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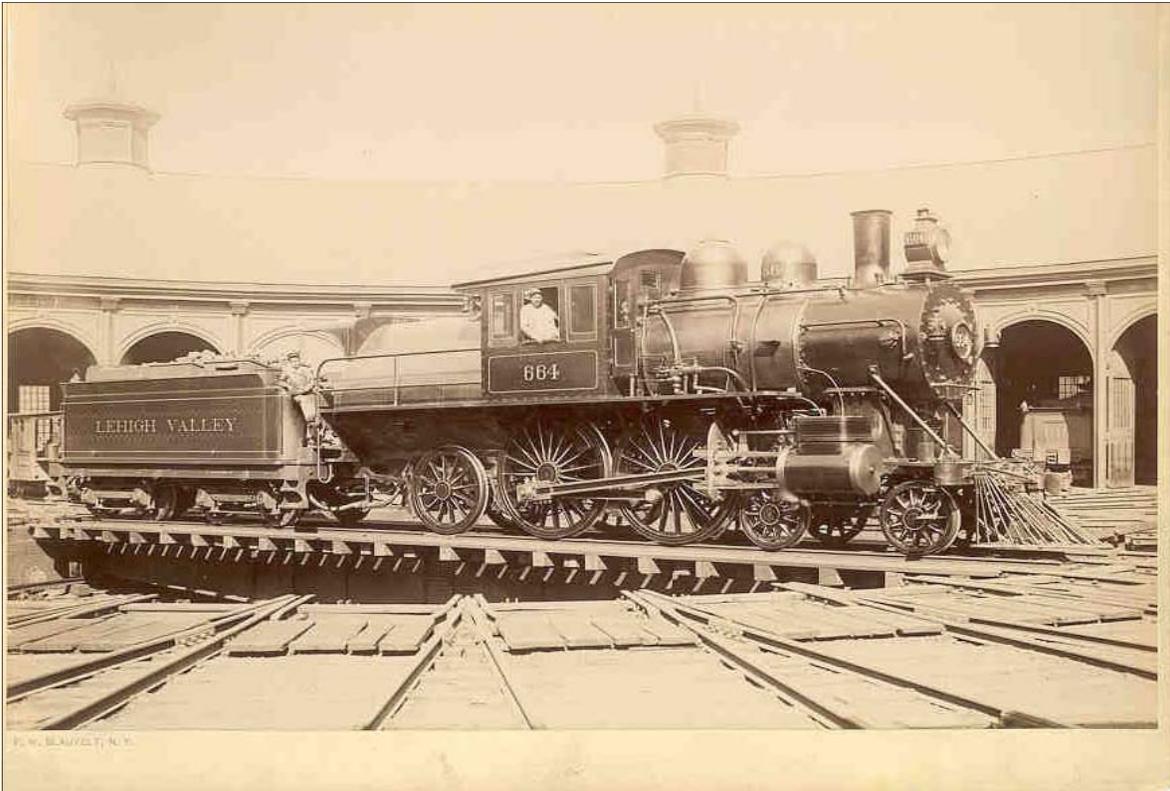


LEHIGH VALLEY LOCOMOTIVE 664 - IMPERIAL PHOTO Photographer: FRANK W. BLAUVELT

A bit of Blauvelt history was auctioned by someone in E. Helena, MT on *e-Bay*. Here is an opportunity to own a large, vintage photograph by one of this country's top turn-of-the century railroad photographers. This is a superb imperial sized circa 1900 railroad photograph by the noted railroad photographer **F. W. BLAUVELT**. This is an image of locomotive 664. You can see "LEHIGH VALLEY." on the coal car. I believe this refers to Lehigh Valley, Pennsylvania. In the bottom left corner of the mount is printed "F. W. BLAUVELT, N. Y." You can see a fellow in a top hat in the cabin. Two men, one probably the engineer, are posed on the back of the locomotive. This photograph is not dated, but came with a group of Blauvelt photos, some with dates which ranged from 1894 to 1897; so I think this photograph dates from that era. The back has three stampings - one says "PHOTOGRAPHED BY F. W. BLAUVELT, NEW YORK"; one says "Photo By Brown Brothers, 220 West 42nd St., New York City." and the other says "PHOTO From Brown Brothers, 126 West 42nd St., N. Y." I believe that this photograph was taken by Blauvelt, and that Brown Brothers must have negotiated to market his photos. Frank W. Blauvelt (1850 - 1929) is known for early, sharp photographs of East Coast trains. He was adept at recording clear photographs of fast moving trains. He recorded the Pennsylvania Special (later Broadway Limited) and 20th Century Limited in 1902, the first year they operated. Blauvelt, president of a New York City plumbing supply firm, photographed moving trains from the 1890s into the 1910s. Some of his glass plate negatives are in the Munson Paddock Collection at Lake Forest (Illinois) College. This mounted albumen photograph is much larger than a cabinet card photo, and measures approximately 9½ inches wide and 7¼ inches in height. The crème-colored gold-bordered mount measures approximately 10" wide and 8" high. It is in very good plus condition.

