The Indian Tree china pattern was used for many years in Pullman operations. This pattern had its start in England in the early 1800s. Indian Tree was made by many American manufacturers. However, only top marked pieces were used by Pullman.

Private car Federal was built by Pullman as one of the first all-steel business cars. Federal began service on February 3, 1911 and is the oldest private car for Amtrak operations. President Taft and Wilson used the car for their travels from 1911 to 1916.

On the cover: Four Santa Fe logo globes, blue, amber, green and red. –Bob Rowland photos

-Rich Luckin photo
The Railroadiana Express is a full-color quarterly publication produced by Railroadiana Collectors Association, Incorporated  
17675 W. 113th St.  
Olathe, KS 66061  

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As I write this, I am looking forward to attending the Rail Fest weekend and show in Durango, Colorado, and later, I have news about our RCAI meeting that is fast approaching during the show at Gaithersburg, Maryland this fall.

If there is only one thing I can advise you to do that will put life back into your railroad collecting adventure, it is for you to attend a Railroadiana show. The sheer fun of seeing all that really cool stuff at one place is worth the cost of admission. The ability to actually pick up an item and examine it closely in your own hands opens a window in our mind’s eye that gives us a whiff of the history of the railroads we love. Make plans, go to a railroad show, meet friends you didn’t know you have, and if the mood strikes you snatch up that piece of history that catches your fancy. You may recall from my bio that back before the turn of the century (don’t you just love saying that) Connie and I were invited to go along on a rainy Sunday morning to some place called Gaithersburg just for something different to do. I can only say thank you Bill & Sally your invitation has hardened into a passion for both of us for all things railroad.

As I mentioned there is important news about our annual meeting and auction this year during the Gaithersburg show. The board has voted to move the location of the meeting to the Holiday Inn Gaithersburg, located at 2 Montgomery Village Ave. Gaithersburg, MD. 20879. This location is about one quarter mile from the Hilton, where past meetings took place, and the move was decided primarily due to a savings of about three hundred dollars. We plan to continue the meeting and auction exactly as we did last year, except in a new location. Elsewhere in this issue and on our web site there will be full details. I invite you to attend. We have a short business meeting, a cash auction for railroad items, but mostly we socialize have fun and talk Railroadiana.

Just an FYI: update on our web site at www.Railroadcollectors.org — I ask that if you have any photos we can add to the slide show, in the top left corner of our home page would please forward them to me via email (Tonyr3@centurylink.net). Also the latest addition to the web site is a section for recent show photos. I would like to include your photos of any Railroadiana show you have attended, again just send them directly to me.

On the address area of the envelope for this issue of the Express is your membership ID number. Please go to the members section on our web site and put in that member ID, and for password enter your last name to verify that this function is working properly for you. If it does not work please contact our Secretary Mary Ann James so she can assist you in getting the correct ID & password. When you have logged in successfully please enter your own last name in the “Search the Member Database”, do the search, and then double check that all of your information is correct. Most importantly for us is that your email address is correct. This year we plan to send out renewal letters and last-minute news (when needed) via email. If you have any questions about this please email me directly at Tonyr3@centurylink.net.

— Tony Rizzuto
As I am preparing this fall issue of the *Express*, it is hard to think that fall is just around the corner after all of the wet and hot weather we had in Kentucky. I have just returned from the Atlanta Show and it was apparent that both collectors and modelers are coming out to the shows. There will be many local and regional shows during October and November; but one of the biggest shows will be the Gaithersburg Show on October 30, 31, and November 1 at the Montgomery County Fairgrounds in Gaithersburg. RCAI will also hold a meeting and auction on Saturday evening at the Holiday Inn in Gaithersburg. I am hoping to see a good turnout of members and guests. Please stop by the meeting and enjoy good company and lively discussions about various aspects of our hobby, and please don’t forget to stay for the auction.

The theme of this issue is lanterns and we have had several contributions. I hope everyone enjoys this issue. Rich Luckin has taken the China Corner to a new level with his method of photographing china in its natural habitat. Ivan Love and Dave Thompson have prepared an interesting article on the last white metal builder’s plates that were used by General Motors before they began using stickers.

The theme for the Winter issue will be Snow Trains, Ski Trains, and special holiday trains. I already have a very interesting and complete article on the Boston & Maine Snow Trains. Please look through you memorabilia and forward to me any interesting items and stories about these winter trains.

