



Arkansas Railroader

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Have a problem with the Club? Need a question answered?

Then contact one of your officers or board members listed above. That's why we are here.

JOINING THE ARKANSAS RAILROAD CLUB

The **ARKANSAS RAILROAD CLUB** is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We meet on the second Sunday 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.

ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information.

NEXT MEETING

The next regularly scheduled monthly meeting of the Arkansas Railroad Club will be 2 pm, SUNDAY, March 14, 2010. It will be held at Curtis H. Stout, Inc., 2400 Cantrell Road, Suite 100, Little Rock, Ark.

BACK ISSUES ONLINE

Past issues of the *Arkansas Railroader* are online at: <http://www.thundertrain.org/road>. All issues from 1970-March 2008, are available. If you're reading the past issues online, you might want to consider becoming a member. Membership dues help keep the *Arkansas Railroader* going.

COVER PHOTO

Shipping containers sit on an Union Pacific intermodal train passing through Little Rock's Union Station during a snow fall on February 8, 2010. Photo by David Hoge.

ARKANSAS RAILROAD CLUB MEETING MINUTES FOR FEB. 14, 2010

Minutes of February 14, 2009 ARC meeting:

The Reader Railroad was discussed. They are still renting equipment to movie makers. -- Randy Tardy reported on short Little Rock & Western trains the past week, but noted one train had 2 carloads of lumber, which is a positive sign. He said their trains looked good in all the snow we've been having. -- OLD BUSINESS - The annual Show and Sale will be held in Pine Bluff at the Arkansas Railroad Museum on April 10. There will also be a railroad show and sale at

Bentonville, Arkansas April 17. -- Russell Tedder reported that all his photos for his upcoming book have been scanned, but no date on publication yet. -- KCS's Business Train cars were sent to the winter olympics in Canada, according to Bill Bailey. -- Randy Tardy said that the Arkansas Antiques Collectors will hold a show April 30-May 1 at the Jacksonville Community Center. -- Ron Esserman said that a copy of the Rico Train Station at Durango, Colorado is now for lease at \$1800/month. (Minutes taken by Ken Ziegenben)



Rail wheels sit at the Union Pacific yard in North Little Rock, Ark., during a snow fall on Feb. 14, 2010. Photo by John C. Jones.

ARKANSAS RAILROAD CLUB NEWS

2010 UNION PACIFIC CALENDARS FOR SALE. The 2010 calendar is now available for order. However, we only have 5 copies remaining, so order soon before they sell out. Member Ken Ziegenben has a photo in this year's calendar. The cost is \$10 plus \$3 for shipping. Order from the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

SHORTLINE RAILROADS OF ARKANSAS by Gene Hull is still available for \$15 plus \$2 postage per book. Orders may be sent to the Arkansas Railroad Club, P.O. Box 9151, North Little Rock, AR 72119.

A CROSSETT LUMBER COMPANY HISTORY by O.H. "Doogie" Darling is for sale. The book is titled *A History of the Mills, Logging Camps, And Early Forestry Operations of the Crossett Lumber Company*. Cost is \$15 plus \$5.00 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.

TRAIN SHOWS & OPEN HOUSES

ANNUAL RAILROADIANA & MODEL TRAIN meet will be held Saturday, April 10, 2010, at the Arkansas Railroad Museum. Adults \$5.00, children 6-12, \$2.00 and under 6 free. The Arkansas Railroad Museum is located in Pine Bluff, Arkansas at 1700 Port Road. Model train layouts, door prizes and railroad memorabilia. Call 870-535-8819 for more information.

INFORMATION NEEDED

THE ARKANSAS MIDLAND RAILROAD is looking for photos of the Missouri Pacific's Delta Eagle at the depot at Helena, Arkansas. If you would like to share the photo with the railroad, contact David Hoge at davidhoge@mac.com or 501-590-5172.

