



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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FEBRUARY 1994



COVER PHOTO - Former Seaboard Coast Line right-of-way through Willacoochee, Georgia in 1983 or 1984 shortly after abandonment. This line used to run from Albany to Waycross, Georgia. (Ken Ziegenbein photo)

BOTTOM - Santa Fe northbound freight through Hardy, Arkansas on Burlington Northern tracks, August 2, 1993. The Spring River lies just to the other side of the tracks. (Ken Ziegenbein photo)



1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<u>BOARD</u> -	Robin Thomas '95 10980 Rivercrest Dr #26 Little Rock AR 72212-1412 501-225-1952	<u>BOARD</u> -	Peter Smykla '96 2800 West 37th Pine Bluff AR 71603 501-535-4724
<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on Sunday, February 13 at the Twin City Bank in North Little Rock. The program will be given by PETER SMYKLA, JR. and will be on railroads of New Zealand and Australia, plus other rail slides that Peter took the last year or so in various places. Refreshments will be served. The public is invited.

FUTURE PROGRAMS - Vice President TOM SHOOK has some exciting programs lined up this year, including: May 13 - Dick Byrd on the Colorado Narrow Gauge lines; April 10 - Walter Walker on railroad china; May 15 - MEETING IN PINE BLUFF at the Union Station with a program of Cotton Belt stories, using the Cotton Belt singers.

RAILROADER IN NASHVILLE - The January issue of the *Nashville Flyer* had 3 of its 4 pages reproducing parts of the September Arkansas Railroader. We appreciate the effort.



RAILROADER PRESERVED - For your information, the Arkansas Railroader is, and has been for years, preserved on microfilm at the Arkansas History Commission. They have all the issues on film.

NEWS FROM BART - BARTON JENNINGS, past president of our club, continues to be a very active train chaser. His show here January 1 on Russia's railroads (and other countries) was quite interesting. After seeing Russia and how rundown some of their towns are, it made us feel fortunate to be living here (even glad to see a McDonalds once in a while!) Bart now lives in Tennessee.



WELCOME NEW MEMBERS - In early December, I sent out letters to all who rode with us on the 3985 excursion in 1992, giving them a coupon with which to join or to buy a calendar. Well, here are some new members gained by that mailing, plus a couple of others:

VERNON McCROSKY, 708 Richard St, Hot Springs AR 71913
 MICHAEL P. MURPHY, 1302 Watkins St, Conway AR 72032
 RICHARD & LEONA HEERBOTH, 415 W 4th St, N Little Rock AR 72114
 STEWART W. LONG, 28 NOB View Cir, Little Rock AR 72205
 MICHAEL C. THOMSON, 2144 Country Way, Fayetteville AR 72793
 CLIFFORD FRANKS, 201 East 5th, Russellville AR 72801
 KEITH R. WHITE, 1316 W 175th St, Hazel Crest IL 60429
 MICHAEL FINZEL, 7032 Palamar Ter, Seabrook MD 20706

WELCOME ABOARD!!

MEMBERSHIP CARDS - I've been including membership cards inside the monthly newsletter mailings, once your 1994 dues have been paid. Be sure to check your envelopes closely. I've also sent out feelers to other surrounding clubs about the feasibility of them mailing us their flyers for inclusions with our mailings, in return for them getting our flyers to mail with their newsletters. So far, the Central Oklahoma Railfan Club and the Memphis Chapter have agreed to this, so you may be seeing more from surrounding clubs. This would not increase our mailing costs one bit. Using envelopes makes this feasible.

MEMBERSHIP ROSTER TO BE MAILED - We will be sending out our annual membership roster with the March *Railroader*, deadline being February 15. Should you NOT wish your name, address or phone number to go out to all our members, please let me know by February 15. These will only be mailed to members, not other clubs or newspapers. Which brings me to another point:

DUES ARE PAST DUE - Look at your mailing label. If it says 12/93, that means your Arkansas Railroad Club membership has expired. Please renew as soon as possible (a coupon is enclosed). This is your Second Notice.

