



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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COVER PHOTO - The Camden, Arkansas former Missouri Pacific depot as seen on a rainy April 28, 1993. This depot has been placed on the National Register of Historic Places and is currently the object of a fund drive to preserve it. Main Street Camden is planning to restore the old depot, which Union Pacific leased to this group in July of 1992. Built in 1913 at a cost of \$7,560, the MoP depot was once the center of activity in Camden. They plan to re-do everything using a copy of the original drawings for this historic structure. They need funds to help do this. If you'd like to help out, send your tax-deductible gift to Depot Restoration Project, Main Street Camden, PO Box 734, Camden AR 71701, 501-836-6105. They also are selling engraved bricks for the lot surrounding the depot for \$30 each, should you want your name or any other message in stone on two 13-character lines.

PROGRAM

The July program will be given by DAVID M. JOHNSTON of Memphis. He will have a show on steam. The program will begin at 2 pm on Sunday, July 11. The meeting place is our usual, the Twin City Bank 3rd floor conference room on Main Street in North Little Rock. Refreshments will be served. The public is invited.

NEWS WANTED for your town. Remember that sources of railroad news, including newspaper clippings, come from YOU, our members across the country. If you see a rail-related news story you deem worthy, send me a copy to share with other rail enthusiasts across the country. Many thanks.

DEADLINE NEARING FOR PHOTOS - The August 15th deadline is fast approaching for sending in your photos for our first annual 1994 calendar. We will pick the twelve to include in next year's calendar (our first, by the way) on August 15. Should yours not be placed in the 1994 calendar, we may put it in a future year's calendar. Remember...prints only if possible, 3½" x 5" or larger, color or black and white. The calendar will be printed in black and white.

Photos must have been taken in Arkansas, present day OR past. We will try to have a mix of timelines. They can be yours or a relatives, such as your grandfather, uncle, etc. Be sure to include date/location/facts about the photo for its caption.

819 TO RUN TO TYLER - The Cotton Belt 819 steam engine



will definitely run to Tyler next October 15-17 and the club WILL participate. We will go to Camden on Sunday, October 17 by bus, ride the 819 special back to Pine Bluff, then ride the bus back to North Little Rock from Pine Bluff late that afternoon. Precise costs will be announced later this summer, but it should run about \$25 for the train ride and \$10-15 (estimated) for the bus. We can hold about 40 on the train. Come to the July 11 meeting to let us know of your interest.

While in Tyler, the 819 will also run a side trip to Athens, Texas and back on October 16.

F&P TRIP EARLY IN '94 - The club plans an excursion on the Fordyce & Princeton sometime in early 1994. Hopefully, this trip would run all the way from Fordyce over the F&P, AD&N and former Arkansas & Louisiana Missouri RR to Monroe, Louisiana. Keep tuned for further details.



DICK DAVIS OPERATION LIFESAVER CERTIFIED - Dick Davis has been certified to teach Operation Lifesaver courses in conjunction with area railroads. If you'd like to take this course and lecture groups on rail crossing safety, you need to also become certified. Call Glen Toler at Union Pacific at 373-2276 if you're interested in taking the Operation Lifesaver course.

CLUB PHOTOS FOR SALE - During the March NRHS Board of Director's meeting, Dick Davis showed slides of area railroads, past and present. These were also made into good photos. If you'd like to purchase one of these, come to the July 11 meeting and see them. They will cost \$2.50 each. Most were taken by the late Earl Saunders.

SHOW & SALE for 1994 will be held at the same place, the Hall of Industry at the State Fairgrounds. There will be an organization meeting on this in the near future. Contact our President John Hodkin if you'd like to help out.

"TRACKS AHEAD" - The PBS series *Track's Ahead* just finished the run of newest episodes (13) and started to re-run the first 13-part series in early June. If you haven't seen these 30 minute shows devoted to trains, real and model, give them a try. They are produced by Kalmbach Publishing and shown at 2:30 pm on Mondays in Arkansas.

DALE LEE PATRICK WALKER

Born June 5, 1946 - Died May 4, 1993

Dale was a long-time member of the Arkansas Railroad Club and historian for the Missouri Pacific Railroad Historical Society. He lived most of his life in California, but moved to St. Louis in 1976. He worked for the Union Pacific. Dale was 46.

TOM SHIRCLIFF suffered a heart attack on May 22 and triple bypass surgery later that month. He will be out of service for awhile. Tom is a Board of Director member of the Arkansas Railroad Club. His address is 129 Jessica Drive, Sherwood AR 72120-3429.

