

The Railway
Historical
Southeast



& Locomotive
Society, Inc.
Chapter

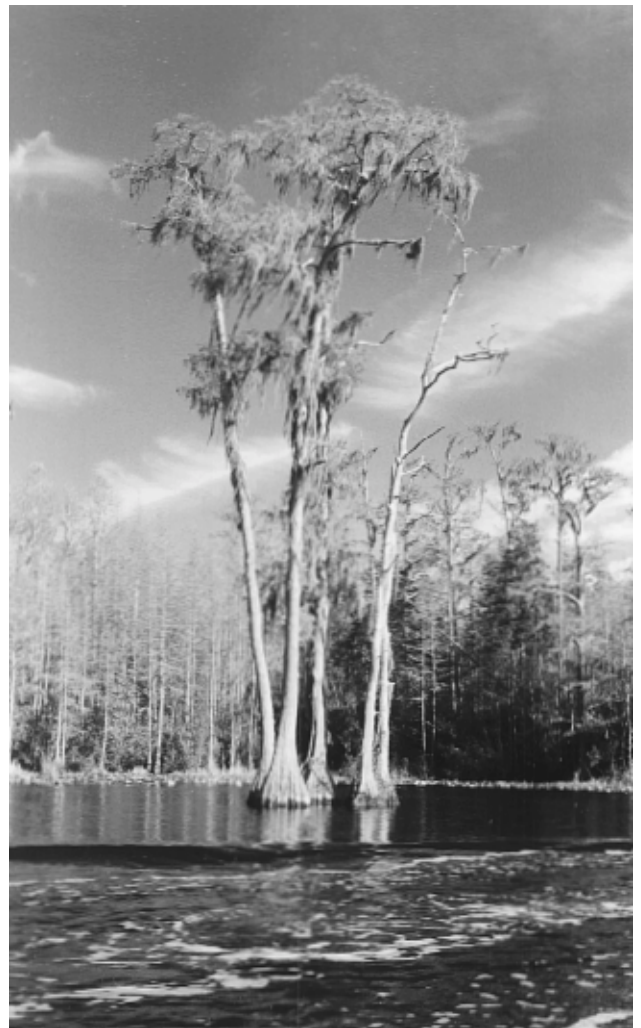
Newsletter No. 20, December, 1993

Billy's Island Trip, December 4th.

A few of us arrived at the CSXT North Parking lot at 7:30AM. We loaded four each in Jim's van and Frank's car. After a hour and a quarter ride (with a stop for second breakfast at McD's in Baldwin) we arrived at the headquarters of Georgia's Stephen C. Foster State Park. Here we were met by Bart Bartholomai, a R&LHS member from Atlanta, and retired Professor Christopher T. Trowell, of South Georgia College, our guide. We got into two boats equipped with outboard motors with our life jackets and seat cushions.

We went north to Billy's Lake, named after "Billy Bow-Legs", the last Indian Chief in the Land of the Trembling Earth. Chris gave us a lesson in history and pointed out the "Five Sisters" group of cypress trees ahead and to the east. We went past several alligators, a crane and a few turtles on our way to the boat dock at Billy's Island. Here we tied up our boats and set off on foot.

Chris led us to the head of the railroad wye which now is the junction of two abandoned roadbeds. Further on we climbed upon an Indian burial mound, maybe two feet above the surrounding area. Then on to two locomotive tender shells; just the water tanks remain. Thence to the location of the Superintendent's house which is marked with the brick base of the fireplace. All buildings were either moved out when the Hebard Cypress (Lumber) Company left the swamp or have subsequently burned. Our group proceeded southward on "Main Street" to where we stopped for one of Chris's



The "Five Sisters" clump of cypress trees in Billy's Lake, part of the Suwanee River, deep in the Okefenokee Swamp (Georgia's Stephen C. Foster State Park). Photo by Cliff Vander Yacht.

lectures on forestry. He determined the location of where we ate our lunch as being 30°19'27" North and 82°20'02" West ± 100 yards.

Chris led us back towards the boat landing stopping first at the Lee Cemetery. Although it is fenced, the exact boundaries of the cemetery are not known. On the way back to headquarters, we took a long trip up one of the winding channels that feeds Billy's Lake from the north. Weaving in and out of the cypress, some up to 700 years old, and seeing a Blue Heron on the wing, will long be remembered as being one of the most beautiful sights of nature.

