MEMBERSHIP DUES IN 2010

We at Shore Line have taken many steps to be very cost effective in all of our activities; however, postage is the one cost that we cannot control. Annual postage increases appear to be in our future as the United States Postal Service has announced that they will lose $7 billion in 2009. Increases in international mailings have been particularly significant. The cost of handling and mailing individual copies of First & Fastest is also rising. So we desire to provide additional incentive to pay your Shore Line dues early.

Effective October 1, 2009, our regular dues will increase by $1 to $30 to cover the increased cost of postage. **We are not increasing the early renewal rate of $26 if you pay your 2010 dues before December 31, 2009. Thus, if you renew as a regular member before December 31, 2009, you will not have any increase in your Shore Line dues.**

We are increasing our Contributing and Sustaining membership dues by $1 each to $44 and $71, respectively. We hope that our members who can afford these categories will contribute the additional $1 to help us offset our postage costs. Our international dues are being increased $10 to $60 so that the actual cost of mailing copies of First & Fastest on an international basis will be paid by our international members.

Page Sponsors are a significant element in our economic structure. We want to say thank you again to our Page Sponsors. There will be no increase in this category as we continue to effectively manage our cost per page. Thus, our Page Sponsor membership dues will remain at $225. **As an incentive to be a Page Sponsor, for each page that you sponsor you will have the option of a one-year membership in your name given to a person who will become a new member of Shore Line.**

*Your directors very much appreciate your support of Shore Line. We look forward to you maintaining your membership and hope that you continue to believe that we are delivering value in exchange for your support. Thank you very much!*  

DO YOU WANT TO BECOME PART OF THE *FIRST & FASTEST* EDITORIAL DEVELOPMENT TEAM?

Shore Line received a letter asking why we do not tell people what articles are forthcoming. With almost 40 years of experience in railroad publishing your Managing Editor has encountered very bitter experiences when people send in material and for one reason or another it is not used. Perhaps the area of greatest sensitivity is photographs.
Unless the subject is very unusual or photos of a given situation are not numerous, *First & Fastest* desires photos to be of “the first order” to maintain the quality of the magazine. Also, in publishing, one cannot use all the material that is submitted for a given topic due to space limitations and editorial considerations.

After discussing this matter at the recent Shore Line board meeting, especially with the changing editorial focus of *First & Fastest*, we believe it is time to have a wider search for material. We believe that the current focus on rail passenger service requires more extensive research so that *First & Fastest* will be able to compare the past with what is forecast for the future. For instance, the Autumn 2009 issue of *First & Fastest* asks the reader to consider if Amtrak is becoming the interurban of the future.

Reporting on current events is more difficult than reporting on historical events that are well documented. Fact checking is a vital function before something is published. Very recent photographs are needed depicting current events. We need high resolution photos from digital cameras on “fine” settings or very sharp original slides that we can scan. Our publication standard is a minimum of 300 dpi for the size of the image presented. We also would like to develop a library of photos to draw upon as articles are developed. So please send us material that will be a surprise to you when it appears and will be appreciated by our readers.

Here are the editorial concepts that are under early stage of development:

- Material on the “Big 3” interurbans and TM not previously covered
- Parlor, dining and sleeping car service on the interurbans
- Comparing Chicago’s suburban and interurban service in 1942 versus today
- A series of articles on the regional corridors from Chicago that are being developed by Amtrak comparing yesterday, today and tomorrow
  - Chicago-Milwaukee-Madison triangle
  - Chicago-Springfield-St. Louis
  - Chicago-Michigan services
  - Chicago-Champaign-Carbondale
  - Chicago-Rock Island-Des Moines-Omaha
  - Chicago-Rockford-Dubuque-Waterloo

There is a special appeal to the bus fans to document the bus operations of the North Shore, South Shore, CA&E, TM, Chicago Rapid Transit, Chicago Surface Lines, etc. Coverage of these operations is lacking.
Obviously we cannot cover all of this in 2010, so please understand that it may be some time before what you submit is published. Patience is required as it takes time to process material and combine it with material from other sources while avoiding the creation of an administrative nightmare by devoting time to activities other than the actual editorial development of articles. What you read in minutes can take days to develop.

The thrust of these articles is educational, to give the reader a historical perspective. We desire to compare the interurban and steam roads that historically served a corridor and the manner in which they served the corridor then and now. For example, in the Chicago-Milwaukee-Madison corridor the North Shore, Milwaukee Electric (TM), C&NW and Milwaukee Road were the principal competitors. The Soo Line also provided service between Chicago and Waukesha and at one time TM provided connecting service. North Shore also had interurban bus operations in the corridor.

We are seeking detailed information that is based on confirmed sources such as public timetables, operating timetables, passenger counts, maps in certain cases, personal experiences, especially if you were involved in the operations, and factual information from newspapers and other files that you have maintained over the years.

Photographs are of special interest. Please remember that they need to be of “the first order” to be considered for publication. We are especially looking for photographs of steam railroad operations as we have extensive resources on electric railway operations. Photos of the historic steam railroads, suburban and regional passenger operations, on the corridors operating from Chicago are needed. This includes the C&NW, Milwaukee Road, Burlington, Rock Island, Illinois Central and other regional trains operating from Chicago.

For example, photos of the Denver and California Zephyrs, Empire Builder and North Coast Limited on the Burlington are not being sought. Photos of the trains from Chicago to St. Paul/Minneapolis, Kansas City and Omaha such as the Twin Cities, Kansas City and Nebraska Zephyrs are sought. The same logic applies to the other railroads operating from Chicago. This logic also applies to the information on these train operations as well.

Hopefully all of this is not too complex. However, let us assure you that producing a quality publication is complex, time-consuming and very detail-oriented. That is what you have come to expect of First & Fastest and that is what we hope to continue to deliver to you.
RECOMMENDING A CHICAGO STREETCAR VIDEO

*Chicago Streetcar Memories—An Oral History Documentary—The Director’s Cut*

Written and Directed by Bradley Criss
Produced by Jeffrey Wien
Narrated by Richard R. Rouse

Interpreting historical technologies through digital multimedia has brought an entirely new dimension to the preservation of words and images. Not so long ago, documentaries about transit subjects were typically VHS cassettes of old silent 8mm or 16mm films with dubbed narration. Today’s DVDs are multifaceted and interactive, and *Chicago Streetcar Memories* brings a creative new approach to sharing old images.

The heart of the disk is an expansive history of Chicago’s streetcar system that utilizes still images, movie footage, and interviews with eight railfans. This 130-minute feature is divided into 17 chapters in chronological order from the first horsecars in 1859 to the final run in 1958. Although the transitions are seamless, the camera tends to dwell too long on visuals of the interviewees speaking from their armchairs. But some of their anecdotes are priceless. And, chapters about the streetcar tunnels and the 1936 PCCs, the latter featuring rare color footage of cars painted in experimental liveries, are riveting. Overall, this documentary is entertaining and informative, factually concise, and artfully presented.

Several “extra” features further enhance the value of this disk. Included are three roster slide shows; 8mm footage of Clark-Wentworth Route 22, Western Avenue Route 49, and the Soldier Field/Museum Loop; a New Orleans short that seems out of place; and the unintentionally slapstick Safe Highways film produced by CSL. In lieu of narration, these extras are accompanied by appropriate period background music.

For ordering information, visit [www.chicago-transport-memories.com](http://www.chicago-transport-memories.com) or write to Chicago Transport Memories LLC, 1751 W. Howard, Unit D-115, Chicago IL 60626—*Eric Bronsky*