



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

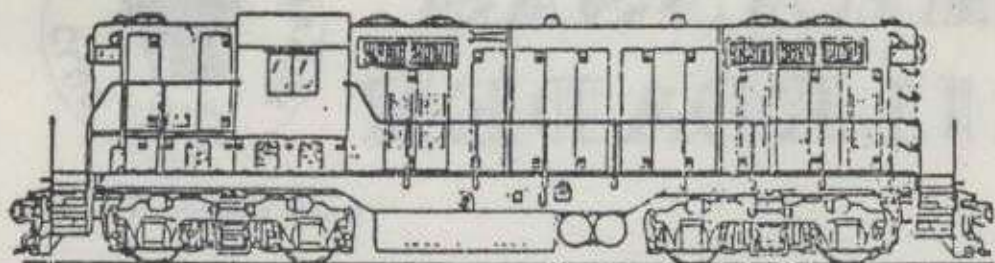
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LITTLE ROCK & WESTERN Engine 101 hauling a string of 20+ freight cars from it's interchange with the Missouri Pacific (Union Pacific) in Little Rock to a siding at Pulaski. The line's western-most terminal is in Perry, Arkansas, about 47 miles from the site of this picture, using the tracks of the former Rock Island Sunbelt Route. (More pictures and story on page 3 - Photo by Ken Ziegenbein, July 10, 1985)



GENERAL NEWS

NEW LOCOMOTIVES - UP system is buying 60 new diesel-electric locomotives from General Electric at a cost of \$65 million. These will be delivered at the end of the year. The GE Model C36-7 locomotives will be the most powerful single-engine diesels ever built for the UP system. Each will have 3,750 horsepower with a top speed of 70 MPH, weighing 420,000 pounds and be 67 feet long.

MORE ON KATY BID - Union Pacific, as you know, has announced that it will try to buy the KATY (MKT) Railroad for \$108 million. However, according to some sources, that's a very cheap price for such a profitable road (some think the KATY is worth up to \$500 million). It is rumored that the Canadian Pacific wants to purchase the KATY also and is waiting in the wings. At any rate, get those photos of the KATY now, for it is certain that someone will take it over.

KATY FACTS - The Missouri-Kansas-Texas Railroad operates on 3,100 miles of track with 250 locomotives, more than 6,000 freight cars and has about 2,500 employees. In 1984, the KATY earned a profit of \$12.9 million on revenues of \$278 million. It was incorporated in 1865 by the state of Kansas. Should the merger of Union Pacific and KATY take place, it would result in substantial reductions in current mileages of the two systems since many lines parallel each other, especially in Texas. (INFO NEWS)

KCS CABOOSELESS - The Kansas City Southern Railroad began cabooseless coal trains from Kansas City. Helpers are used over Rich Mountain in eastern Oklahoma. These helpers are manned with only the engineer and a conductor. Brakemen have been eliminated. (THE DISPATCHER)

KCS A LOST FLAG TOO? - KCS's board of directors recently placed 250,000 more shares of KCS stock on the market, possibly meaning that the railroad could be looking for a merger partner. Anyone know? (THE DISPATCHER)

SOUTHERN PACIFIC'S NEW INDUCEMENT - The Southern Pacific is offering manufacturer's of furniture in the Southeastern U.S. a simplified, reduced rate for shipping their products by boxcar to the West. Customers are being charged by the carload instead of weight. The rate for an entire carload of furniture between the Southeast to California can be as low as \$2,275.

CONTRACT OUT ON UP - Union Pacific's business is now somewhere between 45 and 48 percent under contract, some contracts (such as coal) for up to 20 years. Most contracts are less than five years, however. (INFO NEWS)

EUROPEAN RAILROADING - For the serious minded railfan who wishes to be informed on the latest information about all aspects of European railroads, here are two publications you could subscribe to: E.T.R Eisenbahntechnische Rundschau (about \$70/year) or R.T.R. Ry Tech Review (about \$10/year for one issue). These are printed in English. Contact HESTRA-VERLAG, P.O. Box 4244, D-6100 West, Darmstadt 1, Germany. (Thanks to Buddy Gaines, Jr)

COTTON BELT 819 ON SCHEDULE - According to Bill Bailey, restoration work on steam engine 819 is now (as of late July) 70 to 72% complete. It has only cost \$110,000 to restore so far, using 24,000 man-hours. The first trip will possibly be as soon as September 28, but a definite date can't be formalized until the engine is tested under steam.

SAUNDERS NEGATIVES SAFE - The many negatives donated to the Arkansas Railroad Club by the late Earl Saunders have been preserved with the Arkansas History Commission. Arkansas Railroad Club members can check out as many as 10 of these negatives at one time to make prints from. Gene Hull has cataloged them for easy reference at the Commission.

MODEL RAILROAD MEET - The Greater Oklahoma City Area Model Railroad Meet will be held September 21, 1985 from 9:00 AM to 5:00 PM at Midwest City, Oklahoma. If interested, contact Bob Linn, 4700 N. Norman, Oklahoma City, OK 73122.

(Continued on page 13)



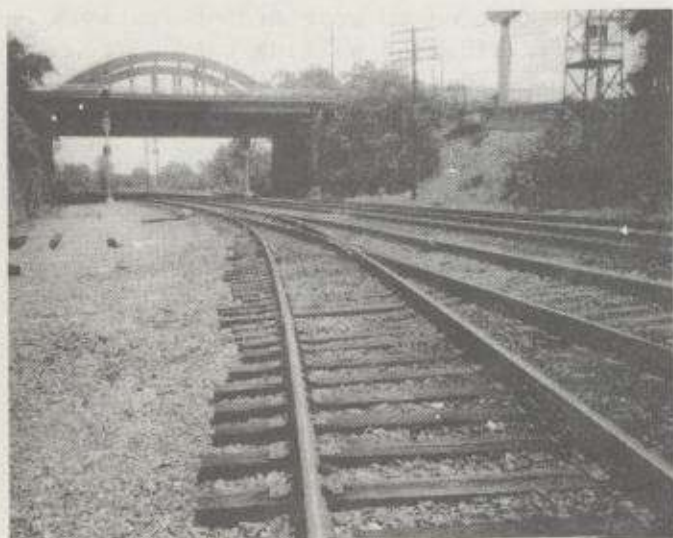
July 10, 1985 - LITTLE ROCK AND WESTERN RAILWAY's #101 sits on a siding at Pulaski (a few miles northwest of Union Station in Little Rock) awaiting it's assignment to pull a string of freight cars from it's interchange with the MOPAC to this site.

