

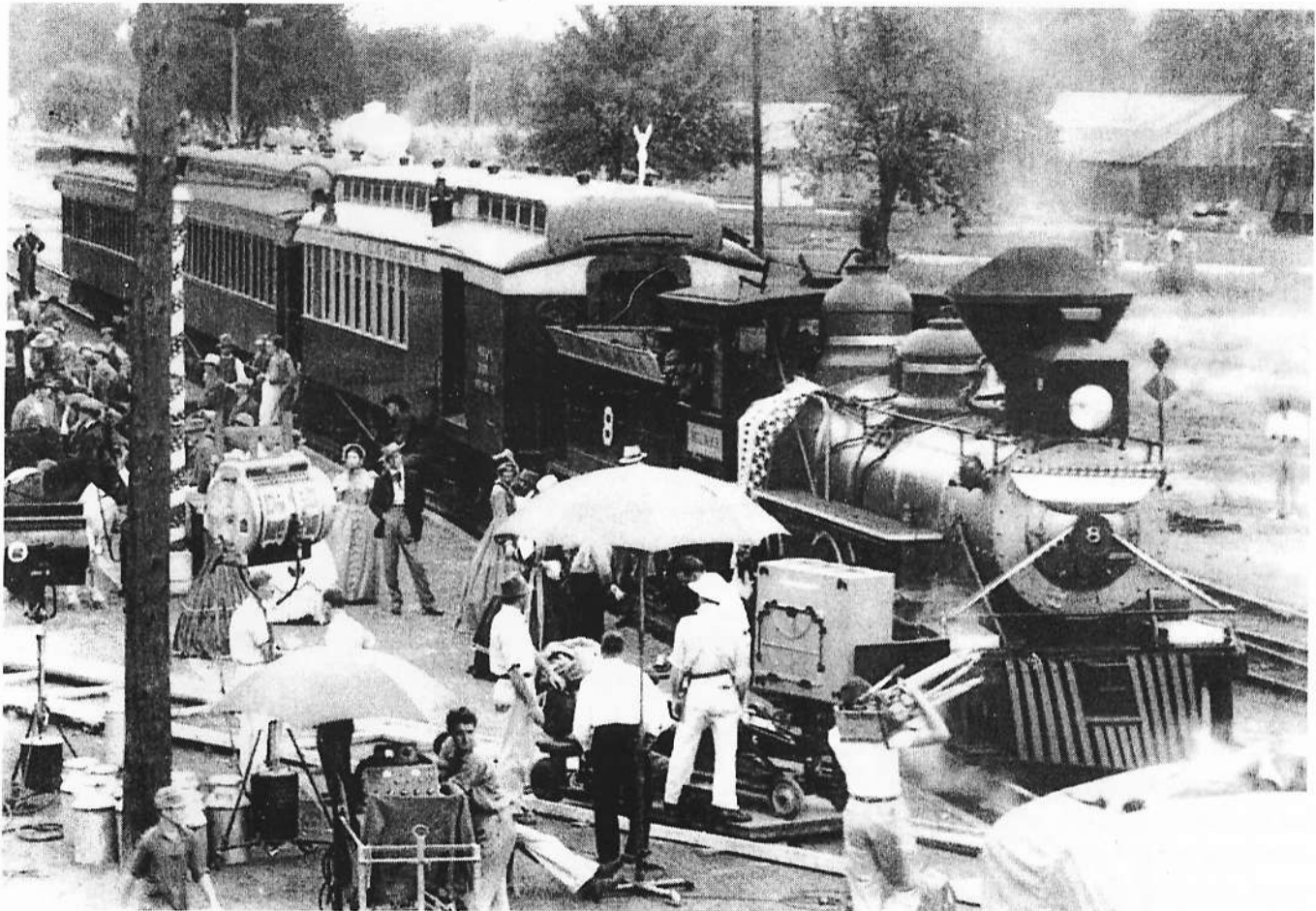


ARKANSAS RAILROADER

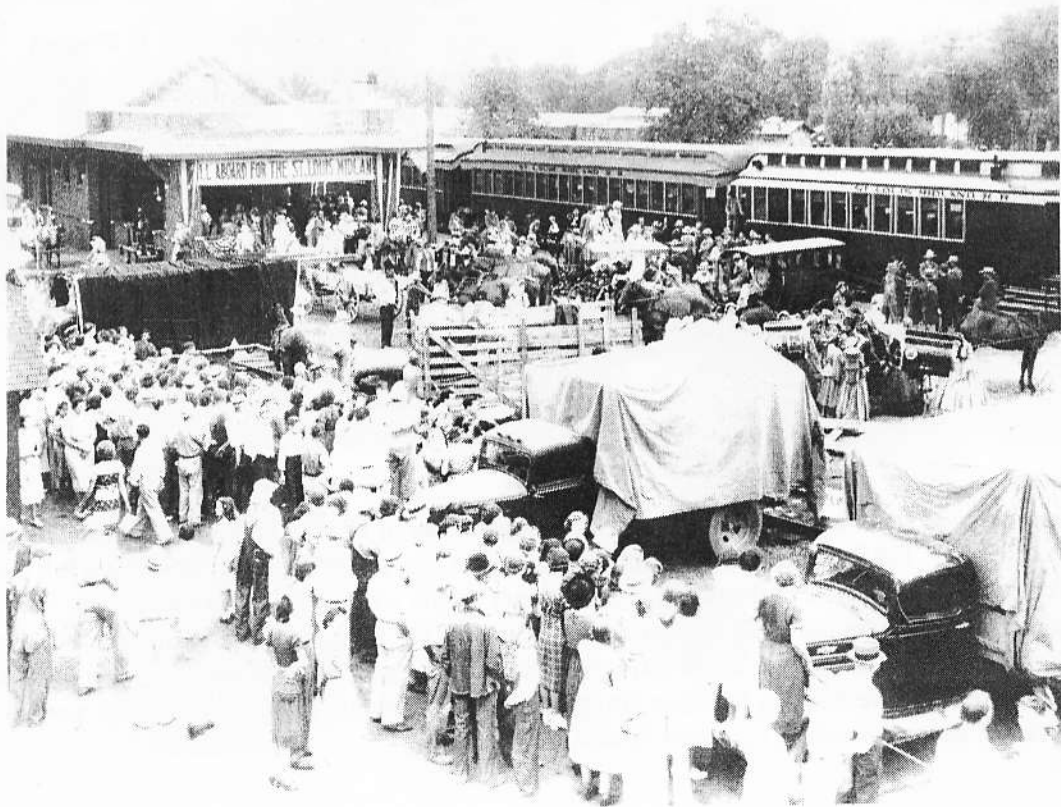
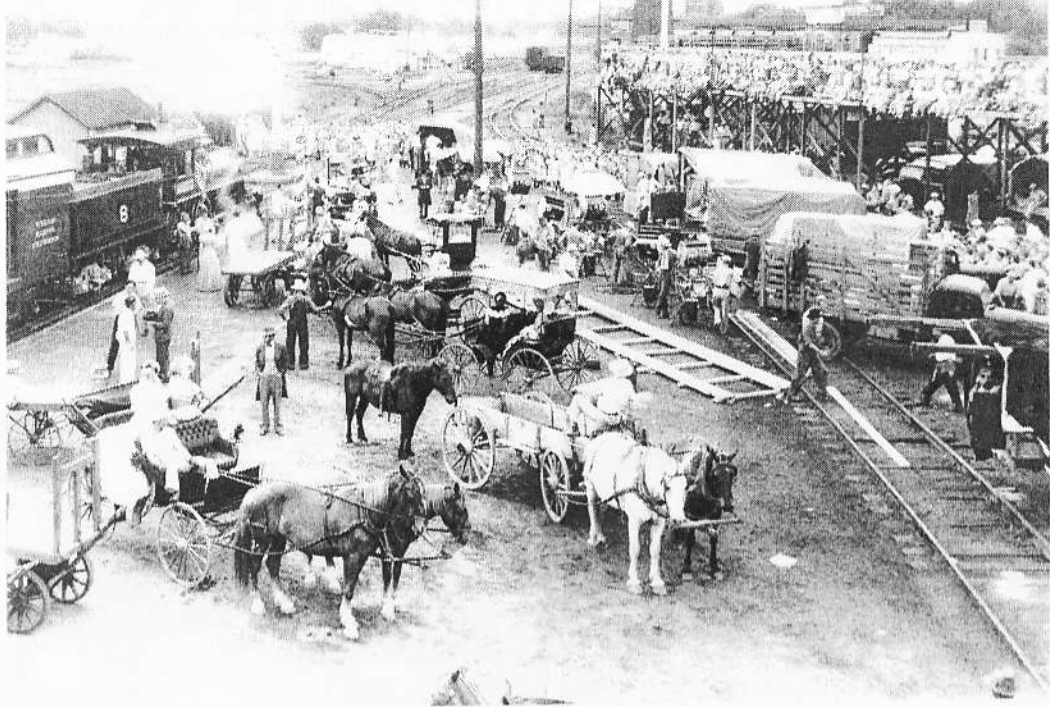