RAILROAD NEWS

UNION PACIFIC IS SCHEDULED to operate one of its steam locomotives on a trip to Harlingen, Texas, in April 2010. As of February 2010, the locomotive will return via North Little Rock, Arkansas. It should travel from Longview, Texas, on Wednesday, April 21, 2010, layover at North Little Rock on Thursday, April 22, 2010 and depart Friday, April 23, 2010. At this time it is not known what route it will take leaving North Little Rock. However, scheduling is subject to change.

PINSLEY RAILROAD took control of the Warren & Saline River and the Prescott & Northwestern on January 1, 2010. The two former Potlatch properties will be operated by the Arkansas Midland, another

FORDYCE, ARKANSAS: A HISTORY OF THE TOWN, AND ITS FORESTS, TIMBER AND MILLS, by O. H. "Doogie" Darling is for sale. The 135 page book contains maps, railroad logging history and photos. Price is \$25.00 plus \$5.00 S&H per copy. Mail orders with payment to O. H. Darling, 1203 Chestnut Street, Crossett, Arkansas 71635.

MEMBER WEB SITES Fred Fillers website on Arkansas streetcars at: <http://www.fredstreetcars.com>.

Paul Cales' website on the Missouri & North Arkansas http://www.eurekaspringshistory.com/nw_arkansas_rr.htm

Ken Ziegenben's website at <http://www.trainweather.com>

David Hoge's website at: <http://www.trainweb.org/arkansastrains>

Daniel Gladstone's website at: www.artrains.org

If you like your website listed, send the address to davidhoge@mac.com

MEMBERSHIP LISTS OF THE ARKANSAS RAILROAD CLUB are available. Either write David Hoge at the club's address or email David at davidhoge@mac.com

ARKANSAS ANTIQUE COLLECTORS EXTRAVAGANZA will be held at the Jacksonville Community Center on April 30 and May 1, 2010, in Jacksonville, Arkansas. Items available include railroad memorabilia, Civil War relics and post cards. Hours are 3 to 8 p.m., on Friday and 9 a.m. to 3 p.m. on Saturday. Admission will be charged.

BRIAN WALLER WITH THE E.S. & N.A. R.R. HISTORICAL & RESTORATION SOCIETY is looking for plans or blue prints for a trestle on the old Missouri & North Arkansas line, 1.5 miles east of the present-day wye north of Eureka Springs, Arkansas. If you have any information please contact him at elsax3@juno.com.

er Pinsley owned railroad.

UNION PACIFIC HAS INCREASED TRAIN SPEED through Malvern, Arkansas from 35 miles per hour to 60 miles per hour beginning February 14, 2010. Improvements to signals and grade crossings at Banks, Babcock and Cabe Streets have allowed the increase.

THE LOUISIANA & NORTH WEST RAILROAD will have two locomotives on display from about 10 a.m. to 2 p.m. on March 6, 2010, during the Jonquil Jubilee Historic Home and Garden Tour held at Gibsland, Louisiana. More information about the home garden tours can be found at www.jonquiljubilee.com

May meeting will be held on May 16, 2010, due to Mother's Day.

First in Arkansas Railroading

Over the next few months we will be reprinting articles from the *Arkansas Gazette* and its predecessors which document some of the “first” in Arkansas railroad history. Since your editor was not alive 150 years ago, we’ll have to rely on the original reporters as to whether these were some of the first. Most of this month’s selection of articles are very short, sometimes only a single sentence. This month’s article is not about a “first” but describes the Cairo & Fulton line north of Little Rock.

Little Rock to St. Louis. The Cairo and Fulton and Iron Mountain Railroads -- Distinguished Passengers -- The Excursion. *Daily Arkansas Gazette, June 13, 1873*

Monday morning, at 9 o’clock, the rambling local of the Gazette rolled out of Little Rock on Conductor Pratt’s train, with Engineer Frank Johnson on the foot-board.

The train consisted of four handsome coaches, including Frank Johnson’s palace sleeping car. A considerable number of Capital city celebrities were on board, among who were Mr. Mandeville and family, of the railroad-contracting firm of Mandeville & Allen; P.H. Homan, assistant superintendent of the Cairo and Fulton railroad; United States Attorney Harrington; George H. Gibbs, the book merchant, and Frank Hugh, of the Chicago and Alton railroad -- all ticketed for the future great city.