Please see **Railroad Ties** on Page 9

Railroad Ties



Railroad Ties from Page 1

(6159) **FRANK WILLIS BLAUVELT**, (Thomas Blanch Blauvelt, 3603), was born at Piermont, New York, January 24th, 1850. On February 5th, 1878 he married Alice DuBois, in New York City, (34th St., Ref. Ch. Rec.). She was the daughter of Frederic Nelson DuBois and Helen Riley, born in Chicago, April 11th, 1856. They lived at Catskill, New York, and later in New York City. Frank made his will October 9th, 1928, giving his address as 194 Riverside Drive, New York City. In it he mentions his wife, his daughter-in-law Sophie, wife of his son Frederic, his granddaughters Helen S. Blauvelt, and Madeline Allaire Bennett, and Elizabeth, the adopted daughter of his son Frederic, his daughter Evelyn, widow of Alfred C. Littlefield, and a Mrs. Belle A. Borlan, whose relationship is not stated. He died December 29th, 1929, and is buried in Woodlawn Cemetery, in the Bronx.

The children of Frank Willis Blauvelt, (6159), and Alice DuBois were:

- 8993 Evelyn B., born _____.
- 8994 Frederic DuBois, born June 24, 1884.
- 8996 Madeline Allaire, born Feb. 27, 1892.

Blauvelt Family Genealogy, L.L. Blauvelt 8th Generation

Several years ago, I was asked to go through my files to find "*Interesting Blauvelts.*" My first source was the Blauvelt Family Genealogy by Louis L. Blauvelt. Living in Colorado, I noticed a Major Louis D. Blauvelt who engineered the "Moffat Tunnel." Amazing! George and I have been through the Moffat Tunnel by rail many times, never knowing that a Blauvelt was instrumental in making the project a success.

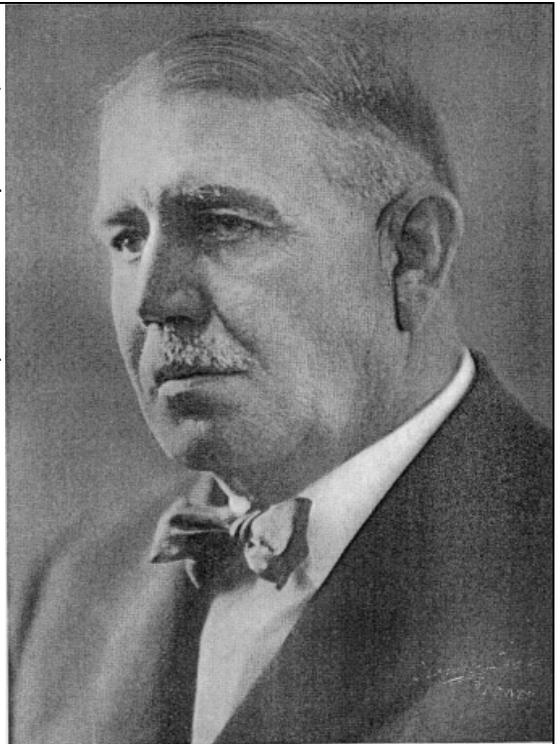
Shortly after I became aware of the Major, I received an ABD application from David Parks, who is the great great grandson of Louis. I couldn't believe how fate takes its course!

Maybe a week later, I received an e-mail from Tom Blauvelt, who "watches" Blauvelt things as they appear on e-Bay. Here was a photo of the "664" by a Blauvelt. My instincts told me to check "the big blue book!" Sure enough, here they were -- Frank and Louis -- first cousins. There must be something in the genes!

I continued to seek further information to see if their fathers or grandfather had a "railroad tie." - None. Gotta be the genes!

