



LITTLE ROCK CHAPTER
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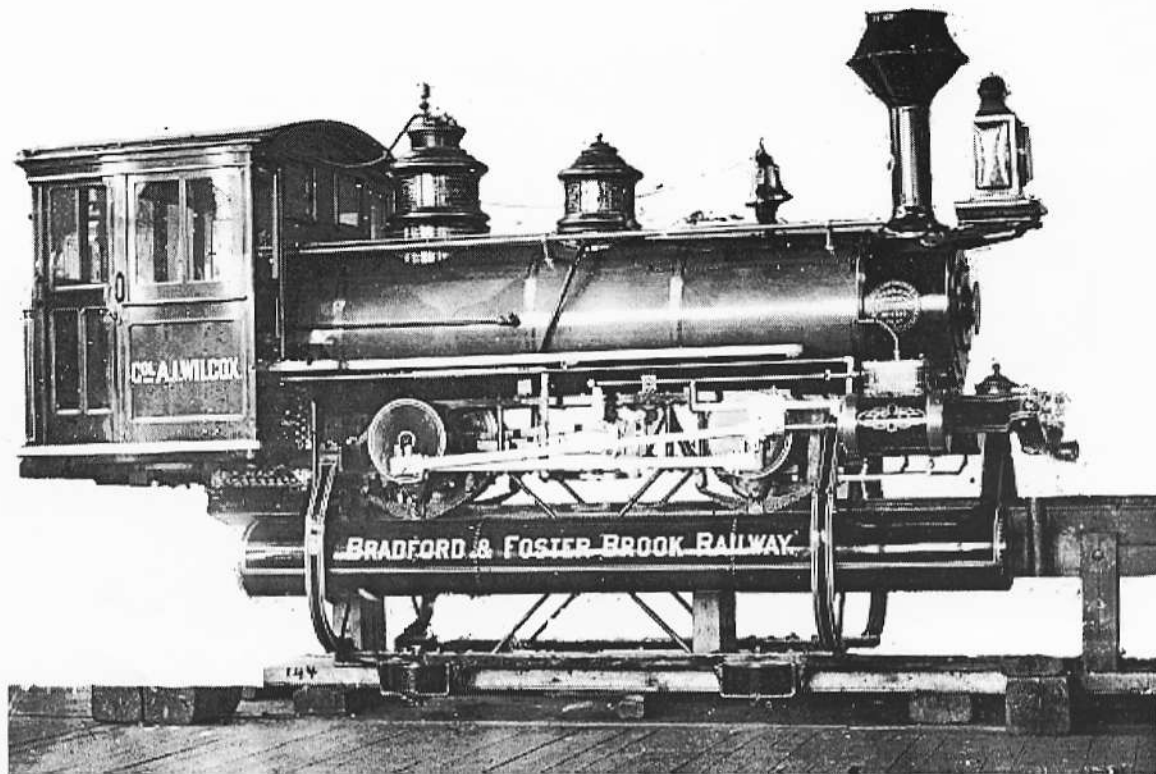
ARKANSAS RAILROADER



VOLUME 29 NUMBER 5 MAY 1998



Louisiana & Northwest 47-45 at the ICG crossing in Gibsland, Louisiana on October 3, 1983. (Peter Smykla, Jr photo)



A PEGLEG RAILROAD

by: Gene Hull

This is not a story of a crippled railroad. It was not one of those "wooden axle" pikes. It did run on only one rail set on top of wooden posts driven into the ground.

As an old story-teller would say, "Therein hangs a tale."

The little road was located in the oil fields of north central Pennsylvania, just south of the New York state line. It was only six miles long, and lived only two years and two months.

On 27 August 1859, a former New Haven Railroad conductor had drilled a hole in the ground near Titusville, Pa. His name was Edwin Drake, and crude oil ran out of the

hole. Less than a year later John D. Rockefeller came to the field of oil wells. He didn't care for the speculation associated with drilling, so he got control of refining and transporting the oil, a sure thing. This soon became "big business," and Standard Oil was born.

All transportation in the area became a real problem, a sticky one, you might say. Towns sprang up overnight like mushrooms. No roads of any kind had been developed. Drilling equipment and supplies lay on the ground waiting for shipment, while heavy freight wagons sat mired in the mud.

In 1876 a Centennial Exposition, celebrating the 100th birthday of America,

was held at Philadelphia. A great emphasis was placed on railroads, and many examples of motive power were placed on display by the manufacturers.

A couple of fellows from Bradford, Pa., came to see the marvelous sights of Philadelphia and the exposition. They were Colonel A. L. Wilcox and E. W. Codington. The little town of Bradford had recently got caught up in wildcat oil boom, about 75 miles northeast of Titusville.

While enjoying the thrills and excitement of the fair, they saw a contraption, the likes of which they had never seen before. It was a steam locomotive which ran on only one rail!

They were looking at the first monorail system to appear in America. It operated on a rail attached to a horizontal wood stringer supported by wood posts. To most of the visitors it was only an oddity, but to Wilcox and Codington it was a possible solution to the critical transportation problem around Bradford. Something like that would take the heavy loads of oil field equipment out of the mud, which was as much as two feet deep in the streets of Bradford. It was estimated that a monorail road could be built across level ground for about \$3,000 a mile, and a locomotive would cost another \$3,000.

When Wilcox and Codington went home they enthusiastically talked with businessmen and financiers, who approved of the idea. So it was that the BRADFORD & FOSTER BROOK RAILWAY was chartered 4 October 1877, with Col. A. L. Wilcox as president. The single-rail track would begin at Bradford and follow little Tuna Creek to its confluence with a stream called Foster Brook. It followed the latter stream to the terminal at Gilmore.