We proceeded rapidly north without incident, crossing the Little Red river at Prospect Bluff and White river near Newport, and arriving at that station at 1:30, where an excellent dinner was partaken of at the railway eating-house, where the well known McCartney caters to the wants of the traveling public. After leaving Newport, large fields were visible and stock became plenty, showing that we were entering a prosperous country.

At Tuckerman, ninety-four miles from Little Rock, we met a construction train, in charge of Frank Hall. There were a number of railroad improvements visible. At Swifton, there were a few rough temporary buildings; at Alicia, a water tank; at Delaplaine, a large lumber mill; at Peach Orchard, a number of side tracks, a new depot, and new buildings were springing up in every direction. On our arrival at Knobel a heavy rainstorm stuck us, which lasted until about dark. The water fell in torrents, but the track, which is high above low ground, sustained no damage. At Moark, on the line between Missouri and Arkansas, the passengers took supper at Henry Boa’s eating-house, the excellence of the meal surprising many of the passengers. This station is the northern terminus of the Cairo and Fulton railroad, and there the train was taken in charge by conductor Williams, who managed over the Arkansas branch of the Iron Mountain railroad.

At Poplar Bluff was observed the grading of the Cairo, Arkansas and Texas railroad, which will run from Cairo to Poplar Bluff, connecting with the Iron Mountain branch. Track laying is already progressing from Charleston, on this road south, and will cross Black river at this place. At Beveley, on the Iron Mountain railroad, twenty-seven miles from St. Louis, we came out of the woods to the bank of the Mississippi. At every bridge on this road is a reminiscence of the late war, in the shape of a blockhouse, used as a fortification to protect the bridges from the destruction at the hands of the soldiers.

At 7 o’clock Tuesday morning, the train which left Little Rock at 9 o’clock Monday morning, arrived in St. Louis, where the writer “put up “ at the good old Planter’s house, where were a number of Little Rock denizens. The city appears rather dull at present. Many of its citizens are anxious for the excursion to Little Rock, which, it is hoped, will soon take place. Mr. Fishback, of the Democrat, was visited and expressed a desire to visit Arkansas, as did many others. L.B.



Arkansas has had quite a bit of snow this February with two snowfalls in one week. Tank cars on a Union Pacific manifest train at the Union Pacific yard in North Little Rock, Arkansas, are covered by a second fall which occurred on February 14, 2010. Photo by John C. Jones.

River Rail growth off-track; Last study’s conclusion leaves expansion plans unclear

By Jake Sandlin *Arkansas Democrat-Gazette*

After five years of mainly running on loops in the downtowns of Little Rock and North Little Rock, where River Rail’s electric streetcars will go next is undecided.

Plans to expand River Rail, which marked its fifth anniversary last week, are temporarily off-track. A long-preferred link to Little Rock National Airport, Adams Field, fell out of favor in August when a feasibility study determined an airport extension wouldn’t spur development along the route and would cost up to \$105 million to build.

A new study will soon begin considering new expansion possibilities in both cities, even though North Little Rock will have first preference.

Little Rock, North Little Rock and Pulaski County evenly share annual operating expenses for the streetcars, projected to be \$963,258 in 2010. Passenger revenue is budgeted at \$79,525 next year.

“Since the airport wasn’t the study’s recommendation, the next expansion phase goes back to being North Little Rock’s option,” said Betty Wineland, executive director for Central Arkansas Transit Authority, which manages the \$29.8 million River Rail.

The last expansion was the 2007 opening of nearly a mile of double track entirely in Little Rock to the Clinton presidential library and Heifer International east of the River Market District. North Little Rock had planned to forgo its option for an airport extension, if one came about.

“The potential for expansion in Little Rock and North Little Rock will depend on what’s most feasible and what the study recommends,” Wineland said. “Where it goes next will be up to the two cities and the county, whatever they want to do.”

