

# Heritage Highlights

## Mark Greene named new American Heritage Center Director

---

**M**ark Greene comes to the directorship of the American Heritage Center, University of Wyoming, after heading research programs at the Henry Ford Museum and Greenfield Village in Dearborn, Michigan. He will begin his new job on August 1.

Greene has also been active in leadership roles in the Society of American Archivist and has published scholarly literature in archives administration. He has been with the Henry Ford Museum and Greenfield Village since May 2000. From 1989 to 2000 he was curator of manuscripts acquisitions for the Minnesota Historical Society.

Prior to these positions, Greene was the college archivist for Carleton College in Northfield, Minnesota. He holds a bachelor's degree in history and politics and government from Ripon College in Wisconsin and a master's degree in U.S. history from the University of Michigan. ■



*Mark Greene on the 5th floor  
of the American Heritage  
Center  
(Ted Brummond, UIW Photo Service)*

## Ways to Go: Transportation

---

**T**his summer's edition of *Heritage Highlights* showcases just a few of the many collections at the American Heritage Center within the transportation field. We begin with Wyoming collections and move on to rare books in the Toppan Library holdings, followed by national and international collections.

Each society defines itself by how people move from place to place by foot, by wheels, on land, water, or in the air. Various transportation modes generate art and artifacts, science and technology, and travelers leave a human impact on communities, the countryside, and the environment, during peacetime and wartime. Folklore and music, fashion, and photography also evolve with travel and transport.

The power and the politics of transportation emphasize the relationship of these archives to many academic areas, including disciplines concerned with gender, race, and class. Since diversity is our strength in the American Heritage Center collections, this edition provides illustrations of how researchers can take advantage of the breadth of our archives. ■

*Wyoming Collections***Elmer Lovejoy: Laramie Inventor**

**T**hirteen-year-old Elmer Lovejoy from Lake County, Illinois, was sent to live on his uncle's ranch near Laramie in 1883. Lovejoy was suffering from tuberculosis and expected to die within the year. The Wyoming climate agreed with Lovejoy who recovered and lived to become one of Laramie's leading citizens.

After completing the ninth grade, Lovejoy enrolled in the University of Wyoming but left after three months to pursue a career in carpentry. After serving an apprenticeship at the Callahan planning mill, Lovejoy took charge of the construction of Ivinson Hall and St. Matthew's Episcopal Cathedral.

An avid bicyclist, Lovejoy bicycled from Laramie to Chicago. After he returned to Laramie, he took a job with the U. S. Post Office as a mail carrier and operated a bicycle repair shop over the post office as a sideline. After a year with the postal service, Lovejoy resigned his position to work full-time in his bicycle shop, which was relocated on the site later occupied by the Connor Hotel. Lovejoy founded the Laramie Bicycle Club and remained a bicycle enthusiast throughout his life.



*Elmer Lovejoy Collection (Accession # 176) photograph of early Laramie*

Lovejoy had a lifelong interest in machinery and expanded his business, which became known as the Lovejoy Novelty Works. In 1895 he designed and built Wyoming's first automobile, a steam propelled carriage with two seats that comfortably carried four people and could be driven up to eight miles an hour. Lovejoy's "horseless carriage" predated Henry Ford's automobile by several years. Troubled by steering problems on his invention, Lovejoy developed a steering knuckle that was identical to those used on vehicles throughout the twentieth century. Unable to raise the money necessary to patent his steering knuckle, Lovejoy sold his design to an eastern company for \$800 and a Locomobile steamer. His steering knuckle patent rights were later worth a fortune, although Lovejoy never received a penny in royalties. In 1896, always ahead of his time, Lovejoy designed 4 1/2-inch balloon tires for his automobile and had them specially made in Chicago. Commercial balloon tires were not routinely used on automobiles until almost thirty years later.

In 1917, Lovejoy patented the Lovejoy Automatic Door Opener that he manufactured at his shop on South Second Street in Laramie. The Lovejoy Novelty Works became an auto repair shop in the 1930s, and in 1936, Lovejoy turned the business over to his son and retired. He moved to Santa Ana, California, in 1954 and died there in 1960.

