



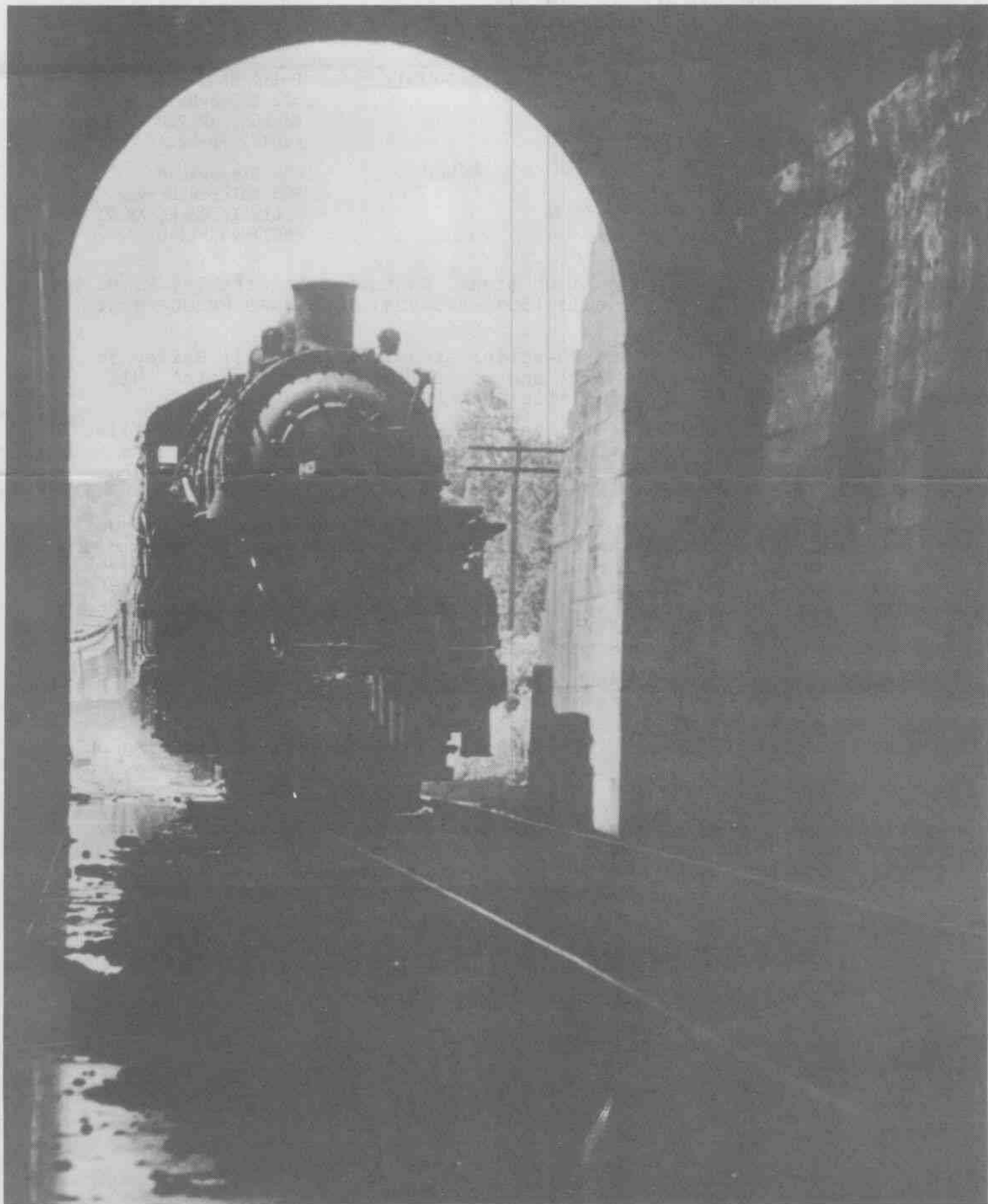
# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

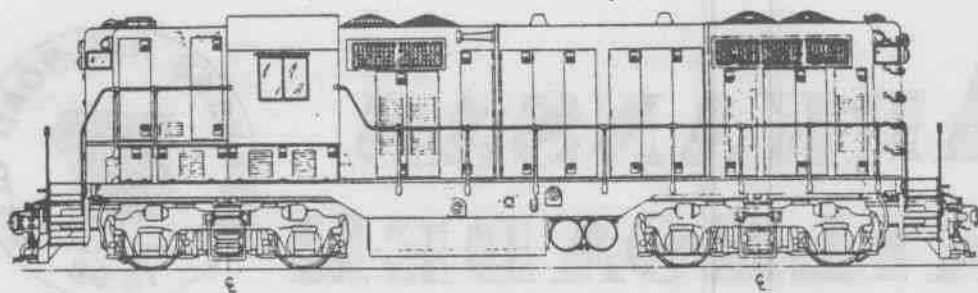
VOLUME 18 NUMBER 8

AUGUST 1987



The southbound "Southerner" (MOPAC Train #115) enters the Conway tunnel in 1931, only minutes away from the station stop at Conway. This award winning photograph was taken by the late Robert B. Clark, a professional photographer, using a tripod held camera. The shutter was tripped with a long cable release by the photographer while standing outside the tunnel. (Photo by Robert B. Clark, given your editor by Bill Pollard)