SHOW & SALE - Flyers have been run off (2,500) for the April 30 show and sale at the Hall of Industry. Pick some of these up at the February meeting to hand out and give to stores. Also, WE NEED HELP in planning, laying out, and other things related to this event. To volunteer, contact our club president, MATT RITCHIE at 967-6627. We plan to make money this year. Plus, IT'S FUN TO ATTEND! Matt also needs volunteers set up to help with the tables, registration, etc.





KCS LONGEVITY - Member GERALD A. HOOK of Baton Rouge, Louisiana has been with the Kansas City Southern now for 24 years, and Baton Route for seven years. He's currently the Regional Director of Sales.

TELEGRAPHERS WANTED - Our historian R. W. McGUIRE would like any of you who were or know about telegraph operators, Western Union, News organizations, INS, Hams that once used telegraph equipment to contact him at 501-375-1738.

ARKANSAS RAIL NEWS

RECENT ARKANSAS CROSSING ACCIDENTS - Here is a list of train/car accidents reported in newspapers in the recent past: BAY, Arkansas - noon December 6 - at Highway 158 and Robinson Street - driver in stable condition (46-year-old Janith Travis of Bay) - Burlington Northern tracks - car was 1988 Nissan Sentra (*Jonesboro Sun*); CONWAY - 12:30 p.m. December 6 - at private drive west of Hwy 65B - driver released from hospital (James Randall Woodfield, 37) - Union Pacific tracks - 1993 International truck (*Conway Log Cabin*); LAVACA - nighttime December 8 - at Hwy 96 crossing - driver (71-year-old Murl Harris) was killed when he ran into side of derailed car in the middle of the road at 55 mph. No skid marks were seen. - Fort Smith Railroad tracks - car type unknown (*Charleston Express, Charleston*).

SANTA TRAIN IN NORTHERN ARKANSAS - (Batesville) - The Missouri and Northern Arkansas Railroad's Batesville switch engine and caboose carried Santa Claus along the White River Line on December 11, with stops at Newark (8 a.m.), Moorefield (9:45 a.m.), Batesville (9:55 a.m.), Guion (noon), Calico Rock (1:45 p.m.), Norfork (3 p.m.), and Cotter (4:15 p.m.). A Christmas dinner was given to one needy family in each town based on suggestions received enroute. Also, a list of children's names was gathered along the trip with a drawing determining the winner of a train set (for a boy) and a doll (for a girl). An estimated 400-500 children and adults showed up at the train in Calico Rock. (*Batesville Guard, Batesville and the White River Current, Calico Rock, December 16*).

ANOTHER SANTA TRAIN - (Springdale) - The Arkansas & Missouri Railroad also ran a Santa train in northern Arkansas, arriving in Springdale December 6. Santa rode on the engine, then led a parade to the Arts Center of the Ozarks for a reception. (*Northwest Arkansas Times, Fayetteville, December 2 by Deborah Robinson*)

Arkansas produces 40 percent of the USA's rice crop.

DELIBERATE DERAILMENT - (Little Rock) - A Union Pacific freight derailed its first engine on December 30 under the I-630 overpass because someone had put railroad spikes and metal plates on the rail. The derailed engine spilled about 250 gallons of fuel. (*Arkansas Democrat-Gazette December 31 by Danny Shameer via Jonathan Royce*)

HOPE DEPOT - (Hope) - The Hope Advertising and Tourism Promotion Commission agreed December 6 to provide \$16,000 in funding for the Tourism Information Center in 1994. The center is to be housed in the Union Pacific depot. Hope, of course, is the



birthplace of President Clinton and the town already has thousands of visitors a year because of this. (*Hope Star, Hope, December 10, 1993*)

RAILROAD SUES DEAD DRIVER'S ESTATE - (Greenwood) - The Fort Smith Railroad sued the estate of a Van Buren man who died December 8, 1993, when his car struck a derailed railroad car blocking Arkansas 96 near Lavaca. The lawsuit alleges that Dessie Murl Harris, 71, acted negligently by driving his 1992 Mitsubishi Galant recklessly. The company asked the court to award it about \$10,000 for repairs. A state police report said lights from another vehicle blinded Harris. (*Arkansas Democrat-Gazette, January 6 via Jonathan Royce*)

