



ARKANSAS RAILROADER



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This photo was taken by John Craig, telegrapher at De Queen, Arkansas, of the last Highball of No. 2, the last run of the *Southern Belle* out of De Queen, Arkansas Nov 1969. The Conductor, R. P. Poco Marideth, climbs aboard as Brakeman J. L. (Jim) Bels highballs. (*Phil Moseley collection*)

2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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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 \$22 a year more, bringing the total to \$42 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>

The next meeting of the Arkansas Railroad Club will be held **SUNDAY, APRIL 9, 2006, 2 PM** at our normal meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be presented by DAVID HOGE, who will have a digitally-projected show with photos from two trips to Nebraska and Wyoming on the BNSF coal lines, including Crawford Hill. Refreshments will be served thanks to members who bring in snacks. A special thanks to Carole Sue Schafer who's been bringing in quartered sandwiches now for many years. Others bring cookies and soft drinks.

FUTURE PROGRAMS: MAY 21, Mike Condren will have digitally-projected show. He'll let those in attendance decide what show we want to see and he'll have various choices. (Thanks to John Hodkin, Jr., our VP, for arranging these programs)

2006 DUES ARE WAY PAST DUE – Please look at your labels to see if your Arkansas Railroad Club dues are up to date. If it shows any year but 2006 (or later), then I have not received your dues as of this date (March 18, 2006). Dues remain at \$20 a year for Arkansas Railroad Club only, which includes the monthly *Arkansas Railroader*. If you'd like to join the National Railway Historical Society (and thus be a member of the Little Rock Chapter NRHS), you must pay \$22 more for a total of \$42.

RAILROADERS ONLINE – The monthly *Arkansas Railroaders* are online in Adobe PDF format at: <http://www.trainweather.com/road.html>

My current and past train pictures are here: <http://www.trainweather.com/sunday.html>

MAILING PROCEDURES – The *Arkansas Railroader* is mailed non-profit bulk rate each month and sometimes these mailings get delayed, like last month (I mailed them February 27 but most didn't receive theirs until March 8th or 9th). I usually mail them at least two week prior to the meetings. Using the non-profit permit requires me to sort the newsletters by zip code with 10 or more bundled that have the same codes. Then I put them in mail sacks and put on a special barcoded label for each sack. While it takes longer to get delivered, this saves the club lots of postage fees (it costs 23.7 cents to mail each piece - up to 3.3 ounces - as opposed to \$1.11 each for first class).

This issue will be mailed Monday, March 27 if everything goes as planned.

MEMBER BART JENNINGS RARE MILEAGE TRAIN TRIPS PLANNED –

Here are some rail trips Bart Jennings and the Southern Appalachia Railway Museum in Tennessee have planned this June:

BANKS, OREGON, June 6, 2006. Sponsored by the Southern Appalachia Railway Museum, the charter train will operate over the entire length of the Port of Tillamook Bay Railroad from Banks to Tillamook, Oregon. This one-way

train trip will depart Banks at 8:30am and includes afternoon bus return. Tickets are \$139 with an optional lunch available for \$11. Tickets available with SASE from SARM POTB 2006, P.O. Box 620, Avon, IL 61415. Details at www.southernappalachia.railway.museum.

CHEHALIS, WASHINGTON, June 7, 2006. Sponsored by the Southern Appalachia Railway Museum, the steam-powered charter train will operate over the entire length of the Chehalis-Centralia Railroad and feature several photo runbys. The train trip will depart Chehalis 1:00pm. Tickets are \$20. Tickets available with SASE from SARM Chehalis 2006, P.O. Box 620, Avon, IL 61415. Details at www.southernappalachia.railway.museum.

TACOMA, WASHINGTON, June 8, 2006. Ride behind steam over the former Tacoma Eastern between Morton and Tacoma, Washington. Sponsored by the Southern Appalachia Railway Museum, the charter train will operate over the route using steam from the Mount Rainier Scenic. This will be the first operation of such a trip in many years. This one-way train trip will start with a bus ride from Tacoma to Morton and then train return. Tickets are \$165 which include train, bus and lunch. Tickets available with SASE from SARM POTB 2006, P.O. Box 620, Avon, IL 61415. Details at www.southernappalachia.railway.museum.

TACOMA, WASHINGTON, June 9, 2006. Ride behind steam over the former Tacoma Eastern between Tacoma and Morton, Washington. Sponsored by the Southern Appalachia Railway Museum, the charter train will operate over the route using steam from the Mount Rainier Scenic. This will be the first operation of such a trip in many years. This one-way train trip will depart Tacoma with bus return. Tickets are \$165 which include train, bus and lunch. Tickets available with SASE from SARM POTB 2006, P.O. Box 620, Avon, IL 61415. Details at www.southernappalachia.railway.museum

WANTED - FOR SALE OR TRADE

WANTED - Call for photos and information: A book about the American Refrigerator Transit Company is well underway. This is a call for photographs (particularly early or unusual photos) and information pertaining to ART's company history, its rolling stock, facilities, and employees. For making contributions to this important book of railroad history, please contact Gene Semon at e-mail mopac1@classicnet.net. If e-mail is unavailable, please contact Gene Semon by letter at 431 Kingwood Circle, Cabot, AR 72023.

WANTED - DEVALL'S BLUFF RI BRIDGE PHOTOS/INFORMATION – Received the following email February 13 from Oscar P. Chilson: “ I received your email address from Cary Bradburn of the NLR History Commission. My grandfather, George Fischer; his son Ray Fischer later established the Fischer Honey CO in NLR, is believed to have been involved in both the ferry and the RR bridge that spanned the White River at DeVall's bluff. Have you any suggestions as to where to look for pictures and structural details for the first RR bridge that was built across the White River at DeVall's Bluff, AR? It is said to have been completed in 1871 and to have two "draw" spans of 175 ft each. I have found that "draw" sometimes means swing.

There is plenty of available information about the historical/economic significance of this RR connection between Memphis and Little Rock and that it was built by the Memphis Little Rock RR, but I am striking out on the structure itself. I cannot believe that there are no pictures or engineering drawings. I simply do not know how to ask the question or where to ask it. Thanks for whatever. Oscar Chilson. Mr. Chilson's email address is: chilsonoa@sbcglobal.net

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.

