If We Are Doing It in New Jersey, You Can Do It in Your State!

Creating Digital Collections by Tapping Into Local Resources
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Academic Specialist in the Library
Kean University
Kean University

- Public university in New Jersey

- Latest strategic plan:
  - University to “initiate and maintain academic and cultural partnerships at the local, state, national, and international levels.”

- Increasing commitment to undergraduate research
  - Especially by using campus and local resources
The Kean University Library

- Supporting student research
- If possible, providing primary resources which allow this
- Partnering with other campus units
- Becoming a key player in campus technological issues
- Especially those related to the provision of digital content
- Lacking many historically useful relevant collections in its Special Collections
- Too few librarians
- No immediate expectation of any new hires!!
Problem Statement

- Support these objectives of the University’s strategic plans

- Constrained by the realities of what the Library faced
  - Too few librarians
  - No readily available primary collection in Special Collections

- Was this a Mission Impossible!
Strategies Adopted

- Find a champion: the Interim VP for Academic Affairs
- Find other supporters: Liberty Hall
- Ask for a little; hope successes lead to more
- Outsource where we do not have the expertise
- Think locally!
What we did

- The Kean University History Project in the HathiTrust collection
- The New Jersey Public Policy Collection
- The Union County History Collection
The KU NJ History Collection

- HathiTrust
- User friendly features
- Ability to create personal folders in it
- Identified freely available documents in New Jersey history and put them into the Kean University New Jersey History Project folder
- What to consider in case you want to do this in or for your state
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<th>Collection Name</th>
<th>Owner</th>
<th>Items</th>
<th>Last Updated</th>
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Locomotives and locomotive building: being a brief sketch of the growth of the railroad system and of the various improvements in locomotive building in America, together with a history of the origin and growth of the Rogers Locomotive and Machine Works, Paterson, New Jersey, from 1831 to 1886 ...

by Rogers Locomotive and Machine Works.
Published 1886

Catalog Record  Full view

Ceremonies upon the completion of the monument erected by the Pennsylvania railroad co. at Bordentown, New Jersey, to mark the first piece of track laid between New York and Philadelphia, 1831, November 12, 1891.

by Pennsylvania Railroad.
Published 1892

Catalog Record  Full view

History of the railroads and canals of the United States ...

by Poor, Henry V. 1812-1903.
Published 1860

Catalog Record  Full view
locomotives matched 14 pages in this item.

Viewing results for: 1 to 10 of 14 pages
1 | 11 | next ▶

p.40 - 3 matching terms

First Locomotives The importance of the locomotive "John Bull" was destined to have a far-reaching influence in moulding the types of early American locomotives. After the demonstration of November 12, 1831, the engine was taken from the track and stored in a shed constructed to protect it until...

...three locomotives were commenced at these shops (two completed before March, 1833, the other in April), the valves, cylinders, pistons, etc., coming from England, the boilers being made under the direction of Robert L. Stevens. It was his opinion that the "John Bull" was too heavy and the new boiler...

p.81 - 3 matching terms

...with locomotives. William Norris being associated with him, in 1833 they constructed the first engine that ran on the road. It was called the "Green Hawk," and from what can be learned was not very successful. Their second engine, the "Hawk," was some improve- ment over the first, and they...

...d, no locomotives were purchased by the State previous to 1834. Messrs. Long and Norris afterward established a locomotive manufac- tory at Bush Hill, and built engines for several of the roads in the neighborhood. Shortly after the shop was opened, Mr. Baldwin's suc- cess with the "Ironside" on...

...steam locomotives, and by June 1, 1835, nine engines were at work on the road. The following is from the American Railroad Journal of June 20, 1835: "There are seven of these Baldwin engines at work on the Pennsyl- vania State Roads, which they also have two English engines from the workshop of th...

p.83 - 3 matching terms

...rs of locomotives, $2 per day. Firemen of locomotives, $1.25 per day." The Philadelphia and Columbia Railroad Company, in the first season, engaged one hundred and thirty-five men, of whom eighty were employed in the difficulty of obtaining competent...

