

ARKANSAS RAILROADER

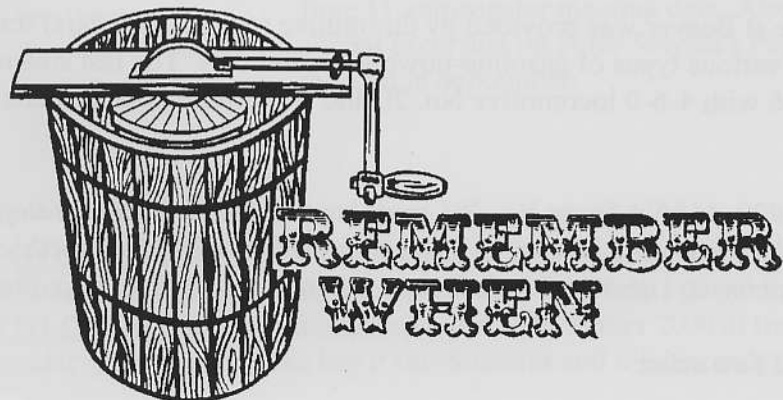


Little Rock Chapter
NRHS

VOLUME 31 NUMBER 6 JUNE 2000



Photo by Gene Hull of the Rock Island's Hot Springs, Arkansas depot in 1960, just before demolition. The nostalgic sadness was emphasized by the lone man in front of the station.





Beaver, Arkansas depot of the Missouri & North Arkansas taken in June 1960 by Gene Hull.

DEPOTS IN ARKANSAS - BEAVER (Missouri & North Arkansas)

by: Gene Hull

In 1883, the Eureka Springs Railway laid rails through a tiny settlement called Beaver, on the bank of the White River in northern Carroll County, five miles north of Eureka Springs, which was the southern terminal of the road. The settlement was named for its originator, Squire Wilson A. Beaver.

The first passenger train from Seligman, Missouri came through Beaver 24 January 1883 to Eureka Springs. Due to continuing economic troubles, the road was known by several names _ St. Louis & North Arkansas; Missouri & North Arkansas; Missouri & Arkansas; Arkansas & Ozarks.

Passenger service at Beaver was provided by diminutive (usually two cars) trains with little steam locomotives and various types of gasoline-powered motor cars. The last steam powered train ran 6 September 1946 with 4-6-0 locomotive No. 20 and two coaches (one was a combination baggage-coach).

(On March 17, 1929, M&NA Train No. 201 southbound toward Harrison stopped here at 8:40 a.m., reaching Harrison at 11:40 a.m. It's counterpart Train No. 202 northbound stopped here at 5:10 p.m., reaching its' next stop at Seligman, Missouri at 5:40 p.m. - editor) 🚂

Arkansas Railroader

2000 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

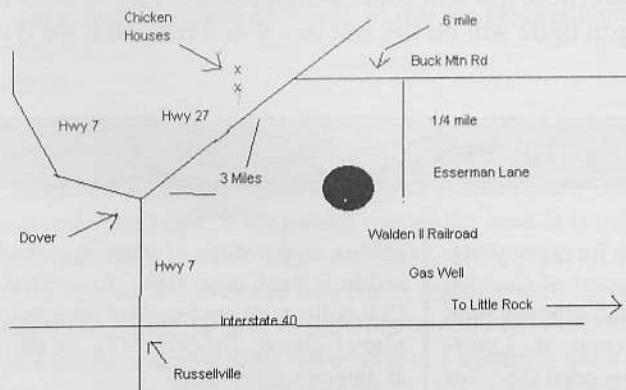
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- BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
- BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
- BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (Chairman)
- 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 JUNE 10 at Ron Esserman's Walden Too railroad, close to Dover, Arkansas off I-40 near Russellville. It will be a picnic combined with rides on Ron's backyard railroad. Ron's phone number is 501-331-2030. A map is shown below. Again, the date will be SATURDAY, JUNE 10. There will be no meeting June 11, our regular meeting date. Also, we'll be having the annual excursion on Peter Smykla's Paperton Southern Jct railroad in September.

2001 ARKANSAS RAILROAD CALENDAR - The next calendar from the Arkansas Railroad Club will contain 18 black & white railroad photos taken in Arkansas over the years. Why 18? Well, I got so many photos I liked, I decided to make it a 16-MONTH CALENDAR by adding September-December 2000 at the beginning, followed by the regular 2001 12-month calendar. That way you can buy it this Summer and it'll be ready to hang up. Price will be

set when I get the calendars back from the printer, but I'm hoping for a price reduction, even with the extra 4 pictures. I should have it back by the June 3 Show and Sale, but that wasn't certain at this early press time.