CLASS III RAILROADS OF ARKANSAS

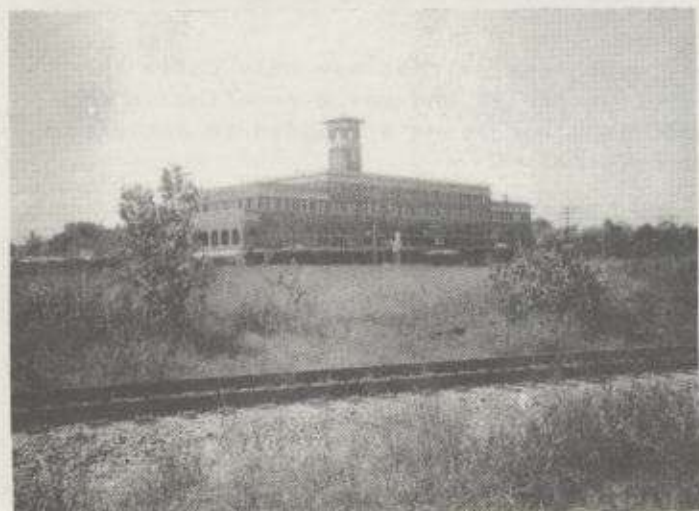
Part 1 - LITTLE ROCK & WESTERN RAILWAY CORPORATION (LRWN)

The Little Rock & Western Railway began operation in June of 1980 under lease agreement with the Rock Island Trustee over 55 miles of track between Perry, Arkansas and Little Rock, Arkansas. Forty-four miles of track were acquired of this 55 miles by the LRWN on April 23, 1982. Since then, the railroad operates about 14 trains a week over the old Rock Island, interchanging with the Missouri Pacific (Union Pacific) at Little Rock each day about noon. Major commodities hauled are wood and paper products, tall oil, salt and L.P. gas.

The Little Rock & Western has 2 locomotives and about 350 leased cars. It's local offices are in Perry, Arkansas.



ABOVE LEFT - Little Rock & Western's interchange with the Missouri Pacific in Little Rock; ABOVE - a long haul of mixed freight cars from the interchange to Pulaski about 1 pm on July 10, 1985; LEFT - Little Rock & Western's tracks north of Union Station in Little Rock.



AMTRAKING

by: William Church

As many of you, my rail-fanning friends suspect, your writer suffers from a terminal illness that major medical expenses in the most liberal hospital plans would not dare to consider, "The Love of Riding Trains."

From my baliwick I hear the coming and goings of the iron monsters of the rails, their hogger's getting a sadist pleasure of blowing 14-L, reminding the sleeping world he is on the go, until the urge to go overcomes all sense of common restraint, and it is "On the Road Again."

One bad thing about this illness is the shocked look upon the fellow passenger's face when asked, "Where are you going, and why?", at the answer, "I am out train riding." From then on those who are free from this disease give you a wide berth as if you might infect them with this ailment that modern medicine has no known cure.

For the spouse or friends of such afflicted ones, the signs of a coming crisis become more and more acute as the days pass on.

Such statements by the patient, "did you know the "Sunset" is leaving El Paso now?", or "the "Zephyr" should be in Reno by now," followed by a lost far away look in the victim's eyes, until the other party blurts out in despair, "for goodness sake, call Randy or Richard and get you Amtrak ticket and go so I can have some piece and quiet."

So on a Monday morning, 17 June, 1985, after Richard's battle with the computer, I am waiting for a tardy "Eagle" from Texas.

The "Eagle", like the "Sunset", is a full-service train, high level day coaches, lounge car, full diner and sleepers that originate in Los Angeles, California and is the Chicago, Illinois connection for passengers in Southern California, Arizona, New Mexico and Texas.

After a fast smooth ride to St. Louis, we arrive in St. Louis forty-five minutes off the advertised and depart one hour late, running forty-five to an hour late all of the way, but, "Who Cares?"

Southern Illinois supports Amtrak service by filling the six daily trains to capacity, Springfield and Bloomington being the heaviest stations enroute.

Where the Missouri Pacific tracks are smooth, the numerous curves and hills in Missouri restricts the opportunity to make up lost time into St. Louis. but in Illinois, the level land allows the "Eagle" to fly low, but the track ranges from poor to fair all of the way. But despite the attempt to make up lost time, we arrive into Chicago one hour late.

Chicago Union Depot is a comfortable, clean and easy station to move around in. Lots of changes have been made in the service there, such as Handicapped waiting room, free Red-Cap service and the charge of \$1.00 for a luggage cart. But the traveler finds there is no need to go outside of the station for food as there are numerous good cafes inside the station.

An hour before the schedule departure of my next train, "The Southwest Chief", a large crowd had started to collect at the boarding gate. Just a hint here to Los Angeles-bound passengers, wise travelers who took advantage of the Handicap service and free Red-Cap service, were allowed to board the "Chief" early, being escorted by the Red-Cap from the Handicapped waiting room.

The "Southwest Chief" has been turned into the "SHOW TRAIN" of the Amtrak system. Movies, which are shown from two screens in the Lounge Car, Bingo from the Dining Car, after "last-call", provide those passengers who desire it, much extra service. But for a full-blown train traveler, "Who needs it?"

Most of the way to Los Angeles the tracks of the Santa Fe are smooth, and a fast smooth ride is in store for the passengers, only a short piece of track out of Chicago and Topeka is there a hint of rough riding.

"The Southwest Chief" runs full, and a vacant seat remains that way only until the next stop. The train has caught on with the traveling public and maybe sometime in the future will the lead unit fly Green Flags as additional sections are added to satisfy the public demand for more and better passenger service.

After a fast run through Illinois, Missouri and Kansas, La Junta, Colorado gives us the first hint of the Rocky Mountains in the future, with the famous Raton Pass within the shadows of snow-capped peaks.

At Trinidad, Colorado, the Burlington Northerners, the old Fort Worth and Denver-Colorado Southern, put on a show for the railfan passengers on the "Chief", by dispatching a pair of "Coal Trains" behind a lashup of four GE's in the famous BN green bound for Texas.