...
THE PENNSYLVANIA RAILROAD.

Canal Commissioners to make a survey and examination of the courses and routes for crossing the Allegheny Mountains, having concluded his term in that direction, was residing in Philadelphia, and became interested in experiments with locomotives, William Norris being associated with him.

In 1833 they constructed the first engine that ran on the road, which they called the "Green Hawk," and from what can be learned was not successful. Their second engine, the "Black Hawk," was some improvement over the first, and they then constructed the third, which bore the same name, but was dubbed by the workmen the "Tomahawk."

These engines were frequently experimented with near the eastern end of the road. They were regarded as great curiosities, and the trains to accompany the inventors on the trial trips were eagerly anticipated; but as it had been decided at that time to use horse-power on the road, the locomotives were purchased by the State previous to 1834.

Messrs. Long and Norris afterward established a locomotive manufactory at Bush Hill, and built engines for several of the roads in the neighborhood. Shortly after the road was opened, Mr. Baldwin succeeded with the "Ironsides" on the Germantown road, and the "Locomotive" built for the Charleston and Hamburg road of South Carolina, Commissioners to order a locomotive, and in June, 1834, the "Locomotive," weighing 17,000 pounds and having six wheels, was completed and delivered to the road for service. This was the first engine that was put into regular service on the Pennsylvania Railroad.

The American Railroad Journal of March 21, 1835, speaking of this engine, says: 

"The engine is remarkably uniform in construction, and the number of wheels is divided equally, with a velocity of 120 miles an hour."

The construction of the Pennsylvania Railroad is an example of the ingenuity of the engineers and the ability of the mechanics in the performance of their duties.
Things to Consider

- There are a few documents published after 1923 whose full text is freely available

- Learning curve for loading

- Need to go back to the HathiTrust catalog:
  - New content is added occasionally
The New Jersey Public Policy Collection
NJPPC

- Promote student research on New Jersey public policy issues
  - Primary sources hard to find?

- Create a collection of these primary documents?
  - Who is most likely to create such documents?

- The New Jersey Public Policy Collection (NJPPC)
NJPPC Details

- Collection Development Policy
- Identify non-profit organizations to contact
- Develop content for contact (emails, letters, phone call, and in person when opportunity arises)
- Determine who is the most appropriate person to contact
- Develop controlled vocabulary
- Promote...promote...promote (library instruction classes and faculty in certain departments)
About this collection

This database consists of files derived from a variety of non-profit organizations from across the state of New Jersey in an effort to provide information on policy reform and solutions for researchers and the public as a whole to make use of.
Advise for others

- Expect to get many no responses
- Change in personnel can lead to a “no’ becoming a “yes”
- Need to convince some organizations
- Provide information on what you are doing when contacting an organization
- Use your contacts to help persuade organizations to give copyright permission
- Need to go back to websites to find and load newly added material
- Mine state newspapers for organizations to contact
Where we are thinking of going with the NJPPC

- Create a bibliographic record with a link to the full text for organizations who say “no” or do not answer
- Should we move beyond non-profit organizations?
- If so, what criteria do we use to decide who to contact?
- Loading secondary sources into NJPPC (student and faculty papers using NJPPC material)
The Union County History Collection

• Which topics are good ones for undergraduates to “cut their teeth” in doing research with primary documents and that are meaningful and reasonable projects?
• What we did?
• Where we are?
• Where we would like to go?
Lessons Learned

- You really need a full time librarian to do this right
- Creating such collections is an issue of missionary work
- Even though people think it is a great idea, you will need to follow-up, follow-up, follow-up!
- Take advantage of those with whom you interact to help in getting materials for these projects
New Jersey History Research Guide

- Provides links to these collections, collections from other libraries, and New Jersey digital newspaper projects available from libraries and other institutions

http://libguides.kean.edu/content.php?pid=217247&sid=1806222
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