# GENERAL NEWS



## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1987 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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**WANTED** - Video to trade. Diesel or steam. Contact Matt Ritchie, P. O. Box 725, Cabot AR 72023-0725 or call (501) 843-9211 from 6-10 PM CDT most nights.

**WANTED** - Pictures of any KCS 900-series steam engines. Bill Bailey is doing a story on KCS 2-10-4 #903 and would like any information. His address: 8318 Reymere Drive, Little Rock AR 72207.

**AN UNUSUAL PLATE** was brought to the July Club meeting by Eakles Hille. It was a "Pirate" pattern Service plate used on the Illinois Central's "Panama Limited". These were the only dishes made using this pattern, which makes Mr. Hille's plate rather rare.

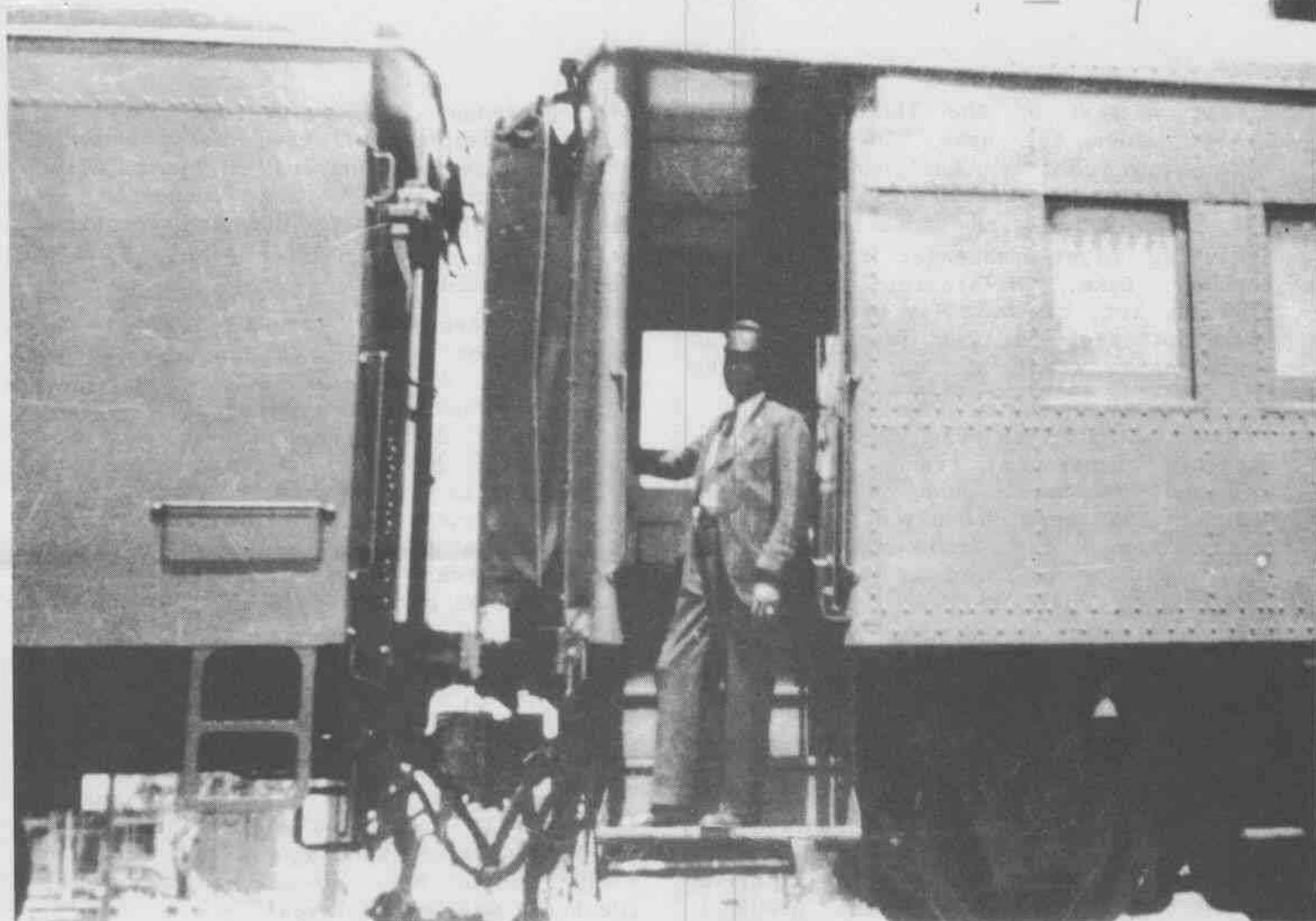
**HELP PARK ENGINES?** - Member Matt Ritchie brought up a point at the July meeting that the Arkansas Railroad Club should be helping renovate old park steam engines around the state, either by donations of money or time. Do others agree? Perhaps a group of us could go around the state and have "work days", where we could clean up/paint various static steam locomotive displays. Your editor would appreciate knowing where these engines are. Perhaps someone could do a story on them.