WISCONSIN CENTRAL LTD - to abandon its line of railroad in Ashland, Ashland County, WI, referred to herein as the “Ore Dock Line”, starting from a point of switch off WCL's mainline through Ashland at milepost 434.49 and continuing 5,160 feet to the end of WCL's Ashland Ore Dock. effective on March 25, 2006. (STB Docket No. AB- 303 (Sub-No. 28X), decided February 14, served February 23, 2006)

WYOMING - WYOMING AND COLORADO RAILROAD COMPANY, INC. – To abandon a 23.71-mile line of railroad between milepost 0.57, near Walcott and milepost 24.28, at Saratoga, in Carbon County, WY. A final decision will be issued by May 31, 2006. (STB Docket No. AB-307 (Sub-No. 6X), decided February 23, served March 2, 2006)

UTAH - UNION PACIFIC RAILROAD COMPANY AND SALT LAKE CITY CORPORATION – To abandon its freight operating rights and rail freight service over 2.22 miles of a line of railroad between milepost 780.1 and milepost 782.32 in Salt Lake City, UT. A final decision will be issued by June 2, 2006. (STB Docket No. AB-33 (Sub-No. 237X), decided February 27, served March 3, 2006)

MINNESOTA – BNSF –To abandon a 5.40-mile line of railroad between BNSF's milepost 15.60, near Georgetown in Clay County, MN, and milepost 21.00, near Perley in Norman County, MN. Effective on April 7, 2006. (STB Docket No. AB-6 (Sub-No. 433X), decided March 1, served March 8, 2006)

OKLAHOMA – UNION PACIFIC – To to discontinue service over a 0.42-mile line of railroad between Stiles Avenue to the point of connection with the BNSF Railway Company (BNSF) line near Second Street (the Old Rock Island Main) in Oklahoma City, Oklahoma County, OK. Effective on April 15, 2006. (STB Docket No. AB-33 (Sub-No. 239X), decided March 10, served March 16, 2006)



ARKANSAS RAIL NEWS



NEW LISTINGS ON NATIONAL REGISTER

Seventeen Arkansas properties have been listed on the National Register of Historic Places, the country's official list of historically significant properties, Arkansas Historic Preservation Program Director Ken Grunewald announced March 15, 2006.

The newly listed properties are: ** Dodson Avenue Methodist Episcopal Church at Fort Smith in Sebastian County, built in 1920 in a Gothic Revival design by the Haralson and Nelson architectural firm ** Saint Scholastica Convent at Fort Smith in Sebastian County, erected in 1923 and reflecting the Gothic Revival style of architecture ** South Side Baptist Church at Fort Smith in Sebastian County, a 1948 Moderne-style structure ** Selma Rosenwald School at Selma in Drew County, built in 1924 with assistance from the Julius Rosenwald Fund, which helped build schools for black children across the South ** Kerr-Booth House at Searcy in White County, an 1890 Queen Anne-style house with later Craftsman-style modifications ** Crossroads Fire Tower near Hamburg in Ashley County, a 1935 steel structure built by the Civilian Conservation Corps ** Sumner-White Dipping Vat near Hamburg in Ashley County, a concrete structure built around 1915 and used in the fight against Texas cattle fever ** Old U.S. 64-Menifee Segment near Menifee in Conway County, a two-lane concrete highway constructed in 1931 ** Earl and Oza Brown House at Damascus in Faulkner County, a ca. 1943 English Revival structure with a stone veneer by mason Silas Owens Sr. ** **St. Louis Southwestern Railway**

(Cotton Belt Route) Caboose #2325 at Pine Bluff in Jefferson County, a wooden local caboose built in 1920 ** Hickman House near Camden in Ouachita County, an 1898 Folk Victorian-style building ** Henry and Cornelia Ford Farm near Lexa in Phillips County, a collection of ca. 1950 buildings constructed by African-American farmers with the help of the Federal Housing Administration ** Turner Historic District at Cypert in Phillips County, featuring a ca. 1896 Queen Anne-style house and a ca. 1895 Folk Victorian store building ** Hardy Cemetery Historic Section at Hardy in Sharp County, containing burials dating to 1888 ** Clack House at Fayetteville in Washington County, a 1954 Ranch-style house designed by John G. Williams ** St. Joseph Catholic Church at Tontitown in Washington County, a Gothic Revival-style building erected between 1939 and 1944 ** Pottsville Dipping Vat at Pottsville in Pope County, built ca. 1915 and used in the fight against cattle disease.

For more information on the National Register of Historic Places program, write the AHPP at 1500 Tower Building, 323 Center St., Little Rock, AR 72201, call the agency at (501) 324-9880 [TDD 501-324-9811], send e-mail to info@arkansaspreservation.org or visit the AHPP's Internet web site at www.arkansaspreservation.org.

UP COAL TRAIN DERAILMENT

(Little Rock) – Late afternoon on Thursday, March 16, a loaded UP coal train derailed near Little Rock Junction, blocking both main lines. The line was reopened that night. *(Thanks to John C. Jones)*

GENERAL RAIL NEWS

NEWS RELEASE FROM KCS Re: SP 745 STEAMER

“In celebration of the 150th anniversary of Mardi Gras in New Orleans, a vintage Louisiana steam train officially rolled into Union Station Kansas City on February 28, complete with Mardi Gras beads and an onboard exhibition on Mardi Gras. KCSR moved the train from New Orleans to Kansas City, and made arrangements with several other railroads to bring the train into Union Station.

The train managed to avoid any damage from the hurricane, but many of the volunteers who care for and maintain the train lost their homes and jobs. The train originally was

scheduled to come to Kansas City last September to celebrate the opening of Union Station's new rail exhibit the KC Rail Experience. However, Katrina's arrival just weeks before that, cancelled the trip.

Southern Pacific steam locomotive No. 745 was built in 1921 and is operated by the volunteer organization, the Louisiana Steam Train Association (LASTA). It is the last surviving steam engine built in Louisiana and was fully restored in 2004. The train also features four 1920s era rail passenger cars from the Illi-

nois Central. The cars are now named after Louisiana Parishes (the Baton Rouge, Orleans and Jefferson).

"We are so excited to bring our train to Kansas City," said Bruce Brown, head of LASTA. "This provides an opportunity to show Kansas City and the rest of the country that the train is a viable operation, that the state of Louisiana is on its way back and that the spirit of the people is alive and well, despite Katrina."

LASTA also hopes the Kansas City visit will help its organization get back on a strong financial footing. The group will be accepting donations on board the train and will be selling items in a gift shop on the train.

Locomotive SP745 is the last remaining of 11 such steam engines affectionately known as the New Orleans ladies. The engine is an oil burner Mikado with 2-8-2 wheel arrangement. The engine was built in 1921 in Southern Pacific's Algiers yard in New Orleans, La. from an abundance of spare parts the U.S. government acquired during World War I to ensure transportation needs during the conflict. The steam locomotive measures 84 feet in length and 15 feet 11 inches in height. She weighs 449,440 pounds and has a tractive effort of 53,620 pounds. The crew/generator car is 74 feet long while the Baton Rouge, Orleans and Jefferson railcars each measure 80 feet long. The overall length of the train - from the SP745 cowcatcher to the observation platform of the Jefferson is 319 feet.