Possibilities include River Rail growing to become more of a commuter line for residents to reach businesses and services, instead of primarily catering to downtown tourists and Clinton library visitors.

URS Corp. of Fort Worth will do the \$195,000 study on the best possibilities, headed up by Keith Jones, the former CATA chief who oversaw River Rail from conception to the birth of Phases One and Two.

Those possibilities, Wineland and others have agreed, include routes to high-density areas having several destinations to generate ridership, still not a River Rail strong point. Last year’s total of 112,578 passengers was lower than the previous three years, though CATA stopped double-counting transfers in 2008 when all streetcars began covering both cities.

Extending north, for instance, on North Little Rock’s Main Street to Pershing Boulevard would help connect downtown to North Little Rock High School-West Campus, the post office, and the city’s Laman Library, community center and senior-citizen center. This route would depend on rebuilding the viaduct between Ninth and 13th streets.

Going south on Little Rock’s Main Street would reach restaurants, shops and residences and possibly spur new businesses. West on Capitol Avenue to the state Capitol building would connect govern-

ment offices, banks and many private businesses.

Restoring the former Heights/Hillcrest streetcar line — Little Rock last ran streetcars in December 1947 — is also an idea mentioned, but would be along a curvy and busy stretch of Cantrell Road.

“The Heights would be a great route,” Wineland said. “I think people would really use it and it would take some traffic off of Cantrell.

“We would like to be able to provide more rail commuting within the cities and get a chance to go into the residential areas,” she added. “A rail line is like a bus route in that it has to have more than one generator for passengers. The more generators you have, the more successful those routes will be.”

It may be difficult for some to find reason for a costly expansion of River Rail, but standing still costs even more, Pulaski County Judge Buddy Villines said.

“We ought to be identifying rail corridors now and securing the right of way so we can do the planning,” Villines said. “If you don’t start today with a plan, the costs keep climbing. By planning now ... we’ll be in a position to do it.”

While River Rail’s overall cost pushes toward \$30 million, mainly because of a \$738,000 expansion of its trolley maintenance barn that finally got under way last week in North Little Rock, supporters will contend that the system is paying big dividends through development along the line.

“We’re the envy of other cities in the country that have officials come here to look at River Rail and ask us ‘How did you do that?’” said Jimmy Moses, a partner in Moses Tucker Real Estate.

Moses’ company has added about \$200 million in new construction along or adjacent to the trolley track in Little Rock since River Rail opened, he estimated. “We hope to have another \$50 million in new development on the line in the next two years,” Moses said.

In North Little Rock, developers of the \$5 million Argenta Square apartments, the \$6.5 million Argenta Place anchored by Cregeen’s Irish Pub, the \$13.6 million Maple Street Townhomes under construction, and the \$40 million city-owned Dickey-Stephens Park baseball stadium all give credit to the draw of the trolley line as one reason for their location, Mayor Patrick Hays said.

“We’re proud of the legacy we’re leaving” through River Rail, Hays said.

Wineland won’t credit River Rail as the sole instigator of the new development along its tracks, but said the streetcars’ presence comes into play.

“Some of that started before River Rail did, but we are an enhancement to developers,” Wineland said. “And developers are interested in where the next expansion will be.”

Originally published in the November 8, 2009 edition of the *Arkansas Democrat-Gazette*. Used by permission.



Union Pacific No. 7701 sits in the snow at Union Station, Little Rock, Arkansas, waiting for a clear signal before proceeding north across the Baring Cross bridge into the Union Pacific yard at North Little Rock, on February 8, 2010. Photo by David Hoge.

