



TEXAS STATE RAILROAD

P.O. BOX 166
Rusk, Texas 75785
1-888-987-2461
TexasStateRR.com



2016 Photographer's Special

July 2-3, 2016

The Rules

- **SAFETY FIRST**
 - Always think "Safety"
 - Be aware of your position and situation
 - Be aware of the position of the train
 - Never stand on or near the track(s)
- **Please respect the guidance of the Photo Line Coordinators**
 - **Coordinators:** Everett & Jason
 - A photo line will be established at each location by the Coordinators
 - Please stay in-line with the person to your left and right
 - If you choose to use a different location, please do not place yourself between the photo line and train
- **Be aware of your position relative to the photo line**
 - Never stand in someone else's shot
 - Always try to be shoulder-level with the person next to you
- **ABSOLUTELY NO TALKING during the run-bys**
 - Some guests are making audio/video recordings
- **Number of Run-by Locations**
 - Our schedule is tight today to maximize the number of locations where we can stop for photos
 - The faster we unload and load at each stop, the more stops we will have time to make
 - Please be SAFE, but move quickly and efficiently in this process

*** SPECIAL NOTE ***

Between each of the photo stops, you will be able to purchase a ride in the locomotive cab for \$20. These short trips will vary in length/duration and are first come, first served. **Please see Jason to reserve your spot and sign the liability waiver. Payment must be CASH ONLY.**

MAR 7 West

Possible Photo Locations

Fairchild Hill

Type of Photo: Head-on, coming up hill.

Mewshaw Siding

Type of Photo: Head-on and broadside. Dirt road can be used for framing. It is likely that stored railroad equipment will also be present to use for enhanced photos.

Big Curve west of Neches River

Type of Photo: Option 1: Broadside, inside of curve
Option 2: "Going away" across Neches Bridge

Dean Wright (West)

Type of Photo: Head-on and broadside. Paved road, house, and wooden fence are on-site for framing.

Palestine

Type of Photo: Open photography while train is turned & locomotive is serviced. T&P 610 will be available for viewing inside the Engine House.

MAR 7 East

Possible Photo Locations

Dean Wright (East)

Type of Photo: Head-on and broadside. Paved road, house, and wooden fence are on-site for framing.

Mile Post 19 – S Curve

Type of Photo: Head-on, coming through ess curve. Heavy trees are on both sides.

Neches River Bridge

Type of Photo: Head-on, coming across bridge. Engine crew will make heavy smoke and conduct a "blow down" with heavy steam.

Java

Type of Photo: Head-on and limited broadside. Country road is present for framing.

Maydelle Depot (Hooping-up Train Orders)

Type of Photo: Head-on, passing Depot. Our "Station Agent" will attempt to "hoop up" Train Orders to the Engine Crew (Locomotive) and Train Crew (Caboose).

Mile Post 6 – Open Field

Type of Photo: Broadside, large open field.

History & Facts of Photo Locations

Palestine

- MP 25.5
- 427' Above Sea Level
- Western Terminus of the Texas State Railroad.
- The Texas Parks and Wildlife Department constructed the railroad yard, Depot, and Engine House in 1977 to serve the new tourist railroad.

Dean Wright

- MP 23.3
- 364' Above Sea Level
- Dean & Wright Lumber Company sawmill was once located here.
- The abandoned D&W spur is still visible on the north side of the track.

MP 19 – S Curve

- MP ~19
- 320' Above Sea Level
- Just west of here is Crystal Lake and Gibson Road Crossing.
- One of three original water tanks on the TSR was located at Crystal Lake.

Neches River Bridge

- MP 13.7-13.9
- 280' Above Sea Level: lowest point on the railroad.
- 1,050 feet in length. 35 feet above the river bed.
- Original trestle was a traditional wood-pile design.
- The Texas Parks & Wildlife Department constructed modern concrete bridges across the entire railroad in 1980.
- Just south of the Neches Crossing, there was a ferry operation run by Ben Canon from 1848 to 1851. A toll bridge later replaced the ferry and operated until 1924.
- On the east side of the river, the Texas Southeastern Railroad (owned by the Southern Pine Lumber Company) once connected to the Texas State Railroad. The TSE line ran south to the logging town of Fastrill and then on to Diboll. The Southern Pine Lumber Company had logging land on the both sides on the Neches and used the TSR trestle to cross over. In later years, TSE trains ran from here to Maydelle on TSR rails to deliver lumber products.