The train will be on display at Union Station through April 30. It will be open for public tours 10 a.m. to 5 p.m. Tuesday through Saturday and noon to 5 p.m. on Sunday beginning Saturday, March 4. Admission is included with a \$4.95 ticket to the KC Rail Experience.

UP STEAM LOCOMOTIVE 844 TRIPS 2006

From Union Pacific's steam program website (upsteam.com) comes the following schedule for UP 844's trips this spring in this part of the country:

April 27th - Cheyenne to Denver, CO
April 28th - Denver to Sharon Springs, KS
April 29th - Sharon Springs to Salina, KS
April 30th - Salina Layover and Display, Open 8:00am to 5:00pm
May 1st - Salina to Herington, KS
May 2nd - Herington Layover and Display, Open 8:00am to 5:00pm
May 3rd - Herington to Pratt, KS
May 4th - Pratt to Guymon, OK
May 5th - Guymon Layover and Display, Open 8:00am to 5:00pm
May 6th - Guymon to Dalhart, TX
May 7th - Dalhart to Alamogordo, NM
May 8th - Alamogordo to El Paso, TX
May 9th - El Paso Layover and Display, Open 8:00am to 5:00pm
May 10th - El Paso to Alpine, TX
May 11th - Alpine to Del Rio, TX
May 12th - Del Rio to San Antonio, TX
May 13th thru 19th San Antonio Layover and Display, Open 8:00am to 5:00pm
May 20th - San Antonio to Austin, TX
May 21st - Austin Layover and Display, Open 8:00am to 5:00pm
May 22nd - Austin to Palestine, TX

May 23rd - Palestine to Marshall, TX
May 24th - Marshall to North Little Rock, AR
May 25th - North Little Rock Layover and Display, Open 8:00am to 5:00pm
May 26th - North Little Rock to Russellville, AR
May 27th - Russellville to Claremore, OK
May 28th - Claremore to Kansas City
May 29th - Kansas City Layover and Display, Open 8:00am to 5:00pm
May 30th - Kansas City to Fairbury, NE
May 31st - Fairbury to North Platte, NE
June 1st - North Platte to Cheyenne, WY

KCS BUYS MORE PASSENGER CARS

In early February, 2006, Kansas City Southern bought four locomotives and eight passenger rail cars that will bolster its historically accurate passenger service for dignitaries and business associates.

KCS bought the vintage locomotives and rail cars from the St. Louis Car Co. They will be added to the existing Southern Belle business train fleet. The Southern Belle provides passenger service for dignitaries and KCS business associates on special trips throughout the railroad company's U.S. and Mexican rail network. Part of the new equipment will be based in Monterrey, Mexico.

The St. Louis Car Co. has been doing business as RailCruise America, a collection of touring trains that run out of Union Station in St. Louis. The locomotives and rail cars originally were Union Pacific equipment that dates to the 1850s (??) and includes wood-panel interiors.

FIRST RR BRIDGE OVER MISSISSIPPI – 150TH ANNIVERSARY

On February 22, 2006, the first railroad bridge crossing the Mississippi River was honored at a special dinner held in Davenport, Iowa. Guest speaker was Dennis Suttles, a research librarian at the Abraham Lincoln Presidential Library and Museum in Springfield, Ill. He will discuss the role of Lincoln in defending the bridge during a famous lawsuit.

The dinner was named in honor of Henry Farnam, the railroad contractor who extended the rails from the East Coast to the Mississippi River and built the first railroad bridge spanning the river. It extended between Davenport and Rock Island, east of the present Government Bridge. Two weeks after the bridge opened on April 21, 1856, steamboat Effie Afton was leaving from Rock Island for St. Paul, Minn. when it struck a bridge pier. A spectacular fire erupted, destroying the wooden bridge and the boat. The boat's owners claimed the bridge was a hazard to navigation and sued the bridge company. One of the lawyers defending the bridge was Lincoln. The trial ended in a hung jury, but after further litigation the U.S. Supreme Court ruled in favor of the bridge and railroad interests.

UNION PACIFIC SUES PHOTOGRAPHER

(*West Vancouver, Canada*) - Union Pacific alleges that railroad photographer Nils Huxtable violated the company's exclusive right to use its Union Pacific trademark and design by producing and selling a "Union Pacific" calendar. Brenda Mainwaring, UP's director of corporate relations, says Union Pacific isn't disputing the right of people to take photographs of its trains but will take measures to protect its trademark, logo and its name. Mainwaring said the company has authorized more than 100 companies to use its

trademark for various products, including calendars, but Huxtable made use of the company name without its permission. The lawsuit could go to trial this June.

Nils Huxtable refers to his lifelong love for photographing steam-powered and diesel trains in the legal document that outlines his defense. The statement of facts calls Huxtable "one of the world's most highly renowned railroad photographers." It notes the 56-year-old man took his first railroad photograph in Great Britain, in 1961, when he was just 11. He shot his first photo of a Union Pacific train in 1964, in Wyoming. By 1970, his photographs and articles about trains were being published in the international circulation magazines read by train worshippers. Huxtable's photos appeared on postcards and posters, as well as in at least a dozen books. And, since 1994, he's been producing and publishing an annual "Union Pacific calendar" described as a "Steamscenes Publication."

35-YR WALT DISNEY WORLD RR FOREMAN RETIRES

George Britton has been the only foreman in the history of Walt Disney World's narrow-gauge steam railroad since the park opened on October 1, 1971. On April 6, 2006, he will retire after 35 years. The railroad has four vintage locomotives and 20 passenger cars. The narrow gauge locomotives were built in 1920 by Baldwin Locomotive Works and sold to the United Railway of Yucatan, Mexico. In 1969, WDW bought them to use in its new theme park in Florida and hired Britton to refurbish them.

With a crew of only five, he completed the rebuilding and restoration on time and under budget. In addition, they built 20 passenger observation cars from scratch. When asked what message he would like to leave with his successors at the Magic Kingdom, Britton said, "When people look at those beautiful trains, they should see the pride of your work. If you take care of your work today, you will always have a job tomorrow." Roy E. Disney presented Britton with the Walter E. Disney Railroad Preservation Award in 2002, at the rededication ceremony of the restoration of the Roy O. Disney steam engine. Over a five year period, each of the locomotives has undergone complete restoration. The names on the engines are: Walter E. Disney, Lilly Belle (for Mrs. Lillian Disney), Roger E. Broggie and Roy O. Disney.