**"RAILROADER" DELAYED/LATE/EARLY/etc.** - The July ARKANSAS RAILROADER was delayed in mailing until late Monday July 6, so it didn't get "worked" until Tuesday July 7 at the bulk mail center in North Little Rock. As a result, many members didn't receive their's until after the meeting on July 12, even those living in Little Rock (it shouldn't have taken that long to get to Little Rock). In contrast, the August issue was mailed the next week, July 17, so you'll be getting this one in plenty of time for the August 9 meeting. That's the breaks - so be it. Sorry for any inconvenience. Remember that most of our meetings are on the second Sunday of each month.

## ☆☆☆ PROGRAM ☆☆☆

The August meeting of the Arkansas Railroad Club will be held Sunday, August 9 at the Twin City Bank building in North Little Rock on Main Street. Time will be 2 PM. Gene Hull will give the program, which will be unusual phases and parts of railroading. Gene always gives interesting presentations, so lets all have a good turnout. Refreshments will be available.

("Arkansas Rail News begins on Page 9)



Porter Joe Green on Illinois Central's "numba leven" (IC #203) at Lake, Mississippi on August 15, 1948 at 12:37 noon. (Photo by Frank A. Brooks, Jr.)

#### JOE GREEN AND BOB SHIRLEY AND NUMBA LEVEN

by: Frank A. Brooks, Jr.

I've heard that "frog eye" GP-10's are pulling increased amounts of tonnage on the 418-mile Mid-South Rail Corp. line between Meridian, Mississippi and Shreveport, Louisiana these days. I'm glad. I wish them the very best success possible! I grew up on that line and as a youngster I loved everything about it. Even so, I suspect there would be very little recognizable to me were I to go down for a visit at the present time.

Unless I'm wrong, the former Vicksburg Route Division of the Illinois Central was as typically I.C. as the racetrack handling traffic between Centralia and Carbondale, or the coal drags sandwiching through Horse Branch or Beaver Dam or Central City. Perhaps our Vicksburg Route Division stations were a bit more historic and architecturally pleasing than some, in that most of them were built before the Civil War, with the exceptions of the city terminals. Our right-of-way was also special in that as late as the 1940's section crews every ten miles dared even a single blade of grass to push up between the ballast although it might be subtropical June.

With regards to the rolling stock on the varnish, I would guess most of our coaches were from the 2930 series (built by Pullman in 1925) or from

the earlier 2900 and 2910 series (built by Pullman in 1918). They were classic olive drab, gold-lettered chariots on the outside with walk-over, dark green or maroon upholstered scratchy seats on the inside. In a sense, they were luxurious because those coaches which passed through our towns day in and day out were about the only facilities in our part of the world to boast air-conditioning back then. The porter's push brooms kept them spotlessly clean.

Although they knew better, the parents and grandparents of those of us who lived on the part of the line east of the Mississippi River still called it the "A. and V." It had a musical ring. The original roadway started pushing eastward from Vicksburg in 1837 and it reached Jackson in 1840. The entire line from Vicksburg to Meridian was open on June 1, 1861 - two months after the Civil War started. On October 22, 1885, the conversion to standard gauge was completed in something like sixteen hours!

In 1889, the western segment from Shreveport joined the eastern one at Vicksburg and the operation through to Meridian became a part of the Queen and Crescent Route. Later, the western end was known as the "V. S. and P." In 1926 the Alabama and Vicksburg and the Vicksburg, Shreveport and Pacific



became a part of the Illinois Central System under the name "The Yazoo and Mississippi Valley Railroad Company." Their Employee Timetable No. 1 dated July 18, 1926 listed wonderful service, including eight passenger trains daily through Lake, Mississippi, my home village. Yet, historically having arrived where it was, it was inevitable that their names would be cut in half by the time the 1940's rolled around.