After a tour through the store and many thanks to our guide, we stopped again in Baldwin to eat lunch, pay trip expenses, and, of course, look at CSX operations.

Many thanks to Chris Trowell for making it a very interesting trip.

—Cliff Vander Yacht



Chris Trowell, self-proclaimed "High Tech Redneck," holds up his \$600 instrument to determine our latitude and longitude from three or four passing satellites while the crew looks on. We later sat on the ground and ate our lunch here. Photo by Cliff Vander Yacht.

CONGRATULATIONS!

The Southeast Chapter is pleased to announce that the following officers were elected to serve during 1994:

Chairman	James A. Smith
Vice Chairman	William F. Howes, Jr.
Secretary	Frank H. Dewey
Treasurer	A. Paul Freiderich

1994 Dues Notice:

R&LHS dues notices will be sent out shortly. There will be no change in the current costs for national dues (\$18) or Southeast Chapter membership (\$12) for a total of just \$30. Please renew when your notice arrives.

Editor's Notes:

All errors in the *Nashville's Broadway Dinner Train* article in issue No. 19 were those of the editor and not those of the author.

The Amtrak Auto Train guide was Mr. Lovette (corrected spelling; same issue).

1994 NATIONAL R&LHS CONVENTION

Host: Southern California Chapter
 When: Friday, April 29 to Sunday May 1, 1994.
 Where: Sheraton Suites Fairplex Hotel, Los Angeles County Fairgrounds, Pomona, CA.
 Activities: Two inspection tours of new commuter rail routes, including a chartered train. Side trips will also be offered to rail facilities, museums, etc..
 Cost: Typical expenses at our annual meetings has been \$150.00 for activities and all arranged meals.

A RAILROAD KIND OF CHRISTMAS

by John Humes

Christmas and railroads. The large crowds milling about the terminal on a snowy evening with a recording of “Silver Bells” playing in the background. Christmas trees, wreaths and colored lights all ’round. Santa Claus everywhere... in the locomotive cab on his way to outlying communities, taking requests (demands?) for presents from all the good little boys and girls in the middle of the waiting room of the station. The friendly wave from the engineer of a local freight as it slips through a small town on a starry night.

People have always associated railroads with that special time of year as they brought family and friends together, at least during the years when passenger service was still the way to travel.

The twilight of that time was probably the mid 1950s. That’s the time when railroads were still trying to promote their existing service even as deficits con-

tinued to mount.

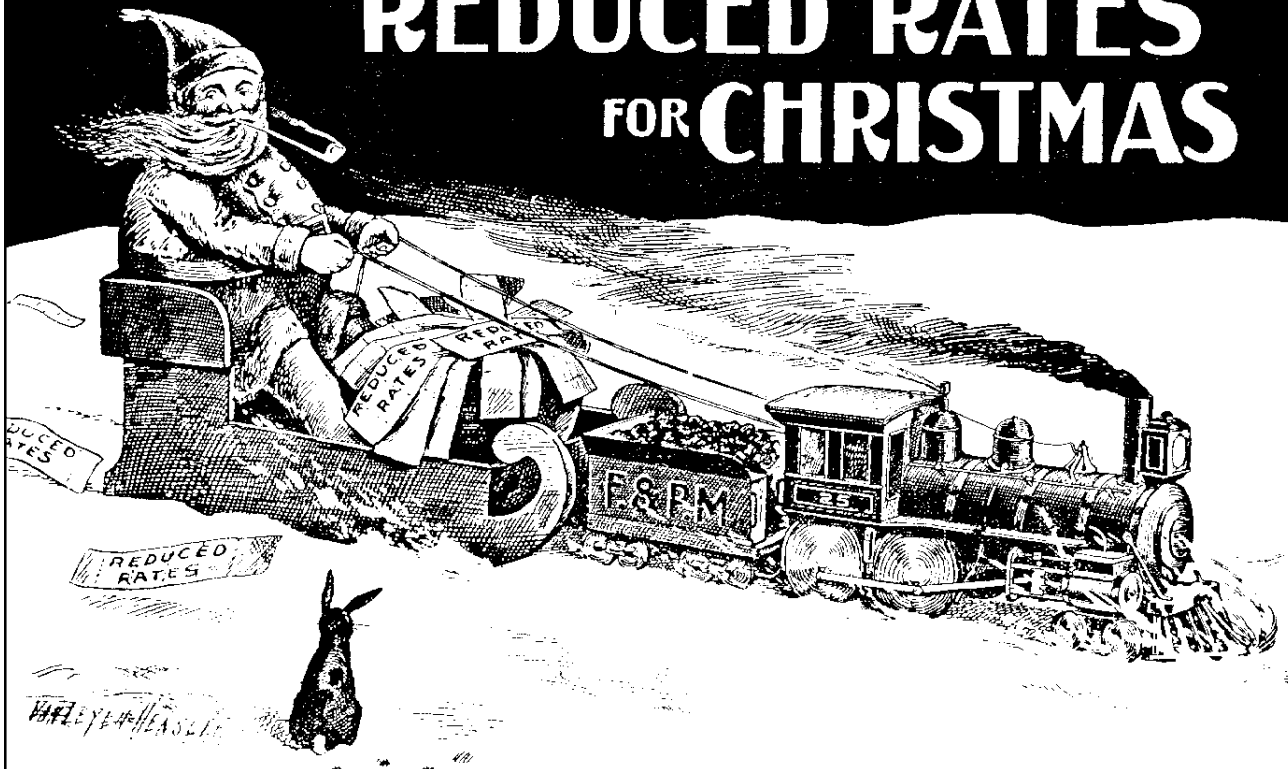
But enough of the serious side. Christmas was primarily the time of joy, hope, thanksgiving ... and laughter. Let’s take a look back to those years and review some original things that several of the railroads did for the Christmas season.

