject or correspondent. The multiple briefing slips for each file number contain identical information regarding the correspondence covered: date of incoming letter, name of correspondent, name of carrier involved, subject, file number, date of filing, and cross-reference data.

III.73 The Operating Division's **general letters, 1887-1942** (115 ft.)(MLR Entry 1, UD), are arranged chronologically. The series consists of press copies of letters sent and

addressed to members of Congress, agency heads, state governors, and business leaders. Much of the correspondence involves railroads. Each volume contains an index to the names and titles of addressees.

III.74 The records of the Bureau of Traffic include the following series:

1. director's files, 1920-68 (195 ft.)(MLR Entry 16, UD), arranged chronologically. They consist of correspondence, memorandums, telegrams, charts, maps, and other records relating to the Bureau's activities, which include regulation of rates for common carriers. These files are indexed by the following entry.

2. alphabetical subject index to the director's files, 1921-51 (6 ft.)(MLR Entry 17, UD), arranged alphabetically by subject. The index includes references to various docketed case files filed under "Dockets," a name index to incoming letters and memorandums, and miscellaneous name and subject indexes for documentation relating to water carriers.

3. miscellaneous letters relating to traffic tariff rulings, 1908-20 (0.3 ft.)(MLR Entry 10, UD), arranged by letter number. These incoming and outgoing letters generally regard railroad passenger tariff rulings.

4. ledgers relating to tariff statistical summaries, 1896-1952 (0.4 ft.)(MLR Entry 5, UD), containing statistical data on tariffs received;

5. official transcripts of conferences, 22-23 June 1917 and 2-4 August 1921 (0.3 ft.)(MLR Entry 23, UD), arranged chronologically. The conferences concern the proposed revisions of Tariff Circulars 18A and 20.

6. memorandums sent by the Release Rate Board to Division #2, March 1917-March 1950 (3 ft.)(MLR Entry 24, UD), arranged numerically (1-1146). The series consists of released rate memorandums describing applications and claims filed by common carriers, including railroads, for approval of passenger and freight rates. It also includes released rate orders issued by the ICC.

7. memorandums sent by the Board of Reference to Division #2, September 1916-November 1941 (0.7 ft.)(MLR Entry 25, UD), arranged sequentially by memorandum number. These are memorandums concerning the establishment of rules and regulations concerning and claims of common carriers, including railroads, regarding freight and passenger rates. The memorandums reference the special docket number.

8. Board of Reference briefs (Series a), 1916-48 (1 ft.)(MLR Entry 27, UD), arranged sequentially by brief number. The briefs contain an abstract of the issues and facts of each case and the Board of Reference position or ruling in case. The briefs reference the Board of Reference memorandum number and file number.

9. minutes of meetings of the Board of Reference, September 1910-September 1951 (1 ft.)(MLR Entry 28, UD), arranged chronologically. The series contains minutes of meetings of the Board of Reference, which consists of approval or other actions on special dockets and memorandums concerning freight and passenger rates of common carriers, including railroads.

10. memorandums received by the Board of Reference, February 1917-March 1953 (4 ft.)(MLR Entry 29, UD), arranged sequentially by memorandum number. These are memorandums sent by the Division of Correspondence and Claims, Correspondence Section, and later the Bureau of Informal Cases to the Board of Reference. The memorandums refer to information gathered from common carriers, mainly railroads, concerning their claims and applications for rate changes.

III.75 The Bureau of Traffic, Passenger Branch, Section of Tariffs produced the series **canceled passenger tariffs, 1887-1935** (429 ft.)(MLR Entry 7, NC 59), arranged alphabetically by name of the common carrier, mainly railroads. The series consists of schedules of fares and charges for transportation of passengers in interstate and foreign commerce. The tariffs were filed by common carriers subject to the jurisdiction of the Commission. The records include most of the canceled tariffs of carriers from 1887 to 1916, but only those of abandoned lines after 1917. These records contain information concerning rate trends and operating facilities and conditions of carriers.

III.76 The records of the Bureau of Traffic, Fourth Section Board, contain the following two series:

1. Fourth Section order files, 1911-82 (17 ft.)(MLR Entry 43, A1), arranged numerically by fourth section order number. The records consist of one copy of each published order of the Fourth Section Board created since its inception that summarizes the contents of the carrier's application and shows the Commission's decision on each case. The orders relate to carrier's seeking authority pursuant to Section 4 of the Interstate Commerce Act to establish rates and fares without observing the long and short haul or aggregate-of-intermediate rates provisions of the act. Most of these case files involve railroads.

2. selected Fourth Section dockets, ca. 1910-72 (59 ft.)(MLR Entry 19, UD; MLR Entry 44, A1), arranged numerically by docket/application number. The docket files include applications filed under section 4 of the Interstate Commerce Act by carriers seeking permission to maintain higher rates and

charges at intermediate points than at more distant points. Also included are related papers created in the process of making determinations on the case. With gaps, boxes 109A-C contain application numbers 1-3636.

III.77 The following five series descriptions, for records of the Bureau of Transport Economics and Statistics, are the result of a recent redescription of the former series, **annual reports of carriers, 1915-61** (2330 ft.):

1. annual reports of railroads, water carriers, and pipeline companies submitted to the Interstate Commerce Commission, 1915-61 (1842 ft.)(MLR Entry 41A A1), arranged chronologically by year and thereunder sequentially by assigned report number. The date span of the records is 1915 to 1961 with gaps. Carriers subject to the jurisdiction of the Commission filed the reports. The reports contain data on the corporate structure and history of the carriers and their financial condition and operating activities. The types of carriers include steam railroads, electric railroads, railway express companies, sleeping car companies, water carriers, and private car owners. This series is an accretion to the National Archives Microfilm Publication T913, *Annual Reports of Common Carriers to the Interstate Commerce Commission, 1888-1914*. The reports are arranged by year and thereunder by assigned number according to the following scheme.

Reports # 1-9: Sleeping Car Companies (Pullman Company - Report #1)

Reports #10-99: Railway Express Companies (American Railway Express - Report #17)

Reports #100-1999: Large and Medium Steam Roads and Switching and Terminal Companies and Lessor Companies (mostly large steam)

Reports #2000-3999: Small Roads

Reports #4000-4999: Large and Medium Steam Roads and Switching and Terminal Companies (mostly switching and terminal companies)

Reports #5000-5999: Small Switching and Terminal Companies

Reports #6000-6299: Large and Medium Steam Roads and Switching and Terminal Companies (mostly medium roads)

Reports #6300-6999: Electric Railways

Reports #7000-9999: Carriers By Water

Reports #10,000-: Additional Large and Medium Steam Roads

Reports #21,000-: Pipeline Companies

There were minor changes to this filing scheme, usually just a change in wording. The only substantive change was made in the early 1950s to add "Persons Furnishing Cars or Protective Services--Owners of 1000 or More"--Reports #9500-9999.

2. index to common carrier (railroad) annual reports, 1887-1988 (MLR Entry 43 A1), arranged alphabetically by name of railroad. Entries give the name of the railroad, dates and numbers of extant annual reports, and dates and the existence of Circular 11's. This series indexes the railroad annual reports in the Annual Reports of Railroads, Water Carriers, and Pipeline Companies Submitted to the ICC and the Reports of Mileage and Other Information Pertaining to Railroads, ICC Circulars 11, 12, and 13.

3. annual reports of common carriers to stockholders, 1833-1971 (97 ft.)(MLR Entry 41C A1), arranged by date span and thereunder mostly alphabetically by name of common carrier. These copies of original annual reports prepared by railroad companies, water

carriers, freight forwarders, pipeline companies, and motor carriers and submitted to stockholders were maintained by the ICC. Most of the reports are for railroad companies. Carriers were required to submit copies of these reports to the Commission. The earliest reports are for the Baltimore and Ohio Railroad and begin in 1833. The later reports contain many photographs, charts and graphs and are in color.

4. reports of mileage and other information pertaining to railroads, ICC Circulars 11, 12, and 13, 1891-1944 (19 ft.)(MLR Entry 41D A1), arranged alphabetically by name of railroad. These circulars were sent to railroads as part of the ICC Statistics Division tabulation of railway mileage in the United States. The circulars give general information pertaining to railroads including total single-track mileage and the name of the official in charge of statistics for the railroad. Circular 11 was sent to both public and private railroads, and Circular 12 was sent primarily to lines newly projected or constructed. Circulars exist for years that railroads that did not submit annual reports.

5. miscellaneous annual reports of common carriers submitted to the Interstate Commerce Commission, 1947-61 (10 ft.)(MLR Entry 41 E A1), arranged by type of form, thereunder by year, and thereunder mostly alphabetically by name of common carrier. The records consist of annual report forms submitted to the ICC by several sources including: Freight Forwarders, gross revenue of \$100,000 or more (Form F-a); Freight Forwarders, gross revenue under \$100,000 (Form F-b); Class C Water Carriers (Form K-C); Persons Furnishing Cars or Protective Services, Owners of 1,000 Cars or More (Form B-1); Persons Furnishing Cars or Protective Services, Owners of Between 100-1,000 Cars (Form B-2); and Rate Bureaus and Organizations (Form RBO). These reports include information such as the names of the largest stockholders, states in which operations were conducted, amounts of total assets, liabilities, surplus, investments, revenue and expenses, and number of employees. Most of these reports concern railroads or are railroad related. These reports are not included in the Annual Reports of Railroads, Water Carriers, and Pipelines Submitted to the Interstate Commerce Commission, 1915-61.

III.78 The Bureau of Locomotive Inspection, Office of the Chief Inspector created the following two series:

1. locomotive inspection policy correspondence files, 1911-55 (29 ft.)(MLR Entry 8 UP), arranged in alphabetical order by name of rail carrier. These files consist of incoming and outgoing correspondence between the Bureau and rail carriers involving policies or regulations concerning locomotive and tender inspections or the results of such inspections; permission to carriers to take actions affecting their locomotives; and noncompliance by carriers ordered to take locomotives out of service.

2. opinions and decisions regarding locomotive safety, 1912-63 (1 ft.)(MLR Entry 9 UP), arranged in topical order (Counsel's Opinions, Court Decisions, Appeals Decisions). The records consist of legal materials involving locomotive or tender safety assembled by the Office of the Chief Inspector, apparently for the use of the latter. Included are a typewritten digest of locomotive safety laws and court decisions, summaries of Supreme Court and Appeals Court decisions, and the opinions of the Chief Counsel on court decisions affecting the Bureau's authority and operations.

III.79 The Bureau of Safety, Medal of Honor Committee produced the **Medal of Honor case files, 1905-55** (3 ft.)(MLR Entry 5 UP), arranged in case number order, running from 1-105, that document application and candidacy procedures for Medals of Honor recipients. These awards were created in 1905 to honor persons endangering their lives by saving or trying to save others in a rail carrier wreck, disaster, or serious accident, or who endeavored to prevent such an accident. There are 105 case files in these records. A typical example is Case File #73 which details an award of the Medal of Honor to Will Gibson, a "colored" baggage and station porter on the Atlantic Coast Line Railroad. On February 9, 1940, in Dotham, Alabama, at about 11:40 a.m., Gibson saved a 4-year-old boy who ran in front of an oncoming train. Neither person was seriously injured. The file contains correspondence, newspaper clippings, and drawings of the accident site.

III.80 The Bureau of Safety, Section of Railroad Safety created **railroad accident investigation reports, 1911-63** (10 ft.)(MLR Entry 6 UP), arranged chronologically in report number order. The records consist of official file copies of carrier accident investigation reports. These reports are required by the Accident Reports Act of May 6, 1910.

III.81 The Bureau of Valuation, established in 1916 as the successor to the Division of Valuation, assumed primary responsibility for preparing inventories of the fixed physical property and assets of domestic railway carriers in support of the Commission's work of determining valuation rates authorized by acts of Congress and implemented and enforced by Commission regulations. The Accounting and Engineering sections of the Bureau, acting under the general direction of the Bureau's commissioner in Washington, supervised the field activities of accountants and engineers who compiled technical data for the commissioner. The Commissioner of the ICC, in consultation with other members at the ICC's general sessions, used this and other data in establishing property assessment rates, in preparing for public hearings or other proceedings attended by railroad company counsel, and in promulgating valuation orders. The Bureau was abolished in 1954 upon its merger with the former Bureau of Accounts and Cost Finding. The Bureau's inventorying and appraising functions passed to the Bureau of Accounts, Cost Finding, and Valuation.

III.82 The valuation records created by the ICC provide detailed documentation pertaining to the railroads of the United States from their beginning until the 1960s. Most of these valuation records were created during the period 1915 to 1920 by ICC and railroad employees who undertook a massive project to inventory almost every aspect of the existing railroad system in the United States. The records are divided into two general subdivisions: the basic valuation records and the period updates. The basic valuation records will allow a researcher to obtain for the period 1915 to 1920 information about the railroad facilities existing at a particular location, the land owned by a railroad and how it was acquired, the land adjacent to railroad property, and the financial history of the railroad from its earliest operations to the date of basic valuation. Periodic updating records allow a researcher to follow changes in facilities from the date of basic valuation and changes in the financial condition of the railroad corporation to the 1960s. In addition, the records will allow a researcher to determine the specific rolling stock held by a railroad for the period from basic valuation to the 1960s. Such information, however, is not contained in any single type of record. The general subject categories of the records are land, engineering, and accounting reports and supporting documentation. Valuation records include the following series:

1. valuation section maps, 1914-21 (2 vols., 0.4 ft.)(MLR Entry 8, A1), arranged alphabetically by name of railroad. These maps are railroad route maps prepared by the valuation engineers assigned to the district offices of the Bureau of Valuation. The manuscript maps, when submitted to Bureau headquarters in Washington, supplemented inventory reports on railway company property and furnished technical and pictorial data need for used in determining valuation rates on carriers subject to ICC jurisdiction. The maps show, for each section of track, the name of the railroad and the valuation section number, as well as the surrounding geographical and other physical features of land near railroad terminals. These maps are also in the front of the final land report and the final engineering report. More important, these maps are used as a finding aid to determine the valuation section number of pertinent trackage so that other valuation records can be consulted.

2. valuation orders and related land and engineering section records, 1914-34 (0.3 ft.)(MLR Entry 9, A1), arranged sequentially by valuation order number (1-25) or by name of operating unit and thereunder by type of record. In this series are electrostatic copies of a record set of ICC valuation orders or circulars approved by the Commission, as well as copies of memorandums and instructions issued by the Land and Engineering Section of the ICC's Bureau of Valuation. The records cover such subjects as the development of criteria on which to base determinations of property assessment rates on railroads, the establishment of technical terminology for defining and describing the inventory of railroad companies, the formulation of improved operating procedures in the Land and Engineering Sections, and the preparation and execution of instructions for field work conducted by the branches of the Land and Engineering Sections.

3. minutes of meetings of the Division of Valuation, March 17, 1913-December 31, 1959 (2 ft.)(MLR Entry 18, UD), arranged chronologically.

4. valuation (dockets) case files, 1916-27 (1204 ft.)(MLR Entry 6A, A1), arranged by assigned docket number. These dockets record the formal administrative proceedings during which the ICC reached an initial valuation decision of railroad property under an act of March 1, 1913. A typical file includes the engineering, land, and accounting final reports which contain summary information based on the findings of the valuation-supporting documentation; the tentative valuation of the Commission; protests by the

carriers; transcripts of testimony; exhibits; briefs; petitions; and the report and order of the Commission. Dockets are numbered 1-1250. The valuation dockets are indexed by the **alphabetical index to valuation dockets, 1914-20** (2.5 ft.)(MLR Entry 6C A1), which is arranged alphabetically by name of railroad or common carrier, and the **numerical index to valuation dockets, 1914-20** (1.5 ft.)(MLR Entry 6D A1), which is arranged numerically by docket or case file number. These indexes consist of index cards listing the name of the railroad or common carrier, the docket number, and cross-references to published valuation reports. The alphabetical index is particularly useful since it contains references to subsidiary railroads.

5. valuation case files, 1916-27 (oversized exhibits) (6 ft.)(MLR Entry 6B, A1), arranged by assigned docket number.

6. accounting schedules, related documentation, and narrative reports compiled by ICC employees that pertain to the financial histories of railroads, 1914-57 (918 ft.)(MLR Entry 10, A1), arranged sequentially in multivolume bundles of binders, thereunder by name of railroad company, thereunder by volume or book number, and thereunder by type of record (schedules, returns, corporate histories, or exhibits). The schedules provide extensive financial data covering subjects such as profit and loss, cost of construction, bonds issued and retired, and securities purchased and sold. Related records exist mostly for the smaller railroads and include material relating to their financial histories.

III.83 The records of the Bureau of Valuation, Engineering Section, include the following series:

1. engineering field notes of ICC parties surveying the physical property of railroads, 1914-29 (2467 ft.)(MLR Entry 11 A1), arranged by name of railroad, thereunder by type of notes (roadway, structural, bridge, building, chaining, and computations), thereunder by valuation section number, and thereunder by book or volume number. Field notes contain information concerning grading, ballast, ties, track, and all railroad structures. The three main types of notes are the chaining notes, the bridge and building notes, and inventories of furnishings. The chaining notes detail every mile of railroad. These notes provide detailed descriptions of the railroad right-of-way, giving to the nearest foot the

location of crossings, culverts, bridges, and the intersection of railroad track. The bridge and building notes, if they are of high quality, contain detailed descriptions of structures and are frequently supplemented by photographs and/or blueprints. An index to the engineering field notes, arranged alphabetically by name of railroad, is available. This index lists the box numbers and sometimes the nature (i.e. type of engineering field notes and the valuation section) of the notes that are available.

2. final engineering reports showing cost of reproduction of carrier property, 1910-35 (404 ft.)(MLR Entry 27, 32, 34, A1), arranged in sequentially numbered multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder chronologically. These reports summarize the information in the engineering field notes concerning the fixed property of railroads and rolling stock. This series includes the first and second carbons of the report. There are missing binders from each set of carbons. The original report is included in the valuation case files. A bundle list is available.

3. equipment and machinery schedules, 1914-39 (79 ft.)(MLR Entry 26, A1), arranged sequentially in multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder by volume number. Schedules were submitted by railroads as inventories of their holdings of various types of equipment, including steam locomotives and rolling stock. Schedules exist for some smaller railroads mostly in the Southeastern United States. A list of railroads for which schedules exist is available. This list gives the name of the railroad and the bundle number.

4. periodic forms updating final engineering reports, 1915-74 (4005 ft.)(MLR Entries 17, 25, 30, 31, 33, A1), arranged sequentially in four chronological blocks, thereunder sequentially by assigned docket number in multivolume bundles of binders, and thereunder alphabetically by name of railroad or other common carrier or industrial company. The first update forms cover over a decade, but the railroads were subsequently required to submit annual updates.

5. statements compiled by railroad employees relating to the history of the railroad, 1915-28 (23 ft.)(MLR Entry 29, A1), arranged chronologically, thereunder alphabetically by name of railroad, and thereunder by volume number or numerically, and thereunder

alphabetically by name of railroad. These statements usually consist of charts showing the corporate organization of railroads. In some cases, the statements include a narrative history of the railroad. The narrative histories are only available for some railroads. A list of railroads covered is available.

6. railroad inspection reports compiled by ICC representatives, 1930-58 (5 ft.)(MLR Entry 28, A1), arranged alphabetically by name of railroad. The ICC compiled these reports during the late 1930s and early 1940s. Many of them contain numerous photographs about the facet of the railroad's operation being inspected. They do not, however, cover many railroads. There is a list of railroads covered in this series.

III.84 The Bureau of Valuation, Land Section, created the following series:

1. land acquisition forms, 1914-39 (771 ft.)(MLR Entries 12, 23, 24, A1), arranged sequentially in multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder by volume number. The forms detail the acquisition of each parcel of land the railroad is using for common-carrier purposes that is part of the right-of-way covered by the valuation map as well as some parcels not being used for that purpose. Equipment and machinery schedules are sometimes included with these forms. An index to these records, arranged by name of railroad, is available.

2. grant schedules, 1914-28 (14 ft.)(MLR Entry 20, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume number. The series consists of schedules recording grants to railroads by the Federal, state, or local governments; corporations; and individuals. Some grants were for common-carrier purposes and others were for financial considerations. An index, arranged by name of railroad, is available.

3. leasing schedules, 1914-23 (10 ft.)(MLR Entry 19, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume number. The records consist of schedules recording leases of railroad-owned land to individuals, corporations, and municipalities. An index, arranged by name of railroad, is available.

4. land field notes of ICC appraisers relating to the current value of real estate adjacent to railroad rights-of-way, 1915-28 (298 ft.)(MLR Entry 18, A1), arranged alphabetically by name of railroad company and thereunder by volume number. These are notes compiled by the ICC to determine the current value of land adjacent to railroad rights-of-ways. Each note pertains to a land appraisal zone, which was established at each point where property adjacent to a railroad right-of-way changed in value. Each note describes the land in the zone and provides an estimate of its current value per acre or per square foot. An index to the records, arranged alphabetically by name of railroad, is available. The index lists the name of the railroad and the box and volume number.

5. final land reports showing value of land owned or used by common carriers, 1914-32 (107 ft.)(MLR Entry 22, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume or part number. These reports summarize some information in the land acquisition forms and land field notes concerning the land owned or leased by railroads. They provide compilations of the value of land used by railroads for common-carrier purposes. Perhaps, most important, they serve as a finding aid to the valuation records. The final land report enables one to identify the relevant engineering field notes, the maps, the land acquisition schedules, the grant schedules, and the land appraisal field notes regarding a specific location. The final land reports are also maintained with the valuation case files.

6. periodic forms updating final land reports, 1915-60 (323 ft.)(MLR Entry 21, A1), arranged in sequentially numbered multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume. The first update forms cover over a decade, but the railroads were subsequently required to submit annual updates. These forms covered the major acquisitions or sale of land used for common-carrier purposes.

III.85 Among the general records of the ICC, the cartographic records associated with the formal cases consist of manuscript, annotated, published, and photoprocessed maps of the United States and parts of the United States which were submitted as exhibits in the cases. Most of the maps pertain to the railroad industry. Many of the maps show railroad lines and systems, industrial sites and the railroads serving the industries, freight association districts, terminal points and railroad properties, corporate ownership of

railroad lines, information concerning rates charged for shipment of freight, and operating and maintenance costs for railroad lines. The maps are arranged numerically by docket number.

III.86 The maps filed with the finance cases consist of manuscript, annotated, published, and photoprocessed maps and profiles of railroad lines, maps showing railroad rights-of-way, and maps showing proposed railroad routes. These maps are arranged numerically by docket number.

III.87 The records of the Bureau of Valuation include the **railroad valuation maps, 1915-62**. These maps are arranged alphabetically by name of railroad, thereunder by valuation section, and thereunder by map number. Almost all of the maps are 25 by 54 inches and cover 1/2 mile, 1 mile, 2 miles, 3 miles, or 4 miles of track. They contain many engineering details such as the layout of track and the locations of buildings and bridges. These maps contain detailed track plans for all the railroads in the continental United States, ca. 1918.

III.88 Still pictures among the ICC records include **broadsides advertising special railroad excursions** (134-EX). This series consists of four letterpress posters advertising special excursions or excursion-type fares on the Old Colony; Pittsburgh and Lake Erie; Rome, Watertown and Ogdensburgh; and the Western New York and Pennsylvania Railroads.

III.89 Electronic records of the ICC include the **waybill public use files, 1983-1995**. The Commission has collected railroad waybill samples for nearly a century and, since 1946, a continuous sample of all railroad carload traffic has been taken on an annual basis. The waybill public use files are collected under contract by the Association of American Railroads (AAR) for the ICC and its successor agency, the Surface Transportation Board of the U.S. Department of Transportation. The electronic records represent an annual statistical sample of railroad traffic over the nation's rail system, beginning in 1983. For 1983 to 1995, there are between 235,000 and 400,000 records per year and one electronic records file per year. The purpose of each annual sample of railroad waybills is to measure railroad traffic flows and freight rate characteristics on a continuous, nationwide basis. These public use files are created from the ICC master data files by suppressing data to protect business confidentiality of the reporting entity. The number

of data elements in the records varies over time but includes traffic information for each waybill movement such as the year, number of carloads, AAR car type, commodity code, billed weight in tons, freight revenue, transit code, all rail/intermodal code, actual miles, origin and termination states, number of interchanges, interchange states, and origin and termination freight rate territories.

National Archives Reference Information Paper 91 -- Railroad-related Records

Part III(B)

Federal Regulation and Oversight of Railroads (Section B)

Record Group 134 Records of the Interstate Commerce Commission

III.48 The ICC was created by an act of Congress, approved February 4, 1887. Subsequent legislation strengthened the authority of the ICC and broadened the scope of its jurisdiction until its abolition on December 31, 1995. The general purpose of creating the Commission was to provide for a body empowered to regulate, in the public interest, common carriers engaged in transportation in interstate commerce and in foreign commerce to the extent that it takes place within the United States. It was responsible for promoting safe, adequate, economical, and efficient service on all modes of transportation subject to the act; for encouraging establishment and maintenance of reasonable charges for transportation services, without unjust discriminations or unfair competitive practices; and for developing, coordinating, and preserving a national transportation system by water, highways, rail, or other means, adequate for the needs of the Postal Service, the national defense, and the commerce of the United States. There are voluminous records available concerning the supervision and regulation of railroads since 1887. Some of the more significant bodies of records that are useful to railroad researchers are the various series of railroad company annual reports and records relating to railroad accident investigations, and the finance dockets which contain information concerning the organization, functions, and operations of the railroad companies. Additionally, the records of the Bureau of Valuation provide extensive documentation concerning the property and other assets of railroad companies in the

continental United States, beginning in 1915. A few series are described in the *Preliminary Inventory of the Records of the Interstate Commerce Commission*, NC 59, as noted. There is a draft inventory available that updates the preliminary inventory. Some of the series titles and descriptions in this record group are different from those listed in the Master Location Register.

III.49 The official minutes of the ICC, 1887-1977 (27 ft.)(MLR Entry 20, UD), are arranged chronologically by year and thereunder by the organizational unit that created the minutes. They consist of minutes of decisions by the General Session and by specific boards, bureaus, divisions, or other organizational units of the ICC. Most decisions are responses to petitions from private firms for changes in rates or operating procedures, but some decisions concern internal ICC policies and procedures. Some of the motor carrier volumes are missing. This series is indexed by **index of official commission minutes, 1887-1978** (3 ft.)(MLR Entry 3, UD), which is arranged alphabetically by subject. Each card includes a subject heading, the name(s) of related case(s), and the volume and page where the minutes may be located. The index does not cover the last four years of the minutes. The index includes a document listing for the first 12 volumes of the minutes, subject indexes for railroads, motor carriers, and a general administrative index. Also included are numerical indexes to the minutes for motor carrier, finance, investigation and suspense, water carrier, freight forwarder, and ex parte cases.

III.50 Correspondence from the general public to President Roosevelt and his aide, Louis Howe, principally regarding railroads, March-April 1933 (0.8 ft.)(MLR Entry 4, UD), is arranged chronologically by the dates of the Secretary's replies. It consists of incoming correspondence, along with copies of replies, principally about matters pertaining to the Nation's railroads. Howe referred the correspondence to the Secretary of the Interstate Commerce Commission for acknowledgment, which usually took the form of a stereotype letter. In these letters, the writers (many of whom were railroad employees or former employees) expressed their feelings about the operation and financial plight of the nation's railroads and offered suggestions and plans to help rescue the railroads from their difficulties.

III.51 Clippings from ICC annual reports, 1887-1930 (7 ft.)(MLR Entry 6, UD), are arranged alphabetically by subject. They consist of albums containing excerpts from ICC annual reports that were of significant interest to the Commission.

III.52 The decisions and reports of the Interstate Commerce Commission, 1887-88 (1 vol., 0.2 ft.)(MLR Entry 11, UD), are arranged chronologically. The handwritten record copies of the earliest decisions and opinions of the Commission usually give date and place of the session; name of the case; vote of the Commission; and text of the opinion, decision, or report.

III.53 Records relating to proceedings for reorganization under Chapter Ten of the Bankruptcy Act, ca. 1939-46 (0.4 ft.)(MLR Entry 13, UD), include reorganization plans, financial statements, correspondence, applications, notices, court orders, affidavits, and other documents submitted to Division 4 of the ICC. Plans for reorganization in Chapter 10 proceedings involving common carriers (including railroads) subject to the jurisdiction of the ICC generally require approval for various actions, such as the issuance of securities or the transfer of property, before they can be completed. Railroads named include the Chicago, North Shore, & Milwaukee, the Oklahoma, the Northern Railroad of New Jersey, and the Chicago, Aurora, and Elgin.

III.54 The records of minutes of hearings in the coal, oil, grain, and car shortage investigations, 1906-09 (0.2 ft)(MLR Entry 21, UD), are arranged by type of investigation and thereunder chronologically. By joint resolution of March 7, 1906, Congress directed the ICC to make an examination of railroad discrimination and monopolies in coal and oil. A Senate resolution of June 25, 1906, directed the Commission to conduct hearings into the relations of common carriers to ownership and operation of elevators and the buying, selling, and forwarding of grain. For each type of hearing, the volume gives date and place of session and lists the names or identification of witnesses appearing.

III.55 The series minutes of proceedings of commissioners held outside Washington, DC, August 6, 1897-June 1, 1900 (0.2 ft.)(MLR Entry 22, UD), is arranged chronologically. The minutes show the date and place of the meeting, commissioners in attendance, the names of the cases, the names of participating attorneys, and the names and identification of witnesses. Most of these proceedings involve railroads.

III.56 Press copies of letters sent by ICC Auditor C.C. McCain, August 1887-March 1888 (0.3 ft.)(MLR Entry 2, UD), are arranged chronologically. In the front of the volume there is an alphabetical name index to recipients of letters sent.

III.57 The minutes of hearings of the Interstate Commerce Commission, 1887-1910(0.4 ft.)(MLR Entry 14, UD), are arranged chronologically. This typewritten register gives the dates of hearings, the names of persons present at the hearings, and the names of cases heard.

III.58 Order books, April 6, 1887-April 24, 1905 (5 vols., 1 ft.)(MLR Entry 31, UD), are arranged chronologically. The handwritten official record of orders of the Commission, these entries give the dates and places of sessions, the names of commissioners present, and the texts of the orders. These volumes are used in conjunction with the official minute books which contain cross-references to the appropriate volume and page of the order books.

III.59 Records relating to the registration of rate conferences, 1943 (2 ft.)(MLR Entry 26, UD), are arranged alphabetically by the names of common carriers (including railroads) or rate conferences. Rate conference regulations promulgated in connection with the War Production Board Certificate #44 of March 20, 1943, issued by the Chairman of the WPA to the Attorney General, required rate conferences to register with the ICC. These volumes consist of various documents submitted by associations, committees, and groups to fulfill their registration requirements. Included are charters or certificates of incorporation, rules and by-laws, lists of officers, and related records.

III.60 Press releases relating to transportation regulation, 1951-79 (3 ft.)(MLR Entry 7, UD), are an official set of commission press releases on subjects relating to transportation regulation, ICC organization, appointments, and other subjects.

III.61 The series annual, quarterly, and monthly commission publications, 1897-1960 (15 ft.), is arranged by publication subject. The publications consist of record copies of published annual, quarterly, and monthly statistical reports, and bulletins and abstracts compiled by the Commission. Annual reports include reports of express companies from 1909 to 1920; statistics of oil pipeline companies from 1928 to 1947; freight commodity statistics, from 1924 to 1960; comparative statements of operating averages from 1921

to 1951; statistics of Class I motor carriers from 1938 to 1948; and rail accident reports from 1901 to 1939. The series also includes major publications from the Federal Coordinator of Transportation on labor issues and the annual Commission publication, *Statistics of Railways*, from 1897 to 1953.

III.62 Formal dockets, 1887-1924 (4991 ft.)(MLR Entry 3A-B, NC 59), are arranged by assigned docket number (1-16,000). They relate to rates charged for services and to matters involving complaint and answer proceedings, ex parte proceedings of the commission, and proceedings based upon carrier applications for relief under provision of the various ICC acts. A typical case file includes a complaint containing the names of the parties at dispute and the nature of the controversy, a motion of the Commission for investigation or a petition of a carrier for relief, a statement of facts, exhibits, official transcripts of testimony, reports, correspondence, telegrams, other legal documents and papers, and the order or decision of the Commission. Most of the dockets involve railroads. The **oversized exhibits of formal dockets, 1887-1924** (70 ft.)(MLR Entry 3C, NC 59), are arranged by assigned docket number. The exhibits include oversized maps, charts, and diagrams used as exhibits in the formal dockets.

III.63 Investigation and suspense (dockets) cases, 1910-34 (1170 ft.)(MLR Entry 4A, NC 59), are arranged by assigned docket number (1-4,000). These cases resulted in the disposition of individual or joint rates, fares, charges, or classifications to the extent they were or were not found to be just and reasonable. Frequently they concerned suspension of proposed changes in carrier's tariffs and the institution of an investigation of the proposed change. A typical file includes petitions for suspension of new rates, exhibits, transcripts of hearings, reports, briefs, telegrams, correspondence, and the order of the Commission. Most of the case files involve railroads. The **oversized exhibits of investigation and suspense cases, 1910-34** (0.5 ft.)(MLR Entry 4B, NC 59), are arranged by assigned number.

III.64 The finance (dockets) cases, 1920-95 (5823 ft.)(MLR Entry 5, NC 59 and various ww entries), are arranged by assigned docket number. These records relate to Commission action on requests by carriers for permission to issue securities, propose reorganization plans, make loans, effect consolidations, extend or abandon lines and services, change or discontinue trains, or undertake other basic financial operations.

These dockets contain information on the organization, functions, and operations of common carriers, including railroads. A typical file includes the application of the carrier, transcripts of testimony, reports, exhibits, correspondence, telegrams, and the order of the Commission. Most of the cases involve railroads. Dockets #1-44,667, with gaps, are currently in the custody of NARA. The finance dockets and the abandonment dockets are indexed by two series. **Finance docket, numerical cards, 1920-1995**, are arranged numerically by assigned docket number. The records consist of cards for Finance Dockets #1-32, 816. The cards give a brief synopsis of the case, the name of the railroads involved, and the finance docket number. **Finance docket, alphabetical cards, 1920-1995**, are arranged alphabetically by name of individuals, railroad companies, or organizations. The cards give a brief synopsis of the case, the name of the railroads involved, and the finance docket number. The finance dockets contain detailed information concerning the organization, functions, and operations of railroad companies. The authority issued, where applicable, in the form of certificates, licenses, or permits, describes the extent of routes, stops, and jurisdictions, and the types of property to be transported. These dockets extensively detail the financial history of individual railroads from 1920 to 1995, particularly information concerning the railroad company itself.

III.65 The abandonment dockets, 1972-1995 (189 ft.)(various ww entries), are arranged by assigned docket number. These records are the official docket files of applications of public convenience and necessity authorizing the abandonment of a line or railroad or operation thereof filed according to the provision of the Interstate Commerce Act and decided by the ICC. Rail abandonment cases were included with the finance dockets until 1972 when an ICC ruling separated the rail abandonment cases and resulted in the filing of these formal proceedings under the AB prefix. These cases include significant documents such as the application or petition of the railroad company for abandonment, the protests against abandonment, briefs, the notice and order of the commission, testimony, and exhibits which include maps, charts, and photographs. These dockets are indexed by **abandonment docket, numerical cards, 1972-95**, arranged numerically by assigned docket number. The records consist of cards for abandonment dockets #1-447. The cards give a brief synopsis of the case, the name of the railroads involved, and the abandonment docket number.

III.66 The **electric railway (trolley) dockets. 1934-52** (12 ft.)(MLR Entry 39, UD), are arranged by docket number. Cases related to the status of electric railways to determine if railroad is a common carrier under the section 1 proviso of the Railway Labor Act as amended, June 21, 1934, (48 Stat. 1185) and the Railroad Retirement Act of 1935 (49 Stat. 967). The dockets include financial and operating information concerning the railroad. The records are divided up into Railway Labor Act dockets and electric railway dockets. A list of dockets follows:

1. Railway Labor Act Dockets

Texas Electric Railway
Sacramento Northern Railway
Waterloo Cedar Falls and Northern Railway
Piedmont and Northern Railway
New York, Westchester, and Boston Railway
Hudson and Manhattan Railroad
Chicago, North Shore, and Milwaukee Railroad
Chicago, South Shore, and South Bend Railroad
Chicago, Warehouse, and Terminal Co.
Des Moines and Central Iowa Railroad
Fort Dodge, Des Moines, and Southern Railroad
Utah-Idaho Central Railroad
Salt Lake and Utah Railroad
Pacific Electric Railway
Oklahoma Railway

2. Electric Railway Dockets

Indiana Railroad
Chicago, North Shore, and Milwaukee Railroad
Cincinnati and Lake Erie Railroad
Chicago, Aurora, and Elgin Railroad
Interurban Electric Railway
Lorain Street Railroad

Chicago, South Shore, and South Bend Railroad
Hudson and Manhattan Railroad
Oklahoma Railway
Denver and Intermountain Railroad
San Francisco and Napa Valley Railroad
Portland Traction Co.
Chicago, Aurora, and Elgin Railroad
Municipal Belt Line Railway of Tacoma, Washington
Subway Division, Rochester Transit Corporation, Rochester, NY
Philadelphia and Western Railroad
International Railway
Gulfport and Mississippi Coast Traction Co.
Alabama Power Co.
South Brooklyn Railway
Baltimore and Annapolis Railroad
North Coast Transportation Co.

III.67 The series **district railway dockets, 1912**(0.2 ft.)(MLR Entry 41, UD), consists of District Railway Docket #1, *R.H. McNeill vs. Washington Railway & Electric Company, et al*, dated 1912.

III.68 The **subject index to ICC dockets, 1887-1955** (60 ft.)(MLR Entry 37, UD), is arranged alphabetically by subject and thereunder chronologically. It indexes a wide variety of general subjects and commodities that traveled by common carrier.

III.69 The **general counsel's numbered memorandums, 1914-62** (102 vols., 6 ft.)(MLR Entry 32, UD), are arranged by year and thereunder sequentially by memorandum number. They consist of memorandums to the Commission giving legal advice on rate cases and other matters concerning common carriers, including railroads. Some of the memorandums include documentation relating to Federal court decisions concerning cases involving the ICC. The subjects of the memorandums do not include valuation matters.

III.70 Miscellaneous historical materials, ca. 1887-1967 (4 ft.)(MLR Entry 34, UD), is an unarranged collection of 101 miscellaneous manuscripts, typescripts, printed documents, clippings, cartoons, photographs, and other records relating to the history of the ICC. These were assembled for exhibition during the Commission's 75th anniversary celebration. They were selected from many sources within the ICC. A detailed list of the documents is available.

III.71 Miscellaneous records, ca. 1920-1977 (1 ft.)(MLR Entry 35, UD), are unarranged. They include transcripts of hearings and witness statements for Ex Parte Docket #293, Northeast Railroad Investigation, Rail Services Planning Office Review of Secretary of Transportation Rail Service Report, dating 1974; legal materials, dating 1942; a report entitled *The Interstate Commerce Commission During the Administration of President Lyndon B. Johnson; Minutes of the Railroad Labor Board, 1920*, and miscellaneous finance dockets.

III.72 From 1887 to 1906, the Operating Division was the administrative arm of the Commission. The Secretary headed the Division. The series **files of the Operating Division, 1887-1906** (71 ft.)(MLR Entry 1, NC 59), is arranged by assigned number. The files consist of the incoming and outgoing correspondence of the Chairman of the Commission, the individual commissioners, the Secretary of the Commission, and the Operating Division. The correspondence, with members and committees of Congress, other Federal agencies, state regulatory agencies, rail carriers, shippers, and the public relates to administrative problems including Interstate Commerce Act enforcement, courts tests of its provisions, amendments to the act, Commission policies and regulations, carrier obligations under the act, shippers' inquiries and complaints regarding carrier valuations, rates and practices, and general administrative matters. This series acts as the central correspondence file for the ICC for this period and documents the evolution of railroad regulation, among other subjects. This series is indexed by the **briefing slip index to general correspondence files of the Operating Division, 1887-1906** (14 ft.)(MLR Entry 2, NC 59), which is arranged alphabetically by name of carrier, subject or correspondent. The multiple briefing slips for each file number contain identical information regarding the correspondence covered: date of incoming letter, name of correspondent, name of carrier involved, subject, file number, date of filing, and cross-reference data.

III.73 The Operating Division's **general letters, 1887-1942** (115 ft.)(MLR Entry 1, UD), are arranged chronologically. The series consists of press copies of letters sent and addressed to members of Congress, agency heads, state governors, and business leaders. Much of the correspondence involves railroads. Each volume contains an index to the names and titles of addressees.

III.74 The records of the Bureau of Traffic include the following series:

1. director's files, 1920-68 (195 ft.)(MLR Entry 16, UD), arranged chronologically. They consist of correspondence, memorandums, telegrams, charts, maps, and other records relating to the Bureau's activities, which include regulation of rates for common carriers. These files are indexed by the following entry.

2. alphabetical subject index to the director's files, 1921-51 (6 ft.)(MLR Entry 17, UD), arranged alphabetically by subject. The index includes references to various docketed case files filed under "Dockets," a name index to incoming letters and memorandums, and miscellaneous name and subject indexes for documentation relating to water carriers.

3. miscellaneous letters relating to traffic tariff rulings, 1908-20 (0.3 ft.)(MLR Entry 10, UD), arranged by letter number. These incoming and outgoing letters generally regard railroad passenger tariff rulings.

4. ledgers relating to tariff statistical summaries, 1896-1952 (0.4 ft.)(MLR Entry 5, UD), containing statistical data on tariffs received;

5. official transcripts of conferences, 22-23 June 1917 and 2-4 August 1921 (0.3 ft.)(MLR Entry 23, UD), arranged chronologically. The conferences concern the proposed revisions of Tariff Circulars 18A and 20.

6. memorandums sent by the Release Rate Board to Division #2, March 1917-March 1950 (3 ft.)(MLR Entry 24, UD), arranged numerically (1-1146). The series consists of released rate memorandums describing applications and claims filed by common carriers, including railroads, for approval of passenger and freight rates. It also includes released rate orders issued by the ICC.

7. memorandums sent by the Board of Reference to Division #2, September 1916-November 1941 (0.7 ft.)(MLR Entry 25, UD), arranged sequentially by memorandum number. These are memorandums concerning the establishment of rules and regulations concerning and claims of common carriers, including railroads, regarding freight and passenger rates. The memorandums reference the special docket number.

8. Board of Reference briefs (Series a), 1916-48 (1 ft.)(MLR Entry 27, UD), arranged sequentially by brief number. The briefs contain an abstract of the issues and facts of each case and the Board of Reference position or ruling in case. The briefs reference the Board of Reference memorandum number and file number.

9. minutes of meetings of the Board of Reference, September 1910-September 1951 (1 ft.)(MLR Entry 28, UD), arranged chronologically. The series contains minutes of meetings of the Board of Reference, which consists of approval or other actions on special dockets and memorandums concerning freight and passenger rates of common carriers, including railroads.

10. memorandums received by the Board of Reference, February 1917-March 1953 (4 ft.)(MLR Entry 29, UD), arranged sequentially by memorandum number. These are memorandums sent by the Division of Correspondence and Claims, Correspondence Section, and later the Bureau of Informal Cases to the Board of Reference. The memorandums refer to information gathered from common carriers, mainly railroads, concerning their claims and applications for rate changes.

III.75 The Bureau of Traffic, Passenger Branch, Section of Tariffs produced the series **canceled passenger tariffs, 1887-1935** (429 ft.)(MLR Entry 7, NC 59), arranged alphabetically by name of the common carrier, mainly railroads. The series consists of schedules of fares and charges for transportation of passengers in interstate and foreign commerce. The tariffs were filed by common carriers subject to the jurisdiction of the Commission. The records include most of the canceled tariffs of carriers from 1887 to 1916, but only those of abandoned lines after 1917. These records contain information concerning rate trends and operating facilities and conditions of carriers.

III.76 The records of the Bureau of Traffic, Fourth Section Board, contain the following two series:

1. Fourth Section order files, 1911-82 (17 ft.)(MLR Entry 43, A1), arranged numerically by fourth section order number. The records consist of one copy of each published order of the Fourth Section Board created since its inception that summarizes the contents of the carrier's application and shows the Commission's decision on each case. The orders relate to carrier's seeking authority pursuant to Section 4 of the Interstate Commerce Act to establish rates and fares without observing the long and short haul or aggregate-of-intermediate rates provisions of the act. Most of these case files involve railroads.

2. selected Fourth Section dockets, ca. 1910-72 (59 ft.)(MLR Entry 19, UD; MLR Entry 44, A1), arranged numerically by docket/application number. The docket files include applications filed under section 4 of the Interstate Commerce Act by carriers seeking permission to maintain higher rates and

charges at intermediate points than at more distant points. Also included are related papers created in the process of making determinations on the case. With gaps, boxes 109A-C contain application numbers 1-3636.

III.77 The following five series descriptions, for records of the Bureau of Transport Economics and Statistics, are the result of a recent redescription of the former series, **annual reports of carriers, 1915-61** (2330 ft.):

1. annual reports of railroads, water carriers, and pipeline companies submitted to the Interstate Commerce Commission, 1915-61 (1842 ft.)(MLR Entry 41A A1), arranged chronologically by year and thereunder sequentially by assigned report number. The date span of the records is 1915 to 1961 with gaps. Carriers subject to the jurisdiction of the Commission filed the reports. The reports contain data on the corporate structure and history of the carriers and their financial condition and operating activities. The types of carriers include steam railroads, electric railroads, railway express companies, sleeping car companies, water carriers, and private car owners. This series is an accretion to the National Archives Microfilm Publication T913, *Annual Reports of Common Carriers to the Interstate Commerce Commission, 1888-1914*. The reports are arranged by year and thereunder by assigned number according to the following scheme.

Reports # 1-9: Sleeping Car Companies (Pullman Company - Report #1)

Reports #10-99: Railway Express Companies (American Railway Express - Report #17)

Reports #100-1999: Large and Medium Steam Roads and Switching and Terminal Companies and Lessor Companies (mostly large steam)

Reports #2000-3999: Small Roads

Reports #4000-4999: Large and Medium Steam Roads and Switching and Terminal Companies (mostly switching and terminal companies)

Reports #5000-5999: Small Switching and Terminal Companies

Reports #6000-6299: Large and Medium Steam Roads and Switching and Terminal Companies (mostly medium roads)

Reports #6300-6999: Electric Railways

Reports #7000-9999: Carriers By Water

Reports #10,000-: Additional Large and Medium Steam Roads

Reports #21,000-: Pipeline Companies

There were minor changes to this filing scheme, usually just a change in wording. The only substantive change was made in the early 1950s to add "Persons Furnishing Cars or Protective Services--Owners of 1000 or More"--Reports #9500-9999.

2. index to common carrier (railroad) annual reports, 1887-1988 (MLR Entry 43 A1), arranged alphabetically by name of railroad. Entries give the name of the railroad, dates and numbers of extant annual reports, and dates and the existence of Circular 11's. This series indexes the railroad annual reports in the Annual Reports of Railroads, Water Carriers, and Pipeline Companies Submitted to the ICC and the Reports of Mileage and Other Information Pertaining to Railroads, ICC Circulars 11, 12, and 13.

3. annual reports of common carriers to stockholders, 1833-1971 (97 ft.)(MLR Entry 41C A1), arranged by date span and thereunder mostly alphabetically by name of common carrier. These copies of original annual reports prepared by railroad companies, water

carriers, freight forwarders, pipeline companies, and motor carriers and submitted to stockholders were maintained by the ICC. Most of the reports are for railroad companies. Carriers were required to submit copies of these reports to the Commission. The earliest reports are for the Baltimore and Ohio Railroad and begin in 1833. The later reports contain many photographs, charts and graphs and are in color.

4. reports of mileage and other information pertaining to railroads, ICC Circulars 11, 12, and 13, 1891-1944 (19 ft.)(MLR Entry 41D A1), arranged alphabetically by name of railroad. These circulars were sent to railroads as part of the ICC Statistics Division tabulation of railway mileage in the United States. The circulars give general information pertaining to railroads including total single-track mileage and the name of the official in charge of statistics for the railroad. Circular 11 was sent to both public and private railroads, and Circular 12 was sent primarily to lines newly projected or constructed. Circulars exist for years that railroads that did not submit annual reports.

5. miscellaneous annual reports of common carriers submitted to the Interstate Commerce Commission, 1947-61 (10 ft.)(MLR Entry 41 E A1), arranged by type of form, thereunder by year, and thereunder mostly alphabetically by name of common carrier. The records consist of annual report forms submitted to the ICC by several sources including: Freight Forwarders, gross revenue of \$100,000 or more (Form F-a); Freight Forwarders, gross revenue under \$100,000 (Form F-b); Class C Water Carriers (Form K-C); Persons Furnishing Cars or Protective Services, Owners of 1,000 Cars or More (Form B-1); Persons Furnishing Cars or Protective Services, Owners of Between 100-1,000 Cars (Form B-2); and Rate Bureaus and Organizations (Form RBO). These reports include information such as the names of the largest stockholders, states in which operations were conducted, amounts of total assets, liabilities, surplus, investments, revenue and expenses, and number of employees. Most of these reports concern railroads or are railroad related. These reports are not included in the Annual Reports of Railroads, Water Carriers, and Pipelines Submitted to the Interstate Commerce Commission, 1915-61.

III.78 The Bureau of Locomotive Inspection, Office of the Chief Inspector created the following two series:

1. locomotive inspection policy correspondence files, 1911-55 (29 ft.)(MLR Entry 8 UP), arranged in alphabetical order by name of rail carrier. These files consist of incoming and outgoing correspondence between the Bureau and rail carriers involving policies or regulations concerning locomotive and tender inspections or the results of such inspections; permission to carriers to take actions affecting their locomotives; and noncompliance by carriers ordered to take locomotives out of service.

2. opinions and decisions regarding locomotive safety, 1912-63 (1 ft.)(MLR Entry 9 UP), arranged in topical order (Counsel's Opinions, Court Decisions, Appeals Decisions). The records consist of legal materials involving locomotive or tender safety assembled by the Office of the Chief Inspector, apparently for the use of the latter. Included are a typewritten digest of locomotive safety laws and court decisions, summaries of Supreme Court and Appeals Court decisions, and the opinions of the Chief Counsel on court decisions affecting the Bureau's authority and operations.

