

KEEPING TRACK



THE OFFICIAL NEWSLETTER OF THE IOWA RAILROAD HISTORICAL SOCIETY

SEPTEMBER 2008 VOLUME 25, NUMBER 3

Beautiful!

The photo to the right, courtesy Jonathan Smith, gives us a view that you don't see very often. He snapped this photo as the Fraser-bound 1:30 pm excursion train crossed the Bass Point Creek High Bridge on Saturday, June 28, 2008.



And the not-so-beautiful

Early in the month of June, flooding once again damaged portions of the Boone & Scenic Valley Railroad. However, we really *were* fortunate. As railroad bridges in eastern Iowa were overtaken by floodwaters, the girders of our river bridge at the Y-Camp remained a few feet above water. While a few trips had to be cut short due to rain-related roadbed issues near the Y-Camp, no trains had to be canceled. The damage from this latest round of flooding has been repaired, and trains are once again running to Fraser.



PHOTO BY FENNER STEVENSON



PHOTO BY FENNER STEVENSON

ABOVE: Floodwaters inundated our trackage just west of Kale Road in Fraser. With the amount of water in the photograph, you would almost think that it would be the end of the world for us. However, once the water receded, the damage left behind was relatively minor.

Name change

The Boone & Scenic Valley Railroad, a division of the Iowa Railroad Historical Society, has undergone a name change. The railroad will now be known as the Boone & Scenic Valley Railroad & Museum. The society's Board of Directors voted to approve the name change at their July meeting. It is hoped that this will better convey our organization's purpose.



PUMPKIN EXPRESS TRAINS: OCTOBER 14, 15 & 18



**GEORGE HENLEY
1924 - 2008**

George Henley, age 84, of 1303 Aldrich Avenue, died Saturday, June 7, 2008, at the Israel Family Hospice House in Ames.

His body was cremated and a Memorial Service was held on Thursday, June 12, 2008, at 10:30 a.m. at the Schroeder Memorial Chapel at Sixth and Marshall with Rev. Phil Webb

officiating. Graveside services and burial were at the Resthaven Cemetery in Des Moines at 2:30 p.m. Thursday afternoon.

George was born April 30, 1924, at Golconda, Illinois, the son of Dallis and Ruby (Curry) Henley.

He graduated from Golconda High School and on January 7, 1964, he married Ruby Reynolds in Ellicott City, Maryland.

George worked as a construction engineer and construction superintendent in erecting high rise buildings in the eastern United States. He retired on December 22, 1989.

George was a member of the Western Society of Engineers, First United Methodist Church, United Methodist Men, Boone RSVP, Boone & Scenic Valley Railroad, and former member of the B.P.O.Elks.

He enjoyed fishing and crossword puzzles.

George loved to perform volunteer work and meet and talk with people. He was active as a volunteer with the Boone and Scenic Valley Railroad, Relay for Life, Boone County Fair, First United Methodist Church, and the Boone Police Department office.

George is preceded in death by his parents, two brothers, Roten and Dellis and three sisters, Thelma Pry, Dorris Ozment, and Dorothy Baldwin.

He is survived by his wife, Ruby of Boone; three stepsons, Jimmy Moore of Boone, David Moore of Baltimore, Maryland, and George Moore and wife Joanne of Wallingford, Pennsylvania; a stepdaughter, Von Richards and husband Larry of Boone; four grandchildren: Brandy (Aaron) James of Grimes, George (Jennifer) Moore and Kimberly Moore, both of Pennsylvania, and Jimmy Moore of Maryland; and four great grandchildren: Ian and Caylie James and Justin and Olivia Moore.

**KARL CLINTON KORBEL
1933 - 2008**

Karl Clinton Korbel, 75, passed from this life on Saturday, August 23, 2008 at the Boone County Hospital, Boone, Iowa. Cremation rites have been accorded and a private burial will take place at Fairview Cemetery, North of Madrid.

