

THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY

NEWSLETTER

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The Cap Badge - A Treasured Railroad Collectible

*Mark Entrop & The 2005 Railroad History Awards
R&LHS Archives Services*

*Chicago Chapter Learns About Freight Service on the
Chicago, North Shore & Milwaukee Electric*

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The Railway & Locomotive Historical Society Newsletter

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Trading Post

Society Members may use, without charge, the Trading Post section of the quarterly newsletter and the R&LHS web site to advertise items they wish to sell, trade or acquire or to seek information from other readers. This services is intended for personal, not general commercial, use. All items should be sent to David C. Lester at the address to the left.

ARCHIVES SERVICES

The Railway & Locomotive Historical Society Archives Services provides four key services to members, which are listed below. All inquiries regarding these services should be addressed to R&LHS Archives Services, P.O. Box 600544, Jacksonville, Florida 32260-0544.

Locomotive Rosters & Records of Building Construction Numbers

The Society has locomotive rosters for many roads and records of steam locomotive construction numbers for most builders. Copies are available to members at 25 cents per page (\$5.00 minimum).

Back Issues of Railroad History

Many issues of Railroad History since No. 132 are available at \$7.50 per copy. For more information on the availability of specific issues and volume discounts, write to the Archives Services address above.

Articles from The Bulletin & Railroad History

Copies of back issues of these publications of the Society are available to members at twenty cents per page (\$5.00 minimum).

Research Inquiries

Source materials printed, manuscript and graphic, are included in the Society's Archives. Inquiries concerning these materials should be addressed to the Archives Services address above. To help expedite our response, please indicate a daytime telephone number where you can normally be reached.

About The Newsletter

The Railway & Locomotive Historical Society *Newsletter* seeks to serve as a vehicle for communication among the Society's Board of Directors, Chapters, and the over 50% of the membership which does not belong to a chapter. To accomplish this, the *Newsletter* reports Society news from three perspectives:

First, from that of the national organization, which is responsible for fulfilling the nine goals presented in the Society's Mission Statement.

Second, from that of the eight chapters of the Society, each of which are engaged in various activities to promote and preserve railroad history.

Third, from that of the individual member, who is engaged in research, interpretation, preservation and celebration of railroad history.

Each quarterly issue of the *Newsletter* includes the following sections: National Report, Chapter Reports, Member Forum and Trading Post. In addition, each issue will include at least one feature article that presents how railroad history is studied, researched, documented, preserved, communicated, displayed and celebrated. In addition, John Gruber will prepare a column in each issue on *Visual Interpretation*.

Feedback on the *Newsletter* is always welcome, as are suggestions for feature articles. Please send any feedback, news items or suggestions to the Editor via U.S. Mail or e-mail.

Publication Schedule for 2006

Issue	Deadline for Submissions	Mail Date
Winter 2006	January 6	February 1
Spring 2006	April 7	May 1
Summer 2006	July 7	August 1
Fall 2006	September 8	October 1

FROM THE EDITOR

How many times have you been inspired by the work of another person? A high school football coach or college professor, perhaps? Inspiration comes in many forms, and from many sources. In the discipline of railroad history, we have all been inspired by the photography of Richard Steinheimer and O.Winston Link, the writing of David P. Morgan and Richard Overton, and the artistry of Howard Fogg, Gil Reid and Ted Rose. These individuals, along with many others, showcased their work on a national and international stage, and had a profound influence on thousands who study railroad history.

Among the membership of the Railway & Locomotive Historical Society, there are many research, preservation, and other activities underway that would be inspiring to the rest of the membership. A research project of a member in Portland, Oregon could provide ideas and motivation for a member in Tallahassee, Florida to pursue a similar project in his region. The preservation activities of the Southern California Chapter may offer inspiration and guidance for the Southeast Chapter, or the Pacific Coast Chapter. A young person who has recently joined the Society will be inspired to pursue research in railroad history by reading about the activities of members who are experienced researchers. I am concerned, however, that much of the interesting work of Society members and Chapters is being done in isolation. The *Newsletter* can help address this.

Take a moment to reflect on the Mission Statement of the Society - *"The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve, educate and disseminate information relating to railroad history."* This is a significant charge to the leadership and membership of the Society. The Society accomplishes this through several means, including the publication of *Railroad History* and the operation of the Archives Services. I believe, however, that we should build on these activities by using the *Newsletter* to share Chapter and individual research and preservation activities with the national membership. And, we should present these activities in some depth. For example, instead of simply reporting that a member is doing research on the history of railroad stations in rural Missouri, we should provide some details on what motivated the research, how the research is being done, along with the goals of the project.