III.79 The Bureau of Safety, Medal of Honor Committee produced the **Medal of Honor case files, 1905-55** (3 ft.)(MLR Entry 5 UP), arranged in case number order, running from 1-105, that document application and candidacy procedures for Medals of Honor recipients. These awards were created in 1905 to honor persons endangering their lives by saving or trying to save others in a rail carrier wreck, disaster, or serious accident, or who endeavored to prevent such an accident. There are 105 case files in these records. A typical example is Case File #73 which details an award of the Medal of Honor to Will Gibson, a "colored" baggage and station porter on the Atlantic Coast Line Railroad. On February 9, 1940, in Dotham, Alabama, at about 11:40 a.m., Gibson saved a 4-year-old boy who ran in front of an oncoming train. Neither person was seriously injured. The file contains correspondence, newspaper clippings, and drawings of the accident site.

III.80 The Bureau of Safety, Section of Railroad Safety created **railroad accident investigation reports, 1911-63** (10 ft.)(MLR Entry 6 UP), arranged chronologically in report number order. The records consist of official file copies of carrier accident investigation reports. These reports are required by the Accident Reports Act of May 6, 1910.

III.81 The Bureau of Valuation, established in 1916 as the successor to the Division of Valuation, assumed primary responsibility for preparing inventories of the fixed physical property and assets of domestic railway carriers in support of the Commission's work of determining valuation rates authorized by acts of Congress and implemented and enforced by Commission regulations. The Accounting and Engineering sections of the Bureau, acting under the general direction of the Bureau's commissioner in Washington, supervised the field activities of accountants and engineers who compiled technical data for the commissioner. The Commissioner of the ICC, in consultation with other members at the ICC's general sessions, used this and other data in establishing property assessment rates, in preparing for public hearings or other proceedings attended by railroad company counsel, and in promulgating valuation orders. The Bureau was abolished in 1954 upon its merger with the former Bureau of Accounts and Cost Finding. The Bureau's inventorying and appraising functions passed to the Bureau of Accounts, Cost Finding, and Valuation.

III.82 The valuation records created by the ICC provide detailed documentation pertaining to the railroads of the United States from their beginning until the 1960s. Most of these valuation records were created during the period 1915 to 1920 by ICC and railroad employees who undertook a massive project to inventory almost every aspect of the existing railroad system in the United States. The records are divided into two general subdivisions: the basic valuation records and the period updates. The basic valuation records will allow a researcher to obtain for the period 1915 to 1920 information about the railroad facilities existing at a particular location, the land owned by a railroad and how it was acquired, the land adjacent to railroad property, and the financial history of the railroad from its earliest operations to the date of basic valuation. Periodic updating records allow a researcher to follow changes in facilities from the date of basic valuation and changes in the financial condition of the railroad corporation to the 1960s. In addition, the records will allow a researcher to determine the specific rolling stock held by a railroad for the period from basic valuation to the 1960s. Such information, however, is not contained in any single type of record. The general subject categories of the records are land, engineering, and accounting reports and supporting documentation. Valuation records include the following series:

1. valuation section maps, 1914-21 (2 vols., 0.4 ft.)(MLR Entry 8, A1), arranged alphabetically by name of railroad. These maps are railroad route maps prepared by the valuation engineers assigned to the district offices of the Bureau of Valuation. The manuscript maps, when submitted to Bureau headquarters in Washington, supplemented inventory reports on railway company property and furnished technical and pictorial data need for used in determining valuation rates on carriers subject to ICC jurisdiction. The maps show, for each section of track, the name of the railroad and the valuation section number, as well as the surrounding geographical and other physical features of land near railroad terminals. These maps are also in the front of the final land report and the final engineering report. More important, these maps are used as a finding aid to determine the valuation section number of pertinent trackage so that other valuation records can be consulted.

2. valuation orders and related land and engineering section records, 1914-34 (0.3 ft.)(MLR Entry 9, A1), arranged sequentially by valuation order number (1-25) or by name of operating unit and thereunder by type of record. In this series are electrostatic copies of a record set of ICC valuation orders or circulars approved by the Commission, as well as copies of memorandums and instructions issued by the Land and Engineering Section of the ICC's Bureau of Valuation. The records cover such subjects as the development of criteria on which to base determinations of property assessment rates on railroads, the establishment of technical terminology for defining and describing the inventory of railroad companies, the formulation of improved operating procedures in the Land and Engineering Sections, and the preparation and execution of instructions for field work conducted by the branches of the Land and Engineering Sections.

3. minutes of meetings of the Division of Valuation, March 17, 1913-December 31, 1959 (2 ft.)(MLR Entry 18, UD), arranged chronologically.

4. valuation (dockets) case files, 1916-27 (1204 ft.)(MLR Entry 6A, A1), arranged by assigned docket number. These dockets record the formal administrative proceedings during which the ICC reached an initial valuation decision of railroad property under an act of March 1, 1913. A typical file includes the engineering, land, and accounting final reports which contain summary information based on the findings of the valuation-supporting documentation; the tentative valuation of the Commission; protests by the

carriers; transcripts of testimony; exhibits; briefs; petitions; and the report and order of the Commission. Dockets are numbered 1-1250. The valuation dockets are indexed by the **alphabetical index to valuation dockets, 1914-20** (2.5 ft.)(MLR Entry 6C A1), which is arranged alphabetically by name of railroad or common carrier, and the **numerical index to valuation dockets, 1914-20** (1.5 ft.)(MLR Entry 6D A1), which is arranged numerically by docket or case file number. These indexes consist of index cards listing the name of the railroad or common carrier, the docket number, and cross-references to published valuation reports. The alphabetical index is particularly useful since it contains references to subsidiary railroads.

5. valuation case files, 1916-27 (oversized exhibits) (6 ft.)(MLR Entry 6B, A1), arranged by assigned docket number.

6. accounting schedules, related documentation, and narrative reports compiled by ICC employees that pertain to the financial histories of railroads, 1914-57 (918 ft.)(MLR Entry 10, A1), arranged sequentially in multivolume bundles of binders, thereunder by name of railroad company, thereunder by volume or book number, and thereunder by type of record (schedules, returns, corporate histories, or exhibits). The schedules provide extensive financial data covering subjects such as profit and loss, cost of construction, bonds issued and retired, and securities purchased and sold. Related records exist mostly for the smaller railroads and include material relating to their financial histories.

III.83 The records of the Bureau of Valuation, Engineering Section, include the following series:

1. engineering field notes of ICC parties surveying the physical property of railroads, 1914-29 (2467 ft.)(MLR Entry 11 A1), arranged by name of railroad, thereunder by type of notes (roadway, structural, bridge, building, chaining, and computations), thereunder by valuation section number, and thereunder by book or volume number. Field notes contain information concerning grading, ballast, ties, track, and all railroad structures. The three main types of notes are the chaining notes, the bridge and building notes, and inventories of furnishings. The chaining notes detail every mile of railroad. These notes provide detailed descriptions of the railroad right-of-way, giving to the nearest foot the

location of crossings, culverts, bridges, and the intersection of railroad track. The bridge and building notes, if they are of high quality, contain detailed descriptions of structures and are frequently supplemented by photographs and/or blueprints. An index to the engineering field notes, arranged alphabetically by name of railroad, is available. This index lists the box numbers and sometimes the nature (i.e. type of engineering field notes and the valuation section) of the notes that are available.

2. final engineering reports showing cost of reproduction of carrier property, 1910-35 (404 ft.)(MLR Entry 27, 32, 34, A1), arranged in sequentially numbered multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder chronologically. These reports summarize the information in the engineering field notes concerning the fixed property of railroads and rolling stock. This series includes the first and second carbons of the report. There are missing binders from each set of carbons. The original report is included in the valuation case files. A bundle list is available.

3. equipment and machinery schedules, 1914-39 (79 ft.)(MLR Entry 26, A1), arranged sequentially in multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder by volume number. Schedules were submitted by railroads as inventories of their holdings of various types of equipment, including steam locomotives and rolling stock. Schedules exist for some smaller railroads mostly in the Southeastern United States. A list of railroads for which schedules exist is available. This list gives the name of the railroad and the bundle number.

4. periodic forms updating final engineering reports, 1915-74 (4005 ft.)(MLR Entries 17, 25, 30, 31, 33, A1), arranged sequentially in four chronological blocks, thereunder sequentially by assigned docket number in multivolume bundles of binders, and thereunder alphabetically by name of railroad or other common carrier or industrial company. The first update forms cover over a decade, but the railroads were subsequently required to submit annual updates.

5. statements compiled by railroad employees relating to the history of the railroad, 1915-28 (23 ft.)(MLR Entry 29, A1), arranged chronologically, thereunder alphabetically by name of railroad, and thereunder by volume number or numerically, and thereunder

alphabetically by name of railroad. These statements usually consist of charts showing the corporate organization of railroads. In some cases, the statements include a narrative history of the railroad. The narrative histories are only available for some railroads. A list of railroads covered is available.

6. railroad inspection reports compiled by ICC representatives, 1930-58 (5 ft.)(MLR Entry 28, A1), arranged alphabetically by name of railroad. The ICC compiled these reports during the late 1930s and early 1940s. Many of them contain numerous photographs about the facet of the railroad's operation being inspected. They do not, however, cover many railroads. There is a list of railroads covered in this series.

III.84 The Bureau of Valuation, Land Section, created the following series:

1. land acquisition forms, 1914-39 (771 ft.)(MLR Entries 12, 23, 24, A1), arranged sequentially in multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder by volume number. The forms detail the acquisition of each parcel of land the railroad is using for common-carrier purposes that is part of the right-of-way covered by the valuation map as well as some parcels not being used for that purpose. Equipment and machinery schedules are sometimes included with these forms. An index to these records, arranged by name of railroad, is available.

2. grant schedules, 1914-28 (14 ft.)(MLR Entry 20, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume number. The series consists of schedules recording grants to railroads by the Federal, state, or local governments; corporations; and individuals. Some grants were for common-carrier purposes and others were for financial considerations. An index, arranged by name of railroad, is available.

3. leasing schedules, 1914-23 (10 ft.)(MLR Entry 19, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume number. The records consist of schedules recording leases of railroad-owned land to individuals, corporations, and municipalities. An index, arranged by name of railroad, is available.

4. land field notes of ICC appraisers relating to the current value of real estate adjacent to railroad rights-of-way, 1915-28 (298 ft.)(MLR Entry 18, A1), arranged alphabetically by name of railroad company and thereunder by volume number. These are notes compiled by the ICC to determine the current value of land adjacent to railroad rights-of-ways. Each note pertains to a land appraisal zone, which was established at each point where property adjacent to a railroad right-of-way changed in value. Each note describes the land in the zone and provides an estimate of its current value per acre or per square foot. An index to the records, arranged alphabetically by name of railroad, is available. The index lists the name of the railroad and the box and volume number.

5. final land reports showing value of land owned or used by common carriers, 1914-32 (107 ft.)(MLR Entry 22, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume or part number. These reports summarize some information in the land acquisition forms and land field notes concerning the land owned or leased by railroads. They provide compilations of the value of land used by railroads for common-carrier purposes. Perhaps, most important, they serve as a finding aid to the valuation records. The final land report enables one to identify the relevant engineering field notes, the maps, the land acquisition schedules, the grant schedules, and the land appraisal field notes regarding a specific location. The final land reports are also maintained with the valuation case files.

6. periodic forms updating final land reports, 1915-60 (323 ft.)(MLR Entry 21, A1), arranged in sequentially numbered multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume. The first update forms cover over a decade, but the railroads were subsequently required to submit annual updates. These forms covered the major acquisitions or sale of land used for common-carrier purposes.

III.85 Among the general records of the ICC, the cartographic records associated with the formal cases consist of manuscript, annotated, published, and photoprocessed maps of the United States and parts of the United States which were submitted as exhibits in the cases. Most of the maps pertain to the railroad industry. Many of the maps show railroad lines and systems, industrial sites and the railroads serving the industries, freight association districts, terminal points and railroad properties, corporate ownership of

railroad lines, information concerning rates charged for shipment of freight, and operating and maintenance costs for railroad lines. The maps are arranged numerically by docket number.

III.86 The maps filed with the finance cases consist of manuscript, annotated, published, and photoprocessed maps and profiles of railroad lines, maps showing railroad rights-of-way, and maps showing proposed railroad routes. These maps are arranged numerically by docket number.

III.87 The records of the Bureau of Valuation include the **railroad valuation maps, 1915-62**. These maps are arranged alphabetically by name of railroad, thereunder by valuation section, and thereunder by map number. Almost all of the maps are 25 by 54 inches and cover 1/2 mile, 1 mile, 2 miles, 3 miles, or 4 miles of track. They contain many engineering details such as the layout of track and the locations of buildings and bridges. These maps contain detailed track plans for all the railroads in the continental United States, ca. 1918.

III.88 Still pictures among the ICC records include **broadsides advertising special railroad excursions** (134-EX). This series consists of four letterpress posters advertising special excursions or excursion-type fares on the Old Colony; Pittsburgh and Lake Erie; Rome, Watertown and Ogdensburgh; and the Western New York and Pennsylvania Railroads.

III.89 Electronic records of the ICC include the **waybill public use files, 1983-1995**. The Commission has collected railroad waybill samples for nearly a century and, since 1946, a continuous sample of all railroad carload traffic has been taken on an annual basis. The waybill public use files are collected under contract by the Association of American Railroads (AAR) for the ICC and its successor agency, the Surface Transportation Board of the U.S. Department of Transportation. The electronic records represent an annual statistical sample of railroad traffic over the nation's rail system, beginning in 1983. For 1983 to 1995, there are between 235,000 and 400,000 records per year and one electronic records file per year. The purpose of each annual sample of railroad waybills is to measure railroad traffic flows and freight rate characteristics on a continuous, nationwide basis. These public use files are created from the ICC master data files by suppressing data to protect business confidentiality of the reporting entity. The number

of data elements in the records varies over time but includes traffic information for each waybill movement such as the year, number of carloads, AAR car type, commodity code, billed weight in tons, freight revenue, transit code, all rail/intermodal code, actual miles, origin and termination states, number of interchanges, interchange states, and origin and termination freight rate territories.

National Archives Reference Information Paper 91 -- Railroad-related Records

Part III(C)

Federal Regulation and Oversight of Railroads (Section C)

Record Group 137 Records of the Federal Supply Service

III.90 The Federal Supply Service procures, stores, and provides supplies and services to federal agencies, regulates the supply functions of other agencies, and standardizes purchase specifications. This record group includes files of predecessor organizations, such as the Federal Coordinating Service and the Procurement Division. The records include correspondence, reports, and statistics concerning the routing of supplies by rail and determination of freight rates and are described in the *Preliminary Inventory of the Records of the Federal Supply Service*, NC 106.

III.91 Among the records of the Federal Coordinating Service are **classified files, 1921-33** (270 ft.)(MLR Entry 4, NC 106), arranged according to a modified version of the War Department decimal classification scheme. Within classifications, the records are arranged for the most part alphabetically by subject, geographical area, or Federal Government agency. The records consist of letters received, copies of letters sent, memoranda, reports, minutes of meetings, circulars, bulletins, schedules, lists, tables, charts, maps, photographs, publications, and other records concerning the disposition of surplus war materials, methods of purchasing, liquidation of supplies, specification of materials, advertising, warehousing, employment, manufacturing, and disbursing. Other functions included transportation of supplies, communications, real estate, service and

supply of buildings, adjustments of office and storage space. Decimals specifically relating to railroads include the following:

500.094 (individual railroads),

500.319.1 (reports-tonnage-rail),

500.334.8 (military and rail carriers conference concerning railroad passenger and freight shipping),

500.457 (shipment of chemicals),

500.523.01 (shipment of explosives),

500.523.94 (shipment of coal, steel, and other commodities arranged by railroad), and

500.551.2 (freight rates).

III.92 The records of the Federal Traffic Board also include the series **classified files, 1921-33** (25 ft.)(MLR Entry 6, NC 106), arranged according to a modified version of the War Department decimal classification scheme. Within classifications, the records are arranged for the most part alphabetically by subject, geographical area, or Government agency. The records consist of letters received, copies of letters sent, memoranda, reports, minutes of meetings, circulars, bulletins, schedules, lists, tables, charts, maps, photographs, publications, and other records concerning the coordination of Government passenger and freight service. In addition, the records concern the routing of shipments and determination of rates. Important decimals in terms of railroads include the following:

523.091 (routing),

551 (tariff rates, equalization agreements, schedules),

551.1 (passenger),

551.2 (freight), and

551.6 (land-grant and bond-aided railroads, land-grant equalization agreements).

III.93 The **reading files of the Rail Routing Division, 1922-35** (2 ft.)(MLR Entry 7, NC 106), arranged chronologically, consist of carbon copies of letters sent and of memoranda. The records concern the routing of military and nonmilitary railroad freight traffic.

III.94 The Procurement Division of the Federal Supply Service included the Federal Traffic Section, which was concerned with emergency relief procurement during the Great Depression. The series **records of the Federal Traffic Section, 1933-36** (5 ft.)(MLR Entry 13, NC 106), is arranged according to some

classifications of the modified version of the War Department decimal classification scheme. Important decimals for railroads include the following:

500.523.091 (routing shipment of supplies),

500/551.2 (freight rates), and

500/551.6 (land-grant and bond-aided railroads, particularly equalization agreements).

Most of the records are dated 1936.

Record Group 151 Records of the Bureau of Foreign and Domestic Commerce

III.95 Established in the Department of Commerce and Labor by an act of Congress, August 23, 1912, the Bureau of Foreign and Domestic Commerce was responsible for the preparation and publication of official statistics on foreign commerce and the promotion of manufacturing by the compilation of information on industries and on foreign and domestic markets. The Bureau's records are related to the condition of railroads, freight rates, and railroad equipment in the United States, Mexico, and Canada. The records are described in the *Preliminary Inventory of the Records of the Bureau of Foreign and Domestic Commerce*, NC 27.

III.96 The Bureau's **general records, 1917-40** (847 ft.)(MLR Entry 1, NC 27), are arranged according to a subject decimal classification scheme. Included are incoming

and outgoing correspondence, and reports pertaining to the China Trade Act, concessions, consortiums, foreign trade, foreign economic relations, and the economic growth of certain foreign countries and the United States. Records relating to North American railroads are located in Transportation and Communications, Freight and Passenger Rates (#505), Canada (box 2269) and Mexico (box 2271); Railways (#520), Canada (box 2344) and Mexico (boxes 2350-2351); Railway Cars (#523); Railway Locomotives (#524); and Railway Supplies, including rails and ties (#525). The general records are indexed by the **index to general records, 1917-40** (26 ft.)(MLR Entry 2, NC 27), which are arranged alphabetically by subject category and thereunder by subject or geographic location. Subject categories include Railroads, Rails, and Railway.

III.97 Reports of commercial attaches, 1917-40 (129 ft.)(MLR Entry 14, NC 27), are arranged alphabetically by name of city where the official was stationed and thereunder chronologically. The reports for Canada (boxes 75-92) and Mexico (boxes 345-360) contain information concerning the condition of railroads in those countries.

III.98 The general records of the Bureau of Statistics (1905-08) include some cartographic records. Among these are published maps of the world including principal land and sea transportation routes for the years 1905, 1906, and 1908. The editions for 1905 and 1908 include tables showing the mileage and costs of the principal railroads by country; mileages of railroads in the United States for the period 1832 to 1835, quinquennially during the period 1840 to 1905, and for the years 1906 and 1907 (3 items).

Record Group 179 Records of the War Production Board

III.99 Established in the Office of Emergency Management by Executive Order 9024, January 16, 1942, the War Production Board exercised general direction over Federal war procurement and production programs. It inherited the functions and responsibilities of several predecessor organizations, including the War Resources Board that was active during 1939. The functions of the War Resources Board included cooperation with the Joint Army and Navy Munitions Board in formulating policies relating to the mobilization of the nation's economic resources in the event of war. Records relating to

railroads include materials relating to Federal involvement in the control of wartime production and allocation of railroad structures, machinery, and equipment. The records also include documentation on the allocation of raw materials, such as steel, used in the production of railroad equipment. The records are described in the *Preliminary Inventory of the Records of the War Production Board*, PI 15 and *Supplement to Preliminary Inventory #15, Records of the War Production Board*, NM 57.

III.100 General records of the Board include the series **policy documentation file, 1939-47** (1,220 ft.)(MLR Entry 1, PI 15), arranged according to a decimal classification scheme designed to bring together under identifying symbols all papers relating to specific subjects. These records consist of correspondence received and sent, reports, memoranda, and other documents selected from the records of the various organizational units of the War Production Board, the Civilian Production Administration, and predecessor agencies. The records serve to document the growth and development of the policies, administration, and functions of the agencies responsible for the control of scarce and critical materials and commodities during World War II. The main numerical designation for records relating to railroads in the policy documentation file is 632 (boxes 2151-2165). The policy documentation file is indexed by the **index to the War Production Board policy documentation file, 1939-47** (300 ft.)(MLR Entry 2, PI 15), which is arranged alphabetically by subject. The cards show the file numbers of the documents indexed and give a brief synopsis of the information that they contain. There are voluminous entries under the designation "Railroads." This file is reproduced on National Archives Microfilm Publication M911. Significant files and documents in the policy documentation file include the following:

1. a report entitled "U.S. Class I Railroads At War," WPB Report (632.001 R);
2. Railroad Industry Advisory Committee Meeting documents (632.005 M);
3. a report concerning the Office of Defense Transportation (ODT) Railroad Program (632.041);
4. a file concerning railroad materials, requirements and allocations (632.0413);

5. several files concerning railroad transportation, requirements, foreign supply, conservation, and domestic transport (632.1);
6. several boxes (boxes 2155-64) of records relating to railroad machinery and equipment, such as rolling stock, motive power (steam and diesel locomotives), rails, scrap, supply, foreign requirements, orders, production allocations, and labor (632.2);
7. a file on railroad construction (632.5); and
8. a file concerning railroad problems in World War I (632.6).

III.101 Related to the policy documentation file is the series **select document file, 1939-47** (345 ft.)(MLR Entry 3A, PI 15), arranged roughly alphabetically by subject. It consists of correspondence received and sent and reports, memoranda, and other documents selected from the records of various organizational units of the Civilian Production Administration and its predecessor agencies for inclusion in the policy documentation file. These documents had not been inserted in that file when the Civilian Production Administration was terminated and therefore they have been kept as a separate series of records. Records relating to railroads are filed under "Railroads" (boxes 668-672) and arranged chronologically by year. Included are correspondence and reports relating to railroad equipment and repair shops.

III.102 Also among the general records of the War Production Board are **security-classified records relating to the mobilization of industry during World War II ("Related Materials File"), 1940-47** (370 ft.)(MLR Entry 3B, NM 57), arranged numerically. This series consists of materials related to the policy documentation file but filed separately. Included are documents relating to railroad equipment and repair shops. The **subject card index to Series 3B, 1940-47** (30 ft.)(MLR Entry 3C, NM 57) is arranged alphabetically by subject and thereunder numerically by document number. Entries give the subjects of documents and numerical designations. There are voluminous entries under the designation "Railroads."

III.103 More of the Board's general records related to railroads are in the **Office of Industry Advisory Committees, director's file, 1942-47** (7 ft.)(MLR Entry 4, PI 15), arranged in part in a numeric subject file and in part by subject. The series consists of

correspondence, memoranda, and reports relating largely to the administration of matters relating to the various industry advisory committees. Included are summaries of meetings and reports and memoranda concerning the postwar conversion of industry. Records relating to railroads include a file on distribution of steel for freight cars, 1947 (box 22) and files concerning freight car builders and the Railroad Freight Car Builders Conference, 1946 (box 24).

III.104 Records of the Resources Protection Board include the series **security-classified correspondence of the resources analysis branch relating to railroad bridges and tunnels, 1942-43** (1 ft.)(MLR Entry 75AA, NM 57), arranged alphabetically by name of railroad. The records consist of reports prepared by individual railroads listing bridges and tunnels on the railroad. The reports include lists, maps, and charts.

Record Group 187 Records of the National Resources Planning Board

III.105 Established by Reorganization Plan #1, effective July 1, 1939, the National Resources Planning Board (NRPB) planned public works; coordinated Federal planning related to conservation and the use of natural resources; conducted long-range research studies; and stimulated local, state, and regional planning. Public works planning included research and planning for many facets of railroad operations. The records of the board include reports and studies concerning railroad companies, rail traffic, equipment, and routes, before and during World War II. There are a significant number of reports concerning the Alaskan Railroad. The central office records are described in the *Preliminary Inventory of Central Office Records of the National Resources Planning Board*, PI 50.

III.106 The central office records of the NRPB include the series **central office classified correspondence and related records, 1931-43** (724 ft.)(MLR Entry 8, PI 50), arranged according to a modified Dewey Decimal classification scheme. The records consist of correspondence, memoranda, reports, minutes of meetings, official letters, personnel and financial records, copies of studies and reports, records of special committees, and related records. This series contains correspondence between the NRPB and individual railroads and reports concerning many facets of railroad operations (#733-733.2),

arranged in chronological order (boxes 1792-1795). The records include reports concerning railroad statistics regarding passenger and freight rates and traffic, studies of railroad facilities and terminals, railroad routes and lines including the proposed United States-Canada and Alaska Railroad and the Alaska Railroad, railroad corporate reorganizations, and railroad abandonments. Some specific studies include "Railroad Industry After the War," 1942; "Railroad Motive Power Supply and Utilization," 1942; "Railroad Freight Cars," 1940; "Analytical Study of Railroad Car Equipment," 1940; and "Railway Transportation," 1941.

III.107 The records of the Chairmen of the National Resources Planning Board include records of **Frederic A. Delano relating to Alaska, September 1940-August 1943** (1 ft.)(MLR Entry 11, PI 50), arranged by type of record: correspondence, reports, and miscellaneous. The series consists of correspondence, memoranda, reports, and miscellaneous materials pertaining to Alaska, particularly the proposed United States-Canada and Alaska Railroad.

III.108 Cartographic records of the NRPB, in the records of the Transportation Section, include base maps of the United States and the Eastern United States annotated to show the volume of intercity passenger traffic of railroads originating in Washington, DC; the volume of interregional passenger traffic on railroads; and maps of the middle Atlantic states consisting of a base map and a map showing the amount of rail passenger revenue originating and terminating in Washington, DC, and Buffalo, NY. The records of NRPB regional offices include maps of Region 1, New England states, such as a diagrammatic map showing values of production in the chief industrial centers and volumes of freight traffic on the main rail routes. The maps of Region 10, Alaska, show among other subjects, existing and proposed railroads, dating 1941.

Record Group 193 Records of the Commissioner of Railroads

III.109 Established by an act of June 19, 1878, the Office of the Commissioner of Railroads was created for the purpose of mandating that the railroads west, north, and south of the Missouri River to which the United States granted loans or subsidies submit annual reports to the Commissioner and examining the books and accounts of these

roads once every fiscal year. Other duties included assisting the directors of railroads should they ask for assistance and seeing that laws relating to railroad companies were enforced. The Commissioner was not given the authority to enforce these laws, hence its chief duty was factfinding only. The submission of annual reports by railroads was mandated by the Pacific Railroad Act of 1862. These annual reports were to list the names and addresses of all stockholders and of all directors and officers of the railroad, the amount of stock, lines surveyed, lines slated for construction, cost of surveys, receipts for passenger and freight traffic, expenses of operation and maintenance, and amount of indebtedness. Initially these reports were to be filed with the Secretary of the Treasury by July 1 of each year, but the due date was changed by an act of June 25, 1868, which required that the report be filed with the Secretary of the Interior by October 1 of each year. By the same act, the Northern Pacific, the Atlantic and Pacific, and the Southern Pacific Railroads (companies that also received aid from the Government under acts of July 2, 1864, and July 27, 1866) were also required to submit annual reports. Due to problems with the submission of the reports, the Office of the Auditor of Railroad Accounts was created in 1878 under the Department of the Interior to handle railroad matters. An act of March 3, 1881, changed the name of the office to the Commissioner of Railroads. The office was abolished and its records transferred to the Secretary of the Interior, effective June 30, 1904. The records of the Commissioner of Railroads and the Pacific Railway Commission include correspondence, registers and indexes, statistical records, reports and other documents submitted by railroads, the annual reports of the Commissioner, records relating to the Pacific Railway Commission, a scrapbook of newspaper clippings relating to railroad affairs, and related materials. Most of the records discussed are in the *Preliminary Inventory of the Commissioner of Railroads*, PI 158.

Records of the Office of the Commissioner of Railroads

III.110 The register of letters received, June 24, 1862-June 25, 1873 (0.1 ft.)(MLR Entry 1, PI 158), arranged chronologically by date of receipt of letter, has entries showing date of receipt of letter, date of letter, name of writer, subject, and action taken. The letters registered, which are among the records of the Lands and Railroads Division of the Office of the Secretary of the Interior (Record Group 48), relate to such subjects as the appointment of commissioners and directors for the Union Pacific Railroad, the gauge of

track and changes in the route for the railroad, submission of reports and maps, requests for copies of reports, compilation and inspection of track, and other matters concerning the building and operation of the railroad. References are also made for letters relating to the other Pacific railroads.

III.111 The series **record of United States Bonds issued to railroad companies, 1865-80** (0.1 ft.)(MLR Entry 2, PI 158), contains tables showing detailed information concerning bonds issued to railroad companies upon the completion of construction of track, and funds due to railroads companies for services rendered to the Government.

III.112 The bound volume, **record of information relating to railroads, ca. 1874** (0.1 ft.)(MLR Entry 3, PI 158), contains a list of directors of the Union Pacific Railroad from 1865 to 1872; a list of agricultural college scrip acts from 1862 to 1871; a list of state railroad acts from 1856 to 1874; a list of railroad commissioners for certain railroads; and sections from the annual report of the Secretary of the Interior relating to railroads from 1868 to 1871.

III.113 The **directory of railroads under the jurisdiction of the auditor, 1878** (0.1 ft.)(MLR Entry 4, PI 158), contains a list of the railroads subject to the auditor of the commission, and the names of their officers.

III.114 The series **letters received, July 2, 1878-May 21, 1904** (7 ft.)(MLR Entry 5, PI 158), is arranged by number of letter, 3-3674 from 1878-1882, and 1-9225, from 1883-1904. The letters, from officers of railroads, Federal and State officials, and the public, concern such matters as the number of passengers and amount of freight carried by the railroads, copies of schedules and freight and passenger tariffs, reports of mileage constructed with date of construction, reports stating the sections of the railroad were ready for examination, reports of land sold to actual settlers, administrative records relating to the submission of periodic reports from the railroads, and the status of suits by the United States to recover penalties from railroads for not making the reports in a timely fashion. The following two series facilitate access to the letters:

1. registers of letters received, July 2, 1878-December 31, 1882 (0.2 ft)(MLR Entry 6, PI 158), arranged alphabetically by first letter of surname of writer and thereunder by

number of letter. The two volumes show number of letter, date written, date received, name and address of writer, subject, and date answered.

2. registers of letters received, January 1, 1883-March 28, 1904 (1 ft.)(MLR Entry 7, PI 158), arranged alphabetically by the first two or three letters of writer's surname and thereunder by number of letter. Three volumes show number and date of letter, date of receipt, name and address of writer, and the subject.

III.115 The record of letters referred ("Endorsements"), January 1891-January 1899 (0.1 ft.)(MLR Entry 8, PI 158), shows date, name and address of writer, subject, name of official or agency referring, and disposition of letters referred to the Commissioner of Railroads or referred by his office to other officials or agencies. The entries are indexed alphabetically at the front of the volume by name of writer.

III.116 The series "Letters Received . . . Not Indexed or Filed," January 27, 1885-April 29, 1887 (0.1 ft.)(MLR Entry 9, PI 158), is arranged chronologically by date of receipt. It consists of letters to the Commissioner of Railroads and other officials of the Department of the Interior from Government and railroad officials, attorneys, and others thanking him for or requesting copies of his annual reports; transmitting reports and copies of minutes of meetings of the board of directors, the executive committee of the board, and the stockholders of railroads; giving notice of these meetings and of business to come before them; giving legal opinions; and answering questions about railroad business.

III.117 Letterpress copies of outgoing letters are found in letters sent, July 1, 1878-June 22, 1904 (5 ft.)(MLR Entry 10, PI 158), arranged chronologically by date. The series consists of letters to Government and railroad officials sent to the general public relating to such subjects as appointing employees of the Office; sending reporting forms to railroads; acknowledging receipt of reports and maps from railroads; requesting passes over railroads for officials and employees of the Office; copies of reports of state railroad commissioners; information or documents from railroads and Government agencies; and transmitting copies of annual reports of the Office. Each volume is indexed alphabetically at the front by name of addressee, and each letter is identified by the number given to it in the register of letters sent.

III.118 The series "**Record of Letters Sent, January 3, 1882-November 2, 1901** (2 ft.)(MLR Entry 11, PI 158), is arranged chronologically by date. These handwritten copies of outgoing letters are from the Commissioner and were made from the letterpress copies. Some of the letters that are identical in content are summarized.

III.119 The **register of letters sent by the commissioner, July 1, 1878-November 2, 1901** (1 ft.)(MLR Entry 12, PI 158), contains entries arranged alphabetically by first letter of surname of addressee and thereunder chronologically by date of letter. The register shows the number of outgoing letter, date, name and address of addressee, and subject.

III.120 The **index to letters sent to railroad companies, May 17, 1879-July 19, 1880** (0.1 ft.)(MLR Entry 13, PI 158), is arranged by railroad to which letters were sent and thereunder chronologically by date. Entries show the date of each letter sent to a railroad, title of railroad official to whom it was sent, letterpress volume and page number for the letter, and its contents.

III.121 The series **letters sent by the Railroad Engineer, July 21, 1881-March 18, 1893** (0.1 ft.)(MLR Entry 14, PI 158), is arranged chronologically by date of letter. The collection is indexed alphabetically at the front of the volume by name of addressee and contains letterpress copies of letters sent by the Railroad Engineer of the Office of the Commissioner of Railroads relating to such subjects as the receipt of information from railroads concerning their equipment, improvements, progress of construction and requests for information, documents, or approval of their plans.

III.122 **Letters and certificates relating to certain railroads' noncompliance with the law, November 1878** (0.1 ft.)(MLR Entry 15, PI 158), are arranged chronologically by date of letter. These letterpress copies are of letters to railroads that did not submit reports required by law demanding compliance with the law and certificates stating that the railroads had failed to comply. Most of the 21 pages of the volume are illegible.

III.123 **Letters sent by Chief Clerk Thomas Reddington, February 1 and 9, April 26, and Nov. 17, 1886** (0.1 ft.)(MLR Entry 16, A1), are arranged in rough chronological order. Included are letterpress copies of letters (with enclosures) sent to the Commissioner of Railroads by Thomas Reddington, his chief clerk, reporting on stocks and bonds held by the Union Pacific Railroad; financial statements by Thomas J. Walker, a clerk employed

by the Commissioner, concerning the Northern Pacific, the Atlantic and Pacific, and the Union Pacific Railroads; and an undated and unsigned memorandum relating to possible forms of settlement by the United States with the Pacific railroads concerning the maturity of their debts to the United States.

III.124 The series **"Report of Treasury Department Concerning Unpaid Claims of Railroads, May 25, 1882"** (0.1 ft.)(MLR Entry 17, A1), is the reply of the Secretary of the Treasury to an inquiry from the Interior Department concerning unpaid bills from certain railroads for transportation furnished to the Government before December 31, 1880. Enclosed are statements from various Treasury Department officials.

III.125 **Letters sent by Gen. James Longstreet, Nov. 6, 1897-Nov. 28, 1902** (1 vo1, 0.1 ft)(MLR Entry 18, A1), are arranged chronologically by date of letter. They are indexed at the front of the volume by name of addressee, and contain letters from General Longstreet, Commissioner of Railroads, to Government and railroad officials and to his friends and acquaintances concerning political and military appointments, requests for railroad passes, and personal business.

III.126 **Subject indexes ("Timely Matters Digest"), 1878-97** (1 Vol. 0.1 ft)(MLR Entry 19, A1), are indexes to subjects relating to the business of the Commissioner of Railroads' Office. Each is arranged alphabetically by first letter of entry. They consist of the following: an index--of which the early pages are missing--to various records of the Commissioner, including this volume, letters sent, letters received, and statement books (see entry 20), and to the annual reports of the Commissioner; an index to letters sent (letterpress copybooks) by the Commissioner; an index to certain decisions of the Court of Claims and the Supreme Court affecting the bonded railroads in cases in which the United States was a party; and an index to letters received by the Commissioner.

III.127 The series **record of annual reports of the auditor or commissioner, 1879-96.** (1 ft.)(MLR Entry 20, A1), is arranged chronologically by date of report or statement. The volumes contain letterpress copies of annual reports of the auditor or commissioner and his subordinates and of related financial statements. A few of the volumes are called "statement books." Two of them are indexed alphabetically by subject of document.

III.128 Annual reports, 1878-1903 (21 vols.)(MLR Entry 21, A1), are printed copies of the annual reports of the Auditor of Railroad Accounts (1878-80) and of the Commissioner of Railroads (1881-1903). These reports are also printed as parts of the annual reports of the Department of the Interior. The first annual report of the Auditor contains a historical account of the steps leading to the establishment of the Agency. It also contains a folding map showing the railroads that were considered to be subject to the auditor's jurisdiction.

III.129 The series **scrapbook, Nov. 29, 1879-Nov. 29, 1880** (0.2 ft.)(MLR Entry 22, A1), is arranged in sections entitled "Auditor of Railroad Accounts," "Legal," "Commerce," and "General R. R. News" and thereunder chronologically. It contains newspaper clippings relating to the construction, financing, management, operation, and regulation of railroads.

III.130 Papers relating to proposed settlements with railroads, 1892-94 (0.1 ft.)(MLR Entry 24, A1), are arranged in rough chronological order. These papers show provisions of Senate Bill 751, 52d Congress; financial statements; and calculations relating to the funding of debts of the Central Pacific, Central Branch Union Pacific, and Union Pacific Railroads to the United States.

III.131 Notes of inspections, 1895-97 (3 vols. 0.1 ft.) (MLR Entry 25, A1), are original notes from inspection trips over the Kansas Pacific and Central Branch Union Pacific Railroad, giving information concerning equipment such as track, switches, crossties, bridges, and fuel stations.

III.132 The "**Official Table of Distances,**" **1897** (1 vol. 0.1 ft.)(MLR Entry 26, A1), arranged alphabetically by name of place, is a printed list of distances between places, prepared by the War Department for the use of disbursing officers responsible for determining amounts to be paid for mileage. A few entries in red ink have been made to show railroad rates for travel between certain places.

III.133 The series **miscellaneous records, 1868-1904** (2 ft.)(MLR Entry 27, A1), is arranged chronologically by date of document, with undated documents at the end of the file. It includes papers relating to railroad finances, equipment, operation, legislation, and relations with the Federal Government; documents and newspaper clippings critical of

railroads and capitalists connected with them; maps of various railroad systems; papers relating to foreign railroads; decisions of the ICC; drafts and proofs of part of the Commissioner's annual reports; and several miscellaneous volumes.

Reports of Railroads

III.134 The series **reports and other documents relating to aided railroads, 1864-1904** (40 ft.) (MLR Entry 28, A1), is arranged by type of aid granted to the railroads, thereunder alphabetically by name of railroad, and thereunder by type of report. The series is comprised of: reports of aided railroads; regular reports prescribed by the Office of the Auditor or Commissioner on forms supplied by it; miscellaneous numbered or unnumbered reports, consisting of supplements or explanations of the regular reports requested by the Office and of other documents; transcripts of minutes of meetings of stockholders, directors, and executive committees; Treasury Department statements of amounts owed to railroads by the Government but withheld and covered into the Treasury; and other occasional reports. The types of reports are:

1. annual and semi-annual reports of organization, ownership, finances, and property; monthly statements of earnings and expenses on aided, non-aided, and total line;
2. a monthly abstract of the debit and credit footings of the general ledger; a monthly abstract of bills for transportation and services rendered;
3. transcripts of minutes of stockholders', directors', and executive committee meetings; Department of the Treasury statements of amounts withheld and covered into the U.S. Treasury, with reports of the sinking fund; and miscellaneous numbered reports and papers.

III.135 The railroads covered by the reports in the series include the following (listed with dates of coverage)

1. "Federal Bond and Land Grant" railroads

Central Branch Union Pacific, 1868-1904

Central Pacific, 1864-1904

Kansas Pacific, 1866-99
Sioux City and Pacific, 1877-1901
Union Pacific, 1864-1904

2. "Federal Land Grant Roads"

Atlantic and Pacific, 1877-1902
Burlington and Missouri River, July 1878
Denver Pacific, 1870-80
Northern Pacific, 1876-1904
Oregon and California, 1877-1904
St. Louis and San Francisco, 1877-1903
Southern Pacific, 1873-1904
Texas and Pacific, 1888-1905

3. "State Aided Roads"

Atchison, Topeka, and Santa Fe, 1877-1904
Cedar Rapids and Missouri River, 1877-85
Chicago, Burlington, and Quincy; 1873-1903
Chicago, Milwaukee, and St. Paul, 1877-1904
Chicago & Northwestern, 1882-1903
Chicago, Rock Island, and Pacific, 1878-1904
Chicago, St. Paul, Minneapolis, and Omaha, 1879-1902
Choctaw and Memphis, Memphis and Little Rock, and Little Rock and Memphis, 1879-99
Choctaw, Oklahoma, and Gulf; Denver and Boulder Valley; Dubuque and Sioux City, 1879-1904
Hannibal and St. Joseph, 1877-1900
Illinois Central, 1877-1903
Iowa Falls and Sioux City, 1878-88
Kansas City, Lawrence, and Southern, 1877-81
Little Rock and Fort Smith, 1880-90
Missouri, Kansas, and Texas, 1877-1902

Missouri Pacific, 1879-1903

St. Joseph and Grand Island and St. Joseph and Western, 1888-1904

St. Louis, Iron Mountain, and Southern, 1876-1904

St. Paul and Duluth, 1878-1900

St. Paul, Minneapolis, and Manitoba; Southern Minnesota, 1877-79

Vicksburg, Shreveport and Pacific, 1877-80

Winona and St. Peter, 1877-85

Wisconsin Central, 1878-1903

Worthington and Sioux Falls, 1879

III.136 The series **register of reports received from railroads, 1879-1902** (2 vols. 0.2 ft.)(MLR Entry 29, A1), consists of two volumes. Entries in the first volume are arranged alphabetically by name of railroad and thereunder chronologically. Entries in the second volume are arranged chronologically and thereunder by name of railroad. The second volume is indexed alphabetically by name of railroad and includes a register of the date of receipt of the following reports from railroads: ledger footings; semi-annual and annual reports of organization, ownership, finances, and property; monthly earnings and expenses, company annual reports, an abstract of bills for Government transportation; and miscellaneous numbered reports.

III.137 **Correspondence and reports received after termination of commissioner's office, 1904-07** (1 ft.)(MLR Entry 30, A1), includes a list of the records arranged by type of record and thereunder chronologically. It consists of general correspondence relating to transmission of reports of railroads and requests for information, forms, and annual reports of the Commissioner; comparative statements of earnings and expenses for several railroads; Treasury Department statements of amounts withheld for several railroads; and annual reports of the Illinois Central Railroad for 1904 to 1906.

Records of the Pacific Railway Commission

III.138 The United States Pacific Railway Commission was created by an act of Congress of March 3, 1887 (24 Stat. 488). This act authorized the President to appoint three commissioners to investigate the affairs of those Pacific railroads that had received aid from the Federal Government. On April 15, 1887, President Grover Cleveland

appointed the Commission, composed of Robert E. Pattison, chairman; E. Ellery Anderson; and David T. Littler. The main office was established in New York; temporary offices were located in San Francisco and Washington. The scope of the Commission's investigation "included a history of these roads, their relations and indebtedness to the Government, and the question whether in the interest of the United States an extension of the time for the performance of the obligations of said roads to the Government should be granted; and, if so, the . . . Commissioners were directed to submit a scheme for such an extension." The Commissioners reported to the President on December 1, 1887. Anderson and Littler concurred in the report of the Commission, while Pattison presented a dissenting report. The majority report recommended an extension of time for the payment of the debts of the railroads to the Government, while the minority report recommended that proceedings be instituted for forfeiting the charters of the railroads and for winding up their affairs. The findings of the Commission were transmitted to Congress by President Cleveland on January 17, 1888. By suggestion of the President, the papers and property of the Commission were forwarded on December 10, 1887, to the Secretary of the Interior, who referred the material to the Commissioner of Railroads for his files.

III.139 Most noteworthy of the related records, except the ones to be found among the papers of the Commissioner of Railroads, are those in the files of the U.S. Senate, now in the National Archives. Especially important are the materials of the 50th, 51st, 53d, and 54th Congresses. The originals of the Commission's report and supporting documents, submitted to the Senate in January 1888, are the most bulky of the related material.

III.140 The most important series of the Pacific Railway Commission records are the following:

1. letters received. Apr.-Oct. 1887 (1 ft.)(MLR Entry 31, A1), arranged alphabetically by first letter of surname of writer or of the name of the railroad by which he was employed. Included are telegrams, letters, and enclosures from Government and railroad officials and the general public relating to such matters as names of persons who might give information to the Commission concerning the Pacific railroads; complaints about the railroads; reports on investigations of railroad accounts by the Commission's

accountants; arrangements for taking testimony by or for the Commission; the supplying of information by the railroads, the appointment and pay of employees of the Commission; and the payment of the Commission's expenses.

2. letters sent. Apr. 21-Oct. 14, 1887 (1 vol. 0.1 ft.)(MLR Entry 32, A1), arranged chronologically by date of letter. These are letterpress copies of letters and telegrams from the Commission to Government and railroad officials and to the general public concerning such subjects as requests for information about lands donated to the railroads by the Government; the names of all stockholders in the railroads and consideration paid for stock; amount of stock held; salaries of railroad employees; payments for legal expenses, bonuses, or donations; taxes paid on lands granted by the United States and dividends declared; arrangements to take testimony; requests for cooperation of railroads with the Commission's employees; acknowledgment of receipt of documents; discussion of a legal case relating to the work of the Commission; and refusal to furnish testimony before the Commission to be used against Jay Gould and Russell Sage. The series is indexed alphabetically at the front of the volume by name of addressee.

3. report of Chief Accountant Richard F. Stevens, May 6, 1887 (0.1 ft.)(MLR Entry 33, A1), a report stating the Chief Accountant's opinion on the accounting information needed from the railroads by the Commission and concerning the employees required to do the accounting work.

4. subpoenas, May-Oct. 1887 (0.2 ft.)(MLR Entry 34, A1), arranged in rough chronological order by date of subpoena. The series consists of summonses addressed to witnesses, directing them to appear before the Commission. A few vouchers for office expenses are included with the subpoenas.

5. testimony, Apr. 12-Aug. 22, 1887 (13 vols. 2 ft.)(MLR Entry 35, A1), arranged chronologically by date of statement or testimony. There are two volumes of typewritten statements of Thomas Reddington, former Chief Clerk for the Commissioner of Railroads, and Congressman William M. Springer; and 11 printed volumes of testimony taken by the Commission. Volumes containing testimony from July 25 to August 1 are missing. Copies of documents related to the work of the Commission are printed in the

back of the last volume. An index to the testimony and to the reports of the Commission and its subordinate officers accompanies the volumes.

6. exhibits, 1861-87 (1 ft.)(MLR Entry 36, A1), arranged in the order in which they were referred to or reproduced in the testimony and thereunder numerically, with some at the end not marked by date and number. There are papers relating to the Commission's investigation of the affairs of Government-aided railroads. Many of the papers are missing.

7. answer of Leland Stanford to interrogatories of the Commission, 1887 (0.2 ft.)(MLR Entry 37, A1), a reply of the President of the Central Pacific Railroad to the Commission's interrogatories included in a circular letter of May 12, 1887. It consists of a table of contents, opening remarks, answers to interrogatories by number, and exhibits.

8. "Memoranda Relating to Bond-Aided Roads," 1868-86 (5 vols. 0.3 ft.)(MLR Entry 38, A1), consisting of typed copies of documents and newspaper articles relating to the Pacific railroads. Material in two of the volumes is arranged in rough chronological order.

9. reference materials, 1875-87 (1 ft.)(MLR Entry 32, A1), arranged chronologically by date of document. The series consists of the following books and pamphlets:

a printed volume of proceedings in *Union Pacific Railroad Company v. United States* in the United States Court of Claims, December Term, 1875;

"Report to Stockholders of the Union Pacific Railroad" for 1875 and 1884-86;

"Report of the Government Directors of the Union Pacific Railroad Company to the Secretary of the Interior, 1885", a memorandum in reference to the speech of Hon. Barclay Henley, printed in the Congressional Record of June 20, 1886, by Moorfield Storey, Counsel for the Union Pacific Railroad;

"Report of the Board of Railroad Commissioners for the State of Nebraska" for 1886;

"Argument Before General Joseph E. Johnston, Commissioner of Railroads, in Reference to the Apportionment of Earnings and Operating Expenses over Given

Portions of a Particular Road," 1886, by M. M. Kirkman, Comptroller, Chicago and Northwestern Railroad;

"Line Case of the Union Pacific Railway Company, Statement Made by Charles Francis Adams, Jr., Before the Committee on the Pacific Railroads," 1886;

"Testimony of Charles Francis Adams Before the Pacific Railroad Investigating Commission," 1887;

"Pacific Railroad Legislation. 1862-1885;" and an analytical index of evidence in the case of *Ellen M. Colton v. Leland Stanford et al.*, n.d.

[Continue to Part III D](#)

National Archives Reference Information Paper 91 -- Railroad-related Records

Part III(D)

Federal Regulation and Oversight of Railroads (Section D)

Record Group 219 Records of the Office of Defense Transportation

III.141 Established in the Office of Emergency Management by EO 8989, December 18, 1941, the Office of Defense Transportation (ODT) coordinated and directed the utilization of domestic transportation facilities during World War II. During the war ODT was ordered to control not only rail transportation but all domestic transportation with the exception of air transportation. In terms of railroad transportation, ODT was concerned with passenger traffic problems, extraordinary movements of petroleum by rail, local passenger transport, and conservation of transit equipment. ODT also alleviated postwar railroad freight car shortages, operated seized transportation properties, and handled unsettled claims. The records are described in a two-volume agency-created inventory entitled "Office of Defense Transportation-Records Retirement Program," dated April 1945.

