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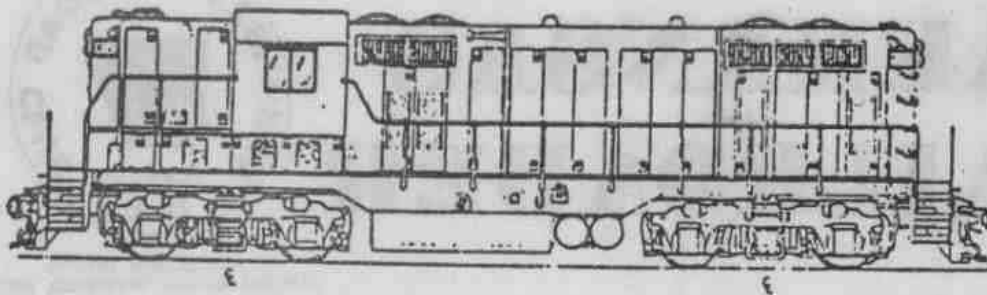


LRWN

LRWN



SERVICE BEGINS! Little Rock & Western Railway's Engine #102 pulls a short string of grain cars through Ola, Arkansas on this hot July 16th, 1986, enroute to Wayne Poultry in Danville. This was the first train on the former Rock Island Sunbelt Line west of Perry, Arkansas in over six years. (See story inside)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

HILLE'S CELEBRATE 60TH WEDDING ANNIVERSARY - Eakles and Ruby Hille recently celebrated their 60th wedding anniversary by taking a trip to the west coast, Canada and Alaska. At the July 13th meeting, Mr. Hille talked of their trip via Amtrak to San Diego (with a tornado coming close to the "Eagle" while sitting in Dallas), flying to Seattle, going to EXPO in Vancouver, B.C. (where 30-40 steam locomotives were on display), then flying to Alaska. While there, they saw the White Pass and Yukon tracks, among other things. After flying back to San Diego, they had to fly back to Little Rock since the "Sunset/Eagle" was full.

BILL MERCK attended the July 13th meeting! It was good to see him once again.

MIKE ADAMS's model railroad layout was covered in the August, 1986 issue of MODEL RAILROADER with color pictures and an interesting article.

DELIVERY OF RAILROADERS was very prompt last month in most areas (Pine Bluff still being an exception most times). After it was mailed July 3rd, most North Little Rock members received it July 5th (July 4th was a holiday), Stuttgart July 5, Warren Michigan July 7 (the following Monday), Manchester, Connecticut July 8 and Orland Park, Illinois July 7. This issue will be mailed July 24th.

MOVIE BEING MADE - CLUB MEMBERS "STAR" - A movie entitled "End of the Line" is being filmed in this area of Arkansas. It deals with present day railroads and layoffs, etc., plus some reminiscing scenes of by-gone days. Club members were asked to sign up as extras at the July 13th meeting by three members of the filming crew. The extras were to be used July 25th at Pine Bluff in and around the SLSW 819. Also, club members were asked to loan photos, railroad collectibles, etc., for scenes in the movie. If you'd like to loan anything, contact Paul Kelley at 753-9179 (2721 North Poplar Street, North Little Rock). Filming will take place through September with a release date in February or March, 1987. Orion Pictures will probably be the company to release the movie in which Arkansas-born Mary Steenburgen stars. It will carry a PG-13 rating.

819 UPDATE - During the June 13 Little Rock trip, the 4-8-4 used 220 gallons of water per mile and 13½ gallons of oil per mile, both a little high. Otherwise, everything went well. August 16 will be the next event for this locomotive. It will move to Union Station in Pine Bluff to be part of Sesquicentennial Saturday in Pine Bluff. The train will be open for tours.

ARTICLE ON MEMBER SEAN REED of White Hall appeared in the June 25, 1986 edition of the WHITE HALL JOURNAL. Sean is a 1986 graduate of White Hall High School and has won an academic scholarship to the University of Arkansas. The article centered on his love of trains and the 819 in particular, which he helped restore between studying.

☆☆☆ PROGRAM ☆☆☆

The next meeting/program of the Arkansas Railroad Club will be held Sunday, August 10 at 2 PM in the Twin City Bank Building in North Little Rock. Eakles Hille will give a presentation on Train Sheets (now called the Dispatcher's Movements of Trains). He'll explain what they are and how to read them. Should be another interesting show. Refreshments will be provided, as usual (always great!).

Also, a club SWAP MEET is planned at the Club's regular September meeting along with the regular program that day (September 14). Be thinking about that now and bring some of those long-lost mementos for all to share and enjoy.



Doniphan, Kensett & Searcy Railroad's station stands in the middle of the two deadend tracks of the DK&S in Searcy, Arkansas. The engine at right was backing into the station with a couple of cars on this Friday in July, 1986. (Ken Ziegenbein photo)

CLASS III RAILROADS OF ARKANSAS

Part 13 - The Doniphan, Kensett & Searcy Railroad

The Doniphan, Kensett and Searcy Railroad was created by the Doniphan Lumber Company to transport logs to their mill at Doniphan, Arkansas (north of Kensett and one and a half miles west of the Missouri Pacific main line in central Arkansas). The track from Doniphan to Kensett was constructed in 1906 when the mill was erected, actual date of incorporation being March 20, 1906. W. H. Horton, H. R. Kilpatrick, E. C. Horton, J. J. Cruikshank and C. J. Carter were the incorporators. The DK&S got \$45,000 from the state of Arkansas to begin construction. By January of 1907 service was begun between Doniphan and Kensett.

