



ARKANSAS RAILROADER



VOLUME 37 NUMBER 5 MAY 2006



RARE SIGHT IN HEAVENER, OKLAHOMA! - Southern Pacific Locomotive No. 745 with a string of cars from the Louisiana Steam Train Association in New Orleans sits in the Kansas City Southern's yard in Heavener, Oklahoma, February 28, 2006. The train and green coaches had displays on Mardi-Gras and was headed to Kansas City Union Station for display in the Spring of 2006. Due to overheating of some bearings, they had to take the side rods off during the trip up to Kansas City - the whole train was pulled by a KCS locomotive.

According to Bill B. Bailey, this is the first steam locomotive in Heavener since the early 1950s (*Bill Bailey photo*)



2006 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026), cfillers@aol.com
V-PRESIDENT - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrrailfan@sbcglobal.net
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net
SECRETARY - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826), wwalker@aristotle.net
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com
NRHS DIRECTOR - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
BOARD '07 - Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116 (501-758-1340), ken@trainweather.com
BOARD '08 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), shay473@cei.net
BOARD '09 - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com
BOARD '10 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)

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>

NOTE MEETING DATE CHANGE - The next meeting of the Arkansas Railroad Club will be held **SUNDAY, MAY 21, 2006, 2 PM** at our normal meeting place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be presented by MIKE CONDREN who will have a digitally-projected show on historic Memphis railroad days. He'll let those in attendance decide what show we want to see and he'll have various choices. Refreshments will be served thanks to members who bring in snacks.

FUTURE PROGRAMS: June's program will be presented by Mark Silverberg who will show slides of Rock Island and Missouri Pacific in the Little Rock area.

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. **It you do not renew by the time you get this Railroader, you will be taken off our membership list.**

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>

BURTON F. ZAVELO

DIED MARCH 2006

PHILLIP SCHUETH

DIED IN 2004

NEW MEMBER - Brian P. Holtz, Hot Springs, Arkansas.

ARKANSAS RAILROAD CLUB - MINUTES
FEBRUARY 12, 2006

President Fred Fillers called the February meeting to order at 2:00 p.m.

The Treasurer's report was presented and received.

The Cotton Belt Historical Society will have their Show and Sale on April 1 at the Museum in Pine Bluff. Additional track has been laid to accommodate more cars outside the building. They are still working on the boiler of 819.

Due to storm damage in Southern Missouri Train No. 21 was scheduled to arrive at 4:30 p.m. Feb. 12 and Train No. 22 was scheduled to be turned at Ft. Worth.

A fan trip was proposed for March 25 with a destination to be determined later.

The meeting adjourned at 2:30.

MISSOURI & NORTH ARKANSAS RAILROAD ROUTE EXPLORED
BY: JOE MUSGROVE

The memory of the Missouri & North Arkansas railroad was "alive and well" Saturday, March 25th when club members explored the route once taken by the "M&NA". Members on the trip included Fred Fillers, Ron Esserman, John Hodkin, Joe Musgrove, David Hoge, and Michael Hoge.

The members explored the route from Harrison, Arkansas through Eureka Springs, to Seligman, Missouri. Some buildings and track structures survive to this day including various buildings once used by the railroad that now serves as part of a building supply company located in Harrison, Arkansas.

Other surviving structures include a steel trestle, bridge abutments, and bridge piers along the route. Each structure standing as a testament to the men and muscle that made the building and operation of the M&NA possible.

Members finished the trip by visiting the surviving ruins of "Monte Ne" along Beaver Lake in Rogers, Arkansas. Low water levels allowed for the viewing of additional structures including the surviving amphitheater.

A special thanks to Ron Esserman and David Hoge for providing transportation during the trip!



LEFT - M&NA trestle over White River near Beaver, Arkansas.

RIGHT - Monte Ne structure along Beaver Lake. (Photos by Joe Musgrove, March 25, 2006)



From club member Joe Musgrove:

The Arkansas Railroad Club now has a web forum open to all members located at www.mynscale.com called "The Arkansas Railroad Club" (look under the heading "General Railroad Clubs")

While the forum is part of an N-scale model railroad web-page, the forum is open to any subject that pertains to the Arkansas Railroad Club and it's members. Examples might include club announcements, discussion about railroads, discussions about model railroading, etc...

To participate go to www.mynscale.com and select the "Register" link near the "Login" area of the web-page. Follow the instructions from here.

If you have any questions or need assistance please contact Joe Musgrove at: jdmusgrove@ualr.edu

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 - Personal Railroad Stories. The Arkansas Railroad Club is fortunate to have many who write stories of their railroading past or their father's railroading past. But we can always use more stories, including from current railroaders. So, if you know of anybody who would like to tell their railroading stories, either past or present, send them to the Arkansas Railroad Club, PO Box 9151, North Little Rock, AR 72119. You may use any format you want, including just writing the stories out longhand or on a typewriter. Of course, it would make it easier for us if you used some sort of computerized format (Word, Wordpad, WordPerfect, any text editor, etc), but don't let the format keep you from sending anything in. Also photos are welcome, printed or digitized. You can also attach the photos or stories via email: trains@trainweather.com. (*Ken Ziegenbein, editor Arkansas Railroader*)

KNOW OUR RAILROAD CLUB MEMBERS

WILBUR E. JOHNSON

311 Longview, Sugar Land, TX 77478

RAILROAD OR OTHER COMPANY: Carter Oil Co. (now Exxon)

POSITIONS IN THE COMPANY: Accountant – Land, Controllers & Marketing Departments Administrator – Employee Suggestion Plan Records Administrator.

PERIOD OF SERVICE: July 29, 1938 to July 31, 1976.

JOB LOCATIONS: Tulsa, Oklahoma, Jackson, Mississippi, Bismarck, North Dakota, St. Elmo, Illinois (resided in Vandalia, Illinois), Houston, Texas

COMMENTS: Age 91; Raised in Bartlesville, Oklahoma; B.A. Degree, Northwestern University, Evanston, Illinois, 1938; WWII Service: May 19, 1942 to October 13, 1945; Air Force Weather Observer – 2nd Weather Squadron, Baer Field, Ft. Wayne, Indiana (1942); 19th Weather Squadron, Kano, Nigeria, Doroud, Iran; Benghazi, Libya; Cairo, Egypt (1943-45); 60-year Mason – Grand Master, Grand Council of Royal & Select Masters of Texas (1990); Member: Santa Fe, Northern Pacific & T.R.R.A. (St. Louis) Historical Societies;

Married Marilyn Munday, October 18, 1946. She died November 19, 1991; Married Rosemary Burnett July 30, 1994; Four children: Jim, Tom (deceased June 28, 1995), Suzy, David.

