

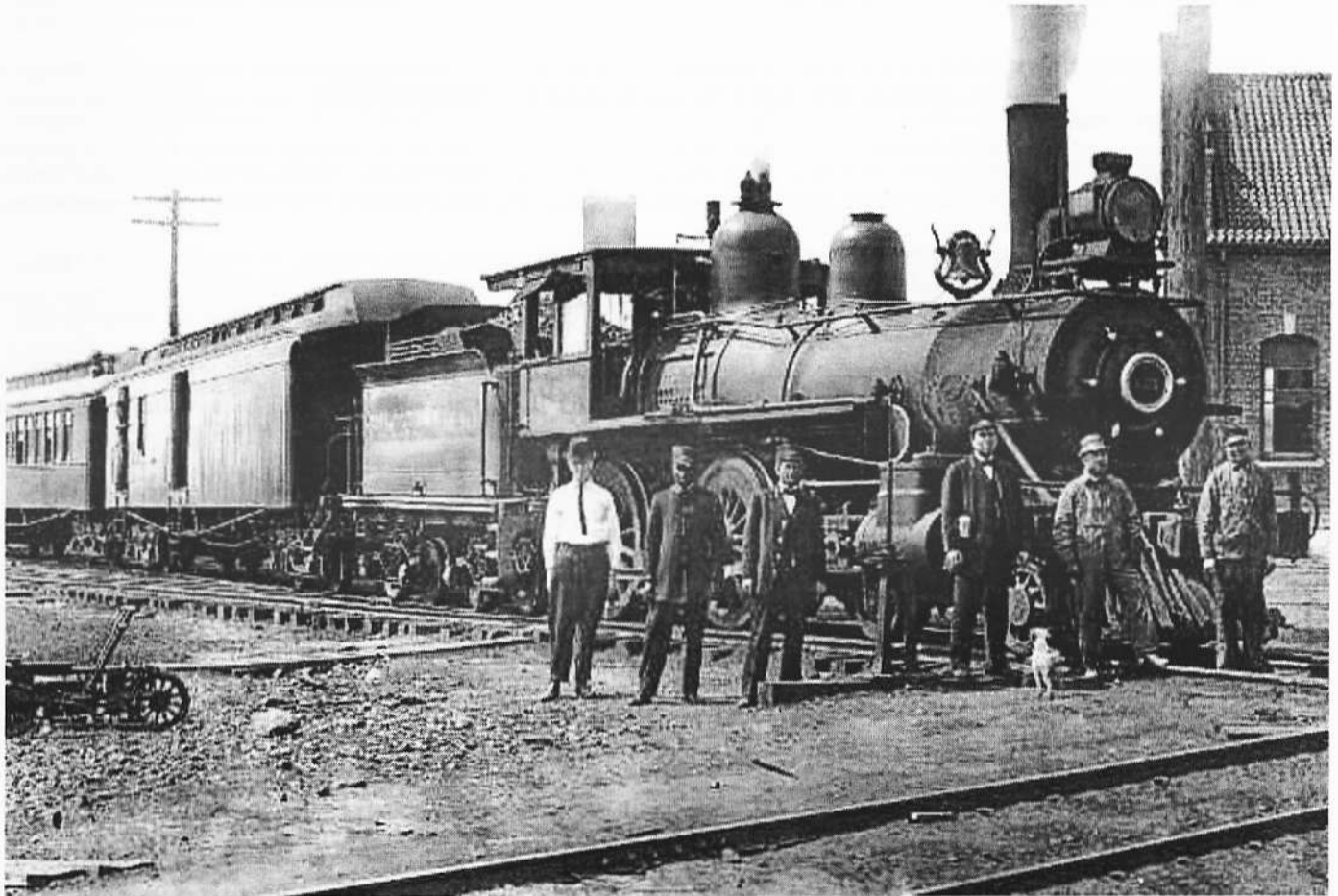


ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 34 NUMBER 5 MAY 2003



WHERE WAS THIS PICTURE TAKEN? – It shows Rock Island 427 heading a passenger train somewhere in Arkansas. It was sent in by Jackie Goff of Kentucky, who is looking for information on her grandfather, the third person from the right (closeup elsewhere in newsletter). His last name was Sanders. He was a native of Little Rock and worked for the Rock Island. He was supposedly a lusty conductor, and Jackie's grandmother returned to Kentucky with a pregnancy and a postcard. She says the photo was taken in 1914, since that's when her father was born (the pregnancy mentioned above). If anyone can help, contact Jackie via email at crazycanoe2@vol.com, or call Jackie in Kentucky with any info at 1-888-817-9449.

2003 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), ccfillers@aol.com

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts 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. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *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 \$20 a year more, bringing the total to \$40 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 or renew, 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: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

NOTE MEETING DATE CHANGE - The next meeting/program of the Arkansas Railroad Club will on **SUNDAY, MAY 18, 2003** (note that this is the third Sunday instead of the second Sunday because the second Sunday is Mother's Day). It will be held at the usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock (just a few blocks off Markham Street). Refreshments will be served as always.

The **PROGRAM** for May will be given by **MIKE CONDREN**. Mike will have an 80-slide presentation on the **ROCK ISLAND**. This should be a very interesting program.

Future programs lined up by our Vice President Russell Tedder include: June will be the A&M Excursion from Springdale to Monett, Missouri and back sponsored by the Arkansas-Boston Mountain Chapter NRHS. THERE WILL BE NO REGULAR MEETING IN JUNE due to this excursion, which several of our members will go on. August will be a program on Garden Railroading by Bruce Stockbridge. July is still open. September will be our annual outing at Peter Smykla's Paperton Junction Southern Railroad in Pine Bluff. October and November still open. Russell is working on getting all these dates filled.