Track from Kensett to Searcy was constructed in 1907, where a connection was effected with the Rock Island and the Missouri & North Arkansas. The Searcy connection was built on what had formerly been the right of way of the old Searcy and West Point Railroad, though the S&WP had been abandoned and dismantled several years prior to the DK&S construction. (The Searcy & West Point railroad used to be a tramway and once used mules to pull freight and passenger cars between Searcy and Kensett and West Point. The Cairo & Fulton Railway (MOPAC) located their rails through Kensett instead of the more populous Searcy, making some sort of connection between the two towns necessary. As a result, a tramway was built in the 1800s).



The DK&S depot on Main Street in Searcy July 11, 1986. Just to the right of the depot the MOP engine is returning from Kensett.

Rail for the extension to Searcy was leased from the MoPAC. One might ask why build seven miles of new railroad when a connection with the Iron Mountain existed nearby? One reason was to connect with the M&NA so that access could be gained to Doniphan Lumber Company timber lands northwest of Searcy. Another answer is that the competition between the MP and RI would allow the DK&S to demand a substantial 'division' or rebate of through freight rates. The two trunk lines were essentially bidding for the right to carry the outbound tonnage generated by the sawmill.

After constructing the connection to Searcy, the DK&S was able to negotiate a rebate of 3 or 4 cents per 100 pounds on the 'through' freight rates from Doniphan for all freight turned over to either the Iron Mountain or the Rock Island. By resorting to this method of revenue operation, the DK&S became one of a group of similar lumber railroads, designated as 'tap lines' by the ICC. After holding extensive hearings in 1910 and 1911, the ICC disallowed most tap line rate divisions as being illegal. The DK&S was told that it could receive a maximum of \$2.50 per car for switching to the Iron Mountain, and a maximum of 1 cent per 100 pounds for shipments moved to the Rock Island.

During the DK&S's early years, the railroad had operating rights for their log trains on the M&NA as far north as Heber Springs. In 1910, the DK&S constructed what was ultimately a 14 mile logging spur westward from the M&NA at Letona. The logging camp at the end of the track was known as Raywinkle. This spur was abandoned in 1915, after all the timber was removed from Doniphan Lumber Co. lands. Operation over the M&NA continued until 1917, when the last of several short logging spurs were abandoned.

The ownership of the company changed in 1917 (it was bought by Searcy merchants to get freight into Searcy from the Iron Mountain) and passenger service was implemented on the line for the first time. The DK&S purchased a 16-passenger Chevrolet bus in 1927, and replaced all except mixed train service with the highway passenger transportation. In January 1930, the one mixed train left departed Searcy daily except Sunday at 12:20 PM then departed Kensett for Searcy at 2:20 PM.

The railroad was acquired by Missouri Pacific in 1931. Additional yard trackage in Searcy was acquired from the Missouri & Arkansas upon that line's abandonment in 1949, and even more trackage was added in 1959 following the abandonment of the Rock Island Searcy branch.



End of the Rock Island Searcy branch in July of 1986, a couple of blocks from where it ended in 1959. These tracks aren't used anymore, although a few years ago the city of Searcy redid some of this line in anticipation of new business. The DK&S would run on it if business developed, but it looks as if these tracks will be taken up in a couple of years or less.



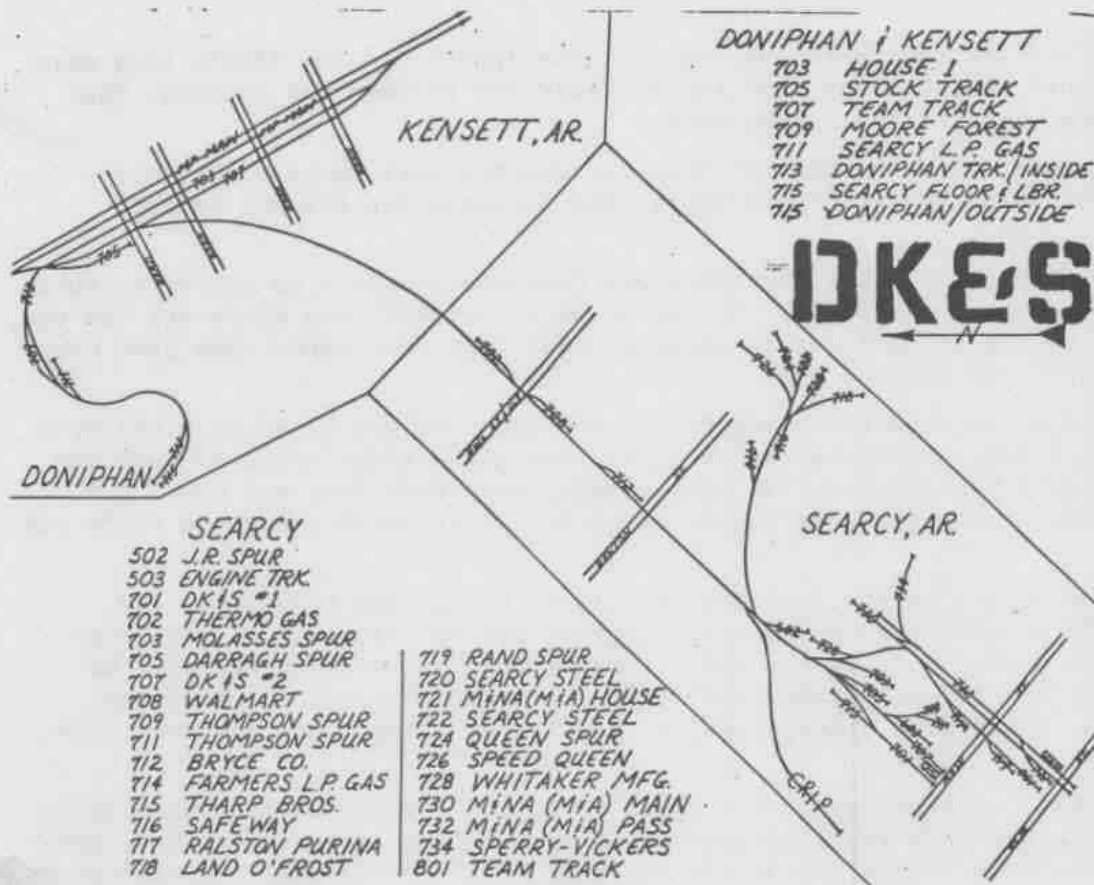
The original tracks of the Missouri & North Arkansas still exist through south Searcy. The DK&S uses these occasionally. The tracks end about 1/4 mile behind the photo (to the west).

