

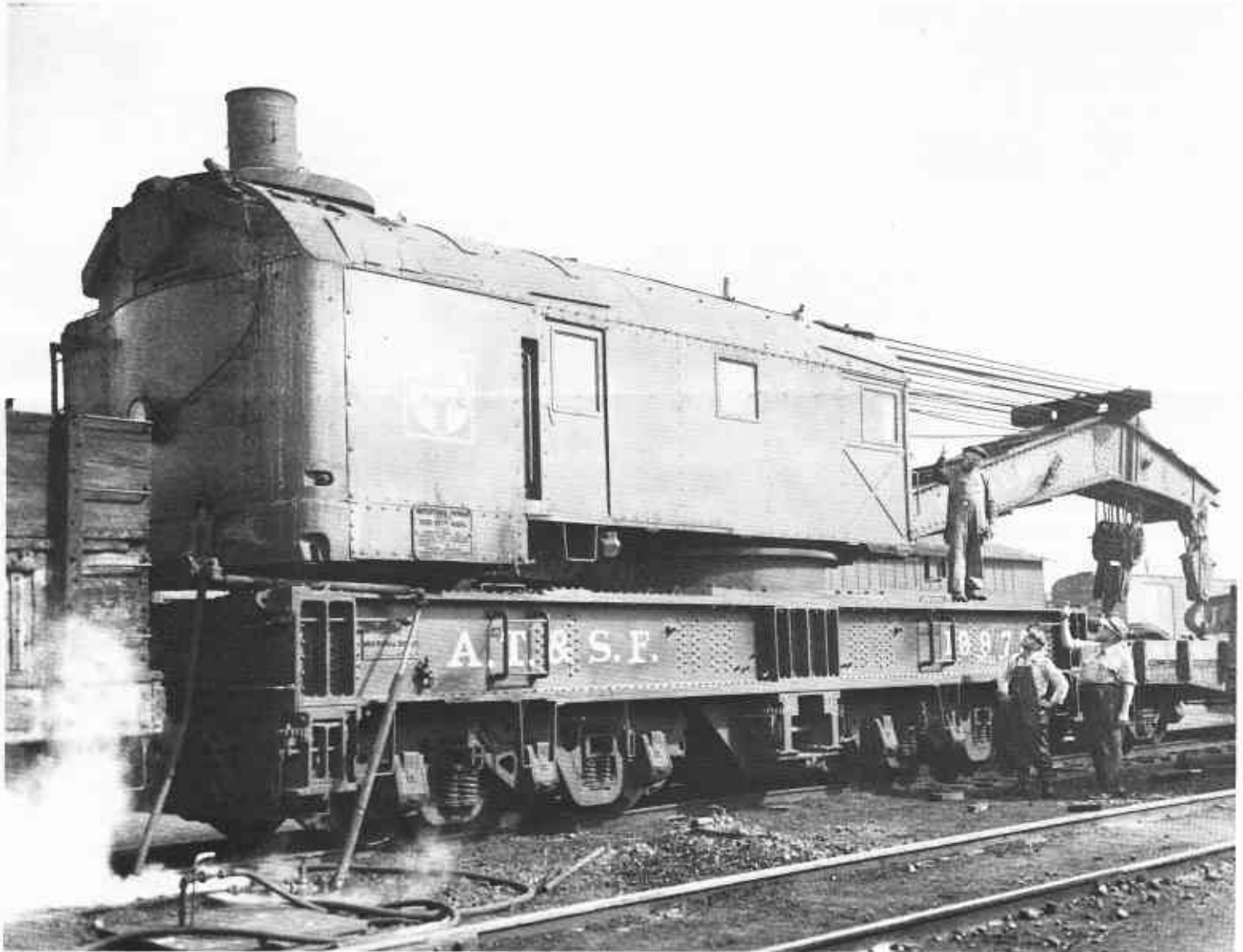


LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 27 NUMBER 2 FEBRUARY 1996



A Santa Fe "Big Hook", date and place of the photo unknown. (*Santa Fe Industries, Public Relations Department photo*)

## Mr. ZARUBA'S INSPECTION CAR

by: Gene Hull

The tumultuous fever of the 1849 gold rush in the Sierra Nevada Mountains of California began to cool. The enormous forests of redwood trees were replacing the gold fields in continuing importance to the state of California, as well as



to the nation. The forests, except for the famous giant redwoods, were a renewable resource, but gold was not. It was the forests that brought railroads to the Mad River country,

about 75 miles south of the California-Oregon border. The river flowed into the Pacific Ocean a short way north of Humboldt Bay.