Heavy, square wood piling were driven deep into the ground. On top of the piling was placed a large continuous wood stringer,

on top of which was spiked a single iron rail. A couple of feet below the stringer, wood crossarms were fastened to the piling. Mounted on the crossarms were lightweight stringers, one on each side, parallel with the rail. The locomotive and cars would have stabilizer wheels on both sides which would run against the lower stringers to keep the train from tilting sideways. The completed project looked like a continuous "A" frame. The first mile was completed 17 January 1878 to the little town of Tarport, and a locomotive was ordered.

Almost before it was completed the road had a nickname - PEGLEG RAILROAD! Progress continued steadily, reaching Gilmore in the summer of 1878, six miles from Bradford.

Freight was piled up and waiting. America's first monorail road was in business. Passengers were handled readily, but caring for the freight was rather awkward. The height of the track made loading and unloading difficult, slow and costly. Even so, the funny little railroad was making money.

There was enough business to warrant ordering a second engine. It came from Burnham, Parry, Williams & Co. (Baldwin Locomotive Works) at Philadelphia in the summer of 1878. It was given shop number 4370, and on the panel below the right hand cab window was the name _ Col. A. L. WILCOX.

The train made 10 round trips a day. It carried thousands of passengers, even though some still considered it dangerous. On the morning of 15 August 1878, the second engine left Bradford on its third trip. A short way out of town, a section of the track collapsed. Both coaches fell about 10 feet to the ground, tossing the passengers around. There was no report of any injuries. The engine stayed on the rail, and service soon

was restored. The train continued to make its regular stops at Bradford, Tarport, Foster Brook, Babcock's Mills, Harrisburg Run, Derrick City and Gilmore.

Competition appeared on 17 October 1877, just weeks after the Pegleg was chartered. A regular railroad, the 3-foot narrow gauge Olean, Bradford & Warren was granted a charter. Construction began the same day at Bradford, and headed northeast parallel with the Pegleg.

Early in the spring of '78 the OB&W laid a spur track across the right-of-way of the Pegleg before the Pegleg track was erected. On the 16th of April the problem was in court. The OB&W lawyer claimed the Pegleg wasn't a real railroad, and he asked the court to withdraw its charter. The judge said, "No," and the Pegleg continued its construction. The two roads were built parallel, and both had stations at Bradford, Tarport, Foster Brook, Babcock's Mills, Derrick City and Gilmore. The OB&W extended 17 miles beyond Gilmore to reach Olean, New York, to connect with the Buffalo, New York & Philadelphia, latter part of the Pennsylvania R.R.

There was a great deal of oil well drilling going on in that part of the country, and both little roads were making money. The Pegleg was plagued by minor accidents almost daily. The oil boom excitement began to subside in late 1878 due to bad weather. Business grew slack and the Pegleg was losing money. The officials decided to upgrade the motive power, even though the Baldwin engine was only a year old.

On 18 January 1879, a new locomotive arrived in Bradford from Gibbs & Sterret Iron Works at Titusville, Pa. The Pegleg would try it out, and if it measured up to

speed and other qualifications it would be accepted. Officials seemed to think a faster schedule would reclaim business which was going to the OB&W.

The day of 29 January 1879 was set for the trail run. For some reason only two officials showed up. The little train left Bradford at high noon. It rolled smoothly down the valley of Tuna Creek, with whistle shrieking and bell sounding, proudly announcing its passage.

Near Babcock's Mills the engine slowed its speed abruptly. Then the valley was filled with a bellowing roar of sound, which echoed from the surrounding hillsides. The engine's boiler had exploded! Broken pieces of the engine whistled and screamed through the air, and were scattered across an area 2,000 feet wide. The assistant superintendent, roadmaster, engineer, fireman, conductor and brakeman also were disintegrated. Three others were injured. The trail run was finished. So was the Bradford & Foster Brook Railway. People were horror-stricken, and business was suspended. Officials of the Pegleg waited for people to forget.

They didn't.

Later in the spring of 1879 the Pegleg was sold to a couple of fellows named Skidmore and Allen. They said they would put it back in service that summer. Nothing happened. On 10 March 1880, a year later, the sheriff sold it at public auction. A junk dealer bought it and tore it up.

The Pegleg, an unusual railroad, and America's first monorail, was dead at the age of two years and two months.

- END -

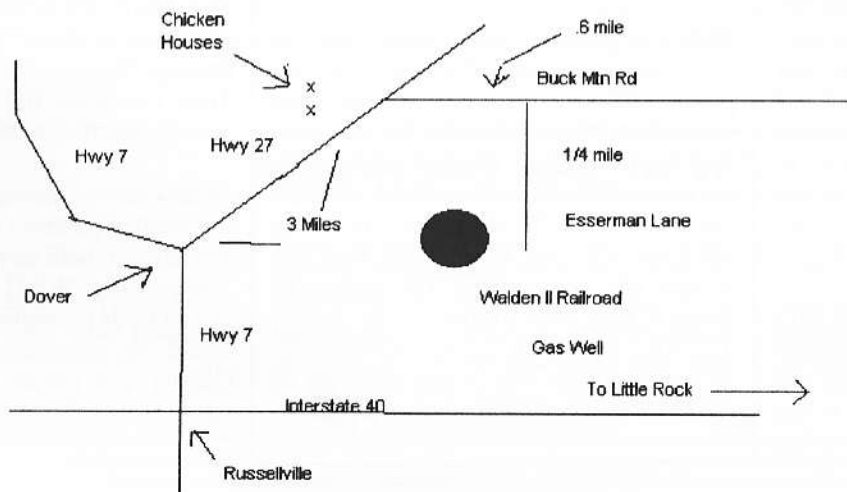
1998 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
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BOARD '98 - Robin Thomas, 10908 Rivercrest Dr #26, Little Rock AR 72212-1412
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BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held **SATURDAY, MAY 16**. We'll be going (on your own) to the Walden II outdoor railroad, owned by member RON ESSERMAN. The map below shows how to get there. It is close to Dover, taking Highway 7 off Interstate 40 at Russellville (it takes about 1½ hours to get to Russellville). This will be an all-day event, so bring your own lunch.