Today (as of July 11, 1986), the DK&S runs between Searcy and Kensett each day early in the morning. It picks up cars at Kensett from the Union Pacific for feed, steel, lumber and frozen food. The largest commodity still is lumber, however.

About 75 carloads are handled into Searcy each week with 50 going back to Kensett. A hoped-for contract with Wal Mart to move merchandise from its huge distribution center in Searcy to the UP so far has not materialized. This would give an estimated 200 carloads per week to the DK&S (its tracks run right by Wal Mart). Trucks now haul Wal Mart's products (and store some of their products as well).

The DK&S now has 6 employees, and although it is a part of the Union Pacific system, it still holds a separate identity. The railroad is non-union and has never been unionized, so it has been kept separate. Its' locomotive is leased from the UP.

Agent M. C. Palmer, in an interview with your editor, said that one of the most unique things about the DK&S is its Management Training Program for Union Pacific employees. This training gives hands-on operation to future management people in the UP Railroad, most, if not all, being college graduates. (To be a good supervisor, you must know the job you're supposed to supervise).



The Management Training Program was started in 1982 and has since had 58 management trainees through the program. They come to Searcy 15 days for the hands-on training (seeing what an engineer or brakeman really do). While there were no trainees in July 1986, they expect more by early 1987 after all the restructuring settles down.

So far, Searcy is not on a closing list for stations being closed, and the DK&S plans to be around for years to come.



Backing toward the station in Searcy with two cars recently gotten from the Union Pacific in Kensett. (July 11, 1986 photo by Ken Ziegenbein)

(Thanks to DK&S Agent M. C. Palmer, Dr. Bill Pollard and Gene Hull's book "Shortline Railroads of Arkansas" for the above information).

NEXT MONTH - The HELENA SOUTHWESTERN (who's parent company, American Box Company, closed its Helena Box Plant July 17, laying off over a hundred workers - 70%).

THE IRON MOUNTAIN BRAKEMAN'S STRIKE

by: William Church

The constant battle for equity waged by railroad men over the past years has not been an easy fight nor without cost to those that were involved. Almost every safety appliance on the railroads today cost the Union Man countless dollars as they were forced to make the railroads adopt them and to recognize their employees as humans, worthy of their hire.

Although the conductors and engineers organized in the 1860's, in the 1880's they were little more than insurance fraternities, and the brakemen and firemen had nothing. They were at the mercy of the whims of their employers.

When Mr. Allen, the owner of both the Iron Mountain and Missouri Pacific sold his railroads to Mr. Jay Gould for two million dollars, the fortunes for the men on both lines took a turn for the worse.

Before Mr. Gould came upon the scene, brakemen and conductors had it no better or worse than their counterparts on other railroads. He had no union, worked long hours for low pay, had worn out equipment to operate and unsafe working conditions that oftentimes gave him a one-way pass to the Sweet-by-and-by.

The brakemen suffered worse than the conductor or engineer. He was hired or fired by a nod of the head by his conductor and had no recourse from any action inflicted upon him by this condition. His only hope was to live long enough, keep both feet and hands and be promoted to a conductor and enjoy some relief of winter nights on ice-covered roofs and link-and-pin couplers.

With the coming of Mr. Gould to the Iron Mountain, some things did change for the brakeman. Mr. Gould ordered expenses cut. One little idea was to eliminate one brakeman from a crew, leaving two brakemen to do the work formerly done by three. After all, Mr. Gould wanted his two million dollars back, even if it put a hardship on his employees. But his idea back-fired on him with a long-lasting result that lasted into the Twentieth Century.

In April of 1883 it had been decided by Mr. Gould's officials that the Iron Mountain's third district between Little Rock and Texarkana would be the first district to have the third brakeman eliminated from freight crews. On the 6th, Mr. T. M. Kennan, Trainmaster on that district, instructed all third district conductors to reduce their crew to two brakemen. They were to do this on the 15th and were to keep only the best men, giving preference to the oldest men in service and married men with families.

Why the third district instead of the first or second district which were the districts between St. Louis and Little Rock were selected for this cut was never understood by the men; but one thing they did know for sure, if Mr. Gould got his way here, it would soon spread all over the system.

The pot boiled over before the 15th when several third district conductors put Mr. Keenan's orders into immediate effect. Their action stirred up a hornet's nest and talk of a strike was spreading among the men on the district. Although the brakemen did not have a union, they banded together and sought a cure for their cause. A young brakeman on McElroy's crew was selected as the leader of the strike, and he chose his partner, Crosby and two other brakemen, Higgins and Mallard to be his co-chairmen on the strike. On the 9th of April they called a strike of brakemen on the third district against the Iron Mountain.

In order to make their strike effective against the railroad, the Strike Committee called upon a committee from the second district to enlist their support in the walkout. Giving a logical point of view that if Mr. Gould got by with his cut on the third district, that the men on the second district would be next in line. After the Strike Committee proposal was discussed by the men of the north-end, they voted to walk out with the south-end men and join the strike.