III.142 The Railway Transport Department in the ODT was formed as a result of a consolidation of the Division of Railway Transport and the Division of Traffic Movement. The Department also assumed most of the functions of the two divisions--the Division of Railway Transport, which was charged with the responsibility of ascertaining and fully using rail transportation facilities, and the Division of Traffic Movement, which was charged with the responsibility of coordinating and directing the movement of freight and passenger traffic to prevent congestion, to expedite movement, and to ensure free flow of traffic. The Railway Transportation Department consisted of the following sections: Mechanical, Car Utilization, Traffic Channels, Tax Amortization, Passenger Traffic, Export-Import, Car Distribution, Statistics and Economics, Freight and Passenger Operations, Commodity, Commodity Routing, and Coal.

III.143 The Records of the Railway Transport Department, 1942-46 (347 ft.)(MLR Entry 22, UD), are arranged by series number. The records of the Department are contained in central files and in the records of the various sections:

1. The central files include interoffice memoranda and correspondence from 1942 to 1945, with other ODT offices, Association of American Railroads, shippers, industries, and railroads concerning such subjects as the budget for the Division of Traffic Movement and the Division of Railway Transport; notices of ODT staff meetings; strikes in the railroad industry; labor in general; fuel supply situation; ODT general orders; ODT and War Production Board functions; ICC service orders; ICC activities; railroad regulations; surveys made by Division of Railway Transport staff and the Opinion Research Corporation; and railroad operations in general. The records also relate to the organization of the Division of Traffic Movement and the Division of Railway Transport; meetings of ODT advisory committees; abandonment of railroad trackage, equipment, and facilities; surveys on the operations of Army camps and Navy stations regarding rail transportation; weekly reports from the Railway Transport Department field staff regarding their activities; SC-1 daily reports, correspondence, and interoffice memorandums concerning railway operating conditions of major Western carriers; War Production Board and railroads material regarding roadways and structures--such as maps, drawings, and plans on the condition of roadbeds-- and construction of tracks and bridge crossings; operations at ports and the construction of levees; applications for allocations of materials and equipment, such as locomotives, rail air-brakes, wheels, and

bearings; and daily surplus of cars, cars on hand, shipments of coal, and revenue freight loads. Other subjects include Government agencies, baseball and racing clubs, and national conventions concerning travel by rail; freight traffic; movement of agricultural, animal, mine, forest, petroleum, and manufactured products and other commodities; handling of mail and express; construction and operation of local railroad facilities; passenger travel; confidential matters, such as port reports and car detention at ports; operation of terminals, holding and reassigning freight, switching, and closing; movement of freight ordered into storage causing delay to railroad equipment; rail storage sites; better utilization of freight equipment; crew shortages, revenue of railroads, timetables, schedules, speed of trains, and makeup of passenger and freight trains; operation of freight cars, including weighing, supply, mileage, transit, time, delay, and loading and unloading; cross-hauling of commodities; safety measures and installation of signals; railroad accidents; passenger and freight statistics; and passenger traffic matters.

2. The records of the Mechanical Section include correspondence with railroads concerning repair of locomotives, cars, and other equipment; railroad employment issues; minutes of meetings of the Association of American Railroads Mechanical Committee; sale, lease, or construction of locomotives and cars; controlled materials for locomotives and cars; locomotive requirements and manufacturers orders; inspection of tank cars; locomotives available for sale; transportation and equipment conditions; and the Controlled Materials Plan.

3. The records of the Car Utilization Section include reading files, troop movements, and files of the old Rail-Truck Conservation Section.

4. The records of the Traffic Channels Section include daily highlights of railway operating conditions; and reports received from all important railroad terminals on daily operating schedules.

5. The Tax Amortization Section produced records regarding the allocation of rail for railroads during the war.

6. The Passenger Traffic Section developed materials regarding the issuance of special permits for the movement of extra and special trains and cars.

7. The Export-Import Section records relate to the regulation of the flow of export and import cargo, reporting procedures for freight movement, railroad reports of carriers' activities with regard to import freight flow; and available railroad facilities for handling export freight.
 8. The records of the Car Distribution Division include reports of special freight train service in regard to transportation of special Army and Navy movements and port conditions and commodities carried in refrigerator cars.
 9. The records of the Statistics and Economics Section include information on location of plants for purposes of transportation facilities.
 10. The records of the Commodity Section include studies on the movement of particular commodities by rail.
 11. The Commodity Routing Section records concern the movement of petroleum in tank cars and the routing of cars, rates and traffic, surplus cars, shortages of cars, and other matters.
 12. Other records in this series include the Office of the Director, Railway Transport Department, Office of the Southern Regional Director, General Files of T.J. Leonard, 1942-49, and the Correspondence Regarding Order 47, dating 1945. These records consist of general correspondence and records relating to defense related railway operations in the regions. These records are located in the National Archives -Southeast Region.
- III.144** The cartographic records of the ODT include a plan of a railroad terminal at Toledo, Ohio, 1934 (1 item); maps and diagrams relating to railroad traffic and the flow of pipeline oil in the Northeastern United States, ca. 1943 (3 items); and a map of the Missouri and Arkansas Railway, 1944 (1 item).

Record Group 234 Records of the Reconstruction Finance Corporation

III.145 Established by an act of January 22, 1932, the Reconstruction Finance Corporation (RFC) was authorized to extend financial aid to agriculture, commerce, and industry by means of direct loans to banks and other credit agencies and, upon approval by the ICC, to railroads or their receivers. In addition, later legislation authorized the RFC, among other functions, to purchase capital stocks of banks, insurance companies, and other credit organizations, and certain Government agencies and to make loans to business enterprises and public school authorities. The RFC was organized as a Government corporation designed to engage in business and commerce. It was permitted a degree of independence generally denied old-line agencies. The bulk of the corporation's records relating to railroads is in the records of the Railroad Division and involves applications for RFC loans by individual railroad companies, primarily during the 1930s. These records contain much useful financial information concerning railroad companies during this period. The records are described in detail in the *Preliminary Inventory of the Records of the Reconstruction Finance Corporation, 1932-64*, PI 173.

III.146 The Railroad Division was responsible for processing loan applications received from railroads and for making recommendations to RFC's board of directors regarding future action. The Division's records comprise several series containing voluminous information about individual railroads for the period from 1932 to 1957:

1. general records, 1932-53 (18 ft.)(MLR Entry 90, PI 173), arranged alphabetically by subject or name of correspondent and thereunder chronologically. The series consists of Railroad Division correspondence with members of Congress, railroad and financial companies, and the general public. The correspondence relates to the economic distress of the railroads and plans for alleviating it, conditions for granting railroad loans, and loans made to railroads for equipment repair as provided by the Emergency Relief Construction Act of 1932. The records contain correspondence of the RFC Chairman of the Board, Jesse Jones, relating to many subjects including proposals to amend the Transportation Act of 1920, the effect of RFC loans upon the salaries of railroad officials, recommendations for the solutions of the problems of the railroads, proposed amendments to the various acts of legislation facilitating reorganization of railroads undergoing receivership, statistical data concerning collateral pledge by railroads to secure RFC loans and the valuation of such collateral, and related records.

2. records of division officials. 1932-53 (13 ft.)(MLR Entry 91, PI 173), arranged alphabetically by subject and thereunder chronologically. The records include statistical compilations by the ICC of data concerning railroad reorganizations for 1894 to 1933; Government and private studies of railroad coordination and consolidation, costs of construction, age, condition, and repair costs of railroad equipment, and steam railways in the hands of receivers and trustees; and correspondence with the ICC relating to loans granted to railroads and purchases of railroad securities by the RFC and repayments by the railroads, and records concerning indebtedness and interest on loans made to railroads; and correspondence relating to the finances, earnings, management, and operations of the American Railroad Company of Puerto Rico.

3. records relating to paid, canceled, and withdrawn railroad loans, 1932-57 (313 ft.)(MLR Entry 92, PI 173), arranged alphabetically by name of railroad, thereunder by subject, and thereunder chronologically. The records include applications for loans submitted by railroads; supporting papers consisting chiefly of legal and financial documents; examiner's reports recommending approval or disapproval of the application; correspondence relating to loan transactions and evaluations of the railroads and their officers; closing papers of the loans; financial statements of the railroads; RFC/ICC correspondence pertaining to loans and condition of railroads; RFC plans for reorganization of railroads and abandonment of uneconomic trackage; reports on the disposition of proceeds from the sale of railroad securities; timetables, maps, charts, and railroad publications; and related records. For example, the loan files for the Southern Railway contain several applications for loans and extensions of loans during the 1930s and 1940s; the purchase and execution of equipment trust certificates; loan closing papers, leasing agreements; and mortgage documents. These files contain various RFC and ICC reports and memoranda that include ICC finance dockets. The ICC finance dockets contain information concerning RFC loans for the purpose of purchasing new equipment for the railroad, reorganization plans, the sale of stocks and bonds, track abandonment proceedings, and acquisition of railroad property or companies. Also included are legal supporting documentation such as the Southern Railway by-laws, reports of ICC railroad accident investigations, the charter of the Virginia & Southwestern Railway, a monthly publication entitled *Rails: A Financial Survey of the Southern Railway System*, and various Southern Railway publications including circulars, annual reports,

timetables, and financial statements. Information on Southern Railway salaries and benefits, especially of upper level management, can also be found in the files.

4. general records of the legal staff, 1932-50 (5 ft.)(MLR Entry 93, PI 173), arranged by subject and type of record and thereunder chronologically. Included are interoffice memorandums of the legal staff providing analyses of legislative problems; correspondence with members of Congress, other Government agencies and private law firms relating to proposed legislation affecting railroads; draft legislation, digests of hearings held before Congressional committees, and proposed amendments to the RFC act relating to railroad loans; digest of cases before state and Federal courts involving the RFC directly; and corporate histories of railroads compiled by the ICC and other sources.

5. office file of W. Meade Fletcher, Chief Railroad Counsel, RFC, and Assistant Chief Counsel, Office of Defense Lending, Treasury Department, 1933-57 (4 ft.)(MLR Entry 94, PI 173), arranged by subject and thereunder chronologically. The files consist of memorandums prepared by Fletcher relating to reorganization plans proposed for various railroads from 1937 to 1952; memorandums, notes, digests of court rulings, and records of court proceedings in railroad reorganization cases; ICC regulations pertaining to railroad securities and reorganizations; and memorandums regarding proposed legislation to amend the Interstate Commerce Act and the RFC Act with respect to railroad loans.

6. legal case files relating to railroad loans, 1932-57 (185 ft.)(MLR Entry 95, PI 173), arranged alphabetically by name of railroad, thereunder by subject, and thereunder chronologically and by type of material. The series consists of interoffice memorandums and reports of the Railroad Legal Division containing recommendations based upon a legal review of applications from railroads for loans; correspondence relating to railroad loans; petitions entered in court by bankrupt railroads and court rulings on the petitions; briefs and studies of plans for reorganizing railroads defaulting on their loans; memorandums analyzing the merits of various claimants to the distribution of the bankrupt railroads' assets; reports summarizing court decisions on railroad reorganizations; and railroad company financial statements.

7. case files and briefs relating to reorganization proceedings, 1932-56 (80 ft.)(MLR Entry 96, PI 173), arranged alphabetically by name of railroad in two separate sequences, case files and briefs, and thereunder chronologically. Included in the records are copies of proceedings for the reorganization of railroads under section 77 of the Bankruptcy Act held before the district courts of the United States. These records of proceedings include the bankruptcy petitions, plans for reorganization submitted by the carrier, order of the court on the petition granting or denying the petition, court orders appointing the trustee to take over the bankrupt railroads' property, and intervening petitions, orders, and briefs,

8. PWA case files, 1933-35 (8 ft.)(MLR Entry 97, PI 173), arranged alphabetically by name of railroad and thereunder chronologically and by type of material. Included are case files of the Federal Emergency Administration of Public Works consisting of correspondence with railroad companies relating to loans; interoffice memorandums; requisitions; abstracts of ICC finance dockets, copies of orders by the ICC to the railroads; agreements and contracts entered into by the carriers for leasing, purchasing, and constructing railway equipment; and copies of equipment trust certificates and notes issued by the railroads to insure payments of funds borrowed from the PWA for the acquisition and repair of equipment and the construction of trackage. These files were transferred to the RFC when it acquired the function of administering and liquidating PWA loans to the railroads.

9. records relating to the value of loan collateral, 1940-51 (15 ft.)(MLR Entry 98, PI 173), arranged alphabetically by name of railroad and thereunder chronologically. The series consists of compilations made by the Office of Loans of the Railroad Division concerning loans authorized by the RFC to the railroads; information about notes given by the RFC to the borrowers showing date of issuance and maturity, amount of note and collateral; and summaries of railroad loans showing the date of application, amount of loan, ICC and RFC action on the application, and related information concerning the loans.

10. records of the RFC Accounts and Planning Division relating to railroad loans, 1932-55 (4 ft.)(MLR Entry 99, PI 173), arranged alphabetically by name of railroad and thereunder alphabetically. The records include correspondence with Federal Reserve banks as fiscal agents of the RFC, the RFC's regional loan agencies, the borrowing

railroads, and their legal representatives relating to methods prescribed for crediting repayments of loans to the accounts of the carriers. In addition, there is correspondence relating to collateral, interest rates charged the carriers, purchases of railroad securities by the RFC and their payable dividends and copies of resolutions of the RFC Board of Directors concerning railroad loans.

11. records relating to nonborrowing railroads, 1932-53 (7 ft.)(MLR Entry 100, PI 173), arranged alphabetically by name of railroad and thereunder chronologically and by type of record. The records include correspondence between the RFC and the railroads relating to requests for reports about their operations; data concerning salaries of railroad officials and wage adjustments granted their employees by labor-management dispute arbitrators; copies of ICC reports, orders, and finance dockets concerning proposals for track abandonments; railroad annual reports; reports of financial condition of railroads prepared by private firms; statistical data on railroad financial status; blueprints of rail and motor lines operated by railroads; and charts and maps giving corporate information on railroad companies.

12. monthly financial reports of selected railroads, 1938-54 (4 ft.)(MLR Entry 101, PI 173), arranged chronologically and thereunder alphabetically by name of carrier. The series contains copies of monthly reports of selected income and balance sheet items and of revenues and expenses required by the ICC's Bureau of Transport Economics and Statistics. The reports cover such items as net railway operating income, rent for leased roads and equipment, depreciation, Federal income taxes, expenditures for improvements; audited accounts and wages payable, operating revenues and expenses, and ratio of expenses to revenues.

III.147 The records of the Railroad Division contain cartographic records including railroad location and corporate ownership maps for about 125 railroads, with corporate structure and track diagrams for 1938 through 1939. These maps show engineering details such as bridges, tunnels, water tanks, signals, railroad crossings, and stations and track profiles. There are also maps relating to the proposed "Prince Plan" of railroad consolidation; maps resulting from studies of other railroad consolidations, such as the Chicago, Milwaukee, St. Paul, and Pacific Railroad and the Chicago and Northwestern Railroad; and graphs relating to economic studies, volumes of car loadings, hauling

capacities and tank car designs (1,864 items). Also included are railroad location and corporate ownership maps, arranged by name of railroad from 1930 to 1943 (1,800 items) and maps of U.S. cities, showing railroads and industrial areas from 1929 to 1941 (24 items).

Record Group 253 Records of the Petroleum Administration for War

III.148 Established as an independent agency by E.O. 9276, December 2, 1942, the Petroleum Administration for War (PAW) exercised oversight responsibility for the activities of the wartime petroleum industry, including conservation, research and development, resource allocation, and shipment. The Administration's records include various documentation concerning the supply, allocation, and transportation of petroleum products by railway tank cars. The records are described in the *Preliminary Inventory of the Records of the Petroleum Administration for War*, PI 31.

III.149 The Supply and Transportation Division of PAW was established to ensure that crude oil and refinery products were obtained and transported to meet the requirements of refineries, distribution terminals, and delivery points. Among other functions, the division ensured the most efficient use of railroad tank cars and recommended plans for their use to the ODT and the War Shipping Administration. The Division's Rail Transportation Section created the following series of archival records:

- 1. general correspondence, 1942-45** (4 ft.)(MLR Entry 708, PI 31), arranged by classification number, 100-1-D-2300-14;
- 2. reports of "Navy Program" shipments of petroleum products by tank car, 1944-45** (0.1 ft.)(MLR Entry 709, PI 31), unarranged;
- 3. statements of aviation gasoline shipments, December 1944-August 1945** (0.1 ft.)(MLR Entry 710, PI 31), arranged by type of report and thereunder chronologically. Included are statements of shipments to the Gulf Coast and inland, East Coast and inland, and West Coast pools; and monthly reports on "Navy Programs" shipments.

4. **records relating to shipments of kerosene in drums to New England, 1943-44** (0.8 ft.)(MLR Entry 711, PI 31), arranged in part by subject, in part alphabetically by name of company;
5. **weekly reports of tank car shipments into District 1, January 1942-September 1945** (2 ft.)(MLR Entry 712, PI 31), arranged chronologically. The series includes supplemental reports of boxcar shipments of kerosene in drums into District 1.
6. **weekly reports on movements of petroleum products into District 1 by all types of transportation, 1942-45** (1 ft.)(MLR Entry 713, PI 31), arranged chronologically;
7. **records concerning pressure-type tank cars for the transportation of liquefied petroleum gases, 1941-45** (1 ft.)(MLR Entry 714, PI 31), arranged by subject and thereunder chronologically. Included are survey reports on "Estimated Tank Car Loads of All Kinds of Liquefied Petroleum Gases to be Shipped," 1943; "Survey of Tank Car Shipments, April 1941-March 1942, Inclusive;" and "Estimate of Future Requirements-Liquefied Petroleum Gases."
8. **correspondence with petroleum companies concerning supply; and allocation of pressure-type tank cars and shipments of blending agents, 1942-45** (1 ft.)(MLR Entry 715, PI 31), arranged by name of company and thereunder chronologically;
9. **reports prepared by the PAW Research Division on tank-car shipments of crude oil and products, 1943-45** (0.2 ft.)(MLR Entry 717, PI 31), arranged by report number; and
10. **records pertaining to supply and transportation of petroleum products by rail, 1942-45** (2 ft.)(MLR Entry 720, PI 31), arranged under headings "District Offices," "Military Movements," and "Supply" and thereunder by subject. Included are correspondence, shipping schedules, and maps.

Record Group 398 General Records of the Department of Transportation

III.150 The DOT was established by the Department of Transportation Act, October 15, 1966, consolidating highway, rail, air, and marine transportation functions previously

vested in the Departments of Commerce, the Treasury, and the Interior; ICC, Civil Aeronautics Board; Federal Aviation Agency; and Saint Lawrence Seaway Development Corporation. The department establishes national transportation policies and enforces safety regulations affecting highway, railroads, urban mass transit systems, and aviation. DOT rail transportation functions were transferred from the Office of High-Speed Ground Transportation, Department of Commerce; the Alaska Railroad, Department of the Interior; and the Bureau of Safety and Service, ICC. Most of these functions were transferred to the FRA. DOT records relating to railroads include documentation concerning urban mass transportation, high-speed ground transportation including the Northeast Corridor Transportation Project, railroad legislation, railroad reorganizations and mergers, Amtrak and rail passenger issues, railroad research and development, and rail safety during the 1960s and 1970s.

Records of the Office of the Secretary

III.151 The Secretary of Transportation is the principal adviser to the President on national transportation affairs and is the principal representative of the President's administration in relations with Congress, other elements of Government, the transportation community and the public, with respect to transportation needs, policies, programs, resources, and actions. The Secretary's **general correspondence, 1967-72** (132 ft.)(MLR Entry 3, A1), arranged by year and thereunder alphabetically by subject and by the department's decimal classification scheme, contains correspondence, memorandums, reports and other official documents to and from the Secretary and Under Secretary to the White House, Congress, other Federal agencies, state and local governments, and other employees of the Department. The documents report on or explain the activities, policies, plans, and legislative programs of the Department. There is a folder list for this series available in the finding aids. Records relating to railroads are scattered throughout this series:

1. Records dating 1967 include several folders concerning railroad transportation (box 9), mass urban transportation (boxes 11-12), and urban mass transportation (box 15). There are additional records in decimals 1273-3, railroad strikes (boxes 26-27); 2050-4, railroad legislation and transportation programs (box 31); 6080, railroad programs, Alaska Railroad, Washington & Old Dominion Railroad abandonment proceedings, and

passenger service and facilities (boxes 51-52); 6082, high speed ground transportation; 6083, railroad mergers, New Haven RR; and 6100, rail-highway grade crossings (box 53), Metroliner High-Speed Ground Transportation demonstration (box 68), and rail passenger transportation, railroad strikes, and Railroad Emergency Board (box 69).

2. Records for 1969 include decimals 1241-3, Pan American Railway Congress Association (box 146); 1271-11, Railway Progress Institute; 1271-16, Golden Spike Centennial Commission (box 147); 1273-3, railroad strikes (boxes 148-149); 2050-4, railroad transportation programs (boxes 157-158); 6080, railroad programs; 6080-1, Alaska Railroad; 6080-4, passenger service and facilities; 6082, high-speed ground transportation; and 6083, railroad organizations and mergers (boxes 191-194).

3. Records for 1972 include National Railroad Passenger Corporation, New Haven Railroad, Penn Central Merger, and Railpax (boxes 245-248); Penn Central reorganization (boxes 256-257); AMTRAK/Railpax (boxes 285-286); Federal Railroad Administration matters (boxes 296-297); and Penn Central merger and financing (box 310).

III.152 The series microfilmed correspondence, 1973-78 (8 ft)(MLR Entry 4, A1), arranged by subject and thereunder chronologically, primarily contains correspondence between the Secretary and the White House, Congress, other agencies, state and local governments, and other Department employees. The series consists of two sets of microfilm, 373 rolls each. Some rolls contain both positive and negative images. This series is indexed by the **formatted data from the automated "Index to Memoranda and Correspondence of the Executive Secretariat", 1973-78 (4 ft.)**(MLR Entry 5, A1).

III.153 Secretary's subject file, 1971-75 (4 ft.)(MLR Entry 17, A1), arranged by subject, contains material not included in the DOT general correspondence files. It includes a file concerning the Northeast Rail Plan, 1975, which was prepared by the U.S. Railway Association (box 1) and a file on the subject of the Freight Grain Car Shortage (box 2).

III.154 National Transportation Policy (NTP) Core Group administrative and general subject files, 1989-90 (13 ft.)(MLR Entry 25, A1), are arranged by subject. This series contains original incoming correspondence and responses and memos to NTP cluster groups discussing NTP policies and program activities. There is a folder containing

incoming correspondence and reports from various railroad industry organizations including the Association of American Railroads (box 1).

III.155 National Transportation Policy (NTP) cluster records, 1989-90 (23 ft.)(MLR Entry 26, A1), are arranged by cluster and thereunder by subject. The majority of the series is correspondence documenting responses to the *Federal Register* Notice, July 8, 1989, which requested comments on the development of the NTP. Verbatim transcripts of public hearings and seminars, cluster policy statements and guidance, and drafts of cluster reports are also included in this series. Two of the six clusters--Intercity Freight and Intercity Passenger--deal with railroads.

Records of the Office of the Executive Secretariat

III.156 The series **reports of weekly highlights, 1967-77** (12 ft.)(MLR Entry 6, A1), is arranged chronologically by week and thereunder by reporting office. This series contains memorandums highlighting the major activities and problems of the previous week, and proposed activities for the coming week, for each of the Assistant Secretaries, the General Counsel, and all department administrators. These reports contain news items and information concerning the activities of railroads.

III.157 R & D technical report files, 1973-83 (42 ft.)(MLR Entry 11, A1), arranged by DOT contract number, include published technical reports relating to railroads such as "Railroad Rationalization Methodology Studies in Railroad Operations and Economics," "Model for Investigation Train Connection Reliability at Rail Classification Yards: Study in Railroad Operations Economics," and "Guideway Suspension Tradeoffs in Rail Vehicle Systems" (box 6).

III.158 Records relating to advisory and interagency committees, 1974-81 (17 ft.)(MLR Entry 16, A1), arranged by year and thereunder alphabetically by name of committee, relate to the establishment, organization, membership, and policy of interagency and advisory committees. Included is a file on the Alaska Commission for Northern Operations of Rail Transportation and Highways (box 4).

Other Records

III.159 The Records of the Office of the Under Secretary for Transportation include **general correspondence, 1961-67** (20 ft.)(MLR Entry 1, A1), arranged alphabetically by subject, and thereunder chronologically. These are the records of Under Secretary Alan S. Boyd. This series includes documentation concerning the activities, plans, policies, and developments of the office on a variety of transportation-related subjects. The records include a folder "Railroads-General" (box 39) which includes a report on rail passenger transportation and correspondence concerning railroad labor issues. The subjects of other folders include documentation concerning transportation--railroad freight car supply problems and high-speed ground transportation (box 40); Northeast Corridor correspondence, progress reports, and legislation (boxes 40-42); New England transportation and report on railroads and a Department of Commerce report on railroad mergers, 1964 (box 42); transportation mergers-railroads, such as the Great Northern-Northern Pacific, and Pennsylvania-New York Central mergers (box 43); and the New Haven Railroad and efforts to save passenger service (box 44).

III.160 The records of the Office of Transportation Policy Development, Department of Commerce contain **general correspondence, 1958-67** (4 ft.)(MLR Entry 2, A1), arranged by subject and thereunder chronologically. This series contains the records of M. Cecil Mackey, Jr., Director. Topics included in the series relate to the organization, consolidation, staffing, legal transference of authorities, and other issues of the new agency. Several folders concerning the 1964 Transportation Task Force include a report on railroad abandonments and decline in railroad passenger traffic (box 1).

III.161 General correspondence, 1967-74 (MLR Entry 7, A1), in the records of the Office of the

Assistant General Counsel for Legislation, is arranged by session of Congress and thereunder by subject. This series consists of communications sent to and from the Department and the White House, Congress, other agencies, members of the public and private sectors, and department employees. These documents were accumulated in preparing, reviewing, and preparing legal advice on legislation proposed by or in the interest of DOT. These letters and reports explain the Department's legislative program and the benefits that the proposed legislation will bring to the nation. Analysis of the proposed legislation and difference between the House of Representatives and Senate

versions are often included. Records relating to railroads in this series include material on the Federal Railroad Safety Act of 1968 and rail safety hearings (box 5); the Rail Passenger Bill which includes documentation on the creation of AMTRAK (box 7); the Emergency Transportation Facilities Restoration Act (box 13); high-speed ground transportation (box 16); the sale of the Alaska Railroad (box 17), AMTRAK amendments (boxes 21-22); the Northeast Rail and the Regional Rail Reorganization Act of 1973 (boxes 29-30); and the Federal Railroad Safety Amendments (box 32).

III.162 The DOT general legislative program files, 1967-84 (63 ft.) (MLR Entry 23, A1), from the Office of the Assistant General Counsel for Legislation, are arranged by session of Congress and thereunder by subject. They include DOT correspondence, Congressional committee documents, working papers, and other records relating to varied rail legislation such as Northeast Corridor and high speed ground transportation, bankruptcy filings, Federal Rail Safety Act, AMTRAK, Rock Island reorganization (79-0038), rail regulatory reform (Staggers Rail Act of 1980), and Conrail sale amendments.

III.163 General files of the Assistant Secretary for Policy and International Affairs, 1966-74 (46 ft.)(MLR Entry 20, A1), among the records of the Assistant Secretary's Office, are arranged by year and thereunder by subject and the Department's decimal classification scheme. The Office of the Assistant Secretary for Policy and International Affairs is the principal staff adviser to the Secretary of DOT for analysis, development, articulation, and review of policies and plans for domestic and international transportation. These files include correspondence, agreements, and other documents reflecting the planning, direction, coordination, and evaluation of DOT plans for domestic and international transportation. The central files series includes records relating to railroads such as the ICC boxcar shortage; railroad mergers, such as Penn Central, Rock Island, Seaboard Airline, N&W and C&O; railroad passenger transportation; western railroad situation; tax matters; Railroad Loss Carryover legislation; railway labor matters, freight rates, rail shipments, containerization, Washington & Old Dominion Railroad right-of-way and proposed highway construction; New Haven Railroad, Tennessee Central and Central of New Jersey reorganizations; and Association of American Railroads (1966, boxes 9-11; 1967, boxes 18-19; 1968, box 28, and 1969, box 40).

III.164 Electronic records of the Department of Transportation include the **Northeast Corridor Intercity Travel Survey, 1969-1970** (NECITS). This series consists of origin and destination survey data collected based on the mode of transportation. A total of five electronic records files are in the NECITS series, and they include survey data collected from highway, air, bus, and rail passengers in the Northeast Corridor (i.e. Washington, DC, to Boston, Massachusetts). The data were collected as part of the Northeast Corridor Transportation Project (NECTP), conducted under the auspices of the Office of System Analysis and Information, Office of the Assistant Secretary for Policy and International Affairs, U.S. Department of Transportation. The NECTP consisted of the following three major divisions:

1. engineering research and development of new transportation technology including improved high- speed rail;
2. demonstration projects on railroads, in particular experimental runs on the Metroliner; and
3. a planning study, of which the Northeast Corridor Intercity Travel Survey (NECITS) was to be a part, which involved the collection of various origin and destination data on highway, air, bus, and rail transportation, and the creation of a forecast model. The NECITS data was intended as input to a mathematical model developed to forecast future intercity transportation needs and to test alternative investment policies in the Northeast Corridor. However, due to cost overruns, the NECITS data was received too late to contribute significantly to the final report of the NECTP.

III.165 The NECITS Rail Survey File and Rail Survey File with Revised Expansion Factors, October 12, 1969-April 18, 1970, contains data collected from passengers on randomly selected Penn Central and Reading Railroad train trips between cities in the Northeast Corridor. The files contain data relating to each passenger and train trip surveyed and includes: train identifier; date of interview; departure and arrival terminals; origin, destination, and residence of passenger by ZIP code and other geographic coding; modes, costs, and times of getting to and from the terminals; nights away; trip frequency; size of party; purpose of the trip; whether the trip was a business expense; the type of ticket and fare; family income; age; sex; desired change in schedule; and (for

Penn Central respondents only) attitudes toward train service. The NECITS Rail Survey File has 7,151 records and the NECITS Rail Survey File with Revised Expansion Factors has 20,774 records.

Record Group 399 Records of the Federal Railroad Administration

III.166 The Federal Railroad Administration (FRA) was established in the DOT by the Department of Transportation Act (80 Stat 931), October 15, 1966. The FRA became operational on April 1, 1967. The purpose of the Administration is to promulgate and enforce railroad safety regulations, administer railroad financial assistance programs, conduct research and development in support of improved railroad safety and national rail transportation policy, provide for the rehabilitation of the Northeast Corridor rail passenger service, operate the Alaska Railroad, and consolidate government support of rail transportation activities. The records include the administrative records of the U.S. Railway Administration; various series of records relating to railroad accident investigations from 1947 to 1984, records relating to railroad legislation; and railroad research and development records including the records of the Transportation Test Center.

General Records

III.167 Background material for U.S. Railway Association Board of Directors meetings, 1975-84 (34 ft.)(MLR Entry 11, A1), actually covers the period 1974 to 1984 and is arranged by date of meeting (boxes 1-11) or by subject of reports or correspondence (boxes 12-34). This series is not in order either chronologically by date of meeting or alphabetically by subject. These records are official copies of the agenda and backup materials provided to the FRA secretary as a member of the U.S. Railway Association (USRA) board of directors. The records are project-type files, closed in 1984, on items dealt with by the USRA board of directors covering such subjects as USRA actions and administrative decisions; USRA studies and waivers; Finance Committee matters and financing agreements; analysis of alternatives, valuation cases; comments on legislation; Conrail studies and reports; and other agenda-related correspondence. More specifically, the records consist of preliminary agendas, agendas, meeting resolutions,

monthly statements of critical issues, statements of USRA policy, USRA organization data including charts and resumes, USRA financial summaries, and other background materials arranged in tabs by agenda item number. Examples of the other background materials include Conrail and Delaware & Hudson Railroad business plans, recommendations for funding, reports concerning Conrail and the improvement of freight car use, a Conrail freight car field survey, and status reports of monitoring by the USRA.

III.168 The **annual reports pursuant to the Emergency Rail Service Act of 1970 and the Emergency Rail Facilities Restoration Act of 1973, 1971-77** (1 ft.)(MLR Entry 5, A1), are unarranged. The records include printed annual reports prepared by the Department of Transportation and related correspondence, usually covering memorandums. Other reports include "Annual Report to the President and Congress on the Financial Condition of Those Railroads having Outstanding Certificates Guaranteed Under the Emergency Rail Service Act of 1970 . . ." dated 1973. There are additional reports concerning the financial condition of Penn Central Transportation Company, dated 1972 and 1975, and Central Railroad of New Jersey, dated 1972.

Records of the Office of Safety

III.169 The Office of Safety administers and enforces regulations resulting from railroad safety legislation for locomotives, track, signals, safety appliances, power brakes, hours of service, the transportation of hazardous materials, and operating practices. **Records relating to the preparation and revision of rules, 1910-55** (8 ft.)(MLR Entry 1, UD), are arranged by subject and divided into two sections--steam and other than steam. The records include ex parte dockets of hearings in the matter of rules and instructions for inspection and testing of steam locomotives and tenders, reports of meetings of inspectors of locomotive boilers, and memorandums of proceedings of conferences in the office of the Chief Inspector of Locomotive Boilers relating to interpretation and changes in rules for inspections and testing of locomotive boilers. Similar records exist for other types of locomotives, such as diesel locomotives.

III.170 The records of the ICC Bureau of Safety and Service were transferred to the FRA in 1967 with safety activities assumed by the Office of Safety. Among these safety activities were railroad accident investigations. There are several series of records

relating to railroad accident investigations dating from 1954 to 1984. Included are two series of published accident report summaries, prepared by the ICC, covering the period 1947 to 1964. Also included are two series of railroad accident investigation case files, dating from 1969 to 1984. The following series are included:

III.171 Reports of investigations of railroad accidents, February 1958- September 1964 (4 ft.)(MLR Entry 2, UD), are arranged chronologically by accident report number. One example of these records is Railroad Accident Investigation Report # 3870, which details the derailment of a Baltimore and Ohio passenger train near West End, West Virginia, on December 27, 1959. This accident resulted in the injury of six passengers, one train-service employee, and one attendant. The accident was caused by a combination of wide gauge and excessively worn rail conditions in a curve, resulting in the breaking of a rail. The report recommended that the carrier review their policies as to permissible limits of rail wear and immediately remove from main track service all rails that are excessively worn.

III.172 Published accident reports, 1947-60 (1 ft.)(MLR Entry 7, A1), are arranged chronologically by accident report number. The accident investigation reports in this and the previous series are multipage published summaries, prepared by the ICC. The accident investigation reports are typed summaries that average 10 pages and include photographs and track diagrams. The reports are in two parts: summary of accident and ICC report. The report of the Commission includes the description of the accident, description of the locomotive, examination of the locomotive, inspection reports, discussion, and cause of the accident.

III.173 Railroad accident investigation jackets, 1969-71 (5 ft.)(MLR Entry 8, A1), are arranged by National Transportation Safety Board (NTSB), Bureau of Transportation Safety, case file number. The records are case files compiled by the NTSB. The case files also have an FRA Bureau of Railroad Safety, accident investigation number designation, i.e. a-6-70. This is the number also affixed on the factual railroad accident reports prepared by the FRA that are included in the case files. This filing scheme is explained in the description of **accident investigation report files, 1969-84**. Included in the railroad accident investigation jackets are correspondence, memoranda, reports,

testimony, exhibits, photographs, diagrams, railroad timetables, and related materials. The contents of these files are similar to the **accident investigation report files, 1969-84**.

III.174 Accident investigation report files, 1969-84 (106 ft.)(MLR Entry 9, A1), are arranged chronologically using an alphanumeric scheme devised by the FRA, i.e. a-1-72. The "A" file designation refers to files of major train accident investigations that involve a separate published accident report. The "B" designation involves accident investigations that are one step below the "A" files in importance, and they do not involve a published report. The "C" file designation includes collision, derailment, and road crossing accident files that do not include a factual accident report. The "E" designation stands for reports of employee fatalities while on duty. This series is, by far, the largest series of records relating to railroad accidents. These records comprise case files containing much more information than the published accident reports. Files typically include the factual accident report, copies of the railroad rules and regulations that relate to the accident, other railroad publications including timetables, statements of witnesses to the accident, railroad test and inspection data reports, railroad bulletins and notices, railroad investigation reports, and drawings and photographs of the wreckage at the accident site. These case files are unique and contain much valuable information concerning the operation of railroads. Also included in these files are the railroad employee accident investigations (FE). An example of these records is Accident Investigation #B-2-74, which details a rear-end collision between an eastbound freight train and a yard transfer movement on the C&O Railroad at Dearborn, Michigan and a subsequent side collision due to a westbound freight train striking derailed equipment on the adjacent track. A total of three trains collided as nine cars were wrecked. Ten train-service employees were injured. This accident was caused by a failure of the engineer to operate the train in accordance with the traffic control system. This particular file includes a detailed railroad accident report; equipment damage and relief train performance report; Chessie Operating Rules, effective 1969; engineering drawings of the derailment site; newspaper clippings; photographs; witness statements; time reports; dispatchers records; and track check records.

III.175 Research & development subject files, 1975-84 (36 ft.)(MLR Entry 1, A1), are arranged by year and thereunder by subject according to the FRA/ORD decimal classification scheme. These records are the files of the Office of the Associate Administrator for Research and Development. They consist of memoranda, correspondence, plans, studies, speeches, and other records relating to committees, conferences, trips, and programs. Included is program correspondence related to freight systems, passenger systems, rail safety, Amtrak, Conrail, other rail and transportation companies, and other Federal agencies.

III.176 Research and development technical reports, 1971-83 (21 ft.)(MLR Entry 6, A1) are the official file copies of publications prepared by various contractors for the Office of Research and Development and available through the National Technical Information Service. The publications are arranged by year and publication number, i.e. FRA/ORD-81/01. The reports are not always in report number order. These reports present the final results of research and development projects funded by the FRA. Many topics are covered by these technical reports. For example, "Railroad Classification Yard Technology: Evaluation of Approaches to Car Presence Detection," "Railroad Energy Management- Train Performance Calculator: A Survey and Assessment," and "Low-Profile, Light-Weight Intermodal Railcar--Volume 1: Performance Specification." These reports sometimes are multivolume and are usually hundreds of pages in length. Examples of particularly useful publications in terms of indexing are FRA/ORD-81/14, "Improving Railroad Technology: A Directory of Research and Development Projects of the Federal Railroad Administration, Fiscal Year 1980," and FRA/ORD-81/39 "Bibliography of FRA Office of Research and Development Technical Reports, 1974-80."

III.177 Improved passenger service demonstration projects: project/contract files, 1982 (14 ft.)(MLR Entry 10, A1), arranged by a decimal classification scheme, are the office files of the Office of Passenger Systems. The records include correspondence, reports, memorandums, photographs, and newspaper clippings covering those activities related to development of improved passenger service in specific corridors of operations. Major project categories include: improved passenger service, rolling stock development, fixed plant development, systems analysis, advanced systems technology, and tunneling technology. There is a folder list available in the finding aids.

III.178 Transportation test center records, 1982 (3 ft.)(MLR Entry 2, A1), consist of approximately two feet of correspondence, memoranda, reports, handbooks, manuals, and newspaper clippings concerning the operations and activities of the Transportation Test Center (TTC) in Pueblo, Colorado, and approximately 1 foot of 67 rolls of 16mm positive microfilm and 21 rolls of 35mm positive microfilm. The TTC, established in 1971, was responsible for improving the safety, reliability, and economic viability of railroad technology. Much of the correspondence concerns the negotiations for the transfer of the operation of the TTC from the FRA to the Association of American Railroads (AAR). Part of the file was extracted from the Office of Research and Development Subject Files using decimals "1130 TTC" and "1130.1 TTC Transition." Included in the files is a 1982 AAR report detailing the plan for the management and accounting of its TTC research and development program after the takeover. There are also records from 1979 to 1980 that include an FRA 5-year plan for the TTC and a report of accomplishments for the TTC for fiscal year 1979. The series also includes working manuals, reports, handbooks and plans concerning the FRA operation of the TTC. In addition, the series includes TTC monthly reports, and reports prepared for the AAR such as mechanical equipment surveys, occupational health plans, and general information handbooks. The microfilm rolls include Facility Engineering Manuals (rolls 1-13, 16mm and roll 1, 35mm), Federal Highway Drawings (rolls 1-2), Rail Dynamics Library Report Files (54 rolls, 16mm and 13 rolls of 35mm) and Drawings (5 rolls of 35mm), and VTU Global Plant System (1 roll).

III.179 The TTC was turned over to the AAR on October 1, 1982, because facilities at the TTC were under-used while under FRA operation and the AAR had more potential to market the facility. Also an administration policy decision was made to limit research and development efforts in the field of transportation. The TTC was operated under a 5-year lease by the AAR under the auspices of the FRA. The AAR was also responsible for marketing the services available at the TTC to manufacturers, educational institutions, and others, which could not be done while the facility was operated by the FRA. The facilities available at the TTC were: Facility for Accelerated Service Testing, Rail Dynamics Laboratory, Transit Test Track, Railroad Test Track, and a short-impact track.

III.180 Dual mode locomotive project files, 1982 (1 ft.)(MLR Entry 3, A1), are arranged by subject. Included are correspondence, memorandums, reports, photographs, and charts concerning the feasibility of the Dual Mode Locomotive Project. The records

include FRA memorandums soliciting opinions from railroad industry concerning the Dual Mode Locomotive Project and memorandums from FRA officials evaluating the project. The records include copies of visual presentation materials describing the project and a two-volume published report entitled "Dual Mode Locomotive Systems Engineering-Final Report," 1982. The records also include 5-inch videotapes relating to the project.

III.181 National/bilateral agreements, 1978-79 (7 ft.)(MLR Entry 4, A1), are arranged alphabetically by country. The records consist of national and bilateral agreements and memorandums of understanding related to joint efforts with other countries and the railroads in the exchange of information and development of various rail technologies such as rail vehicle, tunneling technology, and hardware exchange.

Nontextual Records

III.182 The Railroad Accident/Incident Reporting System (RAIRS), produces electronic records files including the Railroad Equipment Accident/Incident files, Railroad Injury and Illness System files, and the Rail-Highway Grade Crossing Accident/Incident System files. More than 550 railroads, using FRA officially designated reporting forms, have provided input to this system since 1975. Aspects of any single accident or incident may be documented in one or more of the files listed below. Records can be linked between files by the unique 10-digit incident number assigned by the railroad. The following files are examples of the system products:

1. RAIRS: Railroad Equipment Accident/Incident Files (INC), 1975-1991. This electronic records series has data on train accidents. Reports are submitted on an as-required basis. Whenever train accidents occur, with track and on-track equipment damage exceeding a current threshold of \$6,300, involved railroad(s) submit incident reports. The FRA inputs information from these reports into an electronic records file. There are 69 data elements in each record and they include information such as the date, time, and location of incident/accident; railroad name and type involved; type of collision; train speed; weather conditions; train or locomotive number; train content information; monetary damage figures; and number of individuals killed, disabled, and/or injured.

There are between 3,400 and 14,000 records per year and one electronic records file per year.

2. RAIRS: Railroad Injury and Illness System (CAS), 1975-1991. This electronic records series has data on railroad-related casualties. Reports are submitted on an as-required basis. Whenever a railroad-related death, illness, or injury occurs, a report is submitted by the involved railroad. There are 26 data elements in each record, and they include information such as the date and location of the casualty, railroad name, occupation of individual, nature of illness or injury, location of injury on body, and work time lost due to the incident. There are between 24,000 and 76,000 records per year and one electronic records file per year.

3. RAIRS: Rail-Highway Grade Crossing Accident/Incident System (R-HGXAIS), 1975-1991. This electronic records series has data on accidents/incidents occurring at grade crossings. Whenever impact between rail and highway user (including pedestrians) occurs at a crossing site, both public and private, a rail-highway grade crossing accident report is submitted by the railroad. Reports are submitted on an as-required basis. There are 56 data elements in each record and they include information such as the date, time and location of incident/accident; railroad name and type involved; weather conditions; type of vehicle; vehicle direction and position; train speed; crossing conditions; motorist actions; and number of vehicle occupants killed, disabled, and/or injured. There are between 5,300 and 14,000 records per year and one electronic records file per year.

III.183 The Freight Commodity Statistics Database, Quarterly Commodity Statistics: 1966, 1968-1992, is an electronic records series consisting of Class I railroad traffic statistical information developed by the AAR. The Class I railroads report statistical information to the AAR. The Association, after processing the statistical information, makes the data available to the Surface Transportation Board of the DOT (formerly the ICC) and the FRA. For each Class I railroad for each quarter, the traffic statistics include the number of carloads and tons by commodity group (Standard Transportation Commodity Code) of freight originated and terminated, freight originated and delivered to another carrier, freight received and terminated, freight received and delivered to another carrier, and total freight carried. Total freight revenue classified by commodity

group is also included. There is one electronic records file covering the periods 1966 and 1968 to 1992, with 419,083 records.

Record Group 408 Records of the Federal Transit Administration

III.184 The Federal Transit Administration was established as a component of the DOT by section 3 of Reorganization Plan #2 of 1968 (5 U.S.C. app.), effective July 1, 1968. The Administration was formerly the Urban Mass Transportation Administration. The mission of the Administration is to assist in the development of improved mass transportation facilities, equipment, techniques, and methods; to encourage the planning and establishment of area-wide urban mass transportation systems; to provide assistance to State and local governments in financing such systems; and to provide financial assistance to State and local governments to help implement national goals relating to mobility for elderly persons, persons with disabilities, and economically disadvantaged persons. Urban mass transportation includes commuter light rail and subway systems.

III.185 The general records of the Administration include the following series:

- 1. administrator's (UOA) subject files, 1976-79** (58 ft.)(MLR Entry 1, A1), arranged chronologically by year and thereunder by subject. UOA is the office symbol for the Administrator of Federal Transit.
- 2. closed mission correspondence, 1980-84** (152 ft.)(MLR Entry 2, A1), arranged by subject. The series includes documents relating to policy development and the overall planning, coordination, control, and executive direction of the assigned mission of the agency.
- 3. administrative policy and planning files, 1975** (5 ft.)(MLR Entry 3, A1), arranged according to an alphanumeric filing scheme. The records are similar in nature to the previous series, the closed mission correspondence.

III.186 Still pictures among the Administration's records includes **rail accessibility study photographs, 1979** (408-S). This series consists of photographs of commuter trains and

light rail stations taken in 1979 for a DOT study entitled "DOT 321 (b) Rail Retrofit Evaluation of Light and Commuter Rail Stations." The study was undertaken pursuant to section 321 of the Surface Transportation Assistance Act of 1978 to determine ways to make facilities accessible and usable by the handicapped. There are photographs of trolleys, trains, streetcars, buses, and interiors of railroad stations in Detroit, Cleveland, Chicago, Baltimore, Washington, New York, Newark, Pittsburgh, Providence, Philadelphia, and San Francisco.

Record Group 464 Records of the U.S. Railway Association

III.187 The United States Railway Association, a nonprofit Government-owned corporation, was established under the Regional Rail Reorganization Act of 1973. The Act reflected Congressional concern that the worsening state of the bankrupt carriers, of which Penn Central was the largest, was threatening a breakdown in essential rail service. The Association's purpose, as outlined in the Act, was to plan and finance the reorganization of bankrupt railroads in the Northeast into a economically viable system capable of providing safe, efficient, fast, and reliable rail service. The Association represented the Federal Government in litigation arising from the reorganization. It also controlled the flow of Government investments and loans to Conrail and monitored the carrier's performance. The Association made an exhaustive study of bankrupt railroads and prepared a system plan on how they should be restructured. Congress approved this plan on November 9, 1975. Congress passed the Railroad Revitalization and Regulatory Reform Act of 1976 that incorporated this system plan. This law created Conrail, which was a consolidation of Penn Central and five other railroads. The Association was responsible for monitoring Conrail's performance and was also the principal party in the valuation of rail property conveyed to Conrail. The Conrail valuation was among over 40 legal proceedings stemming from the reorganization of the railroads.

III.188 **Transcripts of public hearings, 1974-75** (41 ft.)(MLR Entry 2, A1), are arranged by docket number. The records are comprised of copies of transcripts of testimony and exhibits given in public hearings before the ICC's Rail Services Planning Office and copies of post-hearing supplemental information supplied by witnesses. The purpose of the hearings was to solicit public views on the February 1, 1974, DOT report concerning

the restructuring of rail service and to receive any other public views with respect to present and future rail needs of the Northeastern and Midwestern regions. The hearings were held in 20 locations around the United States during the week of March 4-11, 1974. The records are part of ICC Ex Parte Docket #293, "In Matter of Northeastern Railroad Investigation, Review of the Secretary of Transportation Rail Service Report, 1974."

III.189 Indexes to transcripts of public hearings, 1974-75 (1ft.)(MLR Entry 1, A1), for 1974 are arranged by year and thereunder by subject of index. There are two indexes for the year 1974. The first index lists witnesses who presented oral testimony during the public hearings on Ex Parte Docket #293 conducted by the Rail Services Planning Office of the ICC. The index is sorted by surname, occupational sector, and location of hearing. The second index lists the contributors who submitted written post-hearing material for the Rail Services Planning Office, either supplementary or in lieu of oral testimony on ICC Ex Parte Docket #293 (box 1). The 1975 index is arranged by subject of witness' testimony and thereunder by location of hearing. Some of the subjects in the index include three carrier system, Mid-Atlantic rail property, Conrail/East-West, other railroads, operations planning, routing, and improving service. The indexes are composed of computer printouts.

[Continue to Part IV](#)

Part IV

Railroads and the Military

Record Group 77 Records of the Office of the Chief of Engineers

IV.1 An act of Congress of March 16, 1802, authorized the President to organize and establish a Corps of Engineers. The military duties of the Office of the Chief of Engineers have included supervision of reconnoitering, surveying, map making, road building, the laying out of camps, the construction and repair of forts, and related duties. The civilian duties of the Corps include the maintenance and improvement of inland waterways and harbors; the formulation and execution of plans for flood control; the operation of certain

dams and locks; the approval of plans for construction of bridges, wharves, piers, and other works over navigable waters; supervision of the construction and maintenance of roads in Alaska; and the care of public buildings and grounds in the District of Columbia. Major bodies of records relating to railroads include correspondence relating to railway engineer units and railroad equipment and companies; documentation concerning contracts with railroad companies; and several series of records created by the Director General of Railways from 1917 to 1919, who was responsible for railway operations in France and involved in the sale of railway equipment to Russia. The records are described in the *Preliminary Inventory of the Records of the Office of the Chief of Engineers*, Parts I and II, NM 19, except as noted.

