

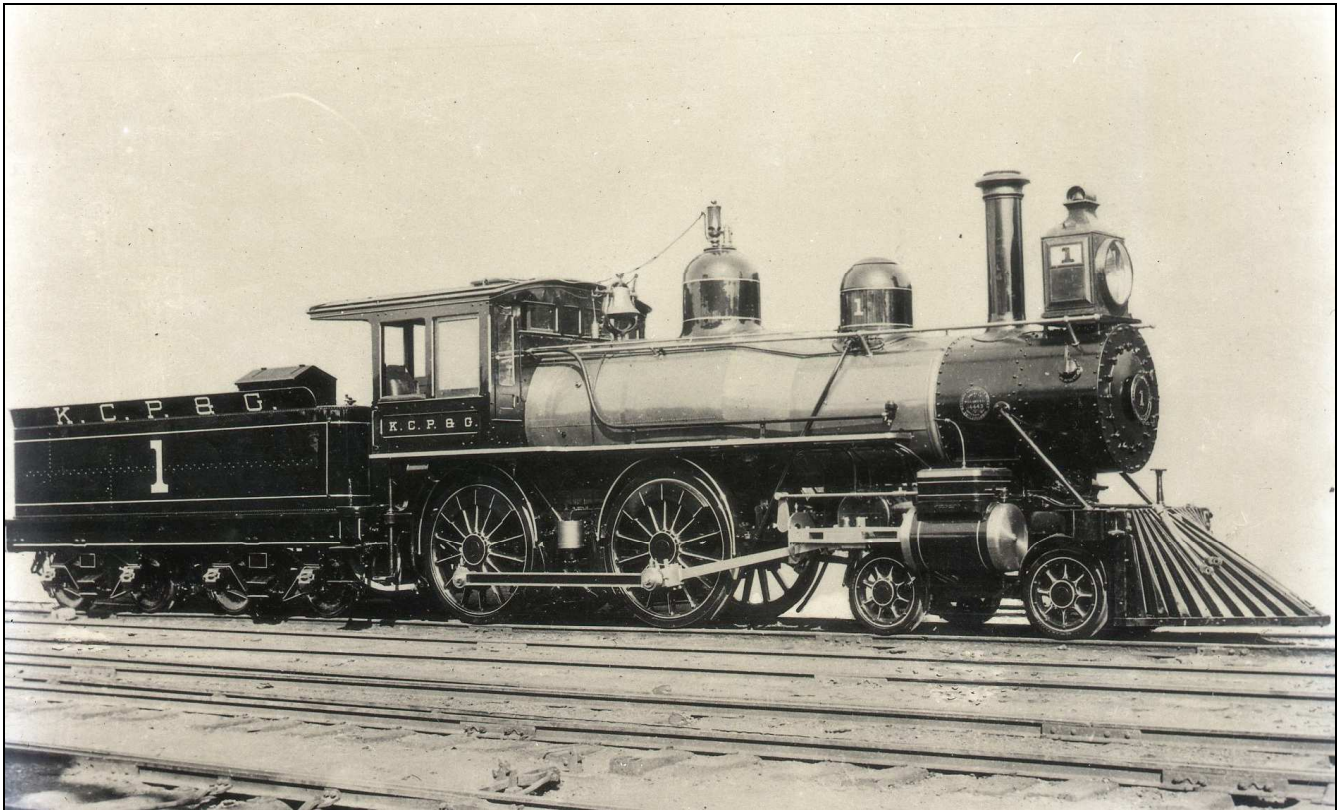
THE NEWSLETTER OF THE RED RIVER VALLEY RAILROAD HISTORICAL SOCIETY, INC.

September, 2012

SHREVEPORT, LA

Our 31st Year

Old Beauty



This tall-stacked 4-4-0 No. 1 of Kansas City, Pittsburg & Gulf later became KCS No. 107. It was built in 1895 by Baldwin and scrapped in Shreveport in 1915. The Class B-1 locomotive had 63-inch drivers, 17 inch x 24 inch cylinders, weighed 87,000 pounds with 56,000 pounds on the drivers. Boiler pressure was 160 pounds per sq. inch and tractive effort was 16,377 pounds. The Kansas City, Pittsburg & Gulf relied on 20 of these Baldwin-built locomotives for passenger service and light freight work.

This image came from a negative found in the Russell E. Stewart collection, recently donated to the RRVHRS. Even in this black & white image you can see that the engine was shined and attractively painted. This negative and many photographs have been scanned for the RRVHRS by Diane Tate, Conway Link's assistant for the last 5 1/2 years. Conway has donated the services of Diane to help scan the extensive Russell E. Stewart collection of photographs and negatives. She has scanned over 1000 O. Winston Link non N&W negatives for him, plus helped put together four exhibits of Link's Louisiana photographs. Thanks Diane and Conway !