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.

NEW RAILFAN - Received the following letter in mid-April: "Dear Sir or Madam - My name is Aaron McMahan from Sweetwater, Tennessee. I am 10 years old and I love to study trains. My uncle built, or is building, a model train the same size of his basement. He started in 1997 and ever since then I loved trains. When I grow up, I want to be a train engineer. To be specific, I a passenger train. Well, let's not beat around the bush. I was wanting to know if you would send me some information on trains. If you would let me, can I be in your club? If that's what kind of club it is.

Oh, I have heard that you have to be real good in math to be a train engineer. Please help me figure out what to do because I stink at math. But I am good in spelling. I think I will go to college at UT in Knoxville. If you want to, you can email me at: flipside_1@hotmail.com. Thank you so much for reading my letter. Oh, and remember, God loves you.

Sincerely, Aaron McMahan"

I e-mailed him Bart Jennings address and will give him a copy of the latest *Railroader*. His mailing address is: 130 Roby Rd, Sweetwater TN 37874.

SHOW AND SALE will be held June 3, 2000 at Fisher Armory in North Little Rock, 2600 Poplar Street (take Exit 153 off I-40 - it's just across from the Bonanza Restaurant). Adult admission is \$3.00. Table rental will be \$30 for the first table, \$25 for the second and \$20 each for any additional tables. Admission will stay at \$3, under 12 free. For more information, contact Walter Walker, 8423 Linda Ln, Little Rock AR 72227, 501-225-0826 or call 501-681-1839.

BRICK DONATED - The Arkansas Railroad Club will donate a brick tile in honor of Gene Hull to be placed in a garden on the west side of the main Little Rock downtown library. These tiles can be purchased by groups or people to honor their favorite authors. Arkansas Railroad Club will be listed as donor and the favorite author is Gene Hull. The proceeds go to the Central Arkansas Library System's Endowment fund.

2000 DUES are now officially Past Due. Most have renewed, but there are still some who have not. Please send in your \$20 local and \$17 NRHS dues as soon as possible. This April issue will be the last one you'll receive if we don't have your dues by April 15. Thanks.

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 - Caboose information - Main Street Russellville and its Friends of the Depot committee acquired the 1940's era Cotton Belt wooden caboose that had sat in

the city of Hope's Fair Park for many years. Club member George Clippert of Camden says he remembers he got the caboose from someone who bought several St. Louis-Southwestern Cotton Belt wooden cabooses from the railroad years ago. He believes it was built in 1907 at St. Louis by the American Car and Foundry Company. It went to Hope in January 1973.

Meanwhile, Mary Cohoon of the Main Street Russellville committee would like more information on the caboose, such as

photos or drawings of what it looked like inside. It was Cotton Belt Caboose No. 140. Call collect, or send contact information to Mary Cohoon, 501-967-2981, or email her at dmcohoon@ipa.net

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 C

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 - Any studies that have examined a train handler's situational awareness in fog. If you know of a publication that addresses this issue, let Pat Barnes of the National Transportation Safety Board know at this email address: BARNESP@ntsb.gov

FOR SALE - The entire collection of 7,808 black and white negatives (620 format) taken by Donald L. Etter of mostly steam locomotives, mainly in the Midwest and Northeast, during the 1930s to 1960s. Stephen F. Etter is selling the entire collection (he doesn't want to split it up) for the asking price of \$100 per negative (my calculation shows that the whole collection would cost over \$780,000 if this is really what he is asking). To see a bound catalog of the entire negative list, send \$15 (no checks) to S. F. Etter, PO Box 266, Hudson MI 49247.

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.

INDIANA - CSX - To abandon a line from m.p. B-40.34 to m.p. B-40.60, a distance of .26 miles, at Charlestown, Indiana. Effective May 23, 2000. (STB Docket No. AB-55, Sub No. 578X, decided April 13, served April 21, 2000)

TEXAS - UNION PACIFIC - To abandon a .75 mile portion of the Orange Industrial Lead from m.p. 486.75 to m.p. 487.5 near Kilowatt, Texas. Effective May 23, 2000. (STB Docket No. AB-33, Sub No. 152X, decided April 14,

served April 21, 2000)

IOWA - UNION PACIFIC - To abandon a .44 mile line over the Sheffield Industrial Lead from m.p.184.31 to m.p. 184.75 near Hampton, Iowa. Effective May 23, 2000. (STB Docket No. AB-33, Sub No. 151X, decided April 7, served April 21, 2000.