Freight business on the ATSF between La Junta and Albuquerque, New Mexico is way off compared to the busy main line to the south, but it still hosts a daily piggyback train plus several coal trains along with the West and Eastbound "Chiefs", and from the numerous track gangs working, it is evident that the Santa Fe intends to keep this route in first class shape.

Albuquerque, like in the days of the "Super Chief", and other big name Santa Fe trains, still has the Indian Vendors selling their wares on the station platform, plus a left-over from the Santa Fe days, a wheeled car washer that goes around the train, washing off the dirt and grime collected on the coaches since leaving Chicago.

Out of Albuquerque, an Indian Tour Guide rides the train and over the intercom gives us a history of the Indians of the Southwest. A few facts learned on this trip: Grants, New Mexico was named for the Grant Brothers Construction Company that built the ATSF out of Albuquerque, and that Gallup was named for the Santa Fe paymaster.

We followed old Route 66 all of the way. Winslow, Barstow, San Bernardino, on the fast double-track line that rode like sailing on air that put us into Los Angeles right on the dot.

For those who do not care on can not make the train to train transfer in Los Angeles, an Amtrak employee will ride you on a golf-cart like affair from train-side to train-side, another Amtrak service not well known.

For me, I made a short transfer from the "Chief" to the 8:00AM "San Diegan" on foot for a fast two hour and forty-five minute, six stop dash down the Pacific coast to the beautiful city of San Diego.

The Los Angeles-San Diego line is living proof that given the opportunity, Americans will support train service. Fourteen daily trains serve this Santa Fe line, using Amfleet equipment. All the way to San Diego the train was full, people detraining or boarding at each stop along the way, keeping the normal consist of twelve to fourteen coaches full.

San Diego has gone all out to make Amtrak a success. The Santa Fe Station has been refurbished and is clean and comfortable and located downtown. For those who desire a visit to "Old Mexico", the Tijuana Trolley is just a few steps away.

For those who wish to spend the layover between trains like me, some of the best dining in the world is located within a short walking distance.

If fish is your desire, then Anthony's, located right on the bay, is one of the better known dining places. Here at a nominal price, you can enjoy one of the best fish dinners in California and enjoy the view of the bay from the dining room.

Or for a fancier meal, the "Pacific Grill", just across from the Station, has Patio Dining. Located in a restored Warehouse, the "Pacific Grill" has been turned into a show place of show places in San Diego. (From the Pacifica Dining News): "For a refreshing lunch or dinner, dine outdoors at the Grill on our new Patio. Dining outside can make lunch or dinner special."

Before I forget it, numerous good Motels are located a very short distance from the Amtrak Station in San Diego which makes a trip to this city a pleasure.

But for me, I had a train to catch out of Los Angeles, the "Sunset" at 10:55PM. So I caught the 2:45PM "San Diegan" that, after a fast comfortable ride, put me in Los Angeles right on time, 5:30PM.

Although I had a five hour wait in the station, I did not find it a tiresome chore. Los Angeles station is one of the largest and best on the entire Amtrak system. There is signs of the future for Amtrak here as the rest rooms have notices that the station will be undergoing repairs to modernize the rest rooms. And the waiting room has some of the best comfortable chairs in any station in the world. Although the station lacks a full dining room, a snack bar is located in the waiting room that serves almost anything a person would want to ward off starvation. And a Hobby Shop is a railfan's delight. Stocked with picture cards from every railroad, past and present, and a variety of rail publications and for the "Patch Collector", railroad patches from all over the United States. For those who wish to dine outside the station, a short walk or a cab ride will take you to fancy eating houses in the city.

For me I spent the wait enjoying the station and the fellow passengers who, like me, also seem to be riding Amtrak for riding Amtrak sake.

The ride on the "Sunset" turned out to be "one of Those trips". At boarding time it was common knowledge among the ESPEE train crew, from the chatter between the Engineer and the Conductor on the walkie-talkie that he had drawn a lemon out of the Amtrak shop.

According to the Engineer the Shops had OK'd the Motive Power but the ESPEE Engineer found the unit would not supply the electrical power to the coaches necessary to keep the lights, air conditioning, toilets and diner in operation. A circuit breaker would trip when full power was put out.

Leaving Phoenix before 8:00AM, the dessert had started to warm up and the coaches were getting warm due to the fact that the electrical power was being shut off every few minutes account of the circuit breaker kicking out. The Dining Car could not serve breakfast account of the problem. And without a steady supply of electricity the toilets would not flush.

We limped into Tucson one hour late just as the day was starting to warm up. From 10:45 AM until 2:45PM, total confusion was the order of the day. The Chief on board the train, Mr. Bill Mills, was instructed by Washington, DC to remove all passengers enroute to local stations between Tucson and San Antonio and put them on Special Greyhound busses. This called for all luggage for these passengers to be taken off the baggage car, box lunches fixed by the Amtrak crew and a long wait for Greyhound to deliver the busses.

By this time it was decided if the electricity could be halted at the fifth coach behind the engine, the generators on the locomotives could cool these cars. So all passengers from the rear of the train were loaded into the head coaches and the train was ordered by Washington, DC to depart, after making sure the shorts were aboard the Greyhound busses.

For me, being an old-timer used to non-airconditioning cabooses, I sat it out with the ESPEE flagman enjoying the ride over the mountains to El Paso.

But the problem was solved at Lordsburg at 6:45 when we met the westbound "Sunset". A man off that train dashed over to our train, and within five minutes all coaches on our train were cooling. A simple mechanical problem had been the cause of the delay. Words like, "Get a rope", and "If I could get my hands on that bas----", referring to the Mechanical Foreman in Los Angeles, to a very upset passenger who was trying to circulate a petition to sue Amtrak in a class-action suite for being mishandled.

After the Lounge Car cooled down, it filled up with passengers who enjoyed a Country-Western type show from passengers who brought their instruments along on the trip. Soon the delay at Tucson was all but forgotten and the "Wabash Cannonball", "Wreck of the Old 97" and other favorites were played over and over again and an air of vacation came back over the train. One just short note...we were further delayed one hour and thirty minutes in El Paso waiting for the Greyhound busses with our short passengers, who after arrival in El Paso, were put back on Amtrak.

Although the ESPEE hogger out of El Paso made a whip cracker out of the train into San Antonio, lost time was the order of the night and we arrived into San Antonio late and got latter before we departed there.