IV.2 General correspondence, 1894-1923 (3,041 ft.)(MLR Entry 103, NM 19), is arranged numerically and includes files concerning railroad equipment, companies, shops, tickets, ties, rails, and railways. The series is indexed by the **name and subject index to series 103** (322 ft.)(MLR Entry 99, NM 19), which is arranged alphabetically by subject.

IV.3 Contracts, 1866-1928 (205 ft.)(MLR Entry 240, NM 19), is arranged numerically and includes leases of equipment for various railroads, such as the Atchison, Topeka, & Santa Fe Railroad and the Atlantic Coast Line, with the Office of the Chief of Engineers. The series is indexed by **indexes to contractors (1906-32) named in Series 240 and 242** (4 ft.)(MLR Entry 235, NM 19), which is arranged alphabetically by name of contractor.

IV.4 General correspondence, 1918-45 (441 ft.)(MLR Entry 106B, UD), is arranged according to the War Department decimal classification scheme. The records related to railroads include the following files:

1. File #322 - concerning railway operating battalions, shop battalions, depot companies, and engineers;
2. File #370 - railway accidents;
- 3 File #453 - railway equipment--including railway engines (file #453.3) and armored cars (file #453.6);

4. File #531 - railway cars--including railroad passenger cars (file #531.1), railroad parlor and sleeping cars (file #531.2), railroad freight cars (file #531.5), train service (file #531.6), and railroad station service (file #531.8);

5. File #551 - transportation rates, schedules, and tariffs;

6. File #554.4 - freight; and

7. File #553.4 - passengers.

IV.5 Security-classified subject files, 1940-45 (443 ft.)(MLR Entry 1011, UD). are arranged alphabetically by subject and thereunder according to the War Department decimal classification scheme. Records relating to railroads include railway units (#320.2) and basic requirements for standard railways (#400.34).

IV.6 General correspondence with or about engineer units, other federal agencies, universities and other institutions, and special projects, 1918-46 (265 ft.)(MLR Entry 1012, UD), is arranged alphabetically by subject. The series includes documentation concerning railway units and the proposed U.S.-Canada-Alaskan Railway.

IV.7 The Office of the Director General of Military Railways, 1917-19, was responsible to the Chief of Engineers to procure personnel, materials, and supplies for Army railroad operations in France. In addition, the Office of the Director General was involved in the sale of rails and rail accessories to Russia and the Russian Railway Service Corps during World War I. There are several series of records created by the Office of the Director General of Military Railways (MLR Entries 429-445, NM 19):

1. general correspondence file, 1917-19;

2. letters and telegrams to and from suppliers of equipment, 1917;

3. two series of the records of Director General James Milliken, including cablegrams relating to railroad supplies and equipment and a personal file relating to the Pennsylvania Railroad, railway engineer regiments, and the recruiting of engineers; and

4. several series of records relating to the selling and transfer of rails and rail accessories belonging to Russia.

IV.8 Cartographic records in the General Records, 1804-1960, include the "Published Record Set," consisting of maps published by the Office of the Chief of Engineers. The maps from the Civil War period show military departments in the Central and Southeastern United States illustrating drainage and topography, roads and railroads, troop positions, and defenses. In addition, the office printed maps of Mexico showing the Mexican National Railroad and a map of Manitoba Province in Canada showing railroad and telegraph lines. The maps from 1890 to 1960 include maps of the United States showing primarily administrative information such as railroad systems and military and priority railroads.

IV.9 The early records in the **headquarters map file, 1800-1935**, contain, among other subjects, maps from surveys for internal improvements, including surveys for national roads, canals, rivers and harbors, and railroads.

IV.10 In the Records of the Military Division, 1917-41, the records of the Military Construction Section include photoprocessed plans of military reservations in the United States and its territories prepared by the Quartermaster General's Office and annotated to show new or proposed railways, railway facilities, warehouses, highways, and waterways in the reservations.

IV.11 The Army Map Service's **war department map collection, 1836-1942**, contains maps pertaining to Mexico and the individual states in Mexico including views of the United States-Mexico border area showing communication lines, roads and railroads. Maps pertaining to the Pershing Expedition in 1916 include plans of railroads.

IV.12 Still pictures in this record group include the **photographs of district navigation projects, 1900-1948 (77-DP)** and **photographs from the headquarters, civil works map file, river and harbor improvements (77-H)** with pictures of maintenance of railroad bridges in various engineering districts. The **photographic albums of Illinois Central photographs of the Mississippi River flood, 1927 (77-IC)** depict the activities of employees of the Illinois Central Railroad and the Yazoo and Mississippi Valley Railroad in combating the Flood of 1927 on the Mississippi River and the damage done by the

flood to the two railroads. There are views of engineers ballasting railroad tracks in **the photographs relating to activities of the Corps of Engineers, 1939-40** (77-MLS).

Record Group 92 Records of the Office of the Quartermaster General

IV.13 At the time of the Civil War, the U.S. Army, Office of the Quartermaster General, was responsible for ensuring an ample and efficient system of supply and troop movement for the Army, accountability of officers and agents charged with monies or supplies, and the supply of all commodities and services for the Army. The bulk of the records in this record group relating to railroads used for the supply and troop movements for the U.S. Army are for the Civil War period. Most of the relevant records are the records of the Office of U.S. Military Railroads. The series listed below contain significant information concerning railroads. There is documentation pertaining to railroads scattered among other record series, particularly the correspondence files of the major offices. These records are described in the *Preliminary Inventory of the Textual Records of the Office of the Quartermaster General*, NM-81 (Part I, Headquarters) and NM 85 (Part II, Field Activities).

IV.14 Among the Quartermaster's correspondence for the periods 1871-90 and 1890-1914 are:

- 1. accounts of the North Carolina Railroad Company in its claim against the United States for transportation costs incurred during the Civil War, 1879** (1 ft.)(MLR Entry 75, NM 81), arranged chronologically by enclosure number to file number 842 QMGO 1879;
- 2. general correspondence, 1890-1914** (8,6123 ft.)(MLR Entry 89, NM 81), arranged numerically and thereunder chronologically. Included are scattered files relating to railroad accounts, cars, companies, equipment, regulations, supplies, and guides. This series is indexed primarily by the **subject and name card index to general correspondence** (1,152 ft.)(MLR Entry 84, NM 81) which is arranged alphabetically by subject or name. Entries contain references to railroad accounts, cars, companies, equipment, regulations, supplies, and guides.

3. press copies of reports relating to certain railroad claims, 1895 (0.1 ft.)(MLR Entry 116, NM 81), arranged by name of company.

IV.15 The Quartermaster's "special files" subgroup for the period 1794-1926 include a **"consolidated correspondence file," 1794-1890 (1,276 ft.)**(MLR Entry 225, NM 81), arranged alphabetically by subject. It includes records of the Adjutant General's Office, the commissary generals of subsistence and purchases, and records of post, department and depot quartermasters. There are records relating to railroads under the subject category "railroads" (boxes 869-871) and under the names of railroad companies.

IV.16 Claims files include:

1. letters sent relating to railroad claims, August 1863-May 1867 (2 ft.)(MLR Entry 766, NM 81), arranged chronologically;

2. press copies of letters sent relating to railroad transportation claims, 1863-70 (6 ft.)(MLR Entry 767, NM 81), arranged chronologically;

3. claims registers relating to transportation accounts of railroads, 1861-87 (22 ft.)(MLR Entry 834, NM 81), arranged numerically by volume number. Railroads included are the Baltimore and Ohio Railroad, Union Pacific Railroad, Central Pacific Railroad, Kansas Pacific Railroad, Sioux City and Pacific Railroad, Pacific Railroad, Southern Pacific Railroad, military railroads, and southern indebted railroads.

4. correspondence relating to the accounts of the Baltimore and Ohio Railroad, 1864-81 (5 ft.)(MLR Entry 835, NM 81);

5. abstract of settlements with the Union Pacific Railroad Company, 1867-80 (0.1 ft.)(MLR Entry 836, NM 81); and

6. register of railroad transportation claims, 1898-1900 (0.1 ft.)(MLR Entry 839, NM 81).

IV.17 Files relating to transportation for the period 1834-1917 include such records of the 4th Division,

Rail and River Transportation, as:

1. **letters received relating to railroads, 1862** (0.3 ft.)(MLR Entry 1367, NM 81), unarranged;
2. **registers of letters received relating to railroads ("Railroad Books"), 1863-67** (0.7 ft) (MLR Entry 1369, NM 81), arranged by time period (books 1-4), thereunder alphabetically by first letter of surname of correspondent, and thereunder generally in chronological order, with consecutive numbers assigned to each letter of the alphabet. The registers are indexed by the **name and subject index to part (November 1865-June 1867) of series 1369, n.d.** (0.1 ft)(MLR Entry 1368, NM 81);
3. **letters received relating to railroads, 1863-67** (13 ft.)(MLR Entry 1370, NM 81), arranged by time period, thereunder alphabetically by first letter of surname of correspondent, and thereunder generally in chronological order, with consecutive numbers assigned to each letter of the alphabet;
4. **letters received relating to various railroad reports requested or received, 1864-65** (0.3 ft.) (MLR Entry 1371, NM 81), arranged by register book number (Railroad Books #1 and #2 in Series 1369);
5. **correspondence of the Quartermaster at Baltimore, MD, relating to rates and classifications of the Baltimore and Ohio Railroad accounts, 1864-65** (0.1 ft.) (MLR Entry 1372, NM 81), arranged chronologically;
6. **letters received relating to freight tariffs and rates of fare, 1862-70** (0.4 ft)MLR (Entry 1377, NM 81), arranged in part alphabetically by railroad;
7. **correspondence and other papers of Gen. Lewis B. Parsons relating to the movement of troops and freight, 1864-65** (0.4 ft.)(MLR Entry 1379, NM 81), arranged by subject;
8. **correspondence containing instructions, decisions, and orders relating to military railroads, 1862-79** (0.3 ft.)(MLR Entry 1395, NM 81), unarranged. The subject index to this series is **subject index to series 1395, n.d.** (0.1 ft.)(MLR Entry 1394, NM 81), which is arranged by page number in the **correspondence containing instructions, decisions,**

and orders relating to military railroads, 1862-79 (Entry 1395). Included is a register of documents received in that series.

9. correspondence, circulars, and agreements relating to railroad transportation rates, 1883-1900 (0.1 ft.)(MLR Entry 1398, NM 81), arranged generally in chronological order. The volume contains a subject index.

IV.18. Transportation records also include the following files relating to railroads for the period from 1857 to 1908:

1. lists of passenger rates and freight tariffs on the Baltimore and Ohio Railroad, 1857-64 (0.3 ft.)(MLR Entry 1475, NM 81), arranged chronologically;

2. lists and calculations used in preparing a report on the transportation of troops and supplies, 1861 (0.3 ft.) (MLR Entry 1476, NM 81), unarranged;

3. register of decisions relating to the payments to railroads for shipping of freight and passengers, 1861-62 (0.1 ft.)(MLR Entry 1477, NM 81), arranged alphabetically by subject or by name of railroad company;

4. freight rates and articles of agreement relating to the carrying of freight, 1864-67 (0.1 ft.)(MLR Entry 1478, NM 81);

5. reports of transportation furnished refugees, prisoners, and persons not in the military service, 1865-69 (2 ft.)(MLR Entry 1479, NM 81), unarranged;

6. "Journal" of financial transactions between the Quartermaster Department and the railroad companies for purchases of material from the government, for interest, for mail and troop transportation, and for salaries of U.S. agents and receivers, 1865-1900 (0.5 ft.)(MLR Entry 1480, NM 81), arranged chronologically by date of transaction. The volumes include name indexes arranged alphabetically by name of railroad company. The information in this series is also entered in the Ledger of Payments by Railroad Companies (Entry 1481).

7. ledger of payments by railroad companies, 1865-1908 (0.1 ft.)(MLR Entry 1481, NM 81), arranged by railroad company. The ledger includes a name index arranged

alphabetically by name of railroad company. These entries were initially entered in the journal (Entry 1480).

8. local freight tariff of the Central Pacific Railroad Company taking effect on January 1, 1872 (0.1 ft.)(MLR Entry 1482, NM 81). This is File #277 QMGO 1872 extracted from the Office of the Quartermaster General, Letters Received, 1819-70.

9. statements received of amounts paid to various western railroads, 1873, 1875-76 (0.1 ft.)(MLR Entry 1483, NM 81), arranged chronologically;

10. abstract of accounts of the bond-aided Pacific railroads, 1887-94 (0.3 ft.)(MLR Entry 1484, NM 81), arranged chronologically by fiscal year;

11. register of accounts with railway companies concerned with army transportation, 1891-93 (0.5 ft.)(MLR Entry 1485, NM 81), arranged chronologically by year and thereunder generally in numerical order by file number; and

12. list of superintendents of railroad companies, n.d. (0.1 ft.)(MLR Entry 1486, NM 81), unarranged. The series consists of an 11-page list.

IV.19 The following paragraphs summarize only the most significant records of the Office of U.S. Military Railroads, 1860-67. For a complete list of series, please consult the preliminary inventory.

IV.20 Records of Headquarters, Office of Military Railroads, Washington, DC, include telegrams sent and received by Capt. R. F. Morley, 1861-62; letters and telegrams sent by Gen. Daniel C. McCallum, 1862; and letters received by the Office of Military Railroads, Washington, DC. The issuances include printed and manuscript orders, circulars, and letters of instructions relating to U.S. Military Railroads, 1861-64. Other records include a history of U.S. Military Railroads, 1862; annual reports of Gen. D.C. McCallum, 1863-65; reports relating to military railroads, 1863-67; lists of men employed by various railroad lines, 1864-65; reports of persons and articles hired, 1863-66; records of specific railroad lines and stations, 1863-65; payrolls; inventories of stores and property on hand, 1863-65; daily reports on condition of engines, 1864-65; material and labor accounts; freight records; registers of arrivals and departures of trains, 1863-

65; records of supplies issued and received; U.S. Military Railroad timetables; 1862-64; conductor's reports, 1863-65; and miscellaneous reports (MLR Entries 1507-1587, NM 81).

IV.21 Records of U.S. Military Railroads of Virginia, Alexandria, VA, include letters sent and received and telegrams sent and received by various chief engineers and superintendents and assistant superintendents of construction, dating from 1862 to 1865. General records include messages sent and received, 1862; telegrams sent to railroad conductors and engineers, 1862-64; and correspondence relating to railroads, 1863-65. Records relating to places include letters, messages, and telegrams sent and received to superintendents, engineers, and conductors from such locations as Aquia Creek, Brandy, and, City Point, Virginia; Morehead City, North Carolina; and Harpers Ferry, West Virginia, dating from 1863 to 1865. Other records include lists of employees; records of military railroad superintendents; journals of events and periodic reports of operations at Alexandria and City Point, Virginia; registers and periodic reports of movement of engines and cars; registers of cars in service; fiscal records of labor, material, and tools on hand; and registers of supplies received, issued, and on hand, dating from 1862 to 1865. (MLR Entries 1588-1661, NM 81).

IV.22 Records of U.S. Military Railroads, Division of the Mississippi, Nashville, TN, include press copies of letters sent, letters received, telegrams sent and received, and memorandums sent from general managers, superintendents, engineers, machinists, and agents of the U.S. Military Railroads from various locations within the Division of the Mississippi, dating from 1863 to 1865. General correspondence includes telegrams received, and lists of claims filed with the Office of U.S. Military Railroads and related correspondence. Records relating to railroad lines include letters and telegrams sent and received and general and special orders issued by the superintendents of various railroads including the Chattanooga and Atlanta Railroad, Nashville and Bristol Railroad, Nashville and Northwestern Railroad, Nashville and Decatur Railroad, Chattanooga and Kentucky Railroad, and the Nashville, Decatur and Stevenson Railroad, dating from 1863 to 1865. Issuances of the Division include general orders and circulars, dating from 1863 to 1865. Other records of the Division include lists of engineers, firemen, conductors, and discharged employees; registers of employees; card records of civilians employed at Nashville, Tennessee; reports received; records of railroad lines and

stations; valuation of government railroad property in Tennessee, 1865; lists of supplies; periodic reports and registers of work done, materials used, and number of employees; periodic journals of events; reports of conductors regarding delays and accidents; and descriptive lists of locomotive engines and boxcars, dating from 1862 to 1865. (MLR Entries 1662-1765, NM 81).

IV.23 Records of U.S. Military Railroads, Division of the Missouri, include the series **correspondence, reports, and orders, 1864** (0.1 ft.)(MLR Entry 1766, NM 81), arranged by type of record.

IV.24 Records of the Office of Indebted Railroads, 1865-82, include:

1. letters sent, 1871-82 (0.1 ft.)(MLR Entry 1768, NM 81), arranged chronologically and indexed by **name index to series 1768** (0.1 ft.)(MLR Entry 1767, NM 81);

2. press copies of letters sent, November 1865-June 1878 (1 ft.)(MLR Entry 1769, NM 81), arranged chronologically;

3. registers of letters received, 1867-82 (0.2 ft.)(MLR Entry 1771, NM 81), arranged chronologically by date of receipt, with consecutive numbers assigned for each year, and indexed by **name index to series 1771** (0.1 ft.)(MLR Entry 1770, NM 81);

4. letters received, 1867-70, 1876 (0.8 ft.)(MLR Entry 1772, NM 81), unarranged;

5. letters and reports received relating to specific indebted railroads, 1865-79 (20 ft.)(MLR Entry 1773, NM 81), arranged alphabetically by name of railroad, with a schedule of papers for each railroad;

6. letters received, reports, and other papers relating generally to indebted railroads, 1865-79 (2 ft.)(MLR Entry 1774, NM 81), arranged generally in chronological order and thereunder numerically by a package number system. The records are incomplete.

7. letters received by Capt. S.R. Hamill, Assistant Quartermaster at Nashville, authorizing him to extend time of payment of indebtedness to railroad companies, 1866-67 (0.1 ft.)(MLR Entry 1775, NM 81), arranged chronologically. The series includes a name index to railroad companies.

8. press copies of letters sent by Charles W. Folsom, Receiver for the United States of the East Tennessee and Virginia Railroad Company and of the East Tennessee and Georgia Railroad Company, September-November 1869 (0.1 ft.)(MLR Entry 1776, NM 81), arranged chronologically;

9. abstracts of letters and reports received in series 20, 1370, and 1376 relating to indebted southern railroads, 1865-70 (0.2 ft.)(MLR Entry 1777, NM 81), arranged by name of railroad company and thereunder chronologically. The series includes a name index.

10. lists of monthly credits to various railroad companies, 1867 (0.1 ft.)(MLR Entry 1778, NM 81), unarranged;

11. monthly statements of the indebtedness of southern railroad companies, 1869-82 (5 ft.)(MLR Entry 1779, NM 81), unarranged; and

12. register of cash received from indebted railroads, 1870-82 (0.1 ft.)(MLR Entry 1780, NM 81), arranged chronologically.

IV.25 Among the general records of the Office of the Quartermaster General for the period 1909-57, are correspondence files arranged according to the War Department decimal classification scheme. Some of the more important records for railroads include files concerning Railway operating battalions, railway shop battalions, railway depot companies, and railway engineers (file #322); railway accidents (file #370.1); railway equipment (file #453) including railway engines (file #453.3) and armored cars (file #453.6); railway cars (file #531), including railroad passenger cars (file #531.1), railroad parlor and sleeping cars (file #531.2), railroad freight cars (file #531.5), train service (file #531.6), and railroad station service (file #531.8); transportation rates, schedules, and tariffs (file #551); and freight (file 554.4) and passengers (file #553.4). The files consist of:

1. general correspondence, 1917-22 (3,862 ft.)(MLR Entry 1888, NM 81);

2. general correspondence, ("Subject File"), 1922-35 (305 ft.)(MLR Entry 1889, A1);

3. classified and unclassified general correspondence ("Subject File"), 1936-61 (1818 ft.)(MLR Entry 1890, A1). This series is arranged by classified and unclassified date blocks and thereunder according to the War Department decimal classification scheme. There are also records relating to research and development, dating from 1828 to 1854.

4. correspondence relating to transportation ("Commercial" File), 1936-45 (7 ft.)(MLR Entry 1898, A1), arranged in classified and unclassified subseries and thereunder alphabetically by name of transportation company, mainly railroads. The series is composed of War Department decimal number 551, and contains correspondence between the Office of the Quartermaster General and the U.S. Army, Transportation Branch, concerning railroad freight rates, freight weight requirements, and movements of freight trains.

IV.26 Pertinent nontextual records include, among General Records, 1820-1951, a set of published maps including maps of the United States showing military posts and land-grant and bond-aided railroads. "Transportation Service, 1920-21," Includes a diagram showing trunk railroad lines in the United States.

Record Group 109 War Department Collection of Confederate Records

IV.27 The bulk of these records include the records of the Confederate War Department and Army, but there are also records of the Confederate Congress and Executive, the Treasury, Navy, and Post Office Departments, and the Judiciary. After the Civil War, certain related materials of the Federal Government were placed with these records, such as the records of Federal prisons relating to Confederates held prisoner and the records of the Archive Office of the Adjutant General's Office, which was the earliest custodian of Confederate records. There are scattered records relating to railroads in the correspondence files of the various departments and bureaus of the War Department and Army. Most of the significant files are in the records of the Quartermaster Department and in the records of military commands. The records are described in the *Preliminary Inventory of the War Department Collection of Confederate Records*, PI 101; and the *Guide to the Archives of the Government of the Confederate States of America* (1968).

IV.28 The Quartermaster Department, headed by the Quartermaster General, provided quarters and transportation for the Army, storage and transportation for all army supplies, army clothing, camp and garrison equipment, cavalry and artillery horses, fuel, forage, straw, and stationery. In the latter part of 1862, the position of Inspector General of Field Transportation was created within the Department. The duties of this Inspector General were to conserve and control the supply of artillery horses and other means of field transportation. Series related to railroads include the following:

1. record of stores received, 1863-64 (0.1 ft.)(MLR Entry 53, PI 101), arranged chronologically. The volume shows the name of person or firm from which received, by what railroad or other means transported, articles received (mostly wool and leather), and quantity of each article. The railroads mentioned are mostly in Virginia.

2. accounts of the Confederate government with railroads, 1861-65 (5 ft.)(MLR Entry 54, PI 101), unarranged. These are accounts for the transportation of men and supplies, showing name of railroad, date, number of men or quantity of supplies transported, points between which transported, and cost for this service.

Record Group 112 Records of the Office of the Surgeon General (Army)

IV.29 Established in the War Department by an act of April 14, 1818 (3 Stat. 426), regulating the staff of the Army, the Office of the Surgeon General administers the Army Medical Department; provides advice and assistance on medical matters to the Secretary of the Army, the Chief of Staff, and other elements of the Department of the Army; and exercises general oversight and control of all aspects of army health services. The Office's records include documentation concerning hospital trains and the medical uses of railroads, particularly during World War I and World War II. Most of the records are described in the *Preliminary Inventory of the Textual Records of the Office of the Surgeon General (Army)*, NM 20.

IV.30 Correspondence of the War Department's central office for the period 1818-1946 includes:

1. general correspondence, 1894-1917 (830 ft.)(MLR Entry 26, NM 20), arranged chronologically by date spans and thereunder according to the War Department decimal classification scheme. Included are blueprint plans of medical cars in hospital trains-- such as side-door patient cars, Pullman cars, and kitchen cars (#453)--and hospital trains and cars (#531). The general correspondence is indexed by the **name and subject index to series 26, 1894-1917** (435 ft.)(MLR Entry 23, NM 20), which is arranged alphabetically by subject or name and includes card entries referencing such subjects as hospital trains and railroad accidents.

2. general correspondence, 1917-46 (515 ft.)(MLR Entry 29, NM 20), arranged chronologically in date spans--1917-27, 1928-37, 1938-40, 1941-42, 1943-44, and 1945-46--and thereunder according to the War Department decimal classification scheme. Included are correspondence concerning hospital units (#322.2-5), medical uses of railroads (#453), plans of hospital cars and other railway equipment (#453.1) and hospital cars and trains (#531.4). Significant documents for 1917 through 1927 period include blueprint plans and data concerning hospital cars including interior and exterior plans; photographs and descriptions of Pullman conversion cars, such as Erie, Canadian Pacific, and Western Maryland cars; and domestic prototype cars as well as documentation on the disposition and use of rail cars (#453 & 453.1, boxes 329-330). There are narrative histories, inspection reports, and instructions for operation of hospital trains along with reports concerning hospital trains in France and a history of army hospital trains (#322.2-5, box 169).

3. correspondence with military installations, commands, and units and with civilian organizations ("Geographic File"), 1917-46 (1,765 ft.)(MLR Entry 31, NM 20), arranged chronologically in date spans--1917-27, 1928-37, 1938-44, and 1945-46--and thereunder according to an alphanumeric filing scheme. Correspondence concerning hospital trains is included in the file designation "H." Also included under various file designations are the periodic reports of the medical detachments of railway units and hospital trains. More specifically, significant documentation concerning numbered hospital trains is located in both the general records and the records of the Zone of the Interior (ZI) for the periods 1917 to 1927 and 1938 to 1944. Included in these files are trip reports and narrative histories of the numbered trains.

Record Group 160 Records of Headquarters, Army Service Forces (ASF)

IV.31 Established in the War Department by General Order 14, War Department, March 12, 1943, the Army Service Forces provided services and supplies to meet military requirements except those unique to the Army Air Forces. Its predecessor agency was the Services of Supply (SOS, 1942 to 1943). The records are described in the *Preliminary Inventory of the Textual Records of Headquarters Army Service Forces*, NM-25. Records relating to railroads include documentation relating to rail traffic control, military troop evacuation by rail, and other military supply and services issues. There are railroad records scattered throughout this record group; however, some of the more significant records are listed below.

IV.32 The Records of the Office of the Commanding General include **security-classified correspondence of Lt. Gen. Brehon B. Somervell, 1942-45** (13 ft.)(MLR Entry 1, NM 25), arranged chronologically in two date spans, 1942 to 1944 and 1945, and thereunder alphabetically by subject. Included is a file concerning railroads, dating from 1943 to 1944.

IV.33 The Records of Directors and Divisions Attached to the Office of the Commanding General,

Control Division, 1940-46, include the following series:

1. general correspondence, 1942-46 (147 ft.)(MLR Entry 81, NM 25), arranged chronologically in date spans 1942 to 1944, 1942 to 1946, and 1945 to 1946 and thereunder according to the War Department decimal classification scheme. Included is documentation concerning railroads in decimals #453 and #531.

2. security-classified reports and studies relating to the organization, procedures, and operations of the Services of Supply and the Army Service Forces, 1942-45 (8 ft.)(MLR Entry 84, NM 25), arranged numerically. A list of titles is listed in Appendix I of the preliminary inventory. The series contains unnumbered reports. These reports include

"Rail Evacuation Actions, 1942-43," and "Operating Procedures for Rail Traffic Control, August 1942."

Record Group 165 Records of the War Department General and Special Staffs

IV.34 The War Department General Staff was established by an act of February 14, 1903, to create a separate and distinct staff organization with supervision over most of the branches of the military service, both line and staff. The General Staff gathered information and to prepared plans for the national defense and mobilization of the military forces in time of war. The General Staff also investigated and reported on all questions affecting the efficiency of the Army and its state of preparation for military operations. Included is intelligence information concerning railroads in Canada, Mexico, and the United States during the World Wars, such as railroad conditions, activities, equipment, and construction. The records are described in the *Preliminary Inventory of the Textual Records of the War Department General and Special Staffs*, NM 84.

IV.35 The records of the Office of the Director of Intelligence, G-2, include the series **security-classified reference publications received from U.S. military attaches, military and civilian government agencies, foreign governments, and other sources ("Military Intelligence Division, G-2, Regional Files")**, 1933-44 (1,225 ft.)(MLR Entry 77, NM 84), arranged alphabetically by country or region and thereunder according to a numerical filing scheme developed by the Military Intelligence Division. The records consists of various types of documentation compiled by the Military Intelligence Division concerning a variety of subjects pertinent to military intelligence information. Important numerical designations concerning railroads include 4330 (Manufacture of Road and Railroad Transportation Equipment), 4500 (Transportation, General), 4510 (Railway Transportation, General), 4520 (Railway Network, General and Strategic), 4530 (Individual Systems or Lines), and 4540 (Operation and Equipment). The G-2 Regional File for Canada (boxes 372-373) includes documentation concerning Canadian railroads in general (4500); steam railways and railway traffic (4510); railroad maps, timetables, and other materials for the Canadian National Railway, Canadian Pacific Railway, and the Alaska, White Pass, and Yukon Railway (4520); and the railway rolling stock industry (4540). The Regional File for Mexico (boxes 2495-97) includes records concerning the

railroad crisis (4500); Government information regarding railroads and reports of Mexican railroad conditions, 1938 to 1942 (4520); railroad construction, railroad equipment, a report on the vulnerable points of Mexican railroads, and reports, maps and charts, concerning conditions on the National Railway of Mexico (4530). The small amount of material concerning the United States includes an MIS report regarding the Industrial Intelligence Survey, *Wartime Railway Accidents vs. Sabotage, 1942* (box 3214).

IV.36 The cartographic records in this record group include:

1. maps of Mexico showing railroads, in the Personnel Division (G-1), Geographic Branch, 1927-46; and
2. maps of the United States showing railroads and maps of Mexico including general maps, railroad maps and an index to railroad maps, in the Organization and Training Division (G-3), War College Division, 1911-17;

IV.37 Still pictures in the record group include the 19th-century Prints, Brady and Quartermaster Photographic Prints, and Other Civil War Views, 1897 (165-ABC) that contain the War Department collections of Civil War period photographs. There are images of such items as military railroads, dating from 1861 to 1870. Many of these photographs were taken by Mathew Brady, Andrew J. Russell, Sam A. Cooley, George N. Barnard, and S. R. Seibert. *A Photographic Sketch Book of the Civil War* by Alexander Gardner (165-SB) includes pictures of the railroads of the Union Army of the Potomac. Other wartime photographs include the American Unofficial Collection of World War I Photographs, 1917-1918 (165-WW), which contains photographs showing the industries of war including railroads.

IV.38 For railroads outside the continental United States, photographs include stereographs showing U.S. soldiers, American Indians, forts, ships, and railroads, among other subjects, in the United States, ca. 1865-1909 (165-XS); and an album containing photographic prints and maps showing harbors, railroads, and bridges in Canada. This album is part of an 1890 reconnaissance report by Lt. A.S. Rowan, 15th U.S. Infantry, on areas in Canada between Lake of the Woods and Calgary (165-CPM). Also, there are six albums of photographic prints showing Mexican villages and

transportation facilities, including railroads, bridges, roads, and tunnels. These albums accompanied reconnaissance reports from Army officers, dating between 1904 and 1911 (165-MR). Also included are photographic prints showing Mexican Pacific Railway bridges, dating from 1907 to 1908 (165-MPR). Finally, there is a collection of negatives for Cuban Railroads, dated 1900 (165-RRC), which shows various views of railroad tracks, trains, and handcars in Cuba.

Record Group 336 Records of the Office of the Chief of Transportation

IV.39 Established in the Services of Supply, War Department, to head the Transportation Division, effective March 9, 1942, by Circular 59, War Department, March 2, 1942, the Office of the Chief of Transportation assumed functions from the Office of the Quartermaster General and the War Department General Staff. The Office of the Chief of Transportation provided transportation services and logistical support to the U.S. Army. Administration and supervision of military railroads and information-gathering activities concerning foreign and domestic railroads were among the major functions of the Office of the Chief of Transportation.

IV.40 Among the general records of the Office of the Chief of Transportation are:

- 1. organization planning files, 1942-48** (10 ft.)(MLR Entry 1, A1), arranged by subject. Included are documentation concerning the Military Railway Service Division, Transportation Corps Railroad Repair Shops, and transfer of activities and functions of military railways from the Corps of Engineers to the Transportation Corps. There is a folder list available for this series.

- 2. historical program files, 1940-50** (314 ft.)(MLR Entry 2, A1), arranged by subject. The series includes documentation relating to Training Division--Rail; Rail Division--seizure of railroads, 1943 and 1946, hospital, tank, and mortuary cars; railway shop battalions; operation of military railroads; reports concerning foreign railways; Association of American Railroads equipment programs, Car Service Division Reports, Port Bulletins and Reports and other correspondence; Military Railway Service Division; capacities of ports and Western railroads; manpower shortages; Mexican railways; antitrust actions;

freight crisis of 1945; Railroad Retirement Board, equipment; locomotives for Russia; and Office of the Quartermaster General records relating to railroads. There is a folder list available for this series.

IV.41 The general correspondence files in this record group are arranged according to the War Department decimal classification scheme. Some of the more important records for railroads include files concerning railway operating battalions, railway shop battalions, railway depot companies, and railway engineers (file #322); and railroad passenger cars (file #531.1), railroad parlor and sleeping cars (file #531.2), railroad freight cars (file #531.5), train service (file #531.6), and railroad station service (file #531.8). These series do not have a master location register number.

IV.42 Other series that contain records relating to railroads include **miscellaneous series, 1941-46** (29 ft.); **formerly security-classified miscellaneous series, 1941-46** (30 ft.); **general correspondence, 1941-46** (218 ft.); **formerly security-classified general correspondence, 1941-46** (108 ft.); **geographic series, 1941-46** (149 ft.); and **formerly security-classified geographic series, 1941-46** (137 ft.), arranged by date period (1941-42, 1943, 1944-46), thereunder by name of city, and thereunder by the U.S. Army Decimal Filing System.

IV.43 Records of the Transportation Corps Board, Fort Eustis, Virginia include:

1. research and development project files, 1943-50 (7 ft.)(MLR Entry 58, UD), arranged by project number and including research and development projects concerning locomotives, crane cars, and other railroad equipment; and

2. subject files, 1943-48 (0.6 ft.)(MLR Entry 58, UD), arranged by subject. The series includes a folder concerning internal combustion locomotives.

Record Group 373 Records of the Defense Intelligence Agency

IV.44 Established in the Department of Defense (DOD) as an interservice agency by DOD Directive 5105.21, August 1, 1961, the Defense Intelligence Agency (DIA) produces and disseminates defense intelligence, reviews and coordinates intelligence

functions retained by or assigned to military departments, and supervises the execution of all DOD general intelligence functions. Railroad lines, including trackage and structure, can be traced using aerial photography produced by the DIA.

IV.45 The cartographic records of DIA's Central Imagery Processing and Reference Division produced the series **aerial photographs, 1939-61**, arranged by number assigned by NARA, and consisting of vertical and oblique sequential photographic negatives in roll format. The photographic missions were flown by the U.S. Air Force and its predecessors and the U.S. Navy for use in military reconnaissance and mapping projects. Scales of film vary from large scale (1:10000) to small scale (1:60000). These photographs are indexed using film overlays. Both urban and rural areas of the United States are represented with emphasis on photography of the coastal and navigable inland waterways, military installations, and airfields. Railroad lines throughout the period are clearly covered in the photographs, including the trackage and structures along the rights-of-way. Comparisons of the railroad trackage and structures can be made using film from different dates. For example, the Alexandria, Virginia, yard and roundhouse (since abandoned) on the Southern Railway are clearly shown in the 1945 film. Coverage of other areas outside the United States is limited to the World War II time period.

Record Group 393 Records of the United States Army Continental Commands, 1821-1920

IV.46 The commands were divided into departments, districts, and divisions, the names of which changed frequently over time. They had jurisdiction over posts, camps, stations, forts, and Regular Army units operating within the command. During the Civil War, departments had jurisdiction over, among other units, railroad defenses. Many of the series of records relating to railroads are part of the records of the quartermaster of the various organizational units. Listed below are typical examples of records relating to railroads in this record group. The records are listed in the *Preliminary Inventory of the Records of the United States Army Continental Commands, 1821-1920*, PI 172, volumes 1-4.

IV.47 Examples from PI 172, volume 1, *Geographical Divisions and Departments and Military (Reconstruction) Districts*, include:

- 1. letters sent and received relating to railroads, November 1865-September 1866** (0.2 ft.)(MLR Entry 2397, PI 172, Vol. 1), among the records of the Quartermaster, Middle Department and 8th Army Corps (P), 1861-66;
- 2. railroad transportation, 1890-92** (0.4 ft.)(MLR Entry 2831, PI 172, vol. 1), among the records of the Quartermaster, Department of the Missouri (P), 1861-98;
- 3. press copies of letters and endorsements sent relating to the railroad passenger business, 1906-07 and 1910** (0.2 ft.)(MLR Entry 3048, PI 172, vol. 1), among the records of the Quartermaster, Department of the Missouri (P), 1898-1913;
- 4. reports of trains passing through posts, 1867** (0.3 ft.)(MLR Entry 3767, PI 172, vol. 1). among the Headquarters Records of the Department of the Platte, 1866-98;
- 5. records of vouchers of the Union Pacific Railway Company for transportation of government troops and freight, 1874-89** (2 ft.)(MLR Entry 3918, PI 172, vol. 1), among the records of the Quartermaster, Department of the Platte, 1866-98;
- 6. railway transportation correspondence relating to personnel, finance, equipment, and leases, 1916-17** (0.3 ft.)(MLR Entry 4462, PI 172, vol. 1), among the records the Engineer, Southern Department, 1913-20; and
- 7. intelligence reports relating to railroads, ca. 1917** (0.1 ft.)(MLR Entry 5671, PI 172, vol. 1), from the records of the Western Division and Department (P), 1911-20, Field Records, U.S. Troops, Calexico, California.

IV.48 Examples from PI 172, Volume 21, *Polyonymous Successions of Commands, 1861-70*, include:

- 1. the letters, telegrams, and endorsements sent; letters and telegrams received; and general and special orders issued by the Memphis and Charleston Railroad Defenses, District of North Alabama, September 1864-May 1865;** (MLR Entries 804-811, PI 172, vol. 2);

2. **letters received by troops on the Tennessee and Alabama Railroad, 1865** (0.1 ft.)(MLR Entry 3013, PI 172, vol. 2), among the records of the U.S. Forces for Defenses of the Tennessee and Alabama Railroad, Department of the Cumberland (Johnson), May 1864-December 1864;
3. the letters sent, registers of letters received and general and special orders issued by the U.S. Forces on the Louisville and Nashville Railroad, Department of the Cumberland (Gilfillan), October 1864-March 1865 (MLR Entries 3048-3050, PI 172, vol. 2);
4. the letters, endorsements, and telegrams sent, register of letters received, and general and special orders issued by the Defenses of the Nashville and Chattanooga Railroad, Tullahoma, Tennessee, Department of the Cumberland (Milroy), June 1864-April 1865 (MLR Entries 3052-3070, PI 172, vol. 2);
5. the letters and telegrams sent, and general and special orders issued and received by the Railroad Brigade, Army of the Potomac (Robinson, Miles), November 1861-March 1862; Railroad Brigade, Middle Department (Miles), March 1862-July 1862; and Railroad Brigade, 8th Army Corps (Miles), July 1862-September 1862 (MLR Entries 4931-4934, PI 172, vol. 2); and
6. scattered references to transportation orders issued by the various organizational units as well as correspondence relating to transportation of supplies.

Record Group 407 Records of the Adjutant General's Office, 1917-

IV.49 Established in the War Department under the direction of the Chief of Staff, by General Order 46, War Department, March 4, 1907, the Adjutant General's Office provided administrative and support services to the War Department and, after 1947, to the Department of the Army. Among other functions, the office oversaw the army personnel statistical and accounting system, records management program, publications, historical activities, and special and heraldic services. The records of the Adjutant General's Office include the historical records of the U.S. Army transportation

units, such as the railway units and the hospital train units, during World War II and the Korean War.

IV.50 Among the "Reports Relating to World War II and Korean War Combat Operations" are **World War II operations reports, 1940-48** (8,219 ft), arranged according to a classification scheme devised by the Departmental Records Branch, Office of the Adjutant General. This scheme is based on the organization of the Department of the Army's combat forces during World War II. It falls into three general categories of units: theaters and their major commands; organic units composed of army groups, armies, corps, and divisions; and nonorganic units composed of nondivisional arms and service troops. For each group, there is a coding scheme peculiar to the type of unit, i.e. army, corps, division, or regiment, and a four-letter code for the nonorganic units. Thereunder, the records are arranged by unit numerical designation and echelon; there is a decimal code for the various subject types of general historical and operational reports extant. For example, the collection of historical reports of the 729th Railway Operating Battalion is designated "TCBN-729-0.1." These records consists of the unit histories of all U.S. Army organizations that existed during World War II that were submitted to the Office of the Adjutant General. These histories consisted of after-action reports, unit and staff journals, general and special orders, and other supporting documentation. Among the nonorganic records are the unit histories of the transportation units. These include railway operating battalions, railway grand divisions, railway shop battalions hospital train maintenance platoons, and railhead groups. Most of these units served overseas, but they were formed in the United States. Many of the personnel from these units were recruited from the employees of the nation's railroad companies.

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Part V

Railroads and Labor Relations

Record Group 1 Records of the War Labor Policies Board

V.1 Established on May 13, 1918, to standardize the labor policies of Government agencies during World War I, the Board was concerned primarily with recommending uniform labor policies for all Federal Government agencies and depended on agencies represented in its membership for the execution of those policies. The first chairman of the War Labor Policies Board was Felix Frankfurter, Assistant to the Secretary of Labor. Included in the records is documentation concerning railroad labor issues. Descriptive information concerning the War Labor Policies Board was taken from the *Preliminary Inventory of the War Labor Policies Board Records*, PI 179.

V.2 Among the general records of the War Labor Policies Board is the **correspondence of the chairman and of the executive secretary, May 1918-February 1919** (9 ft.)(MLR Entry 2, PI 4), arranged alphabetically by name of addressee or by subject. The series consists of correspondence with members of the staff, Government agencies, scholars, private individuals, and others dealing with a variety of subjects including minority workers, prison labor, the employment of women, living conditions of war workers, price control, and 8-hour laws. One of the agencies represented on the board was the U.S. Railroad Administration and this series contains correspondence regarding circulars, memorandums, and pamphlets of the Administration and centralized labor recruiting of railroad workers.

Record Group 13 Records of the National Mediation Board

V.3 This record group includes the records of the National Mediation Board and the various railroad labor boards charged with settling disputes between railroad employees and carriers engaged in interstate commerce between 1888 and 1965. These agencies included the U.S. Strike Commission, 1894; the Board of Arbitration, 1899-1913, the U.S. Board of Mediation and Conciliation, 1913-21; the Railroad Labor Board, 1920-26; the Board of Mediation, 1926-34, the National Mediation Board, 1934-65; the National Railway Labor Panel, 1942-47; the Railroad Marine Workers Commission, 1962; and the Railroad Lighter Captains Commission, 1962. The primary functions of these organizations included Federal Government mediation of disputes between operating

railroad employees and carriers engaged in interstate commerce. Should the mediation process not produce an agreement, the parties could submit to voluntary arbitration set up by the commissioners of the various organizations. The records of the National Mediation Board and its predecessor and subsidiary agencies are described at the agency level and significant series are listed below. Most of the records are listed and described in more detail in the *Preliminary Inventory of the Records of the National Mediation Board*, PI 179.

Records of Predecessor Agencies

V.4 The U.S. Strike Commission was an investigative commission set up by President Grover Cleveland in accordance with the provisions of the act of October 1, 1888, authorizing the President to establish temporary commissions to investigate and report on controversies between railroads engaged in interstate commerce and their employees. The U.S. Strike Commission, under the terms of the act, was to investigate and report on the Pullman (or American Railway Union) Strike of 1894. The commission held hearings in Chicago from August 15-30, 1894, and another hearing in Washington on September 26. In its final report, the commissioners did not offer specific suggestions for the settlement of this dispute because the strike had already been settled by the dispatch of troops to Chicago. Instead they recommended methods for settling future labor disputes. **Letters sent, July 14, 1894-January 28, 1896** (3 in.)(MLR Entry 1, A1) are the only extant records of the Commission.

V.5 The Board of Arbitration was created by the Erdman Act, approved June 1, 1898, and inaugurated Federal Government mediation of disputes between operating railroad employees and carriers engaged in interstate commerce. The act named the Commissioner of Labor and the Chairman of the Interstate Commerce Commission as mediators to disputes between the railroad employees and the carriers. The mediators had no formal organization until the Board of Arbitration was set up in 1912. The Board was replaced by the U.S. Board of Mediation and Conciliation, pursuant to an act of July 15, 1913, also known as the Newlands Act. The records of the Board of Arbitration consist mostly of **case files, 1899 and 1907-13** (10 ft.)(MLR Entry 2, A1) and **undocketed case files, 1908-13** (4 in.)(MLR Entry 3, A1).

V.6 Other significant series of records of the Board of Arbitration include the following series:

1. **general correspondence of Charles P. Neill, 1909-13** (10 in.)(MLR Entry 6, A1);
2. **carriers' wage schedules, 1911-12** (6 in.)(MLR Entry 9, A1); and
3. **reference material pertaining to railroad labor legislation, settlement of labor disputes, and Erdman Act cases, 1901-1913** (4 in.)(MLR Entry 11, A1).

V.7 The United States Board of Mediation and Conciliation was established by the Newlands Act (1913) to adjust disputes between railroads and their operating employees whenever the disputes interrupted or threatened to interrupt the operation of carriers to the "serious detriment of the public interest." Voluntary arbitration was also provided for those disputes that could not be settled by mediation. The Board was composed of a Commissioner and an Assistant Commission of Mediation and Conciliation. Jurisdiction of the Board was restricted during World War I to the short-line railroads not under Federal control, as the U.S. Railroad Administration operated most U.S. railroads. Important series among the records of the board include records created by the office of Martin A. Knapp, who was the Chairman of the U.S. Board of Mediation and Conciliation: **outgoing correspondence of Judge Martin A. Knapp ("Mediation Letters"), February 1912-November 1913** (1 in.)(MLR Entry 12, A1), and **U.S. Board of Mediation and Conciliation decisions-interpretations by Judge Knapp, 1915-18** (1 in.)(MLR Entry 13, A1).

V.8 Records of the Office of the Commissioner and the Disbursing Officer contain the following relevant series:

1. **office files of Commissioner William L. Chambers, 1913-20** (2 ft.)(MLR Entry 14, A1), relating to railway labor legislation, interagency relations, and wages and living conditions;
2. **records relating to railroad disputes, 1917-20** (2 in.)(MLR Entry 15, A1);

3. mediation and arbitration case files, 1913-21 (24 ft.)(MLR Entry 18, A1), and related correspondence files, telegrams, and press and periodical clippings pertaining to the 8-hour day controversy of 1916, and records pertaining to the Adamson (8-hour day) law. These records are from the Office of the Secretary.

4. records of the Disbursing Officer include records relating to budget estimates and appropriations, 1913-20 (1 ft.)(MLR Entry 32, A1).

5. In addition to these series, there are several series of arbitration papers, addresses, and personal papers of William L. Chambers.

V.9 The Transportation Act, which ended Federal control of the railroads in 1920, also established the Railroad Labor Board (RLB) to hear and decide railroad labor disputes. All disputes involving changes in wages that were not settled in a conference of the parties were to be brought to the RLB for hearing and decision. The RLB was also authorized to investigate, study, and publish data on the relations between carriers and their employees, in particular questions relating to conditions of employment. The RLB consisted of nine members, three each representing the public, railway labor, and the carriers.

The records of the RLB include the following series:

1. minutes of the executive sessions of the U.S. RLB with index-digest, 1920-26 (8 ft.)(MLR Entry 35, A1) and **decisions of Regional Train Service Boards of Adjustment, 1921-26 (2 ft.)**(MLR Entry 40, A1), from the board and its members. There are also several series of transcripts of proceedings of the RLB.

2. central files, 1920-26 (11 ft.)(MLR Entry 44, A1), from the the Office of the Secretary and its component parts; and

3. original decisions of the RLB, 1920-26 (3 ft.)(MLR Entry 46, A1).

Other records of the Office of the Assistant Secretary include several other series of indexes and decisions affecting railroads and railroad employees.

V.10 The Docket Department of the RLB is responsible for the analysis of petitions, applications for decisions, submissions, and other documentary evidence and exhibits received by the Board. **Docketed case files, 1920-26** (396 ft.)(MLR Entry 56, A1), have related indexes and exhibits. One of the indexes is **index to docketed and undocketed cases, 1920-26** (32 ft.)(MLR Entry 66, A1), which is arranged numerically by docket number, alphabetically by name of railroad, alphabetically by name of labor organization, and by subject, which includes individual names.

V.11 The records of the Statistical Department include voluminous records concerning the collection of data used by the RLB in the decision-making process. There are many series of records that have considerable informational value. These include several series of statistical charts, studies, and narrative reports in connection with general wage, rules, and working conditions disputes from 1920 to 1926 as well as statistical charts on dockets involving changes in rates of pay, working rules, and fluctuation in employment, earnings, and cost of living in outside industries from 1921 to 1924. Among the more informative records are the following:

- 1. position descriptions of railroad labor occupations, 1920** (6 ft.)(MLR Entry 83, A1) including reports, correspondence, and carriers corrections pertaining to the "Monthly Report of Employees Service and Compensation," 1921-25;
- 2.** records pertaining to wage surveys, particularly the American Railway Express surveys;
- 3.** copies of agreements between carriers and railroad labor organizations;
- 4. copies of operating rules of railroads and related correspondence, 1924-26** (5 ft.)(MLR Entry 96, A1); and
- 5. copies of railroad labor organization constitutions and bylaws, 1922-24** (5 in.)(MLR Entry 97, A1), with index.

V.12 The Board of Mediation, created by the Railway Labor Act of 1926, was charged with the mediation of disputes involving changes in wages, rules, and working conditions between railroad carriers subject to the regulation of the ICC and railroad employees.

Samuel Winslow served as Chairman of the five-member board until the Board was abolished in 1934. Winslow's tenure is reflected in the series **office of the chairman minutes of executive sessions, 1926-34** (4 in.)(MLR Entry 99, A1), and **general records of Samuel E. Winslow, 1926-34** (4 ft.)(MLR Entry 100, A1). There are also two series of the records of board member Oscar B. Colquitt.

