

APPENDICES

There are nine appendices:

A. Biographies. These are not all biographies as normally thought of. They include or special recognition or work that they did besides the usual biography besides a normal biography information on the person such as getting an award. I did not attempt to merge the bios so as to have a single list. I did do some merging. The four lists are duplication of the books that they came from. I duplicated them here so that they could all be found in one location.

B. Railroad Subjects (other than specifically named railroads and biographical, appendix A. This is a reproduction of the subject indexes in each book. I had merged them into a single listing. But it needed numerous little changes. Plus it would not be as helpful as the full index from each of three books: #2 Periodicals, #3 Books and Theses, #4 Miscellaneous Books.

C. Annual Report: Annual reports were found at many locations and the railroads for which I found them are given in Book #1, *Guide to Railroad Historical Resources*. However I have put the best locations in this appendix. Actually early annual reports, because railroads were new and a major industry, are rather plentiful. During the 1910s- the present far few locations have saved them. However hopefully the railroad historical groups will sets of them in particular at Strasburg, Sacramento and Saint Louis. Also, by 1910 the smaller roads were no longer producing them because they had to file with the I. C. C. And Pools Manuals.

D. Railroad Names and incorporation and merger dates: This book was compiled by William Edson. It gives almost all railroad names prior to 1870 and all after with active years along with the preceding and successor company names.

E. Railway and Locomotive Historical Society history and collections. P This was the first railroad historical hobby group, founded in 1921 based on recording history with no social activities until 1934 when the New York Chapter was formed. Non historical (or having minimal historical interest) were begun to be organized about 1930. They did not compete and it was only in the 1980s when the R. & L. H. S. began to compete with them by having an annual meeting that combined historical/technical subjects with some basically social activities. This history was prepared by the annual reports issued by Charles Fisher, the Newsletters that followed the annual reports and the Journal plus direct contact by myself, partly through my father beginning c. 1934.

F. The Railroad Hobby, their history and copies of their journal and newsletters. The history of the hobby and the nation-wide organizations followed by the 50 historical organizations that specialize in a single railroad their journal and for some, which have them, their newsletter. Then historical societies specializing in smaller roads, which have a newsletter but not a journal. It concludes with a list of the hundreds of steam and electric railway historical groups and their small museums if they have one. A postscript discusses the possible future for them. For tax purposes all are incorporated as "historical" societies. For many historical is limited to after WWII or even later like 1970. Few have an interest in their steam locomotive era. And most of the writing is contemporary operations which in future years will be worthwhile recorded history (if anyone can find the journals/newsletters as no effort is made by the groups to have copies placed in a railroad historical research center.

G. The "17." This book, written in 1926, is the semi fictional autobiography of a Soo Line 4-4-0 from time of construction in 1887 until waiting to be scrapped. I say semi fictional rather than fictional because of the outline of the story is based on a real locomotive and what happened to it. #17 was one of 30 built by Baldwin in 1887 for what is now known as the Soo. While specific incidents are fictional, the happenings are typical of what did happen although not necessarily to #17. Unfortunately no photograph of #17 is known. The Soo was unusual because up to the time of the order 30 they had only seven locomotives so that these 30 took over the entire railroad for much of its construction and then operation. It wasn't until years later that additional locomotives were purchased. As told in the book, but without the date given (1900-1901) the locomotive was sold to an unnamed short line then under construction, which was the Bismarck, Washburn & Great Falls Ry. in North Dakota. This short line was purchased by the Soo in 1904, and the locomotive returned to its parent. It gives an excellent account of railroading in Minnesota - Dakotas.

H. Thomas T. Taber III Research Library: This private research - reference library is believed to be the largest privately owned railroad research library in the United States and the only one catalog and available to anyone seeking help. Research help is always at no charge. At 83 I am seeking a place to find a new home for it either an individual or a historical society library, but until that time, probably at death, I am pleased to help everyone who hopes that I can assist them.

J. Historical Societies. This is reproduction of articles in the R. & L. H. S. Quarterly Newsletter as of January 2013 on museums and libraries having extensive railroad materials and city, county and state historical societies having local area pictures, timetables, and historical information. In the United States organized by state.