

ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 31 NUMBER 8 AUGUST 2000



Missouri Pacific No. 220 getting a brake test in Little Rock Union Depot with 4-6-2 No. 6623 on the point. This was a fast afternoon train out of Hot Springs to Memphis. You can see smoke from inbound train No. 8 just coming under the concourse. Taken November 1941. *(Mike Adams photo)*





GM&O Rebel, a gas-electric with coaches at Bogalusa, Louisiana, leaving for New Orleans in March 1950. (Eldon A. Behr photo)



Pennsylvania Railroad K4's on special trains at Bowie Race Track, Maryland awaiting the end of races to leave for Baltimore, Wilmington, Philadelphia, and Washington DC in April 1939. (Eldon A. Behr photo)

2000 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)
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BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (Chairman)
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts (prototype trains, not model trains) 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.

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly 16-24 page 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 \$17 a year more, bringing the total to \$37 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, 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:

ken.z.rw@ix.netcom.com The Arkansas Railroader is put on the Web monthly, and that address is:

<http://www.trainweather.com>

The next meeting of the Arkansas Railroad Club will be held Sunday, AUGUST 13 at 2 p.m. at Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock. The August program will be given by Bill Bailey and David Hoge on the tear-town and inspection of Cotton Belt steam locomotive 819. Refreshments will be served.

Remember that our September meeting/activity will be held at Peter Smykla's Paperton Southern Jct Railroad in Pine Bluff. It is tentatively scheduled for September 9, a Saturday. More details in the September issue.

2001 ARKANSAS RAILROAD CALENDAR - The 2000/2001 calendar from the Arkansas Railroad Club is ready. It contains **18** black & white railroad photos taken in Arkansas over the years. This is a **16-MONTH CALENDAR** starting in September 2000, ending December 2001. THE PRICE HAS BEEN REDUCED to \$5 each (plus \$1.50 postage/handling per order).

Railroads/trains included this time will be: Missouri Pacific, Amtrak, Union Pacific, Louisiana & Northwest, Rock Island, Arkansas Midland, Kansas City Southern, Southern Pacific, Cotton Belt 819 then and now, Missouri & Arkansas, Delta Eagle, Transitan industrial locomotive, DeQueen and Eastern, BNSF, plus some repeats of roadnames, but in a different time period. Contributors include: Bill Bailey, Mike Adams, Gene Hull, John C. Jones, Randy Tardy, John Mills, Robin Thomas, A. B. Simpkins, Thomas M. Binger, William Moneypeny, Gene Bailey, R. S. Plummer, Peter Smykla, Jr., Jonathan Royce, William J. Husa via Russell Tedder, and Tom Shircliff.

There's an order blank enclosed in this newsletter. We're already sold more calendars this year than other years at this time.

OUR FAMOUS PHOTOGRAPHER John Jones, will have some of the photos he took of the recent Celebrate the Century Express Train that was in Little Rock in late May included in future USPS promotional press packages of the train.

The following is reprinted exactly as is from the email received from Bart Jennings regarding the DQ&E trip September 29-October 1, 2000. This was to avoid any errors in re-typing. These tickets will sell very fast, so hurry if you want to ride any segment.

COME JOIN THE SPECIAL TIMES in DeQueen this fall as the Southern Appalachia Railway Museum, the Arkansas Railroad Club, and the Hugo Heritage Railroad assist in celebrating the 100th anniversary of the DeQueen & Eastern Railroad Company.

During September 1900, the DeQueen & Eastern was incorporated by the Dierks Lumber & Coal Company to connect their growing mill in DeQueen to the woods east of town and to the Kansas City Southern to access the nation's markets. By 1902, service had stretched as far as 11 miles east to Lockesburg. Other lands were obtained in Oklahoma and in October 1910, the Texas, Oklahoma & Eastern was incorporated to access this timber and to serve a new mill at Bismark (Wright City since World War I). In 1921, the two railroads were finally connected at West Line on the Arkansas-Oklahoma border.

Passenger service over these lines ended in 1948. The D&E was extended from Dierks to Perkins in 1957 to provide an eastern outlet, resulting in today's railroad system. Today, both lines are owned by Weyerhaeuser, which ensures the continued efficient operations of the railroads.

Therefore, this event celebrates the 100th birthday of the D&E and the 90th of the TO&E. Other planned activities will include the display of the Kansas City Southern Belle and other equipment. Special souvenirs will be available. Come and participate in the many events and ride the lines that made them all possible. Due to the expected demand, advanced tickets are recommended. You can easily order your tickets using the attached form.

Traveling to DeQueen is easy. DeQueen, Arkansas, is located 40 miles north of Texarkana, AR/TX. Air and rail service is available there. Little Rock is 150 miles to the northeast and Dallas is 200 miles to the southwest. Hotels, camping, and restaurants are available at or near DeQueen. Contact DeQueen for area information at: 870/584-3225.

TRAIN SCHEDULES

Fri., Sept. 29 4pm, 6pm

90 minute roundtrips to nearby communities such as West Line or Lockesburg. Each trip's destination will depend upon traffic conditions.

Sat., Sept. 30 7am

Roundtrip to Valliant, Oklahoma. This trip will last approximately 3.5 hours and cover the west end of the railroad.

Sat., Sept. 30 3pm

Roundtrip to Perkins, Arkansas, the east end of the line. Trip is expected to last 4 hours.

Sun., Oct. 1 12, 2pm, 4pm, 6pm

90 minute roundtrips to nearby communities such as West Line or Lockesburg. Each trip's destination will depend upon traffic conditions.

All trips depart from near the offices of the DeQueen & Eastern at 412 E. Lockesburg Avenue in downtown DeQueen, Arkansas. Trips run rain or shine. No refunds made less than 10 days before trips. Lost tickets are not refundable. Neither the sponsors nor operating railroads can guarantee schedules.

All trips will use coaches supplied by the Hugo Heritage Railroad from nearby Hugo, Oklahoma. Locomotives and crews will be provided by the DeQueen & Eastern and its employees. The sponsors wish to thank these fine organizations and

people for their assistance in running these unique trips. We hope you do too.