First of all, there were quite a few ways this could be done. The employee magazines were still published by most roads each month, and offered the best means for management to communicate with employees. Advertisements in newspapers and major magazines were used in getting the message to the general public and there were also company Christmas cards for remembering shippers, passengers and other railroad men.

Some of the Christmas covers of employee magazines were great. The B&O’s 1959 cover



F. & P. M. REDUCED RATES FOR CHRISTMAS



showed Santa, Rudolph and the gang competing with a B&O streamliner in a wintertime drag race. *Headlight*, the New York Central's magazine, had a little boy at the controls of a model railroad layout in December, 1956. Trouble was, the transformer was right in the middle of the track with a train fast approaching. The *Soo-Liner* magazine of Oct.-Nov.-Dec., 1954, still featured a heavy-weight, steam-powered passenger train on one-half of its nameplate, and another little boy and model train Christmas tree scene. (Rest easy, the track was clear.)

Finally, with a brief fling into 1961, the L&N magazine of December that year had a left-handed Santa banging out a message of "Merry Christmas" on the teletype.

One of the smaller roads which observed Christmas in a big way was the KATY. Its colorful and individually styled cards and magazine covers always showed a big EMD or ALCO cab in a Christmas setting. Two of my favorites are one showing Santa Claus pushing a large Christmas package on a loading platform, and the other showing a KATY engineer waving to some cattlemen at a stockyard on Christmas Eve as the Star of Bethlehem shines over a modern southwestern city.