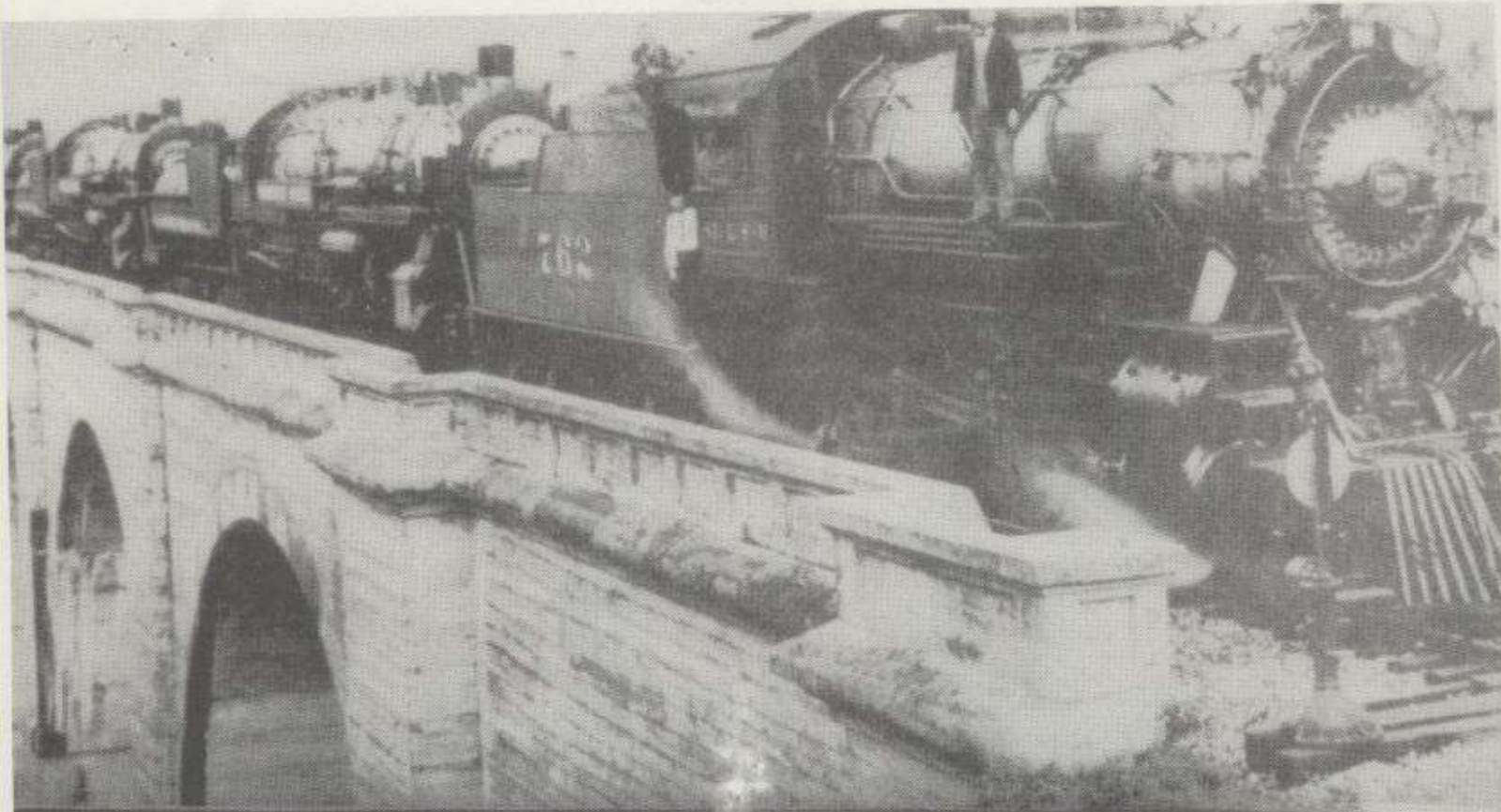
Departing San Antonio at 11:49AM, we were then 2 hours and 34 minutes late, having been given back three hours of our time by the elimination of the normal three hour delay in San Antonio.

In spite of good train handling by the Missouri Pacific and Santa Fe, the "Eagle" stayed late all day from San Antonio to Little Rock. We arrived in Little Rock three hours late.

Both ways, Amtrak was full to capacity and people seem to enjoy the service, which has improved over the years. But such delays that happened at Tuscon do happen on all forms of transportation, one cannot help but think, "Was this delay really necessary?"



Amtrak's "EAGLE", southbound, arriving in Little Rock at 10:10 AM on Wednesday, July 10, 1985. It was three hours, 25 minutes late, but a large crowd got on anyway. (Ken Ziegenbein photo)



The "PROSPERITY SPECIAL" in 1922 crossing the Thebes Bridge on the Southern Illinois-Missouri Bridge Line. The lead unit was SSW #762 with 61" drivers weighing 49,640 pounds. This engine was pulling 20 ESPEE locomotives from Eddyston, PA, with shipment over the Cotton Belt from Valley Jct, Illinois to Corsicana, Texas. Total weight of train - 4,861 tons...it's conductor was R.W. Church, at the time a Cotton Belt "Call-Boy" at Illmo, IL.

The 762 was halted at North Jct, Illinois until a helper engine from the Illmo Yard could get behind the caboose and boost the train up the grade on the east approach.

The Thebes Bridge was completed on April 18, 1905 and is now owned by the Missouri Pacific and Cotton Belt. (from the collection of William Church)