Special event souvenirs and snacks will be available at the train. Ask to see our shirts, hats, whistles, and other unique gifts.

ORDER FORM

Please mark your preferred time and date. Please note that seating on each trip is limited. Because of the expected demand, some trips may sell out early. Please include an alternative time and date so that we can attempt to ensure that you may participate in this historic and special event.

Groups, families, or individuals wishing to ride together should order their tickets together. All passengers will be assigned a specific car for their trip and groups will have seating reserved for them.

Please include a stamped envelope with all orders.

Name _____

Address _____

Phone _____

90 minute trips

Adults _____ @ \$15 = _____

Children(under 12) _____ @ \$10 = _____

Total = _____

1st choice: Day: _____ Time: _____

2nd choice: Day: _____ Time: _____

Valliant Trip

Adults _____ @ \$50 = _____

Children(under 12) _____ @ \$40 = _____

Total = _____

Perkins Trip

Adults _____ @ \$50 = _____

Children(under 12) _____ @ \$40 = _____

Total = _____

Your order form is above. Please include your name, address, and phone number along with the number and type of tickets desired.

Please include payment with your order. Sorry, we do not accept credit cards but do accept checks or money orders.

Send your orders to:

**SARM/D&E TRIP
P.O. BOX 32424
KNOXVILLE, TN 37930-2424**

Please include a self-addressed, stamped envelope with your order. Your tickets will be mailed several weeks before the trip. Any ticket orders received after September 15, 2000, will have the tickets available at the train beginning on Friday of the event. Please check early for your tickets. Any tickets not presold will be available the day of the train trips.

Please do not contact the railroad for information or tickets. Tickets are only available through the trip sponsors or their local representatives. Information can be obtained by writing to the above address or by contacting the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119, John Hodkin 501-945-2128 after 6 p.m.0. Remember, the sponsors are all volunteers and may not be available at all times.

About the trip sponsors:

The Southern Appalachia Railway Museum is a non-profit, volunteer organization dedicated to the preservation of railroad history in the southeastern United States. It operates the Dinner Train at Oak Ridge and the Secret City Scenic Excursion Train at Oak Ridge, Tennessee. These trains operate along a route through the former Manhattan Project site as a public educational service. Information on the organization can be obtained by writing to: SARM, P.O. Box 5870, Knoxville, TN 37928.

The Arkansas Railroad Club is a non-profit organization interested in preserving the railroading history of Arkansas. ARC conducts monthly meetings in the Little Rock area, publishes a monthly newsletter covering both historic and current railroad events, and has printed several books on Arkansas railroading. It has also sponsored rail excursions on many of the railroads in the State. Information on the organization can be obtained by writing to: ARC, P.O. Box 9151, North Little Rock, AR 72119.

The sponsoring organizations are providing the trip insurance, carhost staffing, ticket sales, and other related activities. All proceeds from these trips will be used by the two organizations to continue their efforts in preserving the history of area railroading. Both wish to thank the railroaders and citizens of DeQueen for the opportunity to run these trips.

COME JOIN IN THE CELEBRATION!

SEPTEMBER 29 and 30, OCTOBER 1, 2000

100 YEARS OF THE DEQUEEN & EASTERN RAILROAD COMPANY

Train Rides, Displays and More. All made possible by Weyerhaeuser and the DeQueen & Eastern/Texas, Oklahoma & Eastern and their employees. Ride a train as a part of this historic event!

Trips sponsored by the Southern Appalachia Railway Museum and the Arkansas Railroad Club, both non-profit, rail historical organizations. Equipment supplied by the Hugo Heritage Railroad and the DeQueen & Eastern.

Minutes for the July 2000 Meeting of the Arkansas Railroad Club President John Hodkin presiding.

(Sent electronically by our secretary, Sharon Doyal, and printed as received.)

Call to order:

The president called the meeting to order at 2:00 p. m. Sunday, July 9, 2000.

0Guests:

We had one guest, who had just joined our club, Sarah Irwin Modge. She's from Little Rock, Arkansas. She told us that she was the only member of her family that did not work for the rail road. And that she had rail

road items that she would like to share and described some of the items.

Minutes:

We dispensed with the reading of the minutes since our June meeting was at Ron Esserman's home and there was no formal meeting. The president again thanked Ron Esserman for having the club at his home.

Treasurer's Report:

The show and sale did not make money this year. We still have not received the bill for newspaper our advertisement, this will be more than what the Show and Sale netted. We were almost at the breakeven point. We did not have the attendance that was expected due in part by the timing of other events such as graduations.

NRHS Report:

None. Our representative had not heard anything. He did send member Bart Jennings our proxy for the convention coming up next week.

Board Report:

The president announced that there would be board meeting at his home Monday, July 17th at 6:30 p. m. We are required to have a board meeting in July and since the chairman is off on vacation it has been delayed for one week. The board will discuss the planned trips on the D Q & E RR. and the Show and Sale.

819 Report:

Bill Bailey reported that he had attended a regional FRA meeting. It was a three day meeting on not only steam operations but safety regulations for private, tourist and FRA regulated operations. There were ten groups representing steam locomotive operators. They found out exactly where they stand with the FRA and its regulations. Federal regulatory group feels that because of the accidents that have happened in the past two and a half years that everybody has to go through the initial level of technical proving that their locomotive is sound and in operating condition. As a result of this meeting the fiber optic inspection of the flues of 819 is not going to be viable. The flues will have to be taken out and inspected. The federal regulatory people are still allowing all of the extensions that are out on the table today, but when they expire, everybody will have to go through the new operations and regulation standards set by the FRA, this includes to some degree privately owned and operated steam locomotives as well. The 819 group will have

to initiate a training program. It will have to be documented and will help in the certification. All of this will end up being a long drawn out technical affair instead of being a difficult drawn out affair. Everyone will be going through the same process. So in essence Mr. Bailey feels that 819 is still a live and well.

Member Health Report:

Gene Hull reported that Naomi was about the same and doing fine.