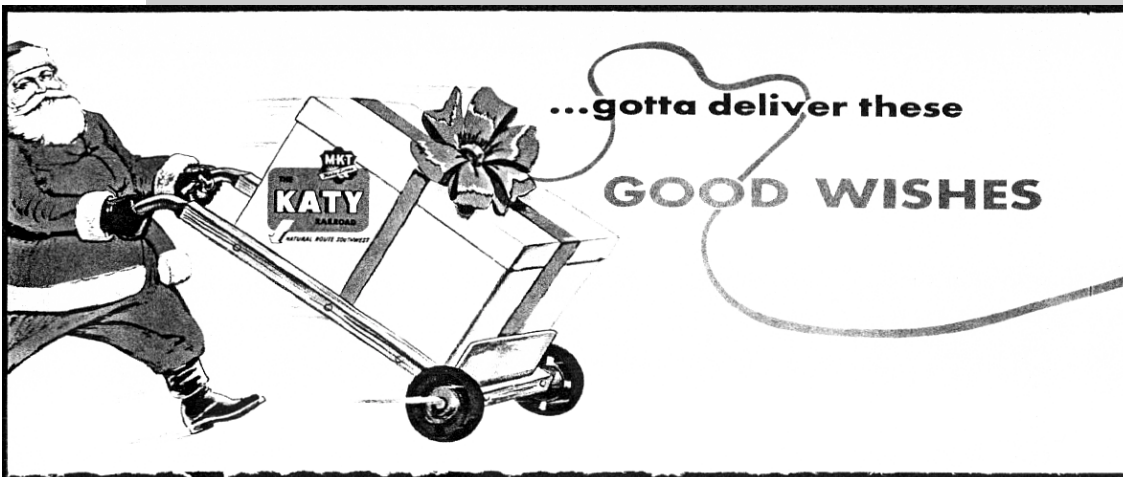


Season's Greetings

This Christmas Season...

The goods of war roll on ... That
Christmas in the years to come ...

May once again mean Peace on
Earth, Good Will toward Men
**NEW YORK CENTRAL
SYSTEM**



MERRY CHRISTMAS
and best wishes for the
NEW YEAR from the
KATY RAILROAD
FAMILY

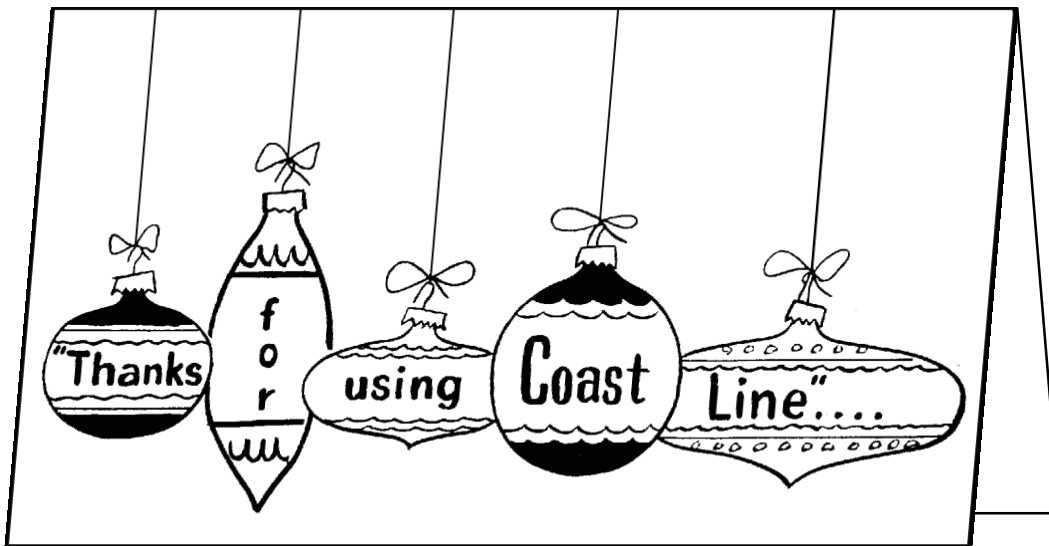
Their cards, sent to shippers and other railroads, showed the same feeling. For example, a streamliner departing a smaller river city on its night journey with a smaller version of the Star of Bethlehem making an appearance. Another showed two freight trains passing in the night, with the entire scene captured in reflection on a Christmas ball hanging from a tree.

Norman Rockwell must have been proud of the Southern Pacific. They certainly captured the spirit of his work in one of their large cards from the Passenger Traffic Department. Christmas was saved that year by a courteous Espee porter on the *Sunset Limited* who wakes a sleeping, partially dressed Santa just as the train is pulling into the station. Mom, Dad, and the kids are peeping

into the Pullman window to witness this great event. From the look on Dad's face, it's a sure bet that the porter was tipped well for keeping Santa on schedule, thus not forcing Dad to make any last-minute additions to the pile of packages under the tree.

The Northern Pacific was not to be outdone by Espee's Christmas spirit. Proving that Santa plays no favorites and was liable to show up anywhere, Santa appears that same Christmas Eve in the cab of the *North Coast Limited*; how he got from one train to the other is not explained. This is all depicted on an accordion-fold card, one panel of which is a Vista-car on the *NCL* and the following poem, with apologies to Clement Moore of "Night Before Christmas" fame, on another:

'Twas the day before Christmas . . . our Vista-dome train
was speeding across the Northwest once again . . .
Upstairs in the Domes, as the scenery rolled by,
you could see frosty mountain peaks soaring high.
In the handsome new club car called Traveler's Rest
the holiday atmosphere was at its best . . .
There were soft sofa seats—and nearby buffet
offered wonderful food any time of the day!
The Stewardess-Nurse as she passed through the aisle,
was greeting each guest with a warm, friendly smile.
Her greeting, good friend, we would pass on to you:
MERRY CHRISTMAS TO ALL—Happy New Year too!