V.13 The Office of the Secretary's records include several large series of dispute case files, such as:

wage and representation (CI) case files, 1926-35 (29 ft.)(MLR Entry 104, A1); **grievance (GC and GCI) case files, 1926-34** (24 ft.)(MLR Entry 105); **miscellaneous complaint (L) case files, 1926-34** (12 ft.)(MLR Entry 106); and **arbitration case files, 1926-34** (5 ft.)(MLR Entry 108), along with related registers, indexes, and correspondence.

V.14 Also included in the records of the Board of Mediation are the records of secondary adjustment boards. These boards were created to handle minor grievances. The records of the Chicago Office of the National Railroad Adjustment Board are in the custody of the National Archives-Great Lakes Region. These records include case file docket sheet summaries and related records, dating from 1920 to 1934, which detail grievance cases by railroad employees brought before the board.

V.15 The records of the Board's Division of Administration contain the records of the Office of the Chief and the Library and Publications Section. Technical Divisions A, B, and C were responsible for analyzing and classifying disputes submitted to the Board. Technical Division A handled disputes involving telegraphers, train and traffic employees, station employees, and agents. Technical Division B handled disputes involving maintenance-of-way employees, signalmen, shop labor, Pullman conductors and porters, and dining car stewards. Technical Division C handled disputes involving operating employees. The Technical and Statistical Division superseded Technical Divisions A, B, and C on February 10, 1930. The records for these divisions include:

1. Technical Division A: case files and a reference file of RLB cases;
2. Technical Division B: technical and statistical studies and reports on wage increases;

3. Technical Division C: a reading file of the Assistant Chief of the division, dating from 1926 to 1929;
4. Technical and Statistical Division: various office and subject files; and
5. **digests of C cases, 1933-34** (10 in.)(MLR Entry 130, A1).

Records of the National Mediation Board

V.16 The Railway Labor Act of June 21, 1934, as amended, abolished the Board of Mediation and established the National Mediation Board. A principal function of the new Board was the mediation of disputes involving changes in wages, rules, and working conditions between railroad employees and carriers. Another function is the determination and certification of the collective bargaining representative of any craft or class of railroad carrier employees. Other functions included the interpretation of mediation agreements reached, assisting in the selection of neutral arbitrators in the event that the dispute is not resolved by mediation, and advice concerning the need for emergency arbitration boards and railroad adjustment boards.

V.17 The records of the National Mediation Board include agenda for board meetings, correspondence, and reading files of board member Robert O. Boyd from 1954 to 1962; and official mediation case files in the records of the Office of the Executive Secretary. All of these case files are arranged numerically by case number, and there are no indexes available in the records:

1. **mediation case files, 1934-60** (243 ft.)(MLR Entry 137, A1);
2. **emergency case files, 1956-65** (8 ft.)(MLR Entry 138, A1);
3. **interpretation case files, 1936-64** (8 ft.)(MLR Entry 139, A1);
4. **representation case files, 1934-59** (191 ft.)(MLR Entry 140, A1);
5. **arbitration case files, 1934-65** (121 ft.)(MLR Entry 141, A1); and
6. **Emergency Board case files, 1934-60** (121 ft.)(MLR Entry 142, A1).

V.18 The records also include railroad case files donated by Cornell University, Labor-Management Documentation Center, during 1981, to fill gaps in the National Mediation Board records in the National Archives. These files include scattered transcripts of proceedings and other materials (16 ft.)(MLR Entries 1001-1021, UD) before the Board and its predecessors, including the Arbitration Board, the Emergency Board, and other organizations, dating between 1914 and 1955. These records are not described in PI 179.

V.19 The National Railway Adjustment Board (NRAB), also established by the Railway Labor Act of 1934, adjudicated disputes referred by the National Mediation Board involving grievances or the interpretation or application of agreements covering pay, rules, or working conditions in the railroad industry. The headquarters of the NRAB was in Chicago. The records of the NRAB are located in the National Archives-Great Lakes Region and they include case file docket sheet summaries and related records dating from 1920 to 1934.

V.20 Also included in this record group are the records of the National Railway Labor Panel, 1942-47, and the records of the Railroad Marine Workers Commission, 1962.

Record Group 184 Records of the Railroad Retirement Board

V.21 Established as an independent agency by the Railroad Retirement Act (49 Stat.967), August 29, 1935, the Board administers comprehensive retirement-survivor and unemployment-sickness benefit programs for railroad workers and their families pursuant to the Railroad Retirement Act and the Railroad Unemployment Insurance Act (52 Stat. 1094), June 25, 1938. The first Railroad Retirement Board was established under provisions of an act of June 27, 1934 (48 Stat. 1283), creating a railroad retirement pension system. This board was liquidated subsequent to a decision of the U.S. Supreme Court, May 6, 1935, that the establishing act was unconstitutional.

V.22 The administrative records of the Railroad Retirement Board, dating from 1937 to 1972, are in the custody of the National Archives-Great Lakes Region. Their holdings consist entirely of records of the central office, and they include statistical and narrative

reports, correspondence, and memoranda relating to the actions and administrative policies of the board. The records document claims and claims processing; inspections, and audits; and include drafts of board publications. The railroad employee pension case files are still in the custody of the Railroad Retirement Board. These files give genealogical information on railroad employees whose service ended between 1937 and 1972. The records in NARA custody are described by an unnumbered preliminary inventory.

V.23 The general records of the Railroad Retirement Board include:

1. records maintained by the Secretary of the Board, such as **minutes of meetings of the Board ("Record of Proceedings"), 1934-75;**
2. **program files, 1951-85;**
3. **board reports, 1939-61;**
4. **board exhibits, 1937-78;**
5. **records relating to matters that were not the subject of formal board orders ("Informal Actions"), 1942-78; and**
6. **annual reports, 1936-87.**

V.24 The records of the Chief Executive Officer include:

1. **general files, 1942-44;**
2. **correspondence file, 1947-72;**
3. **administrative orders, 1939-48; and**
4. **correspondence and other records concerning amendments to the Railroad Retirement Act and Railroad Unemployment Insurance Acts, 1946-59, including the administrative manual and the field operations manual.**

V.25 The operating units of the board include the Office of Administrative Planning and Analysis, the Office of Management Control, the Bureau of Unemployment and Sickness Insurance, and the Bureau of Wage and Service Records. There are a small amount of administrative records for each unit

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Part VI

Land Management and the Railroads<

Record Group 48 Records of the Office of the Secretary of the Interior

VI.1 Established by the Department of the Interior Act of March 3, 1849, the Office of the Secretary of the Interior supervises all operations and activities of the Department of the Interior and its constituent units. Initially, the duties of the Secretary related principally to the public domain, Indian affairs, pensions, and patents. Since 1849, the major responsibilities of territories and island possessions, mine safety, Depression and wartime emergency programs, geological and boundary surveys, national parks and monuments, fish and wildlife, mineral resources, river basin programs, and soil conservation were added. Major responsibilities concerning railroads included assistance to railroad construction which involved land-grants to railroads, supervision of actual railroad construction, and direction of railroad land survey commissions. The Secretary of the Interior was involved with land-grant railroads from 1862 to 1904. Before 1862, railroads had been constructed with Federal grants administered by the States. With the passage of the Pacific Railroad Act in 1862, the Federal Government began granting land directly to railroads. The act also incorporated the Union Pacific Railroad that was then required to file annual reports to the Secretary of the Treasury. In 1868, an act required that these reports be filed with the Secretary of the Interior. The Office of Auditor of Railroad Accounts was established in 1878 to examine the accounts of Federally aided railroads and to see that the laws concerning these companies were

enforced. In 1881, this office was redesignated as the Commissioner of Railroads. Most of the financial obligations of the railroads to the Federal Government had been eliminated by 1904, and the Office of the Commissioner of Railroads was abolished the same year. The records of the Commissioner of Railroads are in the National Archives in Record Group 193. The Secretary was also responsible for the approval of rails used by railroad and streetcar companies in the District of Columbia and the supervision of the Alaskan Engineering Commission (1914-23) and its successor, the Alaska Railroad (1923-67). The records of the Office of the Secretary of the Interior are described in the *Inventory of the Records of the Department of the Interior*, I 13.

VI.2 The series **letters received and related records concerning miscellaneous subjects, 1869-1907** (10 ft.)(MLR Entry 315, A1), is among the "Pre-1907 Records: Records Relating to Territories and Other Possessions, Records Relating to the District of Alaska, 1869-1911." The Secretary of the Interior was empowered to regulate the enforcement of U.S. laws and to take care of public business in the District of Alaska, including mining claims, education of native children, and railroad construction. The bulk of the series is arranged by file number assigned in order of receipt (1884-1907) and the rest of the series is arranged by date of letter (1869-83). It is mostly letters received, but contains other types of records including railroad rate schedules. The letters relate to many subjects, including construction of railroads.

VI.3 **Letters sent by the Office of the Commissioner of Railroads, August-September 1884** (1 vol., 0.1 ft.)(MLR Entry 383, A1), arranged chronologically, consists of press copies, chiefly of letters to officials of railroad companies requesting data, photographs, and maps for use in preparing an exhibit. The series is part of "Records Relating to Expositions, 1872-1915: Records Relating to the World's Industrial and Cotton Centennial Exposition, 1884-88."

VI.4 The Louisiana Purchase Exposition was held in St. Louis in 1904. The Department of the Interior presented a departmental exhibit and was in charge of the exhibits presented by the District of Alaska and the Indian Territory. Among the "Records Relating to the Louisiana Purchase Exposition, 1901-07," is the series **publicity and procedural material, 1903-04** (1 ft.)(MLR Entry 388, A1), arranged for the most part by type of record. It includes railroad and steamship schedules, among other records.

VI.5 In 1870, the Pacific Railroad Division was merged into the Lands and Railroads Division, which took over the work concerning the Pacific railroad, aiding of construction of railroads by Federal land grants and the construction of wagon roads. The records of the "Lands and Railroads Division, 1848-1907", include several series (Entries 538-558) of registers and indexes of letters received, letters and other communications received, registers and indexes of letters sent, and letters sent from railroad officials concerning railroad land grants and rights-of-way. Other records concerning the same subjects include opinions and decisions of the Secretary of the Interior. The series **letters sent, 1849-1904** (307 vols., 53 ft.)(MLR Entry 557) has been reproduced as National Archives Microfilm Publication M620, *Letters Sent by the Lands and Railroads Division of the Office of the Secretary of the Interior, 1849-1904*.

VI.6 Among the "Records of the Wagon Roads, Railroads, and Other Construction Projects, 1849-1907," are the records of the Engineer Office and the Pacific Railroad Division which were responsible, among other things, for supervising construction work relating to the Union Pacific Railroad, the Northern Pacific Railroad, and land-grant railroads.

VI.7 The "General Records, 1862-1880," in Record Group 48 contain several series of interest:

1. registers of letters received concerning railroads and other subjects, 1862-1880 (2 vols. 0.5 ft.)(MLR Entry 590, A1), arranged for the most part alphabetically by name of railroad company or other subject and thereunder chronologically by date of receipt of letter. There is a separate section on "Right-of-Way Railroads." It consists of registers of letters received by the Engineer Office, Pacific Railroad Division and Lands and Railroads Division. Entries give date of letter, date of receipt, name (and often address) of writer, subject of letter, indication of action, and often a file reference.

2. register of miscellaneous letters received by the Engineer Office, 1866-1867 (1 vol., 0.2 ft.)(MLR Entry 591, A1), arranged alphabetically by first initial of surname or position of writer and thereunder chronologically. This is a register of letters received relating to land grants to railroads, among other subjects. Most of the letters are also registered in the miscellaneous section of the first volume described in Entry 590.

3. miscellaneous letters sent by the Engineer Office, December 6, 1865-December 28, 1866 (1 vol., 0.2 ft.)(MLR Entry 592, A1), arranged chronologically. These are handwritten copies of letters to the Secretary of the Interior, members of Congress, and railroad officials, among others, relating to railroads and other subjects. There is an index to surnames in the front of the volume.

4. press copies of miscellaneous letters sent by the Engineer Office, 1865-1867 (1 vol., 0.1 ft.)(MLR Entry 593, A1), arranged chronologically. The series consists of letters to the Secretary of the Interior, members of Congress, officials of railroads, and others relating to land-grant railroads and Pacific railroads. Many of the letters are also copied in the volume of handwritten miscellaneous letters (Entry 592) or in the volumes of letters sent concerning land-grant railroads (Entry 601) and Pacific railroads (Entry 599). Included is a lengthy report (with many exhibits) to the Secretary of the Interior, dated November 23, 1865, from Lt. Col. James H. Simpson concerning the Union Pacific Railroad, the Central Pacific Railroad, and the Northern Pacific Railroad.

5. press copies of letters sent concerning railroads and wagon roads, 1872 (2 vols., 0.1 ft)(MLR Entry 594, A1), arranged chronologically. These letters continue the previously separate series of letters concerning the Pacific railroads, land-grant railroads, and wagon roads.

VI.8 The Engineer Office and later (1867) the Pacific Railroad Division were responsible for supervising construction work relating to the Union Pacific Railroad, the Northern Pacific Railroad, and other land-grant railroads. In 1870, the Pacific Railroad Division merged with the Lands and Railroads Division. Among "Records Concerning Railroads, 1849-1907," are several relevant series:

1. register of letters received by the Engineer Office concerning Pacific railroads, 1865-1867 (1 vol., 0.1 ft.)(MLR Entry 595, A1), arranged for the most part alphabetically by initial of surname or position of writer and thereunder chronologically. There is a separate section of letters from the President. Most entries give date and subject of letter, name and address of writer, and indication of action. Many of the letters are also registered in Entry 590. The letters are usually among those described in Entry 598.

2. register of letters received by the Engineer Office concerning land grant railroads, 1865-1867 (1 vol., 0.1 ft.)(MLR Entry 596, A1), arranged alphabetically by initial of surname or position of writer and thereunder chronologically. The entries are similar to those described in Entry 595.

3. register of letters received concerning Pacific railroads, 1867-1873 (1 vol., 0.1 ft.)(MLR Entry 597, A1), arranged chronologically by date of receipt. This register is of letters received by the Pacific Railroad Division and the Lands and Railroads Division. Some letters concerning land-grant railroads are also registered. The entries are similar to those described in Entries 595 and 596. The letters are usually among those described in Entry 598.

4. "Railroad Packages," 1849-1901 (18 feet)(MLR Entry 598, A1), arranged in numbered packages for the most part alphabetically by name of railroad and thereunder in rough chronological order. The contents of the packages consist mainly of letters relating to land-grant and Pacific railroads. The last packages, consisting chiefly of annual reports of the railroad companies submitted to the Secretary of the Interior and reports of commissioners on the completion of sections of lines, are not part of the alphabetical sequence. The records relate to surveys, routes, rights-of-way (packages #183-188); land and land grants (packages #100-108, 305-307); road directors, finances, Pacific railroads in general (packages #179-181); and many other subjects. A list of packages is available. The records consist of letters received from the President, the Commissioner of the General Land Office, special commissioners, Army officers, members of Congress, other Federal officials, state and local government officials, directors of railroad companies, attorneys, and others relating to land-grant and Pacific railroad surveys, routes, and rights-of-way. Other subjects covered are appointments of commissioners and Government railroad directors and finances. Included in these records are voluminous correspondence and annual reports relating to the Pacific railroads and the construction of the transcontinental railroad. One prime example of these annual reports is the report submitted by the Union Pacific Railroad in 1869 (Railroad Package #318) which proclaimed the connecting of the rails of the Union Pacific and the Central Pacific Railroad on May 10, 1869, at Promontory Point, Utah. In his letter at the beginning of the report, the President of the Union Pacific, Oliver Ames, declared that "the extraordinary efforts of these two companies in pushing forward this

great transcontinental railway to completion seven years in advance of the time prescribed by law (1876) has resulted in a very heavy increase in the cost of construction; yet the rapid development of the mining and agriculture districts, consequent upon the cheap and easy transportation thus afforded, will be of great advantage to our whole country, and hence more than compensate the government for the subsidies granted." The report also includes lists of the names of the board of directors and the stockholders. The report of the chief engineer describing the construction of the railroad and the report of the operating department of the railroad are also prominent in the annual report. A similar annual report was submitted to the Secretary of the Interior by Leland Stanford, President of the Central Pacific Railroad, which included an annual report to Central Pacific stockholders (Railroad Package #310). Other significant documents include a letter of acceptance by the Union Pacific Railroad to the provisions of the Pacific Railroad Act of 1862 (Railroad Package #239); a letter from Thomas Durant, President, Union Pacific Railroad, asking for approval of the permanent location of the first 100 miles of track, dated November 3, 1864; an Executive order, signed by President Abraham Lincoln, dated January 21, 1863, setting the gauge of the track; other Lincoln letters appointing commissioners to the Pacific Railroad Commission; and a Report of Commission, Pacific Railroad (Railroad Package #181), dated May 14, 1869, including a survey of the Central Pacific and Union Pacific lines to date. In addition, there is a lengthy report, dating 1869, including a list of structures and their dimensions along the Union Pacific from Omaha to Prometory Point, Utah. For registers, see Entries 590, and 595-597. For related maps, see Entries 605-622.

5. letters sent concerning Pacific railroads, 1862-1872 (3 vols., 0.6 ft.)(MLR Entry 599, A1), arranged chronologically. Each volume is indexed by surname of addressee and by subject. This series consists of handwritten copies of letters sent by the Engineer Office, the Pacific Railroad Division, and the Lands and Railroads Division to the President, members of Congress, the Secretary of the Treasury, the Secretary of War, the Commissioner of the General Land Office, other Federal officials, state and local officials, officials and Government directors of railroad companies, and others. The records relate to determination of routes of Pacific railroads; and branches, inspection and acceptance of construction; land grants; issuance of bonds to companies; and other subjects.

6. press copies of letters sent concerning Pacific railroads, 1865-1871 (7 vols, 0.7 ft.)(MLR Entry 600, A1), arranged chronologically. These are chiefly copies of the letters described in Entry 599.

7. letters sent concerning land grant railroads and copies of mortgages, 1866-1884 (2 vols., 0.5 ft.)(MLR Entry 601, A1), arranged chronologically. Each volume is indexed by name of addressee and by subject. The mortgages dated from 1866 to 1871, and 1879 to 1884, are arranged separately in rough chronological order. Also included are handwritten copies of letters sent by the Engineer Office, Pacific Railroad Division, and Lands and Railroads Division from 1866 to 1871, and copies of mortgages of railroad companies from 1879 to 1884. The letters were sent to the Commissioner of the General Land Office, the President, members of Congress, special commissioners, state and local officials, officials of railroad companies, and others. The letters relate to determination of routes, inspection of completed roads, issuance of patents, disputed titles to land, construction across Indian reservations, and other subjects. For 1871, there are copies of documents relating to mortgages of the Atlantic and Pacific Railroad.

8. press copies of letters sent relating to land grant railroads, 1866-1871 (4 vols., 0.3 ft.)(MLR Entry 602, A1), arranged chronologically. These are press copies of the same letters that were described in Entry 601.

9. register of railroad selection lists, 1896-1898 (1 vol., 0.2 ft.)(MLR Entry 603, A1), arranged for the most part alphabetically by name of railroad and thereunder chronologically by name of list. There is also an alphabetical index by name of railroad. Entries give list number, land limit, number of acres, land district, amount of fees paid, and information concerning administrative handling. Some of the lists are located in Record Group 49, Records of the Bureau of Land Management, Division "F".

10. list of "Right of Way Railroads," 1898-1907 (1 vol., 0.1 ft.)(MLR Entry 604, A1), arranged alphabetically by initial letter of name of railroad. Under M is a list of mortgages granted to railroads that includes volume and page references to copies of mortgages recorded among the records described in Entries 599 and 601. Entries for individual railroads give name of state or territory in which incorporated and sometimes the date of filing of articles of incorporation.

VI.9 The Indian Division was primarily a clerical unit for the handling of correspondence of the Secretary of the Interior and the maintenance of records relating to Indian affairs. Specifically, the Division was concerned with such matters as legislation, estimates and appropriations, the negotiation and ratification of treaties, and administrative organization and personnel matters. The Bureau of Indian Affairs had primary responsibility for the actual conduct of Indian administration. The records include documentation concerning railroads and railroad rights-of-way in Indian territories. There are several series related to railroads among the "Records of the Indian Division, 1828-1907":

1. letters received, 1849-80 (104 ft.)(MLR Entry 649, A1), arranged by source of letter, which were various Federal Government departments or bureaus. The series consists of incoming correspondence relating to many subjects, including railroads.

2. letters received, 1881-1907 (174 ft.)(MLR Entry 653, A1), arranged by year and thereunder by file number assigned in order of registration. Among many other subjects, there are letters relating to railroads.

3. press copies of letters sent, 1854-1907 (26 ft.)(MLR Entry 658, A1), arranged chronologically by date of letter, except that from 1879 through 1882 letters to the Commissioner of Indian Affairs were copied in separate letter books. The letters relate to many subjects, including railroads.

4. miscellaneous records, 1838-1905 (1 ft.)(MLR Entry 662, A1), arranged by subject. A list of subject headings is available. Included are originals and copies of letters received by the Department and the Bureau of Indian Affairs, copies of letters sent, instructions, reports, memorandums, drafts of bills, opinions and decisions, transcripts of meetings, and other records relating to many subjects including railroad rights-of-way. There are several files concerning railroads, including the Dakota Central Railway, ca. 1890 (file #138); the Leavenworth, Pawnee & Western Railroad, 1865 (file #155); the Bismarck, Fort Lincoln & Black Hills Railroad (file #183); the St. Louis & San Francisco Railway, 1881 (file #190); the Pacific Railroad, 1886 (file #192); and the Union Pacific Railroad, 1876 (file #206). There are additional files concerning the rights-of-way for railroads.

5. Other records concerning railroads and railroad rights-of-way are included in **press copies of memorandums, 1888-1903** (2 vols., 0.1 ft.)(MLR entry 661, A1) and **special files relating to negotiations with Indians, land matters, investigations, and other subjects, 1848-1907** (5 ft.)(MLR Entry 663, A1).

VI.10 The Secretary of the Interior acted as trustee for trust funds established for Indian tribes. Some funds were intended for the general benefit of the tribe, others had some specific purpose, such as the maintenance of schools. The most common source for the principal for a fund was the proceeds from the sale of tribal lands known as "trust lands." Funds were usually invested in state and Federal bonds and railroad securities. Among "Records Relating to Indian Trust Funds, 1828-98," are records relating to the investment of funds in state bonds and railroad securities included in the **unregistered letters received relating to trust funds, 1828-69** (1 ft.)(MLR entry 685, A1); **registered letters relating to trust funds, 1866-81**(5 ft.)(MLR entry 687, A1); and **correspondence concerning bond purchases, 1861-63** (1 vol., 0.1 ft.)(MLR entry 695, A1).

VI.11 The Indian Territory Division was established by an order of the Secretary of the Interior of July 25, 1898. It was in charge of all business relating to the Indian Territory and the Five Civilized Tribes, previously done by the Indian Division. The Secretary had to approve deeds and patents, leases, tribal acts, and the rolls compiled by the Dawes Commission to the Five Civilized Tribes. Such matters as railroads, among others, came to the attention of the Secretary. Among "Records of the Indian Territory Division, 1898-1914," are records relating to railroads included in the **letters received, 1898-1907** (75 ft.)(MLR Entry 705, A1); **letters sent to persons other than federal officials, 1898-1902** (3 vols., 0.5 ft.)(MLR entry 708, A1); **press copies of letters sent, 1898-1907** (30 ft.)(MLR entry 709, A1); **press copies of memorandums, 1898-1907** (6 vols., 0.7 ft.)(MLR entry 710, A1); and **special files, 1898-1907** (34 ft.)(MLR Entry 713, A1).

VI.12 The Office of Pacific Railroad Explorations and Surveys was established in the War Department to make explorations and surveys to determine the best route for a railroad from the Mississippi River to the Pacific Ocean. This Office supervised the work of the surveying parties and prepared their reports for publication. These survey parties also conducted studies of geology, botany, and zoology, as well as the topographical studies. The Pacific railroad surveys were completed by 1857. In 1865, the records of

this Office were turned over to the Department of the Interior. The reports of the Pacific surveys were published in 12 volumes entitled *Reports of Explorations and Surveys, to Ascertain the Most Practicable and Economical Route For A Railroad from the Mississippi River to the Pacific Ocean* (S. Ex. Doc. 78, 33d Cong., 2d sess.; H. Ex. Doc. 56, 36th Cong., 1st sess.). Among "Other Office Records, 1849-1909: Records of the Office of Explorations and Surveys, 1849-65," are the series:

1. correspondence, 1852-61 (4 ft.)(MLR Entry 724, A1), arranged by subject and thereunder chronologically. These are letters received and some copies of letters sent to survey officers, printers, scientists, and Treasury Department officials relating to Pacific railroad expeditions and surveys, scientific work, printing and engraving work, and other subjects.

2. correspondence and other records concerning Isaac Stevens' survey of a northern route for the Pacific railroad, 1853-61 (1 vol., 0.1 ft.)(MLR Entry 725, A1), arranged chronologically and indexed by surname of correspondent. Letters received, copies of letters sent, reports, memorandums, and lists concerning the survey conducted by Governor Isaac Stevens of Washington Territory and the publication of his reports. These records have been reproduced as National Archives Microfilm Publication M126, *Correspondence of the Office of Explorations and Surveys Concerning Isaac Stevens' Survey of a Northern Route for the Pacific Railroad, 1853-1861*.

3. reports, field notes, and related records, 1853-65 (1 ft.)(MLR Entry 726, A1), arranged in part by subject and in part in rough chronological order. These are reports of operations, field notes of Pacific railroad surveys, correspondence, memorandums, lists, tables, schedules, profiles, newspaper clippings, and other records relating to Pacific railroad survey work.

VI.13 A Central Mails and Files Division was established in 1907 to handle almost all communications received by the Office of the Secretary. The classified filing system initiated in that year provided for the maintenance of the records, formerly divided into divisional files, into one series, except for personnel supervision and management among others. In the "Post-1907 Records: General Records, 1862-1964," are the **central classified files, 1907-72** (1907-58: 1524 ft.)(MLR Entries 749A, 749B, 942, A1),

composed of several different subseries arranged by date (1907-36, 1937-53, 1954-58, 1959-63, 1964-68, 1969-72). The records dated 1907 to 1953 are arranged according to a numeric-subject classification system. Twenty-five major numerical classifications were established for records relating to activities of bureaus of the Department and for other important subject areas. Each of these files was divided into a number of secondary classifications and assigned subnumbers. Included are letters received, copies of letters sent, memorandums, narrative and statistics reports, orders, circulars, bulletins, manuals, minutes, contracts and agreements, leases, bonds, lists, tables, charts, maps, photographs, and other records relating to various subject areas. There is an **index to the central classified files, 1907-72** (1907-58: 51 ft.)(MLR Entries 748, 943, A1), which is arranged chronologically. Entries give the date, file number, and usually an indication of the specific subjects. There are files relating to railroads scattered among the records. The most significant bodies of records relating to railroads in the 1907-53 segment are located in the following sections: Class 2, General Land Office, under "Railroad Rights-of-Way" (file 2-6), and "Miscellaneous Rights of Way" (file 2-11); Class 5, Bureau of Indian Affairs, under "Railroad Rights-of-Way" (file 5-106); and Class 10, Appeals, under "Settlement" (file 10-6). The first three files are arranged alphabetically by name of railroad company and the fourth is arranged alphabetically by name of individual or legal action.

VI.14 Cartographic records related to railroads in this record group are found in three places:

1. "General Records" includes maps of the United States showing, among other items, railroads, maps and profiles of railroad lines, and a map of Alaska showing railroads.
2. "Records of the Lands and Railroads Division" contain several series of maps and related records (Entries 605-622). These include maps of railway systems in the west, 1887 to 1891, such as the Atchison, Topeka, & Santa Fe; Atlantic and Pacific; the Central Pacific, 1878-1887; a profile of part of the Burlington and Missouri River; and maps and other related records pertaining to individual railroads including the Chicago, Burlington, & Quincy; the Colorado Central; the Georgetown, Breckinridge, and Leadville; the Hailey, Gold Belt and Western; the Nebraska and Colorado; the New Mexico and Southern Pacific; the Northern Pacific; the Pueblo and Arkansas Valley; the

Salmon Creek; the Southern Pacific; the Union Pacific; the Winona and St. Peters; and the Worthington and Sioux Falls.

3. "Records of the Office of Explorations and Surveys" include several series (Entries 728-737) of maps, charts, profiles, and manuscripts of sketches accompanying surveys of exploration for railroad routes and particularly Pacific railroad surveys. These maps include surveys of routes near the 32nd, 35th, 38th, 39th, 41st, 47th and 49th parallels, and in Oregon and California. In addition, there are maps, profiles, and lithographic prints concerning surveys of a transcontinental railroad route dating from 1853 to 1857.

VI.15 A few records in Record Group 48 contain still and moving images related to railroads. There are color slides of "Earthquake Damage to the Alaska Railroad, 1964" (48-ARR), which show earthquake and flood damage to railroad tracks, bridges, and structures. Also, there are engravings and drawings of various routes for the proposed Pacific railroad in the "Pacific Railway Expeditions and Survey Records, 1858" (48-PR). The prints illustrate the terrain and environs explored by the Pacific Railway Expedition and Survey team. There is a motion picture entitled "The Alaska Railroad," ca. 1950, produced by the Department of the Interior.

Record Group 49 Records of the Bureau of Land Management

VI.16 An act of April 25, 1812, established the General Land Office (GLO) as a bureau in the Department of Treasury to administer all public land transactions except surveying and mapping work. In 1849, the GLO was transferred to the Department of the Interior. In 1946, the GLO and the Grazing Service were consolidated to form the Bureau of Land Management. The functions of the GLO have been and are to supervise the survey, management, and disposition of the public domain. The Bureau classifies, manages, and disposes of public lands and their resources according to principles of multiple-use land management. It also administers Federally owned mineral resources on non-Federal lands and on the continental shelf. There are records relating to railroads scattered throughout the records of the Bureau of Land Management, mainly concerning the management of railroad land grants and railroad rights-of-way through public lands.

The bulk of the files are located among the records of Division F. The following series descriptions are based on a draft inventory of Division F records.

VI.17 Division F: Railroad, Rights-Of-Way, and Reclamation Division was charged with the adjustment of grants, by congressional legislation, of lands for railroad-purpose military wagon roads and of laws relating to the right of way through the public lands. Established in 1872, the duties of the Division were largely the examination of settlers' claims in conflict with those of railroad companies. Cases of conflict of title between individuals or corporations were examined and rulings were made. More specifically, the functions of this division were registering letters received regarding disposition of land entries within railroad, wagon road, and canal grant limits; docketing contested land entries and applications for land within such grants; examining and deciding land-grant applications; noting and transmitting appeals from decisions made to the Secretary of the Interior; making public the Secretary's decisions; registering and examining all articles of incorporation and maps filed by railroad companies claiming rights-of-way over U.S. public lands under the act of March 3, 1875; listing and patenting railroad right-of-way lands, and adjusting railroad and wagon road grants. Numerous series in Division F's records are of interest:

1. indexes to withdrawals of lands for railroads, canals, and other rights-of-way, 1856-83 (0.5 ft.)(MLR Entry 533, UD);

2. letters sent relating to railroad grants and rights-of-way, miscellaneous series, 1856-90 (17 ft.)(MLR Entry 534, UD), arranged chronologically. These 78 volumes (volumes 66-133) contain record copies of letters sent to the Secretary of the Interior, Congress, registers and receivers, officials of railroads, contestants, and private persons relating to railroad grants and rights-of-way.

3. letters sent, Pacific railroad series, 1862-72 (0.5 ft.)(MLR Entry 535, UD), arranged chronologically. These two volumes (volumes 64-65) contain record copies of letters sent to the Secretary of the Interior, Congress, registers and receivers, state officials, and officials of individual railroads pertaining to the implementation of the act of July 1, 1862, and subsequent acts concerning the Pacific Railroad.

4. correspondence and reports file of land grant railroad companies, 1892-1935 (34 ft.)(MLR Entry 553, UD), arranged by name of railroad or wagon road company and thereunder in rough chronological order. This series includes the records of the approximately 79 land-grant railroads and wagon roads. The records consist of correspondence from registers and receivers, private parties, railroad company representatives, state officials, and private persons concerning implementation of the grants and adjustment of the controversies arising over them. These may include withdrawals of land for sale, covering letters for selection and adjustment lists, maps, field notes, appeals by contestants and railroad companies, decisions of the Secretary of the Interior, and related records. A typical file in this series is the file entitled "Sioux City and St. Paul Railroad" (box 83). The file contains documents dating from 1858 to 1900. By the act of May 12, 1864, Iowa received a grant to aid in the construction of a railroad from Sioux City to the Minnesota line. The loose bundles in this series contain correspondence received leading to the issuance of the grant, letters transmitting maps of location, approved lists, indemnity lists, inquiries concerning the progress of construction, correspondence from the Secretary of the Interior to attorneys for interested parties regarding conflicts with land entries within the grant, appeals to revoke parts of the grant and reopen them to entry, and relinquishments by the railroad.

5. tax lists and other records relating to Oregon & California RR re-vested lands, 1916-31 (27 ft.)(MLR Entry 554, UD), arranged by name of county and thereunder chronologically by type of record. This series consists of approximately 90 volumes, bundles, folders, and miscellaneous loose sheets. These records pertain to the Federal Government's reimbursement to certain counties in Oregon of unpaid and accrued tax revenues lost by them when title to the Oregon and California Railroad Grant was re-vested in the United States by the act of June 9, 1916. These reimbursements were to be paid by the Treasury upon order of the Secretary of the Interior. A special unit was set up in Division F in 1926 to deal specifically with this issue. The records consist primarily of tax lists compiled by the counties tabulating their claim for reimbursement. The tax lists usually list the description of the land involved, the number of acres, the value of the land, the total value of taxable property, and the amount owed for state, county, school, and highway taxes.

6. record of railroad mortgages in Alaska, 1910-16 (0.2 ft.)(MLR Entry 555, UD), consists of record copies of two mortgages: the first, between the Alaska Northern Railway Company and the Trust & Guarantee Company, Ltd., dated May 1, 1904, and the second, between the Alaska Anthracite Railroad Company and the National Bank of Commerce of Seattle, dated October 14, 1916.

7. railroad mortgage index, 1886-1940 (0.1 ft.)(MLR Entry 556, UD), one volume arranged alphabetically by name of railroad company. Entries list railroad company, number, dates, and type of mortgage in chronological order, and volume and page number. This series indexes the record copies of railroad mortgages,

8. record of railroad mortgages, 1886-1946 (2 ft.)(MLR Entry 557, UD), arranged chronologically. The volumes are numbered 1-9 with volume 7 missing. These volumes contain written copies of the mortgages and accompanying official documents and certifications. The written copies cease with page 171 of volume 9 which is the last entry covered by the Railroad Mortgage Index. The rest of volume 9 contains typewritten copies and printed original mortgages, dating 1940 to 1946.

9. docket of railroad, state, and school selection lists arranged by state and land office, 1886-97 (0.2 ft.)(MLR Entry 558, UD), comprises one volume arranged by name of land office and thereunder numerically by list number;

10. railroad company selection lists, 1865-1929 (34 ft.)(MLR Entry 560, UD), arranged by name of railroad, thereunder by land office, and thereunder numerically by list number. Records include a letter of deposit and the lists, which include the land description and the disposition of the land. The selector, appointed by the railroad or state, inspected land within the land-grant area and selected those available. The selection lists were then filed with the register of the local district land office for patenting. The selector also had to file an affidavit with the register affirming that he had inspected the lands, that they were nonmineral and not settled on or claimed by any other individual. In terms of finding aids, there is a *Preliminary Checklist of the Railroad Land Grant Selection and Adjustment Lists of the General Land Office, 1850-1921* (PC 45-20) that provides descriptive information, box and folder lists, and an index arranged alphabetically by railroad.

11. railroad company indemnity selection lists, 1865-1929 (36 ft.)(MLR Entry 561, UD), arranged by name of railroad, thereunder by state and land office, and thereunder by list number. These lists are similar to the railroad company selection lists.

12. railroad company adjustment lists, 1870-1933 (174 ft.)(MLR Entry 562, UD), arranged by name of railroad, thereunder by state, and thereunder chronologically. Filed similarly to selection lists, except that this series contains primary and indemnity adjustment lists. Since so much examination of the records and adjudication of conflicts preceded patenting, it was necessary for the states, railroads, and the GLO to know the status of the adjustments for each land grant on a yearly basis. Therefore, adjustment lists were drawn up every year for each land-grant state or railroad. These lists show the status for all lands within the primary limits and the first and second indemnity limits. PC 45-20 (see description for railroad selection lists) also serves as a finding aid for this series.

13. railroad docket cards, 1890-1906 (0.4 ft.)(MLR Entry 564, UD), arranged by state, thereunder by name of local land office, and thereunder numerically by clear list number. The cards show clear list numbers of lands selected by the Northern Pacific, Southern Pacific, Union Pacific, Atlantic & Pacific, Santa Fe Pacific, and Central Pacific railroads, and indicate action taken on individual pieces of land under the various lists.

14. memoranda showing dates of laws, filing of maps, attachment of rights, correspondence, decisions, pertaining to land grant railroads in the state of Minnesota, 1857-89 (0.06 ft.)(MLR Entry 565, UD), arranged by name of railroad and thereunder chronologically by date of law;

15. railroad rights-of-way files under the act of March 3, 1875, 1878-1931 (40 ft.)(MLR Entry 571, UD), arranged by name of railroad and thereunder in rough chronological order. These records originated under the act of March 3, 1875, which granted rights-of-way through public lands of the United States to any railroad company duly incorporated in the state or territory to the extent of 100 feet on each side of the central line of track, as well as adjacent areas for stations and yard structures. A typical file contains applications for right-of-way; letters transmitting and acknowledging receipt of maps, plats, and field notes; articles of incorporation; proof of organization; by-laws; affidavits;

proof of construction; and miscellaneous correspondence concerning the disposition of the land.

16. records concerning railroad rights-of-way across Indian reservations, 1908-38 (6 ft.)(MLR Entry 573, UD), arranged numerically by number of letter. The records include folders, numbered consecutively, of Division F miscellaneous letters sent to the Bureau of Indian Affairs or the district land office. The cover of the folder lists the letter number, act of Congress under which right-of-way was granted, date and purpose of grant, date filed, date approved, state and land district, land description, name of applicant, and contents of the file.

17. records concerning rights-of-way across forest reserves, 1908-39 (16 ft.)(MLR Entry 575, UD), arranged numerically by letter number. This series is similar to **records concerning railroad rights-of-way across Indian reservations**, except that the letters were directed to the U.S. Forest Service and concerned railroad rights-of-way through forest reserves.

18. index to railroad maps, 1856-75 (0.2 ft.)(MLR Entry 576, UD), arranged by railroad and thereunder chronologically. The maps themselves are among the cartographic materials (See VI.20-VI.22).

19. railroad docket, credit books, Railroad Division, 1872-1911 (Volumes 232-235)(1 ft.)(MLR Entry 578, UD);

20. railroad docket, railroad docket of contested cases, 1872-1909 (Volumes 236-253)(4 ft.)(MLR Entry 580, UD), arranged numerically by case number;

21. railroad docket, docket of contested cases, 1872-1909 (Volumes 260, 262-267)(1 ft.)(MLR Entry 581, UD), arranged numerically by case number. Individual docket books have an index to contestants in the front. Entries include case number, names of contestants, land description, a list of documents in the file, and remarks concerning the action taken.

22. railroad docket, railroad contest docket files, 1872-1909 (335 ft.)(MLR Entry 582A, UD), arranged numerically by case number. These records originated with claims by

settlers to prior occupancy of land within railroad grants. The files contain affidavits, testimonies, and miscellaneous correspondence relating to individual claims to prior rights to the land. The jackets to the files list location, contestants, case number, volume and pages of docket volume, and action taken. A typical file is Docket #18123, which pertains to the case of *Copper River and Northwestern Railroad v. Alaska Pacific Railway and Terminal Company*. Alaska Pacific applied in 1906 for a terminal tract near Katalla, Alaska. The Copper River and Northwestern Railroad opposed the application, claiming a right-of-way over the tract in question. The file contains letters to the Secretary of the Interior from attorneys of the two companies, affidavits, articles of incorporation, and maps and plats of the tract at issue. The Commissioner of the General Land Office decided on November 9, 1907, in favor of the Alaska Pacific, and on February 20, 1908, the Secretary of the Interior sustained his decision.

23. railroad dockets, old docket files, n.d. (4 ft.)(MLR Entry 582B, UD), arranged numerically by case number. These are similar in content to railroad contest docket files.

24. railroad dockets, reception register of appeals, 1867-78, 1893-97 (Volumes 256-257)(0.3 ft.)(MLR Entry 583, UD), arranged alphabetically by name of contestant. These are registers in which appeals from settlers were recorded and given a case number. Entries include case number, docket volume number, names of parties, land office, land description, date received, and remarks concerning action taken.

25. railroad dockets, docket of Minnesota railroad contested cases, 1885-94 (Volumes 258-259)(0.3 ft.)(MLR Entry 584, UD), arranged numerically by number of letters received. Entries list miscellaneous letter received number, date of letter, name of parties involved, land office, land description, date of action, and remarks.

26. railroad dockets, old docket of contested cases, 1872-74 (Volume 261)(0.1 ft.)(MLR Entry 585, UD), arranged numerically by docket number;

27. office files of Mr. Adkins, 1875-1933 (3 ft.)(MLR Entry 586, UD), arranged by type of records and thereunder chronologically. The files consist of plats of townships in various states constituting bases of indemnity for the Northern Pacific Railway; Chicago, Milwaukee, and St. Paul Railroad; and Southern Pacific Railroad. In addition, there are

court documents and congressional hearings concerning the case of *United States v. Northern Pacific Railway*.

28. lists and patents of lands selected by the Northern and Southern Pacific Railroads, n.d. (18 ft.)(MLR Entry 592A, UD);

29. oversized adjustment lists of railroad, canal, and wagon road land, n.d. (51 ft.)(MLR Entry 592B, UD), arranged by name of railroad;

30. classification lists and other records relating to the Northern Pacific Railroad, ca. 1900-1920 (4 ft.)(MLR Entry 592C, UD), arranged by geographical location. The series consists of correspondence, maps, and lists relating to classification of the land within Northern Pacific Railroad land grants as either mineral or nonmineral by the U.S. Geological Survey.

31. record of funds deposited by railroad companies with the General Land Office to pay for land surveys, ca. 1880-1939 (0.2 ft.)(MLR Entry 592D, UD);

32. dockets of contested cases, n.d. (0.2 ft.)(MLR Entry 592E, UD);

33. records relating to the Santa Fe and Pacific Railroad, ca. 1907-17 (1 ft.)(MLR Entry 592F, UD), arranged by type of record. The records include lists and miscellaneous correspondence concerning reconveyances of the Santa Fe and Pacific Railroad and Lieu Selection Abstracts (#1-17). The records constitute Miscellaneous Docket, Case #1110.

34. There are also several entries of press copies of letters sent and miscellaneous letters sent to registers and receivers of United States Land Offices and to the Secretary of the Interior, dating 1851 to 1908 (MLR Entries 536-551, UD).

VI.18 In addition to these records, there are uninventoried record series including:

1. case files relating to monthly reports concerning the mineral classification of lands granted to the Northern Pacific Railroad, 1895-1904 (3 ft.)(MLR Entry 941, UD);

2. records relating to railroad selection survey costs, 1870-90 (1 ft.)(MLR Entry 987, UD);

- 3. draft of the annual report of the Commissioner of Railroads, November 1, 1894 (0.1 ft.)(MLR Entry 1007, UD);**
- 4. tabulation of timber sales in lands of the Oregon and California Railroad and of the Coos Bay Wagon Road, 1939 (2 ft.)(MLR Entry 1044, UD);**
- 5. lists of withdrawals for the Northern Pacific Railroad, 1929-30 (2 ft.)(MLR Entry 1065, UD);**
- 6. published documents relating to the organization of the Illinois Central Railroad Company, 1851 (0.1 ft.)(MLR Entry 1173, UD);**
- 7. list of public lands received by the Missouri, Kansas, and Texas Railway Company, 1896 (0.2 ft.)(MLR Entry 1174, UD);**
- 8. township plats showing location of railroad lands in portions of Arkansas, Missouri, Florida, Mississippi, and Iowa, ca. 1856-58 (2 ft.)(MLR Entry 1175, UD);**
- 9. record of certificates issued for moneys deposited by railroad companies, 1894-1922 (0.5 ft.)(MLR Entry 1200, UD);**
- 10. register of and indexes to various railroad rights-of-way and irrigation files, 1867-1909 (6 ft.)(MLR Entry 1342, UD);**
- 11. lists of selections Northern Pacific Railroad Company, ca. 1890, Montana, Idaho, and Utah (31 ft.)(MLR Entry 1344, UD);**
- 12. records relating to the McGregor Western Railroad land grant, 1864-87 (0.1 ft.)(MLR Entry 1356, UD);**
- 13. photostats of lists of railroad and internal improvement grants and agricultural college grants, Iowa, 1860 (0.2 ft.)(MLR Entry 1358, UD);**
- 14. statements of land grants to states for railroad purposes, 1878 (0.6 ft.)(MLR Entry 1359, UD);**

- 15. conflicts in railroad lists, Leavenworth, Lawrence, and Galveston RR, Kansas, 1872 (0.1 ft.)(MLR Entry 1372, UD);**
- 16. list of railroad lands, Des Moines, Iowa, 1860 (F70470-61)(1 ft.)(MLR Entry 1375, UD);**
- 17. list of selections Aztec Land and Cattle Company and Santa Fe Railroad Company, 1905 (0.4 ft.)(MLR Entry 1378, UD);**
- 18. statement exhibiting land concessions by acts of Congress to states and corporations for railroads and military wagon roads, 1850-1872 (0.9 ft.)(MLR Entry 1386, UD);**
- 19. McGregor Western Railroad land grant, 1866 (0.1 ft.)(MLR Entry 1394, UD);**
- 20. Sioux City and St. Paul Railroad land grant, Act of May 17, 1864 (0.1 ft.)(MLR Entry 1397, UD);**
- 21. McGregor Western Railroad land grant, 1867-68 (0.1 ft.)(MLR Entry 1398, UD);**
- 22. Exhibits A.B.C., Northern Pacific Railroad Company, 1923-24 (0.2 ft.)(MLR Entry 1411, UD);**
- 23. record of railroad grants and restoration of lands of entry, ca. 1837-52 (0.1 ft.)(MLR Entry 1430, UD);**
- 24. record of railroad selection lists, 1868-95 (0.3 ft.)(MLR Entry 1479, UD); and**
- 25. railroad docket cards, 1866-1907 (10 ft.)(MLR Entry 1487, UD).**

VI.19 The records of the Bureau of Land Management regional, state, and district land offices are located in the National Archives regional archives branches. These records contain information concerning railroads and public land. Some examples follow:

1. The "Records of the California State and the Nevada State Land Offices" include tract books and survey plats showing entries made by railroad companies on public land. In addition, there are railroad selection lists for different land offices in the states, arranged

by railroads and thereunder by list number. The lists were filed in lieu of patents under the authority of several Congressional acts granting public domain to railroads to aid in the construction of lines to the Pacific Coast. These records are in the custody of the National Archives-Pacific Sierra Region.

2. The "Records of the Colorado, Montana, and Wyoming State Land Offices" consist of the records of the district land offices. For example, in Colorado, there are the records of the Glenwood Springs, Gunnison, Lamar, and Pueblo Land Offices. These records include letters, registers of cash entries, record books, and dockets relating to the rights-of-way of the Colorado Railway, Denver and Rio Grande Railroad, and Union Pacific Railroad. These records are in the custody of the National Archives-Rocky Mountain Region.

3. The "Records of the Los Angeles District Office, Railroad Land Grants" include four series involving the Southern Pacific Railroad's entitlement to land, or forfeiture thereof, after the act of March 3, 1887, required adjustments to the railroad company's holdings for land they had not earned. These records include legal documents that support claims for land forfeited by the railroad, lists of approved railroad patents, and granted and indemnity limit lists of land selected by the Southern Pacific. These records are in the custody of the National Archives-Pacific Southwest Region.

VI.20 Cartographic records in this record group related to railroads include maps in the General Land Office "General Records." There is an incomplete set of published maps of the United States, 1873-1941, and individual states and territories, 1876-1944, compiled from the official records of the General Land Office. These maps show the extent of the public land surveys, private land claims and grants, Indian and military reservations, national parks and forests, railroads and railroad land-grant limits, and the location of land offices, among other subjects.

VI.21 The records of GLO's "Division E (Surveys)" include manuscript and annotated maps, dating 1790 to 1946, unofficially referred to as the "Old Map File," which includes maps of the United States and of individual states and territories showing their development and the disposal of public lands. Among these records are maps of states and territories or parts thereof showing, among other subjects, railroad land-grant limits.

These maps are arranged alphabetically by state and thereunder numerically by assigned number. The maps are described individually in Special List #19, *List of Cartographic Records of the General Land Office*, (Washington, 1964).

VI.22 The records of "Division F (Land Grants, Railroads, Rights-Of-Way, and Reclamation), 1851-1939," include published General Land Office state maps annotated to show railroad land-grant limits, and manuscript and annotated maps showing the limits of land grants to states and corporations for specific railroads and wagon roads, arranged alphabetically by state. The records also include manuscript and annotated maps and diagrams showing rights-of-way through public lands for railroads, other roads, canals, and other rights-of-way. Among the railroad maps are maps of proposed lines, located lines, lines of constructed roads, and plans of railroad stations. The railroad maps are arranged by bundle or tube number.

VI.23 Still pictures in this record group include photographs from the opening of the Cherokee Strip in Oklahoma Territory (49-AR) showing trains and train stations there. Also, there are photographs relating to U.S. District Court, Southern District of California, Civil Case Number 46, *United States v. Southern Pacific Company* (49-DC), which includes plaintiff's exhibit 541, pictures of geological formations and conditions in California.

Record Group 57 Records of the Geological Survey

VI.24 The United States Geological Survey (USGS) was established in the Department of the Interior by an act of March 3, 1879, which provided for the classification of the public lands and the examination of the geological structure, mineral resources, and products of the national domain. The USGS major responsibility is to survey, investigate, and conduct research on the nation's topography, geology, and mineral and water resources and classify land according to mineral compositions and water and power resources.