Old Business:

Show and Sale: Walter Walker covered that in the treasure's report. This is something that the board will be discussing at the board meeting. We have to decide how we are going to approach this. The board will let the members know what they have decided. If anyone has any ideas or suggestions please let the board know.

Amtrak: Amtrak went daily. They are having a difficult time in maintaining their schedule. Apparently part of the reason is that they are getting "stabbed" by the *Sunset*. The *Sunset* is unable to make time on the CSX trackage. They lose a day with this problem. Amtrak is also carrying road railers to Dallas, TX. Tom Shook reported that tornados and flooding in Illinois had also delayed trains.

New Business:

D Q & E trip information is in this month's newsletter. We will need eight to nine car hosts from the club. The dates are September 29-30 and October 1st. Car hosts will have to pay for their hotel rooms and their

shirts to wear on the trip. I. P. is bringing the KCS business train. This train will be used to carry dignitaries and business officials. The business train maybe open to the public for viewing. More information will be forth coming in the next newsletter. Please let John Hodkin know if you are interested in being a car host. The public train will be using the cars from the Hugo Heritage Museum. (They are air conditioned.)

CALM RR and the Midland RR news: These two railroads have been trying to get control of the Norman Branch. The A & M took them to court and the court told them they would have to sale at scrap value. The CALM was able to meet the price.

Program:

John Hodkin reported that our program by John Jones was canceled due to the death of his brother. John Hodkin brought two train videos to watch. They were Slim Princess of California and Greg Scholl's 819.

August program will be given by Bill Bailey and David Hoge..

September program will be at Pine Bluff on the Paperton Southern Jct RR.

Randy Tardy will try to get someone from the Little Rock Street Car group to speak in October or November.

The motion was made to adjourn and it was seconded. The meeting was adjourned and we enjoyed the video programs that John Hodkin brought.

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.

WANTED - In 1936, the Rexall Train, sponsored by the St. Louis based Rexall Drug Company, toured 47 states in eight months. The train stopped in Little Rock twice, once sometime between March and June on its way west, and then again in the fall on its way from Oklahoma City to Florida and termination in Atlanta on November 19. Photos and newspaper clippings of the Little Rock visits would be much appreciated and payment made. Send information to: TRRA Historical Society, PO Box 1688, St. Louis MO 63188-1688,

314-535-3101 (evenings). Email Larry Thomas, thomas1@abcbs.com

WANTED - Small lightweight flatcar - standard gauge. Could be cast steel trucks. Contact Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754, 501-331-2030.

WANTED - History of wagons and railroads between 1860 and 1900 in the U.S., including drawings of trestles, wooden turntables, old-time buildings, engine sheds and signal towers. I'm building a G-scale

layout using this time period. Contact Peter Folen Weimar in Germany, email: p.john.weimar.de@t-online.de

WANTED - Photos of Searcy, Arkansas depots (Rock Island, M&NA, DK&S) Contact Tim Rowland, 2310 Cattail, Searcy AR 72143.

FOR SALE - Custom painted O and G Scale figures for on-train-platform and museum dioramas. For a brochure listing the many people figures available, contact

Trainsformations, Inc., 1212 Carlisle St, Natrona Heights PA 15065 or call 724-226-1330.

WANTED - Walt Babineau of Workforce, Inc, a non-profit group part of Onestop Group in West Memphis, wants to know how to get grants to restore the Missouri Pacific depot at Marianna, Arkansas. He wants to get the history of the depot, learn how to raise funds, and general contacts that can help him and his group save this depot. If you can help, call him at 870-735-6730 (day) or 870-739-4768 (night) or email him at watl@development.org

WANTED - Your slides, photos, mementos, old timetables, etc. of railroad history. If you find anything, even an old Sears catalog from the 1950s-1970s that had toy trains, write to us at PO Box 9151, North Little

Rock AR 72119 or call 501-758-1340 or email at ken@trainweather.com.

FOR SALE - The Arkansas Railroad Club's reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, over 400 pages, hardbound, foil stamped, limited run, 6"x9" book. You can order from White River Productions, Inc., 24632 Anchor Ave, Bucklin MO 64631 or call 877-787-2467. Cost is \$24.95 plus \$5 shipping (or you can pick one up at a club meeting and save the postage).

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest*. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design

and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of \$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 877-787-2467.

FOR SALE - James R. Fair's book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. You can now order directly from Mr. Fair. He'll even autograph it for you. Cost directly from him is only \$34. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689.

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.

IDAHO - CAMAS PRAIRIE RAILNET, INC. - To abandon the 2nd Subdivision or Grangeville Line from m.p. 0.00 near Spalding, Idaho to m.p. 66.8 (end of track) near Grangeville, Idaho, a distance of 66.8 miles. It included the stations of Lapwai, Sweetwater, Culdesac, Nucrag, Ruebens, Craigmont, Ferdinand, Cottonwood, Fenn, and Grangeville. Must file protests by July 25, 2000. (STB Docket No. AB-564, no sub number, decided June 9, served June 15, 2000).

TEXAS - UNION PACIFIC - (Following is from an abandonment notice in the Fort Bend, Southwest Sun of June 29, 2000 sent in by Maury Gibson). To abandon the Bellaire Subdivision from m.p. 3.84 near Bellaire Jct in Houston to m.p. 52.9 in Chesterville, Texas, a distance of 49.42 miles. The line includes the stations of Bellaire Jct, Bellaire Team, Jeannette, West Park, Alief, Quality, Clodine, Fulshear, Simonton and Wallis. No effective date, but they were to file July 7. (STB Docket No. AB-33, Sub No. 156) (Thanks to Dan Barr and Maury Gibson for the newspaper notice of this).

ARKANSAS RAIL NEWS

NEW LINE?

(*Pine Bluff*) - The Surface Transportation Board on May 4 conditionally granted Entergy Arkansas, Inc and Entergy Rail the right to build an 8.6 mile rail line between Entergy's White Bluff electric generator plant and a line of formerly Southern Pacific

Railroad near Pine Bluff.