When the news of the strike reached the Conductor's Committee, Order of Railway Conductor's Division 131 had a special called meeting to discuss the situation. Although the ORC was a nationwide organization, it had no collective bargaining rights as a Labor Union. At best they were like the engineers who had a Local Committee that met with the Iron Mountain officials to discuss local working conditions from time to time. But the Conductors felt that it was time to vote on how they stood in this strike and inform the company of their stand.

Division 131 was one of the strongest divisions of the ORC on the Iron Mountain-Missouri Pacific System and its members were highly respected by Iron Mountain officials, so the membership voted to send their chairman of the Local Committee to meet with Mr. J. J. Grafton, Trainmaster on the second district and Mr. T. M. Keenan of the third district, to have them give Mr. J. J. Frey, the Assistant Superintendent of the Arkansas Division their position on the strike.

Mr. Frey and Grafton were out of town, but Mr. Keenan accepted their statement and promised to forward it to Mr. Frey and Grafton when they arrived in Little Rock. The conductors position came as a surprise to Mr. Keenan as he expected them to back the Iron Mountain in this reduction of force. The conductors position that they would support the brakemen in their efforts to keep a third man on the crew as long as there would be no acts of violence by them in the strike, and that conductors would report for duty but would not handle any brakes on the train that normally were assigned to the brakement, made Mr. Keenan play his trump card sooner than expected.

Not all conductors on the second and third district were members of the Order of Railway Conductors and the non-members names were well known by the officials of the company. Mr. Keenan, using his list of non-union conductors, selected three from it to act as brakemen on a stock train of thirty cars of sheep for St. Louis in a attempt to show the striking brakemen it was useless to try to strike the Iron Mountain.

Mr. Keenan's decision to move the stock train with conductors acting as brakemen caught the Strike Committee off guard, and the train of sheep thundered out of Little Rock before the strikers knew what was up.

But not to be out-done by the slippery Mr. Keenan, Strike Committee quickly gathered up a dozen or more striking brakemen, put a hand car on the rails and poled up the main line in hot pursuit of the train.

The strikers overtook the stock train as it stopped at McAlmot where it had orders to meet a southbound train. There the strikers swarmed all over the cars, and after meeting the southbound train, the stock train started to depart. The strikers tied down hand brakes and stalled the train.

The conductor, knowing it would be impossible to move the train on to Poplar Bluff under those conditions, asked and received orders from the train dispatcher to return to Little Rock with the train of sheep and dropped the problem right back in Mr. Keenan's lap.

But Mr. Keenan was as stubborn as the strikers and he was determined to move the train of sheep. After servicing the engine he once again ordered the conductor to take the train to Poplar Bluff regardless of the action by the strikers.

By the time the engineer had whistled "off brakes" and received the signal to proceed from the conductor, the brakemen once again swarmed the train by the dozen, rushed to the brakes and held the train motionless. Not one inch could the locomotive draw the train. Mr. Keenan gave up in despair and ordered the sheep unloaded to graze on the right-of-way until he could figure some way to get them to St. Louis.

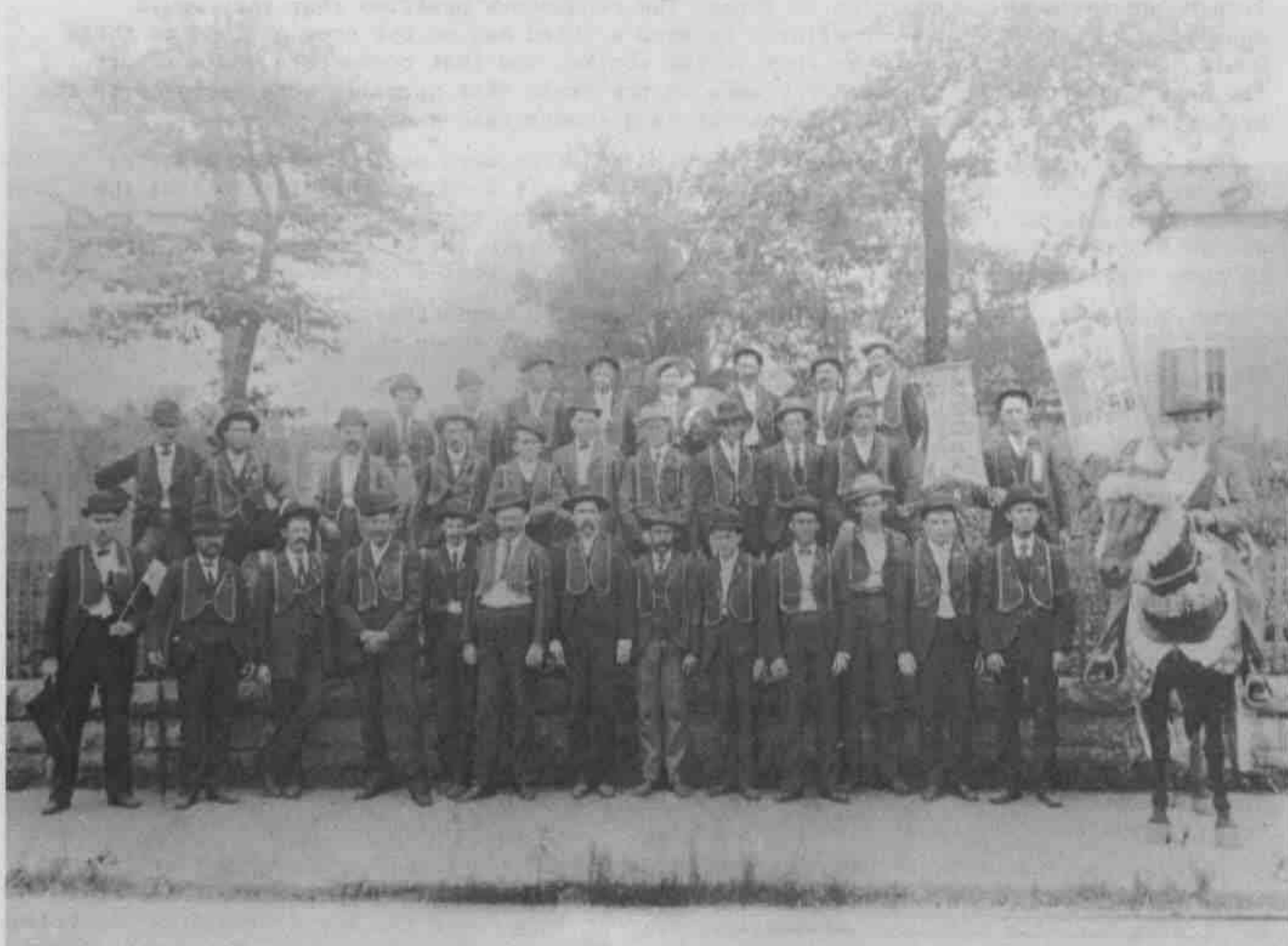
The next day Mr. J. J. Grafton, Trainmaster of the second district, made a personal appeal to his brakemen to quit the strike and return to work as he claimed this was third district business, not theirs. But the second district brakemen did not see Mr. Grafton's point of view and they and their conductors stuck to their stated positions. The Iron Mountain was tied up tight as a drum.