DISNEYLAND RAILROAD GETS FIRST NEW ENGINE IN NEARLY 50 YEARS

In an exclusive ceremony February 15 at Disneyland in southern California, hundreds of Disney "Cast Members" came together to show their love for one of the park's original attractions - - the Disneyland Railroad - - and to join in the dedication of two additions to the famed railway - - the new Ward Kimball steam engine and the returning Lilly Belle VIP parlor car. The early morning event at the Frontierland Train Station, hosted by Disneyland Resort president Matt Ouimet, honored the namesakes of the engine (legendary Disney animator Ward Kimball) and the restored parlor car (Walt Disney's widow, Lillian Disney), plus all the Disney Cast Members and Imagineers who made these new additions to the beloved railroad possible. Members of the Kimball family were in attendance during the dedication which also happened to coincide with the anniversary of the birth of Lillian Disney herself.

The Ward Kimball is the first steam engine added to the Disneyland Railroad in 47 years. It is a salute to legendary Disney

animator Ward Kimball (1914 – 2002) whose credits include such film classics as Snow White and the Seven Dwarfs, Pinocchio, Fantasia, Dumbo, The Three Caballeros, Cinderella, Alice in Wonderland, Peter Pan, Mary Poppins and Bedknobs and Broomsticks. Kimball was an avid train enthusiast who helped get Walt Disney actively interested in backyard steam railroading, beginning with a visit to the Chicago Railroad Fair in 1948. Kimball's passion extended all the way to having a full-size steam train layout in his backyard dubbed the Grizzly Flats Railroad.

The new engine (over 103 years old!) on the Disneyland Railroad was built by the Baldwin Locomotive Works of Philadelphia, Pennsylvania, and went into service in 1902. The little train was initially owned by Frank Barker and J. Wilson Lepine, proprietors and operators of the Laurel Valley and Melodia sugarcane plantations, and the Laurel Valley Sugar Refinery in Lafourche Parish, Louisiana. The train was originally known as the Maud L., named after the young daughter of J. Wilson LePine. The little iron horse traversed the 15-mile railroad of the plantation, hauling cars of sugar cane from outlying fields, through mosquito-infested swamps to the mill.

The Maud L. was retired in 1946 and seemingly headed towards the scrap heap. In 1999, after years of alternate owners, the little steamer found her way into Disney's hands. The engine has since been lovingly and meticulously restored. It has been rechristened as the Ward Kimball, steam engine No. 5 on the Disneyland Railroad. Featuring a red cab with red wheels, the engine also sports genuine gold-leaf stenciling and lettering, plus a unique Jiminy Cricket silhouette on the headlamp (Kimball created the character for Walt Disney's animated film Pinocchio). The engine features more pin striping than any other engine on the Disneyland Railroad while the boiler itself is coated in metallic midnight blue paint that cost nearly \$900 per gallon!

Over the past 50 years the authentic steam trains of the Disneyland Railroad have covered enough track to circle the globe more than 200 times while carrying nearly 300 million passengers.

STEEL PLANT HEADS TO IUKA

(Iuka, Mississippi) – The Canadian company Samuel Manu-Tech, Inc., is joining a growing cluster of steel and metal industries in Tishomingo County, Miss., about 98 miles southeast of Memphis. The company's Roll Form Group plans to open its first U.S. facility in Iuka in the first quarter of 2007. The \$22 million steel fabrication facility will produce ready-to-use components for the transportation, construction and marine industries.

The Iuka plant initially will employ 70 workers, but is expected to expand with plenty of room for growth on the 22-acre site. The advantages of the site include access to the Tennessee River via Yellow Creek Port, road access at state Highway 25 and U.S. Highway 72, and rail access at the Norfolk Southern and Kansas City Southern rail lines. Pang says the other steel and metal companies already located in the area were a strong draw as potential suppliers to the Roll Form Group.

RAILROAD HALL OF FAME CONTEMPLATED

(Galesburg, Illinois) – Organizers hope to start building a National Railroad Hall of Fame in Galesburg, Illinois if the \$60 million in funding is found. The hall of fame will include interactive railroad exhibits, the history of American railroads and will strive to be as technologically advanced as the Abraham Lincoln Presidential Library and Museum in Springfield. The company has been involved in the planning of other museums including the National Civil War Museum in Harrisburg, Pa., Louisville Slugger Museum in Louisville, Ky., and Delta Blues Museum in Clarksdale, Miss.

Coordinators expect the Galesburg facility to be a national draw much like the Lincoln museum and the Baseball Hall of Fame in Cooperstown, N.Y, and anticipate 200,000 visitors each year. Moving away from more traditional museums that feature items in glass cases, the two-story Galesburg facility would feature a 500-seat convention center, a multi-media experience, railroad gallery, a children's discovery gallery, classrooms and the Hall of Fame where individuals who had an impact during various eras of the industry are recognized. Congress officially recognized the Railroad Hall of Fame and designated Galesburg as the future site of the building in 2004. (Via Jim Johnson)

CHARLOTTE NC STREETCARS

(Charlotte, NC) – North Carolina's Charlotte Area Transit System (CAT) hosted a public meeting on the Center City Streetcar project in mid-March. Feedback on proposed designs for streetcar shelters and vehicles, and the concept for the Trade Street Vision Plan were discussed. Scheduled to open in 2009, the 10-mile streetcar line will run along Beaties Ford Road near Interstate 85, and through Center City Charlotte to Eastland Mall. (Progressive Railroading via Don Weis)

MISS DEAF TEXAS STRUCK BY TRAIN

(Austin, Texas) - Tara Rose McAvoy, 18, was walking March 4 near railroad tracks in Austin when she was struck by a Union Pacific train. She was Miss Deaf Texas, and was using a cell phone to text message someone when she was struck and killed. (News report via Jim Johnson)

RAILROAD FUEL SURCHARGES

On May 11, 2006, the Surface Transportation Board (STB) will hold a public hearing in Washington, D.C., to review how railroads calculate and implement fuel surcharges. The hearing is open to shippers, railroads and other interested parties. "The cost of fuel is a significant component of the operating costs of providing rail service, and railroads can reasonably be expected to devise methods to collect increases in those costs from their shippers," the STB said in a hearing announcement. "However, the rail shipper community has voiced concerns that recent fuel surcharges collected by railroads are designed to recover amounts over and above increased fuel costs." (Progressive Railroading via Don Weis)

UTAH COMMUTER LINE

A 44-mile Weber City to Salt Lake City commuter line, called "FrontRunner" in honor of Utah's Wasatch Front, is scheduled to open in 2008. (Via Don Weis)

ORPHAN TRAIN MUSEUM

(Concordia, Kansas, March 9) – BNSF has donated a depot in Concordia, Kan., to the National Orphan Train Complex, which aims to collect, preserve and disseminate information on orphan trains. The organization plans to renovate and redevelop the depot into a museum and headquarters building. The museum is scheduled to open in 2007.