—Wesley Ross
I have in my collection a set of all-metal salt, pepper, and paprika shakers (or cellars, if you prefer). They are in the pattern called "Century" by the International Silver Company (see photo above). They are marked on the lower side "NYC". There is nothing unusual here as they obviously were made for the New York Central Railroad. I also have another set of identical shakers in the "Century" pattern, but these shakers are marked "Pullman" (top photo on opposite page).

Pullman’s unusual silverware patterns are "Ribbon & Thread" and "Roosevelt". So why would Pullman have these shakers in the "Century" pattern? More interesting is the question, where would they have used them? By doing some research we have uncovered some information that may help us. Thanks to the efforts of John Fowler, he has discovered an old International Silver Company catalog page that shows that there is more Pullman-marked silverware in the "Century" pattern than just the condiment shakers (lower photo opposite page).

As you can see, in addition to the aforementioned shakers, there is also an ice bowl, a champagne bucket, a serving or cash tray, a menu holder, a coffee pot or creamer, and a sugar service holder with glass salt and pepper shakers.

Why would "Pullman" need all of this specialized silverware? I think the answer may lie in the fact that all three of my "Pullman" marked shakers are dated 1938. This was the inaugural year for the New York Central’s all-new "20th Century Limited"! This train was introduced on June 15, 1938, and was designed by Henry Dreyfuss. This was a completely new, totally redesigned and modernized train. It would appear that the NYC
wanted to pull out all the stops for this, their flagship train.

The dining car was run by the NYC, but the observation car, which had a small buffet, was owned and operated by Pullman. This buffet served mostly drinks, but on occasion, when called on, could serve light snacks, coffee, tea, sandwiches, etc. There were four observation cars built for the new 1938 "Century", and what luxurious cars they were. These cars contained a double bedroom that could connect with a "Master" bedroom. This "Master" bedroom had two lower beds, a radio, and a bathroom complete with a shower. Of course, these cars also had the usual buffet and observation room. The observation lounge was even equipped with a speedometer! This was a train that also had a barber shop and a stenographer as part of its amenities.

Apparently the NYC did not want to stock a Pullman-owned and operated car with their dining car silverware. I would guess that they pressured Pullman into getting their own "Century" silver service for use on these observation cars. In this way, the NYC could maintain the continuity of the overall design. Everything on this new train, including the glassware, napkins, menus, and china all incorporated the new Dreyfuss "Century" design. The locomotive was "streamlined" to his design as was the exterior paint scheme.

In this day and age, an effort such as this to present such a uniformed service seems like a totally unnecessary indulgence. We can't second guess the reasoning behind this action, but I think that marketing may have had a lot to do with it. After all, the NYC's competitor, the "Pennsy", was also upgrading their flagship, "The Broadway Limited", to Mr. Raymond Loewy's design. With all of these amenities, the new "Century" must have made for a terrific looking train.
Late White GM Plates
By Ivan Love and David Thompson

GM Locomotive Group Plates 1989–2000
After the Canada – U.S. Free Trade Agreement went into effect in 1989, the Electro-Motive Division of General Motors (EMD) consolidated locomotive production at the General Motors Diesel Division (GMDD) plant in London, Ontario. Limited locomotive production at the LaGrange, Ill., plant continued through 1991 and ended in 1992. Now known as the GM Locomotive Group (GMLG), a new GM Locomotive Group builder’s plate was introduced coincident with the shift in locomotive production to the Canadian plant. [In mid-December 1995, 1,700,000 sq. ft. of the LaGrange, Ill., plant was advertised for sale. During 1996, several auctions of machinery, machine tools and equipment were held at LaGrange].

The London, Ontario, plant (1949 – 2012) had a yearly production capacity of about 400 locomotives. A rise in locomotive orders during the decade of the ‘90s required GMLG to contract out some of the locomotive assembly, from GMLG kits, to other facilities. Plates known to be used during this decade are identified in Table 1.

General Motors Corporation Plates, 2000–2001
Effective August 12, 2000, GM referred to all parts of the locomotive business as the Electro-Motive Division of General Motors. The builder’s plate reflected this change. Locomotive production continued at the London, Ontario, plant, with contracting out of locomotive assembly continuing at other facilities. See listing in Table 2.