The Elmer Lovejoy Collection at the American Heritage Center contains copies of Lovejoy's garage door opener patents, photographs of his automobiles and materials and photographs pertaining to the Laramie Bicycle Club. There are also photographs of early Laramie, the famous New York to Paris road race, and Coxey's Army, as well as a number of railroad photographs. ■

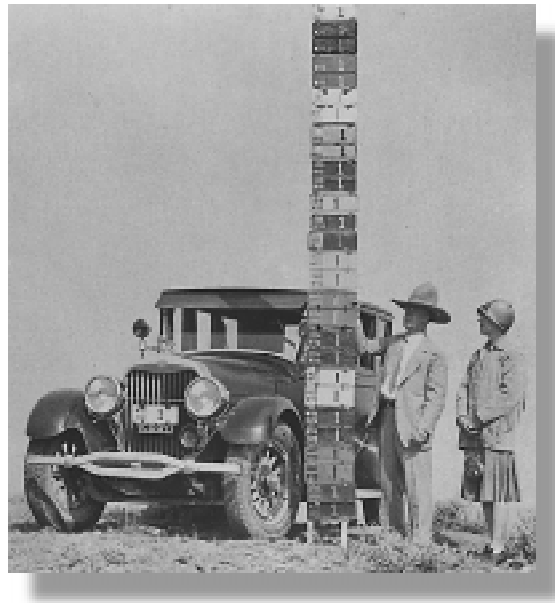
## Wyoming Collections

### Jacob M. Schwoob: Wyoming's "No. 1" Man

Jacob McComb Schwoob was a man of many firsts: first to drive an automobile into Cody, first to drive an auto over the Cody Road through Yellowstone National Park, and first to purchase an auto license plate under Wyoming's first license law, receiving plate number one. It is for this and his untiring efforts on behalf of better roads for which Schwoob became one of the most popular citizens of Wyoming.

Schwoob was born July 8, 1874 in Ontario, Canada. At the age of 18, he moved to New York to become an American citizen, then west to Wyoming in 1898 to become manager of the commissary established for the construction of the Cody canal. Schwoob was the first town treasurer of Cody, later serving as councilman and mayor. He became a state senator in 1905 and was elected president of the Senate in 1911. He was a Republican presidential elector in 1916 and 1928 and a delegate to the Republican national convention in 1924. In 1925, he was appointed by Governor Nellie Tayloe Ross to serve on the board of trustees of the University of Wyoming.

Schwoob was best known for his work promoting the improvement of Wyoming's highways, believing that good roads would be an asset to the state for the benefit of residents and tourists. He fathered the legislation that brought about Wyoming's highway system. In 1912, he wrote motor vehicle licensing law to obtain revenue for road construction. The law passed and Wyoming began issuing its first automobile license plates in 1913. Passenger plate 'Wyo 1' was issued to Schwoob. He was opposed to taxing people for the construction of permanent roads at the time they were built, leaving them to bear the entire cost. He proposed that Wyoming amend its constitution to permit an increase in the amount of debt it could contract, enabling the state to extend payment over time. Those who would profit in the future would



*Jacob Schwoob and wife Mabel with his collection of license plates*

help pay the expense. Through his efforts, an amendment passed permitting the expenditure of state money on roads. He introduced and helped pass other legislation, creating the state highway commission, permitting counties to issue bonds for highway use, allowing the employment of prison labor for road work, and establishing the first state highway. He advocated oiling instead of paving to save money, thereby establishing a market for Wyoming black oil, which was not saleable at the time. The savings on road maintenance would take care of the interest on the proposed bond issue. With good oiled roads all over the state, he theorized, it would later be only a question of widening the highways to take care of the influx of tourists they would bring.

The Jacob M. Schwoob Collection contains numerous newspaper clippings about him, his campaigns for better roads, and information on Wyoming politics. It also contains hundreds of photographs, buttons, and pamphlets on the Buffalo Bill Museum dedication, Cody

*Continued on page 4*

**Schwoob** (Continued from page 3)

Stampede, Republican National Convention, and Wyoming Pioneer Association. Scrapbooks contain miscellaneous items, history, clippings, information on the Cody Trading Company, Civil War newspapers, and a small amount of personal and business correspondence includes

information on the town of Cody's efforts to keep J.C. Penney from opening a store there. He wrote *The Lure of the Trail Mark*, his memories of a tour he conducted of Yellowstone Park, Jackson Hole Country, and Glacier National Park in 1921. ■