Between 1854 and 1929, about 250,000 orphaned, abandoned and homeless children were placed in what became known as orphan trains to travel across the United States and Canada. The museum will honor and preserve the memory of the orphaned children that were sent by trains from the New York area and all over the Midwest to be adopted by farming communities. (Via Don Weis)

2005 SAFEST YEAR EVER FOR RAILROADS

On March 16, 2006, the Federal Railroad Administration put out a press release stating that 2005 was the safest year in railroad history. The employee injury rate and number of employee injuries declined 12.7 percent and 9 percent, respectively, compared with 2004, setting new records. In addition, train accidents were down almost 8 percent and the train accident rate, more than 10 percent.

The Association of American Railroads (AAR) credits the reduced employee and train incidents to training programs and increased investment in maintenance. The industry spent more than \$17 billion last year to maintain and improve track, equipment, and communications and signaling systems, according to the association.

"Rail traffic was higher than ever before in history, and thousands of new employees were brought on board to help handle that record volume," said AAR President and Chief Executive Officer Edward Hamberger in a prepared statement. "The fact that railroads were able to reduce both train accidents and employee casualties just underscores the industry's commitment to safety." Meanwhile, the grade crossing incident rate fell 4.2 percent compared with 2004, also setting a new record. The number of grade crossing accidents and fatalities dropped 1.9 percent and 3.5 percent, respectively. (Via Don Weis from Progressive Railroading)

RAIL COAL SHIPMENT PROBLEMS

According to an article in the March 15, 2006 online Wall Street Journal, railroads are having problems keeping up with coal shipments to power plants around the country, including Arkansas. Arkansas Electric was mentioned as having the same problem that many U.S. utilities do: It can't get enough coal to run its power plants because the trains that serve as its supply line aren't running on time. Delays in coal shipments to the Arkansas generator began in May 2005 with rail disruptions in Wyoming and forced the utility to burn more natural gas, lifting its 2005 power-generation costs by 21%, or \$100 million.

Rail mergers and consolidation has left the rail industry with just a half-dozen major operators, which have been cutting rail routes and costs since the industry was deregulated in 1980. That can cause paralyzing bottlenecks when something goes wrong. Last year, a series of derailments dramatically delayed coal shipments from the Powder River Basin in Wyoming, one of the nation's most important coal-producing regions. The delays have cut into fuel supplies at many coal-fired power plants around the country.

Last spring, an accumulation of coal dust that had fallen or blown from moving cars in Wyoming prevented track beds from draining properly. Amid the spring thaw and heavy rain, the poor drainage left the water with no place to go. That resulted in derailments and track damage along stretches of the major railroad line that takes

coal trains that are more than a mile long out of the Powder River Basin. As a result, the railroads sharing the line -- Union Pacific and Burlington Northern -- failed to meet their coal-delivery commitments. Shipments picked up late last year, but it takes a long time to make up for lost loads, given how taxed the rail system is already.

Now, some major utilities are asking members of Congress to hold hearings on the coal-delivery problems. They may ask Congress to direct the federal regulator, the Surface Transportation Board, to establish reliability standards for railroad deliveries and enforce them if necessary.

Railroads are strained by a surge in freight of all types and rail rates are going up across the board. But the utility industry is complaining loudest. Snags in railroad service are fueling fears that railroads won't be able to meet the growing demand for coal. The big rail carriers stress that the in-

dustry, after years of overcapacity and dismal profits, finally is in good enough shape to invest heavily. Meddling by the government now is "the surest way to wreck the railroad system and prevent them from making the types of investments that are necessary." (Thanks to John Harvey)

UNIONS FIGHT ONE-MAN CREWS

Both the Brotherhood of Locomotive Engineers and United Transportation Union are fighting major railroad's initiatives to run some trains with only one employee on board, which would eliminate thousands of jobs. The unions oppose the technology known as positive train control, which can automatically apply a train's brakes if an engineer does not see warning signals. This system eliminates the need for a conductor. (Kansas City Star, March 7, 2006 via Jim Johnson)

AMTRAK NEWS

BOMB-RESISTANT TRASH CANS

In February, 2006, Amtrak awarded an \$828,750 contract to BlastGard International Inc. to provide more than 200 bomb and fire-resistant trash cans. The company's BlastGard MTR trash receptacles feature triple walls designed to withstand various explosions. (Via Don Weis)

AMTRAK 2007 BUDGET REQUEST

(March 16, 2006) - At a Senate Appropriations Subcommittee hearing held March 16, Amtrak Chairman David Laney and acting President and Chief Executive Officer David Hughes requested \$1.6 billion for its fiscal-year 2007 budget and outlined the national intercity passenger railroad's reform plans.

The railroad lowered its request for operating support from \$540 million in FY2006 to \$498 in FY2007. However, Amtrak officials propose increasing capital funding by \$235 million in FY2007 to \$730 million to cover projects such as replacing the span on the Thames River Bridge and upgrading

centralized dispatching systems. The railroad also wants to develop a Northeast Corridor Master Plan to determine long-lead infrastructure requirements and other investments.

"Amtrak has reorganized, begun to rebuild the plant and equipment, and has stabilized to a point where I believe we can now begin to address fundamental change aggressively in critical areas," said Laney. "This year and next are truly pivotal years for Amtrak in its implementation of strategic reform." Laney also outlined \$275 million in optional funding for a series of strategic investments that would reduce congestion and improve reliability of non-Amtrak owned rail, assist state corridor development, and refinance some of Amtrak's debt.

He noted that the railroad is in the process of reducing food service costs, and seeking efficiencies by closing or consolidating some facilities and outsourcing some support functions. Amtrak also is re-evaluating fleet utilization, working to improve customer service and reviewing long-distance network to improve financial performance or possibly restructure or reconfigure them. (Via Don Weis)

EVENTS OF OTHER ORGANIZATIONS

HOBBY SHOPS IN ARKANSAS - Here are a few Arkansas hobby shops that you might use when ordering any commercial books or commercial railroad stuff that you see listed in these Want Ads. Here, in plain text form, are those hobby shops: **ONE TRACK MIND**, 10524 Helm Dr, Mabelvale, AR 72103, 501-455-5050, onetrackmindtrains@hotmail.com, <http://www.arkansasweb.com/onetrackmind/> ** **ARKANSAS TRAVELER HOBBIES**, 400 East Market Street, Bald Knob, AR 72010, 501-Railfan (724-5326) ** **MICKEY'S MODEL WORKS**, Village Mall, 759 Hwy 62 E Ste 77, Mountain Home, AR 72653, 870-424-5765 ** **HOBBY SHOP DELUXE**, 119 North Front St, Dardanelle AR 72834, 479-229-5126, hsd@cox.net ** **HOBBY SHACK**, 1200 John Harden Dr, Jacksonville, AR 72076, 501-982-6836 ** **TRACTIVE EFFORT HOBBIES**, 3061 N. Market Ave. #7, Fayetteville, AR 72703, (479) 571-8722 ** **EUREKA SPRINGS MODEL RAILROAD COMPANY**, 127 Spring St., Eureka Springs, AR 72632 479-253-2525, <http://www.railroadtrain.com/>