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.

KANSAS – ATLANTIC & PACIFIC RAILROAD AND TRANSPORTATION CO. - To discontinue service over an approximately 4-mile line of railroad owned by the Kansas & Oklahoma Railroad (KO) and located in Rice County, KS.[1] The line extends from the point of interchange with KO's line at approximately milepost 87.0 (at or near Chase, KS), to the point of interchange with KO's line at approximately milepost 91.0 (at or near Silica, KS). A final decision will be issued by June 20, 2006. (STB Docket No. AB-992X, decided March 16, served March 22, 2006)

KANSAS – UNION PACIFIC -To abandon its Durand Industrial Lead, a 1.55-mile line of railroad, between milepost 385.45 and milepost 387.00, near Yates Center in Woodson County, KS. Effective on April 28, 2006. (STB Docket No. AB-33 (Sub-No. 233X), decided March 17, served March 29, 2006)

IOWA – UNION PACIFIC -To abandon its Ellsworth Industrial Lead, a 3.2-mile line of railroad, between milepost 0.0, near Jewell, and milepost 3.2, at Ellsworth in Hamilton County, IA. Effective on April 28, 2006. (STB Docket No. AB-33 (Sub-No. 175X), decided March 17, served March 29, 2006)

IOWA – BNSF – To abandon a 0.89-mile line of railroad that extends between Station 0+00 and Station 47+00 near Glake, in Polk County, IA. Effective on May 5, 2006. (STB Docket No. AB-6 (Sub-No. 437X), decided March 28, served April 5, 2006)

MISSISSIPPI – ILLINOIS CENTRAL RAILROAD COMPANY - to abandon its line of railroad that comes off IC's Grenada Sub at milepost 705.2 and traverses eastward approximately 12,300 feet to the end of the track in Canton, Madison County, MS. effective on May 11, 2006. (STB Docket No. AB-43 (Sub-No. 178X), decided April 4, served April 11, 2006)

MISSISSIPPI – ILLINOIS CENTRAL RAILROAD COMPANY - to abandon a 4.1-mile line of railroad between milepost 53.0 near Silver Creek and milepost 57.1 near Ferguson, in Lawrence County, MS. effective on May 11, 2006. (STB Docket No. AB-43 (Sub-No. 177X), decided April 3, served April 11, 2006)

IOWA – NORTH CENTRAL RAILWAY ASSOCIATION, INC - To abandon and discontinue service over a 10.54-mile line of railroad between milepost 201.46, near Ackley, IA, and milepost 212.00, near Steamboat Rock, IA. Effective on May 13, 2006. (STB Docket No. AB-586 (Sub-No. 2X), decided April 7, served April 13, 2006)



TORNADOES CLOSE RAILCAR PLANT APRIL 2

(Marmaduke, Arkansas) - Severe storms that spawned a half-dozen tornadoes and softball-sized hail in northeast Arkansas on Sunday, April 2, 2006, damaged dozens of homes and also wrecked portions of American Railcar Industries Inc.'s (ARI) plant there. The company announced tornadoes and hail inflicted damage to the tank-car production facility and the firm's freight-car inventory, closing it for repairs. However, no employee injuries were reported. Also, the owner announced that he will continue to pay full salary to all employees while the plant gets rebuilt in appreciation to their many years of hard work.



These photos showing 70,000 pound tank cars tossed like toys during the tornado of April 2, 2006 in Marmaduke, Arkansas were sent to the Arkansas Railroad Club by Ronnie Chambers.

The company's other manufacturing facilities in Paragould, Ark. and Kennett, Mo., weren't damaged by the storms. Meanwhile, ARI reached an agreement with American Railcar Leasing L.L.C. (ARL) to build 1,000 tank cars for the lessor in 2007. The deal includes an option for ARL to purchase up to 300 covered hoppers in 2007, and 1,000 tank cars and 400 covered hoppers in 2008. ARI officials aren't sure what impact the storm damage will have on fulfilling the ARL contract.

ARI builds covered hoppers and tank cars, repairs and refurbishes freight cars, provides fleet management services, and designs and manufactures rail-car and industrial components. *(Via the Internet -* <http://imageevent.com/brobert/marmaduke?n=0>

CADDO VALLEY RAILROAD ARTICLE

Lynne Gaines, Jr. and others advised me that the Sunday, April 9 edition of the *Arkansas Democrat-Gazette* had a great front page article on the Caddo Valley Railroad that runs from Gurdon to Caddo Gap, Arkansas, about 52 miles. This former Missouri Pacific then Arkansas Midland road has its main business only 3 miles from Gurdon – the International Paper Gurdon Woods Products mill, but the Caddo Valley runs north through Glenwood to serve 3 other lumber companies. The 49 miles of track north of the International Paper mill is in poor shape with trains running at only 4 mph. It takes 12 hours to run the entire 52 miles.

The article goes on to say the line is again for sale, but nothing is final yet.

CENTRAL ARKANSAS STREETCARS CARRY 235,000 PASSENGERS

According to Central Arkansas Transit on April 10, the 3 streetcars carried 235,000 passengers since the system opened at the end of October 2004 (the first 12-month period between late October 2004 and October 31, 2005 saw 180,000 riders, about 30,000 more than expected).



UPPER LEFT-New streetcar No. 411 arrives via flatbed truck off I-30 in North Little Rock on April 6, 2006. This will be Central Arkansas Transit's 4th streetcar. UPPER RIGHT-Streetcar No. 409 on a cold rainy day in the River Market of Little Rock January 22, 2006. LOWER LEFT-New streetcar tracks have been laid along 3rd Street to the Clinton Presidential Center and Park with service slated to start in the Fall of 2006. LOWER RIGHT-The old Rock Island Choctaw Passenger Station to the left has been renovated and is now the Clinton School of Public Service. At the right is the Clinton Library. Rock Island tracks went just to the right of the Choctaw Station to the bridge (we're looking to the north). - Ken Ziegenbein photos)

NATIONAL REGISTER SITES NOMINATED

The State Review Board of the Arkansas Historic Preservation Program nominated 12 properties in eight Arkansas counties to the National Register of Historic Places when it met April 5, AHPP Director Ken Grunewald announced. Properties nominated to the National Register are:

- * John Henry Clayborn House at Little Rock in Pulaski County, the 1932 home of an African-American leader
- * Maumelle Ordnance Works Bunker #4 at Maumelle in Pulaski County, a concrete structure built in 1941-42 as part of a munitions manufacturing plant
- ** **St. Louis San Francisco (Frisco) Railway Coach #661 at Pine Bluff in Jefferson County, an 1883 "Jim Crow" railroad car**
- ** McDonald's Store #433 Sign at Pine Bluff in Jefferson County, featuring a rare ca. 1962 single-arch corporate logo
- ** South Elementary School at Wynne in Cross County, a ca. 1936 structure built by the Public Works Administration, a Depression-era federal relief program
- ** Clinton Commercial District at Clinton in Van Buren County, containing commercial buildings dating to 1903
- ** First Christian Church at Russellville in Pope County, an 1885-6 Gothic Revival building
- ** Arkansas Tuberculosis Sanatorium Historic District near Booneville in Logan County, containing structures erected between 1909 and 1956 to aid tuberculosis patients
- ** St. Paul School at St. Paul in Madison County, a 1939 Craftsman-style building erected by the Works Progress Administration
- ** Carroll County Poor Farm Cemetery in Carroll County, the final resting place of indigent people between ca. 1900 and ca. 1930
- ** Garden Point Cemetery at Etowah in Mississippi County, with burials dating to around 1890
- ** Blytheville Commercial Historic District at Blytheville in Mississippi County, containing structures built between 1890 and 1956.

GENERAL RAIL NEWS

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 TO INSTALL CAMERAS

On April 3, KCS announced it will install digital video recorders on locomotives. The first one was installed on a SD70MAC locomotive. The railroad plans to install 73 more DVRs on SD70MACs later this year. By 2007's end, KCSR expects to equip 300 locomotives with DVRs, which feature a conductor window-mounted camera and external microphone to record grade crossing activities, locomotive air braking, and bell and whistle sounds.

DVR recordings can be used in crossing collision cases or act as a deterrent to litigation brought about by motorists, said David O'Neal, KCSR manager of claims and crossing accident investigations, in a prepared statement. (*Via Don Weis*)

RAILROADS OPERATING IN ARKANSAS YEAR 2000

(The following was obtained from Association of American Railroads, Railroads and States - 2000, Washington, DC: 2002, available at:

http://www.aar.org/AboutTheIndustry/StateInformation.aspx as of Mar. 19, 2002.

Railroad and Miles operated in Arkansas Year 2000

Burlington Northern and Santa Fe Railway Company-1,045
Kansas City Southern Railway Company-217
Union Pacific Railroad Company-1,452
Missouri & Northern Arkansas Railroad-182
Arkansas & Missouri Railroad-122
Arkansas, Louisiana & Mississippi Railroad-70
Arkansas Midland Railroad Company-69
Bauxite & Northern Railway- 6
Caddo Valley Railroad Company-53
Dardanelle & Russellville Railroad-5
De Queen & Eastern Railroad-45
Delta Southern Railroad-89
East Texas Central Railroad-53
El Dorado & Wesson Railway-6
Kiamichi Railroad Company- 20
Little Rock & Western Railway, L.P.-79
Louisiana & North West Railroad Company-25
Ouachita Railroad-17
Prescott & Northwestern Railroad-5
Warren & Saline River Railroad Company-5
Delta Valley & Southern Railway-2
East Camden & Highland Railroad-22
Fordyce & Princeton Railroad-57
Fort Smith Railroad-18
Little Rock Port Railroad-10

Miles operated is in terms of railroad so that a mile of single track is counted the same as a mile of double track. Sidings, turnouts, yard switching mileage, and mileage not operated are excluded. Miles operated under trackage rights provided by another (owning) railroad are included.

BNSF CANCELS SETTLEMENT TALKS

(Burlington, Iowa) – Ever since BNSF said it was moving its principle locomotive shops from Burlington, Iowa two years ago, the city has tried to get it to reverse its decision.

It alleges BNSF breached an **1858** agreement that stipulates the railroad could use the city's riverfront property as long as it maintains its principal locomotive shops in the city.

BNSF, during the past several years, has transferred or eliminated about 400 local jobs.

BNSF subsequently filed a counterclaim action that alleges the city breached a **1985** agreement that stipulates the railroad could use the riverfront property indefinitely as long as it's for railroad purposes. The 1985 contract states nothing about the railroad having to maintain its principal shops in the city.

In a motion filed in March 2006, BNSF states the city is "unilaterally seeking to extract annual rent from the railroad of literally hundreds of thousands of dollars." The city, in its resistance to BNSF's motion to move the matter before the STB, states the fair rental value that the railroad should pay annually for using the riverfront property is \$220,000.

"The city ill-advisedly has pursued its claims against the BNSF, holding the BNSF hostage to this frivolous litigation for over two years," BNSF states in the Thursday filing. "In their counterclaim, BNSF seeks a declaratory judgment enforcing the 1985 articles of agreement and a judgment for the damages it has sustained as a result of the city's breach of this agreement consisting of the attorney's fees and costs BNSF has incurred in defending the city's underlying claim in this action.

(What I find fascinating about this is the fact that the City of Burlington, Iowa is using an agreement from 148 years ago to try and keep BNSF from moving its principle locomotive shops from town and think they have a good case. However, BNSF says another updated agreement in 1985 superseded the 1858 agreement. Time will tell)

NEW PASSENGER SERVICE NEW MEXICO

(Albuquerque, New Mexico) – Test runs began March 20 for a new passenger rail service between Albuquerque and Bernalillo, New Mexico. Twelve engineers and conductors went on qualifying runs each day. The state completed a \$50 million purchase of 51 miles of track between Belen and Bernalillo from BNSF Railway. Plans for the \$393 million Rail Runner project include extending the service to Santa Fe by the end of 2008.

NEW OPERATOR FOR CUMBRES & TOLTEC

In late March, a new operator was selected to run the famous Cumbres & Toltec Narrow Gauge Railroad in New Mexico and Colorado. The C&TS Management Corp. will run the narrow-gauge railroad for the 2006 season. C&TS replaces the Rio Grande Railway Preservation Corp., which pulled out last year. The 64-mile railroad, owned by the states of New Mexico and Colorado, runs through the southern Rockies between Chama and Antonito, Colo., from May to October each year. This year it will operate from May 27 to Oct. 15.

NEW FREIGHT LINE IN TEXAS PROPOSAL

The Texas Department of Transportation says that a new \$6 billion freight rail line stretching from North Texas to the Mexico border could be built in the next few years, according to a private proposal. The rail line, which would be the largest built anywhere in the U.S. in decades, is part of the proposed Trans-Texas Corridor project, which would run roughly parallel to Interstate 35.