Mr. J. J. Frey, breathing Hell-fire-and-Damnation, called upon the Conductor's Committee to meet with him in his office and explain to him their purpose of supporting the brakemen in their strike. Where Mr. Grafton had asked the men to call off the strike, Mr. Frey demanded that it be terminated at once. He asked the conductors to man the brakes on the trains in their charge. The conductors refused to do so. Then Mr. Frey asked them if they would man three brakes on a train, again the Conductor's Chairman refused to consent to these demands. The conductors stood fast on their resolution that they would not handle hand brakes on the trains. As a last resort, Mr. Frey issued his final statement, "any conductor refusing to handle three hand brakes on a train in his charge would be immediately dismissed from the service on the Iron Mountain", giving the conductors until that afternoon to give him an answer.

With Mr. Frey now in charge, the strike took a turn for the better or the worse, according to which side of the fence you were on. At 4:00 PM that day, he with Deputy Sheriff Dotsford, Railroad Detectives Basye, Washmood and Adams of Little Rock and Detective Faulkesbury of Newport supported by Deputy Marshall McBride and Sergeants Scott, Gray and Spright went to the railroad yard at the depot where a freight stood ready to move north. Mr. Frey was shooting his big gun.

At 4:40, No. 30, which should have gone out that morning at 6:30, was ordered out by Mr. Frey in charge of a non-union conductor and three non-union conductors acting as brakemen.

As the hogger got his "Grant-Built" 4-4-0 in motion and was racing past the depot bound for Poplar Bluff, no less than sixty striking brakies, who had hidden in the weeds along the right-of-way rushed out of hiding and climbed aboard the train, all giving stop signals, which the engineer obeyed. With the train stopped the strikers separated, half going south and half going north to prevent any movement of trains from those directions.



Brotherhood of Railroad Brakemen, DeSoto, Missouri, 1903 on the St. Louis, Iron Mountain, and Southern. (From collection of William Church)

Deputy Sheriff dotsford, acting on information from Mr. Frey, arrested two brakemen off McElroy's crew along with James Higgins, Joseph Mallard and Strike Chairman Brennan and his assistant Crosby, taking them to the office and later to jail.

Not to be out-done by the strikers, Mr. Frey made another attempt to move No. 30. He called Mr. Richardson, the master mechanic over at the Baring Cross Shops to bring over another engine to act as a pusher engine to get the train started. When the pusher engine was at the rear of the train, the lead engineer whistled "off brakes" and started the train. Again the striking brakemen swarmed the cars. While some set hand brakes, others pulled out the coupling links and pins and dropped them into the Arkansas River. The lead engine stalled on the Baring Cross Bridge but the pusher engine kept shoving hard. This caused several cars in the middle of the train, which was now on the bridge, to derail. This derailment blocked Mr. Frey's railroad for the rest of the night and added to his problems.

Mr. J. J. Frey, who did not get his position on Mr. Gould's Iron Mountain by being "A Man's Best Friend" was far from being defeated. Being slippery like Mr. Gould he had several aces up his sleeve and intended to use them the next day.

The next morning he called for all representatives of the striking brakemen and conductors to be in his office at 10:00 AM. At the meeting he informed the striking brakemen and the conductors that Governor Henry was calling out the State Troops to protect Iron Mountain property and that trains would be operated under the protection of troops. Then he issued his final threat: "Any man refusing to go to work would be dismissed immediately, be denied transportation over the Iron Mountain in a caboose or passenger coach, and those who refused to comply with orders would be jailed". The men could take it or leave it.

Following Mr. Frey's meeting, Mr. Keenan called a meeting in his office and told the conductors and brakemen that there had been some misunderstanding on the part of some of the rabble-rousers among the brakemen on his order to pull off the third brakeman on the third district and that the conductors had acted too hastily in not coming to him for instructions. He now said that all crews would operate with three brakemen as before and told the men to go to work with the exception of Brennan, Crosby, Mallard and Higgins, who had been jailed and, on their promise to leave town, would be released. The men accepted Mr. Keenan's statement and prepared to return to work. The strike was over and the brakemen on the Iron Mountain had struck a blow for equal rights and better working conditions.