I appeal to National leadership, Chapter leadership, as well as the general membership to work with me to strengthen communication within our Society through the *Newsletter*. We cannot underestimate the importance of inspiring each other, as well as those who may be considering membership in the Society, through solid reports on our research and preservation activities.

In this issue, we are pleased to present Jerry Angier's feature on cap badges. Jerry, who lives in Cape Elizabeth, Maine, and is a Director of the Society, has long been a collector of cap badges, and shares his enthusiasm for them with us in his article. Jerry is also the author of *Bangor & Aroostook Railroad in Color*, published by Morning Sun Books.

Also, Bill Howes has prepared an article on the Locomotive Rosters and Records of Builder's Construction Numbers that are available through the Society's Archives Services. This is the first in a series of articles on the offerings of Archives Services.

David C. Lester

RAILS IN THE ROCKIES II -- THE 2006 R&LHS CONVENTION

As a reminder, the 2006 Annual Meeting of the Railway & Locomotive Historical Society will be held in Pagosa Springs, Colorado from June 8 - June 11, 2006. Society Treasurer Mike Walker and his wife Sigi have prepared a great itinerary, which includes a trip over a portion of the Cumbres & Toltec line. For more information, please contact Mike or Sigi Walker at (719) 262-0777 or by email at mikensigi@adelphia.net

MARK ENTROP AND THE 2005 RAILROAD HISTORY AWARDS

by John Gruber

As he begins his fourth year as chairman of the awards committee, Mark Entrop thanks members for their suggestions. A form in the spring issue of the *Newsletter* will ask for ideas for the book and article awards for 2006. Four awards, given annually, were announced at the fall meeting of the Lexington Group in Transportation History in Harrisburg, Pa.

For 2005, the 24th year, the recipients were *Richard Steinheimer* and *Jeff Brouws*, George W. and Constance M. Hilton Book Award; *H. Roger Grant*, Gerald M. Best Senior Achievement Award; *Greg McDonnell* and *James P. Shuman*, Fred A. and Jane R. Stindt Photography Award; and *Ric Morgan*, the David P. Morgan Article Award. Steinheimer and Shirley Burman, his wife, will receive the book award at Winterail in Stockton, Ca.

"We had good participation from the committee in 2005," Entrop said as he thanked Gregory Ames, vice chairman, and other committee members for a job well done. For 2006, the committee has 15 members; for continuity, five are selected each year to serve three year terms.

The process starts in the spring with the call for nominations for the book and article awards. Books must have been published in the last three years (2005, 2004, 2003); articles, the last two years (2005, 2004). Members have four to six weeks to send nominations. Books and articles are then sent to three-member subcommittees to review and make a decision. The entire committee nominates and votes for the senior achievement and photography awards. By August, decisions are made and the process of notifying winners is underway.

Entrop, who has worked for Amtrak since 1976 in a variety of corporate and field positions, does not get a vote. "The 2005 recipients reflected a commitment to presenting and preserving railroad history, and making the subject available to younger individuals. I am pleased with the process and the depth of the committee's efforts."

Committee members are Mark Aldrich, John J. Atherton, John W. Barriger IV, Kurt R. Bell, Russell C. Davies II, H. Roger Grant, John Gruber, Herbert H. Harwood Jr., Don L. Hofsommer, J. Parker Lamb, Arthur L. Lloyd, Robert S. McGonigal, George M. Smerk, and Charles P. Zlatkovich. The book subcommittee includes Ames, Bell, and Gruber; the article committee, Grant, Lloyd, and Zlatkovich.

Since the awards program started in 1981, chairmen have included William L. Withuhn, Robert Post, and Bruce Heard.

IT MAY BE A NEW YEAR, BUT FRIENDS OF R&LHS IS STILL AROUND

By J. Parker Lamb

Once again my deepest appreciation to the members whose generosity allowed our Friends Program to continue its success as a strong financial supporter of the entire Society. The 2005 campaign provided a gift to encourage donations, and the response was strong and impressive. Results will be published in the upcoming Railroad History.

For 2006, we are planning a rare and very collectible item for Friends Program supporters. Full details will be in the upcoming RRH. So, stay tuned for February, when the issue will be in your mailbox.