*Wyoming Collections***Frank Allyn: Wyoming's Road Map Pioneer**

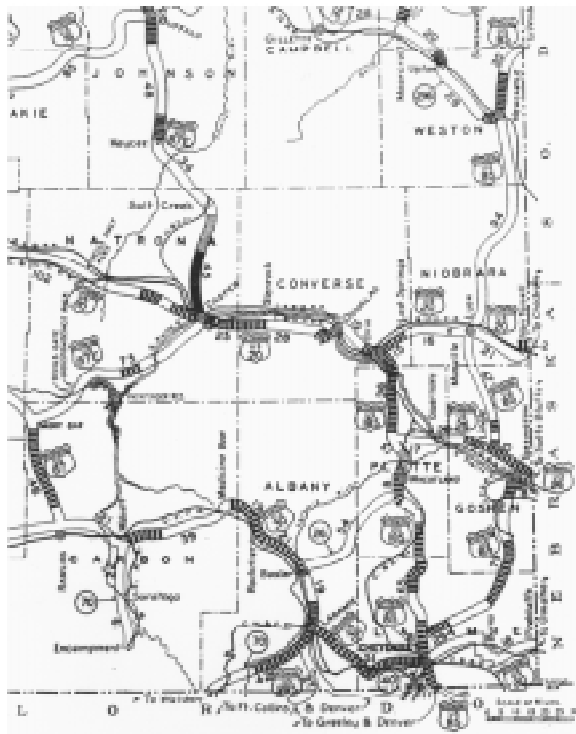
In 1920, Frank H. Allyn joined the newly created Wyoming Highway Department as a draftsman. At that time, the department was surveying existing roads across the state. In 1924, when the survey was completed, Allyn created the first road map intended for the motoring public, thus beginning Wyoming's tradition of producing and distributing an annual *Official Wyoming Highway Map*.

These one-sided, black and white maps of 1924-1931 contained little information com-

pared to maps of today. However, these early maps contained the most important information motorists needed to know—the condition of the roads. Whether or not a road was an improved gravel road or an unimproved dirt road determined what route a motorist would choose. In those days only about 10,000 maps were printed annually. Today, to serve the growing number of travelers, that number has climbed to 1.5 million.

Allyn's mark on Wyoming map history does not end with the highway map. In 1927, when Grace Raymond Hebard began designing her famous *Map of the History and Romance of Wyoming*, she sought the drafting skills of Frank Allyn. He modified one of his road maps for Hebard to use as her base to illustrate Wyoming's romantic past.

Francis Hayford Allyn was born May 6, 1875 at St. Mary's Station on the Union Pacific line between Laramie and Rawlins. He enrolled at the University of Wyoming where, in 1897, he was the first graduate of the College of Engineering. Prior to joining the highway department, Allyn worked for the U.S. Surveyor General's Office in Cheyenne, and he surveyed the newly created town of Riverton in 1906; he also served as the town's postmaster. Allyn retired from the highway department in 1949 and died in 1957. ■



*A portion of the hand drawn 1926 Official Wyoming Highway Map created by Frank Allyn with the initials "F.H. Allyn."*

## Wyoming Collections

### Howard H. Hays

Howard H. Hays was an entrepreneur whose career ranged from driving surreys in Yellowstone National Park to running a newspaper publishing company in Riverside, California.

A native of Metropolis, Illinois, Hays attended the University of Illinois from 1903-05 and then the University of Chicago-Law, 1905-06. He moved to Montana in 1905 to work for the Wylie Camping Company as a surrey driver for \$35 per month. This affiliation with Yellowstone National Park was the beginning of a fifty-year association with national parks in the western United States.

When Hays arrived in 1905 to work for the Wylie Camping Company, it had just been purchased by Harry W. Child, owner of both the Yellowstone Park Transportation Company and the Yellowstone Park Hotel Company. The two men would later do battle over ownership of the camp's concession. From 1906 to 1916 Hays served as the traveling passenger agent for the Yellowstone Camps Company. From 1916 to 1919 he was employed as general manager for the Union Pacific Railroad; Chicago & Northwestern Railway Tourist Bureau; and National Parks Bureau of the U.S. Railroad Administration.