A little town called Union was formed on the north shore of the bay to furnish supplies to the mines. By 1860, the town was known as Arcata, and business was good. There were many sawmills employing several hundred men in the area. On 15 December 1854, the Union Wharf & Plank Walk Company was incorporated, and by 22 February 1855 there was a railroad running from Arcata about a mile to the end of a wharf built out into the shallow water of the bay. By late in the spring the wharf, and its line of wood rails, reached two miles into the bay where ships could tie up to receive and discharge freight and passengers.

Wood rails were laid on the wharf at the peculiar gauge of 45½ inches. This happened to be the gauge of the only available sets of wheels. You make do with what you have. The wheels were mounted on a wood car

drawn by an old white horse named "Spanking Fury." This motive power served several years.

In 1875 the outfit became known as the Union Plank Walk & Railroad Company, and they had a locomotive built at the Eureka Iron Works. At this time strap iron was placed on top of the wood rails. Also, rails were laid on solid ground for the first time, to reach three-quarters of a mile northeast of town to the Dolly Varden mill.

On 15 June 1878 the Arcata Transportation Company was formed to take over the railroad. Rails were extended 3½ miles up the Warren Creek Mill of Isaac Minor in 1880. Progress was anticipated, so on 22 July 1881, the Arcata & Mad River Railroad was incorporated to construct and operate from the north end of Humboldt Bay to the north fork of Mad River. Strap rails were replaced by T rails at 35 pounds per yard.

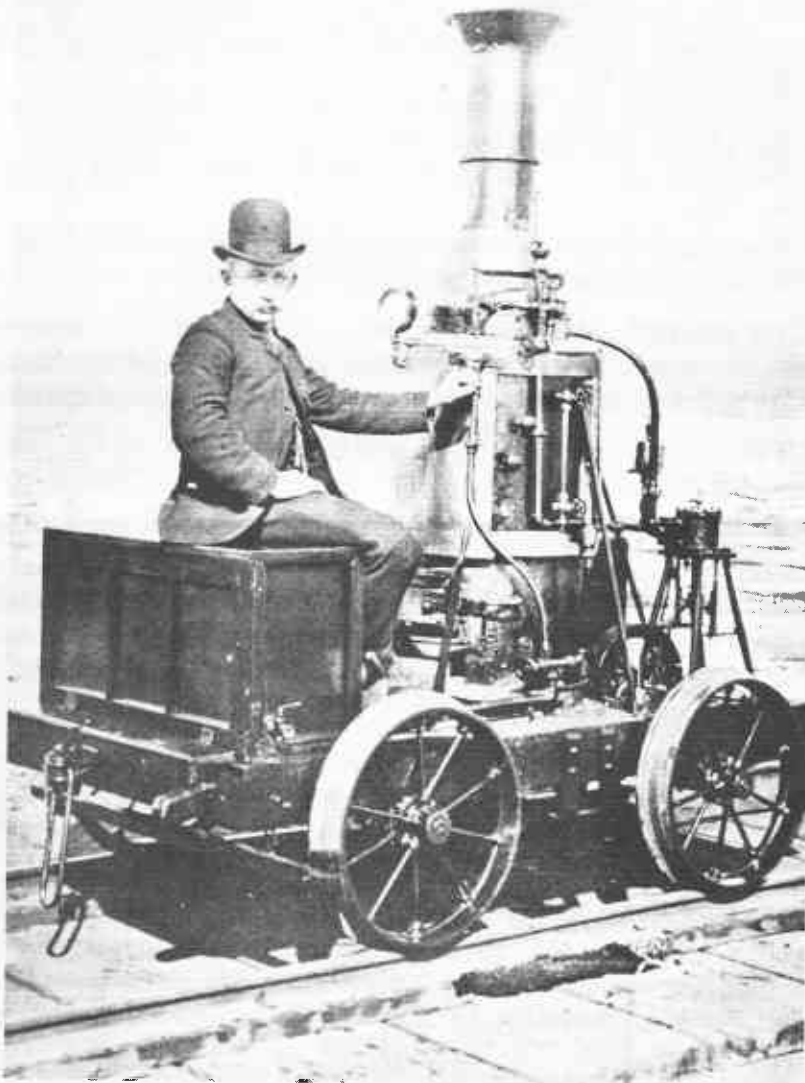
Rails reached the town of Korbil in 1882, soon after Francis, Anton and Joseph Korbil built their Humboldt Lumber Mill. The next year the Korbels bought the railroad. Several branch lines were laid to serve other mills. It was during the Korbels' reign that Mr. V. Zaruba was made superintendent of the railroad. He and a crew of his workers built the little inspection car shown in the illustration for this story. It is shown on the wharf at Humboldt Bay.