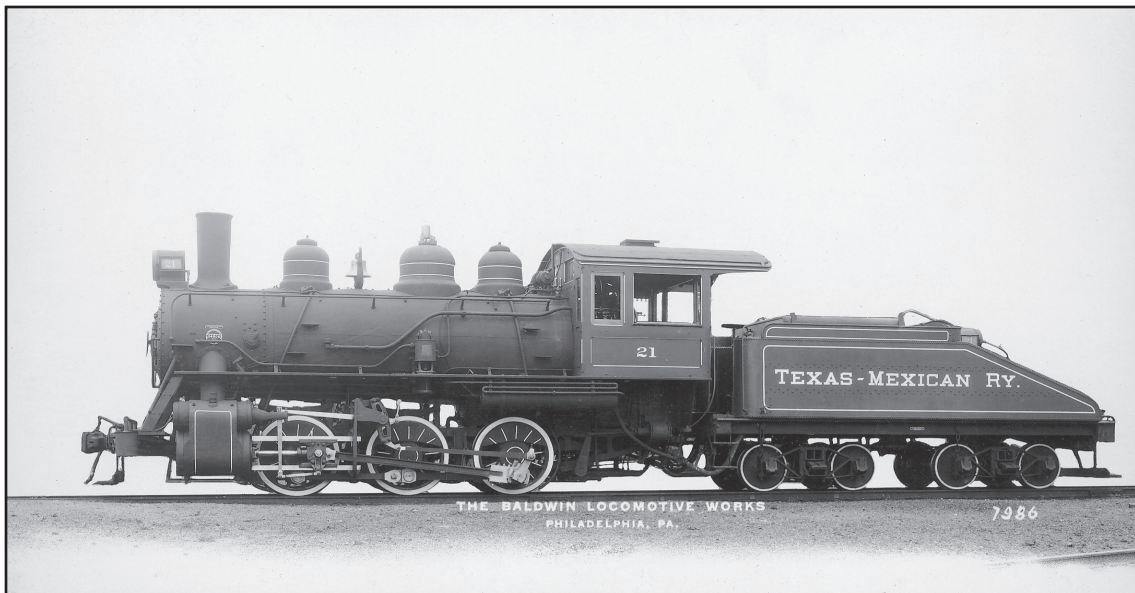
HOW ABOUT A PEEK PREVIEW?

RRH Editor Mark Reutter has promised that No. 193, second of the "new era" issues, will include some of the best material he's presented. For a peek preview, see <http://www.rlhs.org/rrhistory/current.html>.

ARCHIVES SERVICES

William F. Howes, Jr.

The R&LHS Archives Services office affords members access to the various collections of the Society, as well as articles from virtually every past issue of *The Bulletin or Railroad History* dating back to 1921. This and future editions of the Newsletter will describe the resources available and how to make use of them. This issue discusses our Locomotive Rosters for individual railroads and Records of Builder's Construction Numbers for several locomotive manufacturers.



Builder's photograph of Texas-Mexican Railway Baldwin 0-6-0 #21 from the R&LHS archives

The Locomotive Rosters in our archives were assembled from various sources and generally describe a road's fleet as of a specific date. Several dates may be available for a particular railroad, but the focus is on the steam era. The rosters generally show each locomotive's current and previous road number(s), builder, and basic mechanical specifications. In some instances, there is also information on previous owner(s) and disposition. We have relatively few "all-time" rosters, although in some cases comprehensive coverage of a railroad's motive power can be found in the pages of *The Bulletin or Railroad History*. The "Index" for *The Bulletin/ Railroad History* on the R&LHS website at www.rlhs.org identifies these roads.

Records of Builder's Construction Numbers are available for the Baldwin Locomotive Works and predecessors, the American Locomotive Company and predecessors, Juniata Works of the Pennsylvania Railroad, and a number of other manufacturers. For Baldwin only, there is also an "Index" listing locomotive construction numbers by individual railroad.

A detailed listing of available Locomotive Rosters and Records of Builder's Construction Numbers may be purchased for \$2.00 from R&LHS Archive Services, PO Box 600544, Jacksonville, Florida 32260-0544. Photocopies of rosters and builder's records may be purchased for 25 cents per page (\$5.00 minimum per order).

The R&LHS also has a large collection of locomotive builder's photographs with mechanical specifications. An example from Baldwin is shown above. Although this collection is not cataloged, inquiries about specific locomotives or roads may be directed to R&LHS Archives Services at the above address.