There is a special announcement elsewhere about a planned excursion on the Arkansas & Missouri Railroad in June, which would take the place of the regular June 8 meeting

A&M EXCURSION SPRINGDALE TO MONETT JUNE 8, 2003 - The Arkansas-Boston Mountain Chapter is planning a rare mileage trip on the Arkansas & Missouri from Springdale to Monett or South Monett, MO on Sunday, June 8. The 120-mile roundtrip will take about 5 hours and estimated cost will be \$25. Estimated time of departure from Springdale is 9 a.m. (The ABMC was still formatting plans and details as of this writing March 9). Fifteen already signed up from our club, so if you'd like to go, write us at PO Box 9151, North Little Rock AR 72119 or send an email to trains@trainweather.com We may rent a van if enough want to go up that Sunday morning. A few have said they will drive up the day before.

Also, the preceding Saturday, June 7, the Boston Mountain Chapter will have slide shows that morning at the Shiloh Museum of Ozark History in downtown Springdale. Then Saturday afternoon there will be a guided tour of the A&M engine shop in Springdale by Casey Shepherd - Chief Mechanical Officer-Locomotives.

H. O. TYLER – DIED MARCH 18, 2003

We wanted to let all of H. O.'s friends know that he passed away yesterday, March 18, 2003. We are thankful that he was able to enjoy living life every day that he was with us. He was a loving husband, father and grandfather. He was also a wonderful friend. We are all a little better for having known H. O. and his death will leave a hole in our hearts.

He greatly enjoyed his years he spent in contact with his ham radio friends. He would always have stories that were shared through his network of friends. 73's to all of you who shared his love of ham radio. (Mr. Tyler was also a long-time member of the Arkansas Railroad Club and was carhost on every one of our Union Pacific steam excursions)

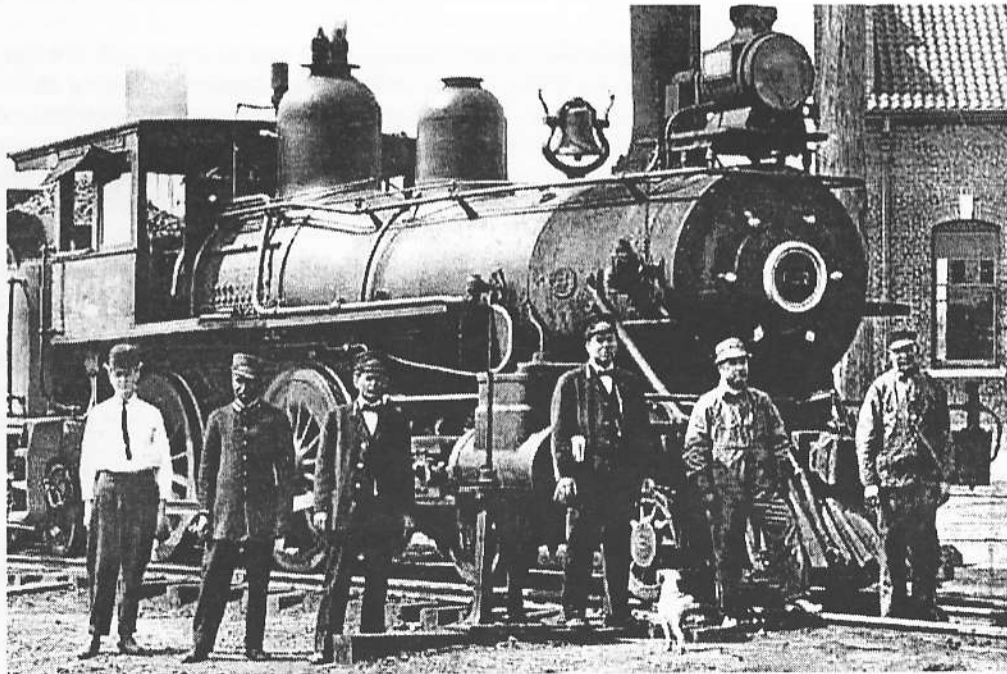
H. O.'s funeral was Saturday, March 22. We cannot tell all of you how much we appreciate your thoughts and prayers. We will miss H. O. greatly as I am sure you will.

Thank you, Tyler Family

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 - Remember that The Arkansas Railroad Club has the following books for sale: Reprint of GeneHull's classic Shortline Railroads of Arkansas, hardbound for \$24.95 plus \$5 shipping and the club's 120-page book Railroad Stations and Trains Through Arkansas and the Southwest, for \$29.95 plus \$4.50 shipping. Order through White River Productions, 24632 Anchor Ave, Bucklin MO 64631, 877-787-2467. We have a few left locally as well.



Here is the close-up of the photo on the cover. Mr. Sanders is third from the right. Anyone have any idea of his history?

WANTED - HELP WITH GREAT-GRANDFATHER - I am a retired railroader, Patsy R. Goodrum and my husband Edgar I. Goodrum also was a railroader. I need help from my Railroad family. My Great GrandfatherPOWELL, which I have a picture of, with no name on it, lived in Goodwin Ark. (people tell me that is now N. Little Rock.) in the 1800's, like in 1886-1888 at least, maybe longer. I think that because of living in N. Little Rock, or Goodwin Arkansas. He may have worked for the Railroad. I know that when he died, the railroad people were very close to

his family. He and his wife both died. The family lore is that they died in a flu epidemic. But, there was no flu epidemic during that time. But, he and his wife and daughter died. His daughter's husband was William Kelly, who lived in Argenta, Arkansas.

Is there any way that you know of, that one can get names of Employees' that far back? I need to know the name of my Great Grandfather. His children were Levina/Lavina POWELL Kelly, John Case POWELL, Georgia Ann POWELL Clark. Georgia Ann Powell married Lee Clark who was a railroad engineer. He was my uncle and on the first eagle for years. Patsy Goodrum, Cherokee_22@hotmail.com

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.