According to one Texas Department of Transportation estimate, a new freight rail line could remove 10,000 trucks a day from I-35. Cintra-Zachry, which submitted the proposal that was announced Wednesday, was picked last year to develop the Trans-Texas Corridor. The private company has proposed building 600 miles of double-track rail lines, all of it separated from existing roads either by bridges or underpasses. Trains would travel at up to 70 mph on the new lines. Space would be preserved in the corridor for a future passenger rail line. Existing rail lines could be converted to mass transit use or for construction of new toll lanes.

CROSSROADS MUSEUM IN CORINTH

(Corinth, Mississippi) – The Crossroads Museum in Corinth, Mississippi contains a lot of train and other artifacts of that part of Mississippi. The museum is housed in the Corinth depot, which overlooks the railroad crossing fought over during the

Civil War battles of Shiloh, Corinth and Iuka. Hours of operation - Closed Monday or by appointment; Tuesday-Saturday 9 a.m.-5 p.m., Sunday 1-5 p.m. For information, call (662) 287-3120.

TEXAS STATE RAILROAD IN PALESTINE

Texas State Parks announced March 29 that the Texas State Railroad will start running from the Palestine depot once again. Texas Parks and Wildlife shut down the Palestine depot in January because of state budget cuts. For almost 30 years, tourists have taken the Texas State Railroad from Palestine to Rusk. "We had people signing petitions all over East Texas, all over Texas to get the Texas State Railroad going again," said Albert Holmes, member of Friends of the Texas State Railroad. First run was April 8.

NEW UP 'HERITAGE' PAINT SCHEDULE

Union Pacific Railroad says they are planning to release the 2006 Heritage locomotives as follows: Denver & Rio Grande Western - mid-June in Denver; Chicago & NorthWestern - mid-July in Chicago; Southern Pacific - mid-August in Roseville, California. Current units are the 1982 MoPac, 1988 Katy and Western Pacific 1983.

REMAINING 'FALLEN FLAG' UPPATCHED LOCOMOTIVES MARCH 2005

Here is a one-year old list (**March 2005**) of some UNPATCHED 'Fallen Flag' locomotives on the Union Pacific system. It was obtained from Kevin Sadowski via the Railspot railroad list on the Internet. I'm sure some of these have since been patched with UP symbols or paint during the past year.

Chicago & North Western remaining locomotives: 9

C42-8 #8572, C42-8 #8575, C44-9W #8603, C44-9W #8637, C44-9W #8646, C44-9W #8681, C44-9W #8701, C44-9W #8729, AC4400CW #8828

Denver & Rio Grande Western remaining locomotives: 18

GP40-2 #3096, GP40-2 #3097, GP40-2 #3100, GP40-2 #3105, GP40-2 #3109, GP40-2 #3110, GP40-2 #3111, GP40-2 #3114, GP40-2 #3117, GP40-2 #3118, GP40-2 #3121, GP40-2 #3126, GP40-2 #3128, GP40-2 #3129, SD40T-2 #5371, SD40T-2 #5390, SD40T-2 #5401, SD50M #5507

Southern Pacific remaining locomotives: 196

AC4400CW #100, AC4400CW #101, AC4400CW #102, AC4400CW #105, AC4400CW #106, AC4400CW #107, AC4400CW #108, AC4400CW #110, AC4400CW #111, AC4400CW #112, AC4400CW #113, AC4400CW #114, AC4400CW #116, AC4400CW #117, AC4400CW #118, AC4400CW #119, AC4400CW #122, AC4400CW #123, AC4400CW #125, AC4400CW #126, AC4400CW #129, AC4400CW #131, AC4400CW #133, AC4400CW #134, AC4400CW #139

AC4400CW #140, AC4400CW #141, AC4400CW #144, AC4400CW #146, AC4400CW #147, AC4400CW #149, AC4400CW #151, AC4400CW #153, AC4400CW #154, AC4400CW #155, AC4400CW #156, AC4400CW #157, AC4400CW #158, AC4400CW #160, AC4400CW #161, AC4400CW #163, AC4400CW #164, AC4400CW #166,

AC4400CW #167, AC4400CW #168, AC4400CW #169,
AC4400CW #170

AC4400CW #173, AC4400CW #174, AC4400CW #177,
AC4400CW #179, AC4400CW #180, AC4400CW #183,
AC4400CW #186, AC4400CW #187, AC4400CW #192,
AC4400CW #199, AC4400CW #203, AC4400CW #204,
AC4400CW #205, AC4400CW #206, AC4400CW #208,
AC4400CW #215, AC4400CW #217, AC4400CW #222,
AC4400CW #229, AC4400CW #232, AC4400CW #234,
AC4400CW #239, AC4400CW #248, AC4400CW #251,
AC4400CW #255, AC4400CW #257

AC4400CW #258, AC4400CW #259, AC4400CW #266,
AC4400CW #268, AC4400CW #272, AC4400CW #278,
AC4400CW #280, AC4400CW #283, AC4400CW #285,
AC4400CW #303, AC4400CW #309, AC4400CW #319,
AC4400CW #324, AC4400CW #327, AC4400CW #329,
AC4400CW #332, AC4400CW #334, AC4400CW #335,
AC4400CW #338, AC4400CW #343, AC4400CW #347,
AC4400CW #352

AC4400CW #354, AC4400CW #355, AC4400CW #356,
AC4400CW #358, AC4400CW #359, AC4400CW #364,
AC4400CW #365, AC4400CW #368, AC4400CW #373,
AC4400CW #375, AC4400CW #377, AC4400CW #378, SW1500
#2457, SW1500 #2475, SW1500 #2538, SW1500 #2547, SW1500
#2688, MP15DC #2690, MP15AC #2756, GP40 #3086, GP38-2
#4801, GP38-2 #4850, GP38-2 #4854, GP38-2 #4859, G38-2 #4860,
GP38-2 #4862, GP38-2 #4864, B23-7 #5101, B23-7 #5110

SD40T-2 #5368, GP40M-2 #7100, GP40M-2 #7102, GP40M-2
#7103, GP40M-2 #7104, GP40M-2 #7105, GP40M-2 #7110,
GP40M-2 #7117, GP40M-2 #7125, GP40M-2 #7126, GP40M-2
#7128, GP40M-2 #7131, GP40M-2 #7133, GP40M-2 #7135,
GP40M-2 #7136, GP40M-2 #7137, GP40M-2 #7299, GP40-2
#7619, GP40-2 #7621

GP40-2 #7622, GP40-2 #7666, GP40-2 #7674, GP40-2 #7675,
B30-7 #7828, B30-7 #7840, B30-7 #7862, GP40-2 #7942, GP40-2
#7954, GP40-2 #7956, GP40R #7965