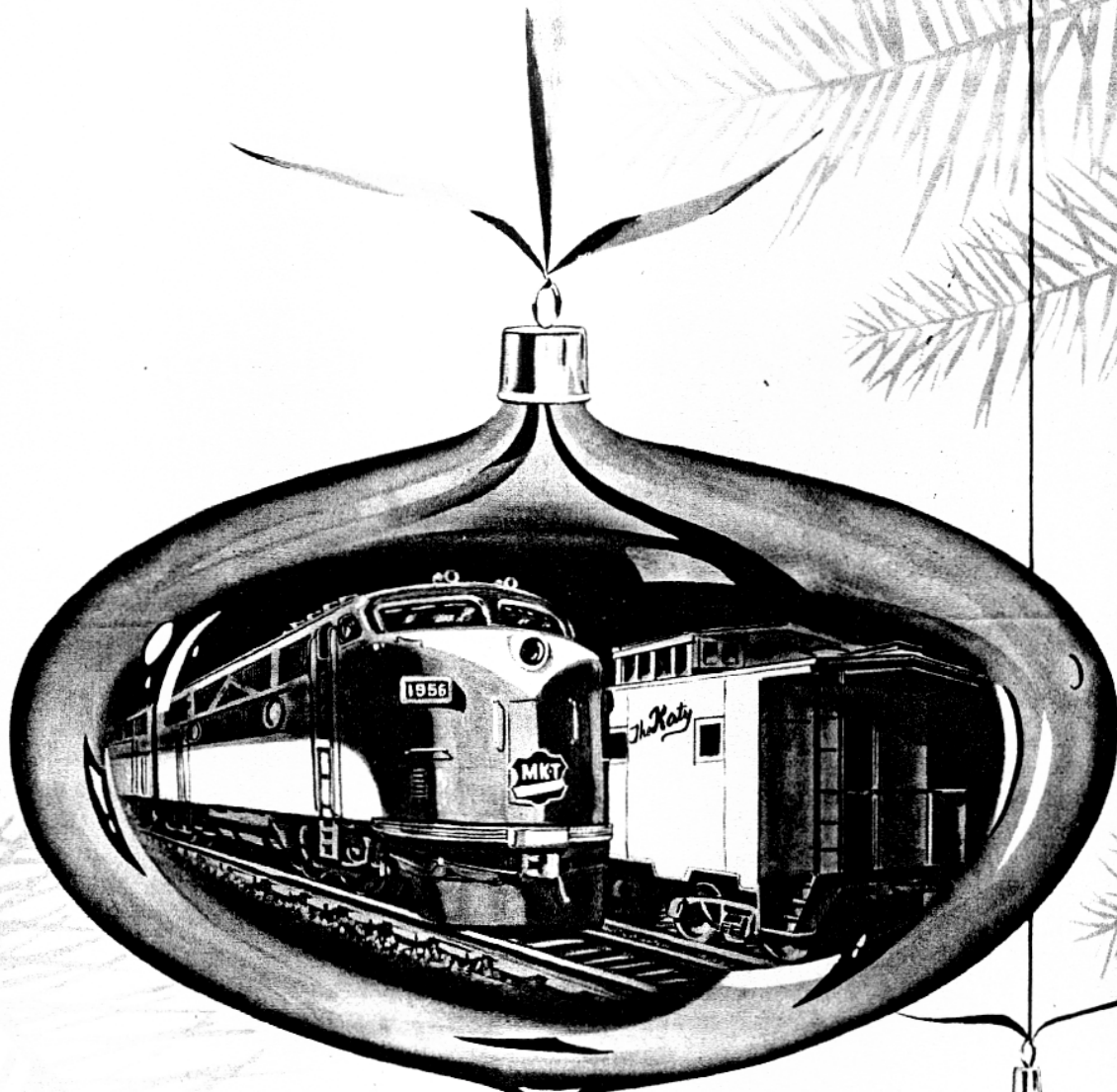
FROM ALL OF US ON **C**OAST **L**INE . . .