Mewshaw

- MP 11.5
- 374' Above Sea Level
- The siding is 860' long
- Mewshaw was once the location of a large lumber and coking operation.
- The last sawmill here burned on September 27, 1909

Java

- MP 9
- 348' Above Sea Level
- The original town of Java was started in 1840.
- There was once a lumber and coking operation here.
- The original Texas State Railroad reached this location in 1906. That same year, the nearby town of Maydelle was founded and most residents of Java move there. By 1910, Java was the ghost town that you see today.

Maydelle

- MP 7.2
- 411' Above Sea Level
- Only surviving town on the TSR between Palestine and Rusk.
- Camp Searcy Baker was built at this location in 1904 as an extension of the state prison in Rusk. In addition to constructing the railroad on its way west, the inmates also cut trees to support the coking operation in Rusk.
- In 1907, the camp was reorganized as Camp Wright and in 1909 the town of "Maydelle" was established, named in honor of the daughter of Texas Governor Thomas Campbell.
- By 1914 Maydelle had blossomed into a thriving community with several churches, a bank, a cotton gin, and four general stores.
- The population of Maydelle peaked at 450 in 1929, dropped to 150 during the Great Depression, and has settled at about 250 today.
- Until 1946, the Texas Southeastern Railroad hauled timber from Fastrill, Texas to a connection with the Texas State near the Neches River and then east to Maydelle for finishing.
- Since the tourist railroad was created in 1972, the Maintenance-of-Way Department has been headquartered across the street from the Depot.
- The turntable was installed in 1979 by the Texas Parks and Wildlife Department. It was acquired from the Frisco rail yards in Paris, Texas.

Fairchild Hill

- MP 5.1
- 500' Above Sea Level: 2nd highest point on the TSR.
- *The highest point is 545' at MP 27.9 and not part of the passenger route.
- The grade is primarily 2% in both directions. However, near the summit it increases sharply to approximately 2.5%.

MP 6

- 435' Above Sea Level
- On this spot in 1881, nothing happened.

Rusk

- MP 0.7
- 430' Above Sea Level
- Eastern Terminus of the Texas State Railroad
- Depot was completed in February 1977 by the Texas Parks and Wildlife Department and is constructed out of beautiful native stone.
- In addition to a ticketing booth and souvenir area, the Depot has a 60-seat theater and houses the railroad's administrative offices.
- The primary TSR maintenance/restoration shops and storage yard are located about a half mile to the east of the Depot.

Consist

Magma Arizona Railroad #7

- Formerly Texas State Railroad #400
- Built by Baldwin Locomotive Works in 1917
- MAR #7 is a 2-8-2, also known as a "Mikado" or "Mike." She weighs 87 tons, has a boiler pressure of 180 pounds per square inch, cylinders of 21x28 inches, Walschaerts valve gear, 54 inch driving wheels, and can deliver 33,400 pounds of tractive effort.
- Operated on the Tremont & Gulf Railroad in Louisiana until 1954
- Sold to the Magma Copper Mine in Arizona in 1954
- The smoke box was painted the copper color by the Magma Arizona Railroad because it predominantly hauled copper ore.
- Stared in movie: "How the West Was Won"
- Came to the Texas State Railroad in 1978

American Refrigerator Transit (ART) Refrigerator Car #111717

Cotton Belt (SSW) Flat Car #101974

TSR Stock Car #126300 - Former Missouri Pacific #126300
- Former Burlington Northern #953002

Texas State Railroad Flat Car #1

Texas State Railroad Water Car

TSR Caboose #129 – Former MKT #129

TSR Observation Car #1511 – Former AT&SF #1511

Southern Pine Lumber Company #28

- Built by Baldwin Locomotive Works in 1917 for the U.S. Army as #396.
- After serving the Army, she was sold to the Tremont & Gulf Railroad where she was given the number "28." She was then sold to the Southern Pine Lumber Company before being donated to the Texas State Railroad in 1973.
- #28 was painted red and given the number "300" on the Texas State Railroad.
- In 2014, #300 was put in the shop for maintenance. Her paint scheme and number for the Southern Pine Lumber Company were lovingly restored.
- This class of locomotive is known as a "General Pershing."
- SPL #28 is a 2-8-0 or "Consolidation." She weighs 83 tons, has a boiler pressure of 190 pounds per square inch, cylinders of 21x28 inches, Walschaerts valve gear, 56 inch driving wheels, and can deliver 35,610 pounds of tractive effort.
- The tender holds 6,500 gallons of water and 2,400 gallons of recycled automotive oil.

Comments & Suggestions for 2017

Please tell us what you want to see next year

(Give this page to Jason)