Cap Badges - A Treasured Railroad Collectible

Jerry Angier



Hat badges have been my interest for over forty years. It all started in 1963 when I got off a New Haven train coming home from college. The Station Master was at the bottom of the car steps in full uniform including his cap. His badge read NY.NH. &H R.R. STATION MASTER. For some reason I asked him where I could purchase a badge like his. He took me back to his office and gave me one. WOW!

When a passenger boards the train, the first railroad employee they almost always see is wearing a dark blue uniform with an official looking hat. An important part of that hat is the cap badge that generally would give the name or initials of the operating railroad as well as the title of the wearer. Conductor is usually considered the most important title and the badge to collect. A conductor is like the captain of a ship. He's the boss. Today, it may be she's the boss too as is the case of Conductor Marilyn who works our Downeaster here in Maine.

Cap badges are sometimes called hat badges, and they originated in the early railroad days. Tom Savio in California has been collecting badges for over forty years too, and he tells me his oldest badge is a Central Pacific of California that dates from 1864. At one time he had a Baltimore City Passenger Railway badge c. 1859. It is the earliest he has seen and would appear to have been excellent trade bait as he no longer has it.

In my own collection a Camden and Amboy CONDUCTOR may be my oldest one and would predate the Civil War and before the C&A became part of the Pennsy. Another early badge was the Nashua, Acton and Boston CONDUCTOR badge that graced the collection for a number of years. The NA&B became part of the Boston and Maine on June 29, 1895.

One of my favorite badges has a story. Soon after moving to Maine in 1971, I joined The 470 Railroad Club in Portland, which allowed me to get to know many Maine Central railroaders. One spring afternoon after arriving home from work, the doorbell rang. At the door was an older gentleman from the MEC's audit department. He said, "Jerry I have retired from the railroad this afternoon. This badge was in the bottom drawer of my desk for many years, and I know you would like to have it for your collection." I was overwhelmed at this gift, and that Maine Central BAGGAGE MASTER badge hangs on my badge board to this day.

While badges announced the wearers' title, for many railroads they were also a sense of pride showing off the railroad logo as well. Many readers will remember the PRR "Keystone" on their badges, the NYC blue logo on their badges, and the Santa Fe logo on their badges. One of the most spectacular badges I've ever seen belonged to the Minnesota & International, which became part of the Northern Pacific. This CONDUCTOR badge was gold with the title outlined in black enamel with red enamel inside the black outline of each letter. The employee's title was in the middle of the badge with the railroad name in larger letters above the title. At the top of the badge was the outline of a moose with a large rack of antlers. In the antlers was a map of the railroad's routes. With a cap badge collection that once numbered 687, that badge is the only one I regret parting with. There were others that stand out like the Northern Pacific "Nomad" emblem, the Monon big red emblem, the Southern Pacific sunburst emblem as well as the Missouri Pacific sunburst emblem.

While the CONDUCTOR title always seemed to be the one to acquire for a given railroad, there were also many other titles. Familiar titles on many railroads were TRAINMAN, BRAKEMAN, BAGGAGEMAN, BAGGAGE MASTER, PORTER, TICKET COLLECTOR and NEWS AGENT. That last title was generally seen on trains in the Northeast. I have two NEWS AGENT badges. One is from the long ago abandoned Maine two foot gauge Phillips & Rangeley, which became part of the famous Sandy River & Rangeley Lakes in 1906. The other NEWS AGENT badge is from the G.W.A.D.R. & N. Co. A little research back in the late 1970's discovered those letters stood for George W. Armstrong Dining Room & News Company. Then there are badges that just carry the name of the railroad such as MAINE CENTRAL. One badge I have is unique, and reported to be the only one made. The letters across the top are M.C.R.R. and underneath are the letters B.&S.R.R.R. It is reported to have been used by the OPERATOR at the junction of the Maine Central's Mountain Division and the Bridgton & Saco River RR,

another of Maine's narrow gauge pikes. There are also railroads and trolley lines that have had badges with such marvelous titles as LOADING AGENT, BAGGAGE HANDLER, GENERAL AGENT NURSE, HOSTESS and DOCK MASTER. Of course there were also badges for employees who worked around the train station such as OPERATOR, ASSISTANT STATION AGENT, STATION AGENT and of course STATION MASTER.