WE WOULD LIKE TO EXTEND TO YOU OUR MOST SINCERE
THANKS FOR BEING WITH US DURING THIS FESTIVE SEASON.

WARMEST **H**OLIDAY **G**REETINGS AND BEST WISHES FOR A
WONDERFUL **N**EW **Y**EAR TO YOU AND YOURS.

ATLANTIC COAST LINE RAILROAD

Katy Employee Magazine



November-December
1956

Comes now the joyous yuletide season...



Again it is our privilege and pleasure to greet friends old and new. Here at the Illinois Central we are deeply grateful to you for the business you were kind enough to favor us with during the year now drawing to a close. Our sincere thanks. May this Christmas be one you will always remember with pleasure, and may the New Year be one of real accomplishment for you... and your happiest!

A handwritten signature in cursive script that reads "E. L. Holmes".

Passenger Traffic Manager

Christmas, 1962

MAIN LINE OF MID-AMERICA

Probably the only Christmas card suitable for framing was that of the Kansas City Southern. Entitled "The Dream-lit Train," the card was actually a 9x12 poster complete with Mr. and Mrs. Prince Charming, numerous elves and assorted castles. Among them ran the Dream-lit train while a poem appeared in the middle of the locomotive smoke. It was certainly eye-catching, but you have to read all the way to the last two lines of the poem before you realize it is a Christmas message. Maybe it ran during the summer season as the "Big Rock Candy Mountain Limited."

Ads to the general public at Christmas cov-

ered the spectrum from obvious political messages, to simple good wishes, to religious thoughts.

The Illinois Central was one of the leaders in Christmas ads. One of their newspaper ads is a classic. In it, two almost identical sets of fathers and children stare into a toy shop, which just happens to have an IC steam powered freight in the window. Smiles abound. The only difference is that one father is a railroader and the other is ... a trucker! We read on to find that truckers are afraid of railroad competition—but shouldn't be—and that pending Con-

gressional legislation will make things better for all. The 1959 ad showed some IC Geeps rounding a curve on the point of a night freight. It was titled “the nights before Christmas” and spoke of snowflakes sparkling in the diesel’s headlight “like eyes of happy children.” They just don’t write them like that any more.

The Christmas season is still a special season for all of us in whatever way we choose to observe it. The 1950s, however, are not the 1990s. We are constantly changing and will continue to do so. It is true, though, that the basic desire of all men and women for peace and happiness has not changed. That desire still remains as the true feeling of Christmas.

W. E. Dillard, then President of the Central of Georgia, probably best expressed that feeling when he closed his Christmas, 1959, message to the C of G employees with the following paragraphs:

As children, we all at one time or another wished that Christmas could be every day. With maturity we came to realize that this is not truly to be desired or feasible. But the spirit of optimism, good will, and universal joy associated with Christmas can be an everyday thing. So, let’s resolve now to contribute our individual share during 1960 toward making it come to pass.

It is my sincere wish that peace and contentment will abide with you and your loved ones at this Christmastime, and throughout the New Year.


Well said; maybe things haven’t changed so much after all.

—John Humes

Notes on illustrations:

We are happy to present the Seaboard Coast Lines’ card in color on page 3. There was no message on the back of the original card.

The Flint and Pere Marquette printed a large broadside with the upper illustration shown on page 4 at the top. The text reads as follows:



F. & P. M.
REDUCED RATES
FOR CHRISTMAS

Between
All Stations
ON ITS LINE,
Dec. 24, 25 and 31,
1897,
— AND —
Jan. 1st, 1898.

Excursion Tickets good for Return
until Jan. 4th, 1898, inclusive.

Apply to Ticket Agent for detailed information as to Rates,
Time of Trains, &c.



*The officers and staff of the Southeast Chapter of
the Railway & Locomotive Historical Society
extend to all a Merry Christmas/Happy
Hanukkah and a Joyous New Year.*

Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The November meeting of the Southeast Chapter of the Railway and Locomotive Historical Society was held in the 13th floor conference room of the CSX General Office Building on Thursday, November 11, 1993 at 6:00 PM. A quorum was present. Chapter Chairman Jim Smith chaired the meeting. In the absence of the Treasurer, there was no Treasurer's report. The minutes of the October meeting were approved after suitable sneers. Cliff Vander Yacht reported the December Southeast Limited will have a Christmas article by John Humes.