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The Jesse James movie train at Neosho, Missouri, on September 3, 1938. Dardanelle & Russellville R.R. 4-4-0 No. 8, a Frisco combine, D&R Coach No.14 and D&R Combine No. 12 (made up to look like a full coach again) are in position for the first railroad scene in the movie. Later scenes would require the observation end of No. 14 to be at the rear of the train, as it was when the D&R equipment left Russellville. Apparently after the Frisco car was picked up at Rogers, its baggage end was at the rear of the train; so when the train reached Monett, the locomotive alone was turned and coupled to that end before backing the train into the station for display. *(Story inside; Photographs from collection of Larry C. Bradley, except as noted; Captions by Jim Wakefield)*



TOP - Neosho, Missouri, September 3, 1938, looking southeastward toward Kansas City Southern tracks. Thousands of onlookers have gathered to watch the filming of the first railroad scenes for *Jesse James*. **BOTTOM** - Film crew, costumed extras and spectators are gathered at the KCS depot at Neosho during filming for *Jesse James* on September 3, 1938. The small building visible beyond the rear of the combine is the Missouri & Arkansas depot, which the predecessor Missouri & North Arkansas opened in 1933 to avoid the expense of renting space in the KCS depot.

The Jesse James Movie Train

by Jim Wakefield

While filming *Jesse James* on location in the Ozarks in 1938, Twentieth Century Fox needed a "light eight-wheel locomotive and two or three open-platform coaches 'dressed up' as to the general appearance of trains operated during the period of 1885." They found their locomotive and two coaches on the Dardanelle & Russellville R.R. The Frisco provided a wooden combine to complete the movie train, which was lettered for the fictitious "St. Louis Midland R.R."

Dardanelle & Russellville R.R. 4-4-0 No. 8 was built by Cooke in 1888 (c/n 1861) as Denver, Texas & Fort Worth RR No. 9. Apparently sold within two years, its subsequent history is uncertain until 1907, when it was purchased by the D&R. The engine was out of service after 1935 and a major overhaul was required before the ICC would allow its further operation. Fox paid for this to be done in the Missouri Pacific shops in North Little Rock. A green boiler jacket, brass boiler bands, diamond stack and box headlight cover were added. During filming, the front coupler, uncoupling lever, air hose and steam hose were removed to give the pilot the uncluttered look of an 1880 locomotive.

Dardanelle & Russellville R.R. No. 12 was a 54-foot car with seventeen windows per side. Originally a Pennsylvania Railroad coach built about 1890, it was purchased by the D&R in 1920. It was rebuilt into a "Jim Crow" combine in 1934. Partitions were installed between the seventh and eighth windows from each end to provide a seven-window baggage section, a three-window "colored" section and a seven-window white section that included the single toilet. The seats were removed from the baggage section and the third and fourth windows on each side were replaced by baggage doors. Other windows in the baggage section were left in place, protected by wooden slats and iron bars inside the car. The baggage doors, slats and bars were removed and the baggage-door openings were filled in with windows and false sides for the movie. Because these had to fit outside the baggage-door posts, they can be detected at certain angles. The filled-in windows are over the Conductor's right shoulder in the "Highball" shot. The baggage-door sill also is visible in some scenes. Fake smoke jacks were added on both sides of the clerestory at the baggage end. Neither D&R car had stoves. They were heated by steam piped from the locomotive, although not in the September heat during filming.

Dardanelle & Russellville R.R. No. 14 was another 54-foot coach, but with eighteen windows per side. It was built for the Western New York & Pennsylvania RR by Jackson & Sharp, possibly as part of an order delivered in 1899. Also purchased by the D&R in 1920, it was rebuilt with an observation section at one end before entering service in 1921. For the movie, grab irons were added to the corner posts, letter boards and clerestory sides at the rear of the car so "Jesse" could climb to the roof in dramatic fashion. Fake smoke jacks were added on both sides of the clerestory at the coach end.

The **Frisco combine's** number is unknown. It was about the same length as the D&R cars and had an open platform on the passenger end only. It had a seventeen-window-long clerestory with two window positions covered on each side. The eleven-window passenger section also had some window positions sheathed over. There were stoves at the left rear of the baggage section, and the right front and left rear of the passenger section. There was a toilet at the right rear and possibly a second at the left front of the passenger section. The right side of the clerestory had ten windows over the passenger section and five over the baggage section. The left side had eleven and four, respectively. The car was prepared in the Frisco shops at Springfield and delivered to Rogers, Arkansas, in Frisco Train 741 on August 29, 1938.

At 9:00 a.m., on Wednesday, August 31, D&R No. 8 emerged from the North Little Rock shops and, in the care of MoP Engineer A C. Keese, Fireman S. E. Orr and D&R Master Mechanic E. R Hanna, ran up the Missouri Pacific to Russellville where it picked up the two D&R coaches. A delay due to a hot box gave local citizens an opportunity to inspect "their" train. The train continued on the MoP to Van Buren, arriving about 11:50 p.m., hours behind its expected time.

At Van Buren, the train was handed over to a Frisco crew that included Conductor Finis A. Logan, Engineer Dutch Ellig, Fireman Joe Taylor, Brakeman Chester Reniff and Porter Sidney King. Frisco Central Division Assistant Superintendent G. L. Preston also was aboard. Departing about 1:30 a.m. on Thursday, September 1, the train proceeded northward at twenty-five miles per hour with stops every eighteen miles or so to oil the engine. Other stops were made at Fayette Junction for fuel, at Fayetteville for another public inspection, and at Rogers to pick up the Frisco combine. More hot boxes caused further delays before the train reached Monett, Missouri, where it was backed into the station shortly after 10:00 a.m. and remained about thirty minutes for yet another public display.

A Frisco Southwestern Division crew, including Conductor J.W. Dunn, Engineer Earl Walrod, Fireman Basil Brown, and Brakemen Nelson Hartung and W. W. Hartman, ran the train from Monett to Neosho, where it was turned over to the Kansas City Southern Ry.

While the train awaited its cue for action, newspaper articles described its history in some detail, much of it incorrect. One article stated that "during the Jesse James period, the train was in use by the St. Louis-Midland Railway, and it has been repainted and relettered with this name." An interesting "fact" considering that Number Eight and probably all three cars were built several years after Jesse's demise and the St. Louis Midland, so far as is known, never existed except as a movie fiction. The most commonly stated error probably was the touting of the locomotive's construction number - 1861 - as the year it had been built. The D&R certainly knew better. Fox probably also knew, but the earlier date made for better publicity.

Some latter day criticisms of the locomotive's appearance may be exaggerated. The diamond stack and box headlight have sometimes been described as "poor imitations" or "hopelessly incorrect" but over all looked much better than some of Hollywood's other efforts. The top opening of the stack probably should have been wider; otherwise it was very similar to many used on the Central Pacific and other western railroads in the 1880's. The headlight housing was rather plain and a bit ungainly, but so were many real ones. The most noticeable inaccuracy was the position of the lens, low in the front panel so the box cover could fit over the regular headlight without changing the latter's position. The lens of a real oil headlamp would have been higher to provide room for the burner and reservoir below.

The first railroad scenes were filmed on Saturday, September 3, at the KCS Neosho depot which had been relettered "St. Louis". Electric lights and other anachronisms were covered in bunting, and dozens of extras in period costume milled about on the depot platform, sat on the train or waited in buggies, wagons and other conveyances. A few others were on horseback. Many of the carriages, as well as many other props, had been rounded up by enterprising former KCS brakeman L. A. "Spike" Smith, who then rented them to the movie company. He also played a bartender and a passenger on the train. Thousands of onlookers were on hand, many of them atop buildings and scaffolding. At Neosho, D&R 14' s observation end was forward, next to the Frisco combine, and D&R 12' s baggage end was at the rear of the train. This was reversed from their positions when they left Russellville.

Regular KCS operations continued during filming. In a letter to *Railroad* magazine, Frisco engineer Philip W. Gooch, who ran No. 8 on that line during part of the filming and appeared in the film as a station agent shooing people off the track, described the confusion of one elderly woman, arriving at Neosho for the first time aboard the KCS *Flying Crow*. She was so befuddled by the "St. Louis" name boards that it took twenty minutes for the crew to persuade her she was getting off at the right place. Setups and filming took up most of the day, but only three shots appeared in the final film.

Newspaper accounts indicate that both the KCS and Frisco had two complete crews on duty to operate the movie train during filming on their respective railroads. Only two of the KCS men have been identified. Conductor John Blythe reportedly also played a conductor on film and Engineer Eck Carnes was really at the throttle while an actor occupied the seat-box and waved from the cab window as the train departed "St. Louis." Conductor Blythe apparently was left on the cutting room floor. The conductor waving a highball in the "St. Louis" sequence actually was filmed at "Liberty" and probably was the Frisco's Mr. Logan, who also played a conductor on film.