In February 1903, the Korbels' holdings, including the railroad, were sold to Northern Redwood Lumber Company. In 1908, the Northwestern Pacific Railroad entered Arcata. In 1925 a third rail was laid by the Arcata & Mad River so that standard gauge cars could reach Korbil to interchange with the Northwestern Pacific. During its best years Arcata & Mad River ran 12.9 miles between the end of the wharf and Korbil. Passenger

service was discontinued in June 1931. The Depression hit the timber country, and railroad service was suspended.

There was a reorganization in 1941, and a government loan was used to put the mill and

railroad back in working order. The narrow gauge rail was removed, and track between Korblex and the end of the Wharf, about six miles, was abandoned. This was the end of the 45½-inch "bastard" gauge railroad.



*Arcata & Mad River RR inspection car, June 1, 1893. (Gene Hull collection)*



## NEXT MEETING/PROGRAM



The next meeting of the Arkansas Railroad Club will be on **SUNDAY, FEBRUARY 11** at the Mercantile Bank (formerly Twin City Bank) on Main Street in North Little Rock, just across the river from Little Rock. The program will be given by **ROBIN THOMAS**, on the Santa Fe Railroad. Refreshments will be served and the public is invited.

Future meetings: March - Walter Walker with railroad China.

**SPECIAL ANNOUNCEMENT** - The Arkansas Railroad Club Board of Directors has authorized the first step in the preparation of a manuscript on *Railroad Stations* by Gene Hull, which will include related train information such as timetables, passes, consists and a historical text.

The book will have a color cover, several color pages inside and be 11 x 8½ inches (approximately 128 pages) in sections about MP\TP\IGN, Rock Island (Sunbelt Route), M&NA (Joplin to Helena), Frisco, Cotton Belt, KCS and others. The selling price will be held to just under \$20 to allow wide distribution of this information with a tentative publication date of 1997.

Please submit any copy (Xerox) you may wish to contribute by 15 March 1996 to **TOM SHOOK**, 1716 Alberta, Little Rock AR 72227, (501)-225-8955, for evaluation by the Publication Committee.

**MEMBERSHIP CARDS - GOT YOURS?** - Membership cards were inserted in this issue as well as previous issues. If you paid and did not get yours, please drop Ken Ziegenbein a line at the club's address. Also, apparently, the NRHS's membership cards were finally mailed the first part of January, delayed by a major computer outage.

**REQUEST FOR E-MAIL** - If any of you have the ability to send electronic mail (via computer), that would be a great and fast way to get news to me. My E-Mail address is:

**ken.z.rw@ix.netcom.com**

**REQUEST FOR NEWS** - I need you to send me railroad news from your city or town, especially if you live in Arkansas. Mainly, I need news from your **LOCAL PAPER**. That is the only way we can get it. That news will then be put in the *Arkansas Railroader*, where it will be preserved for future rail historians. As you know, the *Railroader* is sent to several libraries, both in and out of Arkansas, and some, like the Arkansas History Commission, microfilm them. Thanks in advance. You **WILL** be credited for sending the news.

**1996 SHOW & SALE** - Remember that our annual Show & Sale will be held on Saturday, May 18, 1996 at the Robinson Center in Little Rock (setup May 17). Prices for tables: \$25 for one, \$20 for second, \$15 third. Admission will be \$3 adults, \$1 children. If you'd like a table, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. (Our 1997 show may be in conjunction with the NMRA convention here).

**ARKANSAS RAILROADER INDEX AVAILABLE** - **GENE HULL** has put together a good index of *Arkansas Railroader* main articles covering Volume 21, No. 1 through Volume 26, No. 1 (January 1990 to January 1995). You can get a copy of this from Gene for \$2. Contact him at 3507 E Washington #31, North Little Rock AR 72114 or call 501-945-7386). Index for Volume 1, No. 1 to Volume 20, No. 12 by James Fair is no longer available.

**1996 CALENDARS FOR SALE** - We still have a few 1996 calendars. They include 13 photos of railroads in Arkansas, all black and white. Costs are: \$8.00 for one, \$7.50 for 2-9 and \$6.50 for 10 or more, postage included. Railroads included are KCS, Missouri Pacific, Santa Fe, Rock Island, Cotton Belt, Prescott & Northwestern, Neiman-Marcus special, D&R, AD&N, UP, M&A, Warren & Saline River, Frisco and UP 3985 passing Paperton Junction Southern's Alco.

And **YES**, Pogo, we still have some of our 3985 T-shirts available for \$10. Send orders to our club's address.