Wreck of Missouri Pacific's No. 76 at Little Rock

By John A. Mills

"A major derailment, which resulted in a huge fire took place on June 23, 1935, on the "County Hospital" curve in Little Rock, Arkansas. My father took me as a five-year-old to view the accident on a Sunday after church. Two of the MoPac employees on First No. 76 lived in our neighborhood. Mr. Haskett, the fireman and Bill Dillon, the head brakeman riding in the dog house jumped off the tender as the train was derailing. Both were injured and recovered and went back to work in a few weeks. Several cars loads of cattle were involved and had to be "rounded up" by Little Rock Fire Department employees and others. Watermelons were scattered all over the site. The resulting fire took several hours to extinguish. MoPac trains detoured over the Louisiana Division to Pine Bluff and then on the Cotton Belt to Texarkana for a couple of days. The accident was caused by juveniles placing spikes on the rails. The crossover shown on the diagram was removed when CTC was put into operation in the early 1940's. The spur track at one time was the Little Rock, Maumelle & Western Railroad that went west from Little Rock with a spur to Fair Park where the Goodman Wonder Shows wintered their carnival train." John A. Mills

The following is the Interstate Commerce Commission accident report and map.

BUREAU OF SAFETY
REPORT NO. 1991

Railroad: Missouri Pacific
Date: June 23, 1935.
Location: Little Rock, Ark.
Kind of accident: Derailment
Train involved: Freight
Train number: First No. 76
Engine number: 1535
Consist: 67 cars and caboose
Speed: 40-45 m.p.h.
Track: 2 degree 30' curve to left
Weather: Clear
Time: 12:30 p.m.
Casualties: 3 killed; 4 injured
Cause: Spikes placed on track rails

INTERSTATE COMMERCE COMMISSION

REPORT OF THE DIRECTOR OF THE BUREAU OF SAFETY
CONCERNING AN ACCIDENT ON THE MISSOURI PACIFIC
RAILROAD NEAR LITTLE ROCK, ARK., ON JUNE 23, 1935.

July 19, 1935.

To the Commission:

On June 23, 1935, there was a derailment of a freight train on the Missouri Pacific Railroad near Little Rock, Ark., which resulted in the death of 3 trespassers, and the injury of 1 employee and 3 trespassers.

Location and method of operation

This accident occurred on the Little Rock District of the Arkansas Division, extending between Texarkana and North Little Rock, Ark., a distance of 146.05 miles; in the vicinity of the point of accident this is a double-track line over which trains are operated by time table, train orders, and an automatic block-signal system. The accident occurred on the northbound main track at a point about 2.6 miles south of Little Rock; approaching this point from the south, the track is tangent for more than 1 3/4 miles, followed by a 2 degree 30' curve to the left 2,077 feet in length, the accident occurring on this curve at a point 192 feet from its southern end, where the grade changes from level to 0.6 percent ascending for northbound trains.

The track is laid with 90-pound rails, 33 feet in length, with an average of 20 treated ties to the rail length, fully tieplated, single spikea, and ballasted with gravel to a depth of 12 inches. The track is well maintained. The maximum permissible speed for freight trains is 45 miles per hour.

The weather was clear at the time of the accident, which occurred, about 12:30 p.m.