NEW YORK – NEW YORK CENTRAL LINES, LLC - To abandon and CSXT to discontinue service over an approximately 1.5-mile line of railroad between milepost QVP 0.0 at Melrose Avenue and milepost QVP 1.5 near the southernmost edge of the tunnel at Southern Boulevard in Bronx County, NY. Effective on April 17, 2003. (STB Docket Nos. AB-565 (Sub-No. 13X) and AB-55 (Sub-No. 628X, decided March 11, served March 18, 2003)

KENTUCKY – PADUCAH & LOUISVILLE RAILWAY, INC. - To abandon approximately 5,780 feet of rail line extending from station number 17+55, near Caldwell Street, to station number 64+00, near 6th Street, on each side of railroad milepost 1, in the city of Paducah, McCracken County, KY. A final decision will be issued by June 20, 2003. (STB Docket No. AB-468 (Sub-No. 5X, decided March 17, served March 24, 2003)

KANSAS – BNSF - To abandon its line of railroad, between milepost 494.22 and milepost 505.20 in and near Wichita, KS, and from milepost 515.23 to milepost 509.30 between Wichita and Valley Center, in Sedgwick County, KS, a total distance of 16.91 miles. Effective on April 23, 2003. (STB Docket No. AB-6 (Sub-No. 403X, decided March 14, served March 24, 2003)

NEW YORK – NEW YORK CENTRAL LINES, LLC - To abandon and CSXT to discontinue service over approximately 6.3 miles of railroad from milepost QGW 159.6 to milepost QGW 165.9, between South Amsterdam in Montgomery County and Rotterdam Junction in Schenectady County, NY. Effective on April 24, 2003. (STB Docket Nos. AB-565 (Sub-No. 14X) and AB-55 (Sub-No. 629X, decided March 18, served March 25, 2003)

OHIO – CSX - To abandon an approximately 4.14 mile line of railroad at Teays Industrial Track between milepost CES-0.00 and milepost CES-4.14 in Pike County, OH. Effective on May 6, 2003. (STB Docket No. AB-55 (Sub No. 622X, decided March 28, served April 4, 2003)

MINNESOTA – ST. CROIX VALLEY RAILROAD COM. - To: (1) Abandon its rail easement over a line of the Burlington Northern and Santa Fe Railway Company (BNSF) between milepost 58.3 at Mora Junction (Brook Park) and milepost 47.6 at Mora, a distance of 10.7 miles; and (2) discontinue rail service pursuant to overhead trackage rights over a rail line of BNSF between Hinckley and Mora Junction (Brook Park), a distance of 8.2 miles, in Pine and Kanabec Counties, MN. According to SCXY, this segment was embargoed, effective July 22, 2002, due to unsafe track conditions A final decision will be issued by July 7, 2003. (STB Docket No. AB-850X, decided April 3, served April 8, 2003)

TENNESSEE – CSX - To abandon an approximately 0.43-mile line of railroad between milepost OCN-162.57 and milepost OCN-163.00 in Gallatin, Sumner County, TN. Effective May 8, 2003. (STB Docket No. AB-55 (Sub-No 630X, decided March 26, served April 8, 2003)

ARKANSAS RAIL NEWS

MEMORIAL AT COTTER

(Cotter) - A new memorial honors the role of the railroad and railroad worker in this small town's past.

The memorial is near the historic R.M. Ruthven Bridge at Cotter Big Spring Park. It is known as the Anglin-Tinnon Railroad Workers Memorial, which, after more than two years of work, is nearing completion.

Workers have placed a 1,500-pound granite sign at the memorial engraved on the front with the words "Anglin-Tinnon Railroad Workers Memorial." The back features a diamond-etched illustration of a train.

They've also put up a bronze statue of a railroad conductor. A project of the Cotter Care Crew, the memorial is a way of keeping Cotter's history alive. Besides the statue, the memorial features two railroad cabooses.

Visitors to the memorial also will see two memorial walls topped with granite bricks inscribed with railroad worker's names. (*Arkansas Democrat-Gazette, March 17 2003*)

GENERAL RAIL NEWS

COURT BACKS RAILROAD WORKERS

On March 10, 2003, the US Supreme Court ruled that some workers who were exposed to asbestos can win money damages in court even though they do not yet have cancer and may never get it. The fear of cancer development was grounds enough for workers who already have asbestosis, a separate asbestos-related ailment. (*Dallas Morning News, March 11, 2003 via Dan Barr*)

FAMOUS SALUDA GRADE ISOLATED

(*Saluda, North Carolina*) - The storied Saluda railroad grade in South Carolina, known as the nation's steepest mainline route, isn't dead yet, but...its 15-month slumber is a little deeper. Norfolk Southern crews the last week of March severed the rails on the Asheville-Spartanburg, S.C., line near Flat Rock, N.C., and Landrum, S.C., then piled up mounds of dirt to isolate the track, company spokeswoman Susan Bland said.

Placing the line into isolation means the railroad can turn off 22 grade crossing signals, Bland said. Regular inspections required by the Federal Railway Administration will cease.

Some Saluda residents and railroad enthusiasts interpreted the work as the end for the 3-mile-long grade, which is about 90 miles west of Charlotte. But Bland said the company has no plans to abandon the route.

"The Saluda line is of strategic importance, and we want to keep it for potential future business," she said. "We don't want to give up the line, but there's a number of maintenance jobs and inspections that we won't have to do if we do this."

The scene of horrendous fatal wrecks in the late 1800s, the grade required extra engines to push trains uphill in the steam locomotive era and is one of the last sites in North America with a runaway track -- a section of rail designed to capture the momentum of an out-of-control train like an interstate runaway truck ramp. The grade at Saluda is 4.7 percent, meaning the tracks rise 4.7 feet for every 100 feet of horizontal travel. That is several times the average on American railroads.