I said that my collection was larger at one time. My thought is how do you manage a railroadiana collection? You can continue to grow it forever or at some point start to dispose of it in whole or in stages as part of an estate or retirement plan. My reason for dramatically downsizing the collection was my advancing years and the desire to convert an asset into something that was more manageable for my wife if something happened to me. These railroadiana assets became dollars in a mutual fund. All collectors should consider a move like this as they reach their later years. In the meantime enjoy your collection.

Further Information: For those interested in learning more about cap badges, Jerry recommends membership in the Railroad Collectors of America, Inc. (RCAI), which was founded in 1971. The quarterly RCAI bulletin has occasional articles about and photos of cap badges.

VISUAL INTERPRETATION

BY JOHN GRUBER

When preparing its exhibit, "Prairie Thunder: 80 Years of Midwestern Railroad Photography," the McLean County Museum of History in Bloomington, Ill., turned to a resource not usually available to researchers: the local newspaper archive.

Newspapers, which publish photographs every day, would seem like obvious places to look for photographs, but most don't save many of their images. Things are different in Bloomington, however, and being a railroad town helps.

"Our newspaper, the *Pantagraph*, has preserved most of its photos from about 1934 on," said Mike Matejka, exhibit curator. "To find these we basically went down to the basement, where there are about 7 big metal cabinets full of long, narrow boxes, with individual negatives in brown negative envelopes with very brief penciled captions and usually the photographer's name. 1951-56 is missing, due to a pipe breaking over that cabinet a few years ago and everything went to the dumpster.

"So it was tedious days of sitting and flipping through these boxes and pulling out any negative envelope where the cryptic title might have led to a subject of interest. Most of these are everyday, slice of life photos. Since the Chicago & Alton Shops were the basic employer, photographers often went over to the shops just for a photo, for a retirement, when a new locomotive or something different was shopped, for photos to complement Labor Day or other workplace stories, or for the annual progress issue of the paper, which highlighted local businesses," he said.

It's rare indeed to find such a resource. A few newspaper photo archives are available, such as *Chicago Daily News*, *St. Louis Globe-Democrat*, and Minneapolis-St. Paul newspapers. Acquired by the St. Louis Mercantile Library in 1986, when the *Globe-Democrat* ceased publication, the photo archives (virtuallymissouri.umsystem.edu/cgi/i/image/image-idx?page=index;g=vm;c=mercic) form a historical library for St. Louis and the state of Missouri, but only a small fraction of the photographs in the collection are available electronically. The *Daily News* collection, available at the Library of Congress (<http://memory.loc.gov/ammem/>), has 55,000 images of urban life captured on glass plate negatives between 1902 and 1933 by photographers employed by the *Daily News*, then one of Chicago's leading newspapers. The source materials for this collection are at the Chicago Historical Society. Minnesota Historical Society has extensive photos from the Minneapolis *Star/Tribune/Journal* (individual papers that merged long ago) and the *St. Paul Dispatch-Pioneer Press*. Many are in the catalog. For people willing to do a lot of time consuming digging, MHS also has uncataloged negatives, sorted in calendar order. The *Cleveland Press* Collection (www.clevelandmemory.org/press/), the afternoon newspaper's former editorial library or "morgue" includes hundreds of thousands of clippings and photographs. The *Press* was published from 1878 until 1982. The Illinois State Historical Society archives in Springfield IL has the East St. Louis, Ill., *Metro-East Journal* photo collection.

"Prairie Thunder," the Bloomington exhibit, continues through February 19, 2006. The 75 images include industrial scenes from 1934 to 1950 from the Chicago & Alton Railroad's main shops, once Bloomington's largest employer, from the *Pantagraph*. Bruce Meyer, a retired Chicago electrical engineer who worked for diesel locomotive builder Electro-Motive Corp, photographically explored 1950s railroading. As a teen and college student, Meyer

captured the last days of Illinois Central steam locomotives. The contemporary railroad scene is covered by Steve Smedley, a *Pantagraph* photojournalist and widely published rail photographer. Exhibit Curator, Mike Matejka, explains, "There is more to railroad photography than simply a picture of a train. These photographs were chosen for their aesthetic interest, displaying the interplay between the railroad and the prairie landscape, plus for their human interest, capturing a workforce who daily faces a rugged and often challenging profession." Matejka works for the Great Plains Laborers District Council and edits the *Grand Prairie Union News*. He is the co-author of *Bloomington's C&A Shops: Our Lives Remembered* (along with Greg Koos, 1982) and recently consulted with the California State Railroad Museum on labor history themes for its new exhibits.