Karl was born in Waterville, New York, January 22, 1933 to Albert and Aleta Korbel and graduated from Waterville Central School.

Karl had a lifelong interest in railroads and had recently volunteered with the Boone and Scenic Valley Railroad after moving to Iowa in the late 1990's.

Karl is survived and lovingly remembered by his wife of 32 years, Ramona; three step children, Scott Severtson of Phoenix, AZ, Mark Severtson of Reno, NV and Terri Arnett of Dallas, TX; three step grandchildren; sisters, Lyn Bolan of New Jersey and Barbara Eldridge (Tom) of Sterling, VA; and several nieces and nephews.

Memorial contributions may be directed to the Iowa Railroad Historical Society, P.O. Box 603, Boone, IA 50036

Iles Funeral Homes Sundberg - Kirkpatrick Chapel in Madrid handled arrangements.

Courtesy: Boone News Republican



SANTA EXPRESS TICKETS AVAILABLE FOR SALE TO OUR MEMBERS BEGINNING ON OCTOBER 20!

Tractor Ride Special



PHOTO BY FENNER STEVENSON



PHOTO BY FENNER STEVENSON

In conjunction with the WHO Radio Great Iowa Tractor Ride (based in Boone this year), the Boone & Scenic Valley Railroad operated a special evening Fraser excursion train on Tuesday, June 24. Nearly 200 passengers took part in the special trip. **LEFT:** Passengers congregate near the fairgrounds to board the train at Argo Street. **RIGHT:** On its way to the fairgrounds, the Tractor Ride Special passes Quinn Machine and Foundry.

All aboard!

LEFT AND BELOW: A line of folks wait for Conductor Roger Stirling to punch their tickets before boarding Saturday, July 19th's 1:30 p.m. train to Fraser.



PHOTO BY LOREN KARR



PHOTO BY LOREN KARR



PHOTO BY LOREN KARR

Here Comes Thomas!

Our need for volunteers doesn't stop when Thomas leaves town. Please keep in mind that our Pumpkin Trains and Santa Express™ trains will be here before we know it as well. Our volunteers make events such as this possible. We absolutely could not do it without you. The staff and management sincerely appreciate each and every one of you.

LEFT: Thomas arrived at the Boone & Scenic Valley Railroad & Museum's depot shortly after 4PM on Tuesday, August 19, 2008.

EXTRA: **LOOKING BACK**

In 1893, the Boone Valley Coal Railroad constructed three miles of track, stretching from Fraser to Wolf Junction, where coal was interchanged with the Minneapolis & St. Louis Railway.

In 1900, the Marshalltown & Dakota Railway Company had visions of reaching South Dakota, and continued laying rails north to Gowrie to haul coal.

The line passed through the towns of Boxholm and Lanyon.

In 1901 and 1902, the line was extended westward to the Chicago Great Western at Rinard. The railroad became the Newton & North Western Railroad.

At this point, the line was owned by Mr. Hamilton Brown.

In 1904, the Newton & North Western completed its expansion to the south and east, terminating at Newton. This brought service to the towns of Boone, Erickson, Napier, Kelley, Midvale, Cambridge, Farrar, and Mingo. The line was also extended north to Rockwell City.



Join us as we pull out the photo albums, and take a look at our past. Ken Barkwill has shared a few of his photos of early operations around the Boone & Scenic Valley Railroad & Museum. Also, a look back at the days of the Fort Dodge, Des Moines & Southern Railroad courtesy Dean Briley. Look for more photos, as well as historical facts in upcoming editions of the newsletter.



PHOTO COURTESY KEN BARKWILL



On our second day of operations, our own former U.S. Army centercab switcher, 7858 (now 2254) was pressed into service.



PHOTO COURTESY KEN BARKWILL



Before construction of our depot was completed, passengers purchased tickets and gifts out of a quonset hut, and boarded the train from a gravel parking lot located at 11th and Division.