In the last 30 years, the route has been important for freight traffic from the Midwest bound for the Port of Charleston and Virginia and West Virginia coal headed to Carolinas power plants, including the Duke Power plant in Belmont. But changing shipping patterns caused the railroad to reroute traffic off the Saluda line in December 2001.

Rob McGonigal, associate editor of *Trains Magazine* said Saluda is a historic site on par with Pennsylvania's Horseshoe Curve route across the Alleghenies near Altoona and Utah's Promontory Summit, where workers completed the transcontinental railroad. "As a rail enthusiast, it's sad to know that trains are no longer using it," he said. "Hopefully, economic conditions will allow Norfolk Southern to reopen it someday."

AMTRAK NEWS

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARKANSAS – JACKSONVILLE – Saturday, October 4, 2003 – The Arkansas Valley Model Railroad Club's Fifth Annual Show and Sale at the Jacksonville Community Center starting at 9:30 a.m. Rental tables are \$12 each. For table rental information, write to: Arkansas Valley Model Railroad Club, PO Box 471, North Little Rock AR 72115, 501-454-7119, arkansasvalleylines@yahoo.com

WYOMING/NEBRASKA - Saturday, July 12, 2003 - The Sherman Hill Model Railroad Club is sponsoring an excursion behind the UP 3985 between Cheyenne and Joyce, NE, returning over the Yoder Branch. **This is the first ever UP steam excursion over this route.** Ticket information: Sherman Hill Model Railroad Club, 307-638-8535 307-638-6178 (6:00 p.m. to 8:00 p.m. MST) or www.shermanhillmrrc.org

PEOPLE HAULERS

By: Gene Hull

Until about 1850 the United States was rather raw and rough around the edges, a nation of foreign invaders. Then millions of immigrants arrived. Northern and eastern states built major additions to their transportation network and to swiftly expand their industries. This transformed the entire nation.

Thus, the railroad literally pulled the United States into the "industrial revolution."

One interesting and fascinating era of this transportation age was the time of the "people haulers" – passenger trains. As rails were laid, the many sections of this new nation beckoned to the curious population. No longer was it

necessary to spend several weeks of extremely laborious and weary travel by wagon or stagecoach to enjoy the beautiful wonders of America. They could ride the rails!

As the standard of living increased, so did the disposable income of families. Dispose of it they did!

The railroads were ready and willing to give travelers what they wanted. The companies even gave them what they didn't even know they wanted. Some things the traveling public had never seen. Passenger cars were equipped with pleasing amenities designed to entice travelers aboard.

A few examples of "people haulers" are shown below:

CHICAGO & ALTON



The C&A was one of the earliest roads built from Chicago to St. Louis and it furnished through service. George Mortimer Pullman was hired in 1858 to convert day coaches into sleeping cars. In 1859 a brand new Pullman sleeper, appropriately named PIONEER, was put in service. Also, in 1868 the road was the first to operate the first real dining car, the DELMONICO built by Pullman. Nothing but the best was good enough for C&A patrons.

The Alton Limited, one of the most beautiful and luxurious trains, was introduced between Chicago and St. Louis in 1899.

As the years passed, the C&A fell on hard times and during World War II it was bankrupt. On 31 May 1947 it merged with the Gulf, Mobile & Ohio. This brought the C&A some fine equipment of the B&O “Royal Blue” train. It was used in the ANN RUTLEDGE, named for Abraham Lincoln’s love interest.

The illustration shows the ANN RUTLEDGE in 1940 with an English-style Hudson locomotive with a consist of baggage, smoker with reclining seats, coaches, diner, buffet-lounge and parlor car.

SEABOARD AIR LINE



The northern border of Florida is 100 miles farther south than the southern boundary of California. During the American Revolution, Florida was the only loyal British province south of Canada. After World War I, the famous Florida real estate boom brought hundreds of thousands of land speculators and settlers. In 1925 alone, 2,500,000 people entered Florida.

On 2 February 1939, the Seaboard Air Line inaugurated the SILVER METEOR, the first streamlined stainless steel, diesel powered all-coach train between New York and St. Petersburg. It was a seven-car, Budd-built train, running every third day. The tavern

lounge and observation cars were radio-equipped. The name was selected from 76,366 entries in a \$500 prize contest. Thirty persons submitted the winning name and shared the prize.

The SILVER METEOR was so successful that by December 1939 three similar Budd-built trains were in service by Atlantic Coast Line and Florida East Coast.

In May 1941, steel Pullman sleeping cars were added to the METEOR. They were painted aluminum and shadowlined to make them appear fluted stainless. The trains featured beautiful interiors, radio programs, stewardess-nurse or hostess service, low-cost

meals and diesel power. During World War II, they provided the finest service from New York to Florida.

The Seaboard Air Line merged with the Atlantic Coast Line on 1 July 1967.

SOUTHERN PACIFIC



As the 1930s arrived the traveling public was willing to pay for more and better, and the railroads were willing to satisfy those desires. In early 1937, the nation was recovering from the Great Depression and Franklin D. Roosevelt was restoring confidence among the people. The Southern Pacific made a decision.

From the Pullman Company in Chicago came two complete 12-car trains and from Lima Locomotive Works came six streamlined 4-8-4 GS (Golden State) steam locomotives. They were said to be the largest and most powerful streamlined engines ever built. Each train was 960 feet long, weighed nearly 1,000 tons, and cost 1 million dollars. Each car and locomotive bore a new emblem: a circle symbolizing the name Daylight in flowing script.

The Southern Pacific claimed the "Daylight" train was "the most beautiful train in the West," but soon super enthusiasm enlarged this to "the world's most beautiful train." The schedule was 9 hours and 30 minutes between San Francisco and Los Angeles. It entered service on 21 March 1937.

The new train was so popular it could not accommodate the travelers who wanted passage.

On 5 January 1940, new 14-car Daylights went into service. The 1937 equipment was reconditioned and became the Morning Daylight on 30 March 1940.