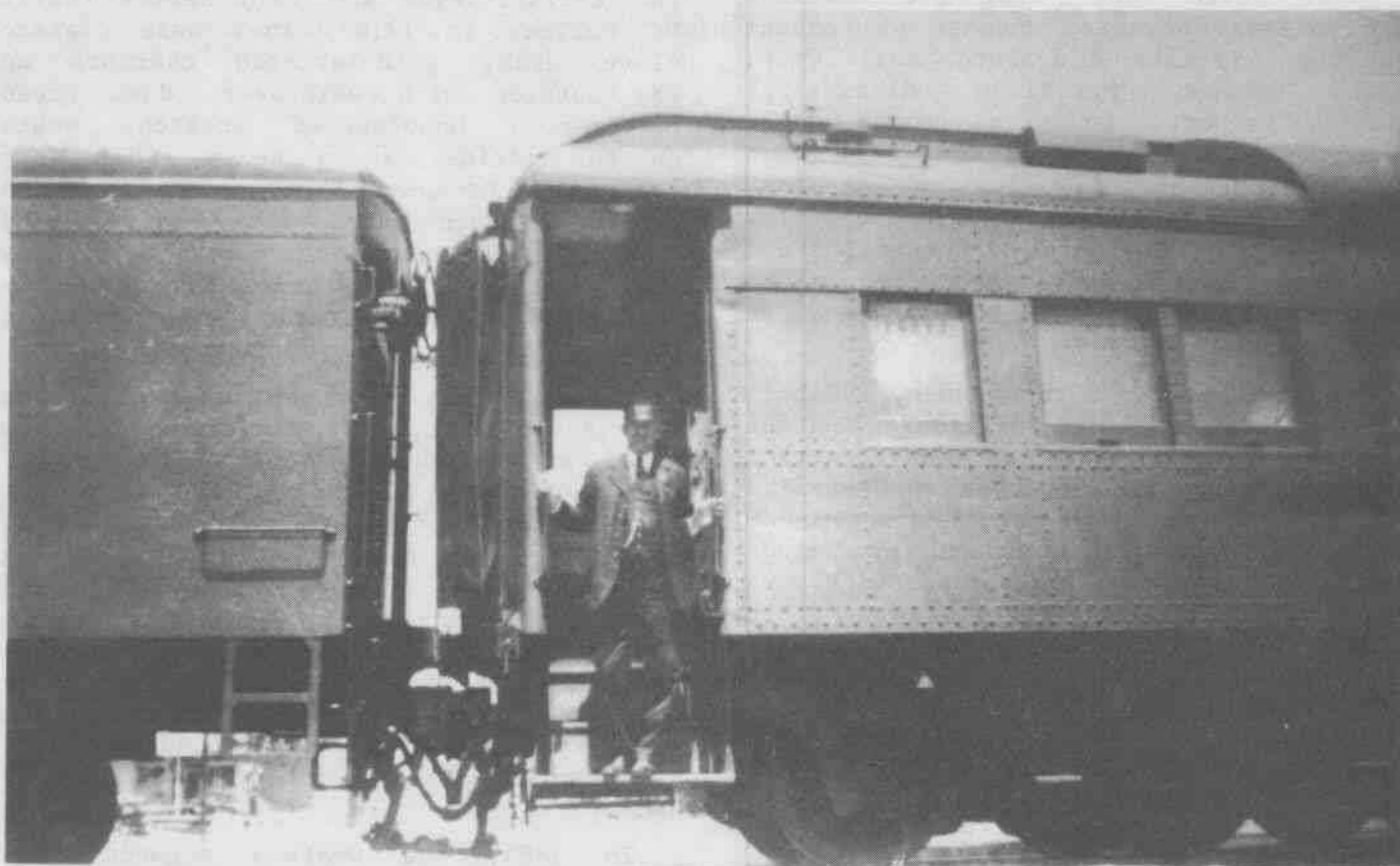
The I.C.'s Vicksburg Route Division operated passenger trains 201, 202, 203 and 204 until June 14, 1949 when 203 and 204 were "annulled." They were our beloved "day trains." We heard they would be restored as soon as John L. Lewis' coal strike was settled, but they weren't. Trains 201 and 202 were a bit fancier and possibly a little faster. They were our Pullman-carrying "night trains." Every now and then those trains had their numbers changed so that when the last segment of the last westbound train made its final run between Vicksburg and Shreveport on March 30, 1968, former Train 201 was 205. She had been dropped from Meridian to Vicksburg on the previous October 24, 1967. I remember Train 202 also as 208 and 226. I suppose

the passenger trains of our Vicksburg Route Division must have been numbered according to the numbers of the mainline trains with which they connected at Jackson. For instance, our 205 connected at Jackson with mainline No. 5, the Panama Limited.