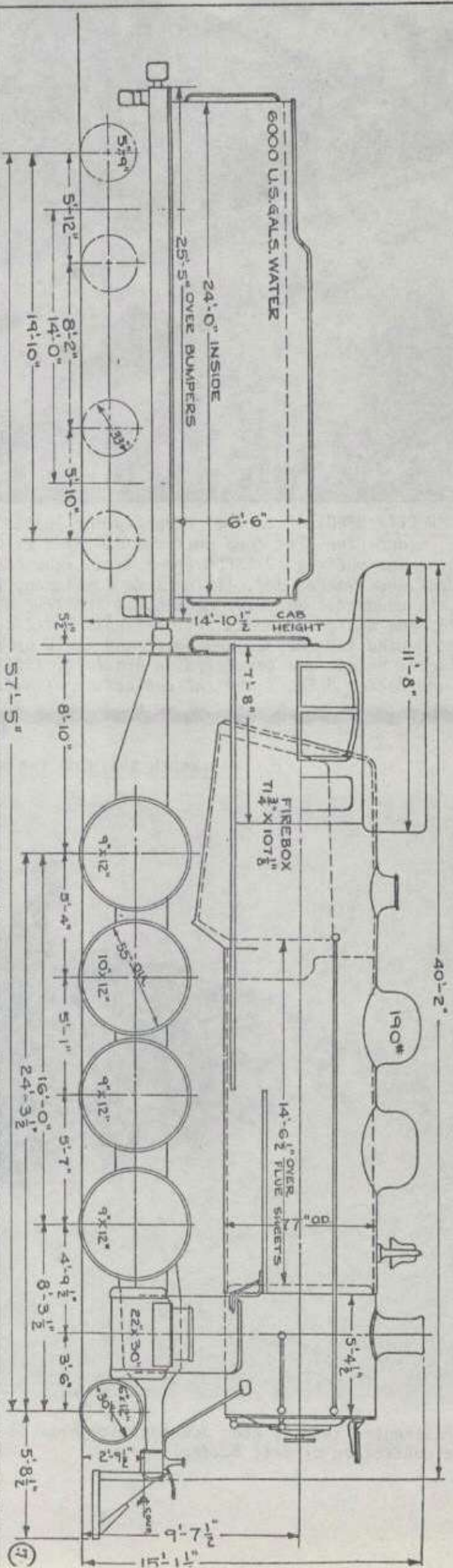
PASSENGER TRAIN OF THE MONTH



FRISCO Passenger Train #4 near Johnson, Arkansas in January of 1908 or 1909. (Photo from the collection of Bill Bailey)

2-8-0 CONSOLIDATION TYPE, CLAIBORNE, LA.

U.S.A. NOS. 22



WEIGHT LOADED ON ENGR. TRUCK	20,000 LBS.	BOILER	77" DIA. S.T.	AIR COMPRESSOR	2 WEST 9 1/2"
" DRIVERS	178,200 "	TUBES	401	GAUGE	4' 8 1/2"
" TOTAL ENGR.	198,200 "	DIA. OF TUBES	2"		
" ENGR. & TENDER	319,400 "	LENGTH OVER SHEETS	14'-6 1/2"		
TRACTIVE POWER	42,600. "	STEAM PRESSURE	190#		
FACTOR OF ADHESION	4.22	SAFETY VALVES	2-3/4" CONSOLIDATED		
VALVE GEAR	STEPHENSON	BLOW OFF COCKS	3 THROAT R & L		
REVERSE GEAR	JOHNSON BAR	FUSIBLE PLUGS	NONE		
HEATING SURFACE-FIREBOX	144 SQ. FT.	LUBRICATORS	HYDRO		
" TUBES	3036 "	CYLINDERS	22" X 30"		
SUPERHEATING SURFACE	3180 "	HEADLIGHT	ELECTRIC		
" -TOTAL	NONE	CROSSHEAD TYPE	ALLIGATOR		
GRATE AREA	53.450. FT.	COUPLING DEVICE	A.A.R.		

(Courtesy U.S. Army Transportation Museum, Ft. Eustis, VA 23604-5260 - given to the ARKANSAS RAILROADER by David Briggs of Warren, MI. See the September 1984 issue of the ARKANSAS RAILROADER for a story on the Claiborne & Polk Military Railroad by William Church. These locomotives were used on that railroad.)

MY DREAM TRAIN

by: William E. Harris, 1955

*T'is night and I and the star studded sky
 Wait here by the main iron alone,
 The years are rolled back when far down the track
 Comes a lonely chime whistle's moan.
 There's a deepening roar, like surf on a shore,
 While I expectantly wait.*

*The headlight draws near, and then I can hear
 The back of a working exhaust.
 She swiftly comes on, the rails sing a song,
 The earth, underfoot is a shake,
 There's a hiss and a sigh, the engine comes by,
 The smell of hot oil, steam and steel.*

*There's a figure framed there by the cab lights' dim glare,
 A hand raised in salute, then it is gone
 In a glimmer of markers and sound.
 The whistle moans back from far down the track,
 Then silence takes over again.
 There's a lump in my throat as I button my coat,
 And turn away for it's only a dream.*

Mr. Harris, a school teacher in the Lincoln, Illinois school system, has been a life-long railfan. He grew up on a farm next to the "Cotton Belt-Missouri Pacific Main Line" in Ware, Illinois.

He was too young for World War II, but just right for the Korean War and served in Korea and Japan.

His boyhood ambition was to be a locomotive engineer for the Cotton Belt, but Korea prevented him from every going to work on the Cotton Belt. After Korea, steam died on the Cotton Belt and MOPAC and he felt the joy had gone out of railroading, so he became a school teacher.

Earl, as he is called, has a large collection of "you name it" of railroading. A booster for the Cotton Belt 819 Project, his dream is to see the 819 under steam again.

(Thanks to William Church for giving the RAILROADER this poem).

ROCK ISLAND LINE ABANDONMENTS -- ARKANSAS

<u>FROM</u>	<u>TO</u>	<u>MILEAGE</u>	<u>YEAR ABANDONED</u>
Briark	Hopewell Point	2	1917
Newport	Jacksonport	4	1927
Wiville	Gregory	6	1934
Ola	Dardanelle	14	1938
Brinkley	Newport	53	1941
Des Arc	Searcy	23	1959
Sparkman	Kent	20	1969
(replaced by trackage rights over Cotton Belt, from Fordyce to Kent and Camden)			
Whitlow Junction	Crossett	5	1978
(replaced by trackage rights over AD&N)			
Banks	Cloquet (W&OV)	13	1978
Cloquet	Warren (W&OV)	2	1978
(sold to Warren & Saline River RR)			
Malvern	Sparkman	33	1978
Mesa	Des Arc	14	1978
Mesa	Stuttgart	21	3-1980
Brittain	Haskell	22	5-1980
Haskell	Carthage	30	5-1980
Carthage	Fordyce	20	3-1980
Fordyce	Crossett	57	3-1980
(later sold to Fordyce & Princeton RR)			
Tinsman	El Dorado	36	3-1980
El Dorado	Junction City	16	3-1980
(later sold to South Central Arkansas Ry.)			
Perry	Oklahoma border	99	3-1980
Hazen	Brinkley	24	3-1980
Carlisle	Hazen	10	1982
(after being temporarily served by Cotton Belt and later Missouri Pacific)			