Thanks to their fallen leaders of the strike, the fires of unionism had been kindled in the hearts of the Iron Mountain brakemen. A short time later, the brakemen on the Delaware and Hudson Railroad (now subject to possible union-breaking by the Guilford Co.) organized the Brotherhood of Railroad Brakemen and the idea caught on all over the country. The Iron Mountain brakemen were quick to join the new organization. The second and third district men quickly applied for a charter and were allowed to form a lodge that became Lodge 49 of the Brotherhood of Railroad Trainmen, then the United Transportation Union. The first district men followed the example of their counterparts in Arkansas and were members of Hazel Nelson Lodge No. 205 B.R.B at De Soto. Division #131 of the Order of Railroad Conductors existed until the consolidation of the ORC and the BRT and represented conductors on the Arkansas Division.

By 1893 railroad unions were strong enough to bargain for working conditions and better pay for their members. One of their major victories was the passage of the Hours of Service Law, that limited the number of hours a crew could be held on duty without rest. Another was the Safety Law that required automatic couplers and air brakes on all railroad cars.

When the Safety Act took effect in 1903, the Iron Mountain, Frisco, Cotton Belt and KCS started to eliminate one brakeman from all freight trains. Once again rail labor took up the fight, not as a strike but to the Arkansas Legislature. Here they were successful in having a law passed that all freight trains of 24 cars or more in the state be manned by a conductor, three brakemen, engineer and fireman. This law remained in effect until it was voted out by the people of Arkansas in 1968.

- END -

(William Church, a retired MoPac conductor, had his first membership in the BRT at Illmo, Missouri in the W. H. DeFrance Lodge. He later was a member of Hazel Nelson Lodge 205 at Poplar Bluff, MO and in 1945 joined the ORC Division #3 in St. Louis. His membership is now in UTU Lodge No. 656. For several years he served on the Local Committee of Adjustment for Division #3 in ORC as Assistant Local Chairman).



HELP! - Can anyone identify this obvious former depot? It's located just off Highway 121 between Rondo and Aubrey, Arkansas in old M&NA territory just northwest of Helena. No one was home when I stopped there on July 18. Call or write your editor if you know the answer. Thanks.



Still seen are piers belonging to the Missouri & North Arkansas just south of Wheatley, Arkansas on July 18, 1986. The last train over this line was on October 18, 1951 with the line being abandoned in November of that year.

FIRST RUN

On July 16, 1986, the Little Rock & Western Railway began operating between Perry and Danville, Arkansas over the former Rock Island Sunbelt line. They plan to haul grain to Wayne Poultry in Danville at least 3 times a week, but maybe more.

The LRWN had planned to start their service on July 14, but no cars of grain had come in at that time. As a result, the first train in over 6 years ran over the former Rock tracks on Wednesday, July 16th.

Following are some pictures of that first run. The day was sunny and hot with afternoon temperatures between 95 and 100 degrees:



TOP TWO - Ready to leave Perry at 9:45 AM on July 16, LRWN engine #102 will pull an empty gondola plus 2 loaded grain cars to Danville over former Rock Island tracks. This will be the first train to run on this line in over 6 years. MIDDLE - Through Adona, Arkansas about 10:00 AM. BOTTOM LEFT - Heading west out of Casa about 10:35 AM. A pile of new ties was located to the right of the track behind the photo. BOTTOM RIGHT - Passing the remnants of a 1979 Rock Island wreck just east of Ola.



TOP - Going through Casa at 10:35 AM showing the pile of new ties mentioned on the previous page. (A flat penny is also there, but it was smushed to elemental electrons). MIDDLE LEFT - The old Danville depot is being used as a feed store in Danville. It was moved from the original site (just to the right of photo) years ago. MIDDLE RIGHT - In Danville, about noon, just west of the old depot site, engine #102 ran around the switch and was in the process of going back to the string of grain cars to back them into the Wayne Poultry siding. By August, the LRWN will have a new engine, #103, to be used on the Perry-Danville run. BOTTOM LEFT - A graveyard of rails lies behind Wayne Poultry in Danville. They are part of what remains of the taken-up RI tracks west of Danville to the Oklahoma border. BOTTOM RIGHT - Wayne Poultry Feed Mill is where the grain cars will go. The first grain car is under the shed to the left of the center tree. The engine returned to Perry by itself at 2:23 PM. MISC. NOTES - A large funeral was in progress in Casa at traintime -- In Ola, a man ran with his camera to see the train come by after he heard the whistle.



END OF THE LINE - Gone, except for the memories, is the Rock Island Sunbelt Line west of Danville, Arkansas. The line from Danville to Howe, Oklahoma was taken up earlier in 1986 by L. B. Foster with many of the rails now stacked nearby this location. The overpass is Arkansas Highway 27 about a mile west of Danville. (July 16, 1986 photo by Ken Ziegenbein)

ARKANSAS RAIL NEWS

UNION PACIFIC TO PROCEED WITH CUTS - The Union Pacific will go ahead with plans to eliminate at least 227 jobs in Arkansas, but will create 100 new jobs this year and during the next 2½ years will add another 300 jobs, Union Pacific President Drew Lewis said July 2 in North Little Rock. Union Pacific has asked the state Transportation Commission for permission to close 8 of its railroad stations in Arkansas - at Newport, Russellville, Pine Bluff, El Dorado, Helena, McGehee, Van Buren and Gurdon. This would eliminate 26 other jobs. (However, the Transportation Commission has refused to allow the Gurdon station to be closed - that is, be made into a non-agent station - because the station is making money). Lewis met in North Little Rock with Senator David Pryor, Governor Bill Clinton, North Little Rock mayor Terry Hartwick and an aid to Senator Dale Bumpers. A spokesman for the union said after the meeting that he was satisfied with what he heard because they (UP people) made some commitments to some people that the union could come back to and say "Hey, they're not living up to their commitment". (ARKANSAS GAZETTE - James Scudder)

AUGUST 14 BIG MOVE - August 14 appears to be the day that many Union Pacific people will be moved from the offices on 4th street in North Little Rock to other parts of the system, both in the city and around the country. Things are happening fast in the railroad business now.