SD40T-2 #8268, SD40T-2 #8283, SD40T-2 #8293, SD40M-2
#8576, SD40M-2 #8577, SD40M-2 #8578, SD40M-2 #8579,
SD40M-2 #8580, SD40M-2 #8584, SD40M-2 #8586, SD40M-2
#8594, SD40M-2 #8598, SD40M-2 #8599, SD40M-2 #8613,
SD40M-2 #8621, SD40M-2 #8628, SD40M-2 #8632, SD40M-2
#8643, SD40M-2 #8646, SD40M-2 #8648, SD40M-2 #8652,
SD40M-2 #8655, SD40M-2 #8664, SD40M-2 #8666, SD40M-2
#8673, SD40M-2 #8674, SD40M-2 #8675, SD40M-2 #8681,
SD40M-2 #8689, SD40M-2 #8690, SD40M-2 #8694, GP60 #9721,
GP60 #9732, GP60 #9738, GP60 #9742, GP60 #9751, GP60 #9752,
GP60 #9755, GP60 #9756, GP60 #9759, GP60 #9761, GP60 #9794

St. Louis Southwestern remaining locomotives: 38

GP40M-2 #7274, GP40M-2 #7275, GP40M-2 #7277, GP40M-2
#7279, GP40M-2 #7281, GP40M-2 #7282, GP40M-2 #7283,
GP40M-2 #7284, GP40M-2 #7285, GP40M-2 #7286, GP40M-2
#7287, GP40M-2 #7290, GP40M-2 #7291, GP40-2 #7637, GP40-2
#7638, GP40-2 #7640, GP40-2 #7647, GP40-2 #7651, GP40-2
#7652, GP40-2 #7655

GP40R #7962, GP60 #9641, GP60 #9642, GP60 #9647, GP60
#9652, GP60 #9653, GP60 #9656, GP60 #9669, GP60 #9682, GP60
#9683, GP60 #9684, GP60 #9685, GP60 #9692, GP60 #9693, GP60
#9699, GP60 #9701, GP60 #9703, GP60 #9708

MEMPHIS TROLLEYS HAD A MILLION PASSENGERS IN 2005

For the first time in its 13-year history, the Memphis' trolley system carried more than 1 million passenger in 2005. They carried 57,000 users in January 2006 alone. One reason is that downtown Memphis is having a population growth of 10 percent a year and the trolley system is becoming increasingly important for commuters as well as tourists. (*editor's note: with the new condos going up in downtown Little Rock, this might bode well for our system of streetcars too, don't you think?*)

But, like any transit system in the world, the system is heavily subsidized In Memphis' case, fares (\$1.00), only cover 20 percent of operating costs (it costs \$3.9 million annually to operate). (*My take on that – city streets don't make money either and cost millions to maintain each year – 'fares' in the form gas tax don't cover the costs either – most subsidies for roads comes from city, property and sales taxes – the 'fares' of the road.*)

Also, for comparison purposes, the horse-drawn streetcars in Disneyland don't make money either on their own, but they help bring in tourists to the park, which as a whole does make money. The same can be said for Memphis or Little Rock, right? – Ken Ziegenbein comment) (Article from the Memphis Commercial Appeal, April 2, 2006 via Randy Tardy)

NEW CRASH TEST SUCCESSFUL

(*Pueblo, Colorado*) – A Federal Railroad Administration crash test on Pueblo's test tracks in April of 2006 was a huge success. This test rammed a locomotive into a string of commuter coaches at 31 mph. The lead coach was barely dented and nothing derailed. 'Push-back couplers' and an 'anti-climber' bumper on the coach kept the lead car from riding up and over the oncoming locomotive. This basically turned the entire train into a giant shock absorber. This technology will be used in new passenger coach construction. (*Via Dan Barr, Jr. from USA Today*)

BNSF ON FAST TRACK

(*Fort Worth, Texas*) – BNSF and UP are both having record freight and profits. BNSF netted \$1.5 billion in 2005 and its stock rose from the mid-\$40 last summer to more than \$80 a share in March of 2006. For the first time in memory, the nation's railroads have too much business. Reasons given by BNSF for the increase in business include: 1) Intermodal – influx of goods from Asia; 2) Coal – utilities shift from expensive natural gas; 3) Ethanol – BNSF sends 77 tankers weekly from the Midwest to California and plans for Texas service; 4) Agricultural – bumper crops and exports.

Also, even though diesel fuel prices have risen sharply, the cost increase has hit truckers even harder. So more business goes to the railroads. A train can carry the equivalent of 250 or more trucks, taking more freight off highways.

Action BNSF is taking this year: Spending \$400 million on expansion, including 300 new locomotives and more double track; stepping up maintenance of the line to the Powder River Basin coal fields in Wyoming; hire 3,500 more workers in 2006; basing most of BNSF's incentive bonuses on improvements in train and system velocity (*UP – you listening?*).

BNSF's Chairman Matt Rose said regarding some who say deregulation of the 1980s has decreased competition and raised prices for businesses: "I'm not going to apologize for

what the industry has done. Unlike the highways and airports, our track and yard systems are privately owned. We pay for all of our improvements.” (Fort Worth Star-Telegram March 27, 2006 via Jerry Nunn)

RAILROAD STATS 2005

The Class I railroads revenues in billions of dollars: UP - \$13.2; BNSF - \$12.4; CSX - \$8.6; NS - \$8.2; CN - \$5.9; CP - \$3.5. In 2002, railroads carried 28% of the nation’s ton-miles of freight while trucks carried 32%. Also, more container traffic has gone to the railroads. On a train, one crew of two people can haul hundreds of containers. A train can carry a ton of goods 202 miles on a gallon of fuel while a truck can take it only 59 miles. (Forbes February 13, 2006 via Tom Stuart)

No Amtrak News or News from Other Clubs this month.