Electro-Motive, General Motors Corp. Plate, 2001
The profusion of builder’s plates bearing a variety of assembly locations came to an end in 2001 with the introduction of an all-encompassing “North American” builder’s plate. As shown in the photo, this plate, measuring 4 in. by 9 in., was smaller than the prior 4 in. by 12 in. plates and did not carry the GMDD logo. Use of this plate was short-lived, however, supplanted by builder plate decals in early 2002. Table 3 lists the known plate.

Table 1: GM Locomotive Group Plates, 1989–2000

<table>
<thead>
<tr>
<th>Plate No.</th>
<th>Manufactured</th>
<th>Assembled</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LaGrange, USA</td>
<td>London, Canada</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>LaGrange, USA</td>
<td>London, Canada</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>London, Canada</td>
<td>Schenectady, N.Y.</td>
<td>10596132A</td>
</tr>
<tr>
<td>4</td>
<td>LaGrange, USA</td>
<td>London, Canada</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>London, Canada</td>
<td>Altoona, PA</td>
<td>10644981</td>
</tr>
<tr>
<td>6</td>
<td>London, Canada</td>
<td>Schenectady, N.Y.</td>
<td>10645503</td>
</tr>
<tr>
<td>7</td>
<td>London, Canada</td>
<td>Schenectady, N.Y.</td>
<td>10645568</td>
</tr>
<tr>
<td>8</td>
<td>London, Canada</td>
<td>Montreal, QC</td>
<td>10648941</td>
</tr>
<tr>
<td>9</td>
<td>London, Canada</td>
<td>Calgary, AB</td>
<td>? (no photo)</td>
</tr>
</tbody>
</table>

* No manufacturing or assembly location information shown on the plate; known to have been assembled by Bombardier in Mexico.
### Table 2: General Motors Corp. Plates, 2000-2001

<table>
<thead>
<tr>
<th>Version</th>
<th>Manufactured</th>
<th>Assembled</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>London, Canada</td>
<td>*</td>
<td>10660606</td>
</tr>
<tr>
<td>2</td>
<td>London, Canada</td>
<td>Schenectady, N.Y.</td>
<td>10661867</td>
</tr>
<tr>
<td>3</td>
<td>London, Canada</td>
<td></td>
<td>10661868</td>
</tr>
<tr>
<td>4</td>
<td>Built by MotivePower Co. in Boise, Idaho</td>
<td></td>
<td>40088635-A</td>
</tr>
</tbody>
</table>

* No manufacturing or assembly location information shown on the plate; known to have been assembled by Bombardier in Mexico

### Table 3: Electro-Motive, General Motors Corp. Plate, 2001

<table>
<thead>
<tr>
<th>Version</th>
<th>Manufactured</th>
<th>Assembled</th>
<th>Part No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Canada, USA, Mexico</td>
<td>Canada, USA, Mexico</td>
<td>10664195</td>
</tr>
</tbody>
</table>

Top-to-bottom: Table 1, Plates 2, 3, and 5.
On my recent trip to Arizona I took a picture of this UP Winged Streamliner teapot. It wasn't until I looked at the bottom that I discovered that the teapot was made by the Hall China Company of East Liverpool, Ohio. Other china companies had made teapots, but this is the first one I'd seen produced by Hall China. – Rich Luckin
RAILROAD MEMORIES

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My, how time flies when you're having fun! I've been writing for *The Railroadiana Express* since 1983, and frankly I never thought I'd be doing it for so long. Why? First of all, back then, I thought we had discovered all the china patterns. How wrong I was!

Many new china patterns have appeared through the years and have been published in *The Express*. The discovery process of a NEW pattern is always exciting but along with the process comes a duty for collectors to verify and prove authenticity.
Over my 32 years of writing this column, I've known of a few instances where collectors have had the belief that if you wished it long enough to be, then it must be! Sorry, that's not good enough to prove a new china pattern. Photographic proof is the best way to verify, or finding railroad records.

Now, I've rambled on long enough, so what's the theme of this column? You might say it's photos of railroad china from a different perspective. Recently, I had the pleasure of visiting the Arizona Railway Museum in Chandler, Arizona (near Phoenix). And what a time I had with hosts Bart and Jane Barton. Not only does the museum display a number of standard-gauge passenger cars, but the Barton's have a wonderful dining car china collection as well.

The challenge was to shoot photos of china and do it in a unique and creative way that provides context with rail passenger service. As many of you know, I've been photographing railroad china for many years. But this time, it was going to be different! My challenge was to always keep the china as the main focus, but add some railroad flavor too.

Along with the visit to the railroad museum, I've also been busy scanning photos of china with what I call “supportive material,” taking a cue from what I did at the Arizona Railway Museum.