ASHDOWN DEPOT AN HISTORIC PLACE - (Ashdown) - On December 8, 1993, the old Memphis, Paris & Gulf Railroad depot in Ashdown was nominated to the National Register of Historic Places. The depot was built in 1908 and is located at Whitaker Ave and Frisco Street in downtown Ashdown. It is one of the last known examples of a design influenced by the Folk Victorian style in the state of Arkansas. (*Little River News, Ashdown, December 23*)

O.U.C.H DERAILEMENT - (Junction City) - Four cars of the Ouachita Railroad derailed on December 15, 1993 on the east side of Junction City, Arkansas about 1:15 p.m. The train, traveling north from Lillie, Louisiana (on former Rock Island tracks), was bound for El Dorado. It consisted of 14 cars loaded with particle board. The track was quickly cleared. (*The Junction City News, Junction City, December 24, 1993*)

UNION PACIFIC EXPANDING INTERMODAL FACILITIES - (West Memphis) - Union Pacific will expand its intermodal facilities in either Memphis or West Memphis soon, probably West Memphis (in Arkansas). Intermodal traffic is increasing as more truck lines find it to their advantage. (In 1993, more than 7 million trailers were carried by rail, an increase of 7.7 percent from 1992). (*Commercial Appeal, Memphis, via The Memphis Buff*)

RARE MOVE OF PRIVATE CARS - (Newport) - On April 30 and May 1, the American Association of Private Rail Cars Owners will hold its Midwest meet at Branson, Missouri. Several private cars will be run from Newport, Arkansas that weekend northward over the Missouri & Northern Arkansas (ex-MoP White River Line) to Branson, including the "Caritas" and "Cimarron River," which will have just come from a trip through Mexico, getting to Newport from Harlingen, Texas via freight the end of April. (*The Mixed Train, January 1994*)

FOURTH GRADERS SAFETY - Member DON PUCKETT recently gave a railroad safety program at J. E. Wallace Elementary School in Fordyce. He works for Southern Pacific. (Teaching safety values at this age probably means they won't learn so many bad habits afterwards).

GENERAL RAIL NEWS

TEXAS RAIL CROSSINGS - (Houston, Texas) - Through October 1993, Harris County of Texas, including the Houston city limits, led Texas in the number of railroad crossing accidents, with 50 occurring in this one county alone. Statewide, 390 occurred during that 10 month period, up from 385 in 1992. Houston police accident investigator J. H. Lynn said he remembered working a fatal crossing accident years ago when a pickup truck went around 10



cars waiting for the train at a gate-signaled crossing and was hit by the engine. Lynn said the man's chest was split open, revealing his still-beating heart. (*Houston Chronicle, December 25 via John Robinson*)

FRENCH TGV DERAILS - (Near Paris) - For only the second time in its 12 year history, a French TGV high-speed train derailed just north of Paris at 180 mph. The derailment apparently was caused by a dip that developed in the ground underneath the track after heavy rain. There were only slight injuries to two passengers out of 211. (*Jonathan Royce*)

D&S RIDERSHIP DOWN - (Durango, Colorado) - According to the Iron Horse News via the Memphis Buff, ridership on the Durango & Silverton Narrow Gauge dropped nearly 20 percent last summer, due in part to an overall reduction in tourism to that area caused by the outbreak of a rodent-carried disease. The threat of getting sick was considered very remote, however.

DIESEL THIEVES - (Wichita, Kansas) - Two Union Pacific locomotives hooked together were stolen January 10 about 4 a.m. as they were idling in a Topeka rail yard. The thieves or thief set the throttle on full speed then hopped off. The engines were going about 40 mph when they derailed on a 10 mph curve in downtown Wichita. No one was injured, but damages came to \$100,000. (*Kansas City Star, January 11, 1994 via Jerry Nunn*)

KANSAS CITY UNION STATION TO BE RENOVATED - After 20 years of trying and six years of litigation covering more than 200,000 pages of legal documents, Kansas City's famous Union Station is finally in the hands of the city for good as of January 7. In the settlement, the old owners (Trizec, who once had high hopes for the building), will turn over 20 acres as well as the building plus \$1.4 million in cash. The group in charge of the project is called the Union Station Assistance Corp and will spend millions renovating it in upcoming years. It will become a Science City Museum with walk-through exhibits.