In 1919, he returned to Yellowstone as the president of the Yellowstone Park Camps Company. A 1997 *Annals of Wyoming* article by Mark Barringer, "When Harry Got Taken: The Early Days of the Yellowstone Camps," discusses the various dealings through which Hays accomplished this feat. Hays was forced to sell the Yellowstone Park Camps Company in 1924 due to ill health.

By 1927 Hays was once again actively involved in concessions in national parks, organizing and serving as president for the Glacier Park Transport Company, among other interests. At the time he formed this company,

tourist roads in Glacier were limited to the east side of the park. The Going-to-the-Sun highway and Logan Pass would not exist for many years. On the west side of the park the only road ran from Belton to Lake McDonald. Hays also ini-



*Glacier Park Transportation Company Bus in front of St. Mary Chalet.*

tiated international bus service beginning in 1927 with bus service running between Glacier Park and the new Prince of Wales Hotel in Waterton Lakes Park, Alberta, Canada.

While operating the Glacier Park Transport Company, Hays was also president of the Sequoia and Kings Canyon National Park Company and had purchased and operated the Press-Enterprise Company in Riverside, California. Hays died in Riverside on January 6, 1969 at the age of 85.

The Howard H. Hays collection contains materials relating to his business in Glacier including: operating statements, contracts, and correspondence for the Glacier Park Transport Company from 1927-1954 and some biographical items. The Yellowstone portion of the collection contains scrapbooks, photographs, and business receipts. ■

*Toppan Rare Books Library***Greater Independence through Transportation for Early Twentieth-century Women**

The Toppan Rare Books Library at the American Heritage Center has a number of books and magazines related to various modes of transportation. Some of these pertain to women, and women themselves wrote some of them. What we see reflected in these works is increased personal freedom: for traveling locally and further afield, as well as new career options. Five of these items will be highlighted here.

We have a handwritten reference to the popularity of bicycling (apparently called “wheeling”) on the flyleaf of a book written by Julia DittoYoung. The author comments: “Alas! why did I learn to wheel? Now I never have any time to write. I make it my affair to inspect all the cycle paths in Erie County, and have forgotten that I possess a mind!” She dated the inscription 1900.

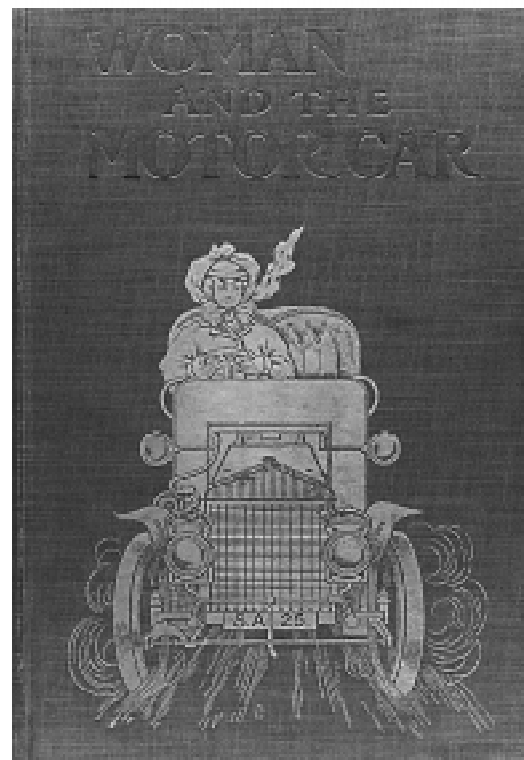
Unfortunately, no illustration is available of Julia on her bicycle, but there is a marvelous depiction of an anonymous free-spirited American woman on the cover of the January, 1905 *Travel* magazine (Illus. 1). She is surrounded by images of a horse-drawn stagecoach, an ocean liner, an airship, a car, a train, and camels in front of pyramids. Wearing a fashionable striped overcoat, with a camera case slung across her body and carrying an umbrella and a copy of *Travel* magazine (ironically, the same issue with her on the cover!) rolled up with a blanket, she tips her elaborate hat to the viewer in a gesture of “Ta, Ta—I’m off to see the world.”