My thought behind my new photography is this: it is my belief that many collectors who own dining car china would want to know something about the history of the railroad that used this china. Including a menu, a timetable cover, or a route map can serve the purpose. I've also shown a few photos of the china in use, along with an insert image of the china in the same photograph. A photo like this proves usage, as mentioned above. In addition, the insert photo gives a close-up view of the pattern.

I realize what I've done is not everyone's cup of tea. But, it's important to continue interest in our hobby and try new approaches to gaining new collectors and new members of RCAI. What's not to like about that!

Three Rock Island patterns are shown here. Cup & saucer are LaSalle, plates left to right are Golden Rocket and Sage Green.

Rock Island’s LaSalle pattern is shown with a scale model of the railroad’s locomotive.

Opposite: A long-used china pattern on the Santa Fe was California Poppy. This pattern was in use until the advent of Amtrak in 1971.
Top: These three Rock Island patterns are, left to right, El Reno, Golden Rocket and LaSalle. This photo was taken on the steps leading up to a former Rock Island coach.

Center-left: This Rock Island LaSalle plate is shown with a former Rock Island coach in the background. The coach has since been converted into a private rail car named Jane Marie.

Left: A Sage Green dinner plate was used on the railroad’s famous Rocket trains.

Above: This pattern is known as Pullman Indian Tree. The car in the background, Federal, is the oldest private rail car currently operating in the U.S.
Top: Mountains & Flowers china was used on the Great Northern Railway. This pattern appeared after World War II when new streamlined trains were introduced.

Right: Great Northern used Glory Of The West china on their premier trains, such as the Empire Builder.

Above: The Milwaukee Road’s china pattern Galatea is shown in dining car service. An insert photo gives a small close-up view of the design. Another insert photo displays a special backstamp for the Galatea pattern.
The New York Central’s most famous train was its 20th Century Limited. For the new streamlined train in 1938, a new china pattern was introduced and called Century. The china pictured here was photographed in a New York Central car.

In later years, the New York Central Railroad placed Mercury china on all of their trains.

The New York Central pattern DeWitt Clinton was photographed on the platform of a 100-year old Pullman car.
A cup and saucer in the LaSalle pattern rest on a Rock Island placemat.

A baggage cart provided the platform to display this Fred Harvey pattern, Gold Lion. It was used in the Gold Lion restaurant in Chicago’s Union Station.
The Indian-inspired design Mimbreno was used on Santa Fe’s Chief and the Super Chief starting in 1937. In the above photo the china is resting on a Santa Fe step box. The car Vista Canyon was a round-end observation car used on the Super Chief. It was later converted to a mid-train lounge car.
Mimbreno china in the Super Chief Turquoise Room. This was a private dining room in the Pleasure Dome car and reservations were required. This car operated adjacent to the dining car.
Bleeding Blue china was used on 52’ business cars. This china was photographed in ATSF Business Car 405.

Here we see the Missouri Pacific State Capitals service plate in use along with a close-up photo that gives the details of the pattern.
With a Union Pacific dining car in the background, three UP china patterns are pictured left to right: Desert Flower, Winged Streamliner and Challenger. The plate lying flat is Harriman Blue. The lettering City Of Chandler was applied to the car by the Arizona Railway Museum which is located in Chandler, Arizona.

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Russ Fierce, 847-358-1185 RussFierce@AOL.com

www.ChicagoRRShow.com
Union Pacific's streamlined era brought this pattern, Winged Streamliner, into service. This china was photographed with UP dining car number 4815.
Left: Union Pacific's Desert Flower pattern was used in the railroad's dome diners. This stock hotel shape ware was made by the Syracuse China Company. However, UP's china is always backstamped with the railroad's name.

Above: Known as Prairie-Mountain-Wildflowers, this pattern was used by the Southern Pacific Railroad for many years.

Above-right: A 4-piece place setting of PRR Broadway china is photographed in what looks like a passenger car rail yard.

In 1927 the Baltimore & Ohio Railroad introduced this long-used china called Centenary. It was in use until Amtrak took over passenger trains in 1971. The red background and black base make for a striking contrast, a setting that sets off the china.
Striking colors help set up this picture of Amtrak's National pattern. The beverage items were produced by the Hall China Company of East Liverpool, Ohio. The dinner plate was made by the Homer Laughlin China Company of Newell, West Virginia.