**L. T. WALKER** had quadruple-bypass heart surgery on December 13. He is now at home and doing as well as expected. You might want to write him a card at: 3520 Lakeview Rd, North Little Rock AR 72116-9021. Mr. Walker has been one

of the more active members of our club, as well as the Rock Island Retiree's group. He is full of stories about the Rock Island.

**GET WELL WISHES** also go out to **BILL CHURCH**, 5619 Bel Caro Pl, North Little Rock AR 72118, who has not changed much over the past year. Bill had a stroke in the summer of 1992 and is confined to the VA Rehab center at Fort Roots in North Little Rock much of the time. **BERDENE MULLEN**, 4 Warwick Rd, Little Rock AR 72205, was not feeling well at all as of the January 14 meeting. He has a blood-related problem. **HARVEY RAY**, 1623 Barber, Little Rock AR 72202, has emphysema and pneumonia and is very ill.

**CONDOLENCES TO JIM BENNETT**, 1002 S Leslie St, Stuttgart AR 72160, whose daughter, Mary Beth Dupslaff, died in late December of cancer. She lived in St. Charles, Arkansas. *(Thanks to Naomi Hull for the above personnel updates)*

**TRAIN MEET/OPEN HOUSE IN PINE BLUFF** - The Cotton Belt Rail Historical Society Museum in Pine Bluff will have an open house - train meet on Saturday, April 13 at the Arkansas Railroad Museum. The meet, from 10 a.m. to 5 p.m., is open to the public and will include toy trains, railroad memorabilia, miniature train rides, door prizes. The 819 will be steamed up. Admission is a donation to the museum. Tables to rent are \$10. For more information, contact Mike Selligman, #5 Rockwood Drive West, Conway AR 72032-2906 (501-327-5933) or Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 (501-888-5655).

**CARL JENSEN RETIRES** - The former head of Norfolk Southern's steam program, Carl Jensen, retired last October. Mr. Jensen was on our steam excursion last June and is often seen on excursions across the country. *(Thanks to Bart Jennings)*

**EXCURSIONS IN 1996** - There is still a good possibility of some round-trip excursions out of Little Rock behind Union Pacific's E9's next fall. We are working with the Pacific Limited Group on these, possibly to Russellville and Pine Bluff in October. We'll keep you informed.

**3985 LITTLE ROCK PHOTOS WANTED** - We would like to have a photo of the 3985 steam excursion entering Union Station in Little Rock on June 6, showing the people waiting. Send one to our club address. Thanks. We need it by February 11.

**NRHS NATIONAL MEMBERSHIP** stood at 21,433 as of November 1. Last year, they processed 430 requests and had 265 new members.

**V. ALLAN VAUGHN DIES** - V. Allan Vaughn, NRHS's Director of Membership Services, died January 14. He was a longtime member and active officer of the organization. He was at our spring NRHS Board of Director's meeting in 1992.

### 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 SALE** - Main Street Camden and the

Chamber of Commerce has a 465-page cookbook for sale benefiting the restoration of Camden's old Missouri Pacific depot. This book also contains lots of MoPAC and Cotton Belt facts. It's printed on good paper and costs \$15.00 plus \$2.50 postage. Send orders to Main Street-Chamber of Commerce, PO Box 734, Camden AR 71701 or call 501-

836-6426.

**WANTED** - Information on an old depot sitting on blocks about 1/2 mile west of State 14 in Summit, Arkansas. This could have been an old M&NA depot. Contact Don Buswell, 111 Louann Dr, Mountain Home AR 72653-4239.



## RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

**NEW JERSEY - CONRAIL** - To abandon 1.4 miles of line extending between approximately m.p. 25.00 and m.p. 267.40 in Middlesex County, NJ. Effective January 18, 1996. (FR December 19, 1995)

**NORTH CAROLINA - PIEDMONT & ATLANTIC RR CO, YADKIN VALLEY RR CO, NORFOLK SOUTHERN RWY CO** -

To abandon 8.7 miles of line between m.p. CF-29.8 at Rural Hall and m.p. CF-38.5 at Brook Cove in Forsyth and Stokes Counties and the City of Rural Hall, NC. Effective January 28, 1996. (FR December 29, 1995)

**LOUISIANA - ILLINOIS CENTRAL RR CO** - To abandon about 0.8 miles of line between m.p. LB-9.7 and m.p. LB-10.5 near Riddle (Zee) in West Feliciana Parish, LA. Effective February 3, 1996. (FR January 4, 1996)

**CALIFORNIA - SOUTHERN PACIFIC** - To abandon about 2.54 miles of line, known as the San Bruno Branch, from m.p. 10.80, at or near the Baden rail station, to m.p. 13.34, at or near the Tanforan rail station, in San Mateo County, CA. Effective January 20, 1996. (FR January 5, 1996)