The Morning Daylight was renamed the Coast Daylight on 8 August 1952.

The illustration shows 4-8-4 No. 4457 with the Morning Daylight rolling through San Bruno.

WESTERN PACIFIC



George Gould, son of Jay Gould, had a consuming ambition to own a rail system from coast to coast. By the early 1900s he already had reached Salt Lake City and was eager to head for San Francisco.

Edward Harriman got control of Union Pacific and Southern Pacific. This left very little choice of location for George. There was one possibility – the Rio de las Plumas (Spanish for River of the Feather). A Scotch surveyor, Arthur W. Keddie, had located a wagon road down the North Fork of the Feather River and was very impressed by the lack of snow and easy grades along the canyon which breached the formidable Sierra Nevada Range.

Keddie tried to interest C. P. Huntington in building a railroad eastward through the narrow, sinuous canyon. “No man will ever be fool enough to build a railroad through that canyon.” Huntington and three other intelligent fellows built the Central Pacific over Donner Pass.

Fool or not, George Gould decided to build the Western Pacific from Salt Lake City to San

Francisco through the Feather River Canyon. It was incorporated 3 March 1903. The \$50,000,000 cost was guaranteed by the D&RG, which almost went bankrupt. Grades would not exceed 1 percent and curves would be 10 degrees or less. Many tunnels were required. The road was completed 1 November 1909 and regular passenger service began 22 August 1910.

In October 1945, an order was placed with the Edward G. Budd Company for a diesel-powered train to be operated jointly by Chicago, Burlington & Quincy; Denver & Rio Grande Western and Western Pacific between Chicago, Illinois and San Francisco, California. It was to be named CALIFORNIA ZEPHYR.

A total investment of more than \$10 million for cars and locomotives made up six sets of equipment consisting of 66 stainless steel cars: 27 were owned by CB&Q, 24 by WP and 15 by D&RWG. The train was placed in service on 20 March 1949. An additional 12 cars were purchased from Budd in 1952.

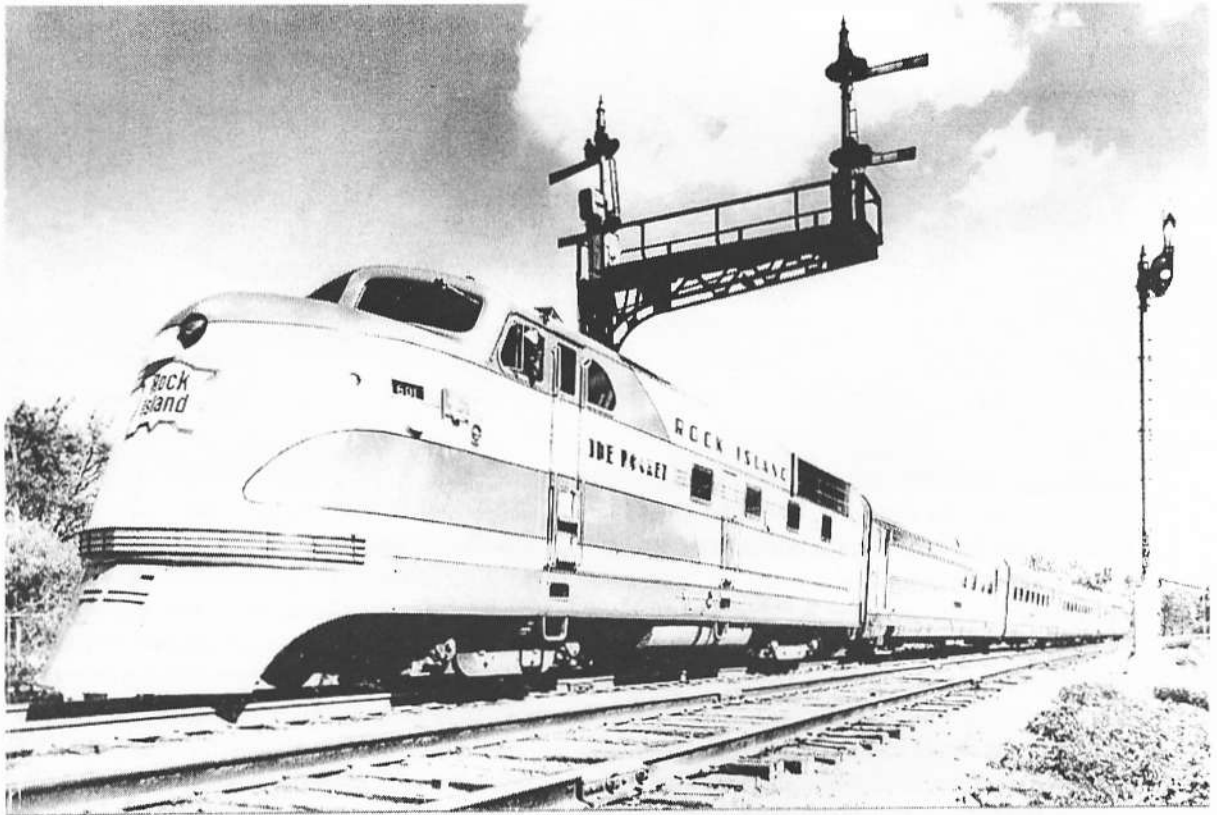
The 2,532-mile run was scheduled at 50 hours and 30 minutes eastbound and 51 hours and 20 minutes westbound. Arrangements permitted passengers to pass through the Colorado Rockies and Feather River Canyon in daylight. The California Zephyr was the first transcontinental train with Vista Domes in the consist.

The illustration shows the train on Southern Pacific rails eastbound at Elvis Tower, two

miles east of Sacramento on 18 August 1952 about 4:00 p.m. The train was rerouted between Sacramento, California and Winnemucca, Nevada due to a tunnel fire in Feather River Canyon. (Note standard dining car at far right – very unusual)

On March 22, 1970 this train made its last run.