MISSOURI PACIFIC LINE ABANDONMENTS -- ARKANSAS

FROM	TO	MILEAGE	YEAR ABANDONED
Varner to Watson and Chicot (Desha County) and Bowie (LRMR&T Ry, line relocation)		51.00	1876
Varner	Cummings Landing (StLIM&S)	4.87	1894
Wards	Zeb (LR&FtS)	1.25	1896
Benton	Little Rock (LR&HSW)	22.47	1911
(Sold to Rock Island, Arkansas & Louisiana Ry.)			
Frisco connection	West Memphis (StLIM&S)	0.79	1915
Helena, Arkansas	terminal trackage	1.56	1916
Luna Landing	Lake Village	6.27	1931
Barton Crossing	Helena Crossing	8.48	1932
Lake Village	Montrose	11.53	1933
Halley	Dermott	6.16	1933
Smithton	connection with Norman Subdivision	1.26	1935
Ozark Junction	Hartmann Junction	12.27	1936
Quita Branch	(Van Buren Subdivision - Pope County)	0.28	1938
Kraft Spur	Pike	2.47	1939
Coal Hill	Alix	4.18	1940
Delight	Kraft Spur	4.29	1942
Nashville	peach orchards in Howard County	6.60	1950
Trippe Junction	Arkansas City	7.86	1954
Holly Grove	Clarendon	9.67	1956
Ft. Smith	Greenwood	12.13	1958
Brinkley	Pine City	22.93	1960
Knobel	Paragould	21.30	1960
Paragould	Doss	13.69	1960
Sheridan	Pine Bluff	19.24	1962
Felsenthal	Bastrop, LA	26.08	1963
Benton	Gulpha (Hot Springs branch)	24.43	1964
Limedale	Cushman	7.17	1964
Clarksville	Spadra Junction	2.88	1964
Excelsior	Greenwood (Midland Valley)	3.34	1965
Marianna	Hughes	20.55	1966
Excelsior	Panama, OK (Midland Valley)	20.90	1968
Greenwood Jct., OK	Ft. Smith	4.87	1970
Eudora	Delha, LA	46.50	1976
Marvell	Holly Grove	15.97	1976
Tenark	Hughes	17.99	1978
Marvell	Barton	9.86	1979
Montrose	Crossett	31.84	1981
Dollar Junction	Huttig	3.50	1981
Delight Junction	Delight	6.59	1982
Benton	Sheridan	22.39	1983

SOURCE: Missouri Pacific records. Donated by Bill Pollard.

COMPARATIVE COSTS OF RAILROAD MATERIAL - THEN AND NOW

(a memo to Union Pacific employees - given to the RAILROADER by Barton Jennings)

COSTS JUNE 1, 1926:	COSTS SEPTEMBER 1, 1980:
1 Track Spike..... .02½c	1 Track Spike..... .32c
1 Red Fusee..... .07c	1 Red Fusee..... .23c
1 Red Lantern Globe..... .90c	1 Red Lantern Globe..... 5.40
1 Lantern..... 1.16	1 Lantern..... 11.89
1 Claw Bar..... 2.40	1 Claw Bar..... 35.20
1 Track Shovel and Handle.. 1.39	1 Track Shovel and Handle... 11.30
1 Switch Broom..... 1.10	1 Switch Broom..... 3.72
1 Rail Tong..... 1.75	1 Rail Tong..... 21.24
1 Track Jack..... 8.44	1 Track Jack..... 135.31
1 Track Gauge..... 2.62	1 Track Gauge..... 88.20
1 Cross Tie..... 1.17	1 Cross Tie..... 17.58
1 39-ft Rail..... 27.17	1 39-ft Rail..... 399.41
1 Pair of Goggles..... 2.20	1 Pair of Goggles..... 2.80
1 Track Chisel..... 1.38	1 Track Chisel..... 19.53

The memo read in part - "Save Railroad Company Material. Treat it the same as if you were paying for it yourself."

A GIRL NAMED NELLIE--AND HER APRON--PROVIDED A NAME FOR AN
OLD FLAG STOP

by: Clifton E. Hull

Very few people can tell you whatever happened to Nellie's Apron. Probably even fewer can tell you where or even what it was.

Nellie's Apron was an insignificant railroad flag stop on the north bank of the White River where it twists its way through the weeded valleys among the limestone ridges and bluffs northeast of the town of Norfolk.

The Ozark Mountain country was famous for its apparently unlimited supply of excellent hardwood timber and other wood products. And in the early days, this native wealth was going to market aboard the riverboats trading on the White as far as Buffalo City, about 12 miles upstream from Norfolk.

Several steamboats were making regular runs out of Old Buffalo City, a short way up from the point where the Buffalo river joined the White, but the Civil War diminished the river traffic somewhat when several of the vessels were put into the service of the confederacy.

After the war, traffic fluctuated, sometimes up, sometimes down. But about the turn of the century, the government at Washington authorized a series of locks and dams for the White, sharply increasing the river trade.

Moreover, in 1901, the St. Louis, Iron Mountain and Southern Railroad acquired a charter from the state to construct the White River Railroad to extend from Batesville along the White northwest to a point on the boundary between Marion and Boone Counties.

The folks at Buffalo City were overjoyed..they would both have rail and water traffic.

This was destined to be the most expensive railroad per mile of track the old Iron Mountain ever built. Nevertheless, it was completed, and it finally went all the way to Carthage, Missouri.

The Iron Mountain's executives early realized the potential of a splendid source of revenue from the forests of pine and hardwoods which blanketed the Ozark Mountains. At a point a couple of miles down the White from buffalo City, a siding was built, and cords upon cords of crossties and cedar posts were brought in and stacked in rows. They were loaded aboard freight cars and were sent to the world markets.

A small shed was built beside the track and anyone boarding a passenger train could wave a flag as the train approached and the engineer would stop for him.

The place was given the unusual name of Nellie's Apron.

How it got its name has become a legend, and what is truth and what isn't is impossible to determine.

During the bustling days before the railroad was built, a large boarding house was erected to accommodate the growing crews of the cutters and timber workers. The landlady had more work than she could handle, so she hired a young girl who lived back in the hills near Norfolk. The girl's name, of course, was Nellie.