RAIN DELAYS

(*Fort Smith*) - Back in June, the Arkansas and Missouri Railroad had to curtail train operation due to very heavy rains in Northwest Arkansas. The worst damage was

to a 250 foot stretch of track located 2 miles north of Chester, where the track runs close to a creek. A&M President Larry Bouchet said that 12 feet of railroad were washed out to a depth of 35 feet. It took four days and 150 truckloads of fill to repair the damage.

GENERAL RAIL NEWS

OPERATION LIFESAVER FACTS

Black & Veatch's *Foundation* newsletter had an interesting story on Operation Lifesaver in its May 31, 2000 edition. It also featured Jim Johnson, former public relations head at Southern Pacific Railroad and pretty well known in the Pine Bluff area (he's now E&T Division Safety Manager at Black & Veatch and heavily involved in Operation Lifesaver, editing OL newsletters for Kansas, Missouri and Oklahoma). Years ago, he witnessed a rail crossing crash that killed three associates and his wife's aunt died in a car/train collision.

Some Operation Lifesaver statistics include: Motorists and their passengers are 40 times more likely to die in a crash with a train than any other type of collision; A locomotive alone can weigh 200 tons - an entire train can weigh between several hundred tons and 15,000 tons; When a train hits an automobile, it's about the same weight ratio as an automobile running over an aluminum can.

Meanwhile, researchers at Georgia Tech are working on a crossing warning device called the Lane Ranger. This device is a radar detector that could be put in buses or cars (about \$100) and a special brick-size transmitter in locomotives (\$600) that would send out a nine-digit code that would activate the receivers and put out a high pitched sound when it detected the locomotive. (*Atlanta Journal-Constitution*, June 21, 2000)

ALASKA/CANADA/US CONNECTION

(*Anchorage, Alaska*) - Feasibility study money was voted by the U.S. Senate to

study building a 1,150 mile rail connection between the Alaska Railroad at Anchorage and Fort Nelson, British Columbia, Canada. From there rail travel could move into the U.S. Rail cost about \$2 million a mile in Alaska, so the total cost in Alaska would be about \$2 billion.. (Gee..a future *Alaska Eagle* could carry passengers from Little Rock to Fairbanks). (*Anchorage Daily News*, June 22)

BRANSON SCENIC IDEAS

(*Kansas City*) - Owners of the Branson Scenic Railway in Branson, Missouri have expressed interest in starting and operating commuter rail service in the Kansas City area between Kansas City and Olathe and Grandview. However, BNSF's freight traffic is so great on these lines that commuter traffic could be a problem.

Branson Scenic carries tourists on 40-mile excursions out of Branson and carried 90,000 passengers last year and expects to carry 100,000 in 2000. (*Kansas City Star*, June 19, 2000 via Jim Johnson)

RAILROADS ON-LINE

BNSF is developing an Internet management system called Freightwise, which will link truck and rail shipments electronically. It's supposed to bring shippers and sellers together and also enable Web-based tracking of freight car availability. CSX, UP, CP, and NS said they are creating Arzoon, an Internet-based transportation management system. BNSF said that they hope the new online systems will help them utilize the 65,000 idle cars each day. About 80 percent of the large

railroad's business today comes from contracts with such companies and Wal Mart, GM, UPS and big coal and chemical shippers. (*Houston Chronicle*, June 21, 2000 via Dan Barr)

COG RAILWAY CHANGES

(*Mount Washington, New Hampshire*) - Owners of the Mount Washington Cog Railway what takes people up the mountain the Mount Washington are studying changing their coal-fired steam engines to new, state of the art, oil burners. 70,000 people ride this railway each year.

WISH GRANTED

On April 29, the BNSF granted the wish of a terminally ill little boy by allowing him to ride in the engine of a BNSF freight train from Los Angeles to Fullerton, California. The trip was sponsored by Make-A-Wish Foundation.

NON-STOP INTERMODAL SERVICE

The BNSF announced that on May 21, it began a non-stop, five day intermodal service between Southern California and Atlanta/Florida. The service will run on BNSF from California to Dallas, with NS providing service between Dallas and Meridian via agreement with the KCS then on its own line east of Meridian.

ART TRAIN IN OKLAHOMA

The Artrain USA has five cars of art, this year sponsored by NASA. It will be in Oklahoma in September (Woodward, Sep 6-10; Oklahoma City, Sep 13-17; Bartlesville, Sep 20-24; Muskogee, Sep 27-Oct 1;

Durant, Oct 4-8). For more information, contact Artrain at 1-800-278-1971, or <http://www.artrain.org>. The Artrain got started in Michigan in 1971. (Thanks to Dan Barr)

TROLLEY TRACK TO TRAIL

(Kansas City) - The right of way of the old Kansas City Trolley tracks that ran in the

85th Street and Prospect areas of Kansas City was turned into a hiking trail July 8. (*The Wednesday Magazine, via Jim Johnson*)

LAST-BUILT STEAM ENGINE FOR SALE

(New Jersey) - The last mainline steam engine built in the U.S. (in 1948) and used recently in tourist runs on New Jersey

Transit lines, is being sold. It is Chesapeake & Ohio's No. 614. Ross Rowland has owned the engine since 1979. He says it is up to date and can even pull Amtrak trains if needed, since it has all the modernized equipment. They want \$1 to \$3 for it. (*Boston Globe, July 15, 2000*)

AMTRAK NEWS

BIG JUMP IN RIDERSHIP - The *Texas Eagle*, after going daily, posted a 71.9% increase in ridership in June 2000 compared with June 1999. This increase is above and beyond what the addition of 3 days a week did to the train.

GUARANTEED!

After months of training, Amtrak now offers unconditional travel guarantees, whereby passengers who aren't satisfied can get free passage on future trains. This new policy began July 6.



NEW AMTRAK LOGO

Here's the new Amtrak logo revealed July 6 by Amtrak. The old "pointless arrow" will be phased out, so get those pictures now.