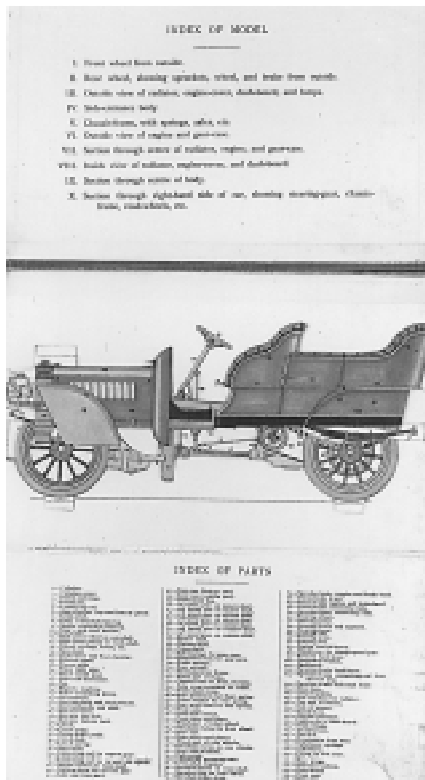
A book cover from 1906 depicts the English author, Mrs. Aria, confidently driving her car down the road toward us, with her scarf blowing in the breeze (Illus. 2). The full title of the

*Continued on page 7*

*Travel magazine*, N.Y.: A.A. Peterson, January, 1905.  
(Special Collections G 155 .A1 T73, Toppan Library)

*Mrs. Aria, Woman and the Motor Car*, London:  
Sidney Appleton, 1906. (Fitzhugh Collection DA 566.9  
.A6 A31x, Toppan Library)





Left: Mrs. Aria, *Woman and the Motor Car*, London: Sidney Appleton, 1906. (Fitzhugh Collection DA 566.9 .A6 A31x, Toppan Library) Right: Amelia Earhart, *The Fun of It*, N.Y.: Brewer, Warren & Putnam, 1932. (Fitzhugh Collection TL 540 .E3 A3, Toppan Library)

book is *Woman and the Motor Car: Being the Autobiography of an Automobilst.* An unexpected enclosure is mounted under a back cover flap; it is a paper car model that opens out to show different section views (Illus. 3). Therefore, she not only shares her adventures, but also visual information about car parts.

After Julia Ditto Young bicycled around upstate New York and Mrs. Aria drove her car around England, Amelia Earhart and her women friends went further and flew planes around the world. One of the extra special books in the Toppan Library is *The Fun of It: Random Records of My Own Flying and of Women in Aviation*, written by Amelia Earhart in 1932 (Illus. 4). Not only did she autograph the book, but a tiny record with her voice on it is tucked into a back pocket. (This has been transferred into a format that can be listened to in the AHC audio-visual room.) The book includes photographs of Amelia Earhart and other women aviators: Anne Morrow Lindbergh, Ruth Law,

Katherine Stinson, Ruth Nichols, and Harriet Quimby.

Some women became stewardesses in the emerging field of commercial aviation. In 1934, Ruthe S. Wheeler wrote the novel *Jane, Stewardess of the Air Lines* (not illustrated) as part of the Goldsmith Publishing Company's "Everygirl's Series." A promotional blurb in the back summarizes the plot: "We feel positive this is the best girl's story we have ever published. Air travel has created an entirely new profession for girls, and it goes without saying that these hostesses have the thrilling and romantic experiences young girls will want to read about. From the time Jane Cameron obtains her position as stewardess on a large air transport, her experiences with passengers, the thrills of meeting movie stars and other celebrities becomes more and more exciting until Jane, herself, gets into the movies." And thus, yet another career became possible—at least hypothetically—for women involved in transportation! ■

*National and International Collections*

**The Lady Chauffeur: Sheet Music from the American Heritage Center**

The Twentieth Century American Culture collections at the American Heritage Center are rife with songs covering hundreds of topics. The music, as well as their beautifully printed covers, tells us a great deal about the times in which they were printed.



1907 Sheet Music, "The Lady Chauffeur" from AHC Subject Files, Oversize Sheet Music, Transportation

One example is a charming piano solo by little-known American composer, Arthur Hawk. "The Lady Chauffeur" cover (1907, pictured here) shows a Victorian woman in a moment of exuberance and excitement, gripping the wheel as her hat ties fly in the wind, and the dust and dirt rise in her wake. This is a liberated role for a woman in 1907. She is not only driving, but also, as the title implies, making a living with her automobile, reflecting popular sentiments of the early equality movement. Musically speaking, the work is exuberant

and exciting, too. It is set in a style of music that, at the time, was just about as shiny and new as the automobile itself: that style was rag-time.