VI.25 Records of the Topographic Division include **topographic quadrangle maps of the United States, ca. 1880-1986** (97,200 items), arranged by geographic area. This is a

record set, with indexes, of the obsolete editions of published topographic quadrangle maps at varying scales (usually 1:24000) that comprise the Topographic Map of the United States. The quad maps show railroad lines and railroad structures, for different time periods.

VI.26 Still pictures in the records of USGS include photographs taken by William Henry Jackson during the U.S. Geological and Geographical Survey of the Territories. The survey, under the direction of Ferdinand V. Hayden, explored areas in Colorado, Idaho, Montana, Nebraska, Utah, and Wyoming. Among the photographs taken were pictures of survey members and equipment, Native Americans, military posts, mining operations, and railroads, dating 1869 to 1878 (57-HS). There are early film base negatives, stripping film negatives, glass negatives and albumen prints taken by F.A. Nims and others to document areas explored during a 1889-90 survey of the Colorado River and its tributaries by Robert F. Stanton, chief engineer of the Denver, Colorado Canyon, and Pacific Railroad (57-RS, 57-RSA, and 57-RSB). The survey was conducted for the purpose of establishing a railway route from the Colorado coal fields to the Pacific coast. In addition, there are panorama drawings in the Hayden Survey Artwork, 1869-72 (57-HAA), by Henry Wood Elliot, taken in Wyoming, Utah, and Montana. Some of these drawings are along the Union Pacific Railroad right-of-way from near Cheyenne, Wyoming, to Brigham, Utah, dating 1870.

Record Group 75 Records of the Bureau of Indian Affairs

VI.27 The Bureau of Indian Affairs (BIA) was established in 1824 within the War Department. The BIA is responsible for most of the Federal Government's relations with Native Americans (only those living on reservations), including their economic development, education, and legal rights. The Bureau develops and implements economic, social, educational, and other programs for the benefit and advancement of Indian and Alaskan native peoples, in cooperation with tribal governments, Native American organizations, other Federal agencies, and state and local governments. Records relating to railroads include documentation regarding disputes concerning railroad rights-of-way through Indian lands, case files concerning damage caused to Indian lands by railroad construction and improvements, and land sales to railroads. The

records are described in the *Preliminary Inventory of the Records of the Bureau of Indian Affairs, Volumes I and II*, PI 163.

VI.28 The BIA's "General Records, 1824-1907," contain the series **special cases, 1821-1907** (185 ft.)(MLR Entry 102, PI 163). The pre-1881 records are arranged by jurisdiction, thereunder by year, thereunder alphabetically by first letter of surname of writer, and thereunder by file number or chronologically by date of receipt. The post-1880 records are arranged by year and thereunder by file number, which are chronological by date of receipt. Records include case files concerning land disputes. The case files include incoming letters (general correspondence) filed separately from the general files into special files that relate to such matters as railroad rights-of-way. The special cases are indexed by the **index to special cases, n.d.** (0.1 ft.)(MLR Entry 100, PI 163). This index also indexes names of agencies or areas concerned. There are also registers and lists of special cases available.

VI.29 The Land Division of the BIA dealt with the location and survey of lands set apart for the various Indian tribes and the examinations of claims arising out of reservations and grants to individual Indians. A significant part of the early records of the Division relate to the cession of Indian land east of the Mississippi River and their removal to the West. Among later functions were Indian allotments, sale of land and leases to non-Indians, tribal enrollment, and citizenship. The following series in the Land Division records are related to railroads:

1. schedules of appraisements of damages by railroads, 1899-1908 (0.6 ft.)(MLR Entry 413, PI 163). The schedules are divided into two groups: Indian Territory and other parts of the country. Within each group, they are arranged alphabetically by name of railroad. The records consist of schedules for damages caused to Indian lands and improvements by the construction of railroads. The schedule usually gives the name of Indian allottee, location of land, length of railroad right-of-way through allotment, acreage and value of land involved, appraisal of damage to improvements, and notations of payment by railroad.

2. tract book, 1871-90 (0.1 ft.)(MLR Entry 456, PI 163), arranged by location of land. This is a tract book for Kickapoo Indian lands sold, allotted, and held in common. The

only purchaser was the Atchison and Pike's Peak Railroad Company (later the Central Branch of the Union Pacific Railroad). Entries give location, acreage, and name of allottee or purchaser.

3. stubs for land certificates issued to the Atchison and Pikes Peak Railroad Company, January 2, 1866 (0.5 ft.)(MLR Entry 457, PI 163), arranged by location of land. The series includes the stubs for scrip issued to the company as evidence of purchases of land in Kansas from the Kickapoo Indians, under the terms of the treaty of June 28, 1862. Each stub gives certificate number, date of issue of certificate, location and acreage of land, and information concerning delivery of certificate.

4. tract book, 1871-83 (0.1 ft.)(MLR Entry 458, PI 163), arranged by location of land. This is a tract book for Omaha Indian lands allotted in 1871, sold in 1873, set aside for railroad purposes, and sold to the Winnebago.

5. canceled certificates for Potawatomi lands in Kansas purchased by the Atchison, Topeka & Santa Fe Railroad Company, October 17, 1868 (0.1 ft.)(MLR Entry 465, PI 163). This general certificate, issued by the Secretary of the Interior for all land purchased by the company under the provisions of the treaty of February 27, 1867, was canceled in 1869 and replaced by individual certificates for quarter sections.

6. stubs for certificates issued to the Atchison, Topeka & Santa Fe Railroad Company, February 22, 1869 (1 ft.)(MLR Entry 466, PI 163), arranged by location of land and numbered in order. This series contains stubs for certificates issued for Potawatomi lands in Kansas that were purchased by the railroad under the provisions of the treaty of February 27, 1867. These individual certificates for quarter sections replaced the general certificate described in entry 465. The individual stubs give certificate number, date of issue, location and acreage of land, and information concerning delivery of certificate.

7. tract books, 1866-73 (0.5 ft.)(MLR Entry 467, PI 163), arranged by location of land. These tract books are for Potawatomi lands sold, allotted to individual Indians, and held in common (Diminished Reserve) as provided by the treaties of 1861 and 1867. Entries for individual tracts give location and acreage of land, name of allottee or purchaser, price, and information concerning the issuance of the patent. All sales were made to the Atchison, Topeka & Santa Fe Railroad.

VI.30 Cartographic records among the "General Records, 1878-1944," include manuscript and published maps of individual Indian reservations showing, among other subjects, roads and railroads. The "Central Map Files, 1800-1939," include manuscript, published, annotated, and photoprocessed maps of the United States, and parts of the United States, containing a wide variety of information about Indians and Indian lands. These maps consist of general maps showing routes of exploration, Indian tribal lands, Indian land cessions, existing and proposed reservations, roads and railroads, and other details.

Record Group 126 Records of the Office of Territories

VI.31 Established in the Department of the Interior by Administrative Order 2577, July 28, 1950, the Office of Territories administered U.S. territorial possessions. The Office was abolished July 1, 1971, by Secretary's Order 2942. Predecessor agencies include the Alaskan Engineering Commission (1915-23), the Alaskan Railroad (1923-36), and the Alaskan Railroad, Division of Territories and Island Possessions (1936-50). There are records relating to the construction and maintenance of the Alaskan Railroad and other railroads in Alaska among these records. The records are described in the *Preliminary Inventory of the Records of the Office of Territories*, PI 54, except as noted.

VI.32 Among the "General Records" of the Office of Territories are the following series of interest:

1. central classified files ("9" classification), 1907-51 (608 ft.)(MLR Entry 1A, PI 154), arranged according to a subject classification scheme and thereunder chronologically. These are letters received, copies of letters sent, memoranda, reports, circulars, newspaper clippings, press releases, publications, minutes of meetings, blueprints, maps, and records relating to territorial administration. These records were created and maintained as parts of the files of the Secretary of the Interior from 1907 until 1934, when they were placed in the custody of the Division of Territories and Island Possessions which later became the Office of Territories. In 1907, all papers in the Office of the Secretary were assigned the number "9" with sub-parts for each territory. File designation #9-1-3 (boxes 202-209) covers construction of railroads in Alaska for

the period 1914 to 1930. The important subcategories include accounts, administrative (including annual reports and progress reports of the Alaska Engineering Commission), Alaska Northern Railway Company, *Alaska Railroad Record*, construction, general, labor conditions, land and industrial development, legislation, location (Copper River and Northwestern Railroad), maps and blueprints, and supplies and equipment.

2. central classified files ("18" classification), 1916-51 (76 ft.)(MLR Entry 3, PI 154), arranged according to a subject classification scheme and thereunder chronologically. Since the records relating to the construction and operation of the Alaska Railroad could not be filed properly by the Office of the Secretary under the "9" classification, it was decided, in 1916, to establish the "18" classification, to be used exclusively for filing these records. The types of records are similar to the "9" classification and relate to the construction of the railroad by the Alaska Engineering Commission and the administrative operations of the completed railroad system. The major subcategories include accounts, administrative, construction, land and industrial, mechanical, medical, operation and maintenance, transportation, personnel, and reports. An act of March 12, 1914, directed the President to locate, construct, and operate a railroad in the Territory of Alaska. The Alaskan Engineering Commission, with members appointed by the President, was established to supervise the actual construction of the railroad. Surveys to determine the best possible route for the proposed railroad were completed during 1915, and its recommendations were included in its 1915 report. Final construction plans were approved in 1915, and headquarters were established at Seward, with bases in Anchorage and Fairbanks. The railroad was built north from Anchorage and south from Fairbanks. During 1923, the railroad was completed and the Alaska Engineering Commission was renamed as the Alaska Railroad. The Division of Territories operated the Alaska Railroad until 1959 when the railroad became a separate bureau of the Department of the Interior.

3. "oversized" central classified files, 1907-51 (23 ft.)(MLR Entry 5, PI 154), arranged alphabetically by location. These are maps, blueprints, charts, publications, narrative and statistical reports, printed Congressional bills, memoranda, ships logs, and other records that were filed separately because of their bulk or size. Under the category "Alaska," there are Alaska Northern Railway, Minutes and Proceedings, 1910-14 (box 3),

freight tariffs, timetables, maps of the Alaska Railroad (box 4), and a corporate history (origins and various managements) of the Alaska Railroad (box 5).

4. central classified file, Alaska Railroad, 1951-61 (25 ft.)(MLR Entry 9, A1), arranged according to a subject classification scheme and thereunder chronologically. These records are a continuation of the **central classified files ("18" classification)**. The subcategories include accounting, commerce and industry, contracts, employment, lands, organization and management, personnel (voluminous files), railways, reports and statistics, and Alaska International Rail and Highway Commission.

5. central files, 1951-71 (192 ft.)(MLR Entry 3, A1), arranged by location and thereunder alphabetically by subject. Under the file designation Alaska-Railways (boxes 180-182), there are reports concerning the Copper River and Northwestern Railroad and a survey report of the proposed Trans-Canadian-Alaskan Railway, which includes maps and charts.

6. index to central classified files, 1907-51 (8 ft.)(MLR Entry 1, A1), arranged alphabetically by subject or name. The index cards abstract the message, giving date and subject of message, and indicate the central classified file designation. "Alaska Railroad" and "Railroads" are useful subject categories.

7. The following indexes are similar to the **index to central files, 1907-51: index to central files, 1951-61** (2 ft.)(MLR Entry 2A, A1), which is arranged alphabetically by subject or name; **index to central files, 1961-67** (3 ft.)(MLR Entry 2B, A1), which is arranged alphabetically by subject or name; and **index to central files, 1968-71** (2 ft.)(MLR Entry 2C, A1), which is arranged alphabetically by subject or name.

IV.33 The following series are uninventoried records:

1. office file of Ernest Walker Sayer, Executive Assistant to the Secretary of the Interior, 1929-31 (1 ft.)(MLR Entry 11, PI 154), arranged by subject and thereunder in chronological order. These are letters received, copies of letters sent, memoranda, press releases, photographs clippings, and publications relating to activities of the Department of the Interior in Alaska and to the Alaska Railroad.

2. Alaska Engineering Commission, progress reports, 1916-23 (3 ft.)(MLR Entry 1, UD), arranged chronologically by report. These are monthly progress reports of the Alaska Engineering Commission. The reports detail the operations, labor conditions, and construction of the Alaska Railroad by location.

3. Alaska Engineering Commission, bidding circulars, March 1917-May 1924 (0.4 ft.)(MLR Entry 2, UD), arranged chronologically. These consist of documentation concerning contract bidding from file 1803 of the "Central Classified File, 1916-51."

VI.34 Nontextual records in this record group include the **territorial files, 1923-27**, that contain maps of Alaska prepared by or for the Alaska Road Commission showing wagon roads, sled roads, pack trails, railroads, and telegraph and telephone lines, and maps of the Alaska Railroad showing the progress of construction of certain railroad lines. There are also still pictures, "Photographs Taken and Acquired by the Alaska Engineering Commission of Alaskan Railroads, 1908-20" (126-AR), showing the Copper River Railroad and the survey, construction, and operation of the Alaska Railroad. The photograph albums in the Views of the U.S. Government Alaska Railroad and other Alaska Pictures, 1915-20 (126-ARA) includes photos of railroad tracks and bridges in Alaska. The Photographs of the Alaskan Railroad, 1908-1920 (126-ARS) includes lantern slides taken by the Alaska Engineering Commission of the Alaskan Railroad showing the construction of the line.

Record Group 145 Records of the Agricultural Stabilization and Conservation Service

VI.35 The Agricultural Stabilization and Conservation Service (ASCS) was established in the Department of Agriculture by the Secretary's Memorandum 1458, June 5, 1961. The Service administers agricultural price support, production adjustment, and conservation assistance programs as well as international commodity agreements. These functions were inherited from several predecessor agencies, beginning with the Agricultural Adjustment Agency (1933-42). Railroad lines can be traced using the aerial photography taken by the ASCS. They are in the records of the agency's Aerial Photography Field Office, in the series **aerial photography, 1934-54**, arranged on rolls of film by symbol and roll number. Most of the photography is from surveys undertaken by the Agricultural

Adjustment Administration, a predecessor agency. These surveys were made between 1934 and 1954 for the ASCS to make acreage determinations, ensure compliance with planting regulations, and carry out other programs as required by the Agriculture Act of 1938. The film consists mainly of single lens, vertical roll film negatives covering most of the agricultural areas of the United States at an approximate scale of 1:20000 (1 inch to 1667 feet). This film is indexed alphabetically by state and thereunder by country and date or by project name. Railroad lines, including trackage and railroad structures can be seen on the film, but there are no identifying labels for railroads or any other features.

Record Group 322 Records of the Alaska Railroad

VI.36 Established in the Department of the Interior by Secretary's Order, August 15, 1923, upon completion of the railroad, the Alaska Railroad operated railroad lines in Alaska. The predecessor agency of the Alaska Railroad was the Alaska Engineering Commission which was created by the Alaska Railroad Act (38 Stat.305), on March 12, 1914. The headquarters of the Alaska Railroad were in Anchorage, Alaska, and the Liaison Office was located in Washington, DC. Records include general records relating to the operation of the Alaska Railroad, 1933-68, and records relating to personnel and administration of the Alaska Railroad, 1939-68. The records are in the custody of the National Archives-Alaska Region.

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Part VII

Railroads and the Judicial System

Record Group 21 Records of the District Courts of the United States

VII.1 The U.S. Federal district courts serve as the trial courts of general Federal jurisdiction. In addition to U.S. district courts, this record group includes the records of

U.S. territorial courts, U.S. circuit courts, and Confederate States district courts. With the exception of the U.S. courts in Washington, DC, which are in the custody of the National Archives, Washington, DC, the records of the Federal courts are in the custody of the various National Archives regional archives branches. Court records held by the National Archives consist of civil (law, equity, admiralty), criminal, bankruptcy litigation, and naturalization records. The records include minutes books, docket books, case files, and record books. While court cases are not subject-indexed, they may be segregated by type of case. Case files are arranged by docket or case number. The docket or case number may be available from index or docket books or from the clerk of the court involved. There are inventories and subject and name indexes available prepared by regional archives branches.

VII.2 There are numerous law and equity court cases involving railroad companies and railroad employees in the records of the U.S. court system. Many of these cases involve claims filed against railroads for damages to real and personal property, disputes over ownership and rights to rights-of-way and other railroad lands, financial disputes involving railroads, railroad bankruptcy cases, railroad antitrust cases, state and local tax collection actions against railroads, labor strikes and the activities of railroad labor organizations, cases of racial discrimination, and cases involving the violation of safety regulations. These cases document the creation of modern transportation systems, including railroads, in the United States. There are many outstanding examples of these cases in the National Archives regional branches. An example of a dispute over the possession of lands is a case tried in the United States District Court for the District of Arizona, Prescott Division. Equity Case #190 involved the United States as guardian of the Indian Tribe of Hualapai in *State of Arizona v. Santa Fe Pacific Railroad Company*. This suit was brought before the court by the Federal Government in its own right and as guardian of the Hualapai Tribe to stop the Santa Fe Pacific Railroad from interfering with the possession and occupation by the Native Americans of certain lands in the northwestern portion of Arizona. The railroad claimed full title, under an act of Congress, approved July 27, 1866, to the land in question under the grant of its predecessor, the Atlantic and Pacific Railroad. Ultimately, in 1940, the railroad finally quitclaimed to the United States all land claimed by it under the Act of 1866 within the reservation. This case file is in the custody of the National Archives-Pacific Southwest Region.

VII.3 A typical bankruptcy case is a civil case file, Colorado U.S. Circuit Court Case #264, dating 1879, which contains 2 cubic feet of documents detailing the assets of the Denver and Rio Grande Railroad. Included are company payrolls, vouchers and receipts, and other accounting records, along with a volume containing lists of the "inventory and account of rolling stock and other property . . . prepared by the Chief Engineer and Superintendent of Locomotive and Car Dept." Included in the inventory are itemized lists and valuations of locomotive engines (each with a distinctive name); coaches; baggage, mail, express, and caboose cars; freight cars; tools and machinery; and even ticket office furnishings. These records are in the custody of the National Archives-Rocky Mountain Region.

VII.4 An example of personal injury litigation involving a railroad train accident is the U.S. Circuit Court, Northern District of California, San Francisco, Civil Case #13088, *Bertha Coulter v. Southern Pacific*. Bertha Coulter filed suit against the Southern Pacific after a train wreck that caused her husband's death. The plaintiff stated in the suit that Southern Pacific failed to maintain its tracks properly. The jury ruled in favor of the plaintiff and awarded \$4,500 for the wrongful death. This case file is in the custody of the National Archives-Pacific Sierra Region.

Record Group 60 General Records of the Department of Justice

VII.5 Established by an act of June 22, 1870, the Department of Justice enforces Federal laws and investigates violations; provides legal advice to the President and to heads of Executive agencies; represents the Federal Government in court; conducts law enforcement, crime prevention, and offender rehabilitation programs; administers immigration and naturalization laws; registers aliens; and supervises U.S. attorneys and marshals. There are records relating to railroads in several series primarily concerning Department involvement in litigation concerning Federal legislation tried in Federal courts. These cases included labor, land ownership, freight and passenger rate, and railroad property valuation disputes. Other disputes concerned claims by or against railroads and alleged antitrust violations. These series are described in the *Preliminary Inventory of the General Records of the Department of Justice*, PI 194, except as noted.

VII.6 Among the "General Records, Letters Received, 1849-1903," are the **year files, 1884-1903** (649 ft.)(MLR Entry 72, A1), arranged by an annual numbering system in which each subject of correspondence was given a file number that consisted of the first letter number followed by the year. The series consists of letters received from the President, executive department, Congress, Federal judges, attorneys, marshals, state officials, and the general public concerning railroads, among many other subjects. Specific files concerning railroads include correspondence regarding the Pullman Strike of 1894 (4017-94); Chinese labor and related problems, including anti-Chinese acts of violence (980-84); lawsuits against the Central Pacific Railroad, dating up to 1906 (962-84); the case of *W.O. Johnson v. the Southern Pacific Railroad* (546-03); and a "List of railroad companies against whom suits are pending for the recovery of land erroneously patented to them..." (521-92), which includes the various year file numbers.

VII.7 The "Central Files and Related Records, 1904-67," contain the following series:

1. straight numerical files, 1904-37 (2,689 ft.)(MLR Entry 112, A1), arranged by a straight numerical filing system beginning with the number 25013. Each case or subject, when the first papers on it were filed, was given a consecutive number. The records are a general correspondence file including both letters received and letters sent. From 1904 to 1912, these files were the only Department of Justice central files. Beginning in 1914, the **classified subject files** (see **VII.7.2**) gradually replaced these files. However, for many subjects, both files must be examined. Examples of records relating to railroads include a file documenting the establishment of national boards of adjustment for railroad labor disputes, dating 1920 (#204961), a file relating to the action of the Georgia legislature in shutting off the building of a competing or parallel railroad to the state-owned Western & Atlantic Railway (#177169), a file pertaining to the alleged fraudulent conduct of the railroads in leasing their warehouses and other facilities to shippers at a nominal price (#199941), and a file regarding charges made by the Railway Employees Department of American Federation of Labor before the U.S. Railway Labor Board on waste and incompetence of railroad management under the Cummins-Esch law (#205774-5).

2. classified subject files, 1914-41, 1945-49 (13,822 ft.)(MLR Entry 114, A1), arranged by a subject-numeric system that uses a numerical file designation usually made up of various parts separated by dashes. The primary classes usually represent a Federal law

or an administrative or other subject. The primary class number constitutes the first part of the file designation. In most cases, the primary class number is followed by a secondary number that represents the judicial district in which the case pertinent to the primary number arose. The third number usually represents the particular case and indicates its sequence. More than 160 class or subject numbers were assigned to the central files, most of which comprise case materials. Classes that include significant material relating to railroads are "Strikes" (Class 16), "Railroads, Transportation, ICC Acts" (Class 59), "Antitrust Violations" (Class 60), and "Railroad Labor Act" (Class 124). Class 59 (boxes 11266-11716) is, by far, the largest class that relates to railroads in its entirety. For this class, the file number indicates the class number plus a subnumber for the legislative act involved and a standard railroad subnumber. Some of the acts involved are the 28-Hour Law (59-1), the Safety Appliance Act (50-2), the Quarantine Act (59-3), Transportation Accounts (59-4), Hours of Service Act (59-5), Adamson Law (59-6), Valuation (59-7), Rates and Rebates (59-8), Commodities (59-9), Locomotive Inspection Act (59-13), Distribution of Cars (59-14), Loans to Railroads (59-15), and Filing of Reports with the Interstate Commerce Commission (59-16). This class includes correspondence, memorandums, reports, publications, and maps concerning litigation under the various acts concerning U.S. railroads in Federal district and appellate courts and the U.S. Supreme Court. The enclosures to Class 59 (boxes 2141-2386) contain printed court documents and copies of ICC Bureau of Valuation reports and various court documents filed by the carriers and the ICC in protest of the tentative valuation report. Other significant files relating to railroads are the records to the activities of marshals and deputies in protecting U.S. property in the states and territories during the 1894 Pullman Strike (File 16-1, various parts) and correspondence relating to Japanese/American railroad workers that were laid off by the Union Pacific Railroad (and others) during World War II (File 146-13-5-0). There are several major antitrust cases involving alleged violations of several railroads. Examples include the proposed merger of the Southern Pacific Railroad and the Union Pacific Railroad, dating 1910, which allegedly was in violation of the Sherman Antitrust Act (60-192-1 and 4), the case of *United States v. Terminal Railroad Association of St. Louis* for owning and operating all Trans-Mississippi bridges and ferries between St. Louis and East St. Louis, dating 1911, in violation of the act (60-192-2); through 7); and the alleged monopoly of transportation

facilities in New England by the New York, New Haven, & Hartford Railroad, 1913 (60-192-5).

3. subject index to various classified files, 1918-81 (16 ft.)(MLR Entry 1001, A1), arranged partially alphabetically by name of individuals and organizations and partially by broad subject category and thereunder chronologically. The subject categories under "Railroads" are "General," "Classification 59," "Federal Control," "Legislation," "Rates," "Retirement Act," "Strike," and "Labor Act." Another subject category that covers files in Class 59 of the Classified Subject File and others is "Interstate Commerce Legislation." The cards give the name of the subject category, a brief synopsis of the file and either the straight numerical file number or the classified subject file designation. These records are not described in PI 194.

4. "General Index," 1928-51 (2,424 ft.)(MLR Entry 110, A1), arranged alphabetically by name of person or name of company and thereunder chronologically when there are several entries under the same name. The cards show name of person or company, date of document, type of crime or investigation,

geographical area, file number, and synopsis of crime or investigation. Entries relating to railroads are listed by name of railroad company, railroad official, or persons involved in a crime or investigation concerning railroads.

VII.8 The "Records of the Antitrust Division" of the Department of Justice contain the series:

1. Commerce Court case files, 1911-23 (7 ft.)(MLR Entry 196, A1), arranged numerically by case number. The records consist of briefs, answers, petitions for appeal, assignments of error, orders, motions, correspondence, and other papers relating to cases heard before the U.S. Commerce Court. Included are cases involving railroads either based or operating west of the Mississippi River. Some of the major cases involve the Southern Pacific Railway (Cases 1, 32, 33, 59, 88); the Atchison, Topeka & Santa Fe Railway (Cases 1-3, 7, 36, 61), the Baltimore and Ohio Railroad (Cases 38, 39); the Chicago, Milwaukee & St. Paul Railway (Cases 16, 17); the Chicago, Rock Island, and Pacific Railway (Case 20); the Denver & Rio Grande Railroad (Case 35); the Florida

East Coast Railway (Case 58); the Louisville & Nashville Railroad (Cases 21, 47); and the Texas & Pacific Railway (Cases 68, 74).

2. case files relating to interstate commerce, 1914-22 (4 ft.)(MLR Entry 197), arranged alphabetically by name of company. The series consists of orders, decrees, stipulations, points of oral argument, briefs, notes, minutes, abstracts, transcripts of testimony, exhibits, correspondence, and related records. The major railroad case files are the Duluth and Northern Minnesota Railroad; the Lehigh Valley Railroad; the Louisville & Nashville Railroad; the New York, New Haven and Hartford Railroad; the New Orleans, Texas, and Mexico Railroad; the Missouri Pacific Railroad; and the Pennsylvania Railroad.

3. files of David D. L'Esperance, 1922-25 (5 in.)(MLR Entry 203, A1), arranged in rough chronological order. Included are correspondence, reports, and a few photographs relating to the railway strike of 1922. Most of the records relate to New York State and New England.

Record Group 123 Records of the United States Court of Claims

VII.9 Established by an act of February 24, 1855 (10 Stat. 612), the Court of Claims heard claims against the United States brought directly by claimants under general provision of law or on referral from Congress or Executive departments. The Court's "General Jurisdiction Case Records" include the **general jurisdiction case files, 1858-1958** (2,834 ft.)(MLR Entry 1, PI 58), arranged by date spans and thereunder by case file number. This series contains case files for suits by claimants under general provision of law, chiefly involving government contracts, war service, war property damage, losses incurred by disbursing officers, and the use and infringement of patent rights. The index to this series is available at the office of the Clerk, U.S. Court of Claims. There are numerous case files involving railroads. Two examples from the 1956-58 files include the case entitled *Union Pacific Railroad v. United States* (file #592-57), which involved an alleged violation of an ICC regulation involving the shipment of hazardous materials. Specifically, the Union Pacific suit arose from an explosion of a Union Pacific freight car apparently caused by an ice plant shipped on a U.S. Government bill of lading during

May 1951. The second example is the case entitled *Northern Pacific Railway v. United States* (file #156-58). This case concerns an alleged overcharge for transportation services provided by Union Pacific for the defendant (U.S.) during the period 1942 to 1944 on bills of lading for shipments of foodstuffs.

Freight charges for the shipments were billed at the full applicable tariff rate, but the General Accounting Office on audit only allowed lower land-grant rates, since the shipments were for naval or military use during wartime. The Union Pacific sued for the difference of \$30,042.

Record Group 172 Records of the United States Commerce Court

VII.10 Established by an act of June 18, 1910, the U.S. Commerce Court, in accordance with the Interstate Commerce Act of 1877, enforced, suspended, annulled, or set aside, in whole or in part, orders of the ICC and tried cases arising under the act. Due in part to criticism for alleged discrimination in favor of the railroads against the ICC rulings, the Commerce Court was abolished as of December 31, 1913, and transferred its jurisdiction to the U.S. district courts. Many of the cases were brought by railroads in protest of ICC orders concerning passenger and freight rates and other regulations. The Commerce Court records described below were in the custody of the Department of Justice before transfer to the National Archives. Records of pending cases were filed among the records of the various U.S. district courts. The Commerce Court records are described in the *Preliminary Inventory of the Records of the United States Commerce Court*, NC 4.

VII.11 The "General Records" of the Court contain the following series:

1. case files, February 1911-December 1913 (15 ft.)(MLR Entry 1, NC 4), arranged numerically by case number. The records consist of bills of complaint, responses, answers, stipulations, motions, objections, exhibits, orders, transcripts of proceedings, citations of appeal, and correspondence relating to cases filed in the Commerce Court.

2. records and briefs, April Session 1911-June Session, 1912 (2 ft.)(MLR Entry 2, NC 4), arranged numerically by case number. This is a printed record of Commerce Court cases, consisting of petitions, answers, briefs, motions, stipulations, orders, exhibits, testimony, opinions, transcripts of records, and related material. Included are cases handled by the Commerce Court only, cases that originated in the Commerce Court and appealed to the Supreme Court, and cases that were transferred from a U.S. circuit court to the Commerce Court and then appealed to the Supreme Court.

3. transcripts of proceedings, April 1911-March 1913 (2 ft.)(MLR Entry 3, NC 4), arranged numerically by case number. These are typewritten transcripts of oral proceedings in certain cases heard by the court.

4. docket, February 8, 1911-December 24, 1913 (0.2 ft.)(MLR Entry 4, NC 4), arranged numerically by case number. This is a record of papers filed and proceedings held in the conduct of cases of the Commerce Court.

5. minutes ("Journal" and "Rough Notes"), February 8, 1911-December 31, 1913 (0.3 ft.)(MLR Entry 5, NC 4), arranged chronologically. This series consists of a record of the daily activities of the court, chiefly showing proceedings in cases before the court, but also recording such matters as commissions and oaths of office of the judges of the court.

6. index to opinions, February 1911-December 1913 (0.1 ft.)(MLR Entry 6, NC 4), arranged alphabetically by title of case. This is a printed index to opinions of the Commerce Court, giving citations to the *Federal Reporter* and *United States Reports*.

7. lists of cases, 1911-13 (0.1 ft.)(MLR Entry 7, NC 4), arranged numerically by case number. These are printed lists of cases pending, filed, and disposed of by the Commerce Court.

8. briefs relating to jurisdiction, April-May 1911 (0.1 ft.)(MLR Entry 8, NC 4), arranged chronologically by date of filing in the Commerce Court. These printed briefs, filed in the April session of the Commerce Court by representatives of the railroads and the Federal Government are related to the extent and character of the jurisdiction of the Commerce Court.

9. **roll of attorneys, February 15, 1911-June 13, 1913** (0.1 ft.)(MLR Entry 9, NC 4), lists attorneys' names chronologically by date of admittance to practice before the Commerce Court.

10. **letters sent by the Marshall, 1911-13** (0.1 ft.)(MLR Entry 1, UD).

Record Group 267 Records of the Supreme Court of the United States

VII.12 The Supreme Court adjudicates original or appellate jurisdiction cases arising under the Constitution, the laws of the United States, and treaties made under their authority, among other jurisdictions. Areas of jurisdiction involving railroads are land-grant cases, bankruptcy cases, property disputes, and extent of federal regulation. Documentation concerning numerous cases involving railroads are located in the appellate jurisdiction and original jurisdiction case files. The records are described in *Preliminary Inventory of the Records of the Supreme Court of the United States*, PI 139.

VII.13 The **appellate case files, 1792-1992** (16, 312 ft.)(MLR Entry 21, PI 139). are arranged numerically by case number through the October Term 1933; by term and numerically by term number through the October Term 1970; and beginning in October Term 1971, by term and case file number. The case files include petitions and transcripts of record from lower courts, exhibits, appeal bonds, motions, orders, decrees, judgements, mandates, correspondence, and other papers. These files comprise most of the volume of the Court's records in the National Archives. Included in these records are various cases involving railroad companies. This series is indexed by the **card index to case files, 1792-1909** (100 ft.)(MLR Entry 20, PI 139), which is arranged alphabetically by name of parties to cases. One primary example of an appellate jurisdiction case file involving railroads is entitled *Galena, Dubuque, and Dunlieth, and Minnesota Packet Company v. Rock Island Railroad Company and Mississippi and Missouri Railroad* (file #4685). This case, heard during the December Term 1866, is also known as the Rock Island Bridge case. The case involved an appeal by the Mississippi & Missouri Railroad and the Rock Island Bridge Company of a decision by the U.S. District Court of the Southern Division of Iowa declaring the Rock Island Bridge, carrying the Chicago and Rock Island Railroad over the Mississippi River between Rock Island, Illinois, and

Davenport, Iowa, a nuisance and ordered its removal. The Supreme Court reversed the decision of the District Court and the bridge was allowed to remain. This case was a landmark case in the conflict between railroad and steamboat interests. The result was to establish for all time the right to bridge navigable rivers. Other important cases included the *Cincinnati, New Orleans, and Texas Pacific Railway Company, et al v. Interstate Commerce Commission* (file #15613). This case, decided March 30, 1896, temporarily undermined the ICC's ability to set freight rates, as the Commission was prohibited from determining what rates were "reasonable and just" based on past cases. Also *Plessy, Homer Adolph v. Ferguson, J.H.* (file # 15248), decided October term 1895, was a civil rights case where the alleged violation occurred on a railroad. In this case, the laws and statutes of Louisiana requiring passengers of different races to be in separate compartments on trains were upheld.

VII.14 The transcripts of oral arguments, 1968-78, 80-three years from current date (MLR Entry 16, A1), are arranged by term of Court and thereunder by date of proceeding. These verbatim transcripts of arguments by the attorney, questioned by unidentified members of the Court, and answered by the attorneys, show the title, term, and number of case; date of argument; names of members of the Court present; and attorneys in the cases.

VII.15 There are sound recordings of the arguments of cases heard by the U.S. Supreme Court dating 1955 to the present, arranged chronologically by session of the Court, and thereunder in numerical order. These tapes include *Michael A. Lebron, Petitioner v. National Passenger Corporation* (93-1525) and *Brotherhood of Locomotive Engineers, et al., Petitioners, v. Atchison, Topeka, and Santa Fe Railroad Company, et al.* (94-1592). There is an index arranged alphabetically by case title for each session.

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Part VIII

Financial Agencies and the Railroads

Record Group 39 Records of the Bureau of Accounts (Treasury)

VIII.1 The Bureau maintains for the Federal Government a unified system of central accounts, prepares and publishes central financial reports, develops plans for simplifying and improving Government accounting and other fiscal procedures, and disburses moneys of the executive branch. There are five series of records in the Bureau of Accounts (Treasury) that pertain to railroads. These include ledgers of sinking funds and accounts of principal and interest of railroad loans. These series have been described in *Preliminary Inventory of the Records of the Bureau of Accounts (Treasury)*, NC 23.

VIII.2 All of the following series are from "Records Relating to the Department of the Treasury, Public Debt":

- 1. periodic statements of principal and interest due the government from the Union Pacific Railroad, 1865-78** (2 in.)(MLR Entry 251, NC 23), arranged chronologically. These ledger entries include name of railroad, amount of principal or interest paid, and the date paid. The payments resulted from bonds issued to various Pacific railroads to aid construction. The railroads listed include the Union Pacific Railroad, the Central Pacific Railroad, and the Kansas Pacific Railroad.
- 2. ledger of sinking fund accounts of the Union Pacific Railroad, 1878-99** (2 in.)(MLR Entry 252, NC 23), arranged by type of investment and thereunder chronologically. Also included are entries for the Central Pacific Railroad. The accounts include one half compensation for services performed for various Government departments, purchase of bonds, premiums, and interest payments. The Pacific Railroad's sinking funds were created by Act of May 7, 1878. The sinking funds were basically monies set aside in railroad construction accounts created as a result of bonds sold.
- 3. ledger of principal and interest payments by the Union Pacific Railroad to the government, 1868-1925** (2 in.)(MLR Entry 253, NC 23), arranged by name of branch line of the railroad. The ledgers list the indebtedness of each railroad by note number, amount, and date. The ledgers also list the interest payments by date. Railroads included are the Union Pacific, Central Pacific, Western Pacific, and the Sioux City & Pacific Railroads.

4. ledger of railway interest accounts, ca. 1866-79, (1 in.)(MLR Entry 254, NC 23), arranged by name of railroad. The ledger lists bond interest accounts by date, service (Army, Indian, Freedman, Mail), date of maturity, warrant number and date, and the dollar amount. Railroads included are the Central Pacific, Kansas Pacific, Union Pacific, Western Pacific, and the Sioux City & Pacific Railroads.

5. register of certificates of deposit on railroad debts owed to the government, 1921-28 (5 in.)(MLR Entry 255, NC 23), arranged alphabetically by subject, thereunder by name of railroad, and thereunder chronologically. The entries for the certificates of deposit are arranged by subject categories that include General Railroad Contingent Fund, Loans to Railroads, Federal Control Transportation System, Traffic Balances, Reimbursement of Deficit, Guaranty to Carriers, and Interest on Overpayment. The entries include the date of issuance for the certificates of deposit, the certificate number, date cleared by the U.S. Treasurer, depository, and amount of certificate.

Record Group 50 Records of the Treasurer of the United States

VIII.3 Established by the act establishing the Department of the Treasury, the Treasurer serves as the banking facility for the Federal Government. The Treasurer receives, disburses, and accounts for public funds; procures, holds, issues and redeems U.S. paper currency and coin; pays the principal and interest on the public debt; and maintains the Treasury general ledger accounts of the trust, reserve, and general funds. Records relating to railroads include accountings of Pacific railroad bonds, loans, and sinking funds.

VIII.4 The "Records of the Division of National Banks, 1855-1936," include the series **ledger and journal relating to sinking fund accounts of the Central Pacific and Union Pacific Railroads, 1879-88 (accounting books for the Railroad Sinking Fund Accounts, 1879-88) (0.2 ft.)**(MLR Entry 173, UD), arranged by sinking fund account. This series includes accounting on bonds filed with the Division of National Banks, U.S. Treasurer's Office, of funded loans and amount in sinking funds. Entries list bond numbers, denominations, and total amount of cash in account. The Division of National Banks

handled accounts chiefly for national banks designated as depositories for public funds and for securities held as backing for national bank note circulation.

VIII.5 The Cash Division produces the series **record of claimed and unclaimed interest on Pacific railroad loan, 1869-83** (2 vols., 0.5 ft.)(MLR Entry 43, UD), arranged by name of creditor or chronologically. Volume 1 lists unclaimed interest payable at the U.S. Treasurer's Office by name of creditor, name of railroad that paid off the loan, due date of loan, amount of loan, and to whom paid. Volume 2 is a record of interest paid by the U.S. Treasurer on Pacific railroad loans. The ledger lists date, to whom paid, name of railroad, and amount unclaimed.

VIII.6 The Division of Loans kept the **index to holders of Pacific Railway bond, 1881** (0.1 ft.)(MLR Entry 172A, UD), arranged alphabetically by name of payee. The bond is a 30-year 6-percent loan. Listed are the number of payee, ledger folio, and name of payee.

VIII.7 Two series from the Division of Securities are related to railroads:

1. record of redemption of certificates of indebtedness for United States Railroad Administration, 1919 (0.2 ft.)(MLR Entry 192, UD), arranged alphabetically by location of Federal Reserve bank and Washington, DC. The series lists the certificates of indebtedness by the Director General of the U.S. Railroad Administration of railroads paid by the Treasurer of the United States or redeemed by various Federal Reserve banks and forwarded to the U.S. Treasurer for final payment to the U.S. Railroad Administration control account. The volume lists the date of receipt and schedule, number of cases and certificates, par value, and accrued interest.

2. records of redemption of Pacific Railroad bonds, 1895-1903 (2 vols, 0.4 ft.)(MLR Entry 198, UD), arranged by name of railroad and thereunder by date of redemption. Volume 1 contains the record of Pacific Railroad bonds redeemed, and Volume 2 lists the retirement of Pacific Railway bonds issued to

Pacific Railway companies under acts of July 1, 1862, and July 2, 1864. Both volumes list the date of redemption, call number, number of case, denominations of bonds, number of vouchers, and amount of principal and interest paid.

Record Group 51 Records of the Office of Management and Budget

VIII.8 Formerly the Bureau of the Budget (1921-1970), the Office of Management and Budget (OMB) assists the President in preparing the budget and in formulating fiscal program. The agency also supervises the administration of the budget, conducts efficiency reviews of executive branch organization structure and management procedures, and develops regulatory reform programs. The OMB records include budget submissions from the various agencies that are part of the Department of Transportation and the ICC, dating up to 1982. The record group also includes records of the War Industries Board, which had reporting responsibilities on Federal Government-controlled railroads during World War 1.

VIII.9 The Central Bureau of Planning and Statistics, 1918-19, was an independent agency reporting through Chairman Bernard Baruch of the War Industries Board. The Central Bureau was organized in June 1918 to make a survey of Government war activities. It operated the Central Statistical Clearing House. It prepared a *Conspectus of Special War Activities*, special reports, and periodic surveys of commodity, shipping, labor, and railroad statistics. The Bureau was dissolved in July 1919. The **office files of the Central Bureau of Planning and Statistics (War Industries Board). 1918-1919**, (22 ft.)(MLR Entry 1G, UD), include "Reports to the President on Government-Controlled Railroads, August-November 1918" (box 7), arranged chronologically by date of report. The records include photostated copies of four reports by the Central Bureau on some of the outstanding factors in the railroad situation in the United States. The first report is a preliminary survey of conditions as of August 1, 1918. The other reports are summaries of operating and traffic statistics for 1918.

Record Group 53 Records of the Bureau of Public Debt

VIII.10 An act of April 11, 1836, directed that the books of accounts for the national debt and any other loan records be transferred from the Second Bank of the United States to the Treasury Department. The records were in the custody of the Register of the

Treasury, the bookkeeper of the Federal Government. In 1868, an additional Division of Loans was established within the Secretary's Office to relieve the Register of some of its workload, and in 1876, the division was combined with the Division of Currency to form the Division of Loans and Currency. This division, combined with the Register, was placed under the Commissioner of the Public Debt in 1919 and in 1921 was designated the Public Debt Service, a separate agency. In 1940, the service became the Bureau of Public Debt. These records contain accounting documentation concerning Pacific railroad loans and are described in the *Preliminary Inventory of the Records of the Bureau of Public Debt*, NC 120.

VIII.11 Relevant series in this record group are found in "Records Relating to Loans Made During the Period 1836-68." Commonly referred to as "Old Loan" records, these records relate to matured loans and consist of books of account and related documents pertaining to the popular or subscription domestic loans:

1. accounts for the Central Pacific Railroad loan of 1862, 1862-98 (20 vols., 4 ft.)(MLR Entry 390, NC 120), arranged either chronologically, numerically by case number, yearly by series, or by account title. The volumes consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist the Central Pacific Railroad in financing the building of its part of the transcontinental railroad system. The account books contain fair copies of correspondence between the Central Pacific Railroad and the Department of the Interior (vols. 1-2), issue records (vols. 3-4), numerical registers (vols. 5-10), and ledgers (vols. 11-20). The ledgers include alphabetical indexes to account titles.

2. accounts for the Union Pacific Railroad loan of 1862, 1865-98 (18 vols., 3 ft.)(MLR Entry 392, NC 120), arranged either chronologically, numerically by case number, or by account title. The volumes consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist the Union Pacific Railroad in financing the building of its part of the transcontinental railroad system. The account books contain fair copies of correspondence between the Union Pacific Railroad and the Department of the Interior (vol. 21), issue records (vols. 22-23), numerical registers (vols. 24-28), and ledgers (vols. 29-34). The ledgers include alphabetical indexes to account titles.

3. accounts for the Kansas Pacific Railroad loan of 1862, 1864-97 (11 vols., 2 ft.)(MLR Entry 393, NC 120), arranged either chronologically, numerically by case number, or by account title. The volumes consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist the Kansas Pacific Railroad in financing the building of its part of the transcontinental railroad system. The account books contain fair copies of correspondence between the Kansas Pacific Railroad and the Department of the Interior (vols. 35-36), issue records (vol. 37), numerical registers (vols. 38-41), and ledgers (vols. 42-45). The ledgers include alphabetical indexes to account titles.

4. accounts for the Central Branch of the Union Pacific Railroad loan of 1862, 1866-97 (9 vols., 1 ft.)(MLR Entry 394, NC 120), arranged either chronologically, numerically by case number, or by account title. The volumes consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist the Central Branch of the Union Pacific Railroad in financing the building of its part of the transcontinental railroad system. The account books contain correspondence (vol. 46), issue records (vol. 47), numerical registers (vols. 48-52), and ledgers (vols. 53-54). The ledgers include alphabetical indexes to account titles.

5. accounts for the Western Pacific Railroad loan of 1862, 1866-98 (5 vols., 11 in.)(MLR Entry 395, NC 120), arranged either chronologically, numerically by case number, or by account title. The volumes consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist the Western Pacific Railroad in financing the building of its part of the transcontinental railroad system. The account books contain fair copies of correspondence between the Western Pacific Railroad and the Department of the Interior (vol. 55), issue records (vol. 56), numerical registers (vols. 57 and part of vol. 49), and ledgers (vol. 58). The ledgers include alphabetical indexes to account titles.

6. accounts for the Sioux City and Pacific Railroad loan of 1862, 1866-97 (5 vols., 1 ft.)(MLR Entry 396, NC 120), arranged either chronologically, numerically by case number, or by account title. The records consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist the Sioux City and Pacific Railroad in financing the building of its part of the

transcontinental railroad system. The account books contain fair copies of correspondence between the Sioux City and Pacific Railroad and the Department of the Interior (vol. 59), issue records (vol. 56), a numerical register (vol. 60 and part of vol. 49), and ledgers (vol. 61). The ledgers include alphabetical indexes to account titles.

7. accounts for the loan of 1862 for the Pacific railroads, 1865-1902 (102 vols., 11 ft.)(MLR Entry 397, NC 120), arranged chronologically, by year of redemption, office of issue, or name of creditor. The records consist of account books for the loan authorized by an act of July 1, 1862, as amended by acts of July 2, 1869, and May 7, 1878, to assist various railroad companies in financing the building of their part of the transcontinental railroad system. The books include a journal (vol. 62), consolidated journals (vols. 63-68), a redemption register (vol. 69), a book of receipts for redemption (vol. 70), consolidated ledgers (vols. 72-91), a statement of dividends (vol. 92), a register of prepayment of interest (vol. 93), requisition stubs (vol. 94), and registers of interest dividends (vols. 137 and 137A). Volume 71 contains an alphabetical index by account title to the ledgers and volume 137A includes an alphabetical index by name of creditor to the register of unclaimed dividends.

8. index to railroad related names, n.d. (0.2 ft.)(MLR Entry 18, UD), arranged alphabetically by name. Included are names of employees of Pacific Railroads. Entries include the consolidated volume or ledger number and the page number.

9. K.K., Pacific Railroad and Spanish Indemnity bonds and related records, 1880-95 (0.2 ft.)(MLR Entry 81, UD), arranged chronologically. This is a general letter book containing listings of loans whose certificates were filed with the Treasury Department Registrar's Office. Included are Pacific Railroad loans.

Record Group 56 General Records of the Department of the Treasury

VIII.12 Established by an act of September 2, 1789, the Department of the Treasury formulates, recommends, and administers domestic and international financial, economic, and tax policies; manages the public debt; manufactures coins and currency; oversees the administration of subordinate agencies; and serves as the financial agent

for the U.S. Government. Records relating to railroads include documentation concerning financial events such as railroad company tax liabilities and refunds, bonds and loans, subsidies, and reorganizations. These records are described in the *Preliminary Inventory of the General Records of the Department of the Treasury*, PI 187.

VIII.13 The "Central Files of the Office of the Secretary of the Treasury, 1917-56," contain three relevant series:

1. central files of the Office of the Secretary of the Treasury, 1917-32 (110 ft.)(MLR Entry 191, A1), arranged in three groups--general correspondence, correspondence concerning tax cases, and correspondence concerning individuals--and thereunder alphabetically by subject or name. Included is a folder entitled "Tax--Railroad Cases, 1923-32," (box 212) which contains correspondence relating to the tax liability of railroad companies.

2. central files of the Office of the Secretary of the Treasury, 1933-56 (96 ft.)(MLR Entry 193), arranged in three groups--general correspondence, correspondence concerning tax cases, and correspondence concerning individuals--and thereunder alphabetically by subject or name. The series includes a folder entitled "Railroad Retirement" (box 108) which contains correspondence relating to legislation and funding pertaining to the Railroad Retirement Board, dating 1956; a folder entitled "Tax--Railroad Cases" (box 154) containing correspondence relating to the tax liability of reorganized railroads; and folders relating to the financing and tax liabilities of the Erie Railroad (box 208) and the Norfolk & Western Railway and the New York Central Railroad (box 210).

3. office files of secretaries, under secretaries, and assistant secretaries, 1932-65 (196 ft.)(MLR Entry 198A, A1), arranged by name of treasury official. The records of Under Secretary A. A. Ballentine contain a folder entitled "Railroads," dating 1931-32 (box 54); the records of Under Secretary Fred C. Scribner, Jr., include a folder concerning a request by the New York, Ontario, and Western Railway for a loan, 1956-57 (box 159); the records of Assistance Secretary Wayne C. Taylor also include a folder entitled "Railroads" (box 170) concerning the reorganization of various railroads; and in the records of Assistant Secretary John W. Hanes, there are several folders concerning railroad tax refunds and the needs of railroads for equipment (box 177).

VIII.14 Three series of correspondence contain material related to railroads:

1. letters sent by the Division of Bookkeeping and Warrants (B Series), 1878-1917 (44 vols., 12 ft)(MLR Entry 66, A1), arranged chronologically. These are press copies of letters sent to the President, Congress, Federal Government departments, and private individuals relating to many subjects, including compensation to railroads for the transportation of Government goods and employees and payments on bonds issued by the Government to fund the construction of railroads. There is a register of these letters dating 1878-1902 (MLR Entry 64, A1) and indexes to this series are available in the records.