On Sunday, the train was run down the KCS to Gravette, Arkansas, returned to the Frisco and run up to Southwest City, Missouri, where the depot had been relettered "Liberty, Mo." This soon-to-be-abandoned Frisco branch line was very lightly used, which made it ideal for the back and forth movement necessary for filming multiple takes of action footage. Before filming resumed, D&R 14 was turned and switched so its observation end was at the rear of the train and D&R 12, camouflaged baggage end still to the rear, was the second car in all subsequent scenes. Frisco movie train crews included Conductors Logan and Jesse Harmon; Engineers Gooch and Will Lowe; Brakemen Chester Reniff, H. Crum, G. Howard and Harry Spirgin; and Firemen Elmer Ballay and P. W. McCullough.

Filming continued sporadically over the next few weeks at several locations on the Frisco branch and on the KCS main line between Noel and Lanagan, Missouri. The table on the next page lists the individual railroad shots in the order they appear in *Jesse James*. Excepting the depot scenes and a few others, none of the locations are certain. Shot No. 23 probably was filmed about two miles north of Noel, about a mile south of the KCS bridge over the Elk River. Shot No. 5 probably was filmed in the same vicinity. Shot No. 20, with "Jesse" running the car tops, probably was filmed between Hiwasse and Gravette where a stretch of Arkansas Highway 72 (US. Highway 71 in 1938) closely parallels the now abandoned Frisco right-of-way.

A series of alternating one-shots (No. 22) of "Jesse" (Tyrone Power) and the engineer were filmed near Southwest City. In one shot of the engineer, the base of the Frisco water tank can be seen through the cab window. According to Frisco Engineer Gooch, "a Missouri-born actor named Harry Hollman, who didn't know the difference between a brake valve and an air hose, sat in the cab and played the role of engineer" while the Frisco and KCS men actually ran the engine. The real engineers coached the "reel" engineer very well. Several of the old-time railroaders in the Arkansas Railroad Club were so impressed by his performance, they were convinced he was one of their own.

Several other shots apparently were filmed along a short stretch of the Frisco near Southwest City, as indicated by recurring trackside details such as a whistle post, a patch of bare hillside, a stretch of heavy untamped ballast, etc. Behind-the-scenes photographs, newspaper accounts and some dialogue in the movie suggest that other railroad scenes may have been filmed but omitted from the currently available version of the movie.

Jesse James Railroad Scenes

<u>No.</u>	<u>Description</u>	<u>R.R.</u>	<u>Location</u>	<u>Train Direction</u>
1.	Train at "St. Louis"	KCS	Neosho depot	South
2.	"McCoy" and VIP's	KCS	Neosho depot	South
3.	Conductor waving "highball"	Frisco	Southwest City depot	Train North/Conductor
4.	Train departing "St. Louis"	KCS	Neosho depot	South
5.	Train on curve passing at left	KCS?	Between Noel and Lanagan?	North?
6.	Insert of "Jesse" masking up			
7.	Train crossing to right	Frisco?	Southwest City vicinity?	North?
8.	"Jesse" starting pursuit	Frisco?	Southwest City vicinity?	North?
9.	Train & "Jesse" passing at right	Frisco?	Near location of No. 7?	North?
10.	POV: Train – "Jesse" following	Frisco?	?	?
11.	POV: "Jesse" – following train	Frisco?	Between locations of No. 7 and No. 9?	North?
12.	POV: Train – "Jesse" following	Frisco?	Near location of No. 7?	North?
13.	Train & "Jesse" crossing to right	Frisco?	Very near location of No. 7?	North?
14.	Transfer from horse to train	Frisco?	Between locations of No. 12 and No. 7?	North?
15.	"Jesse" on platform of D&R 14	Frisco?	Southwest City vicinity?	North?
16.	"McCoy" & "Jesse" on D&R 14	Frisco?	Southwest City vicinity?	North?
17.	Continuation of No. 15	Frisco?	Continuation of No. 15	North?
18.	"Jesse" starting climb to roof	Frisco?	Same location as No. 14?	North?
19.	Continuation of No. 14?	Frisco?	Between locations of No. 7 and No. 9?	North?
20.	"Jesse" running the car tops	Frisco?	Between Hiwasse and Gravette?	West (TT North)?
21.	"Jesse" leaping to tender	Frisco	Same location as No. 12?	North?
xx	Fireman, "Jesse" & "Engineer"	Frisco	Same location as No. 21?	North?
22.	One-shots: "Jesse"/"Engineer"	Frisco	Southwest City vicinity	North
23.	High shot of train approaching	KCS?	Between Noel and Lanagan?	North?
24.	Inserts of "Frank" and gang			
25.	Continuation of No. 23?	KCS?	Same location as No. 23?	North?
xx	High shot of gang and train	?	Frisco-near S.W. City or KCS near Elk River?	?
26.	"Unhitch it!"	Frisco?	Southwest City Vicinity?	North?
27.	Coach interiors		studio set	
28.	Gang and horses by train	Frisco?	Same location as No. 26?	North?
29.	"Lights Out!"		studio set	
30.	Train approaching "Liberty"	Frisco	Southwest City depot	North
31.	Train passing depot	Frisco	Southwest City depot	North
32.	The Baggage Man's tale	Frisco	Southwest City depot	North
33.	"McCoy" and "Will Wright"	Frisco	Southwest City depot	North
34.	"Will" responds	Frisco	Southwest City depot	North
35.	"McCoy" protests	Frisco	Southwest City depot	North
36.	Continuation of No. 34	Frisco	Southwest City depot	North
37.	Blowing up a trestle	Frisco	Honey Creek just north of Southwest City depot	

Shots listed as "xx" do not appear in *Jesse James*, but were used in other films.

The *Jesse James* railroad scenes became one of Hollywood's favorite sources of stock footage and have appeared in dozens of subsequent films and television episodes. Shot No.5 seems to have been the most popular. Several examples appear to be the same take, but with varying degrees of "night-time" effect. The entire chase/robbery sequence was supposed to be at night. All of it was shot in daylight but much of it was darkened by filters or in the laboratory. Shot No. 5 apparently was filmed in late afternoon light then darkened for the original film. Alternate takes of several shots also have been documented as well as outtakes trimmed from scenes appearing in the original film.

Belle Starr (Fox, 1941) included footage from an alternate take of *JJ 23* (*Jesse James* scene 23) showing the train approaching from further away. This take apparently was filmed in very early morning light with nearly everything in shadow. The take used in *Jesse James* apparently was filmed later as more sunlight reached the track in the foreground and the valley to the right. *Belle Starr* also included part of the "xx" footage listed after *JJ 25*. This latter footage may have been filmed on the Frisco or the KCS.

Buffalo Bill (Fox, 1944) included a shot of Sierra Railroad 2-8-0 No. 18 and train from *Dodge City* (Warner, 1939), another of Hollywood's favorite stock footage sources. After a station sequence filmed on the Fox back lot, *JJ 5* (without the night-time effect) appeared, followed by a montage that included outtakes from the beginning of *JJ 31* (or an alternate) and the end of *JJ 4*, an alternate take of *JJ 3* and the first few frames of *JJ 4*. The outtake from *JJ 4* showed the D&R coaches passing the camera with a trainman riding the leading steps of D&R 12. This probably was KCS Conductor Blythe.

River Lady (Universal, 1948) included part of *JJ 5* and footage cut from the beginning of *JJ 13*.

Streets of Laredo (Paramount, 1949) included footage from an alternate *JJ 23*. It may be more of the same take used in *Belle Starr* or another filmed a very short time later. More of the *post-JJ 25* "xx" footage also was used. It started near the end of that used in *Belle Starr*.

Three Young Texans (Fox, 1954) mixed parts of the *Jesse James* chase/robbery sequence with original footage of D&RGW narrow-gauge 2-8-2 No. 453 and train relettered "Texas & Rio Grande Western". A large "8" was painted on the tender so the new footage would match the old.

Man of the West (United Artists, 1958) featured extensive original footage of Sierra Railroad 4-6-0 No.3. For a night shot, an alternate take of *JJ 7* was used.

Alias Jesse James (United Artists, 1959) pieced together several railroad sequences from *Dodge City* and *Jesse James* stock footage. The latter included *JJ 5*; parts of alternate takes of *JJ 8, 14, 20, 21* and *23*; an outtake from *JJ 9* (with the train approaching) and the "xx" footage listed after *JJ 21*.

The "Gold Train" (a.k.a. "The Bullet") episode of *Gunsmoke* (CBS-TV, 1971) featured extensive original footage with Sierra Railroad 4-6-0 No. 3. It also used stock footage from at least seven sources including three other films which had used SRR 3 and the same outtake from *JJ 9* used in *Alias Jesse James*. All the SRR 3 and D&R 8 stock footage was reversed from left to right.