John Jones will give the June program. It will be on Amtrak's Inaugural of the Fourth *Texas Eagle* and other Amtrak videos.



MAY BIRTHDAYS - ROBERT J TILLMAN (5/03); BOYD T PYLE, SR (5/03); SCOTT K WATSON (5/04); WILLIAM H VOGT (5/04); DICK BYRD (5/21); DAVID A DION (5/29); STEPHEN R STRAUSS (5/31).

1999 CALENDARS will have 14 black & white photos, and NOT repeat the cover photo in the body of the calendar. The several I've talked to didn't want to use the cover photo also as a month-picture, like we did for the 1997 calendar, so I won't.

Also, like last year, this calendar will have member's birthdays printed on the birth date. It's the only calendar you can buy that has your birthday on it, so plan to stock up! (Birthdays won't be on the year 2000 calendar). They won't be ready until mid-June, when we'll start taking orders. Price will probably be \$7 again.

RAILROAD TV PROGRAMS - The History Channel will have some good programs on railroading, some too late to include here. Among some run so far: "Urban Trains," "The Locomotive," which talked about the early through modern cabs of locomotives, "Penn Station," "Steam Trains," to air May 11, which will talk about the 160 year history of steam locomotives, including a visit to UP's Steam Operations Division to profile #3985, "The Caboose," slated to air May 18. (From the History Channel's Web Page, <http://www.historychannel.com>)

CORRECTED EMAIL ADDRESS for Dan Barr in the 1998 Roster. His correct address is dhbarrjr@mindspring.com

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 - Jack Royce's benchwork. Jack had 2 pieces of 4' x 6' plywood in an "L" shape layout over his benchwork. He paid over \$400 for the benchwork itself. Widder Fay Jean wants to sell the benchwork and two plywood pieces for \$150. There are pieces from the layout which would be included as a bonus. Please call Fay Jean at 501-228-9853, 501-661-0292 or 501-350-7779 to make an appointment to see it.

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. 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 816-695-4433.

FOR SALE - James R. Fair's new 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 plus postage. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689. James Fair is and has been an Arkansas Railroad Club member for years.

FOR SALE - Collector quality Missouri Pacific Power book by Joe Collias. Contact T. B. Wilson, 19934 Sweetgum Cir #14, Germantown TN 20874 or call 301-601-0712.

WANTED - New members in the Morse Telegraph Club, Inc., Grand Chapter, Chicago, Illinois. Contact Keith LeBaron, Grand S/T, 550 N Greenfield, Freeport IL 61032 or call 815-232-2564. Dues are \$10 per year. The nearest local chapter to us is in Tulsa, Oklahoma, Bill Orr, 5812 S Pittsburg Ave, Tulsa OK 74135.

WANTED - Stories, photos and other information pertinent to women working on the railroad, both non-clerical and clerical. The period of WWII is of special interest, but all leads to employees or their relatives would be appreciated and followed up. Contact Frank Fabian, 8828 55th Court, Oak Lawn, IL 60453-1249.

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.

MINNESOTA - SOO LINE RAILROAD CO - To abandon the Hiawatha/Cedar Avenue Wye, extending from m.p. 423.59 near the eastern edge of Cedar Avenue to m.p. 423.26 and 423.21 respectively, near the eastern edge of Hiawatha Avenue, a total of 1 mile. The station of Minneapolis is included. Final decision by June 26, 1998. (STB Docket No. AB-57, Sub No. 40X, decided March 28, 1998, served March 30,1998)

IOWA - TRACK TECH - To abandon a line from m.p. 1.45 near Creston, Iowa to m.p. 21.15 near Greenfield, Iowa, 19.70 miles. Stations included are Creston, Orient and Greenfield. Final decision by July 2, 1998. (STB Docket No. AB-493, Sub No. 7X, decided March 27, served April 6, 1998)

WEST VIRGINIA - CSX - To abandon a 0.72 mile segment of the Logan Subdivision from m.p. CMB-0.33 at Bandmill Junction to m.p. CMB-1.05 at Melville, West Virginia. Final decision by July 6, 1998. (STB Docket No. AB-55, Sub No. 560X, decided March 31, served April 7, 1998)

NORTH DAKOTA - RED RIVER VALLEY & WESTERN RAILROAD CO. - To abandon 10.55 miles from m.p. 79.08,0.6 miles north of Oberon to m.p. 89.63 in Minnewaukan, North Dakota. Effective May 9,1998. (STB Docket No AB-391, Sub No. 4X, decided March 31, served April 9, 1998)

IOWA - UNION PACIFIC - To abandon the Carlisle Branch from m.p. 368.3 near Carlisle, IA to m.p. 379.13 near Indianola, IA, a distance of 10.83 miles and discontinue service on the line from m.p. 379.13 to the end of the line at m.p. 379.98 in Indianola, Iowa, a distance of 0.85 miles. Final decision by July 15, 1998. (STB Docket No. AB-33, Sub No. 120X, decided April 8, served April 16, 1998)

MA - PIONEER VALLEY RAILROAD COMPANY, INC. - To abandon the Westfield Branch extending from m.p. 0.0 to the end of the line at m.p. 1.9 in Westfield, MA. Final decision by July 21, 1998. (STB Docket No. AB-531X, no Sub No., decided April 15, 1998, served April 22, 1998)

ARKANSAS RAIL NEWS

STREETCARS AGAIN?