ROCK ISLAND



In early 1937, the Rock Island was doing a brisk business between Chicago and Peoria, 161 miles west. There were four steam-powered trains, two of which offered a full day in Peoria or Chicago.

When the "streamliner" era came, a four-car train was assigned to this route. It was the PEORIA ROCKET. It consisted of a 32-seat baggage-dinette, No. 400 "Joliet;" 60-seat coach No. 306 "Ottawa;" 76-seat coach No. 300 "La Salle;" and parlor-buffet observation

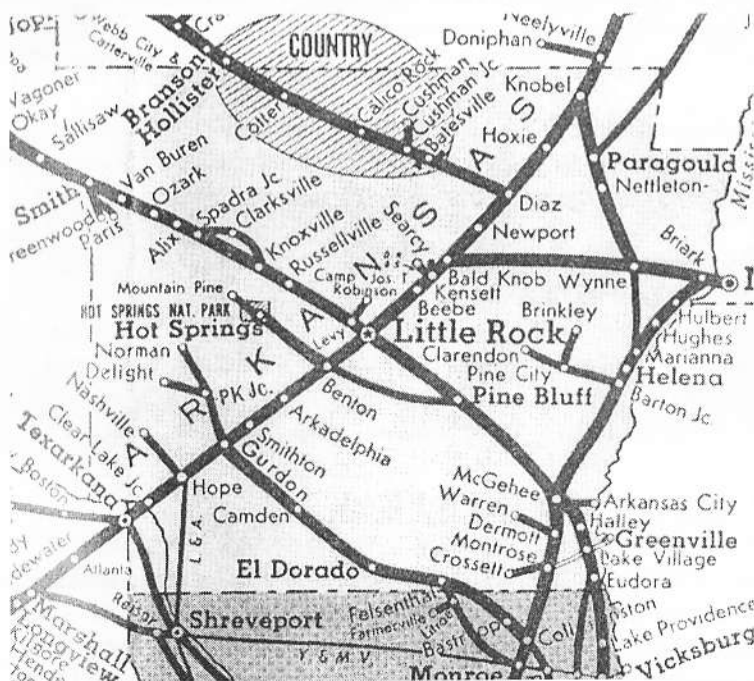
No. 450 "Peoria." The observation had individual seating for 36 and a 5-passenger drawing room. This train made its inaugural run 19 September 1939 (see photo). On front was EMC "Rocket" 1200 horsepower locomotive No. 601, built in 1937 with 36" driving wheels, weight 220,000 pounds; tractive effort 31,000 pounds.

The PEORIA ROCKET and the railroad suffered gradual deterioration and the trains final run was on 31 December 1978.

MISSOURI PACIFIC



On 5 December 1915 the SUNSHINE SPECIAL made its inaugural run. The MoPac had its eye on Mexico City and the fabulous west coast of California. Out of St. Louis (the home base), the "Shines" would roll southwest through Arkansas to Texarkana

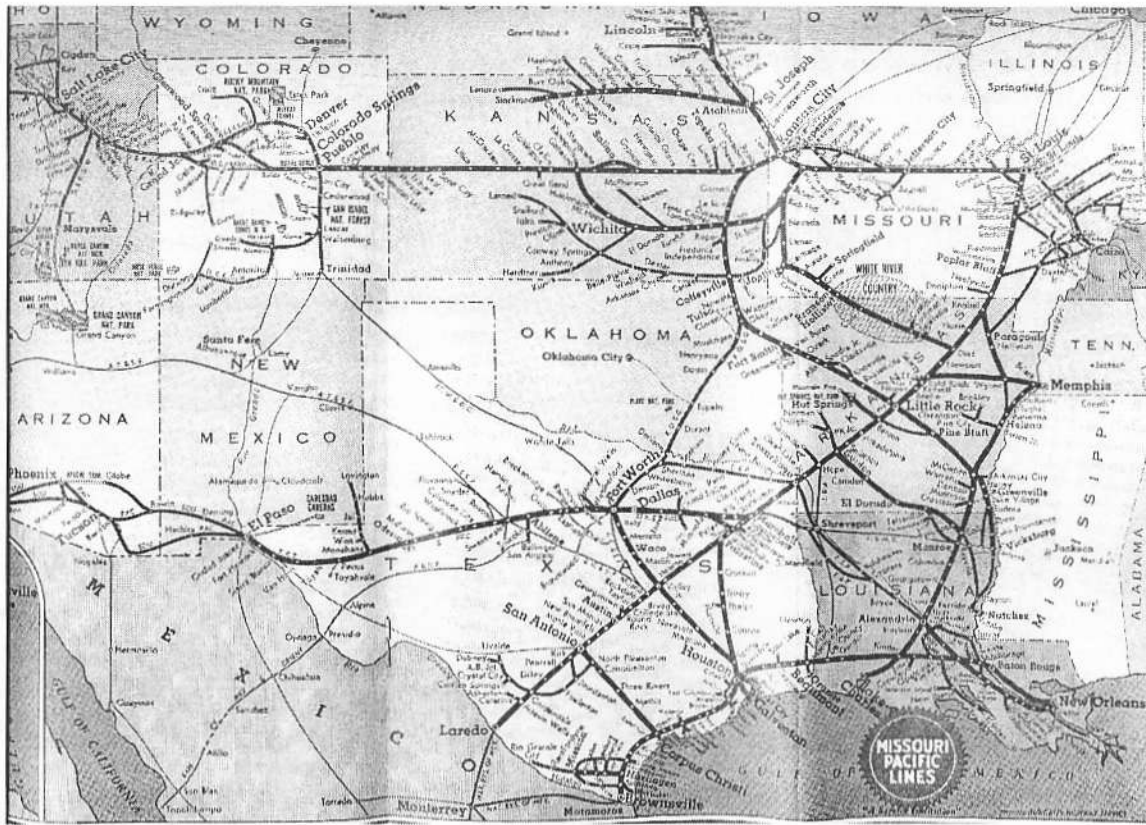


Here they joined the Texas & Pacific for the westward journey. At Longview, Texas, the Mexico-bound train headed south on the International & Great Northern to the U. S.-Mexico border at Laredo on the Rio Grande and connection with National Railways of Mexico. The California-bound "Shine" continued westward at Longview through Dallas-Fort Worth to El Paso, Texas (also on the Rio Grande) to join the Southern Pacific for Los Angeles. There was agreeable cooperation between the various railroads.