It was inevitable that she would attract the attention of some of the younger boarders, and she finally devoted most of her affections to one particular Cassanova who had a reputation of wooing every girl he met. Their friendship soon developed into a serious courtship and Nellie was in figurative heaven.

Then one day her young man was notified that he was being transferred to a similar wood yard at Calico Rock. The lovers were separated by 25 miles of the twisting White River and the intervening ridges of the wild Ozark Mountains, but he promised he would write to his Nellie frequently until they could be together again.

After a tearful partin, he boarded a shallow-draft riverboat and disappeared downstream, borne away by the swift-flowing river.

Day after interminable day passed and no letter came. Nellie waited, hoped and made excuses, and then, one day she received word from an acquaintance that the gay deceiver was courting one of the sweet young things at Calico Rock.

The world of fantasy ended for Nellie that day. In the evening after the chores were done, she went for a walk along the banks of the river, seeking solace from the white-water rapids and the deep blue-green pools of the swift flowing river.

Nellie had failed to return by the time the long shadows of evening came marching across the mountains and her worried friends organized a search party. They hunted along the river bank anxiously seeking some sign of Nellie, and loudly calling her name.

Finally, one of the party found the large apron which Nellie had been wearing when she left the boarding house. It was lying on the bank beneath a large elm tree. Here the waters of the White swirled and swished angrily over a rocky shoal to enter a deep dark pool.

The next morning the search party dragged the river well downstream, but Nellie was never found.

Whether the hearbroken girl had drowned or had simply left her large apron as a decoy while she made her way across the rolling mountains to the oblivion of a new life is a secret kept by the cold, swift-flowing waters of the White River.

However, another version of the legend has young Nellie living near the little station on the railroad.

One day, she was walking along the track searching for a cow which had broken out of the pasture, and while making her way along the winding track which closely followed the tortuous channel of the White, young Nellie discovered a broken rail. While wondering how she could notify someone about the danger, she heard the long wail of a locomotive whistle. Within a few seconds, she knew, the speeding train would plunge into the deep waters of the river, so running frantically along the track, Nellie tore her apron from her waist and began waving it wildly back and forth. The engineer saw her desperate signal and brought his train to a shuddering stop only a few feet from the broken rail.

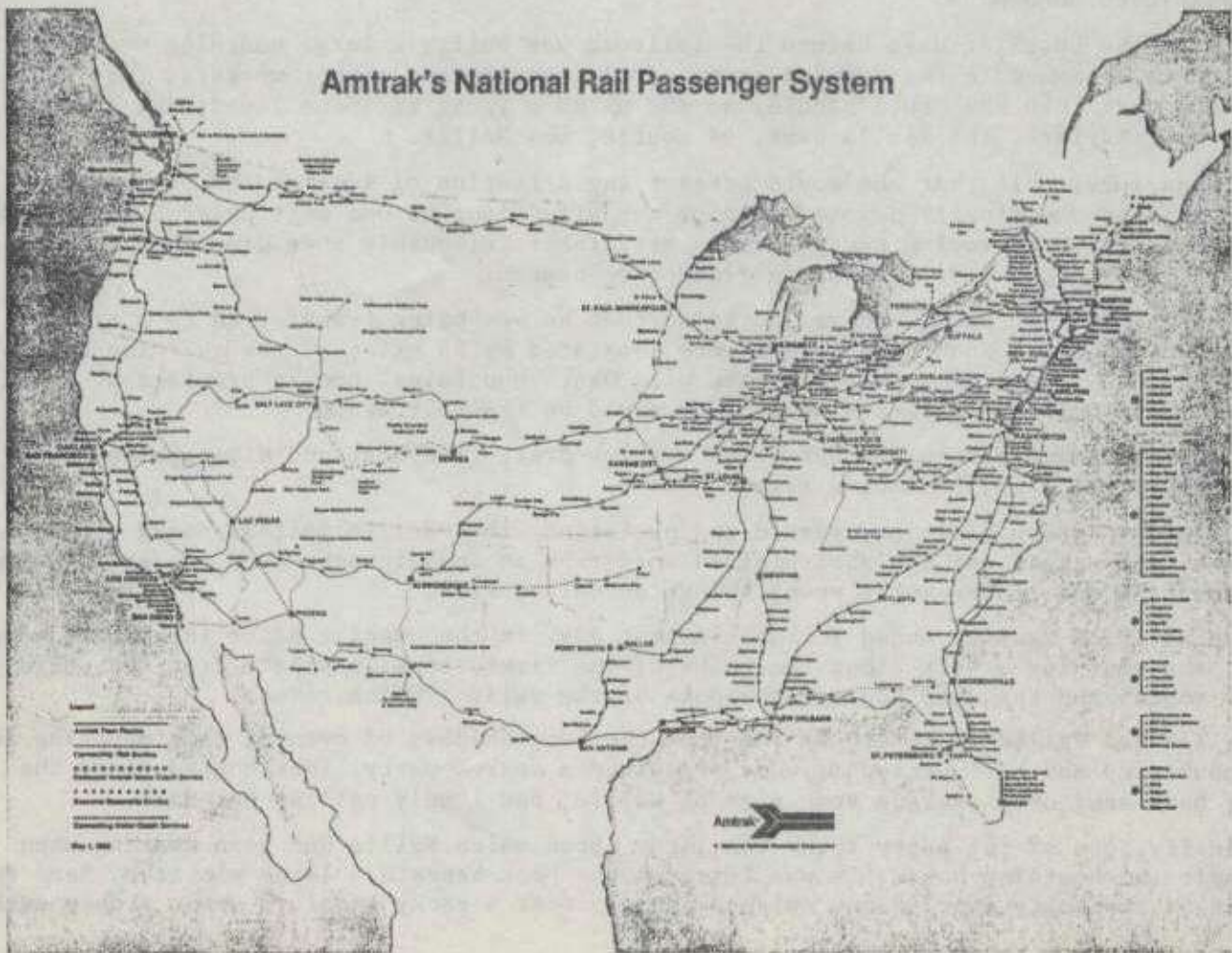
The closing chapter of the Nellie's Apron legend was written when Norfolk Dam was constructed in 1941 on the North Fork River. Great quantities of river gravel were required as aggregate for the concrete in the structure and one prime source was the heavy deposit known as the Lowe Buffalo Bars, about two miles downstream from the point at which the Buffalo River joined the White. More than one million cubic yards of gravel were taken from the river, and in the ensuing years, floods on the White also changed the appearance of the banks in the area. The station at Nellie's Apron was removed along with the rails in 1936.