Rags have a set form, with numerous repeats, and "The Lady Chauffeur" is no exception. They incorporate quirky harmonies, and syncopated, off-kilter rhythms. The stride bass—in which the left hand leaps high and then low on the keyboard—provides piston-like movement, and the quick, syncopated, bumpy right hand propels the music forward. The fact that it is a style originated by African Americans at the turn of the century made it somewhat taboo, and that excitement helped escalate the scintillation of a woman controlling a mechanical speed machine.

East Coast publishers aimed their products at the lucrative and large market of middle and upper class female piano players. This is just one example (of thousands at the AHC) of how songs have left historians a record of American ideals, fads, and fascinations. ■

*National and International Collections*

**Frederick Albert Gutheim Collection: A Unique Perspective on the American Transportation Systems**

The Frederick Albert Gutheim collection documents the work of one of Washington, D.C.'s most influential planners and critics. Gutheim, born in Cambridge, Massachusetts, in 1908, played a key role in both shaping the United States capital and in raising awareness of its rich architectural and planning history. A writer, educator, activist, and critic, as well as an accomplished planner, Gutheim designed or consulted on numerous projects that have shaped the Washington metropolitan region in



Frederick Gutheim, ca. 1962, rides a collapsible bicycle to demonstrate the ease of non-motorized urban transit.

clearly recognizable ways.

Gutheim approached planning holistically, considering the character of an entire region. He saw transportation as an integral part of planning for a region's spatial coherence. He advocated a smooth transition from densely populated urban centers—through carefully organized suburban communities—to rural land used for both agriculture and recreation.

Gutheim was visionary in his understanding of the importance of proper planning of transportation systems in urban areas. He believed that the automobile was an inefficient

*Continued on page 12*



*National and International Collections***Gasoline Gypsies: The Cross-Country Drive of Grace and Ester Robinson**

In the 1920s, the automobile age was in full swing in the United States. Automobiles became commonplace and millions of Americans took to the road. American women enjoyed unprecedented social freedom, which some asserted by driving cars. Both developments are illustrated by the cross-country drive of the "Gasoline Gypsies" Grace and Ester Robinson.

Grace Robinson, whose papers are at the American Heritage Center, was a prominent journalist for the *New York Daily News* from 1919 to 1964. Robinson covered many of the major stories of her day, including the Lindbergh baby's murder case. Between 1928-1931, her career at the *Daily News* was interrupted by a stint as a writer at *Liberty* magazine.

On assignment from *Liberty*, Grace and her younger sister Ester drove from New York City to Los Angeles in the summer of 1928. Grace's diary of their trip became a series of articles titled "Gasoline Gypsies," which appeared between August 25 and December 1, 1928.

The "Gasoline Gypsies" had some memorable adventures on their journey. They negotiated the difficult road conditions still common in the 1920s. The sisters also experienced sev-



*Grace and Ester Robinson with their automobile*

eral mishaps, including flat tires and a minor accident. In spite of all this, Grace and Ester arrived safely in Los Angeles on August 28, 1928.

By driving cross-country, Grace and Ester demonstrated that Americans had become a car traveling people. They proved that women could drive cars as well as men. Their trip also spoke volumes for the increasing social freedom enjoyed by American women during the 1920s. ■

*National and International Collections***William J. Dixon Railroad Collection #997**

One of the AHC's largest and most diverse collections of railroad materials comes from William J. Dixon who was president of the Rock Island (Chicago, Rock Island and Pacific) Railroad in the early 1970s. As president he instigated an effort to send many old Rock Island records and correspondence to the AHC. In addition, he collected and sent materials from other railroad sources.

The bulk of the Dixon collection ranges from the 1940s into the 1970s. Much of it relates to truck, barge, and aircraft competition—and

attempts by the railroads to match that competition with piggy-back flat cars, containerized freight, and auto carriers. There is also sales material from companies creating bigger and lighter freight cars and more powerful and flexible diesel locomotives. Even so, passenger traffic went to the super-highways and the airlines, while freight traffic languished.