2. letters sent by the Division of Bookkeeping and Warrants (B Series), 1868-1908 and 1917-35 (146 vols., 22 ft)(MLR Entry 302, A1), arranged chronologically. The records consist of fair, press, and carbon copies of letters sent by the Division to the President, Congress, and among others, railroad officials relating to the public debt and payments of interest on Government bonds on the various transcontinental railroad accounts. Each volume is indexed by name or official title of addressee and by subject of letter.

3. letters sent by the Government Actuary, 1881-90 and 1900-1915 (4 vols., 7 in)(MLR Entry 402, A1), arranged chronologically. The records consist of press and fair copies of letters, memorandums, statistical tables, and related records sent by the Government Actuary to Treasury officials, Congress, Government departments, and private individuals concerning, among other subjects, subsidies granted certain railroads.

Record Group 217 Records of the Accounting Officers of the Department of the Treasury

VIII.15 The accounting system of the United States and the creation of accounting officers dates back to the Continental Congress, the Articles of Confederation and the formation of the Department of the Treasury in 1789. The Board of the Treasury was formed in 1776 to examine accounts and handle the general finances of the Government. Six auditors assisted the Board. On March 3, 1817, a new accounting system was established under the Department of the Treasury. The First Comptroller

became responsible for civil expenditures--the Second Comptroller for military expenditures. The First Auditor was made responsible for civil accounts and claims; the Second Auditor settled accounts for pay and contingent expenses of the Army; the Third Auditor settled all other accounts of the War Department; and the Fourth Auditor settled accounts of the Navy Department. A Fifth Auditor was established to settle accounts of the State and Post Office Departments and accounts concerning Indian affairs. Between 1817 and 1894, various changes were made in the responsibilities of the auditors. A Sixth Auditor was created to take over responsibility for the Post Office Department. In 1894, the accounting offices were reorganized and the auditors renamed as their responsibilities shifted slightly. In 1921 the accounting offices were abolished and the functions were transferred to the newly created United States General Accounting Office. The records in this record group date from 1789 to 1921 and are described in the *Records of the Accounting Officers of the Department of the Treasury*, Inventory 14 (Revised). There is information relating to railroads scattered throughout the record group, mainly involving claims filed by railroad companies for transportation expenses relating to U.S. Government activities and functions. Series that contain significant documentation concerning railroads are listed below. Further details concerning these and other series may be found in Inventory 14.

VIII.16 Among the records of the Office of the First Comptroller in the Division of Miscellaneous Accounts are two relevant series. **Letters sent relating to the World's Columbian Exposition, March 12, 1894-August 8, 1894** (1/2 in., 1 vol.)(MLR Entry 133, I 14), are arranged chronologically. They include press copies of letters to disbursing agents for Government departments that had exhibits at the exposition in Chicago and to officials of railroad companies who had claims for transportation expenses relating to Government exhibits. **Contracts for the U.S. Railroad Administration, October 1918-February 1920** (9 in.)(MLR Entry 157, I 14), are arranged alphabetically by name of railroad. These records include agreements to compensate railroad companies for operation of railroads and related facilities during the wartime emergency, and show dates, names of parties involved, and amount.

VIII.17 Records of the Public Debt Division in the Office of the First Auditor include **abstracts of public debt accounts, July 20, 1866-September 12, 1885** (2 in.)(MLR Entry 326, I 14), arranged chronologically by date approved. The abstracts show account

number, name of official or claimant, type of account, period covered, dates received and approved, adjusted balance, and whether due to or from the United States.

Accounts are usually those of the treasurer or assistant treasurers for payment of interest, commission on sales, coupons paid or cancelled, interest due from railroads, and salaries and contingent expenses.

VIII.18 Records of the Army Pension Division in the Office of the Third Auditor include the **register of miscellaneous claims, January 6, 1905-October 22, 1910** (1/2 in.)(MLR Entry 584, I 14), arranged chronologically and indexed by surname of claimant. It contains entries that show date received, claim number, name of claimant, explanation, and amount claimed. Among them are claims of railroads for transportation furnished.

VIII.19 The Claims Division produced **letters sent relating to steamboat and other claims, June 3, 1863-September 17, 1871** (5 in.)(MLR Entry 615, I 14), arranged chronologically. Each volume is indexed by name of claimant or ship. The records include fair copies of letters relating to claims for loss of steamboats or other property--such as railroad property--in the military service. Most of the claims were filed by owners of steamboats; some were damage claims filed by railroad companies.

VIII.20 The Steedman Board of Claims was established December 8, 1863, by the U.S. Army Department of the Cumberland to adjust the claims of citizens of Marion County, Tennessee, against the Government for damage done to property during occupation by U.S. troops. The Board's **docket book for steamboat and other transportation claims, July 23, 1863-January 27, 1895** (1 in.)(MLR Entry 651, I 14) is arranged numerically and indexed by name of claimant and name of steamboat. The entries in the docket book contain claim number, claimant's name, explanation, and dates and notations of actions taken (including award numbers or settlement numbers). Claims for damage to steamboats and railroads were allowable under an act of March 3, 1849, that concerned the loss of horses and other property in the military service.

VIII.21 The Office of the Third Auditor's Indian Division produced **receipts from transportation companies, November 2-30, 1896** (1 in.)(MLR Entry 690, I 14), arranged chronologically. Included in the series are copies of transportation receipts showing name of railroad or other company, description of goods, package numbers and weights,

and origin and destination of shipment. The Division's **record of settlement numbers for railroad claims, May 5, 1902-May 18, 1906** (1/2 in.)(MLR Entry 692, I 14) is arranged numerically. The records show settlement number (see MLR entry 717, **VIII.22.3**), name of railroad company, and name of examiner.

VIII.22 The records of the Office of the Third Auditor's Land, Files, and Miscellaneous Division include three relevant series:

1. settled accounts and claims, March 11, 1817-December 27, 1897 (4,760 ft.)(MLR Entry 712, I 14), arranged numerically. There are gaps in the date span of these records. The actual dates covered are March 11, 1817-December 28, 1850 (boxes 1-2376); February 4, 1878-December 27, 1897 (boxes 1-609 are dated 1878-1883; boxes 610-2078 are dated 1878-1899). The records include settled accounts and claims of disbursing officers, other accounting officers, contractors, transportation companies (including railroads), and other individuals. Each account or claim file consists primarily of a report by the auditor, an abstract of disbursements and related vouchers, and sometimes other supporting documents or correspondence. A typical case file involving railroads is Settlement #5872, Claim #62.297, for the 1878-1883 period (box 497). In this case, the Atchison, Topeka & Santa Fe Railway filed a claim for \$7,853.34 for services (transportation of military stores) rendered the Quartermaster Department of the U.S. Army between September and November 1881. The claim was to be paid out of the 1881 U.S. Army Transportation appropriation. The claim was reported on September 9, 1882 and returned on September 19, 1882. The case file includes the auditor's report of claim, various statements of differences between the amount recommended by the Office of the Quartermaster General and the amount allowed by the auditor, numerous bills of lading, and related correspondence.

2. settled Indian claims, July 1, 1907-March 29, 1923 (1,295 ft.)(MLR Entry 718, I 14), arranged numerically. The **registers of Indian claims (new series), August 1, 1894-March 29, 1923** (4 ft.)(MLR Entry 675, I 14) provide the claim numbers. The records include settled claims submitted primarily by suppliers of goods and services for Indians, transportation companies (including railroads), Indian agents, surveyors, individual Indians who had claims against the Government, and persons who had claims for depredations caused by Indians. A typical claim file consists of the audit report, an

account current letter to the claimant indicating action taken on the claim, and statements, affidavits, correspondence, and other documents in support of a claim.

3. register of passenger transportation, October 1895-June 1900 (2 in.)(MLR Entry 761, I 14), arranged by subject and thereunder chronologically. The series is indexed by name of person, company, or administrative unit concerned. The register contains entries that show to whom transportation requests were issued (e.g., Indian schools, railroads, or individuals), dates, number of persons to be transported, the number of the Government transportation request, origin and destination of the trip, specific points between which transportation was requested, rate, amount payable, and settlement number in **settled accounts of Indian agents, October 3, 1894-March 13, 1923 (3, 048 ft.)**(MLR Entry 717, I 14).

VIII.23 In the records of the Office of the Fourth Auditor, Paymasters Division, are **indexes to Navy paymasters accounts, January 1798-March 1896 (1 ft.)**(Entry 794, I 14), arranged chronologically. Within each volume, the entries are arranged by name of paymaster and thereunder chronologically. The volumes include a partial index to settled accounts described in **settled accounts of Navy paymasters and pay agents, 1798-1915 (4,400 ft)**(MLR Entry 811, I 14), showing paymaster's name, account number, name of ship or station, and period covered by the account. Some entries for accounts of railroads, fiscal agents, and contractors are also included.

VIII.24 There are several undescribed entries listed at the end of Inventory 14 that contain records relating to railroads:

1. Survey 14--Pacific Railroad Exploration, 1853-62 (1 box);
 2. Account Book--Union and Central Pacific Railroad Company and Sioux City Railroad Company, Opened January 1, 1883 (1 vol.);
 3. Claim of Illinois Central Railroad Company (Account # 18,327), 1876 (1 vol.);
 4. Claim of Alien Stockbrokers of Illinois Central Railroad Company, ca 1876 (1 vol.);
- and

5. Record Book of Shipments by Railroad Companies, 1864-65 (1 vol.).

Record Group 266 Records of the Securities and Exchange Commission

VIII.25 The Securities and Exchange Commission (SEC) was established as an independent agency by the Securities Exchange Act of 1934 (48 St. 881) on June 6, 1934. The SEC succeeded the Securities Division, Federal Trade Commission (1933-34). The agency was responsible for administering Federal laws regulating the distribution of securities to the public and the subsequent trading of such securities.

The SEC's Division of Corporate Regulation was responsible for overseeing the administration of the Security and Exchange Commission's program to aid Federal courts in the administration of the affairs of debtor corporations being reorganized under Chapter X of the Bankruptcy Act (11 USC 501-676), also known as the Chandler Act. The division directed and reviewed the work of regional offices that would have responsibility for an individual case. It assisted in preparing information for the courts and helped ensure that reorganization plans were feasible and fair to all involved parties. Railroad companies were among the entities involved in these reorganization and bankruptcy proceedings.

VIII.26 The series **records relating to reorganization proceedings under Chapters IX and XI of the Bankruptcy Act ("206 Files")** (103 ft.)(MLR Entry 5 A1) is arranged alphabetically by name of public entity, corporation, partnership or individual that filed for or had an interest in reorganization. This series consists of records accumulated by the SEC as an ancillary result of its statutory obligation under Chapter X of the National Bankruptcy Act (11 USC 501-676) to review plans for corporate reorganizations. Chapters IX (Political Subdivisions and Public Agencies) and XI (Partnership) of the Bankruptcy Act provided these entities with a mechanism for debt relief and restructuring which is short of liquidation. The SEC became involved in these cases when it was asked by the courts or parties to provide advice on a reorganization plan. The SEC opened an active case file on a small number of Chapter XI cases. An individual file may contain correspondence regarding the status of a case; copies of company records; copies of related court records; and requests by companies, the courts, Congress, or the

public for assistance. There are numerous files concerning the reorganization proceedings for railroad companies. An example of a case file involving railroads is a file (#206-3, box 131), dating from 1940 to 1957, involving the reorganization of the New York, Ontario and Western Railway. This file includes documentation from ICC Finance Docket #11662 concerning the reorganization plan, including the railroad company trustee's plan of reorganization filed with the U.S. District Court for the Southern District of New York, dated December 1, 1954, and the ICC report and decision, issued February 21, 1956. The ICC, in its decision, refused to approve any plan of reorganization of the railroad, and recommended dismissal of the proceedings.

VIII.27 Chapter X bankruptcy case files (954 ft.)(MLR Entry 6 A1) are arranged according to an SEC- devised triple-numeric filing scheme (207-1-2 through 236-86-2). The first number represents a geographic region in the United States, the second number is the case file assigned to the debtor corporation, and the third number indicates the section of the case file. This series consists of case files created by the SEC in the process of fulfilling its statutory obligation to aid Federal district courts in their administration of the affairs of debtor corporations being reorganized under Chapter X of the National Bankruptcy Act (11 USC 501-676). Chapter X was a 1938 amendment that provided a means for large corporations to reorganize and satisfy creditors without having to completely liquidate assets. The SEC's role was to review proposed reorganizations plan when the total indebtedness exceeded \$3 million or the presiding judge deemed it advisable. The purpose of the review was to provide independent, expert assistance to the courts, participants and investors. After the review, the commission either issued a brief report and declined to participate further, or, if they determined that substantial public interest was involved, continued to participate actively until a plan was formulated. A typical case file consists of copies of court documents related to the reorganization; proposed plans for reorganization; copies of business records; names and addresses of known shareholders and creditors; correspondence between lawyers for the debtor corporation, the courts, and the SEC; correspondence between the regional SEC office responsible for the case and division headquarters; reports regarding the merits of the proposed reorganization; and analysis or comment by SEC staff. There are a few files relating to railroad companies in this series. An example of a specific case file involving a railroad company is the file (#209-325, boxes 362-369) concerning the proceedings for reorganization proceedings under Chapter X of the

bankruptcy laws of the United States for the Chicago, North Shore & Milwaukee Railroad, dating from 1930 to 1946. This file includes notices of motions, receivership records filed with the U.S. District Court of the Northern District of Illinois (Eastern Division), other legal documents, additional information provided by the trustees, and the trustees' exhibits.

VIII.28 Records relating to Federal court decisions regarding corporate reorganizations (R-Files) (19 ft.)(MLR Entry 8 A1) are arranged alphabetically by name of corporation being reorganized and thereunder chronologically. This series consists of records created from court cases that arose out of appeals to corporate reorganization plans established under Chapter X of the National Bankruptcy Act. The individual files in this series include correspondence between the SEC and Federal courts, Department of Justice, the appellant, and other interested parties. There are also copies of court records including court decisions, legal briefs filed with the court and transcripts of court hearings. There are two files concerning the Hudson and Manhattan Railroad in this series (boxes 12-13). The first file (R-150) concerns the appeal of stockholders of the railroad of an order issued by the District Court of the Southern District of New York. The U.S. Court of Appeals for the 2nd Circuit affirmed the district court order in a decision during the October Term 1959 approving the railroad trustees' plan for reorganization. The second file (R-183) concerned the Court of Appeals, 2nd Circuit decision, dating October Term 1964, modifying the compensation amounts for the law firms representing the railroad's trustees during litigation. Both files contain a compilation of court documents including motions, affidavits, briefs, and the court's opinion.

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Part IX

Congress and the Railroads

Record Group 46 Records of the U.S. Senate

IX.1 There are several U.S. Senate committees and sub-committees that dealt with the subject of Federal legislation and regulation of railroads. The major committees were the Committee on the Pacific Railroad, 1863-73; the Committee on Railroads, 1873-1921; the Committee on Interstate Commerce, 1887-1946; and the Committees on Interstate and Foreign Commerce, 1947-61, and Commerce, 1961-68. The records are described in detail in the *Guide to the Records of the United States Senate at the National Archives: 1789-1989, Bicentennial Edition*, Senate Document #100-42 (1989) and in the *Preliminary Inventory of the Records of the United States Senate*, PI 23.

Records of the Senate Committee on the Pacific Railroad (1863-73)

IX.2 On July 7, 1861, the Senate established the Select Committee on the Pacific Railroad to deal with two bills to authorize construction of a transcontinental railroad. In 1862, this select committee reported on the bill that Congress enacted granting a charter to the Union Pacific Railroad Company to construct such a railroad. At the beginning of the 38th Congress, the select committee was made a standing committee, which it remained until 1873, when the Committee on Railroads replaced it. The records of the committee include **committee papers, 1867-71, and petitions, memorials, and resolutions of State legislatures that were referred to the committee, 1864-71**. Most of the records of these series concern the Union Pacific Railroad Company and the northern, central, and southern transcontinental railway routes.

Records of the Senate Committee on Railroads (1873-1921)

IX.3 This committee succeeded the Committee on the Pacific Railroad on March 12, 1873. Although the committee continued to exist after the 50th Congress (1887-1889), other committees, such as the Committee on Interstate Commerce, acquired legislative jurisdiction over matters formerly under this committee's authority. Consequently, there are few records after 1889. Records of this committee include **committee papers, 1875-1889, and petitions, memorials, and resolutions of State legislatures referred to the committee, 1873-1911**. The committee papers include legislative case files, papers relating to the Union Pacific Railroad, reports on railroad construction and financial aid to railroads, and the granting of rights-of-way through Indian lands.

Records of the Senate Select and Standing Committees on Pacific Railroads (1889-1921)

IX.4 The Select Committee on Pacific Railroads, 1889-93, was appointed following an investigation into the finances of the Union Pacific Railroad. The select committee's successor standing committee existed during the period from 1893 to 1921. Records include petitions and memorials referred to the committee between 1889 and 1897, which chiefly concerned a bill proposing to extend the time for the Union Pacific to repay its bonds owed to the U.S. Government.

Records of the Senate Committee on Interstate Commerce (1887-1946)

IX.5 The primary interest of this committee has been regulation of railroads in accordance with the Interstate Commerce Act of 1887. This act gave the Federal Government a degree of control over railroads, and this committee provided a vehicle by which amendments to the Act could be considered. The committee later became involved in, among other things, railway labor matters. The records of the committee include **committee papers, 1889-1946; petitions, memorials, and resolutions of state legislatures that were referred to the committee, 1893-1946;** minutes, legislative and executive dockets, and subcommittee papers. The committee papers include executive communications such as printed ICC valuation dockets and other ICC-originated and transportation-related reports and papers. The petitions and memorials cover a broad range of subjects including general powers of the ICC; railroad and common carrier regulation; railroad labor and safety issues; and railroad business practices, such as pooling, ticket scalping, and railroad rate disputes.

IX.6 Records of the Subcommittee to Investigate Interstate Railroads contain relevant records. On May 20, 1935, the Senate agreed to S. Res. 71, 74th Congress, authorizing an investigation of the financial condition of railroads and railroad affiliates for the purpose of recommending legislation needed to improve the prosperity of the railroads in light of the decline in income of the railroads in previous years. The subcommittee collected documents from the files of railroad, investment, and related business organizations; held hearings; and published its findings and recommendations in a series of reports; finally completing its work in 1942. The records of the subcommittee,

dating between 1935 and 1942, include correspondence and reports created by railroads and related businesses; memoranda and other administrative communications; transcripts of the committee's hearings; legal documents and court records; printed House and Senate bills; questionnaires sent to and completed by experts in the field; working papers; and oversized documents.

Records of the Senate Committees on Interstate and Foreign Commerce (1947-61) and
Commerce (1961-68)

IX.7 This committee inherited the responsibilities of the Committee on Commerce as a result of the Legislative Reorganization Act of 1946. The committee was renamed the Committee on Commerce in 1961 and in 1977 was renamed the Committee on Commerce, Science, and Transportation. The responsibilities for regulation of interstate railroads rested with each of these committees. For the most part, the records of this committee consist of legislative case files and subject files. The **legislative case files, 1947-68**, are arranged by Congress and thereunder by type of bill. These records include copies of printed bills, amendments, committee reports, printed hearings, correspondence, reports, and related records pertaining to bills and resolutions brought before the committee, such as the issue of ICC rate making and investigations into the shortage of boxcars.

IX.8 Some subcommittees under these committees produced relevant records. In May 1949, a Subcommittee on Domestic Land and Water Transportation was established to compile basic data and make a comprehensive study of all domestic land and water transportation facilities in the United States, including steam and electric railroads, the Railway Express Agency, the Pullman Company, railroad holding companies, and freight forwarders. The subcommittee was particularly interested in the effect of public expenditures upon transportation charges and the impact of transportation rates on the costs of goods and services to consumers. At the beginning of the 84th Congress, a standing Subcommittee on Surface Transportation was established. The records of the Subcommittee on Domestic Land and Water Transportation, 1949-52, contain correspondence, collected reports, and transcripts of the hearings. The records of the Subcommittee on Surface Transportation include **subject files, 1958-68**, which focused heavily on railroad matters such as the 1958 study on the problems of the railroads and

the activities of the ICC. The Subcommittee on New England Transportation investigated the operation of the New York, New Haven and Hartford Railroad. The records, from 1951 to 1952, include an unprinted transcript of a hearing held July 2, 1951, a research and reference file consisting of material supplied by the ICC, and staff memorandums.

Records of the Senate Committee on the District of Columbia (1816-1968)

IX.9 This committee was established on December 18, 1816, to assume responsibility of matters relating to the District of Columbia. The committee was terminated on February 11, 1977, and its responsibilities were reassigned to the newly created Committee on Governmental Affairs, which has a subcommittee on the District of Columbia.

Transportation was a major, if not the major, concern of the committee into modern times. Railroads, including the street railways, had by far the greatest impact on the local environment. This impact is reflected in both the committee papers and in the petitions and memorials. From the 32nd Congress (1851) onward, there are many petitions by railroad companies, such as the Baltimore and Ohio and the Metropolitan, requesting incorporation and permission to extend lines into the District. By the 1870s, however, local citizens began to protest the proliferation of track throughout the city, and on the Mall in particular, where the Baltimore and Ohio depot was located. Other records include material concerning race discrimination and segregation on railroads in the District. There are also records of the Subcommittee to Investigate Public Transportation in the District of Columbia, 1953-54.

Records of the Senate Committee on Public Lands (1816-1946)

IX.10 One of the original standing committees of the Senate, this committee dates from December 10, 1816. The committee had jurisdiction over all legislative proposals relating to the disposition of public lands. Among its responsibilities was supporting railroad construction by providing grants of land and rights-of-way through public lands. Records of the committee include numerous petitions on behalf or in support of land grants to aid the construction of railroads, including the transcontinental railroad. Records exist regarding legislation concerning disputes over title to railroad lands and railroad company policies and practices that were considered by the committee.

Records of the Senate Committee on Education and Labor (1870-1946)

IX.11 Many of the petitions submitted to this committee concerned particular incidents related to and including strikes. During World War I, the committee received many petitions regarding strikes by railroad workers and coal miners.

Records of the Senate Committee on Labor and Public Welfare (1947-68)

IX.12 This committee inherited almost all of the legislative responsibilities of the Committee on Education and Labor, including measures relating to education, labor, and the public welfare. These measures included mediation and arbitration of labor disputes, wages and hours of labor, railroad employment, and railroad retirement. The records of the full committee include legislative case files; presidential messages and executive communications; and petitions, memorials, and resolutions of state legislatures and other bodies.

Records of the Senate Committee on Post Offices and Post Roads (1816-1947)

IX.13 The records of this committee include bills, resolutions, petitions and memorials, correspondence, and reports relating to claims, compensation of postmasters, postal routes, post roads, and railroads. The committee papers and petitions include requests that railroads provide mail service, requests for a transcontinental railroad, a bill for regulating compensation for transporting mail on railroad routes, and a report of the Special Commission on Railway Mail Transportation (45A-E15). The records also document technical innovations that applied to improving mail service such as the Gyles' improved automatic car stove fire extinguisher for use on railway mail cars (47A-E17).

Records of the Senate Committee on Post Office and Civil Service (1947-68)

IX.14 This committee assumed jurisdiction over the railway mail service in 1947. The significant bodies of records of the full committee include legislative case files; Presidential messages and executive communications; petitions, memorials, and resolutions of state legislatures and other bodies; and general correspondence.

Records of the Senate Committee on Roads and Canals (1820-57)

IX.15 One of the responsibilities of this committee was construction of railroads. The committee reports and papers, from 1825 to 1947, include documentation concerning improvements to navigation and construction of railroads, particularly a transcontinental railroad and accompanying telegraph line and requests from canal and railroad companies for financial assistance in the form of stock subscriptions and land grants.

Records of Senate Select Committees (1847-1921)

IX.16 Certain select committees dealt with transportation issues. The records include printed bills and committee reports, transcripts of hearings, and petitions and memorials concerning, among other subjects, Pacific railroads.

Record Group 233 Records of the U.S. House of Representatives

IX.17 The major House committees that dealt with the regulation of railroads were the Committee on Commerce, 1819-92, and the Committee on Interstate and Foreign Commerce, 1892-1968. There were also several smaller committees that dealt with more specific areas of railroad legislation, such as Pacific railroads, the District of Columbia, and land-grant railroads. These records are described in detail in the *Guide to the Records of the United States House of Representatives at the National Archives: 1789-1989, Bicentennial Edition*, House Document #100-245 (January 1989) and the *Preliminary Inventory of the Records of the United States House of Representatives, 1789-1946*, PI 113.

Records of the House Committee on Commerce, 1819-92

IX.18 This committee was responsible for, among other items, the regulation of railroads. Committee papers concerning railroads include materials relative to an investigation authorized on May 24, 1876, of alleged collusion among railroad companies to control commerce. The records include a copy of the resolution referring the matter to the committee, as well as letters and telegrams received, lists of railroad rates, and newspaper clippings. Among the subjects covered are alleged rate discrimination of the Central Pacific Railroad and documentation concerning the Reading Railroad strike.

Other records of the committee relating to railroads include petitions and memorials during the period after the Civil War, including many protests against unjust discrimination in the rates charged by common carriers, calls for government regulation of interstate commerce, comments regarding the effects of the Interstate Commerce Act of 1887, and calls for Government action to require safety devices for railroads.

Records of the House Committee on Interstate and Foreign Commerce (1892-1968)

IX.19 This committee assumed the function of regulation of railroads from the Committee on Commerce. Records include memorials, petitions, committee papers, and other records relating to discrimination in railroad rates; objections to restrictions on railroads, regulation of railroad labor practices and railroad retirement and unemployment; distribution of free passes to legislators; and matters relating to the regulation of railroads such as the Interstate Commerce Act.

Records of the House District of Columbia Committee

IX.20 The committee reported on various municipal concerns including those involving railroads. Records include petitions for the chartering or rechartering and documents relating to the improvement in railroad companies and street car lines. Also included are annual reports of railroad companies that operated in the District and printed and unprinted material on railroads and street car lines concerning fares, transfers, track and depot locations, and grade crossings.

Records of the House Committee on Public Lands (1805-1951)

IX.21 At first, this committee was primarily concerned with the sale and settlement of public lands. Later, the committee exercised jurisdiction over the many facets of administration of the lands in the public domain. Among the records of the committee are numerous petitions concerning grants of land for railroads.

Records of the House Committee on Pacific Railroads (1865-1911)

IX.22 This committee had jurisdiction over subjects relating to the railroads and telegraph lines between the Mississippi River and the Pacific coast, among them the

construction of the first transcontinental railroad. The records include petitions and memorials that largely favor construction of a transcontinental railroad to be built through Government subsidy. By the 1890s, the committee received petitions that alleged that railroads had been more interested in acquiring Federal land and subsidies than in constructing and maintaining railroads. Other records include committee papers, agreements, and transcripts of committee hearings.

Records of the House Committee on Territories (1825-1946)

IX.23 This committee reported legislation concerning the structure, status, and power of the territorial governments on matters relating to railroads and other public works. Subjects include Alaskan railroads and the construction of railroads in the territories of the West to facilitate trade and emigration.

Records of the House Committee on Railways and Canals (1869-1927)

IX.24 This committee had jurisdiction over railways and canals other than the Pacific railroads for the period 1880 to 1892, at which point it was taken over by the Committee on Interstate and Foreign Commerce. The records include petitions and memorials that concern proposals for Government assistance for the construction of canals and railways and the introduction of uniform freight rates for railroads engaged in interstate commerce. Other subjects included the construction of a double-track freight railway from the Atlantic to the Missouri River, from 1873 to 1875; the granting of railroad rights-of-way; the protection of railroad employees; and railroad safety.

Other Records

IX.25 The records of the House Committee on the Judiciary (1813-1969) include material relating to the investigation of the Pacific railroads and the Kansas Pacific Railroad. There are also records of select committees of the House of Representatives regarding a railroad to the Pacific Ocean. Nontextual records of the House include card photographs taken in conjunction with the "Oklahoma Railroad Bill" (H.R. 3606, 53rd Congress) showing Round Pound, Wharton, and Enid, Oklahoma. Included are general views of the towns, businesses, railroad yards, and townspeople, dating from 1893 to 1894 (233-T).

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Part X

Railroads and Foreign Policy

Record Group 59 General Records of the Department of State

X.1 Created by an act of September 15, 1789, the Department of State advises the President in the formulation and execution of foreign policy and conducts the foreign relations of the United States. For some time after its establishment, the Department administered practically all the domestic affairs of the United States except those concerning war and finance. Among these functions were the administration of territorial affairs. These domestic activities of the Department were later terminated or transferred to other agencies. Department of State documentation relating to the railroads of the United States, Mexico, and Canada are found in the Department central files and other series. These records document the activities and operations of the railroads themselves, as well as their involvement in diplomatic relations between the countries. The records are described in the *Inventory of the General Records of the Department of State, 1789-1949*, I 15, except as noted. There are also numerous unpublished finding aids for this record group.

Central Files of the Department of State, 1789-1973

X.2 Diplomatic Correspondence dating up to 1906 includes **instructions, 1785-1906** (45 ft.)(MLR Entry 5A, A1) to diplomatic officers; **dispatches, 1789-1906** (610 ft.)(MLR Entry 13, A1) from diplomatic officers which are arranged alphabetically by country and thereunder chronologically; **notes to foreign missions, 1793-1906** (27 ft.)(MLR Entry 23, A1); and **notes from foreign missions, 1789-1906** (82 ft.)(MLR Entry 28, A1). These series of diplomatic correspondence have been published as National Archives microfilm publications An example of these records are the *Dispatches From U.S. Ministers to*

Mexico, 1823-1906 (M97, 197 rolls) which include correspondence relating to railroad construction and the linking of railroads in Mexico with those of the United States.

X.3 Consular correspondence dating up to 1906 includes **instructions to consular officers, 1800-1906** (44 ft.)(MLR Entry 59, A1) and **consular dispatches, 1789-1906** (507 ft.)(MLR Entry 85, A1) to the Department. These series are also been published in various National Archives microfilm publications.

X.4 The **numerical file, 1906-10** (372 ft.)(MLR Entry 192, A1), arranged sequentially by case number, includes general correspondence of the Department of State. The documents relate to virtually all aspects of American diplomacy and departmental business for the years 1906 to 1910. It has been filmed as National Archives Microfilm Publication M862. Several case files relate to railroads in North America. Some examples of files relating to North American railroads are correspondence relating to the construction of the railway to Fort Churchill, near Hudson Bay, Canada, dating April 10, 1908 (Case #12, 991); and labor conditions on the transcontinental railroad in Canada, dating June 11, 1908 (Case #14, 124). This series is indexed by the **card index to the numerical and minor files, 1906-10** (200 ft.)(MLR Entry 188, A1), which is arranged alphabetically by subject, individual names, foreign service post or country, and by government department, thereunder as "to" and "from," and thereunder chronologically. Each card gives the name of the sender or addressee, the date, a brief summary of the message, and a numerical file case file designation. There are several references to records relating to railroads in North America under the designation "Railroads."

X.5 **Decimal file, 1910-63** (13,620 ft. for period 1910-49)(MLR Entry 205, A1) is arranged by subject according to a predetermined file classification scheme, divided into seven file segments. This series consists of the 1910-63 portion of the State central files. The decimal filing scheme is composed of nine major classes, including Political and Treaty Relations of States and Internal Affairs of States. The subjects were defined within each class and identified by a decimal classification. Each country was assigned a two-digit number, e.g. Canada (42), Mexico (12), and the United States 11). As papers accumulated under a specific subject heading, they were assigned document numbers (enclosure numbers), which were subordinate to the decimal classification. The decimal filing scheme was changed in 1950. One file manual is for file segments 1910-29, 1930-

39, 1940-44, and 1945-49. A revised filing manual is for file segments 1950-54, 1955-59, and 1960-63. The records include correspondence between the Department of State and its diplomatic and consular officers, other Government agencies, foreign governments, the Congress, the President, and the public dealing with most of the activities of the Department.

X.6 The Central Decimal File is indexed by the **name index, 1910-59** (3,157 ft for the period 1910-49)(MLR Entry 199), which is arranged alphabetically by name and thereunder chronologically in the same seven file segments as the Decimal File. This index to the Decimal File refers to private persons, organizations, and companies. Each card gives the subject and date of the document, the names of sender and addressee, the decimal file classification, and a summary of the message. References exist under "Railroads," "Railways," and related subjects such as railroad company names. The major decimals for North American railways in the Central Decimal File for the period 1910 to 1949 are decimals 811.77 (United States), 812.77 (Mexico), and 842.77 (Canada); and for 1950 to 1963, decimals 911.712 (United States), 912.712 (Mexico), and 942.712 (Canada). More specifically, for the 1910-49 period, decimal 811.77 (Railways in the U.S.) is subdivided into decimal 811.771 (Railway Laws and Regulations in the U.S.), 811.772 (U.S. Railways between U.S. and Mexico), 811.773 (Railway Rates), 811.774 (Railroads: U.S.-Canada), 811.775 (Railway Accidents), and 811.779 (Embargo). Some of this material is on microfilm, depending on the country.

X.7 Some examples of documents in decimal 811.77 for the period 1910 to 1929 include a dispatch from the German Embassy, dating May 19, 1910, regarding locomotives fitted with appliances to warn engineers of approach to a signal (811.77/1) and a telegram dating February 10, 1915, to the Atchison, Topeka & Santa Fe Railroad expressing desire for information concerning purpose, scope, and probable duration of embargo (of the Santa Fe) upon Constitutionalists Railroad, Mexico (811.77/4a). Examples of documents for the period 1940 to 1944 include a letter from the War Department (Lee), dated April 3, 1941 (811.77/257), regarding information concerning the railroad block signal systems used on American railroads. The letter advises that the espionage forces of the Axis powers have been instructed to obtain information concerning these systems. Another example is a letter from the Association of American Railroads, dated August 18, 1943 (811.77/279), concerning design for railway stations in important cities in the

United States. The letter lists several journal articles concerning stations, which were accompanied by architectural drawings. One significant document from the 1950-54 period is a lengthy report entitled "Trans Canadian Railroad to Alaska," dated October 31, 1950 (911.71242/10-3150), containing information relating to the proposed location for the railroad.

X.8 The "Subject-Numeric" file, 1963-73, is arranged chronologically by date span (1963, 1964-67, 1970-73) and thereunder according to an alphanumeric filing scheme devised by the Department of State. This series comprises the 1963-73 portion of the State central files. Beginning in February 1963, the Department of State implemented a new filing scheme whereby correspondence was filed according to a subject-numeric system. Within each time period, the records are arranged into several major categories: Administration, Economic, Political and Defense, Science, and Social. Each of these categories is subdivided into secondary classifications and are usually arranged thereunder with general information first, followed alphabetically by countries and geographic areas. Within each country or geographic area the records are arranged according to a numerical classification scheme. Records relating to railroads are in the Economic category under Inland Transport (IT 8 Rail). A detailed subdivision of IT 8 Rail is listed in the Records Classification Handbook (File Manual) for this series. There are records for each time period relating to U.S., Canadian, and Mexican railroads in file designations IT 8 US, Canada, or Mexico. For the 1964-66 period, IT 8 Canada includes documents relating to Canadian railways such as annual reports, legislation, planning, and government subsidies. A sample document is Airgram A-114, dated June 19, 1964 (IT 8-6 Canada), from American Consul, Toronto, to the Department, regarding the official opening of the Toronto freight yard of the Canadian Pacific Railway. Documentation in the 1970-73 period includes information concerning railroad passenger service between the United States and Mexico and the return of U.S. rail cars from Mexico due to the rail car shortage in the United States (IT 8 US).

X.9 There are also lists of documents (purport books), 1910-44 (488 ft.), arranged according to the decimal file classification. Each entry gives the name of the sender or receiver, the date and number of the despatch or telegram, and a purport or summary of the subject matter. Entries under the appropriate decimals for North American railroads, such as 711.77, give a synopsis of every document in the file.

Other Records

X.10 Records of the Division of Commercial Affairs include the **consular trade reports, 1925-50** (691 ft.)(MLR Entry 326, A1), arranged chronologically by year, thereunder alphabetically by name of consular post, and thereunder chronologically by date received. The series include reports of U.S. consular officers covering many phases of economic and commercial activity, including information on railways for the Mexican and Canadian consulates as well as those in the Bahamas and the Caribbean region.

X.11 Newspaper clippings on foreign and domestic affairs, May 1849-Nov 1963 (7 in.)(MLR Entry 637, A1), arranged chronologically, are among the "Records of the Bureau of Rolls and Library, Printed Collections." The series includes mounted newspaper clippings on the U.S. transcontinental railroads and the San Francisco Railway.

X.12 The **territorial papers, 1764-1873** (14 ft.)(MLR Entry 912, A1), are arranged alphabetically by name of territory and thereunder chronologically. The records consist of correspondence, reports, proclamations, and messages issued by the territorial governors, copies of journals of proceedings of legislative assemblies, newspaper clippings, census data, and other records. All of this material is published in National Archives microfilm. Included are records relating to the desire of the territorial government to have the transcontinental railroad routed through Dakota Territory, 1861-73 (M309, 1 roll); railroads in the Montana Territory, 1864-72 (M356, 2 rolls); the construction of railroads in the Nebraska Territory, 1854-67 (M228, 1 roll); and records relating to the Pacific Railroad in the Wyoming Territory, 1868-73 (M85, 1 roll).

X.13 Ordinances granting franchises in Puerto Rico, 1901-06 (4 in.)(MLR Entry 920, A1), arranged chronologically, include copies of ordinances of the Puerto Rican executive council granting franchises for railways. These ordinances were transmitted to the President of the United States for his approval.

X.14 Still pictures among the Department of State records include a photographic print of the interior of the Palace Car of the Ohio Railroad, dating 1870 to 1880, in the "Historic Buildings in the U.S. and Canada, 1870-1880" (59-HB). There are also some

photographs of the construction of the Chiriqui Railroad in Panama, dating 1915, in the photographs of "Foreign Buildings and Industries, 1915-48" (59-BF).

Record Group 76 Records of Boundary and Claims Commissions and Arbitrations

X.15 This record group includes the records of multinational boundary and claims commissions and arbitrations concerning the interests of the United States and the resolution of property disputes and claims of U.S. citizens. Records pertaining to railroads include the "sabotage claims" in the records of the Mixed Claims Commission, United States and Germany, 1922-41. The Mixed Claims Commission, United States and Germany, was created during 1922 for the purpose of determining the exact amount to be paid for satisfaction of claims of the United States and its citizens that had arisen against Germany since July 31, 1914. By 1933, all but a few of the claims had been decided. These records are described in the *Preliminary Inventory of Records Relating to United States Claims Against the Central Powers*, PI 143.

X.16 The largest group of undecided claims of the Mixed Claims Commission was designated as the sabotage claims. These comprised 153 claims of U.S. citizens who suffered losses estimated at about \$23 million in the fires and explosions at the Lehigh Valley Railroad Company Terminal at Black Tom, New Jersey, on the night of July 29-30, 1916, and later at the Assembling Plant of the Agency of the Canadian Car and Foundry Company, Ltd. at Kingsland, New Jersey. At Black Tom, at least two people died. These disasters were allegedly caused by the activities of German saboteurs in 1916 and 1917 before the United States entered World War I. The sabotage claims were before the Mixed Claims Commission for

more than 12 years, and it was not until 1939 that a decision was rendered in favor of the 153 American claimants. There are 13 series of records relating to the sabotage claims (MLR Entries 24-36, PI 143). These records are fully described in PI 143. Some of the more important series include:

1. copies of memorials, 1927 (2 in.)(MLR Entry 25, PI 143). These are copies of memorials filed by the United States in behalf of the claims of the Lehigh Valley Railroad and the Canadian Car and Foundry Company.

2. briefs relating to fraud by the German government, 1935 (6 in.)(MLR Entry 27, PI 143), unarranged. Included are briefs of the sabotage claimants relating to the responsibility of Germany for the destruction at Black Tom.

3. opinions and decisions in the sabotage claims, 1932, 1939 (3 in.)(MLR Entry 36). These are copies of the opinions and decisions regarding the settlement of the sabotage claims, dated 1932 and 1939.

4. records relating to German saboteurs and their activities. These are records compiled by the Agency of the United States, U.S. claimants, and counsel concerning German saboteurs and sabotage activities that were used as exhibits and evidence to support U.S. claims against Germany.

X.17 There are 16 series of records concerning German saboteurs and their activities (MLR Entries 73-88, PI 143). These records are fully described in PI 143. Those relating specifically to the Black Tom disaster:

1. records relating to German saboteurs, 1928-39 (10 ft.)(MLR Entry 76, PI 143), arranged by subject in rough alphabetical order. They consist of letters, memoranda, reports, newspaper clippings, statements, and notes regarding German agents, most of who were connected with sabotage activities. Several files concerning the Black Tom saboteurs are included.

2. reports regarding Michael Kristoff, 1917-21 (2 in.)(MLR Entry 78, PI 143), arranged chronologically. These are copies of reports prepared by secret agents who investigated the activities and personal connections of Michael Kristoff, alleged to have been one of the perpetrators of the Black Tom disaster. Includes a table of contents.

3. transcript of coroner's inquest, July 15, 1929 (1 in.)(MLR Entry 81, PI 143). The coroner's report concerns the death of James Doherty, who died as a result of injuries received in the Black Tom explosions on July 30, 1916.

4. special reports relating to the Black Tom explosion, July-September 1916 (2 in.)(MLR Entry 85, PI 143), arranged numerically. The reports were prepared by the detectives who apparently were employed by the Congressional Special Committee on the Black Tom Island disaster to investigate and to determine the cause of the explosion.

5. statement of damages submitted by the Lehigh Valley Railroad Company, August 24, 1939 (2 in.)(MLR Entry 86, PI 143). The series consists of an affidavit, dated August 24, 1939, regarding losses suffered by the Lehigh Valley Railroad Company as a result of the destruction of the Black Tom Terminal on July 30, 1916.

X.18 Still pictures in this record group include four photographs of the Boundary Marker on the Brownsville, Texas-Matamoros (Mexico) Railroad Bridge, dating 1910 (76-TX).

Record Group 84 Records of the Foreign Service Posts of the Department of State

X.19 The "Records of Foreign Service Posts, 1788-1964," are maintained in two groups - records of the diplomatic posts (embassies, legations, and missions) and records from consular posts (consulates general, consulates, and commercial and consular agencies). The records maintained by diplomatic and consular posts include instructions from the Department of State and dispatches to the Department; notes to and from host governments; instructions, dispatches, and reports to subordinate consulates; miscellaneous letters sent and received; visa and passport records; records of births, marriages, and deaths of American citizens; and records concerning the disposal of property, settlement of estates, and the protection of American citizens. These records were maintained by the diplomatic and consular posts in the countries indicated, as distinguished from those records maintained by the Department of State (Record Group 59). In general, the records at the Department level are more usable than the records maintained by the Foreign Service posts, particularly before 1912. The post records, however, are very useful, as they may contain the enclosures that accompanied instructions received from the Department and copies of dispatches that are missing from the Department's files. The post files may also include internal or local correspondence that was not forwarded to the Department. The Foreign Service post records are organized into two time periods: records dated before 1936 and records

dated after 1935. Records dated before 1912 are arranged alphabetically by country (diplomatic posts) and by Foreign Service post (consular posts), thereunder by type of correspondence, and thereunder chronologically. Records dated from 1912 to 1935 are arranged alphabetically by country (diplomatic posts) and by foreign service post (consular posts), thereunder by year, and thereunder by subject in a central file according to a decimal filing scheme. Records dated after 1935 are arranged by country, thereunder by diplomatic post and alphabetically by consular post, and thereunder by subject in a central file according to a decimal filing scheme. Some record series were filed separately. There are two filing schemes: one dating from 1912 to 1948 and the other dating from 1949 to 1963. Records relating to railroads are located in decimal 877 (Railways) for the period up to 1949 and decimals 541.1 (Railroad) and 553.3 (Transportation Equipment: Railroads) for the 1949-63 period.

X.20 There are records relating to railroads scattered among the Foreign Service post files of Canada and Mexico, mainly reporting on railway conditions. One of the most significant collections of records is in the Records of the Foreign Service Posts dating after 1935, for the U.S. Embassy, Mexico City. It is the series **general records, 1937-52** (379 ft.)(MLR Entry 2894, UD), arranged by year and thereunder by subject in a central file according to a decimal filing scheme. The series has voluminous records (approximately 15 boxes) concerning railroads in Mexico for the period 1942-46 (decimal 877). They include correspondence relating to the U.S. Railway Mission to Mexico, which provided technical and economic assistance to Mexico during World War II. Other records include reports on the condition of Mexican railroads and correspondence with or concerning the National Railways of Mexico, and the Southern Pacific Railroad of Mexico, and other railroads.

Record Group 229 Records of the Office of Inter-American Affairs

X.21 Established by Executive Order 9532, March 23, 1945, the Office of Inter-American Affairs performed the same functions as its predecessor, the Office of the Coordinator for Inter-American Affairs. The Office of the Coordinator was created by Executive Order 8840, July 30, 1941, under the auspices of the Office for Emergency Management. The purpose of the Office was to promote increased hemispheric solidarity and inter-

American cooperation, especially in commercial and economic areas. The functions of the Office were to coordinate activities of Government and private agencies in Latin America, recommend programs to other Government agencies to supplement existing programs, and direct operations in programs in the event no other agency was in a position to do so. Most of the records relating to railroads in this record group pertain to the U.S. Railway Mission to Mexico during World War II. This mission provided technical and financial assistance to Mexico for the purpose of upgrading the Mexican railroad system. There are records relating to the mission in the records of the Department of Transportation, Railway Transportation Division, and the records of the U.S. Railway Mission to Mexico. In addition, there are other records relating to railroads in Latin America in the Railway Transportation Division material. The records of this Office are described completely in the *Inventory of the Records of the Office of Inter-American Affairs*, I 7 (1973).

X.22 Among the General Records of the Office of Inter-American Affairs are the **central files, 1940-45** (212 ft.)(MLR Entry 1, I 7). The series is arranged according to an agency filing scheme which divides the records by subject, function, or correspondent into six major categories with a number assigned to each: (0) Inter-American Activities in the United States, (1) Basic Economy, (2) Commercial and Financial, (3) Information, (4) Administration, and (5) Alphabetical. Within each major topic, the files are arranged by subjects and thereunder chronologically, except for category 5, which is arranged alphabetically by Government agency. This series consists of correspondence, memorandums, reports, surveys, studies, minutes of meetings, and related records concerning most activities of the Office of Inter-American Affairs. Several folders of records relating to railroads are located in (2) Commercial and Financial, Transportation, Land ways, Railroads (box 162). In addition, there are three boxes (boxes 197-199) of documentation concerning a study of the National Railways of Mexico and related topics in the (2) Commercial and Financial, Mexico, County Files.

X.23 The Railway Transportation Division of the Office of Inter-American Affairs administered several programs to aid in improvement of rail service in Latin America during the period 1942-46. The projects were limited to sending individual technical advisers to individual countries to conduct surveys and to recommend railroad improvement methods and training programs. Several series are of interest:

1. general correspondence, 1942-46 (3 ft.)(MLR Entry 49, I 7), arranged alphabetically by subject or correspondent and thereunder chronologically. The correspondence relates mostly to railroad education, training, and general transportation programs and to motion pictures on railroad education topics. Also included is material on Mexican railroad workers.

2. records relating to railway missions and technicians, 1942-47 (9 ft.)(MLR Entry 50, I 7), arranged alphabetically by country, thereunder by subject or type of record, and thereunder chronologically. Included are correspondence, memorandums, reports, surveys, studies, maps, charts, photographs, blueprints of plans, and related records pertaining to studies of railroads and proposals and programs for improvements in Mexico and other Latin American countries.

3. communications sent relating to railway missions ("Day-By-Day Correspondence"), 1942-46 (2 ft.)(MLR Entry 51, I 7), arranged chronologically. The series contains letters, memorandums, and telegrams sent, mainly to chiefs of missions, other Government agencies, private firms, and individuals concerning railway missions in Mexico and other Latin American countries.

4. correspondence regarding orders for railway equipment, 1942-46 (2 ft.)(MLR Entry 52, I 7), arranged alphabetically by type of equipment or other subject and thereunder chronologically. Most of the correspondence relates to the Mexican railway project. Included are photographs, blueprints of plans, specifications, and other materials.

5. records relating to the U.S. Railway Mission in Mexico, 1942-43 (1 ft.)(MLR Entry 53, I 7), arranged by subject or type of record and thereunder chronologically. The records consist of correspondence, memorandums, reports, agreements, and other records relating to general administrative, financial, and policy matters of the Mission; surveys and studies; conditions of Mexican railroads; requirements and plans for rehabilitation; traffic; routes; labor-management relations; and related subjects.

6. correspondence with the Chief of the U.S. Railway Mission in Mexico, 1942-45 (2 ft.)(MLR Entry 54, I 7), arranged chronologically. Included are letters, memorandums, and telegrams sent and received relating to general administrative, legal, financial, and personal matters and subjects concerning the condition and rehabilitation of Mexican

railroads. The records include statistical data and information about the condition and procurement of tools, equipment, track, replacement parts, and rolling stock; health and sanitation problems with rail workers; labor affairs; and the provision of technical assistance.

7. correspondence and other records concerning materials for Mexican railroads, 1942-45 (3 ft.)(MLR Entry 55, I 7), arranged by subject, correspondent, or railway and thereunder chronologically. This series consists of letters, memorandums, and telegrams sent and received; lists; schedules; blueprints; abstracts of inventories of equipment; and related records. The correspondence is mostly with manufacturing, export, and railway firms, and U.S. and Mexican Government agencies. The records relate to procurement of materials in the United States for the rehabilitation of Mexican railroads and to problems with the requirements and orders for these materials.

8. records relating to exportation of materials for Mexican railroads, 1943-46 (3 ft.)(MLR Entry 56, I 7), arranged by type of record and thereunder by job number assigned chronologically. These records are certificates of assignments to commodity suppliers, notification of preference ratings for shipping priority, and customs clearance certifications.

9. monthly reports of the U.S. Railway Mission in Mexico, November 1942-June 1946 (5 ft.)(MLR Entry 57, I 7), arranged chronologically. These are originals and copies of reports to the Coordinator and exhibit material, such as photographs and maps, concerning financial and personal data and information on Mission organization, condition of railroads, progress on individual projects, and related matters.