The only vestige of Nellie's Apron to survive the passing years is the weathered weed-grown embankment where the rails of the siding had lain.

Nevertheless, the legend of Nellie's Apron still lives in the memory of a few old-time railroaders who rode trains along the twisting White River Division of the old St. Louis, Iron Mountain and Southern.

Was young Nellie fact or fiction? Who knows? And who really cares, so long as the legend lives to give enjoyment to those who tell it to those who enjoy hearing it for the first or the hundredth time?

- END -



"CYNTHIA" SOLD - The private railroad car "Cynthia" (painted to look like a MOPAC "Eagle" passenger car) was sold to the Chicago & Northwestern RR. It moved north to its new home on Amtrak #22 the night of July 27. It will be rebuilt by the Milwaukee Rail Car Co. for the C&NW and be used in connection with that railroad's director's specials, etc. The "Cynthia" had been used locally in connection with "Hogtrain" excursions.

SUNBELT LINE'S SUNSET? - The Rock Island tracks between Perry, Arkansas and McAlester, Oklahoma are scheduled to be taken up starting September 1, according to reports in local newspapers. Perhaps some segments could still be saved in Oklahoma, but it appears that time is almost out for this line.

CROSSING SAFETY - According to Randy Tardy, the Department of Transportation plans to upgrade 3,776 railroad crossings in Arkansas as part of it's massive national campaign to make these rail crossings safer.

MEMPHIS SHOW AND SALE - The Memphis Chapter NRHS will hold its annual Railroadiana Show & Sale on Saturday, October 5, 1985. It will be held at the Best Western Hotel-Winchester Plaza. For more information, contact Sam B. Gray, 1831 Nelson Ave., Memphis, TN 38114 (901) 276-7822.

SP-SF MERGER - Santa Fe-Southern Pacific Chairman John Schmidt said that the merged railroad would accept a 5% annual rate-cap if the SF and SP merger is allowed to go through. Also, Rob Krebs, President of SFSP, said that the Southern Pacific's future is "bleak" without the merger since the SP doesn't share much in the movement of coal and grain traffic like most other major carriers do.

UP CENTENNIAL DONATED - UP Centennial 6911, one of the largest diesel-electric locomotives ever built, is now on display in Mexico City. It was one of 47 of these locomotives built in 1969 for the Union Pacific. Each unit is 98 feet long with 6,600 horsepower and weighs 270 tons. (INFO NEWS)

MORE COOPERATION - A new voluntary coordination agreement exists between the Southern Pacific and the Burlington Northern which allows each road to act as the marketing agent for the other in negotiating with customers.

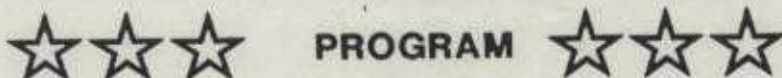
BIG LOSERS - America's freight railroads could lose up to \$2 billion in five years if the Reagan Administration get it's tax reform proposal through Congress. Under the proposal, the investment tax credit and accelerated cost recovery systems would be eliminated, causing severe cash flow problems. A typical major railroad would lose about \$350 million in the first 5 years.

KILLED ON THE RAIL - In 1984, 588 trespassers were killed and 773 injured on the nation's railroads. When watching trains or crossing road crossings, keep alert.

STEAM EXPOSITIONS IN 1986 - More than 25 operating steam engines plus vintage rail passenger cars will be making their way up to Vancouver, British Columbia from May 23 to June 1, 1986 as part of EXPO 86. To get on the list for your own personal mailings, write STEAMEXPO, Box 34105, Station "D", Vancouver, BC Canada V6J 4M1. (NRHS NEWS) Also, in 1986, the Texas Independence Express is scheduled to tour Texas in honor of that state's 150th anniversary. This train will be a collection of antique locomotives and passenger, mail and baggage cars. For details, write to Dan Catania, Executive Director 1986 TEXAS INDEPENDENCE EXPRESS, INC., P.O. Box 791504, Dallas Texas 75379.

HELP WANTED - Joseph Toth, Jr., of D-8800 Ansbach, Mozart Strasse 13, West Germany wants some information on the Missouri & Arkansas railroad and what impact that line's demise had on the economy of north Arkansas. He also wants info on several other lines in this area. Mr. Toth used to work for the Santa Fe and Cotton Belt in Dallas until 1979 when he moved to Germany. He now works for the German Federal Railways. He represents the ARKANSAS RAILROAD CLUB's first overseas member.

BANQUET HELD - A banquet was held July 16 in Pine Bluff, hosted by the Cotton Belt, thanking the various agencies and volunteers who helped in handling the June 9th derailment there. \$20,000 was given the city to help pay for overtime incurred by police and fire departments.



The next meeting of the ARKANSAS RAILROAD CLUB will be held Sunday, August 11 at 2PM at the Twin City Bank building in North Little Rock on Main Street. At press time, no program had been announced, but there will be one made up before the date hopefully. See you there!

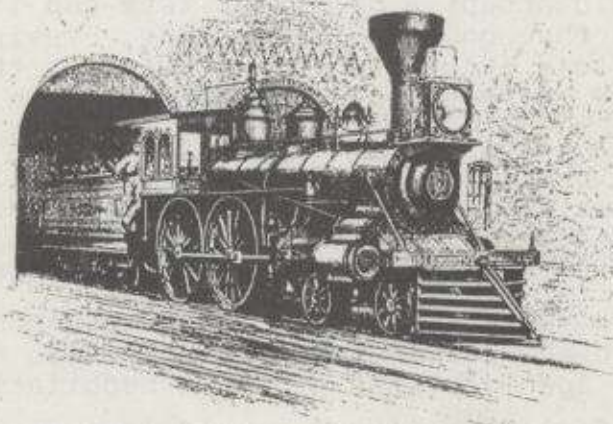
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed about 1½ weeks before the meeting takes place. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed to all members automatically.

If you would like to join, send your check made payable to the ARKANSAS RAILROAD CLUB to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Stories, pictures (both color and black and white, any size), poems, diagrams, news, etc., are all welcome! Send all correspondence regarding the ARKANSAS RAILROADER and all material contributions to:

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