An Unscheduled Cornfield Meet



Texas & Pacific passenger trains 5 and 6, each named *The Canon Ball*, collided head-on June 4, 1903 near Jefferson, Texas. The engine pulling train 5 was 4-6-0 No. 314 (on the left above) and the engine pulling train 6 was 4-6-0 No. 270. The August, 1965 *Railroad* magazine contained a first-hand account of the incident written by T&P freight office employee Gustav Frank, who was riding as a passenger on train 5 with his mother. They were heading west from Jefferson to Marshall, and train 6 was headed east toward Jefferson. Following are some quotes from Mr. Frank's article:

“Both trains 5 and 6 were running late and trying to make up lost time. We were scheduled to meet at Woodlawn, a passing track between Marshall and Jefferson. No. 6 regained so much of its time that the dispatcher at Marshall cancelled the order and rescheduled a new meeting place, Jefferson. When the Jefferson operator received the new order for No. 5 to wait there for No. 6, he dropped his signal board and No. 5 stopped there. But when the conductor hurried into the office to get a copy of the new order, the operator inadvertently gave him a clearance instead. So No. 5 left Jefferson to meet No. 6 in Woodlawn.

“When the operator realized his mistake, he ran out to stop us, but was too late. So he ordered a local freight engine to follow us with his whistle wide open to attract the attention of our crew. But that effort failed. So both *Canon Balls* met head on about two and a half miles south of Jefferson. Each train was heavy and crowded, and exceeding its scheduled speed.

“My mother was in a chair car, and was thrown against the back of the seat in front of her. I was in the smoker and was thrown against the toilet room wall. She received spinal injuries from which she never

fully recovered, and I received minor cuts and bruises. Nobody died in the wreck but many passengers and crewmen suffered bruises. Both engine crews jumped to safety.

“The telegraph operator who had made the big mistake remained on the job for the rest of the day, but he did not return the next day.

“The photograph shows both crews standing beside their respective engines. You can see me at the far right, in a white shirt. The other folks are sightseers from Jefferson.”

Engine 314 was repaired, put back in service, sold to the U. S. Army at Camp Polk in 1942 and became Claiborne & Polk Military RR No. 4. Engine 270 was repaired and scrapped before 1933.

Other railroads that used the *Cannon Ball* name were the Illinois Central (Casey Jones’ famous train), the Long Island Railroad and the Wabash Railroad, which inspired the folksong “The Wabash Cannon Ball”.



Short Line Railroad Presentation at the September 21 Meeting

There will be a slide presentation on **Short Line Railroads of Louisiana & Arkansas** by John Myers at our next meeting. John works for SporTran and his hobbies are streetcar restoration, model railroading and many other related interests. This will be a great opportunity to **bring your friends** to our meeting!

The meeting will be held on Friday, **September 21** at **7 p.m.** in the library at the Glen Retirement Village, 403 East Flournoy Lucas Road. **Please be on time** for the beginning of the meeting so you won't miss anything. The Glen Retirement Village is located on the south side of Flournoy Lucas Road between Ellerbe Road and Youree Drive (Highway 1). For information or directions call Dave Bland at (318) 470-5933.

Upcoming Events

September 21 RRVRHS Meeting – 7 p.m. at the Glen

Oct. 13 – LSUS Pioneer Day – RRVRHS will have a display booth – 10 a.m. – 4 p.m.

October 20-21 UP 844 on display in Marshall during the Centennial Celebration at the T&P Depot

The President's Message – September 2012

Hello Railfans!

A lot of things are happening that I need to make you aware of. First, Gary Fox and I met last Thursday with Shelly Ragle, Director of Shreveport Public Assembly & Recreation (SPAR) and the Riverfront Entertainment Committee. They wanted to know about a proposal we made several years ago to put a narrow gauge railroad on the riverfront next to the existing track between Festival Plaza and the Hilton parking garage on Cross Bayou. They are looking to transporting large numbers of people from an existing parking area to the plaza. Gary still had the plans for this project, so we presented them to the group. Also, Dave Bland and I got some Google maps off the Internet and drew in the railroad. Gary and Marty Loschen also made some layer maps to illustrate the project to the board. I made a proposal to purchase a street car and use the existing track, which might save a considerable amount of money. They seemed interested in going in that direction. They will check with the city about insurance and the railroads to see if this is a viable option.

Last Friday, Dale Ward (Director of the Water Works Museum), Gary Fox and I met with the State Fire Marshall, Ronnie Sellers, to see if we were in compliance to open the museum. Ronnie said that we have to install a handrail on both sides of the handicap ramp, and also have to increase the top rail an additional 6 inches. Gary and I have been looking at the cost of different ways to accomplish these requirements. Prices for the handrail range from about \$2,500 to \$8,000 to have someone do the job. We are looking at purchasing the material and doing it ourselves for about \$500.

Well, that's all I have for now. Hope to see you at the meeting.

Happy Railroading!
Russell

**RED RIVER VALLEY
RAILROAD HISTORICAL SOCIETY, INC.
Shreveport, LA**

Russell Pedro – President Kelly Jo Brunettin – Vice President
Gary Fox – Secretary Bill Hasheider – Treasurer
Dave Bland – Newsletter Editor – 797-8008 – DDBland@aol.com www.rrvrhs.org

If You Haven't Done So, Please Pay Your Annual Dues

Please send a check or money order for \$16.50 with this membership form to Bill Hasheider at 6813 Despot Road, Shreveport, LA 71108

Name _____

Address _____

City _____ State _____ Zip Code _____