**VIRGINIA - NORFOLK & WESTERN RWY CO** - To abandon about 0.4 miles of line between m.p. N-207.3 to m.p. N-207.7 at Lynchburg, VA. Effective February 5, 1996. (FR January 5, 1996)

**NEW YORK - BOSTON & MAINE CORP** - To abandon the 5.04-mile Bennington Branch between m.p. 0.00 and 5.04 in Hoosick, Rensselaer County, NY. Effective February 4, 1996. (FR January 5, 1996)

**GEORGIA - CSX TRANSPORTATION INC** - To abandon about 0.69 miles of line between m.p. SHB-511 and SHB-512.35 in North Savannah, Hutchinson Island, Chatham County, GA. Effective February 17, 1996. (FR January 19, 1996 - the first abandonment referred to the new Surface Transportation Board after the ICC was abolished January 1)

## ARKANSAS RAIL NEWS

### BEEBE MAN ARRESTED

(Beebe) - A Beebe man was arrested by the FBI on January 4 at his home in Beebe on charges of destruction of a train in interstate commerce. The charge stemmed from damage to a BN locomotive caused by a front-end loader left on an Alliance, Nebraska track. The BN train struck the loader on January 14, 1994. (Arkansas Democrat-Gazette, January 6 via Jonathan Royce)

*Why should railroads be held responsible for railroad crossing accidents? If people would obey the stop sign at a crossing or obey the crossing signals, there would be NO accidents or deaths. The train always has the*

*right of way. A train running 60 mph requires about 1½ miles of track to stop. Most people go across the track without looking for trains, or when they do look and see a train, they try to beat it so that they will not be inconvenienced. I know, because I work for the railroad, and I see it happen every day.*

*All car/train accidents are tragic, and not all of those accidents result in lawsuits. However, when they do, why should the railroads be held responsible and have to pay out large lawsuit settlements to people who break the law? (The Huntsville, Alabama Times, letter to editor by Samuel P. Baker,*

*via White Flags and Full Steam, North Alabama Chapter, February, 1995)*

### SNOW TRAINS RUN

(Flippin) - The White River Railway, Flippin to Calico Rock, is running year round. They ran a special snow train in early January as over a foot of snow fell in the region. Their ad read: "We invite everyone to ride the snow train. View the beautiful Ozark hills blanketed in snow from the warmth of the train!" Seems they are aggressively advertising the train. (Thanks to Don Buswell of Mountain Home)

## GENERAL RAIL NEWS

### UP/SP MERGER QUESTIONS

Union Pacific Corporations' CEO Drew Lewis said on January 18 that UP might walk away from a merger with Southern Pacific if a rival railroad (like Conrail) acquires some of SP's lines. Conrail put in a bid January 16 to obtain some of SP's lines in the Gulf Coast and other southeastern regions. Conrail would oppose the merger if they don't get some of these lines. (*Arkansas Democrat-Gazette, January 19*)

### FREIGHT DOWN 4TH QUARTER

Major railroads mostly were expected to show a slowdown in freight shipments in the last quarter of 1995, according to industry watchers. The only earnings gains were at Norfolk Southern, CSX and Burlington Northern. (*Arkansas Democrat-Gazette, December 27, 1995 via Jonathan Royce*)

### RAILS-TO-TRAILS SURVIVES

Republican Congressmen and Senators saved the Rails-To-Trails program from elimination in the 1996 National Highway System appropriations. The Intermodal Surface Transportation Efficiency Act (ISTEA) was also saved, and in fact enhanced, by allowing federal funds to be distributed in advance instead of only as a reimbursement for such things as depot renovations. The new law was signed by President Clinton November 28. (*Rail-To-Trails Conservancy Trailblazer, J-M, 1996*)

### NO SALE

(*Alexandria, Virginia*) - Norfolk Southern wants to sell a 30-mile line used mainly for commuter trains by Virginia Railway Express. They want to sell it to the commuter company, but they don't want to buy it. NS uses another line in the region for freight. NS wanted to sell it because of the excessive real estate taxes. (*Washington Post via Thomas B. Wilson*)

### KCS FP9'S

Kansas City Southern debuted their A-B-A set of FP9's November 11, painted in KCS's passenger scheme of black with red/yellow stripes. They will use them to help celebrate their 100th anniversary next summer. (Should be some good photo ops in western Arkansas). (*Midwest Rail, December 1995*)

### ICC ABOLISHED

President Clinton signed a bill abolishing the 100+ year old Interstate Commerce Commission on December 29, 1995. The ICC was created in 1887 to help regulate railroad fares. Most of its functions will be transferred to a new Surface Transportation Board under the Department of Transportation, a 3-member board. The ICC, which only had 400 employees left, will staff some of this board. (*Arkansas Democrat-Gazette, January 3, 1996 by Randy Tardy*)

### SETBACK FOR RAIL LABOR

On January 8, the U.S. Supreme Court ruled that train crews are not on duty while they wait to be picked up at a stopped train

after they have worked the maximum 12 hours allowed by federal law. (Gee, does this mean they could actually LEAVE the train and let it open to vandals?)