President George H.W. Bush and Barbara Bush enjoy the view from the cab of SD70ACe 4141, painted in "presidential" colors to honor the 41st president, and the opening of the rail exhibit at the George Bush Presidential Library and Museum. (Photo by Chandler Arden, Specialties Photography.)

In Texas, Former President and Mrs. Bush opened *New Trains: Tracks of the Iron Horse* at the George Bush Presidential Library and Museum at College Station. It continues through July 30, 2006.

The exhibit has about 1,000 artifacts and documents and 300 images (still photos or video) in two temporary exhibit galleries. The 2,976 square foot Ansary Gallery contains exhibits focusing on contemporary railroading including specific discussions of traveling by train; railroad technology; railroads, what they are and what they do; model railroading; and presidential travel by train. The 1,650 square foot Fidelity Corridor Gallery contains exhibits focusing on the history of the railroad industry and railroad technology. About 52 photographs come from the Center for Railroad Photography & Art.

The Bush Library exhibit covers everything from the train's inception to modern day locomotives and routes, including an actual General Electric locomotive cab, historic railroad china, a Union Pacific restored caboose, clocks and pocket watches, selections from Frank Sinatra's model railroad collection, an executive order signed by Abraham Lincoln setting the gauge for the railroad, Overland model railroad cars, and a three foot long crystal. In March 2006 the Golden Spike, which was symbolically driven on May 10, 1869, at Promontory to complete the first transcontinental railroad, will be on display. More than a dozen model railroads from various associations throughout Texas are on display. For children, the exhibit will have a number of touch and learn stations highlighting issues of railroad safety and railroad operations.

Events during the exhibit include a free movie program with a railroad theme; guest lectures by prominent historians, railroad executives, regulators, and rail enthusiasts; and modeling seminars. Several modular model railroad clubs will set up and operate their HO, N, and Z scale model layouts in the rotunda of the library.

In Minneapolis at the Mill City Museum (www.millcitymuseum.org), the focus is advertising. "Railroads and the Marketing of the Northwest," through April 30, 2006, features advertising images from the Minnesota Historical Society highlighting how railroads promoted the resources of Minnesota, the Dakotas and Montana. Included are 19th-century railroad advertisements touting agriculture in the Red River Valley, and 20th-century

images promoting railroad tourism of the west, especially to the new national parks in Montana and Wyoming. Among the railroads represented are the Northern Pacific, the St. Paul, Minneapolis, and Manitoba (and its successor the Great Northern), and the Minneapolis, St. Paul, and Sault Ste. Marie (Soo Line). The exhibit is open during museum hours.

The Virginia Museum of Transportation (www.vmt.org), in cooperation with the Robert Mann Gallery of New and the City of Roanoke is presenting the photographic exhibit, *Starlight On The Rails*, through March 26, 2006. The exhibit consists of 48 photographs from the original show at the Robert Mann Gallery and the companion book *Starlight On The Rails*, published by Harry N. Abrams, Inc., in 2000.

In Sacramento, the Center (www.railphoto-art.org) exhibit, "Still a World Apart," is on display at the California State Railroad Museum through mid-May 2006. It, with CSRM's reinstalled galleries and new exhibits, highlights the human side of modern railroading in the western states, a last frontier where some people run trains or maintain track in all weather at all hours of the day and night, while others spend their entire job shift in front of computer screens. North American Railway Foundation provided funding for both projects. The Center selected 31 photographs by contemporary photographers. *CTC Board Railroads Illustrated* featured the exhibit in its September issue.

In no small part due to the efforts of the Center and NARE, railroad work has a prominent role in several of the exhibits.

Next quarter: An exhibition, "Railroads and the American Industrial Landscape: Ted Rose Paintings and Photographs," is March 9–May 29, 2006, at the Haggerty Museum of Art, Marquette University, Milwaukee. The exhibit, publication, and conservation program is a collaboration of the Center for Railroad Photography & Art, Special Collections Department of Lake Forest (Illinois) College, and the Haggerty Museum. Rose (1940-2002), AWS, NWS, took the photographs while he was in high school and college in 1956-1962.



These railroaders are clustered around the crew dispatcher's board, where numbers and names are chalked in as a train is called. At the left are conductors H.W. Crowder and Charles DeFrates; to the right are Engineers Ed Erickson and Jack Roniaus, the local Brotherhood of Locomotive Engineers' chairman. These workers might be waiting for a run or are just hanging around, chatting with friends. Railroad work doesn't always mean motion. It also means sitting and waiting, either for another train to pass, or for a call to a job. There are few regular shifts for railroad operating employees. *Pantagraph* photo, October 16, 1937.