CALIFORNIA - SAN JOAQUIN VALLEY RAILROAD CO. - To abandon a half mile of track on the Oil City Subdivision between m.p. 311.9 and m.p. 312.5 near Maltha, California. Effective May 24, 2000. (STB Docket No. AB-398, Sub No. 6X, decided April 18, served April 24, 2000)

ARKANSAS RAIL NEWS

ARKANSAS & MISSOURI TRIVIA

In the April 14 edition of the *Arkansas Democrat-Gazette*, there was an article about the history of the Arkansas & Missouri Railroad and it's predecessor lines. 1) The railroad was built between 1880 and 1882 by the Frisco Railroad; 2) the line runs 150 miles from Monett, Missouri to Fort Smith, Arkansas; 3) Burlington Northern got the line from the Frisco in 1980 when it merged companies; 4) in 1986, it became the Arkansas & Missouri; 5) five trains a day now run along the line; 6) at 1,735 feet above sea level, the Winslow tunnel is the highest tunnel between the Appalachians and the Rockies; 7) Winslow used to be a resort town; 8) in 1910, 10 passenger trains departed from Fayetteville each day;

GENERAL RAIL NEWS

MASS TRANSIT GETTING POPULAR

The American Public Transportation Association said that in 1999, 9 billion trips were taken on mass transit in the United States, the largest ridership in over 40 years. The last time ridership was that high, Dwight D. Eisenhower was in the White House. More significantly, transit ridership is rising faster than automobile use, rising 4.5 percent in 1999 compared with 1998 compared with car use rising 2 percent. (*Washington Post*, April 30)

HIGH SPEED GULF COAST TRAIN

(*Biloxi, Mississippi*) - On April 13, 2000, a group of investors, that includes retired aerospace engineers and doctors, announced a plan to privately fund a \$350 million high-speed rail line powered by electromagnetic propulsion that would run through the Interstate 10 median from Mobile to New Orleans. The system would run 10 feet above the ground and go up to 250 mph. The organization is called "Trains That Fly, Inc." (*The Biloxi Sun Herald*, April 14,

2000)

NOT LIABLE

On April 10, the U.S. Supreme Court voted 7-2 in a Tennessee case, saying that railroads are not financially liable if the equipment installed at grade-level crossings are federally funded.

AMTRAK NEWS

NEW CRESCENT WEBSITE

Amtrak's *Crescent* now has its own website, <http://www.amtrakcrescent.com>. This train goes daily between New York and New Orleans. A calendar of events for each city the *Crescent* goes through is included on the site.

As we all know, the *Texas Eagle* also has it's own website, <http://www.texaseagle.com>. The *Eagle* will go daily May 21.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

NORTH LITTLE ROCK, ARKANSAS - June 3, 2000 - Arkansas Railroad Club's annual Show and Sale, Fisher Armory, off Pershing Street, North Little Rock. Table

rental is \$30 for first table, \$25 for second and \$20 for and additional tables. Admission will be \$3, under 12 free. For information, contact Walter Walker, 8423

Linda Lane, Little Rock AR 72227, 501-225-0826

JACKSONVILLE, ARKANSAS - November 4, 2000 - 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)



Pennsylvania Railroad train #319 with K4s Pacific 5334 leaving Louisville, Kentucky for Indianapolis, Logansport and Chicago, July 1939. (Eldon A. Behr photo)

MISSOURI PACIFIC LINES - A CORPORATE HISTORY - PART 11 - (Gene Hull)

Purchased Lines

A. By articles of consolidation filed in the office of the Secretary of State of Kansas, March 29, 1887, The Kansas City, Wyandotte and Northwestern Railway Company and the Leavenworth and Olathe Railroad Company were consolidated under the name, "The Kansas City, Wyandotte and Northwestern Railroad Company," which company constructed the line from Tonganoxie to Seneca (87.14 miles), completed February 18, 1888; the Seneca Spur (0.08 mile), completed in February, 1888; Axtell to the Kansas-Nebraska state line near Summerfield (12.27 miles), completed in February, 1889; and from Menager Junction to South Leavenworth (11.61 miles), completed in May, 1887. A total mileage of 111.10