*A personal observation, speaking of labor. I noticed that after a major telephone company announced it was laying off 40,000 employees after making a record profit it's stock went up. My personal feelings: Shame on them. These employees helped the company make that profit - why not share it with them instead of laying them off? Stockholders are O.K. and are needed to keep companies financially viable, but NOT ONE STOCKHOLDER layed any telephone cable or installed phones in an apartment complex or restored service after an ice storm. Without employees, companies AND stockholders would evaporate. It's time for a little justice, don't you think? This same scenario holds for many railroads. (Ken Ziegenbein)*

### BN CUTS 1,000 JOBS

Burlington Northern Santa Fe announced January 15 that it was cutting about 1,000 salaried positions and plans to cut another 1,600 jobs across its 31,000-mile system in the next few years. Some of these layoffs resulted in the merger of BN with SF last year. BNSF has 208 miles of track in northeast Arkansas and 175 employees. (*Arkansas Democrat-Gazette, January 16 by Randy Tardy*)

## AMTRAK NEWS

### MUCH ADO?

According to Amtrak's third-quarter 1995 financial report, the elimination of several routes in the northeast in the summer of 1995 resulted in only ONE worker collecting the famous labor protection money, this case a one-year payoff of \$46,000 (NOT the 6-year salary reported by many to be too excessive). It turns out that most Amtrak workers that got bumped went to other jobs with railroads. This labor protection law was the reason than

Congress almost refused to fund Amtrak in 1996 because of it's supposedly "excessive" labor protection. (A little research goes a long way). (*The Washington Post via Thomas B. Wilson*)

### IMPROVED SERVICE

Amtrak President Thomas Downs said in a December 13 meeting that Amtrak would make great strides over the next five years in improving service and equipment, including

the possibilities of running premium long-distance trains in cooperation with companies such as Disney. He also said that, due to the cutbacks in 1995, Amtrak ended 1995 with a cash balance and said they were on the way to not needing federal assistance by the year 2002. He also said that 55 million trips were taken in 1995. (*Cinders, January 1996*)

### ALL-WEATHER MODE

Amtrak proved its worth during the January

8 snowstorm in the northeast. The storm shut down airports and highways, but most Amtrak and commuter trains kept rolling,

although some had to be annulled. Even CBS news anchor Dan Rather rode Amtrak part of

the way to his January 8 newscast and publicly thanked Amtrak.

### EXCURSIONS/SHOWS/EVENTS

**PINE BLUFF, ARKANSAS** - Saturday, April 13, 1996, 10 a.m. to 5 p.m. - Railroader's Train Meet at the Cotton Belt Rail Historical Society Museum in Pine Bluff, includes toy trains, railroad memorabilia, miniature train rides, door prizes - 4-8-4 steam engine #819 will be steamed up - admission is a donation to the Museum -

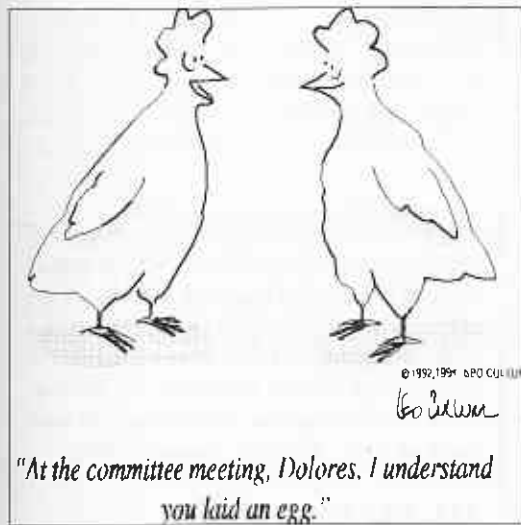
tables are \$10 to rent - contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-888-5655.