DIESEL LOCOMOTIVE – 100 YEARS – The Bush Presidential Library in College Station, Texas will have a special program entitled: "One Hundred Years: The Diesel Locomotive in American Railroad" on April 29, 2006. The conference will feature seven speakers discussing various aspects of diesel locomotive technology, locomotive fleet management, and the evolution of railroad work after the advent of the diesel locomotive. Several speakers will include a slide or PowerPoint presentation in their talk.

Speakers include: John Gruber, "The First Diesel and Other Stories" Noted railroad photographer and author John Gruber discusses the unknown 'Monster' locomotive of 1904-05 and locomotive patent drawings as early as 1890 *** John P. Hankey, "The Perils of Pioneering: Early Diesels on the B&O Railroad" Historian and railroader John Hankey recounts how one of America's

pioneer railroads—the Baltimore & Ohio—also became an early user of the diesel locomotive. *** Jim McClellan, "Motive Power and Economics" *** Greg Palumbo, "Colorful EMD Advertising and Styling" *** J. Parker Lamb, "Photographing Diesel Locomotives" *** Greg McDonnell, "Contemporary Diesels"

The cost for the conference will be \$85.00 per person. All sessions except for keynote address will take place in the theater at the George Bush Presidential Library. The keynote banquet and address will be held at the Brazos Valley Cotton Exchange adjacent to the conference hotel. The reservation fee includes attendance at the conference, admission to "Trains: Tracks of the Iron Horse" at the George Bush Museum, a BBQ lunch, and a banquet dinner of steak or shrimp catered by Does Eat Place.

If you have any questions or would like make a reservation, please call Robert Holzweiss at 979-691-4074 or e-mail at Robert.Holzweiss@nara.gov. Conference registration packets will be mailed during late March or early April. Attendance is on a first come, first served basis and seating is limited.

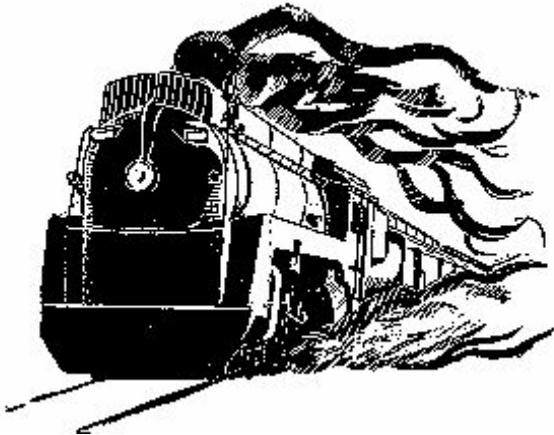
REMEMBERING - 4

P.B. Wooldridge

If the Cotton Belt had ever had a middle name, it would have been "SPEED." Around 1930, at the beginning of the Great Depression, Cotton Belt priority was to compete with other lines for the Transcontinental Business. But unfortunately the Cotton Belt was at a serious disadvantage; it had the longest transcontinental route. The shortest route was RI-Tucumcari-SP, a distance of 1,237 miles. The SSW-Corcisana-SP route was 1,645 miles, 408 miles longer. In order to compensate the Cotton Belt had to operate at higher speeds, with very short delays in terminals.

So the Blue Streak was inaugurated in 1931 as the fastest scheduled freight train in the world. Anyone who delayed the Blue Streak had hell to pay.

Then there was the Colton Block, a solid perishable train consisting of refrigerator cars, running from Colton, Calif. Via SP-Corsicana-SSW to St. Louis, Mo, another fast move in the 1930s. It was the northbound equivalent of the Blue Streak. I recall it speeding thru Idalia, Mo with 20 or 30 transients riding the roofs of the cars, en route to St Louis, hoping for a better life.



The basis for all this speed required brave train crews, especially Engineers. One of many of those Engineers was Bill Hugon. On April 8, 1944 Hugon, his Fireman, Elbert Morrow, and his Head Brakeman, Earl Davis, were killed around lam at Kent, Ark., when they collided with a runaway steam engine, Engine 569, which had developed a leaky throttle, and left the switcher track at Camden unattended. Hugon had planned to head in at Camden, and meet No 2, the Lone Star passenger. He engine that fatal night was the 813.

As a Hobo in the 1930s I often rode behind Engineer Hugon and like all those Cotton Belt old timers, he was fearless. We'd drop off Little Bay Hill, down thru the racetrack at Bearden, thru Gravel Pit, floating like the breeze, at 70 mph.

I recall one day at Faith, Ark when a young flagman on the Section Gang flagged Hugon, on the first section of a fast southbound freight. He stopped his train almost opposite the small telegraph office, and climbed down from the engine. He walked up to the flagman and smiling mischievously, said: "Young man, if you don't get out of my way, I'll run over you!" and laughed.

The Pine Bluff Sub-Division of the Cotton Belt consisted of hills and curves, but that didn't deter those old-time steam Engineers from all being "Speed Kings" and HEROES.

CRUSTY VOCABULARY

Gene Hull

In 1971 my wife, Naomi, and I planned a trip to Colorado, which meant narrow gauge railroading. Narrow gauge railroading meant DURANGO! We had been making this safari at least once a year, sometimes twice, since 1963, our first trip to narrow gauge land. In the fall of the year, we tried to make our trip coincide with the seasonal changing of color of the Aspen trees, truly a magical event. This year we hit the jackpot.

We made advance reservation at the Travelodge Motel across Main Street from the Denver & Rio Grande western depot at Durango. We spent a few days riding and chasing the Silverton train.

It still would be ten years before Charlie Bradshaw would buy the narrow gauge between Durango and Silverton (March 1981) and I still had full access to the yard and roundhouse at Durango.

One afternoon I decided I would go to the roundhouse with my Yashica twin-lens camera the next morning. I knew Colorado weather in the fall was erratic, but that morning it was even more so. The mercury was huddling down in the thermometer bulb to keep warm. The temperature was in the low 20s, but it was clear.

The sun was peeking over the mountain tops and was creating sharp shadows for good photography. The fireman on the Silverton train was inspecting his engine, 2-8-2 No. 473. It was sitting on a track near the trundle and had a tender full of coal.