Old business -

The Okefenokee Swamp trip with Chris Trowell is scheduled for December 4. A letter was written to Chris Trowell asking him to lead the trip. Eight people expressed interest in the trip. Those going will meet at the CSX GOB parking lot at 0730. Bring a lunch.

Jim Smith reported the Bulletin No. 86 materials have not been returned by Mr. Brisky.

Frank Dewey reported Ivey's Trophy has the B&O spike for mounting. They have been delayed while ordering material, but should have it ready for presentation to CSX soon.

An announcement will be made in the December meeting where the Annual Meeting will be held.

The restoration project of Cummer engine #7 has been completed and the engine has been returned to the Beaches. Dedication will be in March. The restoration was reported as being beautiful.

The Chapter Nominating Committee nominated the present chapter officers for the election slate. A motion was made by Art Towson and seconded by John Humes to accept the slate. The motion passed.

Jim Smith reported that he has had an offer of approximately 100 slides as a result of our recent slide search.

New business -

Bill Howes reported a requested for funds to paint a MARC E-unit in the B&O paint scheme. A motion was made by Bill Howes and seconded by Lloyd Lewis to donate \$200 for the project. The motion passed without opposition.

Announcements -

The R&LHS National Convention will be in Pomona CA on April 29 - May 1.

There was a fire at the Big Shanty Museum that houses the General, but the engine was not damaged.

The program began with Jim Smith showing slides and telling tales of his strike duty experiences in West Virginia. This was followed by John Humes showing his video tape of railroad scenes around the Baltimore/Washington area. Following the program was another successful slide sale.

The December 9 program will be winter slides by the members and Lloyd Lewis's slides from his European trip this summer. Mark Bennett will bring the refreshments. The January 14 meeting will be the officer installation and awards banquet

Respectfully submitted,



Minutes of the Southeast Chapter, Railway & Locomotive Historical Society

The December meeting of the Southeast Chapter of the Railway and Locomotive Historical Society was held in the 13th floor conference room of the CSX General Office Building on Thursday, December 9, 1993 at 6:00 PM. A quorum was present. Chapter Chairman Jim Smith chaired the meeting. Treasurer Paul Friederich reported \$1578.78 in the treasury with no activity since November. The minutes of the November meeting were approved.

Old business -

The Okefenokee Swamp trip with Chris Trowell was a super trip and all attending had a great time. Art Towson purchased a Swiss Army knife to be given to Chris in appreciation for acting as the tour guide. Secretary Dewey will write a thank you letter to accompany the knife.

Jim Smith has had contact with Mr. Brisky on the Bulletin 86 materials and Mr Brisky now reports the materials to be misplaced. Jim suggested this may be the next field trip.

Frank Dewey presented the mounted B&O spike to be displayed in the CSX GOB lobby.

Options for the annual banquet were discussed. Paul Friederich reported the Georgia 300 could be available for a \$200 fee when it was not in use on charters. Bill Howes made an offer to host the banquet at his house with the meal prepared by the chef from the Hill Top House. Paul Friederich made a motion to hold the annual banquet on the second Thursday of January in the home of Bill Howes with the members to share in the cost of the dinner. Lloyd Lewis seconded the motion and after a short discussion the motion was passed by a voice. Details will be in the December Southeast Limited.

Several members reported having seen the Cummer engine #7 as restored at the Beach. Richard Dickinson has information of a video tape of the engine working. Lloyd Lewis will contact the owner to see if the tape can be borrowed for a future meeting.

Larry Brennan, acting as the election committee, announced the chapter officers had all been re-elected.

Jim Smith has 100+ slides offered in consignment by Bill Griffin for sale at a future meeting for \$.25 each. These will be duplicates or surplus slides from Bill's collection. Jim urged the members to continue to look for other candidate slides.

New business

A CSX officer is looking for information on the Anheuser-Busch steam locomotive #3. Please let Jim Smith know any clues that might be available about the MRS 0-6-0.