UNION PACIFIC SEEKS CLOSURE OF EIGHT ARKANSAS STATIONS - To elaborate on the previous story about cutbacks UP is making in Arkansas, they have petitioned the Arkansas Transportation Commission to close eight railroad stations in Arkansas - Newport, Russellville, Pine Bluff, El Dorado, Helena, Van Buren, McGehee and Gurdon. Paul Watkins, Public Relations of the Union Pacific, said "People tend to become emotional when you talk about closing a train station, but essentially what this means in this instance is that instead of a freight customer calling a local agent to order a freight car or check on a delivery, they call a toll-free 24-hour number".

A lot a flak is being given UP in these closing requests. The president of the Gurdon Chamber of Commerce warned "one of the first things industries ask about is the rail service. It would be devastating in all these towns if the stations were to close". Bill Tarpley, president of the Chamber, also said that the railroad has promised that the agent at the Gurdon station would be replaced by a clerk, but Mr. Tarpley thinks its plans are different. "I think what they are telling us is a lot of bunk. They are saying they want to save \$4,000. We feel like their motive is to shut down the stations, period". It was later learned that the Commission refused to allow the Gurdon station to be closed since it was making money.

Regarding a toll-free customer service number, a spokesman for the Transportation Commission said "We've heard testimony that customers would call a center 10 times before getting someone. They realize they have captive shippers and they don't particularly care if they provide good service". North Little Rock mayor Hardwick said "Originally they said only 60 people were going to lose their jobs in Arkansas, now it's grown to 227. I want to know why". (ARKANSAS DEMOCRAT - Jim Keary)

(Editor's note - Service and perception of service can often be confused. Perhaps actual service with a toll-free number would be better, but convincing people of that, and not having a personal contact in town, are two different things. Remember the taste-tests for "New" Coke "proved" that it tasted better than original Coke? However, the PERCEPTION of the public refuted this "proof" by demanding "Classic Coke" to return. The same can be said for local railroad agents, small-town post offices, etc.)

READER RAILROAD HISTORY - Located just off Highway 24 on State Road 368, between Prescott and Camden, Reader Park is a living history museum dedicated to the preservation and interpretation of the early logging trains that helped build the state's sawmill industry. For almost a century, the Reader Railroad played a continuous role in Arkansas industrial history, hauling timber, freight, passengers until it was abandoned in 1974. A year later, it was purchased by a group of area businessmen who set about to restore the old tracks and equipment, creating an historical interpretation of the old railroad for the modern public to enjoy. Since then, General Manager Richard Grigsby has been engaged in acquiring authentic equipment and facilities to add to the project. Besides the regular passenger runs today, new attractions at the Reader Park include a country store and an engine house. (THE DAILY RECORD of Little Rock)

FROM THE CLEVELAND COUNTY HERALD, from Lynn Gaines, Jr., comes the following: A 1946 edition of the paper shows that the Cotton Belt water tank at Pool Saline, Arkansas (talked about in a past RAILROADER) was being dismantled. In a recent article, we noted that the tank was completed in 1926. The tank had not been in use for a year or two prior to being dismantled in 1946.

TRAIN SPEED TO BE HELD DOWN - (Waldo) - The city of Waldo, Arkansas plans to issue tickets to Cotton Belt trains running faster than 45 MPH through the city. A move by the city council to reduce that speed to 35 MPH was defeated. One train, a midnight to 2 AM piggy-back, will be allowed to come through at 70 MPH. (MAGNOLIA BANNER-NEWS)

FIRST TRAIN OVER "SUNBELT" LINE - On July 16, 1986, Little Rock & Western Railway ran its first grain train from Perry to Danville, Arkansas over what's left of the Rock Island "Sunbelt" line. This represented the first train to use the line west of Perry in over 6 years. Continental Grain bought the line and leased it to the LRWN to haul grain to Wayne Poultry in Danville. The line is dismantled west of Danville. (See story elsewhere).

MORE LAWSUITS OVER DERAILMENT - (Pine Bluff) - Another lawsuit has been filed in Federal Court over the June 9, 1985 derailment near Pine bluff of a Cotton Belt freight. This 6.45 million dollar suit was filed by the Ferguson's of Mimosa Lane. According to the suit, family members have been exposed to an increased risk and fear of developing cancer or other ailments due to the derailment, since some of the chemicals spilled onto their land. The suit was filed July 9. (PINE BLUFF COMMERCIAL)

GENERAL RAIL NEWS

FATE OF SP/SF MERGER MAY BE KNOWN JULY 24 - The ICC is expected to hold a public hearing in Washington July 24 to vote on the proposed Southern Pacific/Santa Fe merger. This will later be put in writing, and if no objections are found and the ICC rules in favor of the merger, the first day of operation of the new SPSF Railway would be October 1, 1986. Meanwhile, the Southern Pacific had its 19th consecutive monthly decline in carloadings in May hauling 126,862 cars of goods and has said that if the merger isn't approved, the SP would go out of business. Union Pacific, among other railroads, opposes the merger (but SP also opposed the UP/MOP merger in 1982!). If the merger goes through, Cotton Belt's Pine Bluff Division, which extends from St. Louis to Texas through Arkansas, will become the Cotton Belt Division of the SPSF. (ARKANSAS DEMOCRAT - Randy Tardy, SP UPDATE)

UP SYSTEM NUMBERED FREIGHT TRAINS in this area as of May 30, 1986 are: N106 (N Little Rock-Coffeyville, KS); N107 (Coffeyville, KS-N Little Rock); N122 (Ft Worth, TX-Shreveport, LA); N123 (Shreveport-Ft worth); N152 (Shreveport-N Little Rock); N153 (N Little Rock-Shreveport). (THE MIXED TRAIN)