With regard to the Sierra Railroad, consideration was given to bringing a train from that California line to the Ozarks for *Jesse James* before the local equipment was chosen. Railroad scenes for *The Return of Frank James* (Fox, 1940) were filmed on the Sierra. The train was lettered "St. Louis Midland R.R." and SRR 2-8-0 No. 18 was renumbered "8", but no *Jesse James* stock footage was used.

The *Jesse James* train was kept at Fayette Junction until it was no longer needed for filming. The D&R equipment returned home in late September. Number Eight returned to active duty until it again needed new flues. Fox purchased the locomotive and the two D&R coaches and moved them to its studio in West Los Angeles in 1945. Apparently soon after its arrival in California, D&R 12 was rebuilt into a full baggage car, but no subsequent film appearances have been documented. Fox already owned an eighteen-window, twelve-wheel Central Pacific coach that matched the D&R cars very well; Virginia & Truckee Coach No. 17, some heavyweight passenger cars and a few freight cars.

Fox also acquired Rockdale, Sandow & Southern RR Combine No. 3 in 1945. The RS&S and D&R were affiliated at the time and RS&S 3 had formerly been D&R Coach No. 10. The D&R rebuilt the car for the RS&S upon selling it to the Texas railroad in 1936. Because D&R 10/RS&S 3 was another ex-PRR coach, it often has been confused with D&R 12, but the former was a 46-foot, fifteen-window car built in 1886. It also had conventional curves at the clerestory ends, while D&R 12 had the stubby duck-bill ends typical of most PRR passenger cars of the 1870-1890 period.

D&R 8 and/or various cars appeared in several subsequent Fox films, with equipment lettered for different railroads. These included *Centennial Summer* (1946); *I Wonder Who's Kissing Her Now* (1947); *Walls of Jericho* (1948); *Wait Till the Sun Shines, Nellie* (1952); *The Raid* (1954); *The True Story of Jesse James* (1957), with equipment again lettered "St. Louis Midland R.R."; and *The Second Time Around* (1961). Some of these also used stock footage from *Jesse James*. New footage usually was limited to the train arriving, departing or simply sitting at the depot. For *Love Me Tender* (1956), Elvis's first movie, some railroad scenes were filmed on the Southern Pacific in Soledad Canyon north of Los Angeles. The train included RS&S 3, D&R 14 and V&T 17, but they were pulled by Virginia & Truckee 4-4-0 No. 22, which Fox rented from Paramount. D&R 8 appeared as a static backdrop in one scene, lettered to match the V&T engine, which was renumbered "8" for the preceding sequence only.

Fox sold its railroad equipment to Short Line Enterprises in 1972. While owned by SLE, D&R 8 appeared in several more theatrical or television films. In keeping with the typical Hollywood notion of "a train's a train", some of these mixed new footage of other engines with new footage of No. 8, with both engines portraying the same role. Documented films include *Sandburg's Lincoln* (TV 1974); *The Last Ride of the Dalton Gang* (TV 1979) - look closely, No. 8 is in the background in one scene; *Kenny Rogers as the Gambler* (TV 1980) - with V&T 4-4-0 No. 11 renumbered "8"; and *Chattanooga Choo Choo* (1984) - renumbered "28" to double for SRR 2-8-0 No. 28.

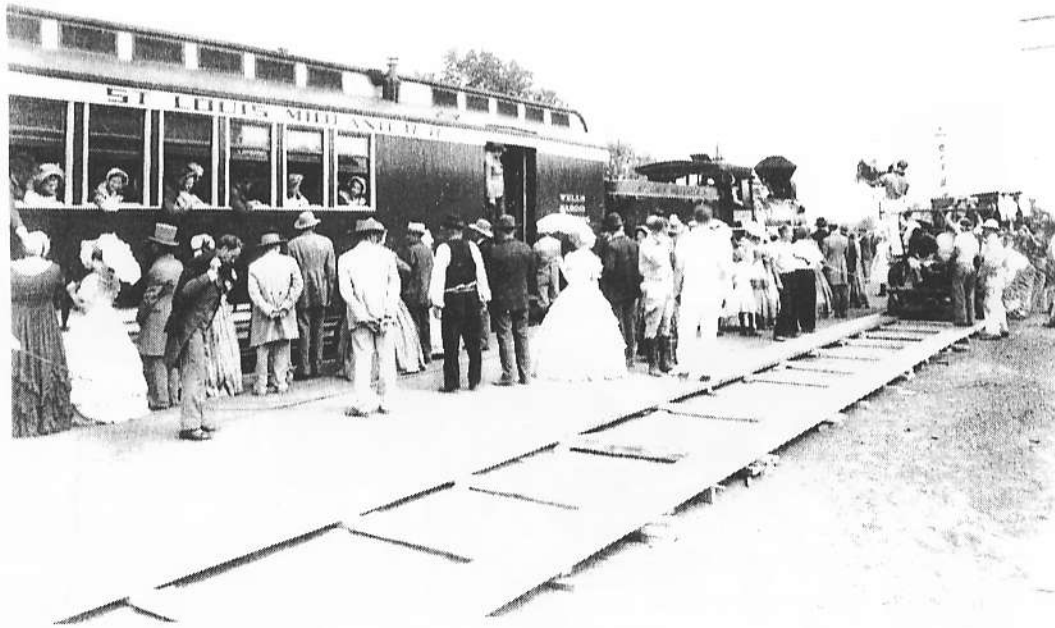
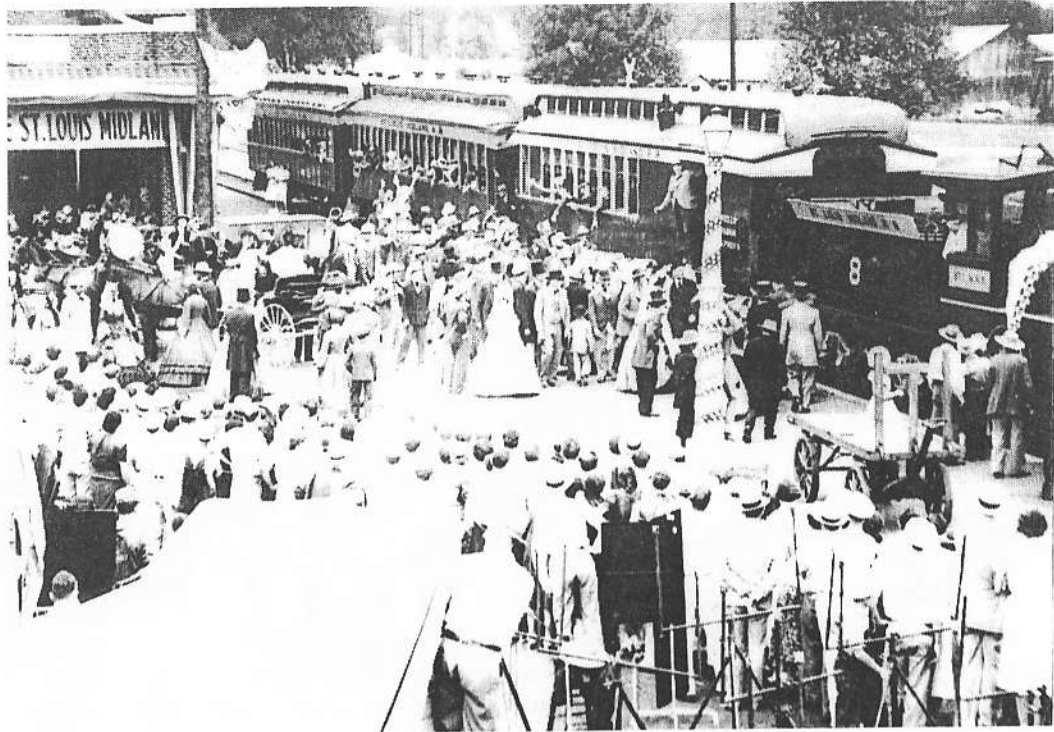
SLE sold RS&S 3 and D&R 14 to the Pacific Southwest Railway Museum in 1976. They are now at Campo, California, where restoration of No. 3 is underway. D&R 12 was sold to a private owner in 1980. It apparently now is in a new rail and forest museum in Northern California. D&R 8 was sold to the Nevada State Railroad Museum at Carson City, Nevada, in 1988.

I am very interested in hearing from anyone with an interest in the *Jesse James* train, and will greatly appreciate any corrections or additional information about the *Jesse James* filming and subsequent film appearances of the equipment, especially any not mentioned above. Does any Frisco fan know the number or history of that combine?