The Major's endeavors toward the completion of the tunnel was indeed *major*. The story of "*holing through*" was extraordinary for that day since there were no high tech instruments with which to judge how "tunneling"

(6165) MAJOR LOUIS D. BLAUVELT, (David Jerome Blauvelt, 3609), was born April 8th, 1867, and baptised at Tappan, #4908, August 25th, 1867. On March 10th, 1896 he married Helen Donohue, daughter of the Hon. William Donohue, born in Montreal, Canada. Louis was a graduate of Rutgers University in the class of 1885. In 1887 he became associated with the Colorado Midland Railroad. In 1892 he became chief engineer of the Pecos Irrigation & Improvement Co., of New Mexico, engaged in the building of a dam and irrigation system. He was next engaged as signal engineer for the Chicago & Northwestern Railway. In 1902-'04 he was chief engineer for the Northwestern & Pacific Railroad. During World War I, he entered the government service with the rank of Major. He supervised the construction of the \$40,000,000 toxic gas plant at Edgewood Arsenal, in Maryland, and a \$5,000,000 munitions plant at Alton, Illinois. In May 1919 he was transferred to Ft. Bliss, Texas, where he had charge of the construction of two regimental cantonments. He retired from the Army and became chief engineer for the Colorado Railroad Commission, and as such was the designer and construction engineer of the famous Moffat Tunnel through James Peak and the Continental Divide. In 1921 he was appointed Highway Engineer for the State of Colorado, and in 1926 he was elected president of the American Association of Highway Officials. He died in Denver, October 26th, 1930, and is buried in the Rockland Cemetery, Sparkill, New York.



Major Louis D. Blauvelt,
Member of the Board of Consulting Engineers

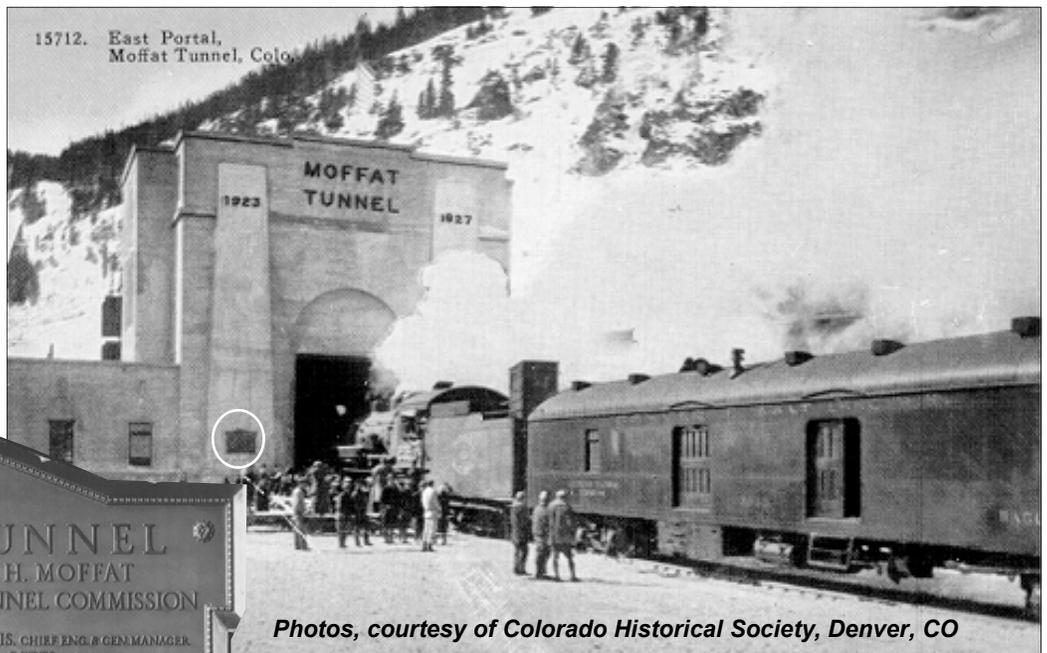
*Photo courtesy of
THE MOFFAT TUNNEL of COLORADO
By Edgar Carlisle McMechen,*

The only child of Major Louis D. Blauvelt, (6165), and Helen Donohue was:

9000 Emma Louise, born April 13, 1897.

LLB

from both ends would meet in the middle. The Major's calculations were so accurate that when both ends of the tunnel came together, it was found to be near perfect. The line checked within .101 ft., the grade within .3 ft. and the distance within 1.74 ft. The Moffat Tunnel is 6.1 miles long cutting through the Continental Divide. This



Photos, courtesy of Colorado Historical Society, Denver, CO

created a much shorter distance by rail between Denver and Salt Lake City and put Denver on the trans-continental line.

Note the inset of the plaque which is encircled in white and hangs on the East Portal of the Moffat Tunnel, which includes L. D. Blauvelt's name as one of the Board of Consulting Engineers.



Doris Blauvelt