The original station opened on October 30, 1914 and by 1917 had 271 passenger trains a day coming through. The 333,226 square-foot building is still in very good shape structurally but needs a lot of cosmetic work. When it opened, regulations as to where redcaps would stand when they were not handling baggage were in effect. It even had rules as to what kind of toilet paper was to be used. Fred Harvey had a lunchroom there at one time, and there was a general store on the lower level. There was even a small hospital in the building. Hemingway, once a reporter for the *Kansas City Star* did a story on the building in 1918. In 1933, it was the site of the Union Station Massacre, where federal prisoner Frank Nash and several law officers died in a hail of bullets.

Kansas City plans to help pay for the renovation with tax revenues from Crown Center properties, plus other sources. (*Kansas City Star, January 8 via Jerry Nunn*)

CIRCUS TRAIN DERAILS- (Lakeland, Florida) - On January 13, 10 cars of the 54-car Ringling Brothers circus train derailed in Lakeland, Florida. Two circus performers were killed. No animals were injured.

TRACK SHORTAGE? - The nation's railroads are running out of room to increase business on many key routes and decades of track abandonment will have to be reversed if intermodal traffic is to continue its upward spiral. Railroads, which touted themselves as a source of enormous cargo-carrying capacity while they worked to reduce that same capacity, are in danger of losing business because they don't have room for it, top industry executives said at a



recent meeting. Since 1980, ore than 80,000 miles of track have been sold or abandoned. (UTU NEWS, December 1993 via L.T. Walker)

KELSO, WASHINGTON CRASH - The head-on collision of BN and UP trains last fall near Kelso, Washington, claimed 5 crew lives. Observers said the eight locomotives were compressed into the space of two. Some 20 cars derailed. Forty-foot shipping containers flew 100 feet into the air when the trains collided at a combined speed of 70 mph. (UTU NEWS, December 1993 via L.T. Walker)

Katy

KATY INDUSTRIES ALIVE AND WELL - Katy Industries, parent company of the former MKT Railroad, is alive and well. According to a report in the December 1993 Katy Flyer newsletter of the Katy Railroad Historical Society, Katy Industries still owns about 800,000 shares of Union Pacific valued at about \$30 a share. Apparently, there is a takeover bid brewing for Katy Industries. Katy Industries sold the Katy Railroad to Union Pacific in 1988.

BABYSITTING FEE PAID - (Riverside, California) - Union Pacific will pay a \$346 babysitting fee to the city of Riverside as a result of a train crew "dying on the law" and being picked up without tying the train down. The loaded coal train was left unattended by UP for over seven hours in a residential area. Neighbors complained to the police department of the noise and when police arrived, they found kids playing inside the cab. City personnel kept watch over the train until a relief crew arrived, resulting in the payment of the \$346. UP has apologized for the mistake. (Riverside Press-Enterprise via Ed Von Nordeck in Flimsies, January 1)

SHREVEPORT TRAIN PROJECT - (Shreveport, Louisiana) - A mile-long tourist railway will begin construction this spring in Shreveport along Fant Parkway. The line will run from Veterans Park south to Stoner Avenue within a year, said the Red River Valley Historical Railroad Society, owners of the plan. Since 1986, this organization has collected 17 train cars and expects to be running them in tourist trips by the end of 1994. A railroad museum is also planned. They say the money is already there.

The organization owns a steam engine (unknown as to type), diesel engines, box cars, cabooses, and early 1900's coaches. About a half mile of track has already been donated to the project by the federal government. This track has been stored at Fort Hood in Killeen, Texas. The group's members will begin the track laying this spring.