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TOP - Looking north toward the Kansas City Southern depot at Neosho, Missouri, on September 3, 1938. The camera is on a dolly that will run along the wooden track that angles across the station platform from in front of the engine. This would be the first view of the train in the film. **BOTTOM** - The camera has just rolled along the wooden dolly track for the first railroad shot used in *Jesse James*. Looking west near the Kansas City Southern depot at Neosho, Missouri, September 3, 1938. (Larry C. Bradley collection)



TOP - Spectators look on as several dozen costumed extras gather near the train or wave from its windows at Neosho. From back to front, the cars are D&R 12 (camouflaged baggage end to the rear), D&R 14 (observation end forward) and a Frisco combine. Later scenes would require the observation end of No. 14 to be at the rear of the train, as it was when the D&R equipment left Russellville. Apparently after the Frisco car was picked up at Rogers, its baggage end was at the rear of the train; so when the train reached Monett, the locomotive alone was turned and coupled to that end before the train was backed into the station for display. **BOTTOM** - Filming a "cutting room floor" scene for *Jesse James?* Neosho, Missouri, September 3, 1938. The camera track appears positioned for a trucking shot parallel to the train, but no such shot appears in the presently known version of the film, nor has it been observed elsewhere. (Larry C. Bradley collection)

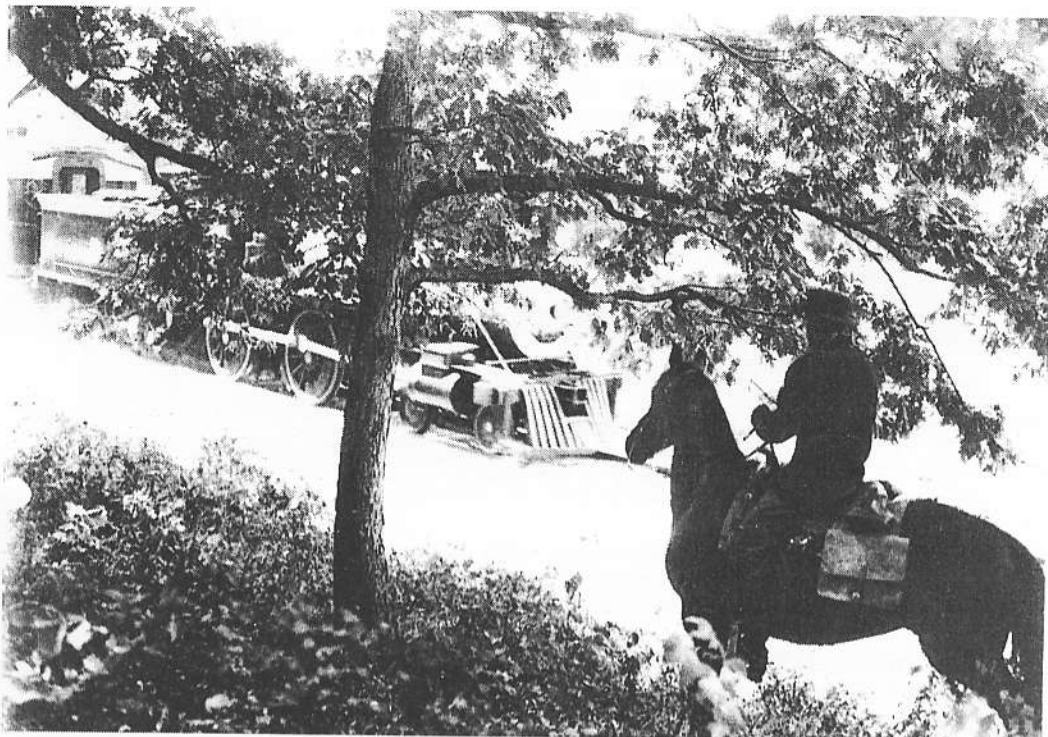


TOP - Tyrone Power ("Jesse") uses a "spyglass" to get a better look at his admirers during a break in filming *Jesse James* on the Frisco in September 1938. The Southwest City, Missouri, depot is a few hundred feet up the track in front of the locomotive.

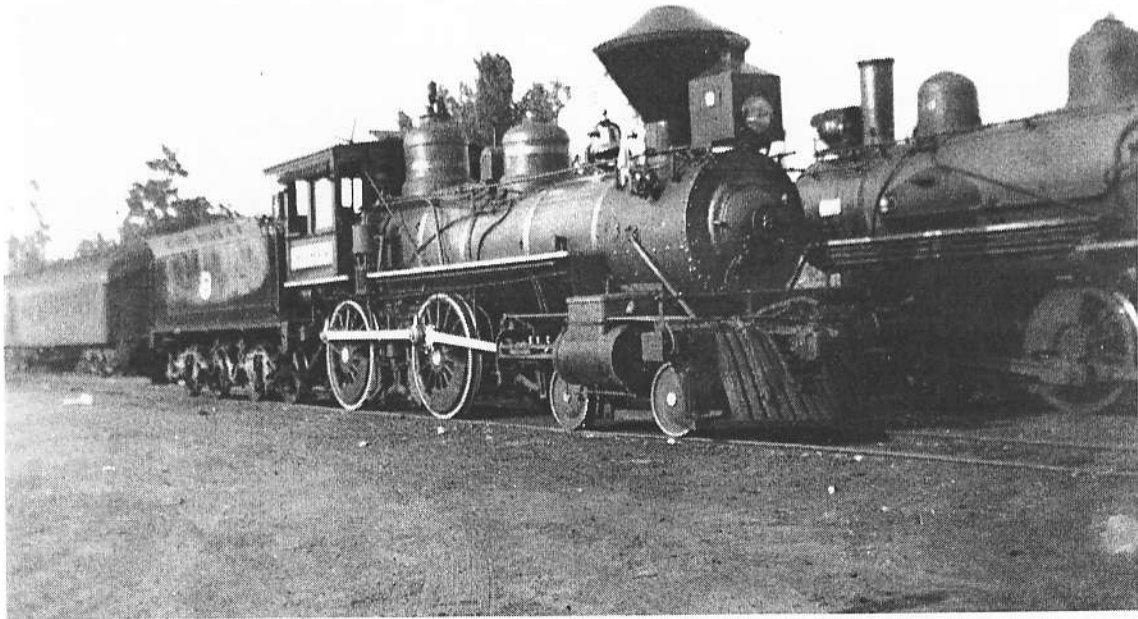
BOTTOM - Filming on the Frisco at Southwest City, Missouri. This probably was part of "Jesse's" confrontation with the engine crew. The depot, which was relettered "Liberty, Mo.," can be seen in the background above the umbrella. The shed at right probably was used to transfer strawberries from farmers' vehicles to refrigerator cars. Both views are toward the northwest. (Larry C. Bradley collection)



TOP - Filming on the Frisco at Southwest City, Missouri. This probably was part of "Jesse's" confrontation with the engine crew. The depot has been relettered "Liberty, Mo." The track can be seen curving to the north toward a trestle over Honey Creek, which flows behind the trees in the right background. A later scene will show the gang riding away as an explosion occurs under the trestle. The Frisco's small water tank can be seen to the right of the track in the background of that scene. **BOTTOM** - Tyrone Power ("Jesse") uses a box camera to take a picture of Henry Fonda ("Frank") on the roof of the Frisco Combine at Southwest City. The camera probably belonged to one of the spectators at the left. (Larry C. Bradley collection)



TOP – “Jesse” prepares to strike back at the hated St. Louis Midland Railroad. Tyrone Power was “Jesse”, but this probably is a stuntman. Note the uncluttered pilot of the locomotive. The coupler, cut lever, and air and steam hoses were removed during filming.
BOTTOM - Filming along a very overgrown stretch of Frisco track, probably near Southwest City. (*Larry C. Bradley collection*)



TOP - Filming a "St. Louis" shot at "Liberty". The conductor is behind the third reflector from the left. He will signal the engineer to depart "St. Louis". But the train left "St. Louis" at least a day earlier. This shot was filmed at Southwest City with the conductor positioned so the lighting would match the footage filmed previously at Neosho, although he will now be facing away from the locomotive, out of the picture to the left. The cars are D&R 12 (left) and D&R 14. Combine 12's filled-in windows are behind that same third reflector from the left. The smoke jacks on both cars are fake, added for the movie. **BOTTOM** - Dardanelle & Russellville R. R. 4-4-0 No. 8 at North Dardanelle, Arkansas, late September 1938. White flags suggest the locomotive may have just returned from filming *Jesse James* on location in Southwest Missouri. It will retain its movie make-up for a few days before returning to active duty on the D&R. When it does, it will be turned to face north toward Russellville. For most of the D&R's history, southbound steam locomotives ran tender first. (Top photograph, Larry C. Bradley collection; Bottom photo from D&R files)

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BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cci.net

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next program/meeting of the Arkansas Railroad Club will be **SUNDAY, APRIL 11, 2004** at 2 p.m. at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be given by **John Hodkin, Jr.** and will consist of a rail photo presentation; **Future Programs:** MAY or AUGUST – Possibly a speaker from the Little Rock Port Railroad; JULY – Darin T. Archer, Special Agent of the Union Pacific Police, will give a talk on railroad police and Operation Lifesaver. The public is invited and refreshments will be available.