BARTON JENNINGS BUSY, train-watching, that is (plus a "minor" interruption due to doctoral comprehensive exams). He said he rode behind the 4501 in Virginia, saw SD70's, rode Amtrak's X-2000 at 135 mph from Washington DC to Philadelphia, went to the Cass Scenic Railroad, and ended the month of May visiting a steam festival near Montreaux, Switzerland. (Bart lives in Knoxville, Tennessee and is a past president of the Arkansas Railroad Club).

BILL CHURCH UPDATE - Bill Church went home for a week in early June, but as of June 16 was again at the Day Care facility at Fort Roots in North Little Rock for evaluation. He is confined to a wheelchair, but can sit up and talk.

RAIL EMBLEM RESPONSES - Regarding the railroad emblems that were packaged with breakfast cereal in the mid-50s (page 11, June Railroader), I've received several responses from people who remember getting them. ELDON BEHR, editor of the Memphis Buff, still has a full set of them. WALTER CAMPBELL, director of the Railroad Museum of Oklahoma, 702 N Washington, Enid, OK 73701, says the museum has the whole set as well. Both Eldon and Walter said the Dell comic ad only showed 22 of the 28 emblems - other railroads were the IC, PRR, NYC, ATSF, CGW and UP.

JOHN SINGLETON of Texarkana remembers he obtained this set when he was 7 years old. His grandfather got the set from a Post Cereal salesman at his Texarkana grocery store. All the emblems were in a heavy paper folder. John played with the emblems for years, but has lost them.

ORDER YOUR 1994 CALENDAR - If you do before September 1, the price will only be \$9.00 + \$1.25 postage/handling (total of \$10.25). After September 1, the price will go to \$10.00 + \$1.25 postage. We have a good selection of photos already, but more is welcome. There will be photos from the past as well as present in this calendar, steam and diesel and other.



WELCOME NEW MEMBERS - The following recently joined the Arkansas Railroad Club: HOWARD BUBNIAK, 7 Christopher Dr, North Little Rock AR 72116; RUSS HARRISON, 726 Lakeshore Dr, Monroe LA 71203; DAVID E. NARRACONG, RR 3 Box 650, Arkadelphia AR 71923-9348; ROBERT F. READ, PO Box 844, Cushing OK 74023; HENRY WATKINS, PO Box 683, Lepanto AR 72354-0683.

ARKANSAS RAIL NEWS

LITTLE ROCK & WESTERN RAILWAY STATS (as of June 14, 1993) - Address: PO Box 146, Perry AR 72125; operates 79 miles from Little Rock to Danville, Arkansas over former Rock Island "Sunbelt" route; operates round trips between Little Rock and Perry 7 days a week and round trips between Perry and Danville 5 days a week; LRWN has 9 full time employees and uses a contractor for track work; LRWN's main commodities are bulk corn, soybean meal and chemicals (inbound) and pulpboard and tall oil (outbound);

business on the LRWN has been about the same the last 5 years and the outlook for 1993/94 is expected to remain the same; it is a privately owned company.

LRWN's roster:

LRWN 101 - 2000 HP, ALCO C-420, formerly LI 207 (built about 1964, re-manufactured by GBW in 1982)

LRWN 102 - 2000 HP, ALCO C-420, formerly LN 1307 (built about 1966, re-manufactured by GBW in 1982)

LRWN 103 - 1650 HP, EMD GP-9, formerly BN 1786 (purchased from the BN in 1986 and run through Chrom's Silvis, Illinois shop.

Thanks to Vice President and General Manager Bob Sandage for the above. Bob is a member of the Arkansas Railroad Club.

I have also written to other short lines in the state asking them for similar information.

819 TO RUN TO TYLER - The Southern Pacific has given permission again to run the 819 from Pine Bluff to Tyler and back October 15-17. A special trip will be run from Tyler to Athens, Texas on October 16 this year. Round-trip tickets are \$150, \$200 first-class. For more information, write to the Cotton Belt Rail Historical Society, PO Box 2044, Pine Bluff AR 71613 or call 501-541-1819.

GENERAL RAIL NEWS

RAILROAD MUSEUM POSSIBLE - (Shreveport, Louisiana) - The Red River Valley Railroad Historical Society's proposal for a rail museum in Shreveport is in the process of getting grants for the project, expected to total up to \$694,000. The project envisions extending the track from downtown Shreveport out to Dickson Park in southeast Shreveport, where trains would eventually run. The Museum itself would be in Veterans Park, and store rail-related engines and cars. (*The Times, May 19, 1993 via T.W.M. Long and Thomas W. White*)

NEW HOPPER CARS ORDERED - Union Pacific ordered 3,600 new grain hoppers, to be delivered over the next 3 years. UP operates about 15,000 hopper cars in grain service. (*UP INFO, June 1993*)

PRESTON GEORGE DIES - Central Oklahoma Railfan Club LTD member and famous rail photographer of the 30s-50s, died in May. His photos were featured in the club's annual calendars for years and will continue to be.