The accompanying photo shows Texas & Pacific 4-8-2

Mountain-type locomotive No. 901, class M-1 built in 1925 by ALCO with 27" x 30" cylinders, 73" drivers, 210-pound boiler pressure and 63,7000-pound tractive effort. The Elesco feedwater heater at the top of the smokebox bears the symbol and initials of the T&P.

The West Texas-California section of the SUNSHINE SPECIAL was near Grand Saline, Texas in July 1938 in the splendid days of steam and steel. Behind No. 901 was the mail-baggage-



express; a divided coach (picked up at Ft. Worth from T&P Train No. 11); two deluxe coaches; a diner; six sleepers; and a deluxe lounge-observation. It all was air-conditioned.

A Missouri Pacific public relations brochure "Luxurious Comfort On The Sunshine Special" had the following statement –

The Sunshine Special – universally recognized as a train with few equals and no superiors – is famed the country over. Its giant oil-burning locomotives are the standard for speed and safety and cleanliness. Its crews are models for friendly, hospitable courtesy.

In July 1946 there came an announcement of a \$12 million order for new streamlined equipment for the SUNSHINE SPECIAL; it then would become the SUNSHINE EAGLE. Alas, the National Railways of Mexico did not join this scenario. The "Sunshine Eagles" suddenly became the "Texas Eagles" and went in service 15 August 1948 from St. Louis to Texas and Louisiana. Luxurious service to Mexico had ended.

The sun had set on the SUNSHINE SPECIAL.

MANITOU & PIKES PEAK

Technically, the Cog Road must be included in the era of "people haulers." All across the nation, one of the principal causes of the demise of the passenger train era was the invention of the automobile and construction of a network of highways. This is not true in the case of the Pikes Peak Cog Railway.

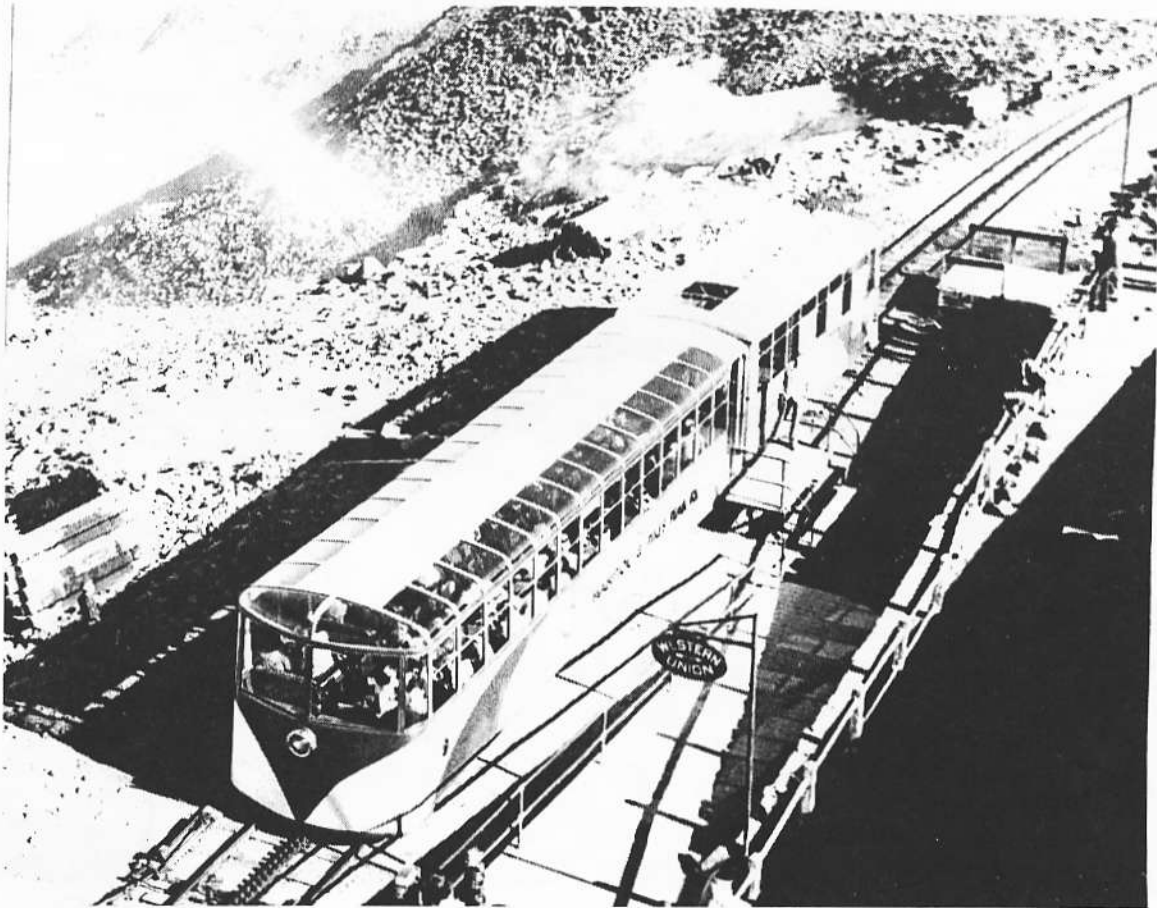
The railway, only 8.9 miles long, still is operating. It always has had adequate patronage, and it still does. Also, there is an automobile toll road from Ute Pass on U. S. Highway 24 north of Manitou Springs to the summit of Pikes Peak adjacent to the terminal of the cog road. This has very little effect on

rail patronage. Therefore, there must be something preferable about the railroad.