(Little Rock) - With the construction of the new Alltel Arena in North Little Rock and development along the riverfront in Little Rock, including the proposed Clinton Presidential Library, serious talk is taking

place on bringing back streetcars over a two-mile route that crosses the Arkansas River between the new attractions. The first phase, set to actually operate streetcars in late 1999, would cost \$7.7 million and use Union Pacific's Junction Street bridge.

The streetcars would use a single overhead wire, similar to the very successful system in Memphis. *(Arkansas Democrat-Gazette, April 6, 1998 by Jake Sandlin)*

GENERAL RAIL NEWS

FEDERAL TRANSPORTATION BUDGET

The FY 1999 proposed budget for the US Department of Transportation is \$43.3

Billion. Of that amount, \$22.8 billion goes to highway maintenance and new roads and bridges; \$250 million goes to states for transportation "credits;" \$1.7 billion to

continue improving airports; \$4.6 billion for transit grants; \$621 million for Amtrak; \$406 million to improve highway safety; \$975 million for aviation safety and security; \$100

million to buy security equipment; \$98 million to keep 47 US flag-ships available for sealift capacity needed for emergencies; \$437 million for the Coast Guard's drug interdiction program; \$1.26 billion for cleaner air through the Congestion Mitigation program; \$309 million for the Coast Guard's marine environmental protection programs. (*US DOT Secretary Slater's testimony before a House Subcommittee in early March*)

Some actual quotes from city newspapers: "Stock up and save. Limit one" - "Dinner special: Turkey \$2.35, Chicken or Beef \$2.25, Children \$2.00" - "For Sale: antique desk for lady with thick legs and large drawers" - "Vacation special: have your home exterminated" - "Auto repair service. Free pick-up and delivery. Try us once, you'll never go anywhere again." (NRHS News, December 1997)

COMMUTER RAIL STILL?

(*Kansas City*) - Serious talk still exists of a commuter rail system starting between Olathe and Kansas City, Kansas/Missouri. It would use existing BNSF tracks along I-35 and estimates of as little as 600 riders each morning would reduce I-35 traffic by 8 percent. The money for the project has been authorized but not yet appropriated. Meanwhile, proposals for Kansas City light rail have died. (*Overland Park Sun, April 3, 1998 via Jim Johnson*)

RAIL ALLIANCE

Three North American railroads announced a marketing alliance April 17 to help channel fast growing north-south traffic between Canada, Mexico and the US over each other's tracks. The agreement involves Canadian National, Illinois Central and Kansas City Southern Railroads. It is said that north-south traffic is growing 11 to 14 percent a year. Transfer points would change

from Chicago to Springfield, Illinois (CN to KCS) with another point at Jackson, Mississippi (KCS to IC). (*Journal of Commerce, April 17*)

TORNADOS AND TRAINS

(*Flora, Illinois*) - Tornadoes that moved through southern Illinois on April 15 knocked 65 of 79 cars off the track on the CSX outside Flora, Illinois. The train was moving.

BNSF TO KEEP WAR BONNET

Robert Krebs, chairman of BNSF, said at the April 16 annual shareholders meeting that BNSF will keep Santa Fe's famous warbonnet paint scheme on the front of its locomotives. That scheme, along with UP's shield, are the two most famous railroad images. Repainting of existing engines could take 7 years.

HAWAII RAIL PROJECT

Due to congestion on the Hawaiian Island of Oahu, serious talk about starting either a light rail system or a trolley system has begun. The line would run between Pearl City and Moiliili. Costs would run about \$5 million. (*Honolulu Star-Bulletin, April 17, 1998*)

KATY LINE RESTORED

(*San Marcos, Texas*) - The Union Pacific is in the process of rebuilding the old Katy line between San Marcos and San Antonio, Texas. Track is being relaid where it had been removed along some of the route. The route should be open for business by late June. (*Via Bob MacDonald on the Railspot listserv*).

MACARONI LINE RESTORATION?

(*El Campo, Texas*) - The Rosenberg to Victoria rail line was taken up in 1994, but due to Union Pacific's traffic congestion

(which has been improving, by the way), and industries along the line, efforts are starting to revive this 62-mile line. It might also restore rail service to Wharton and Jackson counties. One of the railroads interested in restoring it is the Texas Mexican. It would cut 70 miles off the trip to Mexico. The old Southern Pacific line still belongs to UP, but UP said it will discuss selling the right of way. Only 25 miles of track remain of the 62 miles and it would take \$1 million a mile to rebuild. Time is short.

This line, along with many others, were abandoned after the deregulation of the railroad took place in 1980. Since then, railroads have abandoned an average of 2,320 miles of track a year. (*Dallas Morning News, March 29*)

SANTA FE STATION SOLD

(*Oklahoma City*) - This historic Santa Fe depot in Oklahoma City was sold on April 13. The buyers were Jim Brewer and his son Brent. They may refurbish the rundown station into a retail area and build a tunnel under the BNSF tracks to reach Bricktown, east of the station. The station was built in 1934 by the Santa Fe and the city for \$500,000. It was closed 20 years ago when the "Lone Star" stopped running. Depot space would be available if Amtrak ever returned to Oklahoma. (*Daily Oklahoman, April 14 via Wes Leatherock*)

UP LOSS - KCS GAIN

Union Pacific lost \$62 million in the first quarter, while Kansas City Southern tripled its profits. UP's revenues fell 11% from a year ago, while KCS's earnings went to \$9.2 million from only \$3 million last year.