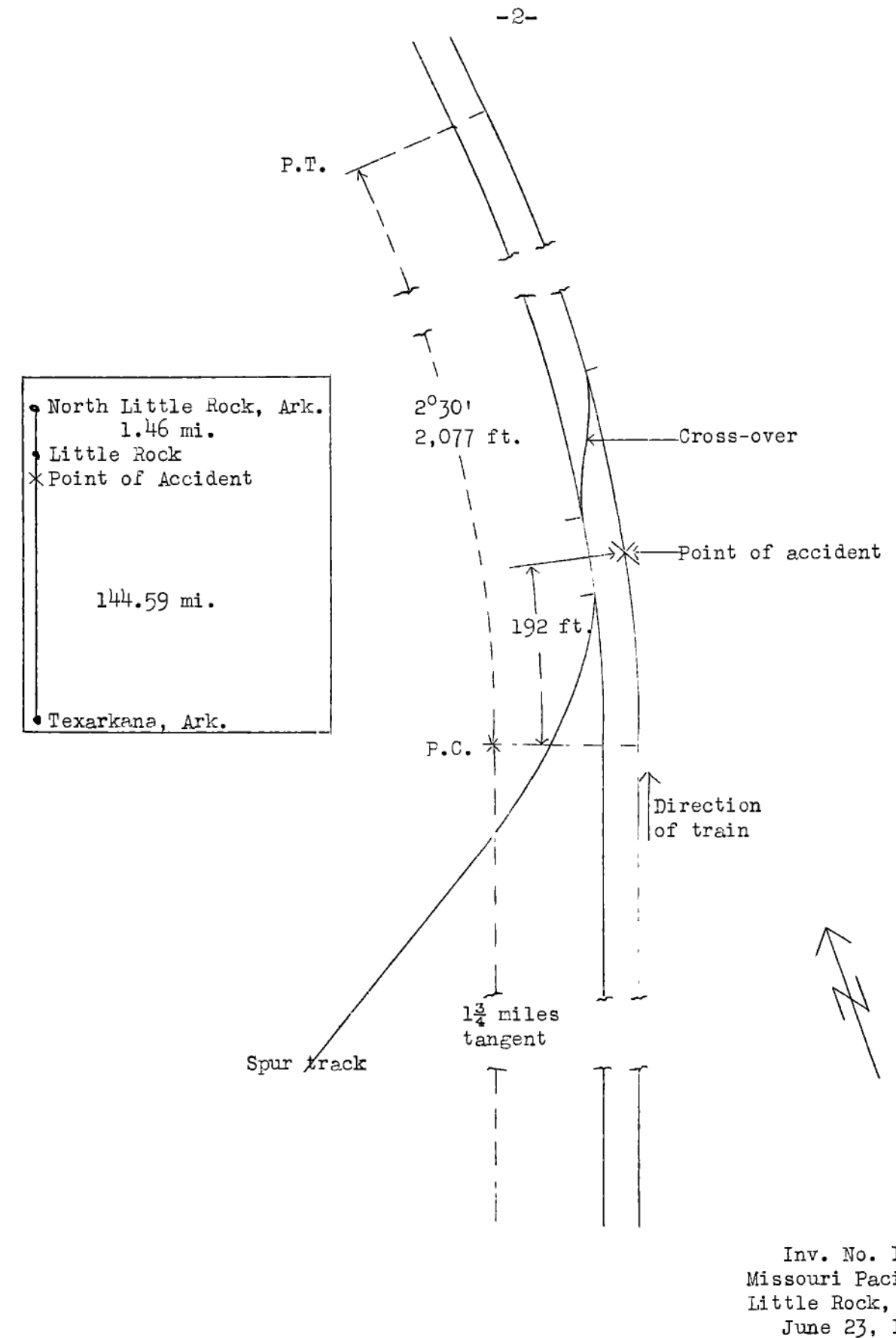
Description

Train First No. 76, a north-bound second-class freight train, consisted of 67 cars and a caboose, hauled by engine 1535, of the 2-8-2 type, and was in charge of Conductor Murray and Engineman Young. This train passed QQ Tower, 28.01 miles south of Little Rock, at 11:44 a.m., according to the train sheet, 2 hours and 9 minutes late, and was derailed while approaching Little Rock at a speed estimated to have been between 40 and 45 miles per hour.

Engine 1535, its tender, the first 27 cars, and the forward truck of the twenty-eighth car were derailed. The engine stopped on its right side at a point 410 feet north of the point of derailment; the first 26 cars were piled up within a distance of about 150 feet, obstructing both main tracks, and 24 of them were destroyed by fire that broke out immediately after the accident. The employee injured was the fireman.

Summary of evidence

Engineman Young stated that approaching Little Rock the speed was between 40 and 45 miles per hour; he was on his seat box and the first he knew of anything wrong was when the front end of the engine jumped or was lifted upward, whereupon he immediately applied the air brakes in emergency and then the engine turned over. The air brakes had been tested and worked properly en route and prior to the accident there was nothing unusual about the trip. He did not see any one on the ground in the vicinity of the point of accident, nor did he notice any obstruction on the rails. Fireman Haskett was on his seat box maintaining a lookout ahead, but he did not see anyone nor did he see any obstruction on the rails. Fireman Haskett said that when the front end of the engine was raised, the sensation was similar to that which occurs when an engine is run upon a coal pick in order to repair a stuck wedge. Head Brakeman Dillon was in the brakeman's cabin on the tank and was not aware of anything wrong until the accident occurred; he estimated the speed of the train to have been about 45 miles per hour.