The society also will have the early century depot from Caspiana, just south of Shreveport. RRVHRS president is Russell Pedro. (The Times, Shreveport, December 21, 1993 via T.W.M. Long)

KCS CONSOLIDATION - According to the Shreveport Times of December 20, 1993 (via T.W.M. Long), the Kansas City Southern's merger with MidSouth Corporation was effective January 1. Payments for freight bills issued by MidSouth prior to January 1 should be sent to PO Box 39271 in Jackson, Mississippi and those after should be sent to the KCS at PO Box 412215, Kansas City, Missouri 64141. KCS information: 816-556-0259.

SANTA FE TO BIRMINGHAM - Last November 3, Santa Fe finally got to Birmingham via Memphis on trackage rights over the Burlington Northern (remember back in the early 1980's when Santa Fe wanted to purchase the abandoned Rock Island through Arkansas to reach Memphis? The Missouri Pacific (almost Union Pacific) balked at the idea and through



lobby activities, kept the Arkansas legislature from purchasing this line to be leased back to the Santa Fe). Well, persistence paid off. There is only one Santa Fe train operated a day at this time, an intermodal train. (See photo on page 2 of one of these trains going westbound through Hardy, Arkansas). Santa Fe refers to this train as PBHLA117. Its other-end destination is Los Angeles. BN refers to these trains as #72 (eastbound) and #73 (westbound). (*Cinders From the Smokestack, Birmingham, December 1993*)



SANTA FE DEPOT MAY BE PRESERVED - (Fort Stockton, Texas) - The Fort Stockton, Texas Chamber of Commerce may get and preserve the 1920 Santa Fe depot there. (*Houston Chronicle via Wilma Ziegenbein, New Ulm Texas*)

OLDEST RAIL-TRAIL - (Aiken, South Carolina) - The Cathedral Aisle Trail in Aiken, South Carolina, has been publicly used since 1939, but rails weren't there since the 1850s. This was the line of the South Carolina Canal and Railroad Company in 1833, which extended from Hamburg to Charleston, the longest railroad in the world at that time. This rail corridor remained open for less than 25 years and the country's first steam engine, "The Best Friend Express," used to run along it until the engine exploded in the 1850s. The corridor was privately owned until 1939, when the Hitchcock Foundation was formed to manage the trail. (*Trailblazer, newsletter of the Rails-To-Trails Conservancy*)

USEFUL PRIVATE RAIL CAR - (Orange Park, Florida) - The private rail car named Georgia 300 has seen many uses by politicians. This car, based near Jacksonville, Florida, has carried Presidents Carter and Bush, as well as Hillary Clinton's brothers (to last year's inauguration). (*The Florida Times-Union, January 5, 1994 via Ellen Brown*)

TRAIN POSTAGE STAMPS - According to the January 1994 *Cinders* (Philadelphia Chapter), the U.S. Postal Service later this year will issue five new 29-cent stamps featuring American-type locomotives.



AMTRAK NEWS

TO BE STAFFED - On November 19, Amtrak made the Tallahassee, Florida station staffed.

POMONA AND PASADENA NO MORE - January 14 was the last time Amtrak, or any passenger train, will stop at Pomona or Pasadena, California. After that date, Amtrak's Southwest Limited will serve Fullerton instead. (Editor's note...I remember stopping at Pasadena several times over the years on Santa Fe's *Super Chief* and thinking about the Rose Parade held there each New Year's day). (NARP Newsletter, January 1994)

AMTRAK'S FUNDING COMPARED - Here are the FY 93 actual versus FY 94 final spending levels regarding Amtrak and other modes of transportation:



	<u>FY 93 actual</u>	<u>FY 94 final</u>
Amtrak:		
Operations	\$351 million	351.7 million
New 403(b)	0	0
Capital	190	195
Mandatory	146	137
NE Corridor	204.1	225.0
Hg Speed Rail	5.0	3.5
Mag Levitation	13.6	20.0
Fed Tran Admn	3,799.6	4,582.6
Fed Avn Admn	8,918.0	8,644.8
Fed Hwy Admn	18,430.2	19,938.4

AMTRAK HISTORICAL SOCIETY - The Amtrak Historical Society, 1928 West Curler, Box #1, Chicago IL 60613-2404, no longer can afford to issue its newsletter, The Observation Car. Jeffrey Kocar, President, says, however, that the organization is still active around the Chicago area.