10. digests of progress reports of the U.S. Railway Mission in Mexico, November 1942-July 1943 (0.1 ft.)(MLR Entry 58, I 7), arranged chronologically. These copies of digests were prepared by the Rail Transportation Division and sent to the Coordinator and other Government agencies.

11. reports of the departments of the U.S. Railway Mission in Mexico to the Mission Chief, 1943-46 (2 ft.)(MLR Entry 59, I 7), arranged alphabetically by name of department head and thereunder chronologically. The series contains copies of reports received from the Mission Chief, with transmittal correspondence, on activities of Mission

departments relating to repair and construction of freight and passenger equipment; traffic; maintenance of roadway, ties, track, ballast, and bridges; motive power, shops, water supply and treatment; scrap; and related subjects.

12. monthly progress graphs, 1943-45 (2 ft.)(MLR Entry 60, I 7), arranged chronologically. Included are graphic reports, written in Spanish by the National Railways of Mexico, indicating the progress of work on the Mexican railroad rehabilitation project.

13. miscellaneous records relating to the U.S. Railway Mission in Mexico, 1942-44 (0.3 ft.)(MLR Entry 61, I 7), arranged by subject. The series consists of six binders and an album containing photographs, instructions, questionnaires, and reports relating to straightening of rails; aligning curves; stores, scrap, and reclamation; trip of Mexican railroad workers to the United States; general railroad and transportation facilities in Mexico (including the Aguascalientes railroad yards); and opinions of Mexican railroad officials concerning the Mission.

X.24 The U.S. Railway Mission in Mexico was established in 1942 because of the perceived inadequacy of the Mexican railroad system. The United States depended heavily on the Mexican railroads to transport critical war materials from Central America and Mexico because of the danger from German submarines during the period. The U.S. and Mexican Governments agreed in November 1942 to a joint program for the rehabilitation and modernization of the Mexican railroads. The Mission undertook an extensive program of rehabilitation while simultaneously maintaining vital rail service. The mission completed its work and was terminated on June 30, 1946. The following series are of interest:

1. general records, 1943-46 (14 ft.)(MLR Entry 63, I 7), arranged by subject according to the "index filing system" and thereunder chronologically. The records consist of correspondence, memorandums, reports, minutes of meetings, news clippings, and translations of news articles with the Rail Transportation Division of the Office of Inter-American Affairs, Mission personnel, and Mexican Government and railroad officials. The records concern virtually all activities of the Mission, including rehabilitation and procurement of railroad cars, engines and other equipment, and recommendations and

reports of Mission departments. The **index to general records, n.d.** (0.3 ft.)(MLR Entry 62, I 7), is arranged mostly alphabetically by subject according to an "index filing system," in which numbers were assigned to each subject. As new subjects were added, higher numbers were assigned, and the new subjects were thus filed by number, not alphabetically. The index is to subjects treated in the general records of the Mission (Entry 63) and give subject, date, and numerical file designation.

2. general correspondence, 1942-44 (10 ft.)(MLR Entry 64, I 7), arranged alphabetically by subject or correspondence and thereunder chronologically. Included are letters, memorandums, and telegrams sent and received relating to general organization, administration, and operations of the Mission. The series

also contains documentation on such subjects as office rules, regulations, space, and personnel; materials and equipment; procurement; traffic and shipment of commodities; border interchanges; health and sanitation; labor relations; accidents; and accounting.

3. records of the chief, 1942-46 (1 ft.)(MLR Entry 65, I 7), arranged alphabetically by subject, name of correspondent, or type of record and thereunder chronologically. The series includes correspondence, memorandums, telegrams, reports, minutes of meetings, transcripts of proceedings, inventories, railroad yard reorganization plans, and other records relating to administrative and substantive matters of concern to the Mission Chief.

4. correspondence of the chief, 1944-46 (0.5 ft.)(MLR Entry 66, I 7), arranged alphabetically by first letter of surname of correspondent, and thereunder chronologically. The series contains letters and telegrams sent and received concerning general personnel and administrative matters, procurement of equipment and materials, visit of Government and industrial officials, publications, and publicity.

5. miscellaneous reports and publications, 1943-47 (0.3 ft.)(MLR Entry 67, I 7), arranged by type of record. The records were accumulated by the Chief and include bound annual reports of the National Railways of Mexico (in Spanish) and copies of two U.S. railroad journals containing articles about the Mission and railroads in Latin America.

6. records relating to the activities of the Mission Department, 1943-46 (19 ft.)(MLR Entry 68, I 7), arranged in two subseries, each arranged alphabetically by name of department head. Included are correspondence, memorandums, and reports, largely of the department heads and the Mission Chief, relating to virtually all activities of the Mission.

7. records relating to surveys and rehabilitation projects, 1943-45 (3 ft.)(MLR Entry 69, I 7), arranged by subject or type of record. The series contains reports, recommendations, questionnaires, photographs, related correspondence, and other records concerning fiscal, car, and labor force accounting; administrative procedures; administrative reorganization of the National Railways of Mexico; water treatment; opinions of Mexican railroad officials concerning the Mission; and salvage and reclamation projects.

8. records relating to the procurement of materials, 1942-45 (0.3 ft.)(MLR Entry 70, I 7), arranged by subject. This is a list of purchase orders and export license applications and issuances.

9. inventories of railroad cars, n.d. (0.3 ft.)(MLR Entry 71, I 7), arranged by type of car. These are inventories of standard- and narrow-gauge freight, passenger, and other working cars, and condemned or retired cars of the Mexican National Railways. The inventories include car number, type of car, date of construction, class, structural information, and load capacity.

10. locomotive repair records, 1944 (1 ft.)(MLR Entry 72, I 7), arranged by locomotive number. Information on the cards includes locomotive number, class, division to which assigned, and notes on failures and repairs.

11. examinations and study book for locomotive firemen and engineers, n.d. (0.1 ft.)(MLR Entry 73, I 7). These two binders contain copies of progressive examinations of the Mexican National Railways for qualification as locomotive firemen and engineers and an examination study book.

12. profiles and repair schedules, 1943-44 (0.1 ft.)(MLR Entry 74, I 7), arranged by type of record. These are maps and profiles of railroad lines between Mexican cities;

schedules of track and roadbed conditions; track material required for rehabilitation; and sizes, types, conditions, and repairs required on bridges.

13. records relating to Mexican trainees, 1944 (10 ft.)(MLR Entry 75, I 7), arranged by type of record and thereunder alphabetically by name of applicant. Included are applications, medical certificates, identification cards, and exit information questionnaires used in processing employees of the Mexican National Railways to participate in the U.S. Railway Mission program to send Mexican railroad personnel to the United States for training.

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Part XI

Other Records

Record Group 28 Records of the Post Office Department

XI.1 Established as an independent agency by an act of February 20, 1792, the Post Office Department provided mail processing and delivery services to individuals and businesses within the United States. Abolished, effective July 1, 1971, by the Postal Reorganization Act, the Department's functions were transferred to the U.S. Postal Service. Among the functions of the U.S. Post Office was the supervision and regulation of railway mail service. During the early years of the U.S. Post Office, the Division of Railway Mail Service supervised matters relating to the establishment of any changes in railway mail service, the handling of mail in transit, and appointments of railway postal clerks. In addition, the Division of Railway Adjustments handled arrangements in establishing rates for new railroad routes and made adjustments in existing mail service on steam and electric railways. The records of the Post Office Department are described in the *Preliminary Inventory of the Records of the Post Office Department*, PI 168.

XI.2 The Bureau of the Second Assistant Postmaster General supervised transportation, routing, and distribution of mail and managed the international postal service. The following series in the Bureau's records contain material relevant to railroads:

1. letters sent, 1891-1934 (10 ft.)(MLR Entry 102, PI 168), arranged by type of letters sent and thereunder chronologically. The letters are in three groups. The first group includes press copies of instructions to special agents of the Railway Mail Service, 1891-1904, relating to complaints against the postal service.

2. miscellaneous letters sent, 1908-33 (2 ft.)(MLR Entry 103, PI 168), arranged, for the most part, chronologically. One part of the series, labeled "Special Files, II-XVI," consists of copies of outgoing correspondence of Joseph Stewart, 1913 to 1916, concerning the readjustment of railway mail compensation, and improvements in railway mail service.

3. memoranda, 1914-29 (1 ft.)(MLR Entry 104, PI 168), arranged chronologically. The memorandums relate to railway mail service and railway adjustment, among other subjects.

4. notices to railway companies, February 10, 1885-May 19, 1909 (7 ft.)(MLR Entry 106, PI 168), arranged chronologically. These are mainly press copies of notification and circulars issued to railway companies. The records relate to pay adjustments and laws concerning pay for the transportation of mails on railroad routes, among other subjects.

XI.3 Mail was first carried by rail in 1831 and the Post Office declared all railroads in the United States to be post routes in 1838. The Railway Post Office Service was established on July 7, 1862, to facilitate the distribution of overland mail on the route from Hannibal, Missouri, to St. Joseph, Missouri. On July 1, 1907, it became the Division of Railway Mail Service. Among its other duties, the Division supervised matters relating to the establishment of any changes in railway mail service, the handling of mail in transit, and appointments of railway postal clerks. The Division's records include the following series:

1. subject index to correspondence of the General Superintendent of the Railway Mail Service, 1889-1915 (2 ft.)(MLR Entry 113, PI 168), arranged alphabetically by subject. The index gives a brief summary of each letter.

2. miscellaneous correspondence, 1902-29 (3 ft.)(MLR Entry 114, PI 168), arranged by subject and thereunder chronologically. The records relate, among other subjects, to complaints about and suggestions for improvements in railway mail service, 1924 to 1929; publicity concerning the service, 1918 to 1926; devices for discharging mail from moving trains, 1902 to 1906; unsatisfactory service at the Baltimore and Ohio Railroad station at Pittsburgh, Pennsylvania, 1917 to 1918; and employee organizations.

3. instruction circulars, 1921-34 (2 ft.)(MLR Entry 115, PI 168), arranged by date of circular. The circulars were sent to the field superintendents of the Railway Mail Service.

4. decisions and instructions relating to the handling of mail on a space-occupied basis, 1917-20 (0.7 ft.)(MLR Entry 116, PI 168), arranged by field division of the Service. The records relate to the change, on July 28, 1916, in the method of paying railroad companies for carrying the mail. Previously, the railroad companies had been paid according to the weight of the mail carried.

5. monthly reports on the costs of operating railway postal lines, 1922-28 (0.4 ft.)(MLR Entry 117, PI 168), arranged chronologically. The reports contain tabulations showing field division, railway postal line, number of clerks employed on the line, their salaries, total cost of mail distribution, number of mail pouches opened, number of packages and mail sacks handled, number of registers maintained by each field division, total units of mail handled, and average number of units handled by each clerk.

6. indexes to rosters of railway postal clerks, 1883-97 (0.5 ft.)(MLR Entry 118, PI 168). The indexes are arranged chronologically. The entries are arranged alphabetically by name of clerk. The records consist of three bound volumes covering the years: ca. 1883-ca. 1886, ca. 1886-ca. 1892, and ca. 1892-ca. 1902. Each volume contains two separate indexes: an index to railway postal routes, arranged alphabetically by name of city, and an index to railway postal clerks, arranged roughly alphabetically by the first one or two letters of the clerk's surname. These volumes serve as an index to Entry 119. This series has been microfilmed as National Archives Microfilm Publication M2077, *Indexes to Rosters of Railway Postal Clerks, ca. 1883-ca. 1902*.

7. rosters of special, route, and local blank and stamp agents and rosters of railway postal clerks, 1855-97 (5 ft.)(MLR Entry 119, A1), arranged chronologically. The rosters

contain the name of the railroad, the name and date of appointment of the agent or clerk, and occasionally the date of taking the oath. Up to 1883, the volumes contain alphabetical indexes by name of individual, route, or railroad; after 1883, the indexes are in separate volumes.

8. rosters of employees, 1869-1912 (2 ft.)(MLR Entry 119 A, A1);

9. organization sheet for offices, terminals, and lines ("Form 5029 & 5084"), 1928-42 (7 ft.)(MLR Entry 119 D, A1);

10. newsletters, 1918-51 (23 ft.)(MLR Entry 120, PI 168), arranged by date of issuance. These are weekly newsletters from the 15 division superintendents to the General Superintendent of the Railway Mail Service. The newsletters relate to holiday mail, Presidential mail, cargo mail, train schedules, storage-car movements, terminal facilities, accidents, summer service, labor complaints, postage rates, cost of mail distribution, parcel post, weather reports, the Railway Mail Association, mail service in Alaska, inspections, and statistics relating to mail handling.

11. daily schedules of mail trains, 1882-84 (0.4 ft.)(MLR Entry 121, PI 168), arranged by volume number and thereunder by field division number. These printed schedules serve as a record of authorized route operations of the Railway Mail Service. Included are the schedules of closed-pouch mail trains.

12. registers of railroad mail-route contracts, 1877-1948 (138 ft.)(MLR Entry 122, PI 168), arranged chronologically by 4-year contract period and thereunder by state. For each contract, the registers list the mail-route number, terminals of the route and intervening post office stops, distances between railway stations, time schedules for the route, date of contract award, amount of contract bid, and any changes. The registers contain references to transportation of mail by steamboat, city railway, and suburban electric line.

13. record of badges and keys, 1899-1925 (0.4 ft.)(MLR Entry 122 A, A1), includes Railway Mail Service badges;

14. Other series of records include: **agreements with railroad companies, 1887-1891** (0.5 ft.)(MLR Entry 18, UD); **records relating to mail service on railway post office routes, 1912-15** (0.8 ft.)(MLR Entry 21, UD); **monthly record of runs of mail trains, 1878-99** (1 ft.)(MLR Entry 27, UD); **schedules of mail trains, 1877-84** (2 ft.)(MLR Entry 34, UD); **record of arrivals and departures of railway postal clerks, 1904-13** (0.5 ft.)(MLR Entry 35, UD); and **schedules of mail trains ("Standpoint Schemes"), 1906, 1911-13** (1 ft.)(MLR Entries 37-38, UD).

XI.4 The Division of Railway Adjustments was created in 1878 to handle arrangements in establishing rates for new railroad routes and to make adjustments in existing mail service on steam and electric railways, among other modes of transportation. The Division audited claims for such types of mail transportation, examined quality of performance, prepared statements of accounts for payment of the various carriers, and, after 1916, interpreted and applied the regulations and orders of the ICC, which became responsible for the determination and maintenance of fair and reasonable rate of payment. The Division's records include the following series:

1. general correspondence, 1907-46 (20 ft.)(MLR Entry 135, PI 168), arranged mostly by subject. The records include correspondence relating to the administration, operations, personnel, rulings, and instructions for the Division. Included among other subjects are correspondence with railroad companies relating to back pay due as a result of an ICC order of July 10, 1928; reports on amount of fines paid by railroad companies; reports on tests in the use of narrow-gauge railroad units; reports on the costs of mail transportation; working papers for a pamphlet containing instructions and rulings on transportation of mail by railroads; and weekly progress reports detailing expenditures for railroad mail transportation. There is a folder list available for this series.

2. public carrier's reports of railway mail service performed, 1916-22 (1 ft.)(MLR Entry 137, PI 168), arranged numerically by report number. These case reports, prepared by the railway company, show name of company, route number, period covered by the report, points of service, distance traveled, class of service provided, number of one-way trips, and rate per mile.

3. reports relating to equalization of pay between competitive railroad mail routes, 1911-26 (0.5 ft.)(MLR Entry 138, PI 168), arranged chronologically;

4. railway and steamship mail pay cases, 1912-35 (4 ft.)(MLR Entry 389, A1), arranged in four sub-series and thereunder alphabetically by name of plaintiff (individual, U.S. Government, railroad company, or steamship company. This series contains correspondence, memorandums, printed Court of Claims documents, and other records related to cases heard before the Court of Claims where the Post Office Department and railroad companies were either the plaintiffs or defendants. Most of the cases involve a railroad or steamship company wanting more money than the Post Office Department was willing to allow.

5. reports of payments for railway mail transportation, 1876-1928 (2 ft.)(MLR Entry 62, UD).

XI.5 The records of the Post Office Department's Bureau of Transportation include the series **records relating to the Air, Highway, and Railway Mail Services, 1965-68** (2 ft.)(MLR Entry 17, UD). arranged by type of mail service.

XI.6 The Department's Railway Transportation Division was established subsequent to the 1949 Postal Reorganization Plan. The Division developed and recommended policies, procedures, and regulations governing transportation of mail by railroads. Among other functions, the Division designed systems for appraising performance of rail carriers for deficiencies; reviewed regional performance to ensure equitable operation of the system; and developed mail handling and transportation programs in cooperation of railroads for improvement of schedules, mail handling, and mobile equipment. The Division's records include the following series:

1. postal inspection reports, 1958-63 (1 ft.)(MLR Entry 418, A1), arranged by type of report and thereunder chronologically. This series consists of postal inspection reports and related correspondence regarding problems identified by postal inspectors pertaining to railroad post office operations. Most of the records relate to the mishandling of mail.

2. railroad operating agreements, 1948-56 (1 ft.)(MLR Entry 419, A1), arranged by type of agreement or subject and thereunder alphabetically by name of carrier. The series consists of copies of railroad operating agreements and computations of mileage equalization deductions for railroad mail transportation, accumulated by Robert Shaw.

3. publicity materials relating to railway mail service, 1946-60 (1 ft.)(MLR Entry 43, UD), arranged by title of publication; and

4. special contracts with various railroad companies, 1919-50 (0.6 ft.), arranged by name of railroad.

XI.7 The Bureau of Transportation and International Services, which existed for the period 1949 to 1964, was the successor organization to the Bureau of Transportation. Its records include the following series:

1. special project reports and related records, 1966-67 (6 ft.)(MLR Entry 424, A1), arranged by name or type of project. This series contains reports, correspondence, memorandums, and other records relating to special project to improve air and rail mail service. Some of the rail projects included the Pennsylvania Railroad Special Project and the New York Central Railroad Case.

2. subject files, 1962-67 (3 ft.)(MLR Entry 425, A1), arranged by subject. This series contains correspondence, memorandums, reports, and other records relating to the activities of the Transportation Requirements Branch. Included are a general file on railroad post offices and a file on the curtailment of railroad post offices.

3. railroad post office discontinuance case files, 1963-67 (8 ft.)(MLR Entry 427, A1), arranged alphabetically by Railroad Post Office (RPO) route. The series consists of correspondence, memorandums, maps, lists, statistical data, and other records relating to the discontinuance of Railroad Post Office routes between mid-1965 and early 1967.

4. records relating to the construction, operation, sanitation, and maintenance of railway post office cars, 1911-64 (3 ft.)(MLR Entry 44, UD), arranged alphabetically by subject; and

5. records relating to the discontinuance of railway post offices, 1964-67 (10 ft.)(MLR Entry 45, UD), arranged alphabetically by name of railroad company.

XI.8 The Bureau of the Chief Inspector investigates mail depreations and violations of postal laws and regulations and inspects Department finances, property, and equipment. The records of the Bureau include **records relating to the railway mail service investigation, February-May 1925 (1 ft.)**(MLR Entry 233, PI 168), unarranged. The records contain mainly correspondence and reports of an investigation of the 15 divisions of the Railway Mail Service, conducted in April and May 1925. The reports pertain to the status of work, methods of operation, and morale of employees and include suggestions for improving the service.

XI.9 This record group contains several motion pictures concerning the railway mail service and mail trains, such as the "Romance of the Postal Service" series (Accession 371).

Record Group 185 Records of the Panama Canal

XI.10 The Panama Canal Commission was established as an independent agency, effective October 1, 1979, by the Panama Canal Act of 1979 (93 Stat. 452), September 27, 1979, superseding the Canal Zone Government and the Panama Canal Company. The Panama Canal Commission operated and maintained the Panama Canal and associated facilities in cooperation with the Republic of Panama, until the Panama Canal Treaty of 1977 terminated on December 31, 1999, and sovereignty over the canal was assumed by the Republic of Panama. Records relating to railroads include the records of the Panama Railroad, which are maintained separately. However, there are files relating to the Panama Railroad in the records of the Campagnie Universelle Du Canal Interoceanique (French) 1879-1904; the Second Isthmian Canal Commission, 1904-16; and the Panama Canal Commission, 1914-60.

XI.11 The Panama Railroad Company, 1849-1938, was incorporated by the New York State legislature, April 7, 1849, to build and operate a railroad across the Isthmus of Panama. The Company was purchased by the United States as part of the assets of

Compagnie Nouvelle, April 23, 1904, and reincorporated by the United States as the operating arm of the Panama Canal by the Panama Canal Railroad Company Act (62 Stat. 1076), June 29, 1948. It became part of the Panama Canal Company in 1950 and the Panama Canal Commission in 1979. Part of the Company's textual records are described in the *Preliminary Inventory of the Textual Records of the Panama Canal*, PI 153; and the maps are described in the *Preliminary Inventory of the Cartographic Records of the Panama Canal*, PI 91. The record series indicated below are the substantive records of the Panama Railroad and are not listed in the inventory:

- 1. general correspondence, 1888-1914 (423 ft.)(MLR Entry 100A, UD);**
- 2. annual reports of the Panama Railroad (1.3 ft.)(MLR Entry 101, UD);**
- 3. New York Office general correspondence, 1914-20 (83 ft.)(MLR Entry 115, UD);**
- 4. closed correspondence relating to the history of the Panama Railroad Company, 1951-56 (0.4 ft.)(MLR Entry 188, UD);**
- 5. selected records from general correspondence and administrative files of the Panama Railroad Company, 1920-53 (2 ft.)(MLR Entry 182, UD);**
- 6. correspondence and inquiries regarding the Panama Railroad Company, 1927-51 (0.4 ft.)(MLR Entry 170, UD);**
- 7. index to Panama Railroad/Panama Canal Commission, New York Office records, 1918-49 (0.5 ft.)(MLR Entry 263, UD);**
- 8. letter books of the Panama Railroad Company, New York City, 1849-71 (4.7 ft.)(MLR Entry 207, UD);**
- 9. outgoing correspondence from the Panama Railroad Company to the Panama Canal Company, November 1888-1902 (0.4 ft.)(MLR Entry 112, UD);**
- 10. letters from the Inspecting Engineer, Roland Alwork, Panama Railroad Company, August 4- December 15, 1902 (0.4 ft.)(MLR Entry 113, UD);**

11. letters from the Assistant Engineer, J.L. Wickles, Panama Railroad Company, 1898 (0.4 ft.)(MLR Entry 114, UD);

12. bound volumes marked "Personal Correspondence" from George Whaley, Vice President and General Manager, Panama Railroad Company, 1895-1902 (0.9 ft.)(MLR Entry 206, UD);

13. Panama Railroad Company, canceled stock certificates, 1851-1948 (16.6 ft.)(MLR Entry 254, UD);

14. Panama Railroad Company, federal charter, 1945-50 (0.4 ft.)(MLR Entry 178, UD);

15. purchase of Panama Railroad equipment, 1936-41 (0.4 ft.)(MLR Entry 278, UD);

16. correspondence relating to purchase of locomotives for Panama Railroad Company, 1939-57 (0.4 ft.)(MLR Entry 176, UD);

17. purchase of Panama Railroad Company train equipment, 1936-41 (0.4 ft.)(MLR Entry 177, UD);

18. contract and bid papers for the purchase of locomotives for Panama Railroad Company, 1939-41 (0.4 ft.)(MLR Entry 175, UD);

19. personal correspondence of T.H. Rosebottom, Third Vice President, Panama Railroad Company, 1920-39 (0.9 ft.)(MLR Entry 174, UD);

20. correspondence regarding finances of Panama Railroad Company, 1929-53 (0.4 ft.)(MLR Entry 173, UD);

21. Panama Railroad Company real estate on the Isthmus, 1937-51 (0.4 ft.)(MLR Entry 180, UD);

22. Panama Railroad Company equipment purchases, 1936-52 (0.4 ft.)(MLR Entry 179, UD);

23. annual reports of the Panama Railroad Company, 1852-1951 (0.4 ft.)(MLR Entry 181, UD);
24. contracts and agreements between Columbia, the Republic of New Grenada, and the Panama Railroad Company, 1850, 1857, 1867, 1901 (0.4 ft.)(MLR Entry 256, UD);
25. outgoing correspondence of the General Manager, Panama Railroad Company, 1900-1902 (0.4 ft.)(MLR Entry 196, UD);
26. letters from the Chief Engineer, 1861-1902 (7.8 ft.)(MLR Entry 199, UD);
27. Panama Railroad Company, stock register, 1853-1914 (3.1 ft.)(MLR Entry 200, UD);
28. Panama Railroad Company, "Cash" book accounts, 1855-64 (3.1 ft.)(MLR Entry 201, UD);
29. Panama Railroad Company, powers of attorney log, 1850-93 (1.5 ft.)(MLR Entry 204, UD);
30. Panama Railroad Company, applications (1.5 ft.)(MLR Entry 203, UD);
31. Panama Railroad unsettled accounts ledger F, 1867-69 (1.5 ft.)(MLR Entry 202, UD);
32. Panama Railroad Company transfers--sinking fund subsidiary bond, 1880 (1.5 ft.)(MLR Entry 205, UD);
33. Panama Railroad Company, ledgers, 1872-1919 (3 ft.)(MLR Entry 269, UD);
34. Panama Railroad Company auditors files, 1921-51 (0.9 ft.)(MLR Entry 268, UD); and
35. records relating to the meeting of the Board of Directors, Panama Railroad, 1934-52 (0.4 ft.)(MLR Entry 272, UD).

XI.12 The records of the Land Commission include Land Files of the Panama Railroad Company and Records Relating to the Panama Railroad. Panama Railroad records may also be located in the various central correspondence files of the Panama Canal Commission.

XI.13 Nontextual records in this record group include photographs documenting the history of the construction of the Panama Canal. Photographs include pictures of the Panama Railroad, dating 1887 to 1940 (185-G). There are photographs collected by the Panama Railroad Company showing French canal construction and views of areas adjacent to the company's rail lines from Aspinwall to Panama City (185-F). Photographs showing the development of the Panama Railroad, including scenes of different types of locomotives, passengers boarding trains, aerial photographs of the rail route, and scenes of a railroad derailment are located in the Photographs Related to the Operation and Development of the Panama Canal Zone (185-CZ).

Record Group 220 Records of Presidential Committees, Commissions, and Boards

XI.14 These records consists of the records of temporary committees, commissions, boards, and other organizations that have been appointed periodically by the President to serve in fact-finding or advisory capacities, and to perform policymaking or coordinating functions concerning the work of other Federal agencies. There are several Presidential commissions that involve railroads, particularly the Alaska Railroad and railroad employee retirement issues.

XI.15 The Presidential Railroad Commission, 1961-62, was established by an Executive order of November 1, 1960, to study a dispute between the major rail carriers and the five brotherhoods of operating employees involving the manning of engines and trains, the structure of the pay system, rules governing the assignment of employees and other work rules, and maintenance of employee security. The Commission held extensive public hearings on railroad labor-management relations. The records include the final report, transcripts of proceedings of public hearings, employee's and carrier's exhibits, studies and contracts for studies, press releases and clippings, and records of the Office of the Chairman and the Office of the Executive Director. The records are described in the *Preliminary Inventory of the Presidential Railroad Commission*, NC 89. The records are located in the John F. Kennedy Presidential Library.

XI.16 The Alaska International Rail and Highway Commission, 1956-61, was established by an act of August 1, 1956, to "investigate and report upon both the engineering and

economic factors" involved in constructing rail and highway connections from Alaska through Canada to the rest of the continental United States. The Commission's membership included members of Congress; representatives of the Corps of Engineers and the Interior, State, and Commerce Departments; and a member of the public from Alaska and the Pacific Northwest. The Under Secretary of Commerce for Transportation usually served as Chairman. The **records of the Alaska International Rail and Highway Commission, 1956-61** (20 ft.)(MLR Entry 34040, A1), are arranged by type of record and give information concerning U.S.-Canadian relations and the transition of Alaska from territorial status to statehood. The records include an administrative file, congressional file, organization file, governmental file, members file, research proposals, miscellaneous subject file, transportation file, commission meetings and hearings, press releases and statements, commission publications, chronological correspondence file, general correspondence, and miscellaneous maps and publications.

XI.17 The Commission on Railroad Retirement was created by Public Law 91-377 on August 12, 1970. The Commission conducted a study of the railroad retirement system and recommended changes in the system to provide adequate levels of benefits on an actuarially sound basis. In addition, the Commission studied the adequacy of benefits and their adjustment in relation to increases in Social Security and in the cost of living, the relationship between railroad retirement and Social Security systems, and the finances of the railroad retirement system. The Commission was composed of five members. The Commission issued its report, entitled *The Railroad Retirement System: Its Coming Crisis*, on June 30, 1972. Its records include the following series:

- 1. records of meetings, January 20, 1971-June 28, 1972** (9 ft.)(MLR Entry 37190 a, A1);
- 2. draft minutes of meetings, July 15, 1971-June 28, 1972** (0.5 ft.)(MLR Entry 37190 B, A1), arranged chronologically by date of meeting;
- 3. office files, 1971-72** (11 ft.)(MLR Entry 37190 C, A1), arranged alphabetically by subject. Included are files concerning administration, congressional relations, work programs/projects, public relations/affairs, and reports.
- 4. copies of letters and memorandums sent by the Executive Director ("Cross Reference Files"), January 1971-August 1972** (1 ft.)(MLR Entry 37190 D, A1);

5. **photographs of commissioners, ca. 1971** (0.2 ft.)(MLR Entry 37190 E, A1);
6. **register of incoming mail, February 1971-July 1972** (0.2 ft)(MLR Entry 37190 F, A1);
7. **post-commission correspondence and memorandums of the Executive Director, July 14, 1972-January 4, 1973** (0.2 ft.)(MLR Entry 37190 G, A1);
8. **reading file ("Chronological File"), January 1971-July 1972** (2 ft.)(MLR Entry 37190 H, A1);
9. **miscellaneous records relating to actuaries, July 1971-July 1972** (0.2 ft.)(MLR Entry 37190 I, A1);
10. **records relating to a questionnaire sent by the Commission, March 1971-September 1971** (1 ft.)(MLR Entry 37190 J, A1);
11. **working papers, 1971-72** (21 ft.)(MLR Entry 37190 K, A1), arranged alphabetically by name of Commission member. Included are drafts of material used in the compilation of statistical and other data for use in the Commission final report.
12. **drafts of the final report, 1971-72** (15 ft.)(MLR Entry 37190 L, A1), arranged by type of draft. Included are working drafts, footnoted drafts, unmarked drafts, dated drafts, glossary, charts, and the final draft of the Commission's final report;
13. **comments on the final draft report, April 1972-August 1972** (0.5 ft.)(MLR Entry 37190 M, A1);
14. **final drafts of the supporting staff papers** (2 ft.)(MLR Entry 37190 N, A1), arranged by title of report. The series consists of reports prepared by Commission staff and the National Planning Association concerning the Railroad Retirement System. Reports include "Projection of Economic Factors Affecting the Railroad Retirement System," "Historical Background of the Railroad Retirement System," and "Adequacy of Railroad Retirement Benefits."
15. Other series include: **annotated drafts of "Fact Papers," August 1972** (0.5 ft.)(MLR Entry 37190 O, A1); **drafts of papers by the National Planning Association, December**

1971-August 1972 (1 ft.)(MLR Entry 37190 P, A1); **records concerning proposed legislation on railroad retirement, August 1972-September 1972** (0.2 ft.)(MLR Entry 37190 Q, A1); **records pertaining to the distribution of the final report, June 1972-March 1973** (0.2 ft.)(MLR Entry 37190 R, A1); **printouts from the actuarial computer model of the Railroad Retirement System, January 1971-August 1972** (9 ft.)(MLR Entry 37190 S, A1); **tabulations concerning railroad retirement, 1971-72** (1 ft.)(MLR Entry 37190 T, A1); **miscellaneous records relating to the actuarial computer model, 1971-72** (1 ft.)(MLR Entry 37190 U, A1); **published final report and other government publications concerning the Commission on Railroad Retirement, 1971** (0.5 ft.)(MLR Entry 37190 V, A1); **publications and related material concerning the Social Security Administration and the Railroad Retirement Board, 1971-72** (1 ft.)(MLR Entry 37190 W, A1); and **reference materials concerning the transportation industry, 1971-72** (1 ft.)(MLR Entry 37190 X, A1).

XI.18 The Commission on Railroad Retirement Reform, 1987-90, was established by the Omnibus Budget Reconciliation Act of December 22, 1987, and subsequently amended by an act of November 10, 1988. The Commission was charged with conducting a comprehensive study of the issues pertaining to the long-term financing of the railroad retirement system and the system's short- and long-term solvency. The Commission met for the first time on February 10, 1989, and held 17 subsequent meetings. The Commission presented its final report, *Committee on Railroad Retirement Reform: Final Report*, to Congress in September 1990 and concluded its business in October 1990. Its records include the following series:

1. correspondence, 1988-90 (1 ft.)(MLR Entry 40455 E, A1), arranged in two groups-- incoming and outgoing--and thereunder by date. The records consists of general correspondence relating to the overall activities and concerns of the Commission and its members. Included as attachments to letters are newspaper clippings, reports, and schedules of meetings. Many of the letters are from officials associated with various railroads, commuter railroads, professional railroad organizations, and retirement organizations.

2. Commission memorandums, 1989-90 (0.2 ft.)(MLR Entry 40455 A, A1), arranged in two groups-- memorandums to Commissioners and interoffice staff memorandums--and

thereunder chronologically by date. The files consist of memorandums to Commissioners from the Executive Officer and interoffice staff memorandums relating to hearings held by the Commission. The memorandums cover a variety of subjects relating to meeting agendas, staff changes, public hearings, and information concerning the general proceedings of the Commission.

3. numbered memorandums, 1989-90 (0.2 ft.)(MLR Entry 40455 B, A1), arranged numerically by memorandum number. The records are composed of issue-oriented memorandums numbered from 1 to 67 prepared by staff members and other Federal employees associated with the Commission, covering a variety of subjects relating to railroad retirement, pension benefits and taxability, financing retirement plans, and benefit analysis.

4. approved minutes of Commission meetings, 1989-90 (0.5 ft.)(MLR Entry 40455 D, A1), arranged chronologically by meeting date. Records include copies of related correspondence, reports, and information papers.

5. list of attendees at Commission meetings, 1989-90 (0.1 ft.)(MLR Entry 40455 C, A1), arranged chronologically by date of meeting;

6. Commission charter and related documentation, 1987-89 (0.1 ft.)(MLR Entry 40455 F, A1), unarranged. These records provide background information on the legislation that officially authorized the creation of the Commission.

7. briefing papers, 1986-90 (0.4 ft.)(MLR Entry 40455 G, A1), arranged by subject. The 10 briefing papers contain background material used in preparing the final report. Sample titles include "Financial Status of Railroad Retirement System" and "Privatization of the Railroad Retirement System."

8. final report of the Commission, 1990 (0.4 ft.)(MLR Entry 40455, A1), unarranged. The report outlines the history and purpose of the Commission, discusses its activities, and presents the Commission findings and conclusions.

XI.19 The National Commission on Intermodal Transportation was created pursuant to section 5005 of the Intermodal Surface Transportation Efficiency Act of 1991. The

Commission was charged with determining the current status of intermodal transportation, identifying the problems and resources needed for improvements, and recommending policies needed to increase efficiency. The Commission consisted of 15 members, including consumers and representatives from private organizations and Federal, state, and local government transportation agencies. Robert D. Krebs, Chairman of the Santa Fe Pacific Corporation and the Atchison, Topeka & Santa Fe Railway, served as Chairman. The Commission's records include the following series:

- 1. Commission meeting files, 1994** (0.5 ft.)(MLR Entry 41220, A1), arranged chronologically by date of meeting. The records relate to Commission meetings, public hearings, and site visits.
- 2. commissioners' briefing materials, 1994** (0.3 ft.)(MLR Entry 41221, A1), arranged chronologically by date of meeting or distribution of material. The records include agendas, background papers, related articles of interest, and other materials created or collected in preparation for meetings, public hearings, or site visits.
- 3. testimonies, 1994** (0.5 ft.)(MLR Entry 41222, A1), arranged alphabetically by surname of testifier. The records include written testimonies submitted either before or during a Commission meeting or hearing. Testifiers included individuals from state and local transit and port authorities and representatives of the transportation industry.
- 4. subject files, 1994** (0.5 ft.)(MLR Entry 41223, A1), arranged by topic or record type. The records include organization and function, project, publications, staff reference, and press release files. Included is a draft of the final report of the Commission.
- 5. correspondence, 1994** (0.4 ft.)(MLR Entry 41224, A1), arranged alphabetically by name of correspondent.

XI.20 The Committee on the Conservation and Administration of the Public Domain, in existence during 1929 to 1931, studied future disposition of remaining unreserved public land. Its records include a map of Alaska compiled by the Alaska Railroad, Department of the Interior, showing routes of the Alaska Railroad and the line of the Copper River and Northwestern Railroad.

Record Group 241 Records of the Patent and Trademark Office

XI.21 The granting of patents for inventions was made a function of the Federal Government by Article I, section 8, of the Constitution. The first patent act, dated April 10, 1790, made the Secretary of State responsible for the issuance of patents. The Patent Act of July 4, 1836, placed the Patent Office under the direction of a Commissioner of Patents. A fire in December 1836 destroyed most of the records relating to patents, including the models. An act of March 3, 1837, provided for the restoration of these records. The Patent Office was transferred to the Department of the Interior on March 3, 1849, and, by an Executive order, to the Department of Commerce on April 1, 1925.

XI.22 The Patent Office examines applications for patents to ascertain if the applicants are entitled to patents under the law and grants the patents when they are so entitled; publishes and disseminates information concerning patented matter; records the assignment of patents; and maintains a scientific library and a search file of U.S. and foreign patents for public use. There are many invention patent application files and patent interference files concerning railroad equipment. Two of the most significant are the patent files for the locomotive steam engine and railroad car couplers. Some of the series in this record group are described in the *Preliminary Inventory of the Records of the Patent Office*, NC-147.

XI.23 The **patent application files, 1836-1918** (21,855 ft.)(MLR Entry 9A, A1), arranged by patent number 1-1,280,027 (September 1917), include petitions, specifications, claims, applicants' oaths of invention, reports by patent attorneys accepting or rejecting the claims, rejoinders by inventors or their attorneys, printed copies of specifications, claims, drawings, powers of attorney, notices of allowances and fee payments, fee receipts, and correspondence with inventors or their attorneys. The patents themselves were given to inventors. The early invention patent application files are jacketed with the outside cover giving information such as the patent application number, the name of the inventor and his/her place of residence, the invention, the dates of receipt of the petition, affidavit, specification, drawings, and model, the cash fee, the patent examiner, and the date the invention was patented. The inside of the typical jacket contains the petition,

affidavits, drawings, specifications, and related correspondence. The invention patents are indexed by the following publications: *Subject Matter Index of Patents for Inventions Issued by the United States From 1790 to 1873 Inclusive* or the *General Index of the Official Gazette of the U.S. Patent Office*. The patent numbers for patents relating to railroads can be extracted from these publications.

XI.24 One of the foremost examples of invention patents relating to railroads is the Locomotive Steam Engine for Rail and Other Roads, patented by John Ruggles of Thomaston, Maine, dated July 28, 1836. This patent was Invention Patent #1, the first patent issued after the fire. This particular patent jacket contains the printed specifications and drawings. In the specifications, Ruggles maintains that "I . . . have invented a new and useful improvement or improvements on locomotive-engines used on railroads and common roads by which inclined planes and hills may be ascended and heavy loads drawn up the same with more facility and economy than heretofore, and by which the evil effects of frost, ice, snows, and mud on the rail causing the wheels to slide are obviated." In order to prevent sliding, Ruggles used a check rail and retreating cogs operated on by springs on the rims of the locomotive wheels. Another important invention patent in the history of railroads is the patent for railroad car couplings by Eli H. Janney of Alexandria, Virginia, issued on April 25, 1873. (Invention Patent #138,405). This jacket includes the petition, handwritten specifications, correspondence relating to the patent, and the printed drawings. The invention was a coupler which consisted of the combination of a rotary hook and catch mechanism with a guard-arm. Janney remarks that "the advantages of the described construction are numerous. It will couple readily under all circumstances if one of the hooks is open, but will not if both are closed. It is adapted for use upon cars of different heights. It has no lateral or longitudinal play, but moves freely vertically. It is impossible for it to become uncoupled unless the cars leave the track."

XI.25 In the **interference case files, 1836-1905** (1,404 ft.)(MLR Entry 24, A1), the 19th-century patent interference case files are divided into two chronological segments: 1838-69 and 1870-1900. Case files in the earlier segment, 1838-69, number about 900 files arranged chronologically by year and thereunder roughly alphabetically by the surname of one of the parties in the case. The approximately 2,500 case files in the later segment, 1870-1900, are arranged numerically by case number, from 1 to 27,271, with

gaps. The case file documentation for the earlier period is much less complete than that for the later period. The quality and even the quantity of the documentation is uneven from case to case. A typical invention patent interference file, especially after 1870, contains notices, letters, depositions, statements, requests, motions, printed testimony, briefs, decisions, appeals, and related documentation. Patent interference occurred when more than one inventor made a claim for the same patent. Hearings were held by chief patent examiners to determine which of the claimants should be granted the patent. Many of the case files include letters from inventors, attorneys, and other interested individuals; significant reviews of the particular patent represented by the claim; and studies of similar claims. The files also include significant historical information concerning the inventors and their associates, and they detail the process of invention. There are many invention patent interference files relating to railroads. Some examples of subjects include railroad car brakes, railroad car couplings (several case files), railroad car wheels, railroad gates, railroad spikes, and railroad switches. There are complete subject, inventor name, and invention patent interference number indexes in *Patent Interference Case Files, 1838-1900: A Special List of Patent Interference Cases in Record Group 241* (Special List 59).

National Archives Collection of Donated Materials

XI.26 These records consist of gifts of personal papers, historical manuscripts, and special media materials donated to the National Archives. Although these materials are not official records of the U.S. Government, the National Archives Act of June 18, 1934, authorized their acceptance as gifts if they related to and illustrated historical activities of the United States. The materials allocated to this record group have been donated by a wide range of business and cultural organizations and by many individuals. Donated materials relating to railroads include the records of the American Heritage Foundation relating to the Freedom Train, various newsreel collections, and the records of the American Red Cross.

Records of the American Heritage Foundation, 1947-68

XI.27 The American Heritage Foundation (AHF) was established February 14, 1947, as a nonprofit corporation with the mission of encouraging the participation of Americans in citizenship activities. The Foundation sponsored the Freedom Train, September 1947-January 1949, an exhibit of original, noteworthy documents of American history carried on rails to hundreds of cities and towns nationwide.

The traveling exhibit consisted primarily of original landmark documents of American history, including Jefferson's draft of the Declaration of Independence, Washington's Farewell Address, the Mayflower Compact, and Lincoln's Gettysburg Address. The 37,000-mile rail tour of the United States covered every state in the union, with visits to 322 communities. The tour ended in Washington during the January 1949 inauguration of President Truman. The train itself consisted of the "Spirit of 1776" locomotive, which pulled seven white cars with red, white, and blue stripes running the length of the train. The Freedom Train project was sponsored by the U.S. Attorney General and run by the American Heritage Foundation. Entertainers such as Bing Crosby, Irving Berlin, and the Andrews Sisters donated their services for the campaign. The project's records include the following series:

1. AHF Freedom Train records, n.d. (2 ft.)(MLR Entry 27120 W, A1), arranged by subject. The records include correspondence relating to the preparation of the American Heritage Foundation for the Freedom Train and the activities of the Freedom Train, promotional reports and other materials, itineraries, and progress reports.

2. First Freedom Train records, n.d. (6 ft.)(MLR Entry 27120 X, A1), arranged mostly alphabetically by subject or name of correspondent. These are the administrative subject files for the First Freedom Train, 1947-48. Among other records, there are studies on the impact of the Freedom Train.

3. train photographs, progress reports, and magazines, n.d. (4 ft.)(MLR Entry 27120 Y, A1), unarranged. This is a reference collection of photographs, progress reports, magazines, and other visual materials relating to the promotion of the Freedom Train. The series also includes a volume entitled *Heritage of Freedom: The History and Significance of the Basic Documents of Liberty*, by Frank Monaghan, and a Captain

Marvel comic book containing a "four-part action thriller" called "Captain Marvel and the Freedom Train."

4. Freedom Train publications, n.d. (1 ft.)(MLR Entry 27120 Z, A1), unarranged. These are publications and other materials relating to the activities of the Freedom Train.

5. Freedom Train lists, n.d. (6 ft.)(MLR Entry 27120 JJ, A1), unarranged. The series consists of paper rolls of lists of the visitors' logs to Freedom Train exhibits during the tour.

Records of the National Headquarters of the American Red Cross, 1881-1982

XI.28 The American Association of the Red Cross (AARC) incorporated in the District of Columbia by battlefield volunteer nurse Clara Barton (1821-1912) and others, October 1, 1881, is a volunteer organization with mission to secure United States adoption of the Geneva Convention of 1864, to organize a system of national relief, and to cooperate with Red Cross associations of other countries. It has been reincorporated several times, most recently by act of January 5, 1905 (33 Stat. 599) and continues to function as a private volunteer agency under the 1905 Congressional charter, as amended. Current activities of the American Red Cross in support of its mission include wartime relief (a significant aspect of which is refugee resettlement), assistance to U.S. servicemen and their families, disaster relief, blood collection and distribution, and health and safety instruction. The **central decimal file, 1881-1982** (3,327 ft.), is arranged in chronological segments--1881-1916, 1917-34, 1935-46, 1947-64, 1965-79, and 1980-82--and thereunder according to a subject decimal filing scheme. Included are records relating to railroad accidents in the disaster relief activities files (#800), specific disasters by state (decimals #810-880), and, in some cases, in the ARC reports series (#494.1). These records generally include reports of specific train accidents prepared by the American Red Cross. The reports are listed by location and date of accident.

Nontextual Records

XI.29 The "Photographs of the 'Freedom Train' Tour, 1947-49," consist of the photograph file for the Freedom Train tour, sponsored by the American Heritage Foundation. This file includes images of the train being converted into exhibit space and drawings of the proposed design for the train, documents being packed for shipment to the train, U.S. Marine guard contingent traveling with the train, and exhibit visitors, including notable political, military and entertainment figures (200-AHF). Additional photographic prints of the Freedom Train tour, including scenes of President Harry S. Truman viewing the exhibit, are located in series PS of Record Group 306, Records of the U.S. Information Agency. Records relating to the National Archives Freedom Train exhibit, 1946-53, including photographic prints of the documents exhibited (FT), are located in Record Group 64, Records of the National Archives and Records Administration.

XI.30 The "Ford Film Collection, 1914-1940's," consists of 1.5 million feet of motion picture film presented to the National Archives in 1963 by the Ford Motor Company. This collection of non-newsreel educational films is notable for its broad coverage of the American scene, including cities, parks and recreational areas, agriculture, industry, sports, important individuals, and news events. There is a finding aid to the collection entitled *Guide to the Ford Film Collection in the National Archives*. There are many films relating to railroads in the collection including two films concerning New York City (*From An Elevated Railroad*), ca. 1916; several films on the Detroit, Toledo and Ironton Railroad and the Lima Locomotive Works, ca. 1920-1923; and a film *Henry Ford at Railroad Station and Ford Plants*, ca. 1919. These films are filed numerically by the designation "200-FC."

XI.31 The "Universal Newsreels," one of five major U.S. newsreels, was released in theaters from 1929 through 1967. It consists of edited stories of approximately 6 to 7 minutes in length released twice weekly as issues arranged in annual "volumes" and related outtake footage. The Universal Newsreel Library was donated to the National Archives in 1970 by MCA-Universal Pictures, Inc. The donation includes several finding aids including theater release sheets arranged chronologically that summarize each issue and an extensive microfilmed card catalog arranged by major subject divisions. Newsreels on or concerning railroads are indexed in the microfilm card catalog under the conveyances section: Railroad Stations--Foreign and Domestic, Freight Trains,

Locomotives, Railroad Trains, Railroad Train Wrecks. The Railroad Stations--Foreign category includes many newsreels for Canada and Mexico. The category Railroad Trains includes many different subject areas including the Freedom Train and speeches given by President Truman from trains. Under each subject category, the newsreels are arranged by location, year, and film number. The films are arranged by film number under the category "200-UN."

XI.32 Other motion picture collections include the following:

1. "Movietone News," produced by 20th Century Fox. These records contain footage on railroads including Chesapeake and Ohio Railroad trains, snowbound trains, the Railway Mail Service, and train accidents.
2. "Paramount News," including footage concerning railroad accidents and model trains; and
3. "March of Time," produced by Time, Inc. Included is a film entitled *New Trains for Old?* detailing the operations and progress of U.S. railroads.

Appendix A

Record Groups Not Included in This Reference Information Paper

There are many record groups that contain records relating to railroads that were not deemed significant enough for inclusion in this reference information paper. Many of the records relating to railroads in these record groups can be identified by searching the National Archives Information Locator on the National Archives web site (www.nara.gov). These record groups are listed below in number order:

Record Group 16 Records of the Office of the Secretary of Agriculture

Record Group 22 Records of the U.S. Fish and Wildlife Service

Record Group 29 Records of the Bureau of the Census

Record Group 44 Records of the Office of Government Reports

Record Group 54 Records of the Bureau of Plant Industry, Soils, and Agricultural Engineering

Record Group 58 Records of the Internal Revenue Service

Record Group 64 Records of the National Archives and Records Administration

Record Group 67 Records of the U.S. Fuel Administration

Record Group 72 Records of the Bureau of Aeronautics

Record Group 74 Records of the Bureau of Ordnance

Record Group 106 Records of the Smithsonian Institution

Record Group 111 Records of the Office of the Chief Signal Officer

Record Group 135 Records of the Public Works Administration

Record Group 137 Records of the Federal Supply Service

Record Group 145 Records of the Agricultural Stabilization and Conservation Service

Record Group 160 Records of the Headquarters, Army Service Forces

Record Group 173 Records of the Federal Communications Commission

Record Group 207 General Records of the Department of Housing and Urban Development

Record Group 253 Records of the Petroleum Administration for War

Record Group 279 Records of the Indian Claims Commission

Record Group 306 Records of the U.S. Information Agency

Record Group 313 Records of the Naval Operating Forces

Record Group 408 Records of the Federal Transit Administration

Record Group 515 Records of the Historic American Buildings Survey (HABS)/Historic
American Engineering Records (HAER) Division

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