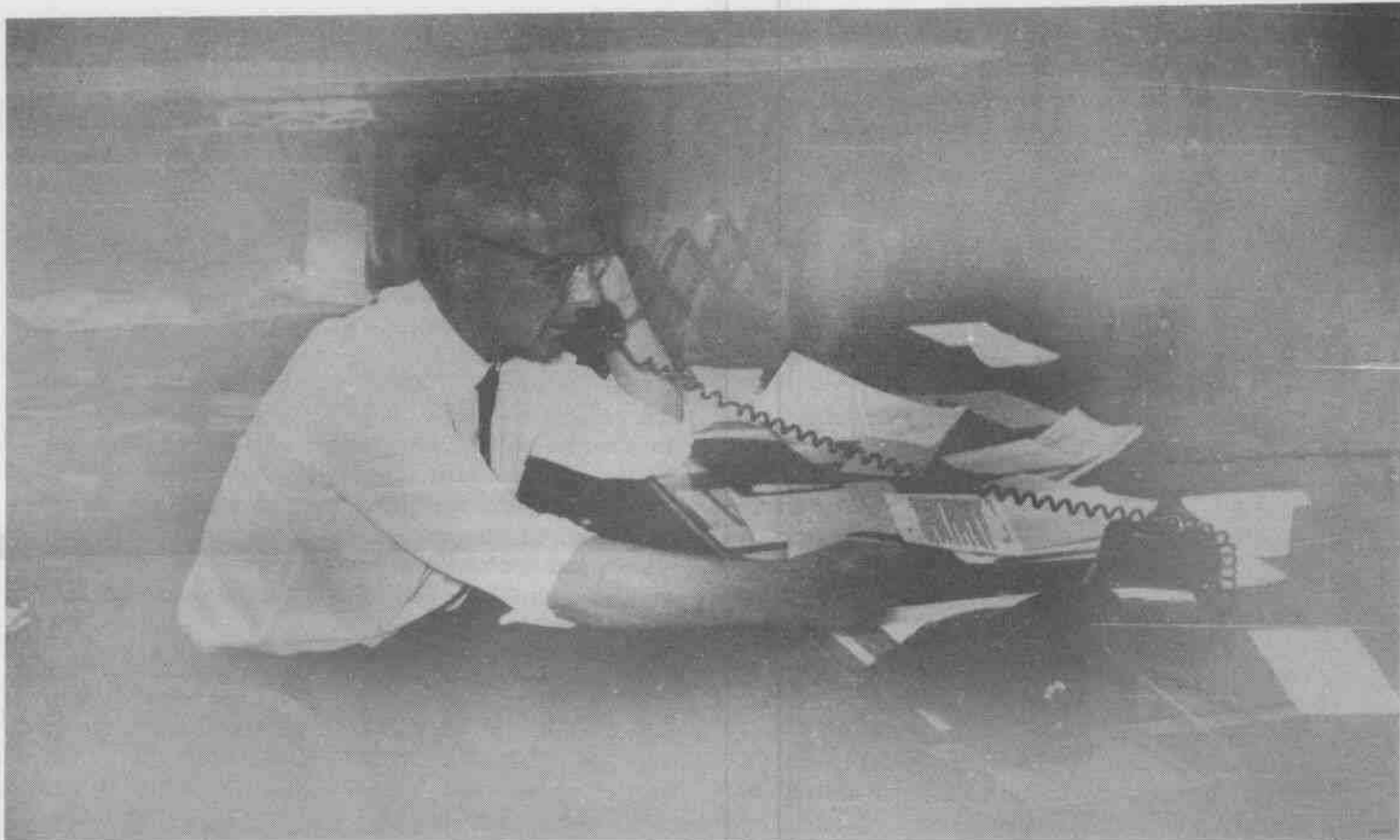
Nearly everybody in Lake called the night trains No. 1 and No. 2, but we called the day trains No. 11 and No. 12. I have no ideas or clues with regards to how the day trains No. 203 and No. 204 came to be known as No. 11 and No. 12. But this I do know: I made it my boyhood business to ride those day trains as often as possible and to know their crews the very best I could. I even took pictures of them with my hand-me-down "box Brownie" from time to time. Pictures of my favorite porter, Joe Green and conductor, Bob Shirley are included with this story. The date of both pictures was August 15, 1948. It was 12:37 noon at Lake, Mississippi. The engine on the point was 2-8-2 No. 1467 (Lima - 1923); the coach on which steps Joe and Mr. Bob were standing was 2931 (Pullman - 1925); but make no mistake about it, the train was "numba leven!"

- END -

(for the past 18 years, Dr. Brooks has been pastor of the First Presbyterian Church, Batesville, Arkansas and has been a member of the Arkansas Railroad Club for years.)



Conductor Bob Shirley on the famous "numba leven" at Lake, Mississippi on August 15, 1948. The coach was Pullman 2931 being pulled by steam engine No. 1467, a 2-8-2 Lima. (Photo by Frank Brooks, Jr.)