CHICAGO CHAPTER LEARNS ABOUT FREIGHT ON THE CHICAGO, NORTH SHORE & MILWAUKEE ELECTRIC

At the October 2005 meeting of the Chicago Chapter, member Ed DeRouin made a presentation on the Chicago, North Shore & Milwaukee's electric freight service. Mr. DeRouin, who recently published a book about freight on the North Shore (*North Shore Line - Interurban Freight*. LaFox, Illinois: Pixels Publishing, 2005), provided "full coverage of the line's freight service, including its pioneer trailer-on-flatcar operations beginning in the 1920's", according to Chapter Chairman Charles Stats. As a teenager, Ed lived along the line in its last months, got friendly with the freight crews and rode the electric engines while the crew switched industries near his house. He carried a camera with him at that time, too.

At the September meeting, retired C&NW engineer Phil Weibler, who is also a rail photographer, gave a view from the cab along the main line west (old Galena Division), from the bumper post in the Madison Street Station to Clinton, Iowa, with anecdotes of what he saw that passengers back in the coaches did not.

John Dziobko, who has been providing retrospective coverage of his many tours in the 1950's when steam was still around, continued his travelogue at the November meeting with coverage of regular Canadian Pacific steam operations at Winnipeg, Montreal, and London, special tours and excursions in the States, including the Soo Lines's last passenger special.

The focus of the December meeting was a report from Darwin Simonaitis on his tour of remaining Chinese steam operations in March 2005 on the Jatong Railway in Inner Mongolia, and in remote industrial locations such as steel mills, coal mines, and brick yards.

SOUTHEAST CHAPTER CHAIRMAN BILL HOWES DISCUSSES THE PULLMAN COMPANY

At the December meeting of the Southeast Chapter, Chairman Bill Howes, who also serves on the Editorial Board of the *Newsletter*, made a presentation on the Pullman Company. Bill was a Director of the Pullman Company for about ten years, and Chapter Vice Chairman Jim Smith reported that Bill's presentation was "very informative". Bill Howes also participated in a radio talk show from Brooksville, Florida on December 6th, and we hope to report on that in the next issue of the *Newsletter*.

Mark Hinsdale of CSX made a presentation of his experience working for three years in Australia managing railway lines owned by the U.S. short line operator, Rail America, at the November meeting. Mark gave an overview of the Commonwealth of Australia's economy and social makeup using a map of the country's rail system. The three railway gauges used in the Commonwealth are 3'-6", standard gauge, and 5' broad gauge. The railway systems are operated in Australia very much like our rail systems of thirty years ago, but new technology is rapidly narrowing the gap. Mark stated that when he became homesick for the U.S., all he had to do was to go trackside and observe their train operations that featured diesel locomotives very similar to ours, and in "Fallen Flags" roads' color schemes.

UNION PACIFIC STEAM AND EARLY DIESELS FOCUS OF SOUTHERN CALIFORNIA DECEMBER MEETING

The December meeting of the Southern California Chapter featured a program of Union Pacific steam and early diesels. There were also slides of Union Pacific's fleet of turbine-powered locomotives. The program was put together by Program Chairman Joe Bonino, who was not able to present the program due to a business meeting in Florida. The Chapter appreciated his efforts in arranging the program.

The Chapter's refrigerator car, URTX 67806, is now being used for storing a portion of the Chapter's collection of railroad timetables, movies, sound recordings and other materials that have been acquired over the past fifty years. The insulation keeps the contents at a relatively constant temperature throughout the year.

MEMBER FORUM

Member Forum provides an opportunity for Society members to share opinions regarding, and ask questions about Society matters, as well as material appearing in the Newsletter. Please send all correspondence to the Editor via U.S. Mail or e-mail. Due to space constraints, submissions may be edited for length. General questions about railroad history cannot be accepted. For these questions, please utilize our Archives Services and/or our Internet discussion group.

TRADING POST

NOW AVAILABLE: My latest book, *Where the Rails Cross*, a railroad history of the busy junction town of Durand, Michigan. Printed on heavy paper, it has 192 pages, 191 photographs (17 in color), and several maps. Most photos have detailed captions. Available to R&LHS members at the special price of \$32 postpaid for the softcover, \$52 for the hardcover (of which only 25 were produced). Order from me, I. E. Quastler, 925 Tenth St., Unit B, Coronado, CA 92118-2852. For questions, write me at iquastler@aol.com.