NLR CENTENNIAL RAILROAD HELP WANTED – North Little Rock will be celebrating its 100th Anniversary on April 30-May 2, 2004 with model railroad displays, history and railroad history displays, crafts, food, etc. The North Little Rock History Commission has asked us if we can help with displays and wanted to know if some of us can come up with something to help promote and display railroad historical items. Sunday, May 2, Union Pacific may be holding an open house at the Jenks Shops.

According to Sandra Smith, Director of the North Little Rock History Commission, there will be an area that we are calling "Reunion Station" (we are going with a railroad theme here-->) that will be in the parking lot next to the Post Office on Main Street. In this area we propose groups, classes, neighborhoods, etc. will schedule times (which will be publicized) that they will come together for a "reunion" of sorts. Do you think current and former RR employees would like to set a time to get together at this? I appreciate your advice and help. Thank you, Sandra Taylor Smith, Director North Little Rock History Commission, 506 Main Street, North Little Rock, AR 72114, 501-371-0755, nlrhistory@comcast.net

BILLCHURCH'S IRANIAN RAILROAD EXPERIENCE – From member Wilbur Johnson of Houston, Texas: "Your December 2003 newsletter mentioned something about a celebration regarding the Trans Iranian Railroad, and you inserted the question "Is this where Bill Church was?" I don't think so. Your article pertained to that portion of the railroad between Tehran and the Caspian Sea. I think Bill was part of one of the battalions which operated the railroad between Tehran and the Persian Gulf. There could have been some of them on that part between Tehran and the Caspian Sea, but I never heard of them. For 5 months in 1944, I was stationed at Doroud, Iran, about 280 miles southwest of Tehran and it was one of the division points on the railroad and operated by the 730th RR Battalion. Andimeshk was 125 miles south of us and there was better than one tunnel per mile on that segment. I have heard all the way between 125 and 130. It may interest you to know that I was in the weather service at Doroud, as well as Benghazi, Libya and Kano, Nigeria, 31 months in all in the Middle East. We were 4,400 feet in altitude, and where our summer temperatures were in the 80's, Andimeshk had them in the 120's." *Wilbur Johnson*

NEW MEMBERS - BILLY F KING, 8350 Southmeadow Cir, Dallas TX 75231, 214-349-8927, jgking@swbell.net . His son, James, used to be editor of the Southwest RR Historical Society and the Age of Steam Newsletter. Mr. King grew up in Warren, Arkansas. He and his son explore old railroad right of ways once in a while. He graduated from Ouachita in 1950.

Also welcome JUSTIN JEFFERS, 394 Ouachita 154, Camden, AR 71701. I understand Mr. Jeffers is about 10 years old. Tom Shook forwarded his dues to me.

SPECIAL MEMBERSHIP CARDS – As a token of the 35th anniversary of the Arkansas Railroad Club, I personally had those special 35th year anniversary seals made to honor the occasion at no expense to the club. Consider those as anniversary presents. The cards themselves were printed on my computer and seals affixed by me. As of this month, I have been editor of the monthly Arkansas Railroader for 22 ½ years. (*Ken Ziegenbein*)

ANSWER TO SIGNAL QUESTION - Question in Vol. XXXV, Number 3 ARKANSAS RAILROADER: "When the power goes out, would the flashing red lights still come on at a railroad crossing if a train is approaching?" Answer: Yes. The lights are battery operated and all the commercial power does is supply power to a battery charger. The lights will operate normally as long as the batteries hold up. If the crossing has gates they will also operate as the motor in the gate mechanism is also battery powered (D-C). If the batteries are in good shape and charged up they should operate for several cycles. Now if there is no power to the crossing and the batteries get discharged the lights will not operate but one more thing happens, the hold clear relay drops and the gates will come down and stay down until power is restored. (*Gene Bailey*)

WANTED : FOR SALE OR TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

FOR TRADE - KCS Employees Timetables from the early 1970's including:

KANSAS CITY SOUTHERN LINES TIMETABLE No 5 ALL SUBDIVISIONS, Effective March 22, 1970, (Kansas City Southern Railway Co), (Arkansas Western Railway Company), (F.S.V.B. RAILWAY).

KANSAS CITY SOUTHERN LINES TIMETABLE No 47 ALL SUBDIVISIONS, (LOUISIANA & ARKANSAS RAILWAY), EFFECTIVE MARCH 22, 1970.

KANSAS CITY SOUTHERN RAILWAY COMPANY JOINT TIMETABLE No 95, AND MISSOURI PACIFIC RAILROAD COMPANY, BETWEEN C.S.JCT & G.C.L. JCT EFFECTIVE MARCH 22, 1970.

DE QUEEN & EASTERN RAILROAD - TEXAS OKLAHOMA & EASTERN RAILROAD, TIMETABLE No. 5 EFFECTIVE OCTOBER 5, 1985.

Also **DE QUEEN & EASTERN - TEXAS OKLAHOMA & EASTERN RULEBOOKS**, EFFECTIVE OCTOBER 5, 1985.

Will trade for Employees Timetables off of Arkansas Railroad and other lines such as Cotton Belt, Rock Island, Missouri Pacific etc. Contact Philip L. Moseley, P.O.Box 664, Guthrie, Oklahoma, 73044-0664, (405) 282-2577. My email: pmoseley1@cox.net.

RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

KENTUCKY – CSX - To abandon approximately 9.1 miles of railroad between milepost COQ-1.0 at McNalley and milepost COQ-10.1 near East David, in Floyd County, KY. The line traverses United States Postal Service Zip Codes 41653 and 41616. The stations on the line are located at McNally, Samson, Joyce, Marie, Permele, Beverly Ann and David. Effective on March 10, 2004. (STB Docket No. AB-55 (Sub-No. 645X, decided February 2, served February 9, 2004)

PENNSYLVANIA – PENNSYLVANIA LINES LLC/NORFOLK SOUTHERN - To discontinue service over, a 3.7-mile line of railroad between milepost EK-53.0 at Hellertown and milepost EK-56.7 at Bethlehem, in Northampton, PA. Effective on March 11, 2004. (STB Docket No. AB-859 (Sub-No. 1X) and STB Docket No. AB-290 (Sub-No. 245X, decided February 4, served February 10, 2004)

MINNESOTA – HENNEPIN COUNTY REGIONAL RAILROAD AUTHORITY - To abandon a 43.9+/-mile line of railroad, between milepost 24.6+/-near Wayzata and milepost 68.5+/-in Hutchinson, in McLeod, Carver and Hennepin Counties, MN. Effective on March 11, 2004. (STB Docket No. AB-864X, decided February 2, served February 10, 2004)

- ILLINOIS – NORFOLK SOUTHERN** - To discontinue service over a 30.4-mile line of railroad between milepost UM-47.9 at or near Mansfield and milepost UM-78.3 at or near Bloomington, in McLean, Dewitt and Piatt Counties, IL. Effective on March 12, 2004. (STB Docket No. AB-290 (Sub-No. 249X), decided February 4, served February 11, 2004)
- WASHINGTON – YAKIMA INTERURBAN LINES ASSOCIATION** - On January 27, 2004, Kershaw Sunnyside Ranches, Inc. (Kershaw) filed an adverse application requesting that the Surface Transportation Board authorize the abandonment by Yakima Interurban Lines Association (YILA) of a portion of the Naches Line, which consists of approximately 11.29 miles of rail line between mileposts 2.97 at Fruitvale, WA, and milepost 14.26 at Naches, WA. The portion to be abandoned is an approximately one-mile segment of the line that crosses Kershaw's property. comments concerning the proposed abandonment or protests (including protestant's entire opposition case) by March 12, 2004. (STB Docket No. AB-600, decided February 6, 2004, served February 13, 2004)
- MASSACHUSETTS – BOSTON & MAINE/SPRINGFIELD TERMINAL RAILWAY CO.** - Boston & Maine to abandon and Springfield Terminal to discontinue service over a line of railroad, known as the Tewksbury Branch, extending from milepost 0.0 to milepost .75, in Middlesex County, MA. effective on March 17, 2004. (STB Docket No. AB-32 (Sub-No. 97X); STB Docket No. AB-355 (Sub-No. 29X), decided February 5, served February 13, 2004)
- NEW YORK – DELAWARE AND HUDSON RAILWAY COMPANY, INC, dba CANADIAN PACIFIC RAILWAY COMPANY** - To abandon a 1.3 mile line of railroad known as the Troy Branch extending from milepost T1.81 at Green Island to milepost T3.11 at Cohoes, in Albany County, NY. effective on March 19, 2004. (STB Docket No. AB-156 (Sub-No. 24X), decided February 9, served February 18, 2004)
- WASHINGTON – BNSF** - To abandon a line of railroad between Engineering Station 87 + 62 and Engineering Station 84 + 26 in Seattle, King County, WA, a distance of 336 feet. Effective on March 26, 2004. (STB Docket No. AB-6 (Sub-No. 407X), decided February 17, served February 25, 2004)

ARKANSAS RAIL NEWS

\$25 MILLION JURY AWARD AGAINST UP

(Wynne, Arkansas) - In early March 2004, the Arkansas Supreme Court upheld a record \$25 million jury award to a Wynne man injured at a Union Pacific Railroad crossing. The amount is the highest punitive damage award approved by the Supreme Court, which concluded that the railroad company had acted with "a high degree of reprehensibility."