AMTRAK NEWS

LONG DISTANCE TRAVEL

A Dallas newspaper reported that of 172 passengers boarding the *Texas Eagle* in Chicago recently, only 15 were destined all the way to Los Angeles, thus saying that

long-distance trains don't make much sense. However, it was pointed out that the *Eagle* stops at MANY cities on the route, with load factors of 80 percent along much of the route. One reader observed that there is an

Interstate Highway from Dallas to Los Angeles, too, but very few drive the entire distance. Does that mean that this Interstate should be abandoned from Dallas to Los Angeles just because only a small percentage

drive the entire distance? Using the newspaper's reasoning, it should (like long-distance passenger trains). A much more optimistic article on the fourth *Eagle* appeared in the *Arkansas Democrat-Gazette* by Randy Tardy on April 11.

SPECIAL ALABAMA TRAIN

(*Birmingham, Alabama*) - Amtrak will run a special roundtrip from Birmingham to Nashville on May 17 and 18 called the *Hummingbird Express*. It says it intends to remind residents of the key role railroads

played in the Birmingham area. The train has 11 cars.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ALTOONA, PENNSYLVANIA - June 18-21, 1998 - The Railroad Heritage Conference, featuring "The Railroad in American Life." This will be held at Penn State, Altoona, and includes many lectures and tours, including talks on dining on trains, tours of the Altoona Conrail locomotive shops, tours of Horseshoe Curve, lecture on "Rails to Roads," lecture on railroad stations, lecture on the history of horns and whistles, plus many others. The 4-day event package includes all meals, lodging and materials:

cost for single occupancy is \$490 per person. Send in by June 1 to: Penn State Altoona Continuing Education, 3000 Ivyside Park, Altoona PA 16601-3760, or call William Curley at 814-949-5048 (wgc2@psu.edu). They will also send you brochures.

LITTLE ROCK, ARKANSAS - June 27, 1998 - 18th Annual Show and Sale at Robinson Center, Little Rock. It will run from 9 a.m. to 3 p.m. Adults \$3.00, Children under 12 free. Call 501-663-8901 for details.

WATERLOO, IOWA - August 13-16, 1998 - 19th Annual Meeting of the Illinois Central Historical Society. This will be held at the Waterloo Holiday Inn Convention Center, 205 West 4th Street from 9 a.m. to 4 p.m. Free admission. Dealer tables \$30. Contact Mark L. Miller, 111 Scott St, Marion IL 62959-7102 or call 618-997-5788 evenings.

Following is a sad story involving a small boy getting hit by a train. It should remind us of the dangers of being on railroad property and encourage Operation Lifesaver to keep telling their message, especially to the parents of small children who frequent railroad tracks. It's taken from the Greensboro, South Carolina *News & Record* of March 31, 1998:

To the horror of the engineer running a Sunday evening commuter line from Charlotte to Raleigh, 8-year-old Jeron Martin ignored the ear-splitting blasts of the train's horn wailing through the boy's Southeast Greensboro neighborhood.

Jeron darted around the dropped crossing arms and was hit and killed instantly Sunday night by Amtrak's locomotive No. 74 -- The Piedmont -- as he crossed the railroad tracks.

The engineer was desperate to stop the train, but couldn't overcome its speed and force in time, says Marc Magiliari, an Amtrak spokesman in Washington.

Jeron's body was knocked 50 yards.

He came to rest on a gravel and weed-covered embankment, near the intersection of English and Market streets, about 7:30 p.m., police say.

Another boy was with Jeron, but he was uninjured, neighbors say. The other boy's name wasn't released by police.

Jeron and the other little boy were on their way to the Food Lion, and they were in a hurry, neighbors say. Jeron wasn't supposed to be that far from home after supper time -- about a half-mile from the Hampton Village Apartments. But the third-grader had found some pocket change and he wanted candy, neighbors say.

The boys had to cross the tracks to get to the store.

They didn't pay any mind to the red flashing warning lights and the dropped crossing arms at the intersection early Sunday night, police say.

The other boy went first and got across safely, according to neighbors who live next to the tracks. Then Jeron tried to beat the train, police say.

The train was picking up speed as it left Southeast Greensboro on its last leg of its journey, Amtrak officials say, climbing toward its maximum of 59 mph.

It came to a stop a few hundred yards past where Jeron was hit. The engineer -- whose name was not released by police or by Amtrak -- was so grief stricken that another engineer had to finish the trip, Magiliari says.

No charges will be filed. The train's exact speed hasn't been determined yet, but it was going below the speed allowed, says Magiliari. And all the required safety precautions were in place -- including the flashing lights and the lowered arms at the cross arms, according to police.

Word that a boy had died spread like wildfire through the Hampton Village and neighboring English Village apartments, according to LaVerne Jenkins, Jeron's neighbor and a friend of his mother. Mothers and fathers rounded up their children and everyone asked, "Have you seen this child or so-and-so's boy?"

At first Jenkins feared it was her son, Rodney, a playmate of Jeron's, who had died.

She found Rodney and then asked Jeron's mother, Mary Martin, if she'd found Jeron.

She hadn't.

An hour went by, before Martin could make herself go face the accident scene, neighbors say.

And before she left, Martin "kneeled on the pavement and prayed to the Lord," Jenkins recalls. "She kept saying, 'Please don't let it be my baby. Please don't let it be my baby,'"

She identified her boy, and his body was taken to Moses Cone Hospital.

Martin and her 5-year-old daughter went to family's home in Madison to make funeral arrangements and to be with relatives. The Martins moved here from Madison about a year ago, neighbors say.

They described Jeron as a good boy who not only minded his own mother, but also the other grown-ups in the neighborhood.

Deborah Jones, his principal at Hampton Elementary School, came to the scene of the accident Sunday night. This is the second child from Hampton Elementary to die in recent months. In September, second-grader Antwan Brooks was hit and killed by a van after he darted out into traffic, police say.