Total mileage of The K.C.W. & N.W. R.R. 141.00

Termini: From end of track constructed by The K.C.W. & N.W. Ry. Co. 1.31 miles south of center of depot at Tonganoxie to a point 20 feet east of west line of Buffalo Street on St. J. & G. I. connection at Seneca; from H. B. connection with main line 60 feet east of east line of Buffalo Street to a point on St. J. & G. I. R.R. 10 feet west of east line of Elm Street at Seneca; from H. B. connection with St. J. & G. I. R.R. at Axtell to Kansas-Nebraska state line (joining the rails of The K.C. & B. Ry. Co.); and from H. B. South Connection with main line at Menager Junction to a point on main (Omaha) line 30 feet south of north line of Maple Street at South Leavenworth.

~~Colors on accompanying map: Main Line, Brown, Nos. 77-A, 78 and 79; Leavenworth Branch, Orange, No. 81.~~

This company also surveyed, acquired the right of way and partially graded a line from Seneca to Axtell, but abandoned the project when a lease was secured January 21, 1889, for the use of the rails of the St. Joseph and Grand Island Railroad between those points, a distance of 10.77 miles, for a period of ninety-nine years.

Pursuant to decree of the Circuit Court of the United States for the District of Kansas, rendered June 18, 1891, the railroad and other property of The K.C.W. & N.W. R.R. Co. were sold on January 5, 1894, to George C. Smith and B.P. Waggener, Purchasing Trustees. Deed of Hiram P. Dillon, Master Commissioner, to said purchasers was executed June 18, 1894. Deed of George C. Smith and B.P. Waggener, Purchasing Trustees to The Kansas City Northwestern Railroad Company, was executed June 27, 1894, and on July 1, 1894, The K.C.N.W. R.R. Co. commenced to operate the property. The organization of The K.C.W. & N.W. R.R. Co. was no longer maintained and ceased to exist.

B. The Kansas City and Beatrice Railroad Company was incorporated under the general railroad laws of Nebraska by articles of association filed in the office of the Secretary of State of Nebraska, July 9, 1889, and constructed the line of road from Kansas-Nebraska state line to Virginia, Nebraska, completed December 5, 1889. Mileage 20.65
This company was organized and owned by The K.C.W. & N.W. R.R. Co.

Termini: From Kansas-Nebraska state line (joining the rails of The K.C.W. & N.W. R.R. Co.) to end of track at Virginia, Nebraska.

~~Color on accompanying map: Orange, No. 80.~~

ARKANSAS RAILROADER - JUNE 2000

Purchased Lines

Pursuant to a decree of the United States Circuit Court for the District of Nebraska rendered December 9, 1893, the railroad and other property of The K.C. & B. R.R. Co. were sold on May 18, 1894, to C.G. Warner, Purchasing Trustee, and deed executed by John T. Cochran, Master Commissioner, August 21, 1896. A deed of conveyance was also executed on November 10, 1896, by New York Security and Trust Co., Trustee of The K.C. & B. R.R. Co. First Mortgage. Deed of conveyance of C.G. Warner, Purchasing Trustee, to The K.C.N.W. R.R. Co. was dated December 10, 1896. The K.C. & B. R.R. Co. organization was no longer maintained and ceased to exist.

THE KANSAS CITY NORTHWESTERN RAILROAD COMPANY was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, December 29, 1893. As related above, this company became the purchaser of the properties of The Kansas City, Wyandotte and Northwestern Railroad Company, with a mileage of 141.00, and The Kansas City and Beatrice Railroad Company, with a mileage of 20.65, making the total mileage owned by this company 161.65

By a contract dated March 1, 1899, and expiring March 1, 1924, this company acquired the right to use the track of the St.J.& G.I. R.R. Co. between Seneca and Axtell, which was formerly leased by The K.C.W. & N.W. R.R. Co.

The stock of this company was owned by The Missouri Pacific Railway Company and that company operated the line until purchased by deed dated January 18, 1910, after which the organization of The K.C.N.W. R.R. Co. was no longer maintained and ceased to exist.