ROCK ISLAND'S CAMDEN BRANCH

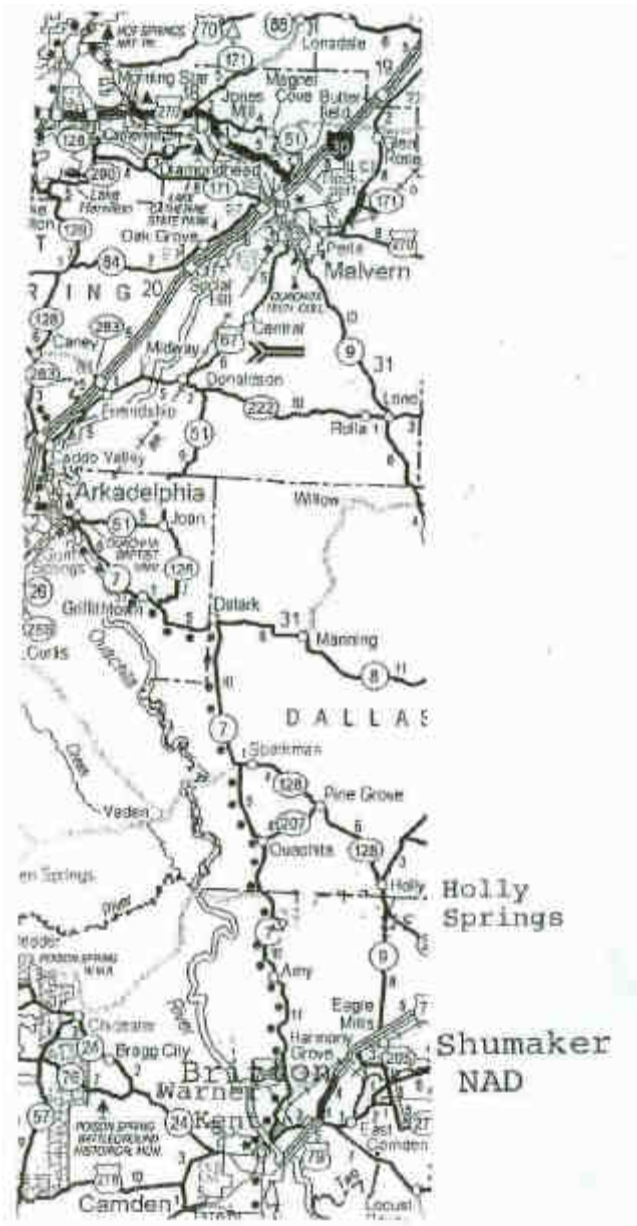
by: Lynn N. Gaines, Jr.

Rock Island (CRI&P) timetables showed the Camden Branch, Sub. Div. 51C, Arkansas Division, operating from Butterfield to Camden, AR (timetable below). Places and stations along this line were Rolla, Willow, Manning, Sparkman, Ouachita, Amy, STLSW Crossing, Kent and Camden.

Southward				Camden Branch				Northward			
SECOND CLASS				STATIONS	SUBDIVISION 51c	M.P.	M.P.	SECOND CLASS			
692	697	692	697					692	697	692	697
Freight	Freight	Freight	Freight	BUTTERFIELD	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:30	1:00	11:30	1:00	WILLOW	1.0	1.0	1.0	1.0	1.0	1.0	1.0
12:15	12:55	12:15	12:55	MANNING	2.0	2.0	2.0	2.0	2.0	2.0	2.0
1:30	2:10	1:30	2:10	SPARKMAN	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2:15	2:55	2:15	2:55	OUACHITA	4.0	4.0	4.0	4.0	4.0	4.0	4.0
3:00	3:40	3:00	3:40	AMY	5.0	5.0	5.0	5.0	5.0	5.0	5.0
3:45	4:25	3:45	4:25	STLSW CROSSING	6.0	6.0	6.0	6.0	6.0	6.0	6.0
4:30	5:10	4:30	5:10	KENT	7.0	7.0	7.0	7.0	7.0	7.0	7.0
5:15	5:55	5:15	5:55	CAMDEN	8.0	8.0	8.0	8.0	8.0	8.0	8.0

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD, EXCEPT NO. 696 IS SUPERIOR TO NO. 695.
TIME TABLE RULE No. 14 IS IN EFFECT BETWEEN MANNING AND KENT.

The following letters and symbols indicate:
 F—Fuel Station
 P—Passenger Telephone
 B—Base Registered Station
 T—Train Table
 W—Wood Station—Street Station
 W—Wye
 (---) Railroad Crossing not protected by interlocking
 TT—Tide Gauge Station
 S—Station where passenger signs are exchanged
 S—Radio Station



This branch crossed a Cotton Belt industrial spur, shown on timetable as STLSW Crossing. This CB spur ran from Warner to Britton Gravel Plant. At Britton, the CB mined gravel from the Ouachita River. This plant operated from the mid 1920’s until about 1946/47, except for a few years during the Depression of the 1930’s.

Since RI had no bridge over the Ouachita, how did they operate into Camden? They used the CB bridge. Since yard limits ended at North Camden Jct., it was necessary the RI have train order authority to get across. The Cotton Belt telegrapher at Kent received orders from the train dispatcher at Pine Bluff authorizing movement to Camden.

My father told me the following "Kent Story." He was working a night job at Camden, when some boys got on the train dispatcher's phone and began talking. This annoyed dispatcher C. B. Miller quite a bit. My father, L. N. "Buddy" Gaines, Sr. called the dispatcher on the morse code wire, asking him to ring Kent. Miller did so, and the ring came in loud and clear on the phone. That ended the chatter.

At Camden, the track to the RI yard broke off from the CB just north of the CB freight office. The grade of the RI yard was quite a bit lower than the grade of the CB. My old neighbor, Robert L. Kulbeth, CB fireman, while working on one of the Camden switchers (1950's) said his crew decided to shove a cut of cars "blind" down into the RI yard. Kulbeth refused, instead walked the track himself (very unusual move for a fireman). Sure enough he found the RI had left a cut of cars on this track. His action prevented a bad derailment.

My grandmother, Mary Lee Hicks Mullens, told me the following story of a family incident which happened in the early 1930's, when the Rock Island was still running a passenger train on this Sub. Div. Grandmother, my mother Sarah, and "Buddy" had gone fishing in the vicinity of Amy. Unfortunately, upon their return they experienced car failure. So, they caught the RI passenger train, which Lee referred to as a "Toonerville Trolley" (from a popular comic strip of the time). Now Mrs. Mullens was from the "old school"; when she went to town she always wore a hat and white gloves. I'm certain she was mortified at the thought of coming into town, hot, tired and in her old worn out fishing dress.

During WW II, the U.S. Navy built the Naval Ammunition Depot at what became station Shumaker. (War Department policy was to endeavor to have two railroads serve a war plant, if possible.) In order to serve the plant, RI built a spur from their branch to the Shumaker NAD. This line crossed the "Belt" at Warner. Since RI crossed the existing railroad, it became their duty to maintain the crossing. RI was always slow to make repairs, so quite often Cotton Belt had to place a "slow order" on this crossing of about 15 to 35 MPH, which delayed their high speed schedules. Another friend of mine, L.T. Walker was conductor of the RI local which switched the plant.