The railroads were obliged to maintain their own "roads" unlike the truck and barge industries that were heavily subsidized through taxes

*Continued on page 10*

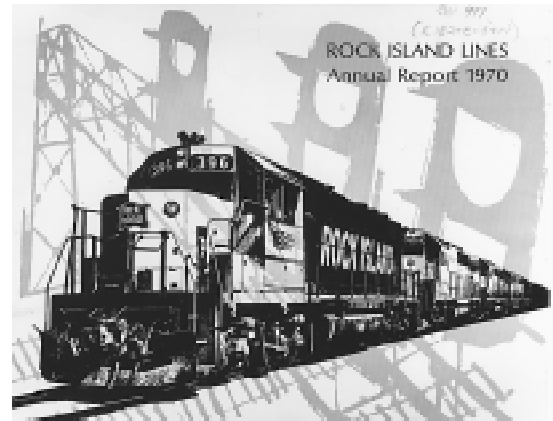
## Dixon Railroad Collection *(Continued from page 9)*

and the Army Corps of Engineers. Railroad workers were also protected by unions, which gave non-union truckers and tow boat operators an advantage.

Almost every aspect of the Cold War is reflected in some part of the Dixon collection. There is an article on building an atomic locomotive and items on the uses of military railways. The dramatic increase in the use of plastics, rubbers, alloys, and new welding techniques show up in the sales literature. Huge unit trains were taking over, though remote controlled locomotives weren't doing as well. Railroads tried to compete with their strengths (hauling massive loads at a fraction of the cost in fuel), but they abandoned what they thought were weaknesses like passenger service, branchlines, and railway express shipping. On the other hand, they diversified so that they were no longer called "railroads," but rather "systems" or "corporations." This evolution is documented in the Dixon papers, demonstrat-

ing complex railroad management and sophisticated public relations.

The large Dixon collection is organized by type of material, such as reports, speeches, photographs, and so on. Then, each type is organized alphabetically. ■



*Rock Island Annual Report 1970*

## *National and International Collections*

### **Flying Corp Fever: Frank Courtney**



*Courtney testing an experimental model (circa 1935) in the final stages of development*

Anyone interested in the history of aviation will be intrigued by the Frank Courtney Collection (Accession #2779). Courtney (1894-1982) was born in London and served with the Royal Flying Corps, the predecessor of the British Royal Air Force. He flew as a military pilot in France during World War I, attaining the rank of captain. He was a test pilot and racer in

England from 1919-1928. He also tried to fly the Atlantic from east to west in 1919, 1926, and 1928, but was unsuccessful each time.

Courtney came to the U.S. in 1928 as a technical assistant to the Curtiss-Wright Corporation. From 1936-1940 Courtney tested hydroplanes in England and came to the United States again in 1940 to test fly planes for Convair and later served as an adviser to Boeing. Courtney was married to Constance May "Ginger" Filby (1901-1968), who was also an aviator and important to women's history in aviation.

The collection contains correspondence, articles, diaries, photograph albums, manuscripts, reel-to-reel audio tapes, blueprints, and memorabilia. ■

*National and International Collections***Greyhound Corporation Records**

The Greyhound Corporation traces its origins to the Hupmobile, a seven-passenger car that was purchased by Swedish immigrant Carl Eric Wickman in Hibbing, Minnesota in 1914. Wickman established a transportation service for miners at the cost of 15 cents one way for the two-mile ride between the towns of Hibbing and Alice, Minnesota. By 1916 the company had expanded its routes and services to include five buses, each bus driven by one of the company's five directors. The running Greyhound logo was in use by the 1930s and the company name had been changed to Greyhound.

During World War II nearly forty percent of the Greyhound force was used to transport U.S. troops to the East and West coasts and in 1942 the company began training women to drive buses. In the 1950s Greyhound's advertising campaign introduced the phrase, "Go Greyhound—and leave the driving to us," with Lady Greyhound, a greyhound dog, the company's goodwill ambassador. Lady Grey-

hound appeared on television, radio, and in magazines and newspapers, in addition to charity work, including children's hospitals.