EXTRA: LOOKING BACK

If you have photographs of past FDDM&S, C&NW, or early B&SV operations over our line, and you would be willing to let me scan them so others may view them, please contact me here at the depot.

loren@bsvrr.com

We continue our look back in the next edition of Keeping Track.



Fort Dodge, Des Moines & Southern 402 in the yard at Boone, Iowa.



On October 29, 1983, our first day of operations, Charlie Goldsworth is at the throttle of borrowed Chicago & North Western power.



Making a stop at Story Street station in Boone, Iowa.



Southbound freight at Marion Street in Boone, Iowa.

Interested in running for our Board of Directors?

Write to: Iowa Railroad Historical Society
Attention: Nominating Committee
PO Box 603
Boone, Iowa 50036



A Fatal Collision on the FDDM&S

By Charles Mischke

The Fort Dodge, Des Moines & Southern Railroad was a 147-mile long interurban electric railroad in the period 1907-1955. In 1936, there was a fatal accident at about the mid-point of the main line within the Boone, Iowa yard limits. The yard limits included geographically named passing sidings: west long, west short, east short and east long.

The railroad had a north-south orientation, with the mainline extending from Fort Dodge to Des Moines, a distance of 84 miles. There were two scheduled freights, 81 and 82, the night of the incident; however, extra freights were also run. Locomotive 205-201, consisted of boxcab engines 205 and 201 in multiple unit, arrived at east long with 17 cars, as train 81, to meet train 82. No. 81 arrived about 1:30 a.m. for it's 3:15 meet with No. 82. Since it was within yard limits, the locomotive could go into Boone as a yard move (under yard rules) for about 4000 feet beyond the meeting point, and then back into the elevator siding near Marshall Street to lay-up while the crew went to beans (eat).

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Extra 203 South was passed at west long by southbound No. 82. Extra 203 South then left his consist at west long, trailing two cars and pushing the leading SP 30187 boxcar. He followed No. 82 southward at a safe distance, with his brakeman riding leading side stirrup at the time. It's train order, reading in part "...keeping clear of all scheduled trains..." was not copied to No's. 81 and 82. The crew of No. 81 was on the ground when No. 82 went past southward. At this time, the motorman activated the south cab of 201, preparing to back out and then run south to make the coupling to his consist at east long, 3500 feet away. The switch to the elevator was thrown for the siding.

At this time, the x203S switch movement entered the curve to its left, and the brakeman was leaning way out to the side giving over-the-shoulder encouragement to this motorman with his lantern. As the motorman leaned out of the window of 201, he saw the vertical movement of the x203S lantern as a vertical proceed signal from his own brakeman and started backing 205-201. At this point, it was too late to stop short of the fouling point and a gentle collision wiped the x203S brakeman off the boxcar and killed him. Equipment damage was slight.



Errors:

1. The locomotive of train 81 overran a scheduled meeting point, preceded in yard limits to the elevator siding, ready to stop short of any movement or obstruction in the yard. On the backup move, the surprise appearance of an x203S switching move caused confusion.
2. The brakeman of x203S should have been on the ground walking ahead around the curve in a position so that he could have seen the red-light switch target and stopped his move.
3. The conductor of 81 should have sent his brakeman around the curve to see if there were conflicting movements in the yard limits, and then, on his signal, opened the switch.
4. The motorman of 205-201 should not have operated from the south cab to leave the siding, for he could not clearly see in the direction of his first intended movement.
5. The practice of going to beans was one of long standing and well known to regular crews.
6. It was not established that clearance cards issued to 81 and 82 indicated that there was an extra on the line.

The accident was within yard limits. The crew of x203S was following 82 at a safe distance and was not expecting 205-201 to be beyond the meeting point of the timetable schedule. All movements within yard limits must avoid collision with all equipment or obstructions. The brakeman, if not on the end ladder, should be with his head above the car top where he could see. His conductor did not direct him.