BN MADE LARGE LOCOMOTIVE INVESTMENT - Burlington Northern Railroad made the largest locomotive order in railroad history in May, ordering 350 Alternating Current (AC) traction engines from GM's EMD Division. These will be called SD70M-AC's, have 4,000 horsepower and six axles. These should cost less to maintain, going 750,000 miles between overhauls vs. 600,000 miles for DC units, and should be more efficient in ice and snow. Most of the units will be used in coal service. Cost was \$675 million, with delivery to begin late in 1993 and end in 1997. (*via CORC's Dispatcher, June 1993*)

RUSSIAN-MADE ENGINES - Eleven Russian-made 2,000 HP locomotives arrived in Houston this spring in payment for grain shipments. They will be used for switching

operations on various railroads. (*UTU News*, May 1993)

DIESEL FUMES/ASTHMA LINKED - A study suggests that exposure to diesel fumes can lead to chronic asthma. Riders in second locomotive units can be exposed to severe levels of diesel fumes for several hours, depending on ventilation. Further study is needed. (*UTU News*, May 1993)

NEW CROSSING WARNINGS - Union Pacific has begun testing a new automated horn system at UP railroad crossings in Gering, Nebraska. The invention is intended to minimize the impact of train-horn noise. To warn motorists of approaching trains, the system repeats the traditional crossing horn blasts as the train nears the crossing. The whistles are activated by the same means as the flashing lights and gates, and continue to sound as the train approaches the crossing. Sounds originate from the crossing rather than emanating from a locomotive a quarter of a mile away. The new system reduces the noise-pollution factor to non-motorists. A strobe light at the crossing is also activated to alert the engineer that the system is working. (*UP INFO* and *The Green Block*).

MORE ROCK ISLAND ABANDONMENT - (McAlester, Oklahoma) - UP has filed to abandon a portion of the Rock Island's Sunbelt Line between Wewoka and McAlester, Oklahoma. The state of Oklahoma may still purchase the line. (*The Rock*)

UP 6051 DISPUTE - (Riverside, California) - Former UP 2-8-0 6051 is the center of a dispute among groups in Riverside, each wanting the engine. The Baldwin engine was donated to the city in 1954, and some want to keep it there on static display. Others, however, including the Orange Empire Railway Museum, want to restore the engine to operating condition. (*Flimsies*, April 22, 1993)



AMTRAK NEWS

X-2000 IN ST LOUIS - Amtrak, in cooperation with the Illinois Department of Transportation, was to display the X-2000 Swedish-built high-speed train at St. Louis's Union Station on June 19.

AMTRAK TRAIN SPEEDS - Again this year, The Bull Sheet published a list of average Amtrak speeds on all its routes, courtesy of Allen Brougham, Pete Sprusby and Joe Shlabotnik. In the list, Amtrak's Texas Eagle had a speed of 43.7 mph between Chicago and San Antonio and 42.9 between San Antonio and Chicago. The City of New Orleans had an average speed of 49.5 mph.

FURLOUGHS DELAYED - Because President Clinton's proposed stimulus package was never voted on, Amtrak will not get the expected \$188 million this year to help in maintenance. As a result, Amtrak may have to furlough 450 more employees at some point, but not for the next few months. Deferred maintenance will surely result. Amtrak President Graham Claytor, Jr. said that through March Amtrak was \$18 under budget with no prospect for improvement anytime soon. (NARP newsletter)

HIGH-SPEED RAIL BILL - HR 1919 is the Clinton Administration's High-Speed Rail Bill. It would authorize \$1.3 billion over 5 years for high-speed rail projects. (NARP

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

DeSOTO, MISSOURI - June 26 - the DeSoto Historical Society, in conjunction with the Union Pacific DeSoto Shops, will celebrate "Railroad Heritage Days" - a tour of UP's former Missouri Pacific shops will be featured, as well as the UP Country Band and the UP miniature train for children. (from the *Gateway Railletter*)

ST LOUIS - July 11, August 8, September 12, and October 10 - St. Louis Chain of Rocks Railroad operates 1:00 - 5:00 pm each of the above dates (second Sundays of each month) - located on Riverview Drive, one and a half miles south of I-270.

COUNCIL BLUFFS-KANSAS CITY-ST. LOUIS-CHICAGO - July 17, 1993 - UP 3985 trip to NRHS Chicago Convention. Segment Council Bluffs-Kansas City sponsored by the Camerail Club (\$120, David Seidel, 402-563-1624 evenings); - July 18, Kansas City-St. Louis sponsored by St. Louis Chapter (\$125-\$159, St. Louis Chapter, 1135 Colonnade Center Suite 321, St. Louis MO 63131, 314-428-0215); - July 19, St. Louis-Chicago sponsored by St. Louis Chapter as above (\$134-\$174); - July 25, Chicago-St. Louis, sponsored by St. Louis Chapter as above (\$134-\$174); - July 26, St. Louis-Kansas City sponsored by St. Louis Chapter as above (\$99-\$129).