Butch Warden, 51, has lived next to the tracks for 18 years. He says no one has died or been injured at the train crossing to his recollection. But he has been worrying that an accident would happen.

More and more, people commonly run around the dropped arms, and even drive around them.

"People hear the train, and they break from a walk into a run," he says. "If you live yonder, you have to cross the tracks or you can't get to the store or laundry."

"No, people shouldn't do it," he says. "People should know that fat boy (train) can't just stop."

NorCal Railfan --- EXCURSION NEWS

A publication of the Northern California Railroad Club
April, 1998

The news keeps coming in. For steam lovers, the complete **Milwaukee Road 261** schedule is listed. And, of course, everyone now knows about **SP 4449** running in the Pacific Northwest in June. (Now for a shameless plug: Of course, when you look at it, NorCal's own 4449 trip is a relative bargain compared to just going on 4449 roundtrip. If you were to do it on your own, your costs would be about the same, when you factor in transportation to Portland and lodging in Portland.) There's some stuff from the Tennessee Valley Railway Museum in Chattanooga of interest, and **Nickel Plate 2-8-2 587** is doing some trips in Indiana. So much to do, so little time....

EXCURSIONS AND EVENTS IN THE U. S. A. AND CANADA

- RM April 18,19:** Beaverton, OR: **Oregon Electric Railway Excursions** Beaverton-Hopmere, OR over former original Oregon Electric lines (ex-BN) in the Portland region. Two roundtrips each day. Fare: \$20. Info: Send E-mail to Pacific Northwest Chapter NRHS's e-mail address: pnwc@easystreet.com. Under "subject", write "Oregon Electric Railway Excursion". State name and address in the message.
- May:** Chama, NM: **Cumbres & Toltec Photo Freight**. Equipment lettered "Rio Grande", run through the snow to Osier and return. Two-day event; at presstime, dates not set. Prices start at \$500. Info: LSSAE to John B. West, 334 Montford Place, Mill Valley, CA 94941. Phone: 1-(415)383-3210.
- RM May 2:** Washington, DC: **Delmarva Eastern Shore Special** Washington, DC-Salisbury/Pocomoke City, MD and return. Rare mileage trip that hasn't seen a passenger train in years. Visit to the Salisbury Dogwood Festival (admission included in ticket price) or ride all the way to Pocomoke City aboard a chartered Amtrak train. Fares start at \$69. Info: LSSAE to Washington, DC Chapter NRHS, DelMarva Special, PO Box 151, Alexandria, VA 22313-0151. E-mail: dcnrhs@us.net.
- May 2:** Elbe, WA: **Mt. Rainier Scenic Railroad Open House and Railfan Day**. Five steam locomotives, Alco diesels, runbys, shop tours, much more. Reservations required; fares from \$80. Info: LSSAE to Mt. Rainier Scenic Railroad, PO Box 921, Elbe, WA 98330-0921. Phone: 1-(360)569-2588.
- RM May 2:** Chattanooga, TN: **"Down Home Days"** run with ex-Southern 2-8-2 **4501** Chattanooga, TN-Chickamauga, GA and return. Fare \$35. Info: LSSAE to Tennessee Valley RR Museum, 4119 Cromwell Road, Chattanooga, TN 37421. Phone: 1-(423)894-8028.
- May 2/3:** Cass, WV: **20th Cass Scenic Railroad Excursion**. Two trains, three-Shay race, and Western Maryland Shay #6 on top of the mountain. Info: LSSAE to P. M. Pedersen, 9842 Brookridge Ct., Gaithersburg, MD 20879-1110. Phone: 1-(301)869-8283.
- May 8-10:** Stockton, CA: **Western Pacific Historical Society Annual Convention** at the Stockton Inn. Info: LSSAE to Stephen M. Hayes, PO Box 1083, Soulsbyville, CA 95372-1083. Phone: 1-(209)536-1847.
- May 15/17:** Cass, WV: **Annual Cass Scenic Railroad Railfan Weekend**. This year, marks the reopening of the ex-Western Maryland Webster Springs Line; much action everywhere. Info: LSSAE to Mountain State RR & Logging Historical Assn., % Cass Railroad Weekend, PO Box 107, Cass, WV 24927-0107. Phone: 1-(800)CALL-WVA.
- May 16,17:** Minneapolis, MN: **Milwaukee Road 261** trips on the TC&W's former Milwaukee Road lines Minneapolis-Glencoe/Olivia, MN and return. Fares from \$49.95. Info: LSSAE to Friends Of The 261, 4322 Lake Point Court, Shoreview, MN 55126-3118. Mark the trip date requested on the outside of the envelope.
- May 17:** McCloud, CA: **McCloud Railfan Day**. Steam and Diesel charter trains, passenger and freight consists, more. Info: LSSAE to Trains Unlimited Tours.
- May 23:** Chattanooga, TN: **"Blue Bird Bus Plant Tour"** run with ex-Southern 2-8-2 **4501** or ex-US Army 2-8-0 **610** Chattanooga, TN-LaFayette, GA and return. Fare \$50. Info: LSSAE to Tennessee Valley RR Museum.
- June 6,7:** Portland, OR: **SP 4449** one day trips Portland, OR-Wishram, WA and return. Info: LSSAE to Northwest Rail Museum, PO Box 19342, Portland, OR 97280. Phone: 1-(503)244-4449. Website: <http://www.4449.com>.
- RM June 12-15:** San Francisco, CA: **NorCal Deschutes River Steam!** with **SP 4449** Portland-Bend, OR, plus Crater Lake, Yreka Western charter, fly up to Portland, return by AMTRAK *Coast Starlight*. See enclosed flier, or call 1-(415)387-9957.
- RM June 13/14:** Portland, OR: **SP 4449** Deschutes River Special Portland-Bend, OR and return (one way each day). Includes lodging in Bend. Info: LSSAE to Northwest Rail Museum.
- June 13, 27, July 11, 25, Aug. 8, 22:** Skagway, AK: **White Pass & Yukon Steam** between Skagway and Bennett, BC, 80 mile roundtrip. Fare: \$156 adults, \$78 kids. Lunch included. For brochure, phone 1-(800)343-7373.
- June 20:** Chattanooga, TN: **"Silverliner Milemaker"** run with Budd RDCs Chattanooga, TN-Kensington/LaFayette, GA and return. Fare \$59. Info: LSSAE to Tennessee Valley RR Museum.
- June 24:** Neenah, WI-Chicago, IL: **Milwaukee Road 261** deadhead trip on Wisconsin Central.
- June 27,28:** Chicago, IL: **Milwaukee Road 261** trips Chicago-Galesburg, IL and return (each day) on BNSF for Galesburg Railroad Days. Sponsored by Chicago Chapter NRHS. Fares from \$99. For more info, phone Chicago Chapter NRHS at 1-(773)836-9203.
- June 30:** Chicago, IL-Green Bay, WI: **Milwaukee Road 261** deadhead trip on Wisconsin Central.
- July 4, 5:** Green Bay, WI: **Milwaukee Road 261** Short Public Trips over Wisconsin Central for the Americas Festival. Info: LSSAE to Friends Of The 261.
- July 7:** Green Bay, WI-Minneapolis, MN: **Milwaukee Road 261** deadhead trip on Wisconsin Central.
- July 18:** Denver, CO: **Union Pacific 844 Denver Post Frontier Days Special** Denver, CO-Cheyenne, WY and return. Includes train ride, admission to Cheyenne Frontier Days Rodeo, meals, etc. Info: LSSAE to Post Train, PO Box 481234, Denver, CO 80248-1234. Phone: 1-(303)296-4754.
- July 25-26:** Chama, NM: **Rocky Mountain Railroad Club 60th Anniversary Special** on Cumbres & Toltec Scenic with 2-day Photographers Freight Train. Info: LSSAE to RMRRCL, Trip Committee, PO Box 2391, Denver, CO 80201.