A. The Nebraska Southern Railway Company:

This company was incorporated under the general railroad laws of Nebraska by certificate of organization filed with the Secretary of State of Nebraska, October 6, 1886, and constructed the line of road from a point 2.30 miles north of Auburn, Nebraska, to the line between Sections 19 and 20, Township 8 N., Range 14 E., completed August 28, 1887. Mileage 16.12

Termini: From H.B. at Auburn Junction to section line between Sections 19 and 20, Township 8 N., Range 14 E. (joining the rails of The Missouri Pacific Railway Company, Nebraska City Branch - ~~See p. 19, page 14.~~)
Color on accompanying map - ~~Brown~~ - No. 104.

The company was organized and line built and operated by The Missouri Pacific Railway Company. It was purchased by that company by deed dated January 19, 1910, and the organization of The Nebraska Southern Railway Company was no longer maintained and ceased to exist.

B. Omaha Belt Railway Company:

This company was incorporated under the general railroad laws of Nebraska by certificate of organization filed in the office of the Secretary of State of

Purchased Lines

Nebraska, September 10, 1883, and articles of incorporation filed with the County Clerk of Douglas County, Nebraska, September 11, 1883. Its line of road from the Sarpy-Douglas County Line to Webster Street, Omaha (13.12 miles), was completed December 1, 1886, and from West Side Junction to Summit Junction (3.05 miles) completed June 1, 1892; a total mileage of 16.17

Termini: From Sarpy-Douglas County Line (joining the rails of the Sarpy County Extension - See I.-18, page 14) to end of track at Webster Street, and from connection at West Side Junction to Union Pacific right of way line at Summit Junction.

~~Colors on accompanying map - Orange and Green; Nos. 100 and 101.~~

The company was organized and line built by outside parties and The Missouri Pacific Railway Company acquired control of the stock in 1892 and operated the road from June 1, 1892, by virtue of ownership of a majority of the capital stock. The property was purchased by The Missouri Pacific Railway Company by deed dated January 19, 1910, and the organization of The Omaha Belt Railway Company was no longer maintained and ceased to exist.

6. Omaha Southern Railway Company:

This company was incorporated under the general railroad laws of Nebraska by certificate of organization filed in the office of the Secretary of State of Nebraska, February 15, 1890, and constructed the line of road from Union to Gilmore Junction; completed from initial point to Plattsmouth, 14.72 miles, September 9, 1891, and from Plattsmouth to Gilmore Junction, 10.72 miles, June 1, 1892 - a total mileage of 25.44

Termini: From Nebraska City Branch Jct., 0.17 mile north of center of depot at Union, to south right of way line of U.P. Ry. at Gilmore Jct.

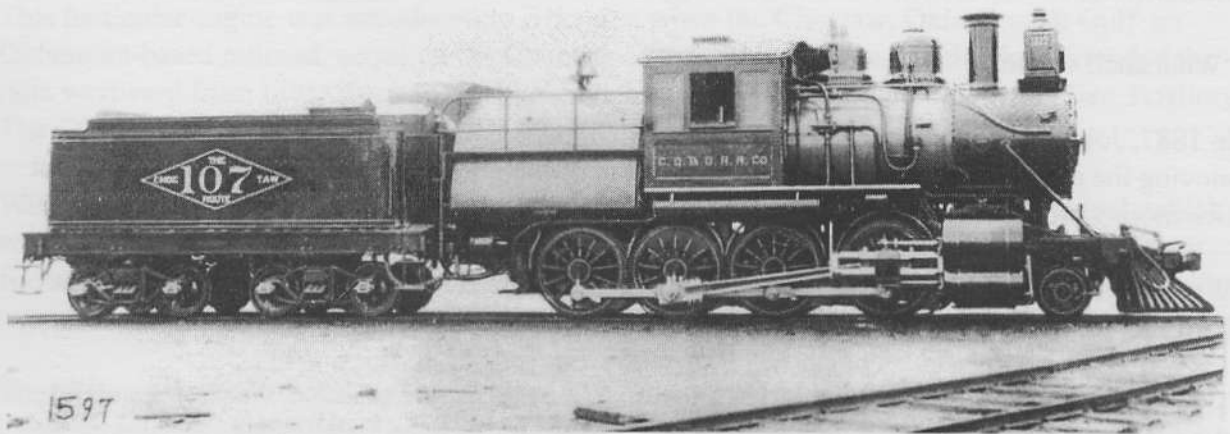
~~Color on accompanying map - Violet; No. 107.~~

The company was organized, built and operated by The Missouri Pacific Railway Company by virtue of stock ownership and was purchased by that company by deed dated January 18, 1910, after which the organization of the Omaha Southern Railway Company was no longer maintained and ceased to exist.