Announcements -

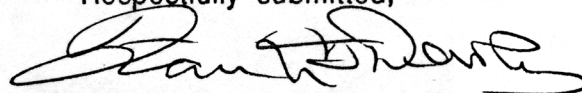
The R&LHS National Convention will be in Pomona CA on April 29 - May 1.

The Greenburg Train Show will be at the fairgrounds on January 8 & 9.

The program began with Jim Smith completing his slides of strike duty in the West Virginia coal fields and his trip to the Portsmouth R&LHS board meeting. The several members, including Jim had slides of winter railroading to put us in the Christmas mood. Lloyd Lewis then completed the program with slides of his summer trip through Europe. Much to everyone's surprise, among the train slides were some pictures of the sights of Europe.

The January meeting will be the annual banquet at the home of Bill Howes with the installation of officers and awards. The February program will be given by Bill Howes with refreshments brought by Frank Dewey.

Respectfully submitted,



JANUARY MEETING - NOTE NEW LOCATION

The January 13th meeting will be held at the home of chapter vice Chairman, Bill Howes, 3454 Cormorant Cove Drive, in Mandarin. The meeting will begin at 6:30 PM and there will be a cost of \$10 (or less) per person. Our program will include a buffet banquet, installation of officers, award ceremony, and a special auction of railroad books., timetables, and other items (see list below). Those who attended the last dinner meeting at Bill's house will remember that we all had a great time. So mark your calendar for Thursday the 13th and join us for food and fellowship. Directions: Take State Route 13 (San Jose Blvd.) south from I-295 to Julington Creek Rd., turn left, go to "Cormorant Cove" entrance, turn right on Muscovy, go to dead end, turn left onto Cormorant Cove Drive. Bill's home (#3454) is the last one on the right.

The February 10th meeting will be back in the CSX building. Bill Howes will present a slide program and Frank Dewey will provide refreshments. We'll also have some more slides to sell from our collection.

BOOKS:

The 50 Best of B&O, Barr. *The 50 Best of B&O*, Thompson. *American Locomotives*, Alexander. *America's Colorful Railroads*, Ball. *Amtrak Heritage, 1971-77*, Taibi. *Baltimore & Ohio Heritage, 1945-55*, Krause & Crist. *Chessie's Road* (Orig), Turner. *Decade of the Trains-1940s*, Ball. *Diesels West*, Morgan. *Down at the Depot*, Alexander. *Everywhere West on the Burlington Route*, Dorin. *The Georgian*

Locomotive, Bryant. *Grand Trunk Heritage*, Hastings. *Great Railroad Paintings*, Goldsborough. *Handbook of American Railroads*, Lewis. *Iron Horses*, Alexander. *Lackawanna Heritage, 1947-52*, Krause & Crist. *Loco 1 - The Diesel*, Carstens. *Locomotives in my Life*, Wood. *Long Island Heritage, G-5, 1924-55*, Ziel. *Portrait of the Rails*, Ball. *Rails, Ball. RF&P*, Kaplan & Mellander. *The Steam Locomotive in America*, Bruce. *The Streamline Era*, Reed. *The "Super Chief," Repp*. *Train Wrecks*, Reed. *The Water Level Route*, Knoll. *Western Maryland Diesels*, Jahn & Johnson. *The Western Maryland Railway* (1st Ed.), Cook & Zimmermann. *Who Made All Our Streetcars Go?* Farrell. *The Wreck of the Penn Central*, Daughen & Binzen.

OFFICIAL GUIDES:

Nov-Dec 1974 (includes Amtrak). July-Aug 1976 (Bicentennial edition; includes Amtrak & historical schedules).

OPERATING TIMETABLES:

CSX No. 1 (March 1, 1987) All 15 divisions. **C&O/B&O** No. 2 (October 25, 1970) Most divisions. **Chessie** Western Division Business Unit, No. 1, 10/1/83. **SCL** Savannah & Waycross Division, No. 7, 10/21/81. **Missouri Pacific**, System, No. 7, 10/31/76. **Penn Central**, Eastern Region, No. 5, 5/17/70. **Erie-Lackawanna**, Central Divisions, 3/2/71.

MAGAZINES:

TRAINS 1983-93, most issues. *Railfan* 1984-93, many issues. *Passenger Train Journal*, variety of issues.

MISCELLANEOUS:

"Hardware," magazines and paper items.

Railway & Locomotive Historical Society
Southeast Chapter
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