(Continued next page.)

ARKANSAS RAILROAD CLUB MEMBERSHIP FORM

Membership renewal New Member Change of Address Information update
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



Arkansas Railroad Club
PO Box 9151
North Little Rock AR 72119
501-758-1340 (phone/fax)
e-mail: ken.z.rw@ix.netcom.com



Please fill out the following questions after checking the appropriate box above.

Date: _____ Your birthday (optional - no year needed) _____

Name: (last) _____ (first) _____ (init) _____

Address: _____

City: _____ State _____ Zip _____

Phone: (____) _____ e-mail address: _____

Please check the appropriate boxes below (no need to if you did this already):

Interests: Early Steam Era: Late Steam Era: Train chasing:
Early Diesel Era: Contemporary: Excursions:
History: Models: Photography: Artifacts:

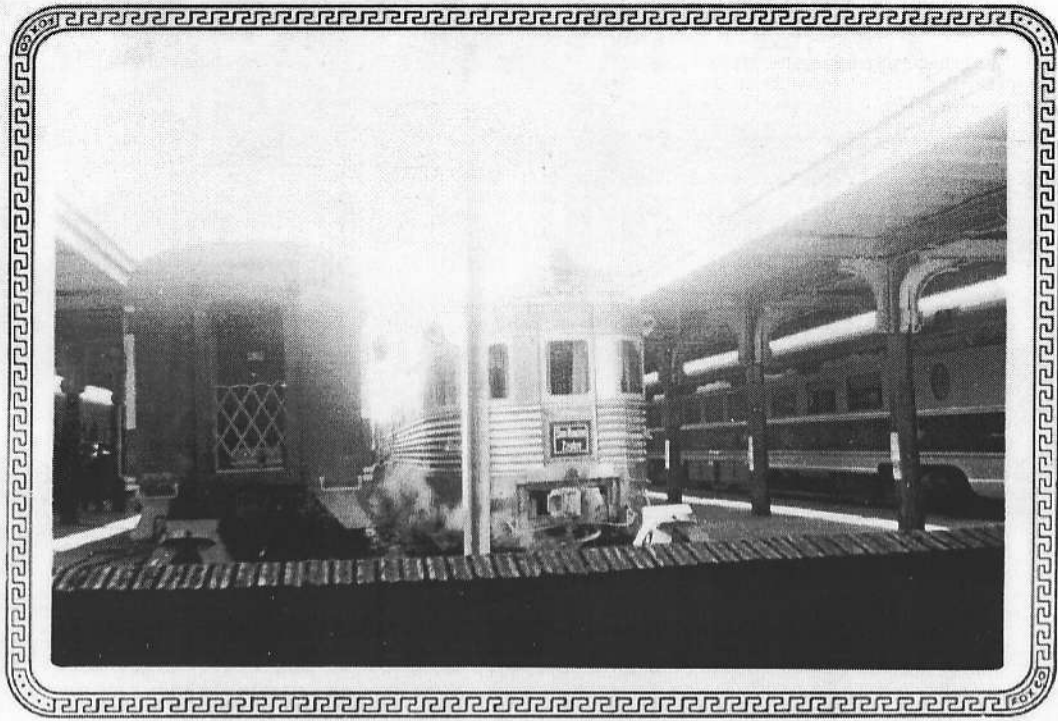
Railroad of interest: Missouri Pacific: Rock Island: Kansas City Southern:
Cotton Belt: Amtrak: M&NA: Frisco: Southern Pacific:
Union Pacific: Burlington-Northern: Shortline (specify) _____
 Other (specify) _____

Other comments: _____

Membership dues information:

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.