CHICAGO - July 21-25 - 53rd Annual NRHS national convention - various activities, excursions - 1993 NRHS Convention, PO Box 53, Oak Park IL 60303, 312-342-4244, 3:00-8:00 pm.

STOCKTON, CALIFORNIA - July 22-25, 1993 - Union Pacific Historical Society 9th Annual Convention.

TULSA, OKLAHOMA - July 24-25 - Oklahoma Land Run's 100th anniversary passenger excursion from Tulsa to Pawnee, Perry and Enid, back to Tulsa - using 18 restored cars - SOLD OUT last April (700 seats), but thought you'd like chance to photograph - from article in *TULSA WORLD* via *Arkansas Boston Mountains Chapter*)

TOPEKA, KANSAS - July 31 - A 200-mile roundtrip steam excursion using UP's 3985 between Topeka and Abilene, Kansas with profits going to help preserve the Union Pacific Station in North Topeka - tickets \$125 each, \$150 dome, lunch \$7.50 - contact Topeka Railroad Days, Inc., 605 South Kansas Ave, Topeka KS 66603, 913-232-5533.

MEMPHIS - August 28, 1993 - 14th Annual Illinois Central Historical Society's Railroadiana Show, 9 am-4 pm - Armada Convention Center Hotel, 160 Union Avenue - tables \$20 each - contact, with SASE, Dave Fraser, 205 Sundown Trail, Jackson MS 39212 for table contract or call 601-371-0638 - show is free to the public, but donations are welcome

LEE'S SUMMIT, MISSOURI - September 25, 1993 - 3rd Annual Heart of America Kansas City Railroadiana Show, 10 am-4 pm - John Knox Pavilion, 520 Murray Road, Lee's Summit, Missouri - tables \$20 (\$15 for historical organizations like ours) before September 12 - General Admission \$2.00 - information, send LSASE to Al Parks, 3629 Basswood Dr, Lee's Summit MO 64064, 816-373-9364.

PINE BLUFF - October 15-17 - Annual round-trip excursion between Pine Bluff and Tyler, Texas for the Texas Rose Festival. A special trip will also be run on October 16 from Tyler to Athens, Texas - cost for round-trip \$150, \$200 first-class - contact the Cotton Belt Rail Historical Society, PO Box 2044, Pine Bluff AR 71613 or call 501-541-1819.

CHATTANOOGA, TENNESSEE - October 15,16,17 - Chattanooga to Oneida, Tennessee and return excursion using the 4501 - leaves Chattanooga 8:00 am, arrives Oneida 1:00 pm - \$79 round-trip - contact Tennessee Valley Railroad, 4119 Cromwell Road, Chattanooga TN 37421 or call 615-894-8028.

CHATTANOOGA, TENNESSEE - October 23,24 - Chattanooga to Huntsville, Alabama and return Autumn trains using the 4501 - leaves Chattanooga 8:00 am, arrives Huntsville 12:00 pm - \$70 round-trip -contact the TNVR at above address.

HUGO, OKLAHOMA - Saturday only through Summer - Hugo Heritage Railroad Saturday-only passenger service over the Kiamichi Railroad either Hugo-Valiant; Hugo-Boswell; Hugo-Antlers or Hugo-Paris (potluck affair) - Kiamichi diesel pulls two 1947 vintage Norfolk & Western coaches - departs Hugo 2:00 pm for 2½ hour trip - eat at Hugo station's famous Harvey House complete with Harvey Girls (operated by the Choctaw County Historical Society) - \$15 adults, \$10 children - call 405-326-6630. (*via The Clearance Card*)

AUSTIN, TEXAS - Weekend excursions between Austin and Burnet, Texas using the restored Southern Pacific 786 steam engine. The train is called the Hill Country Flyer - leaves Austin at 10 am, returns about 5 pm - \$24 round-trip - for reservations, contact the Austin Steam Train Association at 512-477-8468.