7. Pacific Railway Company in Nebraska:

This company was incorporated under the general railroad laws of Nebraska by certificate of organization filed in the office of the Secretary of State of Nebraska, March 31, 1887.

(a) The Pacific Railway Company in Kansas was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, March 31, 1887.



This classy Camelback was built by Baldwin in 1902 for the Choctaw, Oklahoma & Gulf. The CO&G was absorbed by the Rock Island in 1904. (Gene Hull collection)

THE ROCK AND THE CAMELBACK

by: Gene Hull

Probably, the most unusual locomotives to roll on any railroad in Arkansas were the "Camelback," or "Mother Hubbard," style engines on the Choctaw, Oklahoma & Gulf.

The name CAMELBACK derived from the peculiar location of the engine cab - it sat astraddle the boiler about midway of its length. This situation was a result of necessity, not simply a choice. The outline of the engine resembled a "one hump" camel.

In the early years of the 1800s, there developed a need for a locomotive which was capable of burning the hard, rock-like anthracite coal so plentiful in the extensive fields of Pennsylvania.

Several designs were experimented with - some good, some not so good. In June 1848, Ross Winans completed an engine in his shops at Baltimore, Maryland, for the Baltimore & Ohio Railroad.

To accomplish combustion of the anthracite "real estate," a large grate area was required. When the greatest length possible had been achieved, the area still was too small. There was only one way to go - wider.

To do this, it was necessary to raise the grate above the engine's driving wheels instead of between the wheels as was normal.

When the grate was raised and widened, it was too wide for the cab. To widen the cab in its usual location would make it so wide it would sideswipe any other train on an adjoining track and

Arkansas Railroader

clearance on the industrial tracks was insufficient to accommodate such an engine.

“What shall we do?”

In 1887, John E. Wooten, general manager of the Reading Railroad, solved the problem by moving the cab forward astraddle the boiler ahead of the grate. One problem was satisfied, but two more were created.

When the cab was moved there was no place for the fireman to stand while shoveling the rock-hard fuel into the firebox. Back to the drawing board.

This problem was solved by adding a platform at the rear of the firebox so the fireman could reach the coal tender and firebox. Now there was no protection from the fierce onslaught of summer heat and winter cold. At least a roof was placed over the platform.



Rock Island Camelback 2-8-0 No. 1890 at Little Rock (?). The fireman is beneath the roof canopy over the gangway. (Gene Hull collection)

There remained a second problem.

If the fireman was fortunate enough to build sufficient fire on the huge grate to permit a few moments rest from swinging the scoop shovel, he could scramble his way forward to the left side of the cab, but he could not communicate with the engineer. The heavily insulated end of the boiler passed through the cab, separating the fireman and engineer.

Never the twain should meet.

It was impossible for the engineer to be aware of any dangerous situation which might develop on the left side of his train. This problem never was corrected as long as the camelbacks ran.

Arkansas Railroader

This particular engine was introduced to Arkansas when the Choctaw, Oklahoma & Gulf, an Oklahoma-based railroad, acquired the Choctaw & Memphis Railroad, which had extended the rails westward from Little Rock to a connection with the CO&G at the border of Indian Territory. The CO&G acquired the C&M on 30 June 1900.