The Greyhound Corporation Records, 1925-1970, document the history of this American bus line. Collection includes correspondence, legal agreements and contracts, financial information, advertising materials, photographs, speeches, timetables, statistical reports, and pamphlets documenting the history of the company. Artifacts including clothing and jewelry worn by Lady Greyhound in addition to her publicity itineraries, press releases, and photographs are included. The collection is valuable for researchers tracing the development and advertising of commercial bus lines in the United States. ■



*Rear view of the Greyhound Silverstreak bus, undated (Greyhound Corporation Records, American Heritage Center)*

*National and International Collections***Dean Cullen Smith (1900 – 1987)**

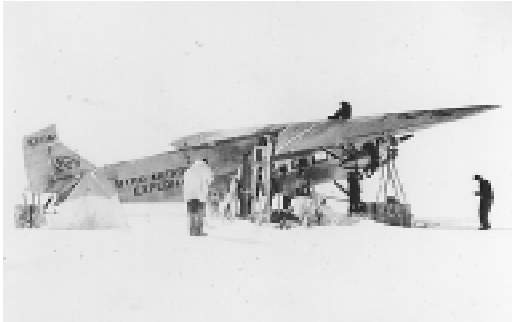
A courageous young pilot known for his ability to navigate in horrible weather gained the attention of Richard E. Byrd, who was looking for personnel to man his first exploratory journey to Antarctica. Byrd chose Dean Cullen Smith in 1928 as one of four pilots to join the team stationed at Byrd's South Pole base known as "Little America." Smith was given the exacting job of laying fuel bases for the expedition across the South Pole and making rescue missions when necessary. One such flight in 1929 earned the daring pilot an international reputation. Smith took off in strong winds in the expedition's Fairchild plane and rescued three team members stranded near the

Antarctic's Rockefeller Mountains. His efforts earned him a Distinguished Flying Cross from the U. S. Congress, the highest award in aviation.

Born in 1900, in Cove, Oregon, Smith was a descendant of pioneer grandparents who followed the Oregon Trail westward. At 16, he disguised his age and joined the U.S. Army. After a promotion, he discovered one of his new duties was to choose enlisted men for flying service. He chose himself first, and his instruction began in a World War I trainer plane, the Curtiss JN-4, known as the "Jenny."

*Continued on page 12*

## Dean Cullen Smith *(Continued from page 11)*



*Dean Smith piloted the Ford tri-motor plane for the Byrd Expedition, 1928 - 1930. Dean C. Smith Collection, American Heritage Center.*

After serving his U.S. Army term, the newly-trained pilot discovered the U.S. Post Office Department's recently created air mail program. The work was highly dangerous due to bad weather, inadequate airfields, and unsafe war surplus planes, but the pay was attractive. In 1920, Smith was given permanent assignment to fly from Bellefonte, Pennsylvania, to Cleveland, and five years later, he earned national fame when he piloted the New York-Cleveland leg of the first coast-to-coast night service. That fame would follow him to Antarctica, and, after his return in 1930, he began working for Colonial Airways, predecessor to American Airlines. He quit flying in 1939, working in airline sales and management until retiring in 1965. Smith died in 1987.

The Dean C. Smith Collection, #4197, contains correspondence, newspaper clippings, and scrapbooks with photographs relating to his career as an air mail pilot, as a member of the Byrd Antarctic Expedition of 1928-1930, and as an airline executive. The collection also contains the original manuscript for Smith's autobiography, *By the Seat of My Pants*. ■

## Frederick Albert Gutheim *(Continued from page 8)*

and destructive mode of transportation in the urban context. He advocated the use of non-motorized forms of transportation, like bicycles, wherever possible. Gutheim also argued for efficient and accessible mass transit systems. As early as 1940, he decried the tyranny of the automobile and proposed the construction of a "Parkline" railway that would serve commuters in Washington suburbs. Gutheim asserted that this mode of transportation would make travel to and from work more pleasant and would free valuable urban land from its current use as parking lots. In the 1960s, he conducted the planning for the Washington metrorail system, a plan that faced significant opposition at its inception. Gutheim felt that urban transportation systems should focus on moving people instead of vehicles. ■

UNIVERSITY  
OF WYOMING

*American Heritage Center*

P.O. Box 3924  
Laramie, Wyoming 82071-3924

Non-Profit Organization  
U.S. POSTAGE  
**PAID**  
University of Wyoming