FOR SALE - Colorado Midland collection, timetables, folders, framed prints, extensive amount. Send \$2.00 for complete list. J. Prokes, 7505 West Ute Lane, Palos Heights IL 60463-2047.

WANTED - B&W photo and a scale drawing of a Willamette geared locomotive for a book publication. Marcel Vleugels, PO Box 233, 6400 AE Heerlen, The Netherlands, marhann@planet.nl

FOR SALE: *The Mightiest of Them All - The Pennsylvania Railroad*, the personal story of Earle Kraft, a Pennsy locomotive fireman during WWII on the Philadelphia Terminal Division. Softcover, 92 pages, only 200 copies total. Most Pennsy collectors haven't even heard of it. \$22.00 + \$3.00 postage. Dan Allen, PO Box 917, Marlton, NJ 08053-0917.

WANTED - Photo copies or originals of certain R&LHS Annual Reports issued usually as of Feb. 1. I have many and want to complete my set and get them bound. The short articles in each should then be combined for a lengthy presentation in RRH if the editor of RRH consents. T. T. Taber, 504 St. Main St., Muncy PA 17756.

FOR SALE: The Chicago Chapter still has copies of its reprint of Rock Island General Roster #66 of September 1, 1925, when the line was at its peak of 1920's prosperity. The book contains 300 pages of details of officers, agents, stations, structures and facilities, mileages, junction stations and connections, clearances, locomotives along with passenger and freight equipment. Just about everything except actual train schedules. \$20.00 postpaid. Order from Charles Stats, Chairman, Chicago Chapter, 1104 S. Oak Park Avenue, Oak Park, IL 60304.

SALE -- Douglas N. W. Smith offers for sale two new books: *A Century of Travel on the Ontario Northland Railway*, 160 pages for \$39.95 and the *Ocean Limited: A Centennial Tribute of the Montreal-Halifax Train*, 128 pages for \$29.95. Both books include detailed text and copious photos including many in color. Shipping is \$5.50 for one and \$8.00 for two books. Send order to PO Box 1369 Station B, Ottawa Ontario Canada K1P 5R4.

NEEDED - Replacements for UPS shipment stolen or incorrectly delivered. Four, newly bound issues of Railway Equipment Register from the 1910s and 1920s. James E. Lane, 2317 Brooklyn Dr., Terre Haute IN 47802-2758.

FOR SALE - T. Taber, 504 S. Main, Muncy, PA 17756, offers a 10,000-word, 20-page, 6x9 critique of John Barriger's *Super Railroads*, what was needed and what subsequently happened. You need not have read his book to enjoy this follow-up. \$1.00 postage paid.

INFORMATION WANTED - I have been told that there was an article in an old issue (date unknown) of *The Short Line - The Journal of Shortline Railroads*, entitled "The Dirigible Railroad". I would like to obtain photocopy of the article, and will happily pay for copying costs. Is there a reason, other than their appearances [being similar to] old-fashioned bicycles, why locomotives (with one pair of driving wheels) were called "Bicycle" locomotives? Please reply to A.J. Bianculli, 3 Toth Lane, Rocky Hill, NJ 02553.

The Railway & Locomotive Historical Society *Mission Statement*

The mission of the Railway & Locomotive Historical Society, Inc., is to collect, interpret, preserve, educate and disseminate information relating to railroad history. The Society's mission will be achieved by:

1. *Publishing Railroad History and maintaining its status as the premier publication in the field.*
2. *Recognizing and encouraging scholarship in railroad history and other endeavors, such as the Society awards program.*
3. *Preserving historic documents, photographs and other materials, and providing access through national and chapter activities.*
4. *Maintaining communication among members of the Society through printed and/or electronic means.*
5. *Providing fellowship, education, and effective governance of the Society through the annual convention and membership meeting*
6. *Furthering knowledge of railroad history by publication of significant historical studies and reference works.*
7. *Encouraging appreciation of railroad history, and providing social enrichment opportunities through chapters and special interest groups.*
8. *Encouraging members to actively participate in the process of researching, recording, and disseminating railroad history by providing research guidance.*
9. *Promoting the significance of railroad history in schools and related organizations such as historical societies.*

RAILS IN THE ROCKIES II **THE 2006 R&LHS ANNUAL MEETING** **PAGOSA SPRINGS, COLORADO** **JUNE 8 - 11, 2006**



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