The scenic view is practically the same by rail or toll road. Therefore, vehicle drivers must desire to relax, ride in comfort and safety while enjoying the wondrous beauty of such a vast landscape spread out below. The only other comparable means of transportation up the mountain would be by donkey (Rocky Mountain canary) sans comfort. Thus, it seems the cog road enjoys a long-lived monopoly.

The last spike was driven 22 October 1890. My wife Naomi and I had a 30-day honeymoon in Colorado Springs in October 1944, and we rode the cog road several times behind steam locomotive No. 6.

The photo with this article shows diesel train No. 9, built in 1946 by General Electric with 2 Cummins NHS diesel engines with 440 horsepower and seating for 52 passengers.



This article has shown a few samples of "people mover" trains in the incomparable era of transportation in America. Amtrak has struggled for a quarter century and barely is alive. What will be its legacy?

The following story is used by permission of the White County Historical Society, Eddie Best, editor

Shipping Strawberries That Pass the White Shirt Test

By **RAYMOND W. TOLER**

2501 Valley View Drive, Springdale, AR 72762

In the spring of 1938 I got a job in the strawberry sheds just east of the Doniphan, Kensett and Searcy Railroad depot on South Main Street not far from Spring Park in Searcy. The work was to unload crates of strawberries from farm trucks backed up to the platform and carry them inside refrigerator rail cars spotted on the other side of the platform.

My employer was Theodore Solm from Springdale. He arrived at Searcy in his black Cadillac and took up temporary residence for the shipping season at the Mayfair Hotel. Mrs. Solm came with him, but she never came to the sheds.



This is Doniphan, Kensett and Searcy Engine #13.

Mr. Ted would negotiate with the growers and pay them if their berries were up to his rigid standards. To inspect the berries he would have me or one of the other workers take a crate, or case, chosen by him and set it down on the platform. He then directed that the case be opened and one quart box of his choosing be removed. Oftentimes he chose a box on the bottom tier. Then the box was handed to Mr. Ted who took it in both hands and spread the berries on his ample stomach, which was covered with a freshly laundered shirt. In this process all berries from the box could be examined closely. I suspect that the white shirt test was to check for overripe fruit that would not survive rail shipment.

If Mr. Ted was satisfied with the quality and uniformity of the berries, he would direct that all cases on the truck be carried by hand into the "reefer." If the one quart inspection was unsatisfactory, the entire truckload was rejected and appropriate notations made in Mr. Ted's book.

The berries were loaded into the RR car and placed seven cases across with about three inches of space between cases. Then each case was nailed to the wood floor. Next, wood laths were tacked to each end of the cases after which another seven cases were stacked on top. Then more nailing and more laths and more cases until the load was four cases high. Each end of the car was thus loaded until 448 cases were loaded, nailed and braced with laths. [(7 across x 4 high x 8 stacks) x 2 car ends = 448 cases per car.] This arrangement left a space of about seven feet between cases in the center of the car where the doors were located.



Judsonia strawberry pickers, 1912.

Next, two frames resembling gates were made of lumber. These gates were wedged tightly against the two banks of cases with more lumber and shims ready for shipment. **WRONG!** Much work was yet to be done. While the strawberries were being loaded and braced for shipment, other workmen were busy on the catwalk even with the top of the car. They were loading ice into the bunkers on either end of the car. The 300-pound blocks were picked into 25-pound pieces and dropped into the bunkers after which further size reduction was achieved by long steel rods. When the ice bunkers were full the car was ready to ship. Not quite!

The next step was to install a steel cable from the top of one ice bunker to the other, being the entire length of the car. The cable was stretched taut with turnbuckles. Then, two powerful electric fans with canvas shrouds were hooked over the cable and pushed along the cable to either end of the car. Next, the canvas shrouds were nailed to seal the fans to the upper bunker vents. A temperature sensor was installed in the space between the two gates with wires leading to a thermometer outside the car. The fans were turned on and temperature noted. Then 100 pounds of rock salt was dumped on top of the ice in each bunker and lids closed.

The fans pulled air in through the lower bunker vents and up through the ice-salt mixture, cooling the air in the same way an ice cream freezer works. The cool air was discharged through the upper bunker vents, shrouds and fans into the car of strawberries penetrating into the spaces between the cases and eventually back to the lower bunker vents. Temperature readings were taken at regular intervals until the inside temperature reached the desired value, probably around 32 degrees Fahrenheit. At this stage

water from the melting ice was dripping from the bunker drainpipes. Mr. Ted tasted the drain water from time to time, and when most of the salt was washed out, he directed that the thermometer, fans, shrouds, cable and turnbuckles be removed and the car doors sealed. Then the ice bunkers were topped off with ice only and the lids closed. *(The photo below is of the inside of the Searcy station. Depot Master George W. Musick (seated right) is shown with other railroad employees in the station)*



Now, the car was ready to be picked up by the DK&S locomotive and taken to the Missouri Pacific Railroad at Kensett where it would be added to the northbound fast express train to St. Louis. The berries would be in the stores for sale by 9 a.m. the next day. The engineer on the DK&S engine stationed at Searcy was John Davis and the fireman was his brother Collett Davis. The agent was George Musick.

I learned a lot from Ted Solm including the work ethic, leadership, teamwork and basic carpentry. Many years later after I retired from Arkansas Power and Light Company and moved to Springdale, I met Mrs. Solm, who has since died. ❖❖❖

The author is a member of the White County Historical Society.