Inv. No. 1991
Missouri Pacific R.R.
Little Rock, Arkansas
June 23, 1935

Map of wreck of Missouri Pacific No. 76 near Roosevelt Road in Little Rock, Arkansas on June 23, 1935.

Conductor Murray, Swing Brakeman Holloway and Flagman Thompson, who were in the caboose at the time of the accident, estimated the speed to have been between 40 and 45 miles per hour. After the accident the conductor, assisted by some bystanders, found three spikes, two of which had been run over, and there was a scarred place on top of the rail where the spikes had been placed. One spike that the conductor found was lying between the main tracks about 20 or 30 feet north of the scarred place on the rail, while another spike found by a bystander was picked up on the east side of the north-bound track these two spikes were mashed, having been run over. The third spike he merely saw in the hand of a man who gave it to someone else. In his opinion the accident was caused by spikes having been placed on the rail.

Section Foreman Jones stated that he last inspected the track on the day prior to the accident and found it to be in good condition. An extra gang was working at this point and had been performing general repair work, raising the track, putting in ties, etc., for a couple of days, and during the morning of the day prior to the accident he had carried out an unopened keg of new spikes and delivered them to the extra gang foreman. After the accident Roadmaster Ward showed him the spikes that had been run over and in his opinion the accident was caused by spikes being placed on the rail.

Extra Gang Foreman Smith stated that work of spacing ties, lining and surfacing the track, leveling, etc. had been performed by the extra gang and that when he left at the completion of the work on the day prior to the accident it was in good condition. Material in the form of plates and ties had been distributed ahead of the track work being performed, but the spikes were being used right out of the keg that the section forman had delivered; this keg, with some spikes in it. was left in the vicinity of where his gang had been working.

Roadmaster Ward stated that he arrived at the scene of the accident about 1 p.m., and his inspection disclosed that spikes had been placed on the track. There was a new indentation on top of the east rail, and about 21/2 inches north of the first indentation there was another one, followed by a third one, measuring about 5/8 inch and 1/2 inch in length, respectively, and 3/16 inch in depth. At a point 34 feet 6 inches north of the first indentation on the east rail, there was a flange mark on top of the rail about 11/2 inches from the gauge side which ran diagonally toward the outside and dropped off within a distance of 3 feet 1 inch. Starting at a point 9 feet 5 inches farther north, there were flange marks on the heads of spikes for a distance of 4 successive ties and then marks appeared on the tieplates of the next 31 ties, following which they were on the outside edges of the tieplates of the next 7 ties and then they appeared on the next 24 ties about 9 inches outside of the gauge of the rail, beyond which point the track was torn up; the total distance covered by the marks, from the point of derailment northward to where the track was torn up, was 121 feet, or for 71 successive ties. There were marks on the opposite side of the track for most of this distance, consisting first of broken angle-bar bolts and then marks on the ties. These marks apparently were made by the pony-truck wheels of the engine, which seemed to have been the only wheels derailed, and when they reached the turnout rail and frog of the trailing-point cross-over switch, located 215 feet north of the point of derailment, the engine swerved to the right and tore out the east rail, resulting in the final derailment. Roadmaster Ward said the two mashed spikes that had been run over by the train were turned over to him, and that they were new Missouri pacific spikes. Each of them had been flattened as a result of having been run over, and in his opinion the accident was caused by these to spikes having been placed on the track. Roadmaster Ward also said there was a keg near the tele-

phone booth, opposite the point of derailment, in which there were some new spikes.

Master Mechanic Hanna made a careful inspection of the engine but found no defects which could have contributed to the occurrence of the accident. Discoloration on the rail indicated where the spikes had been lying when run over by the train, and in his opinion the spikes were the cause of the accident.