The fireman decided to spray the coal with water to settle the dust. He discovered the water hose lying on the ground beside the engine was stiff as a coiled iron bar. The crew of the day before had failed shut off the water and drain the hose. He climbed into the engine cab and partly opened the injector to allow a jet of steam to escape.

The fellow then wrestled that frozen hose into the cloud of steam in an effort to thaw it. His opinion of the crew of the day before was very unflattering. The surrounding air was turning blue, and not because of the cold.

He was cussin'!

I got a pretty good photograph of a working railroader.



BUCKEYE RAILS

The 2006 Annual Convention of the
National Railway Historical Society
July 18-23, 2006, New Philadelphia, Ohio
Come to the Country - Come to beautiful Ohio!



Events may include:

Steam and diesel trips on the Ohio Central Railroad
Diesel trips on the Cuyahoga Valley Scenic Railroad
Tours of the Ohio Central Shops, of the Dennison Railroad
Depot Museum, and of the Warther Carvings Museum
Night Photo Session
Seminars by noted railroad authors
Non railroad activities: Visit to Homer Laughlin China and
tours of the Amish country

For more information see www.buckeyerails2006.org

The **Headquarters Hotel** will be the Holiday Inn, located in
a cluster of hotels, all within easy walking distance. The rates
will be approximately \$79.00 a night

Mail the bottom portion of this page to:

Buckeye Rails 2006
2025 Zumbuhl Rd.
PMB 80
St. Charles, MO 63303

Footnotes

- Those who sign up for Advance Mailing will be sent the registration package at least 15 days before anyone else.
- The Advance Mailing Fee is \$10.00 for an NRHS member, a spouse, children and other family members living at the same address.
- The \$10.00, which is non-refundable, will be applied to the \$30.00 registration fee.
- The Advance Mailing Fee entitles the member's household to one registration package.
- Advance Mailing Requests must be post-marked by February 28, 2006.
- Members receiving an Advance Mailing may only purchase tickets for those persons listed on their Advance Mailing Request.
- Hotel information with discounted rates will be mailed with the registration packages.
- Convention events are not yet finalized and are subject to change
- A \$35 penalty charge will be made for returned checks or credit card non-payment.



Advance Mailing Request - Please Print

Name: _____
Address: _____
City, State, Zip: _____ Country: _____
Phone Day _____ Evening: _____
Email Address: _____
NRHS Membership Number: _____
Payment: Enclosed is a \$10.00 check payable to Buckeye Rails
 Charge \$10.00 to my Visa / MasterCard
Credit Card No.: _____
CV Number: _____ (3 numbers on signature strip on back of credit card)
Name on Credit Card: _____
Exp. Date: _____ Signature: _____

Additional Persons Living at the same address

Name: _____ Name: _____
Name: _____ Name: _____
Name: _____ Name: _____

I don't want Advance Mailing. Please mail me the registration package when it is available.

For this option:

- Registration packages will be mailed no less than 15 days after being mailed to Advance Mailing users.
- Tickets orders will not be filled until 30 days after Advance Mailing users.
- The full \$30.00 registration fee will be required with order.

Revised November 15, 2005

1869

MAY 10th
Great Event

2006



Rail Road from the Atlantic to the Pacific

The Promontory Chapter NRHS, and the Golden Spike Chapter R&LHS extend a special invitation to rail enthusiasts nation-wide to join us in re-living that great event in railroading glory, and our nation's history as we, once again, join East with West at Promontory Summit, Utah. During **Golden Spike week (May 8 thru 13)** a variety of fun and educational Golden Spike related celebrations are developing around Utah's Golden Spike Empire.

All week:

Union Station, Ogden offers a special two-for-one all-week admission pass to their impressive package of five museums and two art galleries, including: Utah State Railroad Museum and Wattis-Dumke Model Railroad, Eccles Rail Center, Natural History Museum, Browning Firearms Museum, Browning-Kimball Car Museum, Myra Powell Gallery of Art and Gallery at the Station (Look for more events in planning here during the week.)

Historic OSL (UPRR) Depot, Brigham City is open all week for visitors. Brigham City is the gateway to the Golden Spike site, located about 40 miles from Promontory, and the Depot has been beautifully restored to its early 1900's glory. The historic structure serves as the headquarters building for the Golden Spike Association.

Golden Spike National Historic Site, Promontory is open all week to receive history buffs, rail fans, families, and friends to experience the spirit of railroading. Beginning May 10th, the crown Jewels of the rails make their triumphal entry, Locomotives CP 60 the "Jupiter", and UP 119. These two steam locomotives, meticulously recreated from their original specs and dedicated at Promontory on May 10, 1979, are still hand-fired using their authentic fuels of wood and coal. Their steam, smoke and graceful lines bring the life back to this remote spot, where 137 years ago, dignitaries and laborers alike buzzed in tents and private cars. The locomotives will operate daily for the remainder of the season.

May 10th:

137th Anniversary Celebration of the Great Event

Season's entry of the Jupiter and 119; Be part of Andrew Russell's famed "East meets West" or "Champaign" photograph, as we re-create one of the most recognized photographs in history; Music, food, and historic entertainment and the annual traditional anniversary program all culminate in the Re-enactment of the Driving of the Last Spike ceremony. The day is framed in a stirring presentation and retreat of the historic 20-star American Flag.

Stay tuned. You will not want to miss this action-packed week of railroad history celebration, as we take you back to 1869, right here in the Northern frontier of Utah Territory. **More events and special promotions are being planned.** To keep up to date with the excitement and for details of local accommodations, specials, etc., keep an eye on us at www.theunionstation.org/goldenspikeevents.htm, or just check out the home page for www.theunionstation.org and click on the Golden Spike Events link.

Utah's commemorative quarter? By the way, as an extra, added bonus, this year could result in the historic wedding of the rails being featured on one of the 50 state commemorative quarter dollar coins. It would be the only coin of U.S. currency to ever feature a railroad theme. The design for Utah's contribution to this collection is down to three design's, and the two locomotives meeting in Northern Utah is the top runner. Our State's governor will make the final decision in April, so we could have an exciting announcement on May 10th. Keep an eye on our site for a link to this exciting (we're on pins and needles) development.

See you there.

ENGINE NO. 2 - AN EARTHQUAKE VICTIM

Gene Hull



On 26 July 1893 the Bear Harbor Lumber Company was incorporated and anchored at a small indentation along the rugged Mendocino County coast in California. The little dent in the coastline was about 160 miles north of San Francisco and contained a crude wharf where tanbark (tree bark used for tanning hides) and railroad crossties were loaded aboard schooners, but the owner had accidentally drowned.