Chief Dispatcher D. B. Davidson of the Missouri Pacific in Poplar Bluff, Missouri in 1968. (Photo by William Church)

### EIGHT HOURS ON THE MOUNTAIN

by: William Church

Like all dispatchers, those on the DeSoto Sub of the Missouri Pacific Missouri Division headquartered in the Poplar Bluff, Missouri passenger station, were indeed very busy men. Especially the 4:00 PM to Midnight man who had the largest percentage of trains scheduled over the divisions' five sub-divisions on his shift.

The Missouri Division, the old Iron Mountain's first main line and often referred to by the men as the "Mountain", called for a special breed of railroaders to keep things moving. Among them the train dispatcher was right at the top of this breed who made the "Mountain" a legend among railroad men.

These dispatchers controlled trains on the mountain's main line, the DeSoto Sub, between Poplar Bluff and Cliff Cave, Missouri, which was the passenger trains' route to Arkansas and Texas. They also handled the Poplar Bluff Sub, which was the "Dupo-Poplar Bluff" freight route from Texas-Arkansas to Dupo, Illinois. This sub-division, unlike the DeSoto Sub that was CTC over the entire sub, had 27 miles of this system of train dispatching, the remainder being train order territory.

The other three sub-divisions, like Belmont, Jackson and Potosi ("Po-toe-see") were also train order territory, the Belmont running from Bismarck to Charleston where it connected with the Poplar Bluff Sub. The Jackson Sub was a sixteen-mile line from Allenville on the Belmont Sub to Jackson, Missouri and the Potosi Sub was a three-mile industrial switching lead branched off of the DeSoto Sub at Mineral Point.

The trains running east of Poplar Bluff to Dupo left the Poplar Bluff Sub at Dexter Jct, where the Cotton Belt handled them on their Illmo Sub to the Missouri Pacific's Illinois Division Chester Sub.

Trains running north out of Poplar Bluff over the DeSoto Sub were delivered to and received from the double track St. Louis Terminal Division (do not confuse with the T.R.R.A of St. Louis) at Cliff Cave, Missouri.

The St. Louis Terminal Division from Cliff Cave to St. Louis Union Depot had a branch from Davis Street Junction to Tower Grove named the "Oak Hill Sub" and was the passenger route. Freight from Cliff Cave used the Lesperance Street Sub from Davis Street Jct. All trains running on these tracks used current traffic rules and came under the jurisdiction of the Poplar Bluff dispatcher at Cliff Cave. From Cliff Cave north, all movements not covered by the Terminal timetable were authorized by the St. Louis Terminal Division Superintendent.

By far the DeSoto Sub was the busiest of five, especially the "swing shift." On that shift seven of the scheduled first class trains came under the "second track" jurisdiction. Four local way freights, two on the DeSoto Sub, one on the Belmont, the other on the Poplar Bluff, two "Dodgers", the Bismarck-DeSoto turn, the Charles-Sikeston Turn, the first named on the DeSoto, the latter on the east end of the Poplar Bluff Sub. Also, usually two or more Poplar Bluff-Dupo freights were handled between Poplar Bluff and Dexter Jct. Yes, the Poplar Bluff Desk could be a very busy place.

Let us follow the "swing" shift on a typical day, such as was 20 April 1960. T.H. "Tommy" Turner is relieving Frank McDonald at 4:00 PM and starts a routine shift on the "Mountain."

At the time Turner relieved McDonald, the Missouri Division was quiet, the so-called lull before the storm. On the Poplar Bluff Sub between Charleston and Poplar Bluff, No. 891 in charge of Conductor C. S. Bridgeman and Engineer Henry Wilson with the 428a had met the Charleston-Sikeston T.S.E. with Conductor William "Bill" Church and Engineer Walter Ashley on the 4310 at Sikeston and was now between Morehouse and Essix (with work there) and Dexter Jct. Estimated arrival time at "GR" was 5:15 PM. Church on the T.S.E. had some three more hours of work at Sikeston before returning to Charleston.

On the Belmont Sub, No. 893, Conductor D. Layton and Engineer Ainsworth on the 4434 was between Jackson and Charleston with an estimated arrival time in Charleston about 8:00 PM. In the Poplar Bluff yard was a "Dupo Drag", conductor E. N. "Earl" Church and Engineer I. A. Paul with the 350a and 301 with 26-96-5635, called for 3:30 PM and should be ready to depart by 4:20 PM.



*Conductor Jess Mastin on No. 8, Poplar Bluff, Missouri 20 April, 1960.*

On the DeSoto Sub, No. 4, the Little Rock local passenger train, "The Ozarker", Conductor L. N. "Jelly" Hughes, Engineer Ray Watson, with the 8008a-8005a, 9 cars and 630 tons had let No. 95, the Lesperance Street-Poplar Bluff local way freight, Conductor O. W. Scheiling Engineer Lonie Simmons with engines 4081-304b-384b and 4320 pulling 34-5-3114 tons, out of the south end at Mineral Point, and following green signals out of there to Blackwell with stops at Cadet and Tiff.