Assistant Chief Special Agent Monroe stated that several boys were seen running away from the point where the accident happened, about 5 minutes before its occurrence. After the accident four boys were apprehended, one of whom, 16 years of age, at first admitted and then denied that they placed the spikes on the track. Agent Monroe said that this boy at first said that he and two other boys placed the spikes on the track, one spike on each rail, for the purpose of getting some freight or valuables out of the wreck, and that he held to his story until one of the other boys whom he implicated was apprehended and brought face to face with him, following which the boy denied all of his original story and said that none of them had placed the spikes on the track.

Careful examination of the track by the Commission's inspectors for a distance of about 1/2 mile south of the point of accident showed it to be in good condition and there was no indication of anything dragging, while marks at the point of derailment were found to be similar to those previously described by the roadmaster. The two mashed track spikes were new spikes, not having been used in the track, and they had been run over when lying lengthwise on the rail, with the points towards the approaching train.

Discussion

As a result of the investigation it was developed that two new Missouri Pacific standard track spikes had been placed on the track, one on each rail, with the points toward the approaching train, and that they were run over in that position, resulting in the pony truck of the engine being derailed, in which position it followed the rails until it reached the turnout rail and frog of the trailing-point cross-over switch, located 215 feet north of the point of derailment, where the engine was forced to the right and tore out the east rail, resulting in the final derailment. These spikes undoubtedly had been taken from an open keg partly filled with new spikes which had been left opposite the point where the accident occurred by an extra gang engaged in track-repair work during the previous day. The rules and instructions for the maintenance of way end structures provide that foremen and others will be held strictly responsible for all tools and materials left in their charge, and that all tools and supplies, when not in use, must, as far as possible, be kept locked in the tool box or tool house provided for the purpose, or where they can be carefully stored. The keg of spikes from which the spikes which caused this accident were thought to have been obtained, should have been disposed of according to rule.

Conclusions

This accident was caused by track spikes being placed on the track, one on each rail of a curve.

Respectfully submitted,
W. J. PATTERSON,
Director.

Editor's Note:

What is left out of the ICC accident report is the names of the dead and the offenders. According to contemporary accounts of the accident from the *Arkansas Gazette*, the three victims were "transient trespassers" riding the freight train. Authorities were never able to identify the three victims, which were buried at the Pulaski County Hospital cemetery on June 24, 1935, a day after the accident. The victims' bodies were so mangled that even dental clues could not be taken from the bodies. The only identifying material found anywhere in the wreckage that might have belonged to the victims was an application for naturalization for a George Williams of Philadelphia and a notebook with an emergency contact of John Williams. Two other transients riding on the train were also injured.

The suspects, David Barnes and three other boys, all living on Maple Street in Little Rock, Arkansas, were arrested shortly after the accident. The group was arrested based on information from tourist campers who were camping near the track and saw David Barnes and another boy on the tracks an hour before the wreck.

David Barnes first confessed to laying spikes on the rail, then recanted, then later admitted to his actions. Barnes also exonerated the other three boys who had been arrested. A few days after the derailment, on June 28, 1935, Barnes was charged with obstructing railroad tracks and imperiling life, with penalties of at least twenty years each.

A crewman from Union Pacific No. 2285 conducts a rolling inspection of another freight train at Union Station, Little Rock, Arkansas, on December 20, 2009. UP 2285 was originally number UP 6130 before being repainted with the UP wings and lightning stripe. The southbound train was operating as the Hope local which usually makes a daily run to Hope, Arkansas, with cars also bound for Nashville, Arkansas. Photo by David Hoge.



Arkansas Railroader



Time To Renew Your Membership In
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St. Louis Southwestern No. 7290, a GP40M-2 was spotted at Union Pacific's service ramp in North Little Rock, Arkansas, on February 14, 2010. The unit was built in May 1970 and rebuilt in January 1991. The unit is basically unaltered except for the FRA mandated yellow-frame stripe. Photo by John C. Jones.