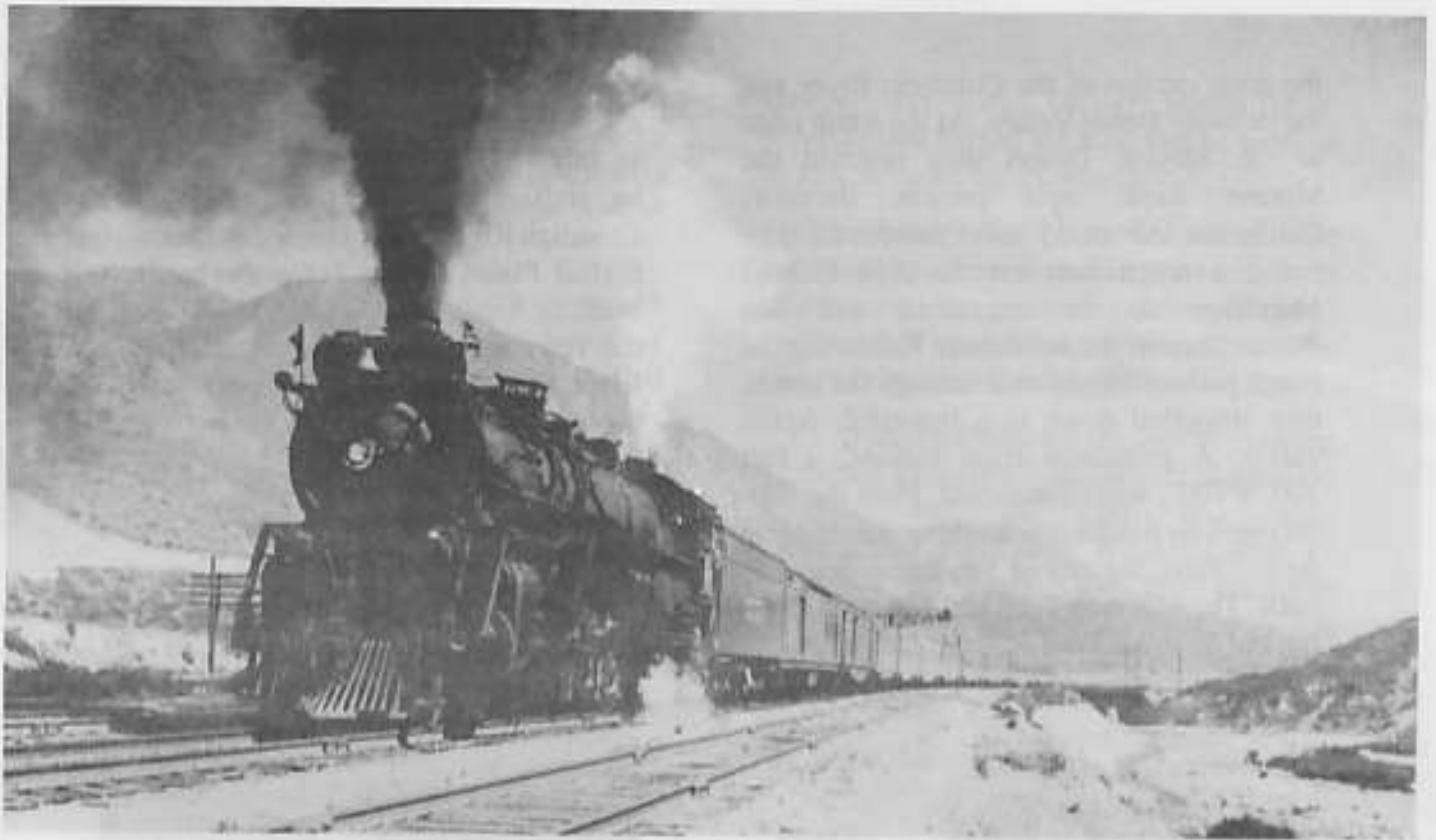
HOUSTON - Donations wanted by the Gulf Coast Chapter to help buy/preserve former GM&O car *ALTON* - car was built in 1947 by American Car Foundry for the GM&O for Chicago-St. Louis *Abraham Lincoln* and *Ann Rutledge* - Send tax-deductible donation to ALTON Acquisition, Gulf Coast Chapter NRHS, Inc., PO Box 457, Houston TX 77001.

ATLANTA - Donations wanted by the Atlanta Chapter NRHS to help build a depot to house their many railroad-related items, in time for their hosting the 1994 national NRHS convention. If interested, write to Atlanta Chapter NRHS Depot Builders Club, PO Box 95677, Duluth GA 30136-9513.

MINERSVILLE, PENNSYLVANIA - Donations are being asked to help preserve the Minersville, PA depot as well as Central Railway of New Jersey 0-6-0 #113, only one of two Central of New Jersey anthracite burners to survive the torch - tax-deductible donations can be sent to Project 113, 113 E Sunbury St, Minersville PA 17954.

NEWS UPDATED through June 17. Deadline for the August *Railroader* will be July 15.

Non-rail-related stuff: the next Star Wars movie will be released in the Spring of 1997 (episode I); Star Trek VII (Next Generation movie) will be released Christmas of 1994; I recently saw Jurassic Park and the scenery is great, but is Spielberg-predictably hokey in relation to the humans. The music is great.