**LITTLE ROCK, ARKANSAS** - Saturday, May 18 - Arkansas Railroad Club's annual show and sale at the Robinson Center on

Markham Street in Little Rock - all kinds of railroad artifacts, model trains - admission is \$3 adults, \$1 children - tables are \$25 for one, \$20 each for two, \$15 each for three or more - to rent tables, write to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. ~~4-13-96~~

### ON THE LIGHT SIDE

The FAA has a device for testing the strength of windshields on airplanes. They point this thing at the windshield of the aircraft and shoot a dead chicken at about the speed the aircraft normally flies at it. If the windshield doesn't break, it's likely to survive a real collision with a bird during flight. The British had recently built a new locomotive that could pull a train faster than any before it. They were not sure that its windshield was strong enough so they borrowed the testing device from the FAA, reset it to approximate the maximum speed of the locomotive, loaded in the dead chicken, and fired. The bird went through the windshield, broke the engineer's chair, and made a major dent in the back wall of the engine cab. They were quite surprised with this result, so they asked the FAA to check to see if everything was done correctly. The FAA checked everything and suggested that they might want to repeat the test using a thawed chicken!  
*(Found on the Internet by Bruce Fingerhood, via the Gateway Railletter, January 1996)*





## THE RAIN-MAKING TRAIN

by: Gene Hull

In 1873, D. W. Goodman was 11 years old and he got a job on the railroad. He was a waterboy for a construction crew on the Northeast Extension of the Tebo & Neosho Railroad.

What in the world was the Tebo & Neosho Railroad? It was a paper railroad in Missouri, chartered 16 January 1860 to build from Sedalia in a southwesterly direction, through Henry County to some point on the Missouri-Kansas state line. The Civil War prevented anything from being done.

In March 1870 the Missouri, Kansas, Texas (Katy) was building southeastward across Kansas from Ft. Riley toward Indian Territory. Judge Levi Parsons, president of the Katy, saw a connection with Chicago by utilizing the T&N charter. He could build both ways from Sedalia-southwest to the Kansas border, and northeast to Hannibal, Mo., to join the Hannibal & St. Joseph. From there he could use existing railroads to Chicago.

On 19 October 1870 the Tebo & Neosho was absorbed by the Katy, and on 1 January 1872 construction was begun on the Northeastern Extension, still known as the Tebo & Neosho, heading for Hannibal, Mo. At Sedalia, the Missouri Pacific would give the Katy connection with St. Louis.

It was here that D. W. Goodman was carrying water for thirsty construction workers. He later went to work on the Rock Island, and enjoyed 59 years of railroading when ill health forced him to retire in 1932 at 70 years of age.

Goodman was "the brains" (conductor) on the division between Caldwell, Kansas, about three miles north of the border of the famous Cherokee Outlet to Hennessey. This was a strip of land about 35 miles wide (north-south) and

150 miles long (east-west). It extended westward from east of the Arkansas River to the 100th parallel of longitude west of Greenwich, England. This area contained six million acres, and was reserved by the federal government from settlement by white people. It was to provide an outlet for the Cherokee Indians, who were forced to move to Indian Territory from Arkansas and a few states east of the Mississippi. The "outlet" provided the Cherokees access to the Great Plains for hunting buffalo. The enormous "outlet" was no longer needed when the buffalo were slaughtered on the plains by the white men in the 1870's to starve the Plains Indians into submission and be forced to live on reservations.

The white men saw the enormous "outlet" with a growth of prairie "tall grass" high enough to tickle a horse's belly. This was prime, beautiful land, and the white men demanded the government open it for settlement. This finally occurred on 16 September 1893. No white man could legally be in the Outlet at the time the area would be declared open for settlement. Many thousands were poised along the north and south borders. The "land rush" would begin at noon.

Most of those who were eager to file a land claim had previously ridden across the land and picked out their favorite spot. There were conflicts when two or more fellows wanted the same piece of land. Several were shot in these disagreements. Four were killed by soldiers for starting into the Outlet before noon (they were "sooners").

At the town of Hennessey there were 15,000 men waiting and ready - on foot, on horseback, in buggies and wagons. On the morning of the "rush," Goodman was conductor on a passenger train south out of Caldwell, Kansas. The cars

were filled to capacity, and they were going south to Hennessey to start the "run." This town of Hennessey was directly on the old Chisholm Trail, over which cattle herds walked north from down in Texas to Kansas cow-town rail heads at Caldwell, Abilene, and Ellsworth on the way to market. The construction of the Rock Island into Indian Territory followed the Chisholm Trail, and put an end to the walking cattle herds. The rails reached Hennessey in October 1889.

Goodman discharged his passengers at Hennessey, turned the train, and returned to Caldwell. The area of the Outlet was in the grips of a severe drought. It had not rained in 17 weeks. There was a great danger of a devastating prairie fire.