Amtrak's first china was produced by the Walker China Company. This pattern is also called National, though a different design from the china seen above.

For General Motors Train of Tomorrow, the Syracuse China Company produced this special floral pattern.
Burlington has used several distinct china patterns, including Cobalt (right) and Chuck Wagon (above). Chuck Wagon was used in the Denver Zephyr’s Chuck Wagon car.

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Photo Runby: Glass Globe Lanterns from Bobby Rowland

Above: The blue globe is an extended base globe in a Casey Lantern with a AT&SFRY frame.

Top-right: The green globe is a Corning style globe in an Adams & Westlake 1909 Adams frame.

Right: The amber globe is in an Adams & Westlake 1909 bellbottom frame.
Left: The red globe is in a Handlan Buck, Santa Fe wire bottom frame.

Right: The blue Southern Pacific (SPCO) is a Corning style globe in an Adams & Westlake 1909 frame.

Promoted: The First Golden West RAILS & TRAILS EXPO & SALES. Saturday, December 5 from 9am – 3pm. General Admission $5. SETUP, Friday, Dec. 4 from 12 noon to 6 pm. Early Bird Admission $10. New Location: Johnson Hall - Placer Co. Fairgrounds, 800 All America City Blvd., Roseville, CA 95678.
Top-left: The clear Southern Pacific (SPCO) globe is a 5 3/8 inch extended base in an Adams & Westlake 1892 frame.

Left: The red Southern Pacific (SPCO) is a 6 inch extended base globe in a 1889 Buck frame.

Above: The red globe is a 6 inch globe in an Adams & Westlake 1892 tin top frame.
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From the collection of James Semon

I LIKE THE TRAIN

Children click along the track.

I must be off and meet my task.

I hear the engine chugging away.

The train goes on and on.

I see the tracks ahead,

I turn the wheels, and on we go.

The children wave to me as I pass,

And when they drop off, I slowly ask.

Where shall I go, and how to answer?

I can turn right and go on the right.

I can see the children waving for me.

I can turn left, then turn left.

I can turn right, then turn right.

Or can I go left, then turn left?

Or can I go left, then turn right?

I turn left, then turn left.

III

Children click along the track.

I must be off and meet my task.

I hear the engine chugging away.

The train goes on and on.

I see the tracks ahead,

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The children wave to me as I pass,

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I turn left, then turn left.

III

Children click along the track.

I must be off and meet my task.

I hear the engine chugging away.

The train goes on and on.

I see the tracks ahead,

I turn the wheels, and on we go.

The children wave to me as I pass,

And when they drop off, I slowly ask.

Where shall I go, and how to answer?

I can turn right and go on the right.

I can see the children waving for me.

I can turn left, then turn left.

I can turn right, then turn right.

Or can I go left, then turn left?

Or can I go left, then turn right?

I turn left, then turn left.

III

Children click along the track.

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Railroadiana Auction – October 10, 2015 – Brookline, NH

Preview: Fri 12:00-8:00 pm, Sat 8:00-10:30 am, Auction starts at 10:30 am EST
Brookline Auction Gallery LLC, 32 Proctor Hill Road, Brookline, NH 03033

Auction information including photos - www.tagtown.net
Scott Czaja - Sales Manager (978) 779-2904
an auction by a collector for collectors

Quality Lanterns & Lamps, Lots of Switch Keys from many collections, Antique Photos, Books in large groups, Pennsy Clock & Headlight

Now on LiveAuctioneers.com - We also accept absentee bids via: email & mail
Quality consignments are welcome for future sales - call Scott or email: sczaja@hotmail.com
Local Freight

★ WANTED: Fancy back railroad switch locks. Will buy or trade. I also have many great cast locks for sale or trade. Please contact me for a list. Warren L. Nyerges, Jr., Phone (239) 440-4254 or email warrennyergesjr@hotmail.com

★ FOR SALE: Rare, Vintage, 30 Milwaukee RR Pass Collection consisting of 19 Chicago, Milwaukee, St. Paul Ry 1904-1926; 4 Chicago, Milwaukee, & Puget Sound Ry 1910-1913; and 7 Milwaukee RR 1941-1954. 23 Passes Over 100 Years and in Near Mint Shape. 7 are WW2 & Korean War Era and also in VG Condition. Entire Collection is $695 pp. WILL NOT SEPARATE. Any Questions, Feel Free to Write or Call. Thank you! Richard Waskow, 99499 E. 953rd., VIAN, OK. 74962 phone 918-489-5164.