No. 94, the counterpart of No. 95 with Conductor M. L. "Millard" Counts and Engineer George Horton in charge of the 4258-381b-371b-4316 with 32-66-4748 tons has just departed Bismarck.

These two trains, No. 94 and No. 95 sometimes pose as problem-makers for Missouri Division Dispatchers. Today No. 95 is due to tie up under

the sixteen-hour law at 12:30 AM, while No. 94 has a 11:30 PM deadline. Both trains has much work to do before reaching their terminals and Turner will be hard-pressed at times to move trains without delaying the "Eagles", indeed quite a task.

McDonald, the first trick dispatcher had let No. 94 out of Bismarck before Turner came on duty and had fixed a meeting point between the two local at X D Irondale, No. 95 on the main track there.

The only other train on the DeSoto Sub was the Bismarck-DeSoto T.S.E., the "DeSoto Turn", in charge of N. E. "Noah" Counts and Engineer Dempsey McCabe with the 4370. The "Turn" was in the DeSoto yard switching the car shops and should be ready to depart DeSoto on the arrival of No. 94. Turner notices a message that was addressed to the "Turn" to work the Potosi Industrial Lead before leaving Mineral Point.

St. Louis had already given Poplar Bluff a call on the "Eagles." No. 21, the South Texas Eagle, Conductor Alex Paul, Engineer Charley Linder had the 7006a-7017b-8007 called for 5:45 PM. No. 1, the West Texas Eagle, Conductor S. J. "Sid" Boyer and Engineer "Bill" Wagner with two



*Conductor A. Givens and Sid Boyer in Poplar Bluff on MOPAC No. 1, 20 April, 1960.*

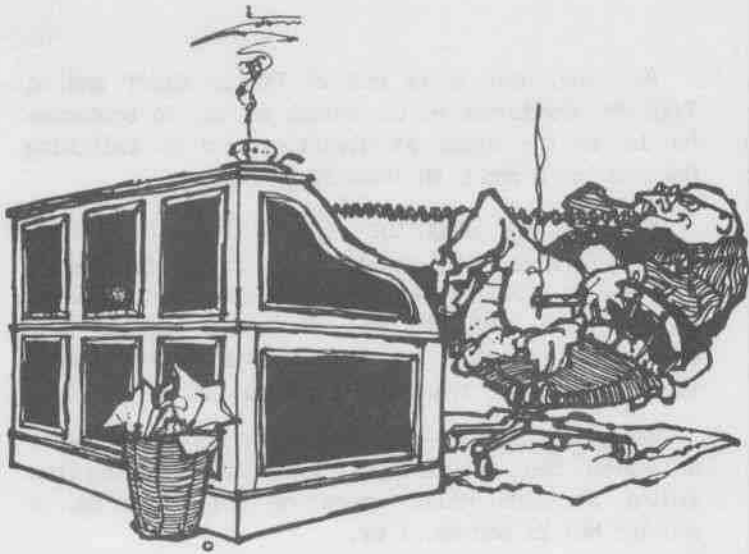
units, the TP 2000 and TP 2011a, called for 5:50 PM, were already entered on the train sheet.

For the first thirty minutes, trains rolled along as planned. No. 4 continued to make good time and Turner gave DeSoto a 4:20 PM figure on him there. No. 94 got in the clear at X D Irondale in plenty of time not to delay No. 95. Turner put No. 95 out at 4:09 PM and No. 94 at 4:10 PM.

The "Dupo Drag", after some delay in the Poplar Bluff yard, put out at 4:20 PM. Turner not having anything coming west out of Dexter lined the drag all the way to Dexter Jct and gave the Cotton Belt at Illmo a 5:30 PM figure on the drag at the Junction.

No. 4, finished with his station work at DeSoto at 4:20 PM, was lined all the way to Cliff Cave with an on-time figure to Union Depot.





No. 25, who had an on-time call at Poplar Bluff was out of Williamson at 4:14 PM and lined all of the way to the Bluff.

Things ran along smooth. No. 95 was reported in the clear at Bismarck at 4:23 with an hour or more work there. No. 25 passed Willey on time at 4:44 PM, and on the Poplar Bluff Sub "Earl" Church on the "Dupo Drag" cleared Junland at 4:45 PM.

No. 94 out of Mineral Point after making a fast setout, was OS'd by at 4:48 PM and had informed Turner they had work to do at Vineland before going down the hill at DeSoto where they had a setout and a pickup. They would eat there before leaving for Riverside.

By 4:52 No. 4 was on the St. Louis Terminal Division at Cliff Cave and eight minutes later, No. 25 was arriving Poplar Bluff. Two trains were now off his railroad but two more were due in the next hour.