Chris Barber, 38, and his wife, Claudette, 35, brought the suit after Chris Barber was injured in 1998 while riding in a Browning-Ferris garbage truck that was crossing railroad tracks in St. Francis County. The truck's driver was killed. The Barbers alleged that overgrown vegetation made the crossing unsafe, that the railroad company knew of the danger from a variety of sources, including its own employees, and destroyed evidence after the 1998 accident.

The 43-page decision also states that evidence showed that visibility was impaired so that "drivers had to inch forward to a point where their vehicles were almost touching the track in order to get a clear view down the track. Moreover, by the time a person was able to adequately check the track for trains, he or she was in the zone of danger." Union Pacific's only options are to ask the state Supreme Court to reverse itself and to appeal

to the U.S. Supreme Court. Such appeals, he said, are rarely taken up by the Supreme Court. (Arkansas News Bureau)

UP TO USE BNSF TRACKS

(West Memphis) - As of February 19, 2004, Union Pacific Railroad began operating trains over Burlington Northern-Santa Fe trackage in West Memphis, Arkansas, to improve its operating efficiency between eastern Arkansas and Southern California. Union Pacific began operating up to eight trains a day over the line on Feb. 19, compared to the one train BNSF operated daily. The UP trains primarily are southbound intermodal trains destined for Southern California.

With the additional trains, track improvements costing \$2.9 million on this 5.5-mile line were and are being made. Improvements include: Removing and reinstalling over 4,700 wooden ties; Spreading 8,800 tons of rock ballast to ensure a stable roadbed; Replacing five turnouts or switches; Upgrading the rail; and Replacing the surfaces at 11 crossings. The ties and most of the rock ballast portion of the improvement project were completed last year. The remaining work will be completed in 2004.

According to Mark Davis of UP, this is BN's Hulbert Spur. It was constructed by the Kansas City, Ft. Scott & Memphis RY Co.

This part of the line is between Presley Junction and West Memphis. (Union Pacific Press Release)

CAIRO & FULTON DEPOT DEDICATED

(Hope, Arkansas) - The City of Hope dedicated the renovated Cairo and Fulton Depot and the Paul Wilbur Klipsch Conference Room and Garden in Hope March 12, 2004. Mayor Dennis Ramsey proclaimed Friday, March 12 as "Paul W. Klipsch and Cairo and Fulton Depot Day" in recognition of Klipsch's many contributions to the city for more than 60 years and in acknowledgment that the depot was the first structure built as the railroad came through present day Hope in 1873. (Mr. Klipsch was a long-time member of the Arkansas Railroad Club until sometime in the 1980s)

Paul Klipsch's most recent recognition occurred in January when he was enshrined into the Consumer Electronics Hall of Fame along side such notables as telephone inventor Alexander Graham Bell, light bulb and phonograph inventor Thomas Edison, and wireless telegraph inventor Guglielmo Marconi. (Hope Star by Frank Roth, March 10, 2004)

GENERAL RAIL NEWS

MOFFAT TUNNEL REPAIR

Amtrak announced February 14 that its Western Slope route will be moved for about a month. Repairs to the 76-year-old Moffat

Tunnel, located at the Continental Divide, will cause Amtrak's *California Zephyr* to bypass western Colorado and make its route through Wyoming into Salt Lake City.

Glenwood Springs could feel an economic blow; they'll be celebrating their 100th birthday this summer, and fear a decrease in

visitors. The exact summer closure dates have not yet been released.

NEW UP DISPATCHING SYSTEM

Union Pacific announced in mid February that it will try a new radio dispatching wide area network communications system. The integrated Ahead Communications solution streamlines voice-data communications across a multi-hop microwave network. The solution simplifies the configuration and monitoring of remote access points in the network, resulting in streamlined operations and reduced life cycle costs. (I'm not sure what this means for the current radio dispatching system – will it all be by wireless-cell communications eventually?)

BAD WINTER FOR ANTELOPES

(*Dietrich, Idaho*) - Forty-seven antelope were fatally injured when hit by a train on Union Pacific Railroad tracks east of Dietrich in February. That brought the total animal deaths on the tracks 10 miles east of Dietrich this winter to 122. 75 deer died on this same stretch of UP track in January. John Bromley from Union Pacific Railroad said the railroad has similar problems in other states, including in Wyoming. The company fenced off the tracks in one small area in that state, but the area east of Dietrich is expansive and

fencing is not feasible, he said. He said the train would need to slow to 10 mph to be able to stop in time to avoid the animals. If the snow is deep, the animals still may not clear the tracks and instead try to outrun the locomotive. Two years ago, about 20 deer were killed near the same area. A witness driving along Idaho Highway 24 reported that he had watched as the train sounded its horn. Instead of moving into the deep snow, the deer tried to outrun the train.

CHEYENNE DEPOT RENOVATION

(*Cheyenne, Wyoming*) – The historic Cheyenne Union Pacific depot has almost been completely renovated by the city. Cheyenne Frontier Days as well as the city of Cheyenne has helped in financing this renovation. There will be a museum, restaurants and other attractions at the site when renovation is completed this summer. The first floor of the museum will include the history of the Union Pacific Railroad in Cheyenne and the depot. The displays might include items found during the renovation so far, such as 100-year-old baggage receipts and silverware. (*Partly via Casper News, February 20*)

STAY OR ELSE!

(*Burlington, Iowa*) - The city of Burlington, Iowa, has filed a lawsuit against Burlington Northern Santa Fe Railway to stop jobs from transferring to Topeka and Galesburg, Ill. The suit says BNSF breached a 146-year-old contract between the railroad and Burlington that says the railroad must operate its primary shops in Burlington as part of using city riverfront property. "The city of Burlington regards the previously agreed-to contracts, regardless of their age, to be legally binding, and we argue that the Burlington Northern Santa Fe Railroad is now in breach of those contracts," said Chris King, a Burlington City Council member.

BNSF announced in December its plans to transfer 93 jobs to Topeka as part of a consolidation of the locomotive shops in Topeka. About 69 of those employees have the option of transferring to Galesburg, Ill. BNSF will keep 44 jobs in Burlington. An agreement Burlington made with the Burlington and Missouri River Railroad in 1853 -- and put in contract in 1858 -- stipulated that the railroad could use riverfront property for its operations as long as it maintained its principal shops, known as the West Burlington shops, in the city, according to The Hawk Eye newspaper in Burlington.

AMTRAK NEWS

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

♦ **TENNESSEE – EXCURSIONS NATIONWIDE** – Southern Appalachia Railway Museum, PO Box 5870, Knoxville TN 37928, runs rare-mileage train excursions nationwide and on a regular basis operates the Secret City Scenic Excursion between the former K-25 Manhattan Project facility plant to the community of Blair, Tennessee. You can contact them by calling 865-241-2140 or go their website at www.southernappalachia.railway.museum. Membership is \$30 for the first year and \$20 a year thereafter.

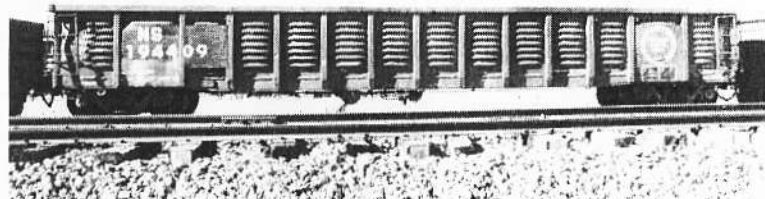
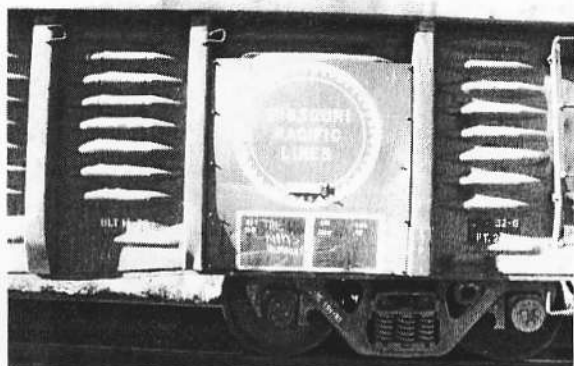
The organizer of these rare-mileage excursions is Club member Bart Jennings. He will have excursions at the end of May 2004 in Oregon, Idaho and Montana and is selling tickets. Here is the planned schedule:

Oregon Joseph Branch (Saturday, May 22) - This trip is almost sold out!; **Idaho Grangeville Branch (Sunday, May 23)**; **Central Montana Rail (Monday and Tuesday, May 24 and 25)** - Tickets are now on sale. Includes lunch and/or dinner. Check out the ticket and trip info at "www.southernappalachia.railway.museum".