UP LIVESTOCK TRAIN (only one left in the nation?) of May 30 consisted of UP SD40-2 3461 and SD-60s 6033/6014 & 29 cars of hogs. Running time from Salt Lake City to Los Angeles for the 809 miles was 21 hours, 35 minutes. (THE MIXED TRAIN)

KATY BIDDING ON FORMER ROCK ISLAND - Officials with the Missouri-Kansas-Texas Railroad want to operate a shortline owned by the state of Oklahoma between McAlester and Howe, Oklahoma (former Rock Island "Sunbelt"). The MKT already has a leasing arrangement with the state for the former Rock Island segment that runs from McAlester to Oklahoma City. (As you may recall, the KATY was at one time in the running for getting all of the Rock's Sunbelt line in Oklahoma and Arkansas to Memphis). However, Red-Ark Development Authority thinks an independent operator, not a major railroad, should run the southeast Oklahoma shortline. The state formally purchased the line and right-of-way for \$2.8 million in February, 1986. Harvey Bollinger, executive director of Red-Ark, said directors are concerned the KATY might not be as aggressive as an independent shortline operator would be in trying to bring in additional business. "We just feel an independent guy who has got to make it on this line would work a lot harder to build the railroad up than a big railroad," quoting Bollinger. The shortline will be part of an effort to bring new coal-mining jobs into eastern Oklahoma. (THE DISPATCHER - Central Oklahoma Club)

GREATER OKLAHOMA CITY AREA MODEL RAILROAD MEET will be held Saturday, September 13, 1986 from 9:00 AM to 5:00 PM at the Rose State College Student Union, 6420 S.E. 15th Street, Midwest City, Oklahoma. Contact Bob Linn, 4700 N. Norman, Oklahoma City, OK 73122 by September 1st if interested.

UP ENGINE ROSTER of of June 6, 1986 shows a total of 2,740 engines with total horsepower of 7,289,150 (averaging 2,660 HP each). The most of any one kind of engine is the SD40-2 with 914. Listed as passenger engines are the Centennial and E-9 #951. The least of any one kind is the GP-28 with only 2 left. The GP-28 is also one of the oldest units, built in 1964 with only the 28 GP-30's being older (built in 1962). (MIXED TRAIN)

RAILROADS VS. TRUCKS - In 1984, railroad's percentage of tonnage hauled across the country increased to 28.1% while truck tonnage decreased to 37.7%. The rest of the nation's freight was moved by water and pipeline.

CHANGING COLORS - CSX Transportation is going to paint its locomotives a different color. The new paint - a combination of blue and gray - will replace the yellow, blue and vermillion on the Chessie units and the Gray, yellow and red of the Seaboard locomotives. (SP UPDATE)

SEABOARD ABANDONMENT - The ICC has approved the abandonment of more than 100 miles of line in Tennessee belonging to the Seaboard System. The lines between Carthage Jct and Carthage and Stone River to Monterey will be affected. (UTU NEWS)

CORRECTION ON NORFOLK SOUTHERN DERAILMENT OF MAY 18 (from David Briggs) - The Roanoke Chapter's 3306 should be 3305. It was former New Orleans Chapter 3305, ex- IC 3305, originally 88-seat coach 2188 built by Pullman in 1916. As information, SOU 4061 (the destroyed concession car) was ex-baggage 4061, ex- 14 Section Tourist 3066, ex- 16 Section Sleeper "Bradgate" built by Pullman in 1917, plan 2412F, Lot 4484 (not built as a Tourist Sleeper). None of the cars on the train were wooden as reported, although the heavyweights did not have tightlock couplers, a contributing factor to the accident. This accident occurred just outside Suffolk, on a Norfolk to Petersburg, VA trip, not South Carolina.

NEWS updated through July 22, mailing date July 24 or 25 (a week sooner than before). Deadline for the September RAILROADER is Sunday, August 24.

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

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NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

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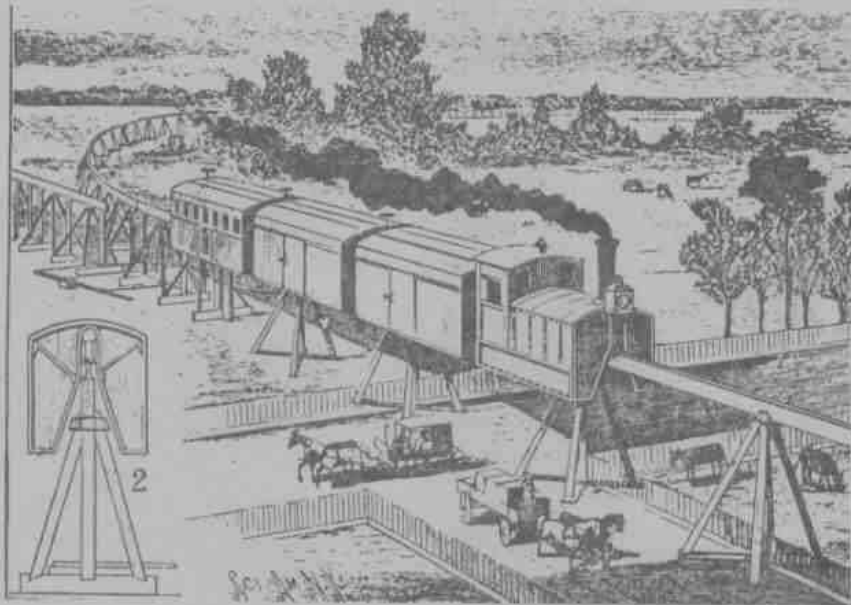
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

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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