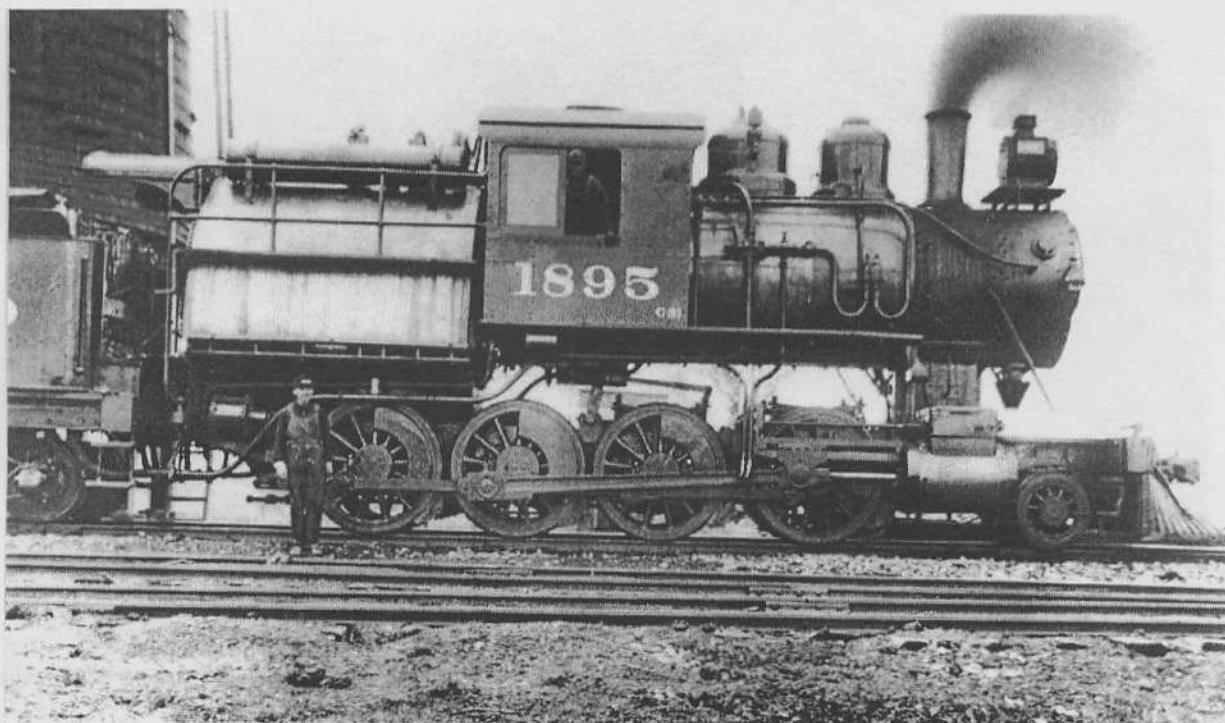
Within the territory served by the CO&G, there were extensive fields of bituminous coal, which was ideal fuel for locomotives. Some of the officials reasoned that if a locomotive had a larger firebox, and it were filled with fine bituminous coal, the greater heating capacity would evaporate a greater quantity of water to produce more usable power.

This idea progressed until the railroad placed an order with Baldwin Locomotive Works in Philadelphia, Pa. in 1901 for 12 camelback locomotives capable of burning anthracite coal, believing they would work even better with bituminous coal.

It was most unusual to see these anthracite burners west of the Mississippi River, especially in Arkansas, where the coal is of the bituminous variety.

When the Choctaw, Oklahoma & Gulf was acquired by the Rock Island by the lease as of 24 March 1904, the 12 camelbacks were part of the deal and traveled east and west across Arkansas between Memphis, Tennessee and McAlistar, Indian Territory.

Even though they were seen frequently in Little Rock, they always were regarded as peculiar.