ONE-YEAR ANNIVERSARY

(Oklahoma City) - On June 14, 2000, Amtrak's Fort Worth to Oklahoma City *Heartland Flyer* celebrated its first successful year of operation. It carried 68,403 passengers that year.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

DURANGO, COLORADO - August 24-26, 2000 - The Colorado Railroad Museum has agreed to run their Goose #2 along with Goose #5 at this year's Durango & Silverton Railfest. Trackwork began in Doloras to lay track through the Town Hall parking lot so Goose #5 can run trips on this short track beginning in July. Information from the Colorado Midland Rails, Chapter NRHS via the Gateway Railletter.

FORT WORTH, TEXAS - September 20-24, 2000 - Joint Texas Burlington-Rock Island Convention - Will include many slide shows featuring Rock Island and Burlington Zephyr subjects, field trips to BNSF, BNSF Executive train excursion round-trip Fort Worth-Dallas-Teague, Texas Zephyr train show. For registration information contact

Steve Goen, Joint Texas Convention 2000, 1519 Sweetbriar Dr, Wichita Falls TX 76302-2911, 940-767-4843, or email at charleswoodward@hotmail.com

JACKSONVILLE, ARKANSAS - October 14, 2000 - **NOTE DATE CHANGE** - Second annual Arkansas Valley Model Railroad Club's Train Show, Jacksonville Community Center, Jacksonville, Arkansas, 10 a.m. to 5 p.m. Admission is \$3, kids 12 and under free. For table reservations, contact Jerry Fussell, 412 W 51st St, North Little Rock AR 72118, 501-758-2590.

HOT SPRINGS, ARKANSAS - The Hot Springs White River Scenic Railroad is running excursions out of Hot Springs on Wednesdays, Fridays, Saturdays and

Sundays through the winter. They leave from the Hot Springs Transportation Center. Prices are \$19.95 for first class, \$11.95 coach and \$6.75 for children. Call 888-824-1022 for tickets.

WORLDWIDE - Trains Unlimited Tours is again offering rail journeys worldwide (Russia - including a last Trans-Siberian all-steam trip for \$16,000, Africa, Mexico, South America, U.S., Canada, Peru, Alaska, Argentina, Copper Canyon. For a brochure and more information call 800-359-4870 or write Trains Unlimited Tours, PO Box 1997, Portola CA 96122.

EAST ELY, NEVADA - Nevada Northern Railway Museum will operate many steam and diesel excursions in 2000

starting May 13 and running through September 16. Call them at 775-289-2085.

ARKANSAS TOURIST LINES - (FLIPPIN, ARKANSAS) - White River Scenic Railroad will run Flippin-Calico Rock from April 1 to November 30. A dinner train will also be run. Call 870-435-

6000.**(SPRINGDALE-VAN BUREN)** - The Arkansas & Missouri Railroad will run between Springdale and Van Buren and Van Buren to Winslow. Call 800-687-8600.
(EUREKA SPRINGS) - The Eureka Springs & North Arkansas will run a steam excursion out of Eureka Springs April 1

through October 30 over the former Missouri & North Arkansas right of way. Lunch trains also available. Call 501-253-9623. (From February 17, 2000 Arkansas Democrat-Gazette)


NOT WELL KNOWN FACTS OF RAILROAD HISTORY

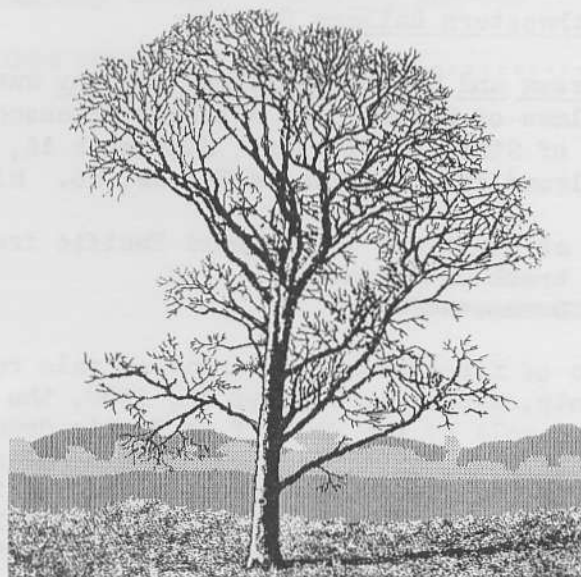
by: Gene Hull (written June 2000)

On 19 December 1827, the SOUTH CAROLINA CANAL AND RAILROAD COMPANY was incorporated and built the railroad from Charleston to Hamburg, opposite Augusta, Georgia. The motive power was a stable of 0-4-0s known as horses.

In 1830 only eight miles of rails had been laid out of Charleston and Horatio Allen was chief engineer. He was a man of bold and unusual ideas.

“There is no reason to expect any material improvement in the breed of horses in the future while, in my judgement, the man is not living who knows what the breed of locomotive is to place at command.”

It was in December 1830 when the steam locomotive, weighing about five tons and known as “Best Friend of Charleston” ran successfully on the South Carolina Railroad. It was the first one built in the United States and was constructed by a fellow named Miller, a former resident of South Carolina. The railroad became the first scheduled steam railroad in the United States. 



12
MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 13 (Gene Hull)

Purchased Lines

This company was organized and its line of road built by The Missouri Pacific Railway Company, and was operated by that company until July 1, 1891, when a lease was executed to The K. & C.P. Ry.Co. for a term of twenty-five years.

The property and franchises of the company were purchased by The Missouri Pacific Railway Company by deed dated January 18, 1910, and the organization of The P. & S.L. R.R. Co. was no longer maintained and ceased to exist.

9. St.Louis, Oak Hill and Carondelet Railway Company:

This company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, May 1, 1886, and constructed a double track railroad from a connection with The Missouri Pacific Railway Company's main line near Tower Grove to a point east of Ivory Avenue at Carondelet. Completed October 24, 1887, and opened for operation January 1, 1889. Mileage 6.30

Termini: From H.B. at Oak Hill Branch connection, approximately 310 feet west of center of Tower Grove depot, to a point 90 feet east of east line of Ivory Avenue, Carondelet.

~~Color on accompanying map - Violet, No. 51~~

The company was organized and the line built by The Missouri Pacific Railway Company and operated by that company by virtue of stock ownership until purchased by deed dated January 18, 1910. The organization of this company is still maintained for purposes of litigation.