AMTRAK CALENDAR FOR SALE - Amtrak's 1994 year-at-a-glance calendar has a photo of the ICE and X2000 trains plus the new long-distance locomotive, the AMD-103. It can be had for \$5, including postage. Send your check to Amtrak Calendar, PO Box 7717, Itasca IL 60143.

TRUCKERS BEWARE - Amtrak's new president Thomas Downs served notice on motor carriers that Amtrak will go after them for grade crossing accidents caused by truck drivers who break the law. Three major Amtrak derailments occurred in 1993 as a result of trucker's disregarding safety rules at crossings. (Cinders, Philadelphia Chapter, January 1993)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

MEMPHIS, TENNESSEE - February 26 - Bluff City Division, SER, NMRA Model Train Show, 9 a.m. to 3 p.m. - Immanuel Lutheran School Gym, 6319 Raleigh LaGrange Road, Memphis - Model contest, operating layouts, videos, clinics, dealers tables, door prizes - Admission \$2, under 12 .50 cents - dealers tables \$15 each - call 901-377-8094 or 901-465-8083 for more information.

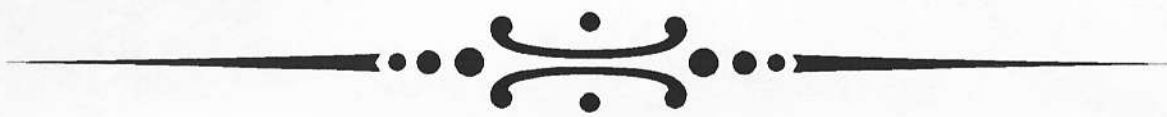
RUSK, TEXAS - March 5,6, 1994 - Texas State Railroad Railfan Weekend - featuring Tremont & Gulf 2-8-2 No. 30 - night photo sessions, runbys, barbecue dinner - cost is \$70 per person, limited to the first 100 paid passengers - send reservations to TSRR Railfan Weekend, PO Box 19651, Houston TX 77224-9651 or call 713-467-8197 - sponsored by the 610 Historical Foundation and Gulf Coast Chapter NRHS.

AUSTIN, TEXAS - April 15 - 17 - Katy Railroad Historical Society spring meeting - Two fantrips will be offered, one on the Georgetown Railroad and one on the Hill Country Flyer - registration is \$33 - contact: Tom Balzen, 4212 Prickly Pear, Austin TX 78731 before April 1.



SPRINGFIELD, MISSOURI - April 23 - Springfield Model Railroad Meet, 3319 North Grant Ave, Hillcrest High School - Clinics, swap meets - tables: \$12 - admission \$5 adults and \$1 6-12 - contact: Al Clair, 2366 S Dollison, Springfield MO 65807.

COUNCIL BLUFFS, IOWA - OGDEN, UTAH - May 4 - May 8, 1994 - Union Pacific 3985 excursion to mark the 125th anniversary of the driving of the Golden Spike - Train departs May 4 from Council Bluffs at Mile Post 0.0 (beginning of the Union Pacific mainline), arriving in Ogden at Union Station on May 8 at Mile Post 993 (historical junction with the Southern Pacific). There will be many stops for passengers and night layovers in route and special activities in Utah May 9 and 10. - Prices: one-way coach Council Bluffs to Ogden is \$699 with lesser amounts for intermediate stops. - To order tickets: Pacific Limited Group, PO Box 27081, Salt Lake City UT 84127-0081 or call 801-355-5871 between 8 a.m. and 5 p.m. Mountain Time. ~~1994~~



THE ST. LOUIS TIMES. AUGUST 7, 1909.