AT&SF No. 3755, a 4-8-4, with a section of a regular passenger train climbing to Cajon Pass during World War II. Photo by Herb Sullivan from the Gene Hull collection.

THE SANTA FE IN THE "LONG BOX"

by: Gene Hull

In the summer of 1851, a train of 150 heavy wagons left the valley of the Great Salt Lake. They were on the way to southern California to establish a new colony of Mormon farmers. They traveled south and a bit west across the arid and desolate desert, following the foothills of the Wasatch Mountains on the east. About 120 miles south of Salt Lake they joined the Old Spanish Trail.

This trail was first begun when Spanish missions were established in California in 1769. Sea routes from New Spain (Mexico) to the missions were hazardous, and this was the impetus to develop overland communications from the Spanish colony at Santa Fe. A greater use of this trail was begun in 1776 when two priests traveled



from Santa Fe northward to the northwest corner of present Colorado. Turning west, they crossed the Wasatch Mountains and continued south along the foothills. Modern Interstate Highway 15 roughly follows the old trail.

The Mormon wagons rolled on between

the great canyon of the Colorado River and the desolate Death Valley. At the south edge of the Mojave Desert they reached the Mojave River near present Barstow, California. About 45 miles southwest they found a notch between the San Gabriel Mountains to the northwest and San Bernardino to the southeast. Following the rough path of the old trail through the notch, they struggled down to a beautiful, fertile valley. A protection from Indians, a fort 300' x 700', was constructed. Here the 700-900 persons lived while working surrounding farms. Thus, the city of San Bernardino was born. The Mormon Trail had followed along the old Spanish Trail.



Remember the notch between these mountains.

On 2 February 1848, a treaty was signed in a Mexican town named Guadalupe Hidalgo, ending the two-year war between Mexico and the United States. The U.S. gained possession of New Mexico, Arizona, Utah, Nevada and California. Almost immediately in Congress there was a flurry of interest in a railroad between the Mississippi River and the Pacific Ocean.

On 3 March 1853, Congress authorized several surveys be made by the Corps of Topographical Engineers to ascertain the most practicable and economic route for such a railroad. One of these surveys was made by Lt. A. W. Whipple approximately along the 35th parallel of north latitude, beginning at Ft. Smith, Arkansas.

This group of railroad pioneers left camp a few hundred yards south of Ft. Smith on 14 July 1853. They worked their way across Indian Territory along the south side of the Canadian River. They crossed the featureless Staked Plains of the Texas Panhandle just south of Amarillo. About 150 miles west, in the Territory of New Mexico, the Canadian River turned north. Lt. Whipple continued on westward, passing a short way south of Albuquerque.



Deviating north and south, the line passed between the San Francisco Mountains on the north and Bill Williams Mountains on the south, near present Flagstaff, Arizona. When they reached the Colorado River, the eastern boundary of California, Lt. Whipple saw a distinctive group of three sharp peaks on the east side of the river. He named them The Needles, the name they still have today.

Sighting through the telescope of a transit and driving stakes in the ground, the men plodded westward. On 9 March 1854 they camped on the bank of the Mojave River, the water being very strong with alkali. They followed the river about 50 miles westward, and on 13 March they were approximately at the site of present Barstow, California. Here they found the Mormon Trail with fresh wagon tracks from Salt Lake City.

The river curved to the southwest, and, about 15 miles farther up the stream the road swung westward away from the river, which was 2 1/2 feet deep and 150 feet wide. This

is the site of present Victorville. The upward slope of the foothills had begun. Yucca cactus was prolific, and soon large thickets of cedar were found, with plenty of sagebrush.

The San Gabriel Mountains were 15 miles southwest, and a uniform grade of about 1.5 percent soon increased to 2.0 percent. On the morning of 16 March 1854, Whipple and his crew were on the crest of a sharp and narrow ridge, covered with sand and gravel.



They were standing on a place called CAJON, and to the south was a deep and very steep ravine, through which could be seen a great valley far below. Through the ravine the survey grade reached about 3.5 percent. The foothills on the west side were about 30 miles from where the men had left the Mojave River. The land was covered by pinons, oaks and sycamores (probably cottonwoods). The mountains were dark with pines and fir. San Bernardino was nearby.

Money appropriated by Congress for the

surveys was gone. On 17 March 1854, Whipple discharged his men and he went on to Los Angeles on 21 March.

Considering the description of the westward descent from the summit, it is evident why the place was called "Cajon." The word is interpreted as "long box." The steep ravine fits that description.