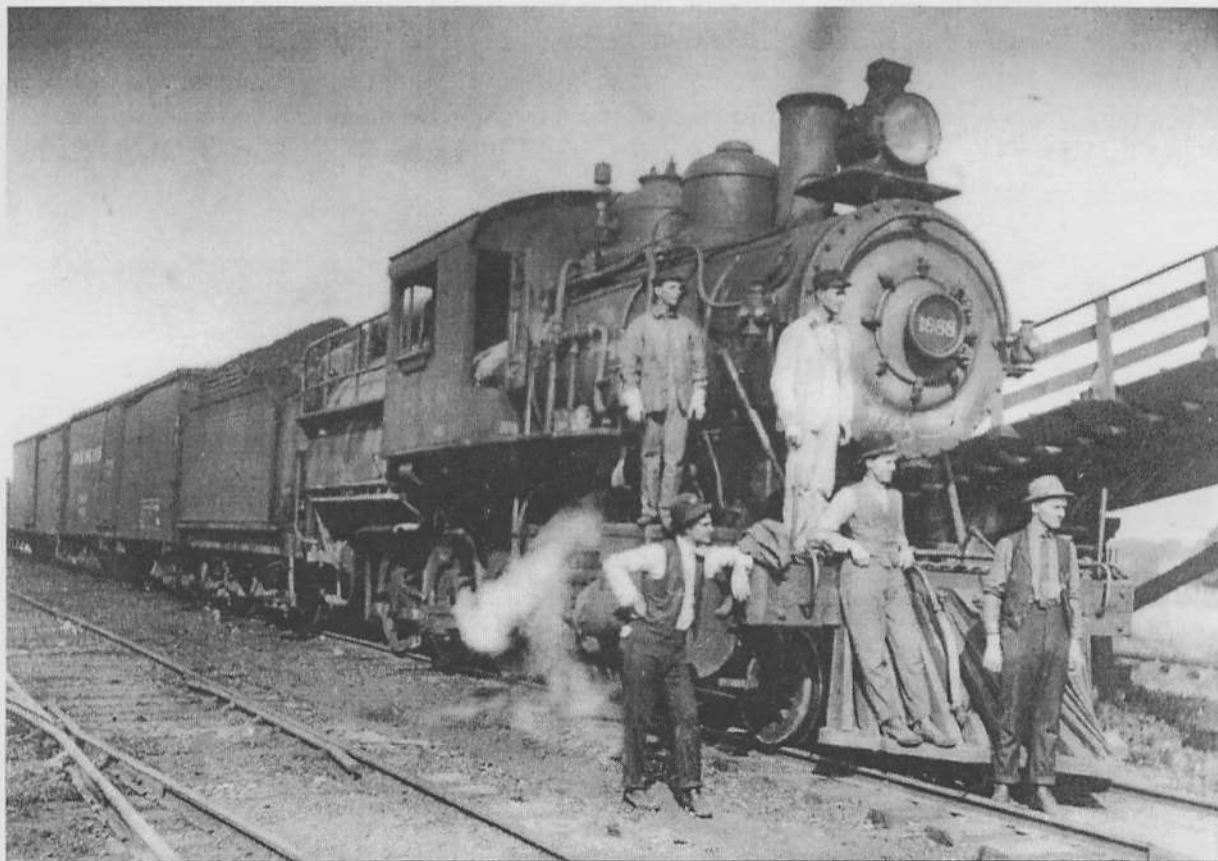


Rock Island Camelback 2-8-0 No. 1895, location unknown. (Gene Hull collection)

The 12 locomotives were built by Baldwin in 1902 and were renumbered by the Chicago, Rock Island & Pacific as 1888 through 1899. They had the following specifications as noted in a 1935 locomotive roster - CYL 21" x 26"; DRIVING WHEELS 56" dia.; STEAM PRESSURE 185 lbs.; WT. WITHOUT TENDER 153,280 lbs.; TRACTIVE FORCE 32,197 lbs.

The engines were originally built as compounds, a special preference of Sam Vauclain, general manager of Baldwin. When steam was admitted to the engine's cylinders it expanded to force the piston along its stroke and then was exhausted to the atmosphere through the smokestack. There still was a great deal of expansive power in the steam, which gave the familiar "barking" sound to the old steam engine.

Vauclain developed the idea of mounting an extra pair of cylinders on an engine to use the steam exhausted from the first pair, thus not wasting the steam.



Rock Island Camelback 2-8-0 No. 1888 and yard crew at the coal chute in Little Rock Biddle Yard, date unknown. (Gene Hull collection)

The second pair of cylinders were larger in diameter to compensate for the reduced power in the

Arkansas Railroader

steam due to its first expansion. The larger cylinders were placed directly above the smaller high-pressure cylinders. Thus, Vaucelain compounded the use of steam before it was exhausted.

In 1909-1910, the engines were rebuilt by the Rock Island at Little Rock. The extra cylinders were removed, eliminating Vaucelain's influence. The engines became standard simple expansion instead of compound.

In 1919-1920, the engines were rebuilt again, losing the influence of old John Wooten. The firebox was narrowed and the cab was moved back to its normal position at the rear of the firebox.

The "camel" appearance disappeared through the process of evolution.

Trains on the Rock Island were becoming heavier and faster. The ex-camelbacks were reassigned to switching service in the terminal yards. A few survived World War II and then were scrapped.

These unusual engines served the CO&G-ROCK ISLAND long and faithfully in Arkansas. 

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Inside the Superliner dome car of the *Texas Eagle* on the way to Mineola, Texas October 8, 1999 as it sped through southwest Arkansas in a heavy downpour. Passenger trains are good all-weather forms of transportation. (Ken Ziegenbein photo)



Engine #6606, 4-6-2 Pacific coal burner has a long consist as train #7, *The Southerner*, tackles the hill in Little Rock in 1945. The east-northbound "Meat" train on the next track will proceed on to North Little Rock where the "reefers" will be iced before this hotshot heads on north toward Dupou, Illinois, after #7 clears the HH tower interlocking. (John A. Mills photo)