August Days in Colorado

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This is the month of all months to enjoy the mountains

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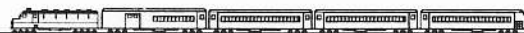
Good for Return Until October 31st

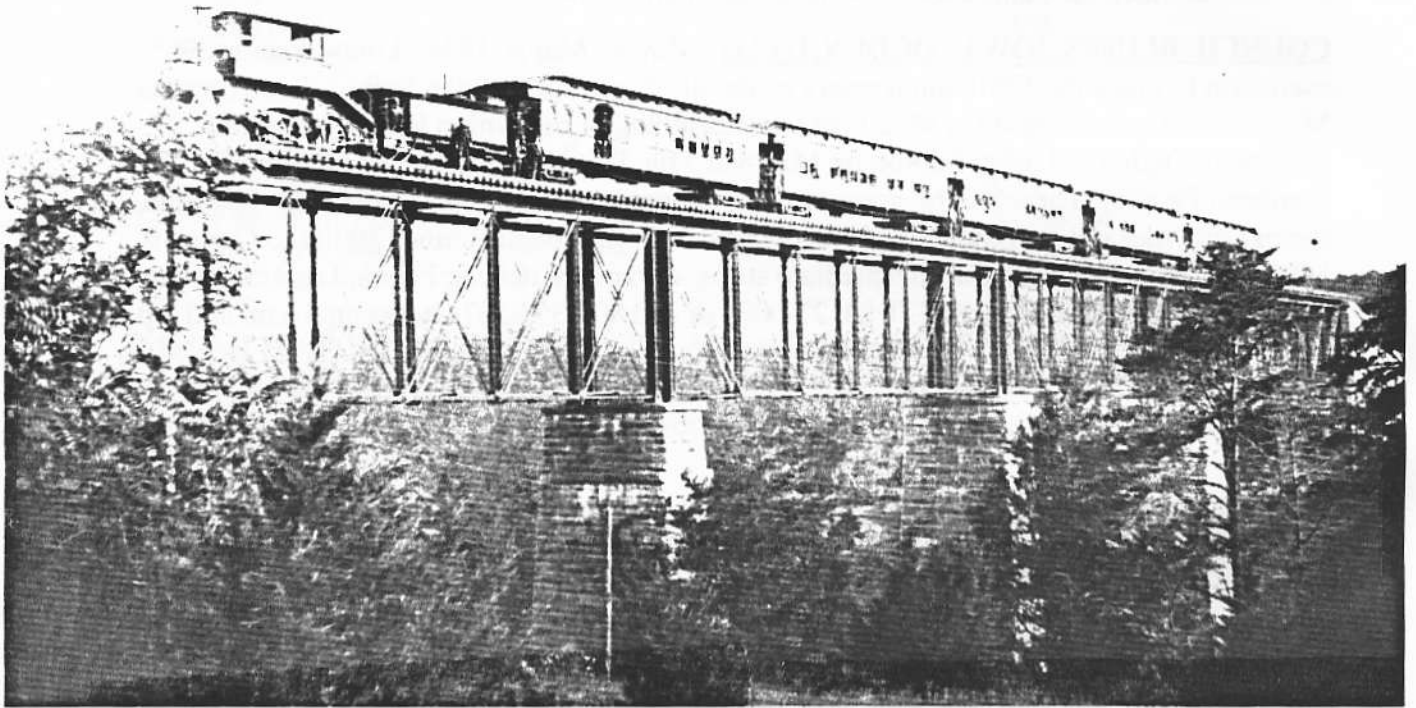
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Washington, Virginia Midland & Great Southern train with a Ross Winan "Camel" engine on bridge over Shenandoah River in 1885. (Gene Hull collection)

MANASSAS AND THE CAMEL

by: Gene Hull

In 1885 the little train in the photo with this story was doing some "tightrope walking" on a Howe-truss type of bridge across the famous Shenandoah River 100 feet above the water. This was on what previously was the old Manassas Gap Railroad.

At about the time of the Civil War, a line of track was laid from Orange, Virginia, about 75 miles northeast to Alexandria, just across the Potomac River from the nation's capitol at

Washington. At the little town of Manassas, 25 miles west of Alexandria, a branch line was started westward to reach about 120 miles to Mount Jackson. The rails breached the famous Bluff Ridge near present Front Royal, and then turned south down the valley of the North Fork of the Shenandoah River, passing through Strasburg, Mount Jackson, and later on to Harrisonburg. Manassas was very near Bull Run Creek, where two battles occurred during the Civil War in 1861 and 1862. It was



during the first one that the Confederate Commander T. J. Jackson earned the nickname "Stonewall."