★ FOR SALE: D&RGW “Prospector” pattern full size coffee cup & saucer set, Syracuse China, excellent condition, $110. USPS Priority Mail Shipping $9.50. Neil Shankweiler, phone: (303) 467-9655; e-mail: cns2124@msn.com

★ WANTED: Diesel builders plates from Erie Lackawanna, Erie DL&W and local New Jersey area railroads. Send price description to: Bob Bombel, RBombel@aol.com or call 1-201-566-6810.

★ MCM Rail Collectibles - New items added frequently. The second batch of authentic Canadian Pacific numbered steam locomotive bells bought directly from CPR in the mid 70’s (complete with yokes and clappers) will be listed on our website by mid March. Some have two or more numbers on them (when the preceding locomotive was scrapped). New items added include complete sets of CPR sleeping berth curtains in ‘as new’ condition and a CPR dining car steward uniform. Website: mcmrailvideos.com Call Craig McDowall: (604) 926-4851 or email: iloverailroads@me.com.

★ FOR SALE: Railroad Hardware. Please contact me for a copy of our July 2015 list of hardware. Current stock includes plates for the following roads: New Haven, NKP, LI, MP, C&O, LA&SL, SP, Mexican Central, San Luis Central, Midland Valley, CPR, CN, N&W, PC, Conrail, PRR, UP, BAR, and a few others. I also have a list of NOS lenses as well. We are also very interested in purchasing original steam, diesel, and electric builder’s and number plates. Ron Muldowney, (609) 397-0293 or email at: rjmuldowney@comcast.net

★ WANTED: Diesel Spec Cards (GM) and Industry Directory - Company Published, Any Railroad. Arthur Chaundy, Jr., 818 N. 5th St., Sunbury, PA 17801

Major Timetable Sale -- NAOTC Convention in Indianapolis, September 18 - 19. I will be attending the National Association of Timetable Collectors annual meeting as a vendor and member, and will be selling a major collection of prewar timetables, both ETTs and publics, most in superb condition. ETTs include an extensive collection of SP horseblankets, organized chronologically from the ’teens forward, plus many rare and obscure roads from all over the country. Publics will include those from virtually all roads from the late 1920s forward, most in mint condition, plus some brochures and other rare items. I DO NOT HAVE A CATALOG OR LIST AT THIS TIME, as I am still organizing these items for the show. This will be the first exposure ever for most of these timetables. Come for the show, and join NAOTC while you are there. Vic Ryerson d/b/a Harriman Special. (925) 376–5669 or email mvrye@comcast.net

Advertisement in The Railroadiana Express Magazine

Display Advertising Rates

<table>
<thead>
<tr>
<th>Ad Size</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business Card (2” H x 3½” W)</td>
<td>$20.00</td>
</tr>
<tr>
<td>1/4 page, VERTICAL (4¾” H x 3½” W)</td>
<td>$45.00</td>
</tr>
<tr>
<td>1/4 page, HORIZONTAL (3½” H x 4¾” W)</td>
<td>$45.00</td>
</tr>
<tr>
<td>Half page (4¾” H x 7⅓” W)</td>
<td>$80.00</td>
</tr>
<tr>
<td>Full page (9¾” H x 7¼” W)</td>
<td>$150.00</td>
</tr>
<tr>
<td>Inserts supplied by advertiser (contact us!)</td>
<td>$300.00</td>
</tr>
</tbody>
</table>

Above prices are for color ads. There is a 3% discount for black and white ads (please specify). Deadlines are listed on Page 3. Thank you for your cooperation! Advertising rates subject to change. To place an advertisement, contact:

Jane Silvernail
P.O. Box 185
Niverville, New York 12130
expressads@sohotechnical.com

DISPLAY ADS must be camera-ready and fit the ad size format. File formats accepted: PDF, .TIF, .JPG, .AI, .EPS, or InDesign documents (be sure to include placed images and fonts). Digital files preferred, printed and mailed ads are also acceptable. Both your ad copy and payment must be received by the Advertising Coordinator by the deadline date. Any ads which require layout and typesetting will be charged an additional fee. Make checks payable to RCAI and send to Tony Rizzuto, RCAI President.