10. Sedalia, Warsaw and Southwestern Railway Company:

(a) The Sedalia, Warsaw and Southern Railway Company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, September 16, 1879, and constructed a narrow gauge railroad from Sedalia to Warsaw, Mo. Mileage 43.23

Termini: From end of track at south end of Missouri Pacific freight house at Sedalia to end of track at Warsaw.

~~Color on accompanying map - Brown, No. 16~~

Pursuant to a decree of foreclosure and order of sale rendered by the Circuit Court of Pettis County, Missouri, October 30, 1890, the railroad and other property of this company were sold by the Sheriff of Pettis County, acting as Special Commissioner, on January 10, 1891, and purchased by George C. Smith and L.G. McNair, Trustees; deed of Ellis R. Smith, Sheriff and Special Commissioner, to said purchasers, dated January 19, 1891. By deed dated April 15, 1891, George C. Smith and L.G. McNair, Trustees, conveyed the railroad and other property so acquired by them to the Sedalia, Warsaw and Southwestern Railway Company. The organization of the S.W. & S. Ry.Co. was thereafter no longer maintained and ceased to exist.

Purchased Lines

The Sedalia, Warsaw and Southwestern Railway Company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, April 7, 1891. The company was organized by The Missouri Pacific Railway Company, which operated the line by virtue of stock ownership until January 1, 1891, when a formal lease was executed covering the operation of the property.

The line was operated as a narrow gauge railroad until August 3, 1902, when the gauge was changed to standard.

By deed dated January 19, 1910, The Missouri Pacific Railway Company purchased the property and franchises of the S.W. & S.W. Ry.Co. and the organization was no longer maintained and ceased to exist.

11. Coffeyville to State Line:

This line was constructed by the Kansas and Arkansas Valley Railroad Company and by them sold to the Kansas and Arkansas Valley Railway, and the latter company in turn sold all of its property, including this piece, to the St.L.I.M. & S. Ry.Co. ~~(see page 54)~~. It was purchased by The Missouri Pacific Railway Company by deed dated September 1, 1909, executed and acknowledged February 9, 1910. Mileage 2.41

Termini: From K. & A.V. connection, 0.04 mile south of center of depot at Coffeyville, to the Kansas-Oklahoma state line (joining the rails of the St.L.I.M.& S. Ry.) ~~(see page 54)~~, 2.21 miles, and west leg of wye at Coffeyville, 0.20 mile.

~~Color on accompanying map - Violet; Nos. 53 and 54.~~

Total mileage of lines purchased 518.99

ARKANSAS RAILROADER

XIV. OTHER CHANGES IN MILEAGE SINCE CONSOLIDATION

	<u>Addi-</u> <u>tions</u>	<u>Deduc-</u> <u>tions</u>
1910-1911		
Connection at Pleasant Hill with C.R.I. & P. Ry. (0.18) and at Centropolis with St.L. & S.F. R.R. (0.09), to complete through line from Pleasant Hill to Centropolis	0.27	
Color on accompanying map - Brown, Nos. 54 and 55.		
Yates Center Branch - Track removed on old main line (See 11, 10, page 47)		4.57
1911-1912		
Oronogo Branch - Headblock moved back on main line (See 12, 54) page 59	0.02	
Color on accompanying map - Orange, No. 42 A.		
Yale Spur removed (See 12, 3, page 59)		0.40
Chetopa Spur removed (See 12, 3, page 58)		0.81
1912-1913		
J.C.B. & L. Branch - Headblock at Cole Jct. moved back on main line (See 11, 20, page 14)	0.01	
Arkansas City Branch - Remeasurement (See 11, 11, page 41)		0.10
Connection with The K.H. & P. R.R. Co. at Kiowa constructed	0.69	
Color on accompanying map - Garmin, No. 50 A.		
1913-1914		
No changes.		
1914-1915		
Connection at Sheffield constructed from H.B. connection on main line 1.01 mile west of K.C.S.W. Jct. to connection with K.C. Terminal Ry. near Sheffield	0.16	
Color on accompanying map - Garmin, No. 106 A.		
"C.G.W. Crossover" constructed from Nebraska Ave. connection, 2.24 miles west of Kansas-Missouri state line, to connection with C.G.W. Ry.	0.16	
Color on accompanying map - Brown, No. 106 B.		
Main Line, St. Louis to Cole Jct. - Remeasured		0.49
Lebanon Branch - H.B. moved back on main line connection (See 11, page 11)	0.03	
	1.83	5.88
Net deductions		4.05

XV. LINES CONTROLLED THROUGH STOCK OWNERSHIP

1. St. Joseph and Central Branch Railway Company:

Incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, September 16, 1905. The Missouri Pacific Railway Company organized the company and owns all the capital stock and operates the line, which was completed in July, 1910.

Termini: From H.B. connection with C.R.I. & P. Ry. near Donovan to connection with Union Terminal Ry. at South St. Joseph, Mo., 0.21 mile, and from connection with Union Terminal Ry. 3.54 miles north of South St. Joseph to a point 0.04 mile north of center of freight house at St. Joseph, Mo., 0.44 mile; a total mileage of 0.65

~~Color on accompanying map - Carmine, Nos. 108 and 109.~~

2. Edgewater Terminal Railroad Company:

Incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, November 19, 1900. The Missouri Pacific Railway Company organized the company and owns all the capital stock and operates the line.

Termini: From H.B. at connection with main line at M.P. 282.59 to Missouri-Kansas state line (joining the rails of The E.C. Ry. Co.), 0.96 mile, completed August 1, 1912; and from Edgewater Terminal Branch "C" Connection to "A. & C. Junction" (on Missouri-Kansas line), 0.94 mile, completed June, 1915. Total mileage 1.90

~~Color on accompanying map - Violet, No. 75.~~

3. The Edgewater Connecting Railway Company:

Incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, March 7, 1906. The Missouri Pacific Railway Company organized the company and owns all the capital stock and operates the line, which was completed August 1, 1912.