These two railroad, the Orange & Alexandria and the Manassas Gap were built. They later merged to form the Orange, Alexandria & Manassas Railroad. The OA&M was consolidated with the Lynchburg & Danville (between those two Virginia towns) in 1871, and became known as the Washington City, Virginia Midland & Great Southern Railroad. This finally became part of the Southern Railway.

That was one historic feature of the photo shown here. The other important feature is the locomotive. It was one of Ross Winans' CAMEL type engines. These should not be confused with the Camelback or Mother Hubbard type engines.

Ross Winans was a true prodigy of mechanics. He was one of the most original and progressive locomotive builders in America. He advocated the use of heavier engines for railroads where light motive power had been the rule.

The railroads in America were in the stage of infancy when Winans became interested in them. He persuaded the Baltimore & Ohio (America's first railroad) to lease the shops at Mount Clare, Maryland, in 1837 for commercial use. This complex became known as the Ross Winans Shops.

Winans developed a distinctive type of 0-8-0 locomotive. The first one had 17"x22" cylinders, 43" driving wheels, and weighed 45,000 pounds. The cab was simply a roof mounted above the boiler, where the engineer stood to operate the controls. The fireman had to ride on a platform at the rear of the engine, just ahead of the tender. The engineer had a

much better view of the track around the many sharp curves, and had much better air to breathe in the tunnels, since smoke passed above the roof. This first engine was completed in June 1848, and was given the name CAMEL. This name, and the unusual placing of the cab roof, gave this style engine its name. The first CAMEL went to the B&O as number 55.

Subsequent engines by Winans were short, medium and long furnace Camels, and they had 19"x22" cylinders, weighing between 50,000 and 58,000 pounds. Only the first and last pairs of wheels had flanges. The wheel base was 11 feet 3 inches.

The B&O bought 119 of these engines, the last one being built in February 1857. About this time there was a controversy between Winans and Henry Tyson, master of machinery for the B&O, about the relative merits of the Camel engines and a 4-6-0 type. The B&O ordered no more Camels, except in 1863 the company had an emergency need for additional motive power and purchased three long-furnace Camels which had been in Winans' shop since 1860. Winans closed his shops.

Yes, there is historical significance in this old photograph. The old open-platform coaches with their duck-bill, clerestory roofs, arched windows and iron truss rods were very picturesque. The engine was one of Ross Winans's long-furnace Camels at least 20 years old and evidently still in good condition, since it was in passenger service. The high bridge was on one our pre-Civil War railroads.

- END -





The **CALIFORNIAN**
Features Lounge-Car Travel

Relaxing and Refreshing

Nothing succeeds like success. And it is because of the immediate and continued success of the CALIFORNIAN that the Rock Island-Southern Pacific Lines are now announcing an additional luxury feature for this train of low-cost comfort.

The new Lounge Car is a model of perfection. In the center are two opposite booths with service tables which may be used for card playing and other diversions. Extending in both directions from these booths are rows of form-fitting deep-cushioned armchairs that offer a welcome invitation to restful comfort. At one end of the car is the radio, also a bar which dispenses a varied selection of refreshing beverages. In one corner is the writing desk, equipped with writing materials, and conveniently at hand is a carefully selected set of current magazines.

The CALIFORNIAN is, of course, AIR-CONDITIONED THROUGHOUT. It is popular as the train of

COMFORT AND REFINEMENT

*It offers — Stewardess-Nurse Service De Luxe Chair Cars Special Car for Women
 Pullman Tourist Sleepers Economy Meals Low Fares Fast Schedule*

ROCK ISLAND TRAVEL BUREAUS IN ALL PRINCIPAL CITIES



Bill Bellard

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, February 13 at Twin City Bank in North Little Rock, beginning at 2 p.m.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..



ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119



Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)
24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

Make your checks out to the "Arkansas Railroad Club" and mail to:

ARKANSAS RAILROAD CLUB - Treasurer
PO BOX 9151
NORTH LITTLE ROCK AR 72119