When the train reached Caldwell, Goodman was in for a surprise. Dispatcher C. B. Jewel told him he was going back across Cherokee Outlet. Jewel had placed 50 large earthen vessels, filled with chemicals, aboard an ordinary caboose. Jewel said he and Goodman were going to make rain fall on the parched Outlet land.

The "caboose hop" ran 50 miles south to Enid, where the crummy was parked on a side track. There had been a lot of earlier publicity, and there was quite a bit of excitement as settlers left their cabins and tents to see a miracle.

The pots of chemicals were placed in a group, a system of wires was run to the pots, and the

chemicals were subjected to a series of electrical charges. The vapors from the pots were supposed to rise in the atmosphere and cause rain to fall.

The switch was closed at 8:00 a.m., and the electrical charge flowed through the chemicals. Nothing happened. Everybody waited during the day. Still, nothing happened. The people decided the railroad men were crazy, or fakers..

About 4:00 p.m. clouds began to form. They began to rise higher and higher in the sky. They grew darker the higher they rose. Those were storm clouds! Folks around there hadn't seen anything like that in four months.

The rains came.

There was a downpour lasting four hours. Streams began to rise. People began to move their tents to higher ground.

Next day settlers came from many miles around Enid, bringing their families. A gala celebration was held around the "rain" car. Jewel and Goodman were famous. Goodman said he wasn't sure the "rain making" exercise had anything to do with the rain, but the settlers had no doubts - it rained!

The Rock Island "rain makers" brought rain to the Cherokee Outlet the day after the white men took over ~~the~~

*(Editor's note...looking back at weather records from Little Rock in mid-September, 1893, I found that a cold front passed through Little Rock on September 16, 1893. It didn't cause any rain here, but this same front would have moved through Kansas and Oklahoma on the 15th or so. If this front passed through Kansas on the 15th, that means that it was warming up again on the 17th ahead of another cold front which passed through the Kansas area on the 19th. Typically, this pre-frontal warming could bring in increased moisture, which may have helped cause the rain mentioned in the story above. However...the Air Force has proven, back in the 1970s...that adding chemicals to an atmosphere already ripe for rain does increase rainfall amounts, so the Rock Island train could have indeed aided in the formation of raindrops by increasing the "condensation nuclei" on which the raindrops formed. - Ken Ziegenbein)*

# The Ashley, Drew & Northern Ry. Co.

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## **TO MONTICELLO, ARK.**

Through Package Cars are loaded at Chicago, St. Louis, Evansville, Louisville, Memphis and Norfolk daily for Little Rock in connection with the daily package car loaded at Little Rock for Monticello, via the Chicago, Rock Island and Pacific Ry. and the Ashley, Drew and Northern Ry.

FREE PICK-UP AND DELIVERY of less-than-carload shipments. Merchandise cars between all important points enables A.D. & N. to offer unexcelled door-to-door service for package freight.

### **Steamship Sailing Schedule From Port Cities**

From New York, N.Y.  
Old Dominion Transportation Co.  
From Boston, Mass.  
Merchants & Miners Transportation Co., Tues., Thurs., Sat. 5 p.m.  
From Providence, R.I.  
Merchants & Miners Transportation Co., Tuesday and Friday, 5 p.m.  
From Baltimore, Md.  
Baltimore Steam Packet Co., Daily (except Sunday), 6:30 p.m.  
From above points route via Steamship lines named in connection with S.A.L.—Frisco—Memphis—Rock Island and ASHLEY, DREW AND NORTHERN RAILWAY COMPANY.

### **Routing From Other Points**

Chicago, Ill..C. & E.I., Frisco, C.R.I. & P., and A.D. & N. or J.C., C.R.I. and P. and A.D. & N.  
St. Louis, Mo...Cotton Belt or Frisco, C.R.I. & P., and A.D. & N.  
Evansville, Ind..I.C., or L. & N., C.R.I. & P., and A.D. & N.  
Louisville, Ky...I.C., or L. & N., C.R.I. & P., and A.D. & N.  
Memphis, Tenn.....C.R.I. & P., and A.D. & N.  
Kansas City, Mo....K.C.S., C.R.I. & P., and A.D. & N.  
New Orleans, La..T. & N.O. or L. & A. or T. & P., C.R.I. & P., and A.D. & N.  
Nashville, Tenn..L. & N. or N.C. & St.L., C.R.I. & P. and A.D. & N.  
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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 11** at the Mercantile Bank on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 \$20/year for Arkansas residents and also \$20/year for out-of-state. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year. The **RAILROADER** is mailed to all members automatically.

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.

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**.

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