Termini: From Missouri-Kansas state line (joining the rails of the E.T. Ry. Co.) to H.B. connection with main line near south end of Kaw River Bridge. Total mileage 0.46

~~Color on accompanying map - Orange, No. 76.~~

Total mileage of lines controlled through stock ownership 3.01

113
114
115

ARKANSAS RAILROADER

XVI. LEASED LINES

1. Boonville, St. Louis and Southern Railway Company:

Entire line, from Boonville to Versailles, Missouri, leased July 1, 1910 (renewal) for ninety-nine years. Consideration, \$25,000 per year and maintenance and taxes. Mileage 43.95

Termini: From west line of Fifth Street at Boonville to end of track at Versailles.
~~Indicated on accompanying map by black double lines; No. (A).~~

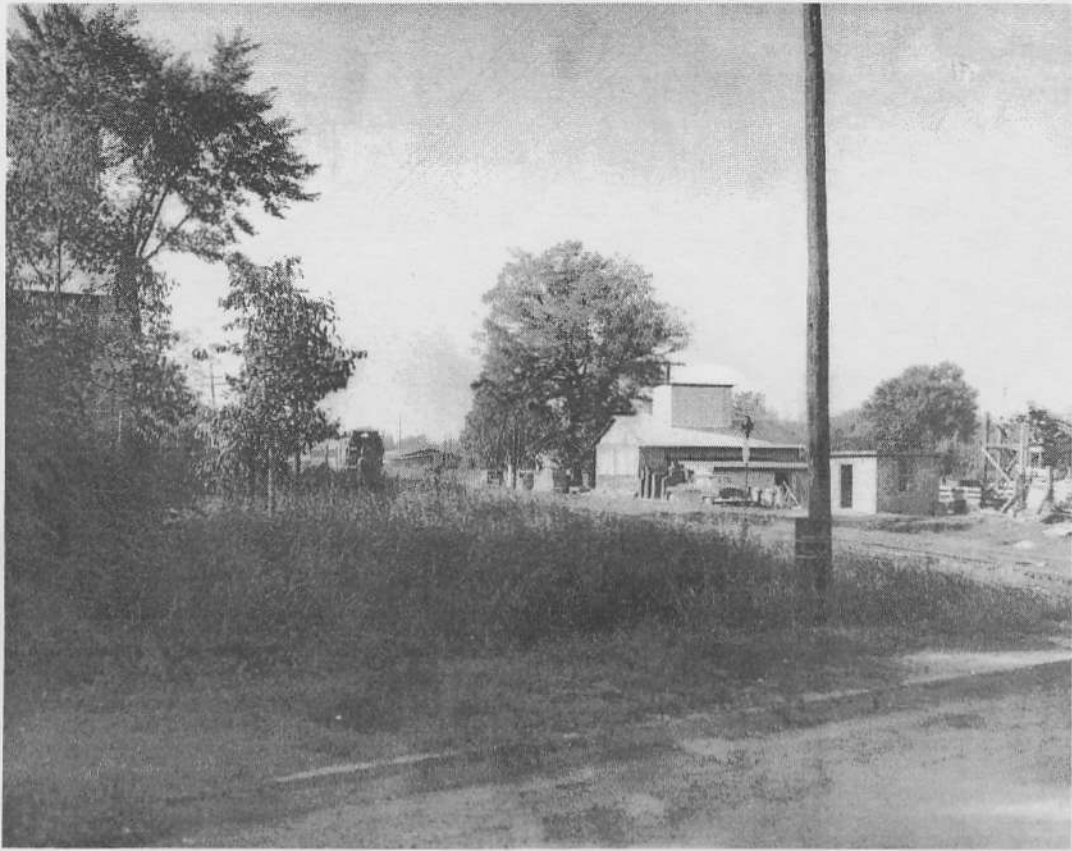
History

The Osage Valley and Southern Kansas Railroad Company was incorporated by an act of the General Assembly of the State of Missouri, approved November 21, 1857 (Session Acts 1857 p. 59), which authorized the construction of a railroad "commencing at a point between Jefferson City and Round Hill by the most direct and practicable route through the Counties of Morgan, Benton, Henry and Bates in the direction of Emporia in Kansas Territory." The charter was amended by an act of the General Assembly approved December 9, 1859 (Session Acts 1859 p. 452), by which amendment the company was authorized to extend its railroad from the town of Tipton, in Moniteau County, to the city of Boonville, in Cooper County. The road was constructed between the last mentioned points and completed in November, 1868. On February 10, 1868, the company leased all its railroad and property to the Pacific Railroad for a period of thirty years from date of completion, for a consideration of 35% of the gross earnings, and the Pacific Railroad commenced operating the property on November 20, 1868.

Default having been made in the payment of the interest on First Mortgage bonds dated July 1, 1868, the property and franchises of the company were sold by the Trustees under the mortgage on September 14, 1875, to John H. Tracy; deed of James M. Nelson, William E. Burr and George T.M. Davis, Trustees, to John H. Tracy, dated September 14, 1875.

Tracy in turn, on January 25, 1878, conveyed 164 two-hundredths parts to the Boonville, St. Louis and Southern Railway Company; on February 5, 1878, conveyed 18 two-hundredths parts to that company; and on September 26, 1878, conveyed 5 two-hundredths parts to that company. On March 28, 1878, Tracy conveyed to M.H. Phalen, as Assignee of the Central Savings Bank, 13 two-hundredths parts; Phalen, on March 8, 1880, conveyed these 13 two-hundredths parts to the Boonville, St. Louis and Southern Railway Company.

The Osage Valley and Southern Kansas Railroad Company entered into a contract with Joseph L. Stephens for building an extension of the road from Tipton to Versailles, and this was completed July 1, 1880. Default was made in paying the contractor and that portion of the line was sold under decree of court to Joseph L. Stephens; deed of Hugh A. Garnell, Sheriff of Moniteau County, covering property in that County, to Joseph L. Stephens, dated March 11, 1881, and deed of Chas. B. Howard, Sheriff of Morgan County, covering property in that County, to Joseph L. Stephens, dated February 11, 1881. Stephens in turn sold the property to the Boonville, St. Louis and Southern Railway Company; deed of Joseph L. Stephens and Wife to B.St.L. & Sou. Ry., dated August 1, 1881.