Lt. Whipple estimated the cost of building a railroad along his 35th parallel at \$90,000 a mile. But, the Civil War made construction impossible. It wasn't until 27 July 1866 that President Andrew Johnson signed a bill to create the Atlantic & Pacific Railroad. It authorized the A&P to join the Southern Pacific near the California border, preserving the SP's lucrative monopoly in that Golden State.



The A&P went bankrupt and the St. Louis & San Francisco Railroad was formed 11 September 1876 to take over.

But, Cyrus K. Holliday secured a charter on 11 February 1859 from the territory of Kansas to build the Atchison & Topeka Railroad. Even then, Holliday had his eye on the old Spanish settlement of Santa Fe, in New Mexico Territory. On 3 March 1863, the name of the railroad was changed to Atchison, Topeka & Santa Fe Railroad.



In May 1872 the road reached Wichita, Kansas. Rails were at the east border of Colorado Territory in February 1873, and at Los Animas, Colorado in September 1875. On the night of 28 February 1876, at 10:15, the headlight, bell and whistle of locomotive NEWTON received a great welcome from a crowd of about 20 persons on the wood platform in front of a boxcar depot at La Junta, Colorado. It was only 100 miles southwest

to the north border of New Mexico Territory.

The AT&SF would need a special charter to enter New Mexico, and the Southern Pacific didn't take kindly to any connection in the southwest from some "Yankee" railroad. They had a bill in the territorial legislature called the California Act. It required the AT&SF to have in cash 1/10 of the entire cost of building their road in the Territory. The Santa Fe was just about out of money.

AT&SF Gen. Manager William Barstow Strong persuaded a Spanish trader, Don Miguel Otero, to see what he could find out. He discovered the California Act was not yet in effect. Strong and his lawyers organized the New Mexico & Southern Pacific Railroad to build from Raton Pass to the Arizona line.

Through a bit of trickery, the AT&SF beat the D&RG to possession of Raton Pass for access of right-of-way out of Colorado into New Mexico. The mountain branch of the old commerce route known as the Santa Fe Trail, a 780-mile wagon trail between Westport (Kansas City) and Santa Fe, crossed the narrow notch in a rocky spur of the Sangre de Cristo (Blood of Christ) Mountains. This spur was called the Raton Mountain and the notch was Raton Pass.

The AT&SF was on its way west.

Rails were laid across Raton Pass 1 December 1878. By then it had been decided not to run the main line through Santa Fe. The town no longer was commercially important. A branch line would suffice. The surveyors headed for Albuquerque. This became the terminal 10 September 1880. The iron horse killed the Santa Fe Trail.

The St. Louis & San Francisco and the AT&SF took over the defunct Atlantic & Pacific, and began to follow the Lt. Whipple route along the 35th parallel. Rails reached Ft. Wingate, 128 miles west of Albuquerque, 13 February 1881. Collias P. Huntington, one of the four men who controlled the Southern Pacific, quietly bought the SL&SF. With the SP's absolute control in California, the AT&SF was forced to join the SP at Needles on the Arizona-California border 8 August 1883. SNAFU the AT&SF.

The SP began to divert traffic away from the Needles route. The AT&SF had no business and no place to go.

As part of the solution, AT&SF wanted to lease the SP track between Needles and Barstow, about 120 miles, with trackage rights into San Francisco. The company wanted rails of its own to the coast. The citizens of San Diego offered cash and land if the Santa Fe would build to their town. The California Southern Railroad was formed 16 October 1880, and Chief Engineer Joseph Osgood came to town 11 October to begin a route survey to San Bernardino. Construction began in March 1881.

Locomotive 4-4-0 No. 4 was unloaded at the Santa Fe wharf, and engineer John Zander and conductor J. H. McNeil were in charge of the construction train. On 21 August connection was made with the SP at Colton, 132 miles northeast, four miles south of San Bernardino. The AT&SF still was at the mercy of the SP.



After some legal maneuvering, the Santa Fe was allowed to install a crossing frog in the SP track at Colton and continue on the San Bernardino by 4 September 1881. The

first train ran up from San Diego on 16 September. AT&SF Gen. Manager Strong threatened to build a track from Needles 120 miles west to Barstow parallel to the SP's if the SP didn't lease him its track. The lease was signed 20 August 1884. The Santa Fe was gaining ground a little bit at a time. The 78-mile stretch from Barstow to San Bernardino still had no rails.

The route had been surveyed in 1881 and that winter some clearing and grubbing were done. Nothing else was done for three years. In 1885, twenty-two gangs of Chinese track workers began building a grade from Barstow up the Mojave River and to the foothills between the San Bernardino and San Gabriel Mountains. The men used hand tools and carried dirt and rocks in baskets. The Mojave Indians taught them to make fires of manzanita roots, and to mix pinyon tree nuts with their rations of rice.