Businessman Bob Abbott, whom I've known since he was about three years old, when we both lived at Fordyce, recalled a trip he made with his grandmother and cousin, on a RI local caboose from Smead to Sparkman. This ride was made on a Saturday afternoon, time frame of 1942-43. He noted the crew was cooking a meal on the caboose stove. Upon arrival Sparkman they learned the local did not run again until Monday. His cousin had a friend at Sparkman who offered to give them a ride back to Smead in his red '37 Ford pickup truck (no brakes, though). First, however this young man had to deliver a bill of groceries to Holly Springs - what a trip (red mud/gravel roads at that time).

Abbott further recalled during the early 1950's helping load pulpwood into box cars, when he lived in Sparkman. Some cotton and lumber was also shipped from that point. He recalled a section foreman named Deshea, and his four man crew. Bob also knew station agents, Sparkman, A. C. Britt (brother of Bill Britt, agent RI, Fordyce), and Don Ghent.

Don Ghent started railroading with the CB as a telegrapher, working at Faith, Fair Oaks and other places. He later went to work for Rock Island, and held the agency at Camden. When the East Camden and Highland Rwy was established at the old Shumaker NAD, East Camden, Ghent became its agent and general manager. Don is now retired and lives in North Little Rock.

Bob Abbott later worked for CB as agent-telegrapher, and later became local chairman for the Order of Railroad Telegraphers and helped secure the merge of the telegraphers and clerks unions on CB/SP, which was fair to both labor and management.

This branch, no doubt, was built mainly to serve various sawmills through this timberland. My sister Virginia Hutchinson, of Weatherford, TX, now owns the old hotel at Manning, which over the years housed many railroad and timbermen. The Sturgis family, well known for their Arkansas charities, had a sawmill at Manning.

In the larger sense though, this line in addition to serving the sawmills, gave an isolated part of the state better ways to ship out their farm products, as well as reliable U. S. Mail and Express service, both in and out. Since most open stations handled Western Union Telegraph, communication became fast and affordable. The salaries to railroad workers helped boost the local economies. Local taxes on railroads helped finance cash strapped school districts.

Just one more Camden story, please. In the late 1930's or early 1940's, a laborer was assigned to watch the RI local's steam locomotive overnight. Evidently he was not attentive to his job, with the result the steam pressure became too high, which caused the boiler to explode. I believe the laborer was killed. Next morning, the engine bell was found on Ouachita Courthouse lawn about one half mile away.

END OF THE LINE

I cannot say when the line south of Sparkman was discontinued, but most likely it would have been in the mid 1960's. About this same time, the Navy began to sell out its operation at Shumaker to private companies, with the result many of its tracks became storage for railroad cars and the ammunition storage "iglos" became storage facilities for goods shipped "for storage in transit". Much switching formerly done by the two major railroads was turned over to the EC&H (also known as EACH). (Editor's note... The East Camden & Highland RR is a paid member of the Arkansas Railroad Club and has been

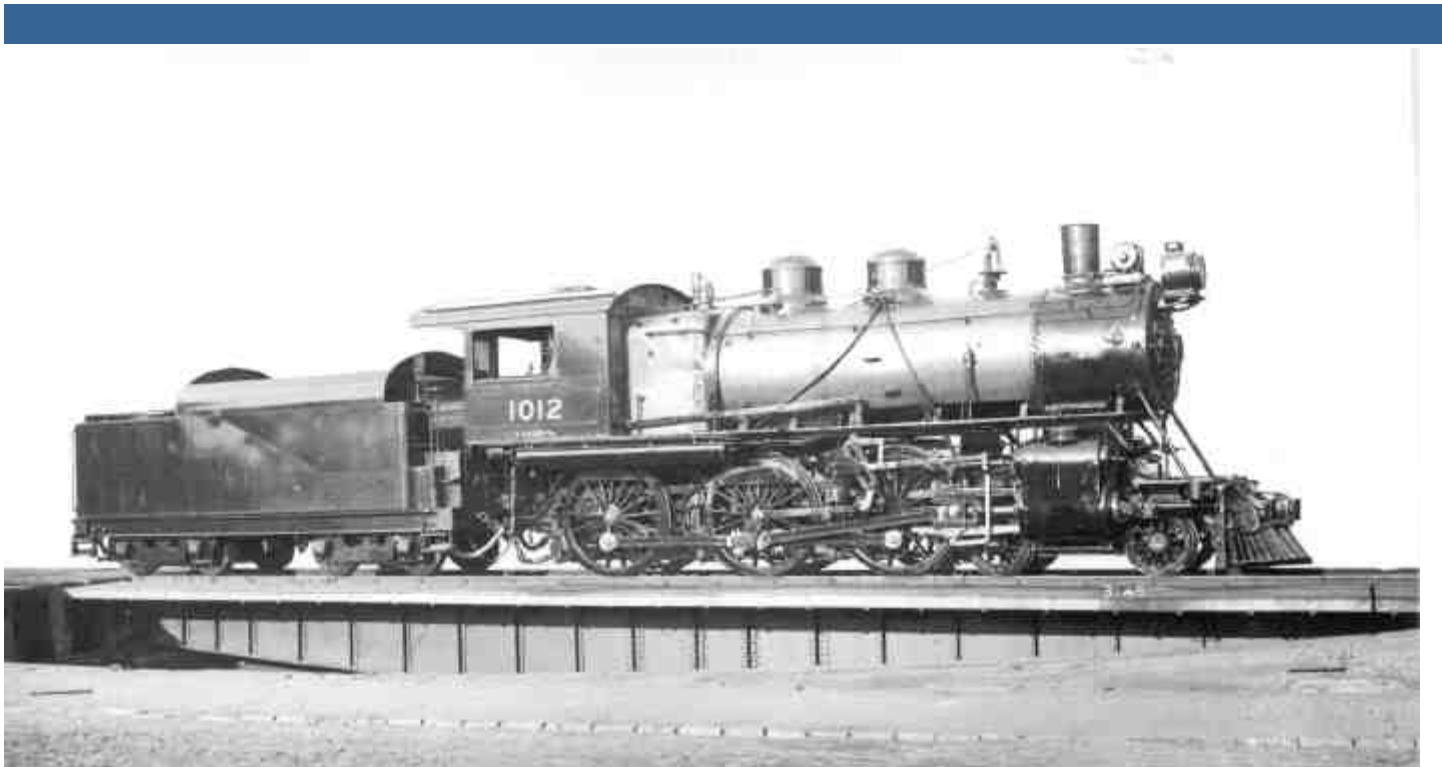
for years) (It is interesting to note that during WW II, and probably up into the Korean conflict the Navy operated its own switchers).