The conductor of 82 could have told the conductor of 81 that there was a switching move behind him. The conductor of 81 did not direct his brakeman to look around the curve, nor did he require his motorman to make the first move from the cab, giving the motorman a clear view of the track to be moved upon. The motorman used a cab of later convenience. The motorman made a bad choice, for his responsibility is the safe movement of his locomotive or train.

Dick Ludwig's Famous Pickle Recipe

Unfortunately, the following recipe arrived a bit too late to make it onto the pages of our 25th Anniversary cookbook. But as we have had many requests for this recipe in the past, we thought that we would pass it along in this edition of the newsletter.

Cucumbers, small to medium size, to fill a 1 gallon size glass wide-mouth jar or crock
1 cup sugar (white, granulated)
1 tablespoon ground mustard
1/3 cup plain or pickling salt (not iodized)
1/4 cup horseradish (OR 1 heaping Tbsp. ground, 1 toe crushed, or 1 Tsp. powdered garlic)
3 cups water
3 cups white vinegar
1 pinch of alum
1 tablespoon pickling spice
3 or 4 heads of fresh dill weed (OR 1 Tsp dill seed)

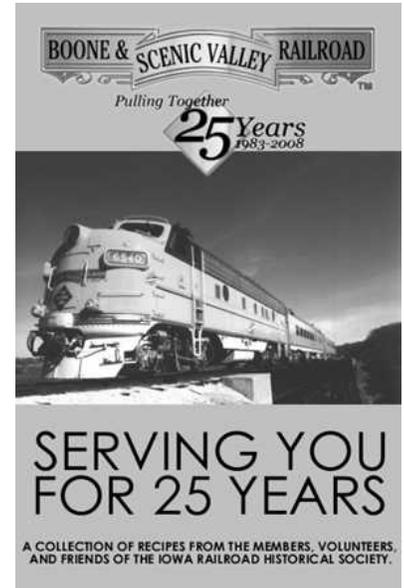
Cut cucumbers into bite size. To fill a jar, combine the rest of the ingredients, and let set covered at room temperature for 3 to 4 days. Do not can or process further. Keeps for several months if refrigerated.

Cookbooks still available

There is still time for you to purchase your copy of the Iowa Railroad Historical Society's 25th Anniversary Cookbook. The cookbooks are only \$13.00, and contain over 400 mouthwatering recipes from friends and members of the Iowa Railroad Historical Society.

To order, send \$13.00 (plus \$5.00 for postage and handling) to:

Cookbook
Iowa Railroad Historical Society
PO Box 603
Boone, Iowa 50036



Shop, mechanical, and track news

Shop crews continue to work on former Chicago & North Western express/baggage car 8646, readying it for use as a concession car on our Fraser excursion trains. In June, the car was sandblasted, primed, and windows were removed in order for replacements to be installed.

Late in the month of June, track crews made repairs to the switch leading to the south platform track just west of the depot. Several ties were replaced, ballast was dumped, and drainage improvements were made.

LEFT: Jim Gardner and Travis Stevenson look on as FP9 6540 brings the first train across the newly-revamped track.

Early in the month of August, Chicago South Shore & South Bend coach 39 was released from the shop after having new rubberized roofing applied. Shortly after 39 left the shop, sister car #38 went in for paint and body work.

Track and shop crews have remained busy tackling the flood damage between Fraser and Wolf Junction, as well as keeping on top of the somewhat less serious damage brought on by our more-recent heavy rains. At this time, crews are nearing the top of the "west hill", and it would appear there is a chance that dinner, dessert, and picnic trains will once again be traversing the line all the way to Wolf Junction by sometime in October.

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PO Box 603
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515-432-4249 Extension 13

ON THE INTERNET

<http://www.bsvrr.com>

INCORRECT ADDRESS? MOVING?

Make sure that the delivery of your newsletter is not delayed. Please e-mail your address corrections to: loren@bsvrr.com, mail them to: Iowa Railroad Historical Society, PO Box 603, Boone, Iowa 50036, or call 515-432-4249.

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