This terrain presented some of the most difficult problems for railroad engineers in California. The divide at CAJON finally was reached at an elevation of 3,823 feet. From there the track plunged downward on a winding course through deep cuts into San Bernardino Valley. Track gangs laid 61-pound rails and on 15 November 1885 the last spike was driven. The first passenger eastbound left San Diego the next day. The first westbound train from Kansas City on the Santa Fe reached San Diego 26 November. It had a Missouri Pacific sleeping car.



Thus began three-quarters of a century of double-and-triple-headed steam powered trains over Cajon Pass. This "long box" was a place of legends - ancient, barefoot and moccasin-clad Indians; inquisitive, exploring mountaineers; Mormon settlers; government surveyors; railroad gandy dancers; and Herbert Sullivan.

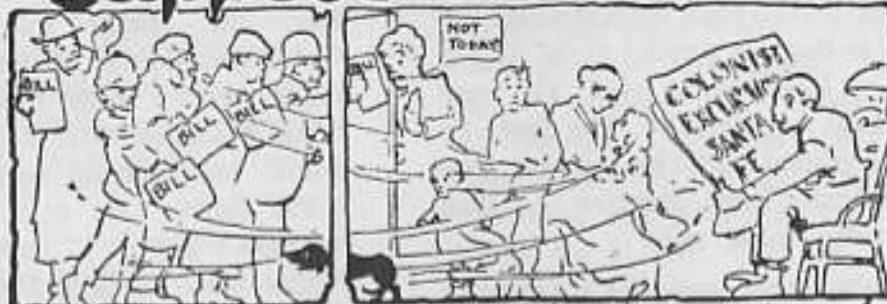
"Herb" was born into a railroading family in Manitoba, Canada. When he was a young boy, the family moved to southern California. Three of his uncles were in engine service on the Canadian Pacific and Great Northern. Herb followed them for a while, but later he became a successful citrus farmer. He acquired a couple of cameras - a 4" x 5" Graphic with a Zeiss Tessar lens, and a 3 1/4" x 5 1/2" Zeiss Ikon with a 7-inch Dagor lens. With these he captured the era of Santa Fe steam thundering across Cajon Pass.

One of Herb's photos is shown with this story. Northern type 4-8-4 No. 3755 is lifting one of a multi-sectional passenger train up the slope to Cajon Pass during World War II. The engine was one of an order of nine from Baldwin in 1928. It had 30" x 30" cylinders, 73" drivers, 210 lbs. boiler pressure, 66,000 lbs. tractive effort, and 428,200 lbs. of weight.

Frequent passage of wartime traffic kept echoes active across Cajon Pass. ~~Herb~~



5. Suppose that —



You had become tired of bidding your money good bye before you got it — and saw a Ray of Hope in a newspaper ad —



You packed up, resolved to try your fortune in GOLDEN CALIFORNIA and after an enjoyable trip in the new, comfortable and economical SANTA FE tourist sleepers —



You found happiness, health and a home of your own in the fertile San Joaquin Valley of California — Wouldn't you be glad?

California Colonist Excursions

March 10 to April 10



"All The Way"

Railroad fare only \$32 from St. Louis to California. Double berth in Santa Fe tourist sleeper from St. Louis, \$6.50 extra. Stop-overs allowed for Grand Canyon and Salt River Valley, Arizona; also at all points in California. Personally conducted excursions. Fred Harvey meal service.

Also write C. L. Seppies, Gen. Colonization Agent, 1009 Railway Exchange, Chicago for San Joaquin Valley book and all general information to The Earth.

(Ken Ziegenbein collection)

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

JULY 11 - Regular Club Meeting, 2 pm, Twin City Bank	JULY 21-22 - 53rd Annual NRHS Convention, Chicago
JULY 31 - 3985 excursion Topeka-Abilene, KS by Topeka RR Days, Inc.	AUGUST 8 - Regular club meeting, Twin City Bank, North Little Rock.
AUGUST 28 - Illinois Central Historical Society's RR Show, Memphis, 9am-4pm.	SEPTEMBER 12 - Regular club meeting, Twin City Bank, North Little Rock.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



JONES MILLS, ARKANSAS, October 1971 working on the Rock Island. Seen, from left, are W.K. Robbins, brakeman; R.E. Daugherty, engineer; F. Kuhn, fireman. L.T. Walker was conductor (not seen). (Photo by O.A. Wagoner via L.T. Walker)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JULY 11 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to:
ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119.
You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below.



ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Newsletter phone: (501)-758-1340

(Leave message on recorder if I'm not there)

24-HR FAX: (501)-753-6830 - indicate To:Arkansas Railroad Club



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL NEW MEMBER CHANGE OF ADDRESS

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Make your checks out to the "Arkansas Railroad Club" and mail to:

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NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!