Butterfield to Sparkman RI route was shown as late as the Arkansas Transportation Commission Official Map of 1971.

When I worked as Agent for Cotton Belt at Fordyce, late 1971 through early 1973, the Rock Island operated a road switcher Fordyce to Eagle Mills about every other day, over CB tracks, in order to handle their business with the EC&H. Due to labor and financial troubles, RI ceased operations system wide mid to late 1970's.

Sources:

Rock Island (CRI&p) timetables 1930's through 1970's
Cotton Belt (STLSW RY) Timetables 1930's. through 1970's
Cotton Belt (STLSW RY) Special Instructions 1930's through 1970's
Arkansas Corporation Commission Official Map 1939
Arkansas Transportation Commission Official Map 1971.
Arkansas Public Service Commission Official Map 1949
2004 Map Arkansas State Highway and Transportation Department
Conversations over the years with numerous Cotton Belt and
Rock Island Railroaders.
Various members of my family - conversations.



A LEAPIN' LOCOMOTIVE

Gene Hull

The time was about 1912. During the month of May there was a change in the weather - a warm, dry Chinook wind began to descend the Eastern slope of the Bitterroot Mountains surrounding the valley of the Kootenay River in northern Idaho. High peaks in the Selkirk and Cabinet mountains were covered with a heavy blanket of snow.

The warm breath of a false spring turned much of the snow to liquid. Soon the streams in the area were raging torrents. Twisting and winding its way through the valleys among these snowy peaks lay the rails of the Great Northern railroad. It was inevitable, but the GN roadbed was washed out in two places and two westbound passenger trains had to be re-routed over the Northern Pacific. The trains would be delivered to the GN at the closest interchange point - Sand Point, 75 miles north of Spokane, Washington.

To meet these trains, two locomotives were called to run coupled. (The historical note does not say where the engines started from. I would guess Spokane.) The two engineers had reputations for covering long distances in short periods of time.

The locomotives were 4-6-2 No. 1410, coupled ahead, and 4-6-0 No. 1012. They immediately were roaring through deep, narrow valleys in the foothills of the mountains, skirting many clear, cold water lakes. The destination was Sand Point, at the north end of well-known Pend Oreille Lake.

They sped through a series of revers curves, passed a deep glacier lake in a steep-walled canyon. A couple of miles farther down the track the hogger on No. 1410 felt his engine responding to dragging brakes. Quickly glancing back, he was amazed to see that engine No. 1012 was missing!

The engineer stopped immediately and sent a flagman back along the track for protection. The others began carefully searching for the vanished engine. The telegraph operator at the next station back said both engines had passed him, still coupled.

After a more intense search, a roadmaster found a deep indentation in the end of a tie. At the bottom of a steep embankment was the deep glacier lake. No. 1012 was later found lying on the bed of the lake under 160 feet of icy water. The crew still was in the cab. The engine had leaped about 100 feet from the rails to a watery grave, leaving only a dent in a crosstie.

The Ten Wheeler was built by Baldwin Locomotive Works in 1896. Information for this article was taken from Railroad Magazine, Dec. 1934.

Question: Would the air pump be able to keep the brakes from an emergency application?

REMEMBERING 5

P.B. Wooldridge

The first thing you got when you hired out to a railroad was THE UNIFORM CODE OF OPERATING RULES, commonly known as the railroad man's "BIBLE." It's 132 pages contained invaluable information and adherence to it's precepts insured a long and happy employment. At the all too frequent OFFICIAL INVESTIGATIONS held at Pine Bluff Shops, if you were supported by THE BOOK OF RULES you had nothing to fear.

But that was not the case back in 1855 when no BOOK OF RULES even existed. In 1855 the South Carolina Railroad issued a new set of rules which included the following safety instructions: In case of dense fog, the southbound trains will run with their whistles blowing. The northbound trains will shut steam off the engine at every mile board and listen for the whistle of southbound trains. In cases where trains meet between turn-outs (switches) the train nearest the turn-out will go back into turn-out.

The new rules read further: In case of accidents whereby the railroad becomes obstructed, if in the day, a man is to be sent in front and rear at least ¼ mile to give warning to approaching trains. If at night, fires are to be In passing thru curves, over gates or switches, at turn-outs and over bridges the speed will be reduced to 6 miles per hour for passenger and 4 miles per hour for freight trains.

Reading further: When the regular 8 o'clock passenger engine carries a red flag, it is to be understood that the express train is coming and all freight trains will go into turn-outs, according to schedule time. If the express is not then in sight, they will go on keeping a good lookout.

In 1856 a railroad operated by the Central Railroad & Banking Company of Georgia ran freight trains ONLY during the day. A freight train would run to some point it could reach before 7 pm, remaining there overnight.

Time changes everything!

Above material from an article, FORGOTTEN RULES, by M. Clayton Orvin, appearing in RAILROAD MAGAZINE, issue of August 1947.

GREAT DAY ON A DAYLINER!

This guide will add interest to your trip by pointing out some of the towns along the way and telling you a little about them. The "City of New Orleans" was designed to make daytime travel pleasant and relaxing. In addition to the Dayliner coaches, this train has a comfortable diner, a seven-lounge section for refreshments, and a club-like observation car. If you'd like to make the return trip overnight, take the streamlined "Panama United." There are other Illinois Central streamliners between Chicago and Florida: Chicago, Springfield and St. Louis; Chicago and Waterloo, Iowa.

**NORTHBOUND
to Chicago**

NOTE: For the southbound trip, start at Chicago and read down. For the northbound trip, start at New Orleans and read up.

ILLINOIS CENTRAL

**GUIDE to
Mid-America**

*Points of interest on the
route of the Dayliner*

"CITY OF NEW ORLEANS"

**SOUTHBOUND
to New Orleans**




Randy Tardy gave me this photo of the famous Illinois Central "City of New Orleans" when it was started in 1947, noting that it's almost the 50th anniversary of this event. Today, Amtrak still uses that name on the same train between Chicago and New Orleans.



St. Joe, Arkansas M&NA depot on March 31, 2006 still stands north of U.S. Highway 65 in downtown St. Joe. (John C. Jones photo)



Gene Hull and his wife Naomi getting ready to have a lunch meal at the Sherwood Nursing Home where Naomi is a resident. This was taken by the nursing home staff on January 15, 2006 and Gene said it'd be great for club members to see. Naomi says hello to everybody.



Louisiana Steam Train Association's SP steam locomotive No. 745 at Kansas City Union Station in March 2006. It was on display until April or May and may run back to New Orleans under its own steam on the KCS if repairs can be made.

Photo courtesy of Jim Johnson)