In 1892 Calvin Stewart, James Hunter, A.B. Cooper, Thomas Pollard and Edward J. Dodge acquired the wharf and 12,000 acres of timberland. They planned to build a railroad from the wharf into the woods. They ordered a simple little engine from Marschutz & Cantrell in San Francisco.

The Bear Harbor Lumber Company built two miles of railroad in '93 and in 1894 the enginehouse burned, slightly damaging the engine. The wharf was extended 100 feet in 1895 and work began building the railroad into the timber.

Just two miles from the wharf a geological feature brought the rails to a halt - a 600-foot high rocky bluff. To overcome this obstruction a timber incline was constructed 1900 feet long. To rise 600 feet required a grade of 31.6 percent! Three rails were laid the full length of the incline, except for a short distance midway, where four rails were laid to permit two cars to pass going in opposite directions. The incline operated with a system of a cable and pulleys. A loaded car descending pulled an empty car up the incline.

From the top of the incline track was built to Indian Creek with the terminal being 10 miles from the Bear Harbor wharf. An enginehouse, shops and a warehouse were constructed. A fellow named Lew Moody built a hotel and saloon there and the place was called Moody. Cars were pulled by horses between the wharf and the incline. The steam locomotive was used between the incline and Moody.

This crude, but efficient road was incorporated 8 September 1896 as the Bear Harbor & Eel River Railroad. The track was to be extended northerly to some undecided point. The purpose of the railroad was to haul lumber, but later it would handle general freight and passenger traffic.

Locomotive No. 2 (shown above) was ordered from Baldwin Locomotive Works in 1898. The month of April 1898 is shown on the builder's plate. Plans were made to extend the track to Eel River and then northward to Garberville in Humboldt County.

In 1899 a tidal wave destroyed the wharf and railroad construction came to a halt.

In June 1903, the Southern Humboldt Lumber Company absorbed the Bear Harbor Lumber Company and built a large sawmill at the terminus of the railroad at Indian Creek.

By September 160 men were busy extending the rails from Moody toward Eel River following along the north side of Indian Creek. The camp and sawmill on Indian Creek was re-named Andersonia. Everything was looking fine. The company now owned 17,000 acres of prime redwood timber. News came that the Atchinson, Topeka & Santa Fe would build through Andersonia.

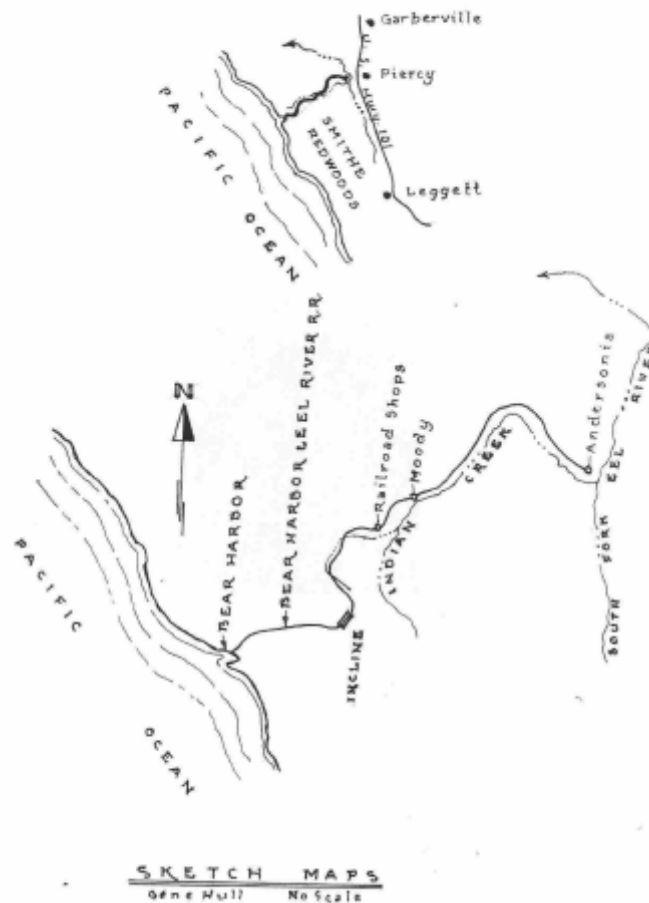
Evidently everything wasn't as rosy as they seemed. Late in 1905, the Southern Humboldt Lumber Company failed to pay the franchise tax on the Bear Harbor Lumber Company and Bear Harbor & Eel River Railroad and lost the right to do business in the names of the two companies.

On 18 April 1906 the state of California began shaking. The epicenter of the earthquake was at San Francisco and it caused many earth slides along the railroad and heavily damaged the big sawmill. The railroad and mill were idle.

Andersonia became a construction camp when the Redwood Highway was built in 1916 along the east side of Eel River. Just across the river, a new town called Piercy was established. This was the beginning of scenic Highway 101.

The big mill was dismantled in 1921. In the late 1930s some railfans discovered evidence of the railroad bed and dense underbrush surrounded the rusty remains of two little locomotives - No. 1 and No. 2. A new sawmill was built in 1941 and engine No. 1 was preserved and put on display near the office. Little No. 2 was scrapped - the victim of the great earthquake.

Information for this article was taken from the WESTERN RAILROADER, volume 27, number 5, May 1964, by Stanley T. Borden. The photo is from Baldwin Locomotive Works via H.L. Broadbelt.



The following 1940 Cotton Belt trainorder is from P. B. Wooldridge

FORM 3142
BERRYMAN HENWOOD, TRUSTEE

FORM 19 | St. Louis Southwestern Railway Co.—Debtor | FORM 19

TRAIN ORDER NO. 117 Pine Bluff

Pine Bluff Shops, Ark. 1940

To C. & E. Extra 1/19 South

At Swissville

X Opr.; At M

First 18 Eng 509 wait at
 Texumana yard until 11:00 AM
 Set back 12:00 AM
 Genoa 1:30 AM
 Mc Kinney 4:10 AM
 Ireland City 7:50 AM
 for Extra 1/19 South
 Second 18 wait at
 Texumana yard until 8:01 AM
 Set back 9:10 AM Genoa 10:30 AM
 Mc Kinney 1:32 AM for
 Extra 1/19 South

Conductor, Engineman, Fireman and Flagman must each have a copy of this order.

Made Simple Time 6:30 A M. Wooldridge Opr.



P. B. Wooldridge on First Trick at Lewisville, Arkansas in the 1970s. In the 5 track yard, which extended for a quarter mile down to Shreveport Junction, we had stored some 100 large hopper cars loaded with various sizes of plastic pellets. We'd move 3 or 4 a day, requiring a lot of switching. (*P. B. Wooldridge collection*)