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Pages 126-127

**THE RAILWAY & LOCOMOTIVE  
HISTORICAL SOCIETY**  
publishes *Railroad History* twice annually  
in June and December. Copyright ©2007  
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Printed by the University of Illinois.

The G. Mac Seabee Trust Fund  
helps underwrite this publication.



## Subject to Change

If there's a theme running through this issue, it's the constancy of change. Change affecting the fate of cities (or wannabe cities) like Cairo, Illinois, the original southern terminus of the Illinois Central Railroad. Change affecting both the ambitions of titans (see "The Great American Railway of Asia") and the workday lives of "regular folk," such as the late Ray Piltz, an engineer for the McCloud River Railroad, and Joseph Santucci, the subject of our Writers of the Rail profile.

And running through it all – sometimes very fast – is the railroad itself. The railroad as a force of technological and business change that, in turn, has had to adapt to changing conditions in order to survive – happily in the case of today's freight railroads, not so happily in the case of Amtrak.

The theme of change extends to this correspondent. After eight years at the throttle, I will be retiring from *Railroad History*. My departure coincides with my retirement as the business and law editor at the University of Illinois. I would like to extend my best wishes to Peter A. Hansen, the new editor. Many of you have read his articles published in *Trains*, *Classic Trains*, and other Kalmbach publications. Pete has been a media consultant and writer for the last seven years, and before that, was a communications manager with Sprint in Kansas City. His contact information is listed on page 126.

Dan Cupper will continue as deputy editor, helping to smooth the transition. Kevin Holland, assistant editor and art director of the new *Passenger Train Journal*, will serve as assistant editor responsible for layout, replacing Doris Dahl, my efficient and cheerful colleague at the University of Illinois.

Excitement over my freedom to undertake long-delayed writing projects is mixed with genuine sorrow for taking leave of an agreeable, if at times demanding, companion. I have especially enjoyed working with a committed group of railroad historians and writers. I have profited from the wisdom of Dan Cupper, Parker Lamb, and Jack White, and have learned from George Drury, Roger Grant, Corny Hauck, Bill Howes, Bill Middleton, and Jack Swanberg, among others. I am proud of the articles that we have published, and I think some of them, such as Theodore Kornweibel's "Railroads and Slavery" in No. 189, may have lasting influence.

So with thanks to all who have helped over 17 issues and across 2,604 pages, I draw this correspondence to a close. I'm bound for Baltimore, and I hear the conductor's call.

—MR



Santa Fe Railway

**Detail of 1938 ad for the *Super Chief*, one of many fast trains featured beginning on page 22.**