A Rock Island accident investigation photo taken between 8 and 9 a.m. on October 21, 1954 at Texas Street crossing in Ruston, Louisiana. They were investigating a crossing accident injury when a car was hit by a Rock Island passenger train on October 20. Camera is pointing south. Notice Rock Island Passenger Train #32 to the left, crossing Arizona Street, about 400 feet south of Texas Street, where the accident occurred. The train consists of the power unit and one coach, total length 150 feet. (*L. T. Walker collection*)



A Rock Island accident investigation photo taken between 1 and 2 p.m. January 19, 1950 at Butterfield, Arkansas in connection with a fatal crossing accident at this Highway 270 crossing on January 18. The car tried to avoid a Rock Island freight train by turning left before hitting the train. The Rock Island's Malvern switcher with engine 2652 is backing to the east over this crossing at the time the photo was made. Camera is looking north. (*L. T. Walker collection*)



Some of these rough hand-hewn crosssties were laid in 1896 to form a balloon turnaround for reversing narrow gauge engines on the Silverton Northern Railroad near Eureka, Colorado. (Gene Hull photo)

REMEMBER WHEN

by: Gene Hull

In this rapidly changing world of railroading we often hear the phrase - DO YOU REMEMBER WHEN.

This often is associated with a nearly-alive steam locomotive; less often about a warm, snugly caboose bouncing behind a long freight train on a cold, dark night; very seldom concerning a clattering telegraph instrument with a tobacco-can decorated sounder.

The discovery of a long lost negative recently brought to mind those words - REMEMBER WHEN. It was late in October 1975, and my secretary - traveling companion (wife) and I rambled up the narrow canyon of the Animas River north of Silverton, Colorado. Groves of yellow-orange Aspen (birch) trees clung to the mountainsides. A brilliant sun warmed the crisp, cool air. It was a perfect day for railroad exploration.

North from Silverton, Colorado Highway 110 has obliterated much of the right-of-way of the 12-mile Silverton Northern narrow gauge built by Otto Mears in 1895-1904. Rails reached the gold mining camp of Eureka, eight miles north of Silverton, in June 1896. Track was laid an additional four miles to serve the Gold Prince mine at Three Forks, head of the Animas River in 1904.

The grade was very easy between Silverton and Eureka, but on the last four miles the average grade was 5.77 percent, with a ruling grade of 7 percent! The little Consolidation engines could take one car loaded with coal and one empty up to Animas Forks, and could bring three cars of gold ore down to Eureka. It was necessary to keep the cars upgrade ahead of the engine for the sake of safety. The engine ran backward down to Eureka. About a half-mile south of

Eureka was a turnaround balloon track on the west side of the main line. It was laid on a 30-degree curve. Locomotives were reversed here to continue on to Silverton.

On the long day of our exploration were found two diverging rows of ancient hewn crosssties. Except for short segments of eroded roadbed, these old ties were the only remains of the Silverton Northern. A bit of research showed we had found the balloon turnaround.

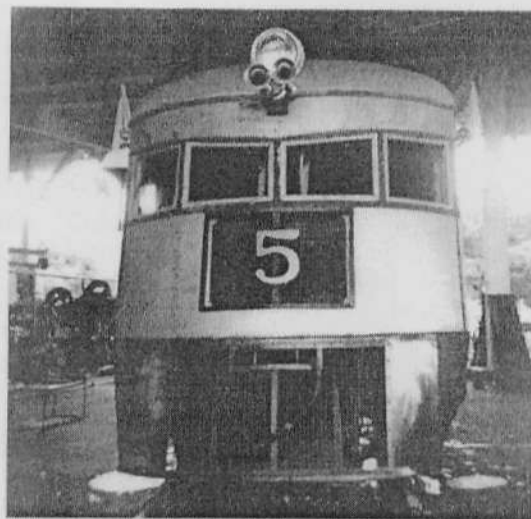
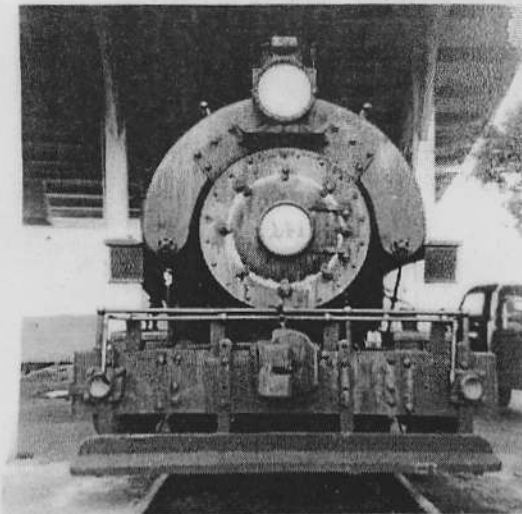
In 1936, the track from Eureka to Animas Fork was removed. The Sunnyside Mine at Eureka was closed in 1939 and the Silverton Northern was sold for \$17,000 in 1942 for scrap.

Is there anyone who can REMEMBER WHEN the little narrow gauge engines used this balloon turnaround? 🚂

ARKANSAS RAILROADER



Upper Left - Panama Railroad #299, June 21, 1956. **Upper Right** - Panama Railroad tank car #2505, 21 June 1956 in Panama City, Panama. **Lower Left** - Panama Railroad RS3, June 21, 1956. **Lower Right** - Panama Railroad boxcar 8082 (wooden car) 21 June 1956. (Photos by Doug Harley)



Upper Left - US Army 441 at Panama City roundhouse - last active steam engine n Panama, June 21, 1956. **Upper Right** - US Army 441 at Panama City, closeup of front. **Lower Left** - Panama Railroad #299, a 2-6-0, on display in Panama City, June 21, 1956. **Lower Right** - President of Panama's private motorcar, *Panama City*, about 21 June, 1956. (All photos by Doug Harley)