♦ **OREGON – May 21, 2004** - Peter Smykla, Jr. of Pine Bluff, Arkansas, is looking at sponsoring a photo freight day on the Sumpter Valley near Baker, Oregon, on May 21, 2004, the day before the Oregon Joseph Branch trip above. The train would use 2-8-2 #19 and freight cars, probably a caboose for passengers. They have quoted a price of \$1500 for the event. It will go enough are interested. Contact Peter for more details at 870-535-4724. He needs a certain amount of riders to run the train.

♦ **ARKANSAS – CONWAY** – The Central Arkansas Model Railroad Club meets monthly on the first Monday of the month, usually at the Faulkner County Library, 1900 Tyler St, in Conway, Arkansas in the large meeting room on the left side of the library. Time is 7:00 p.m. on those Mondays. Programs vary, but include videos, layouts, general train talk, seminars, etc.

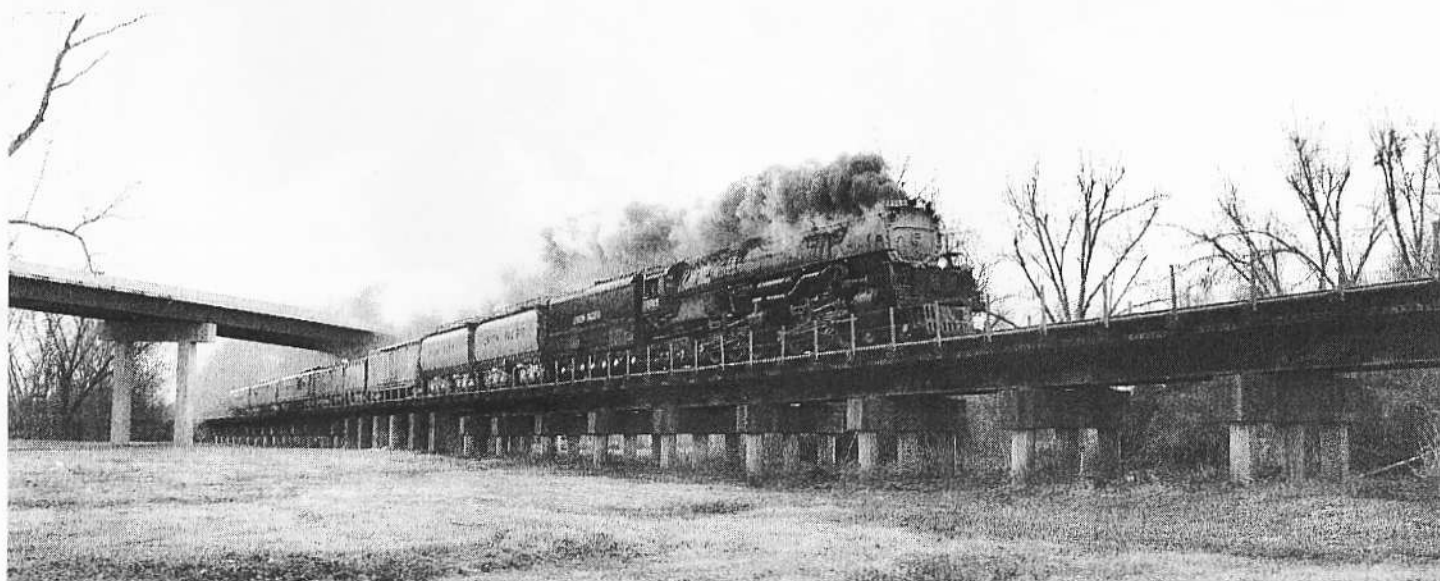
To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus \$20 for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues). Send to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

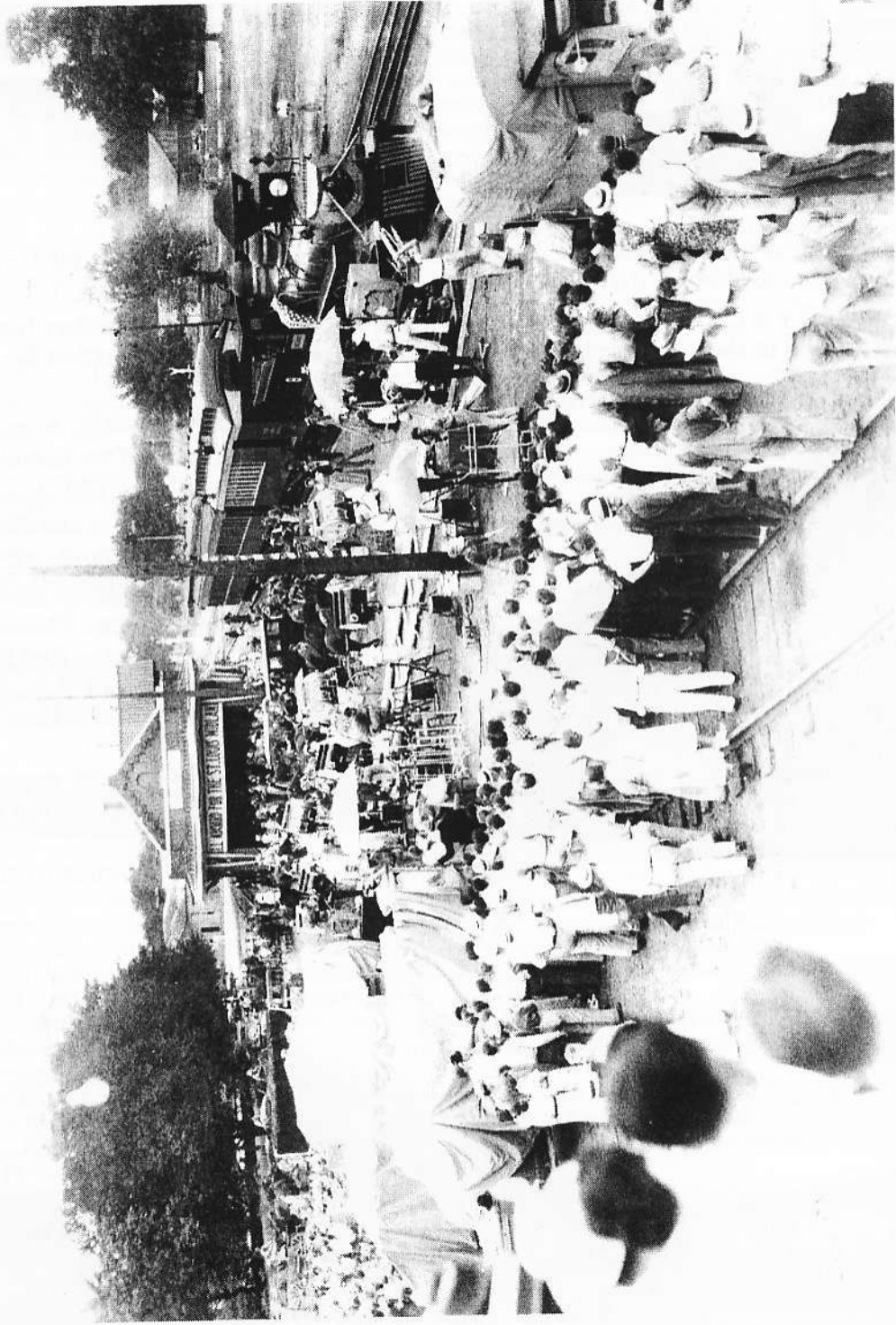


ABOVE – According to Club member Joe Webb, not all MoP rolling stock fled to the Union Pacific. At least one gondola found a new home in the Norfolk Southern family near Virginia Beach, VA. This one was in the NS's Eastern Shore RR's Little Creek yard on 13 Jan, 2004. It was delivering boulders for reinforcing and enlarging the #2 island of the Chesapeake Bay Bridge – Tunnel complex. The smallest boulder weighed 29.5 tons.



LEFT – John Hodkin, Jr. made this photo of UP 3985 in Pine Bluff on January 24, 2004 on its trip to Houston. Notice David Hoge and his son Michael. **BELOW** – Ken Ziegenbein made this photo of the Challenger as it was returning from Texas through Arkansas on its way back to Cheyenne, Wyoming. This scene was over the approach bridge to the Red River crossing in Fulton, Arkansas on February 4, 2004.





Jesse James Movie – 1938. The first train of the “St. Louis Midland R.R.” awaits departure from “St. Louis.” The view is north toward the Kansas City Southern depot at Neosho, Missouri, on September 3, 1938. The train includes Dardanelle & Russellville R.R. 4-4-0 No. 8, a Frisco combine, D&R Coach No. 14 and D&R Combine No. 12 (made up to look like a full coach again). The large umbrella is shading the motion picture camera, which is on a dolly that will run along the wooden track that angles across the station platform. This will be the first shot of the train to appear on screen in *Jesse James*. The mainline of the Missouri & Arkansas passes behind the tree in the right background to join the KCS mainline a few hundred feet behind the train. (*Larry C. Bradley collection – story inside*)