Rock Island's *Sam Houston Zephyr* prepares to leave Houston, Texas' Union Station in August 1959. I will be on board. (Ken Ziegenbein photo)

AUG



STUDENTS OF TEXAS

Yours truly aboard the *Sam Houston Zephyr* out of Houston in 1959. (My mother took the picture)

EXCURSIONS AND EVENTS (continued)

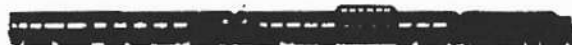
- Aug. 9: Los Angeles, CA: **Young & Restless Fan Club Event**. Get there by AMTRAK! Info: LSSAE to Peter Ehrlich, 795 8th Avenue #302 San Francisco, CA 94118-3769. Phone: 1-(415)387-9957. (This is NOT an April Fool's joke!)
- RM Sept. 5-7: Topeka, KS: **Milwaukee Road 261 Display** at annual Topeka Railroad Days. Info: LSSAE to Friends Of The 261.
- RM Sept. 11: Kansas City, MO: **Milwaukee Road 261 Excursion** Kansas City, MO-Lincoln, NE one way on BNSF. Info: LSSAE to Friends Of The 261.
- RM Sept. 11-13: Kansas City, MO: **Milwaukee Road 261 with private car "Carlitas"** Kansas City, MO-Lincoln, NE-Sioux Falls, SD-Minneapolis, MN. Fare \$1695 double occupancy per person. Info from Clark Johnson at clark@toomm.net
- RM Sept. 12: Lincoln, NE: **Milwaukee Road 261 Excursion** Lincoln, NE-Sioux Falls, SD one way. Info: LSSAE to Friends Of The 261.
- RM Sept. 12: Sioux Falls, SD: **Milwaukee Road 261 Excursion** Sioux Falls, SD-Minneapolis, MN one way. Info: LSSAE to Friends Of The 261.
- Sept. 17-20: Skagway, AK: **White Pass & Yukon Spectacular '98**. Includes steam all the way to White Pass Summit. Info: LSSAE to Trains Unlimited Tours.
- Sept. 26-Oct. 10: **North American Railfan Spectacular**. Includes Donner Pass, Feather River Canyon, 10 shortlines, Cumbres, Nevada Northern, ex-Rio Grande in Utah, etc. Info: LSSAE to Trains Unlimited Tours.
- Sept. 28-29: Chama, NM: **Cumbres Fall Colors Spectacular**. Includes special photo freight, photo runbys, doubleheaders, more. Info: LSSAE to Trains Unlimited Tours.
- Oct. 3-4: Ely, NV: **Nevada Northern Spectacular**. Steam doubleheaders, photo passenger/freight/mixed trains, etc. Info: LSSAE to Trains Unlimited Tours.

NRHS CONVENTION IN SYRACUSE, NY JULY 7-12

Here is a capsule list of the trips taking place during the 1998 NRHS Convention, based in Syracuse, NY, from July 7-12. For more information, contact (with a LSSAE, of course) Central New York Chapter NRHS, PO Box 229, Marcellus, NY 13108, or visit the Chapter's website at <http://www.rhhistorical.com/cnynrhs>. Amtrak and USAirways are offering 10% discounts on fares to the Convention for trip participants; contact the Chapter for info on these.

- July 6-7 (pre-Convention): Special Train from Syracuse to Steamtown (Scranton, PA-one way each day). Includes steam over Pocono Summit.
- July 8: Tioga Scenic, or bus trip tracing the abandoned New York, Ontario & Western.
- July 9: Adirondack Scenic Railroad and Mohawk. Adirondack & Northern trip using Alcos.
- July 10: NYS&W Ontrack trips with Budd cars; seminars, banquet.
- July 11: NYS&W Steam Trip with Chinese 2-8-2 142 Syracuse-Binghamton, NY and return.
- July 12: Finger Lakes Railway Syracuse-Auburn, NY with ex-Lackawanna E-Units 807/808.

Excursion News for this issue came from *Trains*, *Railfan & Railroad*, *Filmsties!* and *Railpage* magazines, the Rare Mileage E-mail list, and NorCal members **Steve Clark** and **Carol Sulanke** via the Internet, and member **Bruce Shelton**.
 - Peter Ehrlich



NORTHERN CALIFORNIA RAILROAD CLUB

795-8th Avenue, #302
 San Francisco, CA 94118-3769



SHOW & SALE



ARKANSAS RAILROAD CLUB

18TH ANNUAL SHOW
& SALE

SATURDAY
JUNE 27, 1998
ROBINSON CENTER
Little Rock, AR

FREE EXHIBITOR PARKING AVAILABLE IN GARAGE-PARKING TICKETS MUST BE STAMPED.

Table Reservation Form

Name _____
Address _____
City _____
State/Province _____
ZIP/Postal Code _____
Phone _____
Number of Tables _____

Send Table Reservations to:

ARKANSAS RAILROAD CLUB

5018 Club Road, Suite 106
Little Rock, AR 72207
(501)663-8901
(501)225-0826 Evenings

First Table \$25.00 Second Table \$ 20.00

Additional Tables \$ 15.00 each

Amount Enclosed: _____



The Milwaukee depot at Excelsior Springs, Missouri. MILW owned the tracks, but by this time (1963) they were running only freight service over this Savannah-Kansas City line. However, CRI&P still had four passenger trains, one of which - the *Twin Star Rocket*, Nos. 17-18 between Minneapolis and Houston - still stopped at Excelsior Springs. (Bob Oswald photo)



Chicago, South Shore & South Bend at Hammond, Indiana, February 6, 1998. (Jim Johnson photo)