CLASSIFIED ADS: One of the benefits of RCAI membership is that Classified Ads may be placed by RCAI members. They are free, but in the event of a space shortage, ads with a donation are printed first. Your donation is tax deductible, and RCAI is using donated funds to further our educational goals and improve the Express. All donations are greatly appreciated. We will be glad to send you a confirmation for your tax records – please include your request for a receipt/confirmation with your donation!

PLEASE NOTE: The RCAI cannot be responsible for the authenticity of advertised items.
The California Express
Railroadiana & Transportation Show
Sunday, February 21, 2016
9:00 AM – 3:00 PM

California’s Premier Railroad Show
UFCW Hall 8550 Stanton Ave. Buena Park, CA
(corner of Stanton & Crescent, one block southeast of Knott’s Berry Farm)

Admission $8.00
Kids under 12 free

$2.00 off with this ad
Early Birds 6:30 AM $25.00

Featuring Sellers from Across the Country with a Wealth of
Railroad, Steamship, Airline Antiques and Collectibles

China, Silver, Paper, Lanterns, Signals, Locks, Keys, Photos, Slides, DVDs, Artwork & More

For Show Information Contact:
Renee Orton and Paul Orton (626) 281-7500
e-mail: californiaexpress1@yahoo.com
website: www.californiaexpress.net

Facebook: California Express Railroadiana and
Transportation Show
RAILROADIANA COLLECTORS ASSOCIATION INC.
2016 Membership Form

RENEWING MEMBERS: If your membership label says “2014” you must RENEW NOW!

Please Check: [ ] New Member [ ] Renewal [ ] Gift: From ____________________________

Name: ____________________________________________ RCAI # ______________________

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Phone: ____________________________ Email: __________________________

[ ] Do not publish

[ ] $35.00 Coach Membership: includes a full year of Railroadiana Express magazine with Standard Mail delivery (10+ days), free Express classified ad listings and access to the membership directory.

[ ] $45.00 Berth Membership: includes a full year of Railroadiana Express magazine with faster First Class Mail delivery, free Express classified ad listings and access to the membership directory.

[ ] Family: Add $3.00.

[ ] Additional Donation: $ ___________. The RCAI is recognized by the Internal Revenue Service as a 501(c)(3) not-for-profit organization. Your contribution is tax deductible. We will gladly provide a receipt for your records: please check here [ ] for a receipt!

My collecting interests:

1. ____________________________________________

2. ____________________________________________

3. ____________________________________________

4. ____________________________________________

The RCAI is America’s largest organization devoted exclusively to “Railroadiana”. Membership opens the door to meeting new friends and fellow collectors dedicated to conserving and preserving railroad memorabilia. You’ll find out about upcoming events, meet dealers and learn more about rail transportation history and artifacts. As a collector you’ll enjoy being a steward of these items, preserving them for future generations. You’ll enjoy our quarterly magazine the Express, with exclusive free-to-members-only classified advertising. You’ll also be able to access the RCAI’s membership directory.

SAVE A STAMP - JOIN ONLINE - GO TO www.railroadcollectors.org and use PAYPAL!

or Send This Form with Check/Money Order Payment to:

RCAI Renewal
1903 South Niagara St., Denver, CO 80224
Growing up in Georgetown, KY the majority of my collection is focused on the famed Southern Railway subsidiary, the Cincinnati New Orleans and Texas Pacific Railway (CNO&TP). On June 10, 2015 I received a lead from my friend Larry James of a double-marked CNO&TP M.M. Buck Bellbottom with Queen and Crescent clear etched globe located just up the road from me in Columbus, OH. I traveled on a steamy June day to pick the lantern up and on my return trip down I-75 I knew my good friend, Dave Isaacs, an engineer on the “modern day” CNO&TP, was running train 147 south from Cincinnati to Burnside, KY. After hauling the mail through northern Kentucky, I finally got ahead of the train around Williamstown, KY. I was able to get to my hometown of Georgetown just in time to set the lantern up at the site of the former Georgetown depot in time for 147 to blast through town with three modern EMD SD70ACEs on the point. For one last time, the 100 plus year old lantern protected the very railroad she was built for. Now if only I could have rebuilt the old depot, inserted a wimble equipped green and gold PS-4 on the point of the train and witnessed the Frankfort and Cincinnati exchanging boxcars full of bourbon!

—Chad Harpole
Gary Greiner sends in these photos of this display. The headlight is a Pyle and the number 400 refers to the Chicago & North Western Railway. The brass numbers came from the estate of a man who worked for the Great Northern in the engine roundhouse before World War II. The bell is a first-generation EMD bell.