The second hour for Turner was quiet. He still had Bridgeman on No. 891 and Church on the TSE and Layton on No. 893 out in the woods, but no foreseen problems with them. "Noah" Counts had finished his work at DeSoto and was waiting at the south end of DeSoto yard for No. 94, who was working Vineland.

But things were shaping up to be busy for Turner between Bismarck and Poplar Bluff. The tough mountain grades, Tip-Top and Gad Hill between Bismarck and Piedmont always held the threat of a traffic jam on a moments notice. Within this short 26 miles of rough-tough hill country Turner would have to tuck No. 95 away in a siding for No. 8, 21 and No. 1, yet give him enough time to work Annapolis and North Des Arc.

On the north end of the DeSoto Sub, No. 94, who was due to tie up at 11:30 PM, would have to be allowed some leeway against No. 21 and No. 1 if they were to make it in for the "Hogs" and yet complete their work at Riverside, where they usually had two or more hours of switching the Dow Chemical Plant and making the "Boone Terre" interchange.

Mixed up in all of this mess of trains would be No. 8, who had a Hot Springs-Chicago sleeper for GMD No. 8 at Union Station. A tardy No. 8 would delay the GMD and all conductors would catch hell.

With all of these problems facing him, Turner started planning his moves. Conductor Scheiling with the same four units on 95 pulling 34-5-3114 was OS'd out of Bismarck at 5:10 PM with work at Annapolis, North Des Arc, Piedmont and Leeper. He also had to meet No. 8 and No. 21 and let No. 1 by.

On the Poplar Bluff Sub, Engineer Paul on the "Dupo Drag" cleared the junction and was on the Cotton Belt at 5:30 PM and shortly afterwards Conductor Bridgeman on No. 891 who was at Dexter Jct., informed Dexter Hill about 5:50 PM and had about 20 minutes work at Dexter.

With nothing due out of Poplar Bluff for the east, No. 891 was lined through Dexter, Ives, Junland into Poplar Bluff.

At 5:15, No. 4 had been reported in at St. Louis Union Depot and at 5:20 PM Conductor "Millard" Counts on No. 94 was in the clear on the main line in DeSoto, and two minutes later, the "Turn" was out of DeSoto, next stop Mineral Point where he had some two or more hours of work.

Union Station announces No. 21 out at 5:42 PM and the OS bell on the console tells Turner No. 95 is out of Middle Brook. A few minutes later No. 1 is OS'd out of UD at 5:50 PM.

At 6:00 PM the picture becomes clear to Turner that barring accidents he just may clear his railroad of trains come midnight, that is no one throws "craps" along the way.

Conductor Scheiling and Engineer Simmons on No. 95 are making a good run, having already cleared Tip Top they could do their work at Annapolis and North Des Arc and clear up at Gads Hill for No. 8, 21 and No. 1.

No. 891, Conductor Bridgeman beat his figure out of Dexter Jct by five minutes and at 6:03 was working Dexter.



Author William Church, retired conductor of the Missouri Pacific, ca. 1960.

No. 94 at DeSoto had finished supper, picking up and setting out and announced it was ready to depart. This made Turner give thoughts where to meet No. 94 and the "Eagles." No. 94 being due to tie up at 11:30 PM, with work at Riverside and some seven miles of "yard limit" running between Davis Street Junction and Lesperance Street, needed all the work it could get. With No. 21 due Davis Street Junction and No. 1 following, Riverside would not be a good place to take No. 94 because of the delay to No. 21 and No. 1.

For No. 94 to stay at DeSoto, precious time would be lost that No. 94 could use later on in making the Terminal for the "Hog Law." So, at 6:10 PM, the exact time Davis Street puts No. 21 by with 13 cars, 920 tons, No. 94 departs DeSoto for Hematite for a meeting point with No. 21 and No. 1.

A few minutes later Conductor "Noah" Counts informs Turner he is off the DeSoto Sub at Mineral Point and is enroute to Potosi.

No. 8 called at Poplar Bluff for 7:00 PM with Conductor "Jess" Mastin, Engineer Jess Lovelace, has the 8026-7017-8023 with sixteen cars, 1280 tons, will soon be entering the picture.

At 6:16, No. 95 clears Chloride, far enough in advance of No's 21 and 1 to make his pickup at Annapolis and North Des Arc and should be in the clear at Gads Hill for No. 8 and the "Eagles." Turner has decided against taking No. 94 to Piedmont for the "fleet" because he has work to do north of town and may delay No. 8 if he does his work first.

At 6:18 No. 94 is clearing up at Hematite and No. 1 is OS'ed by Davis Street with 14 cars, 963 tons. No. 1 is following close behind No. 21 who was off the Terminal Division at Cliff onto the DeSoto Sub at 6:19 PM.

Things are running smooth elsewhere. No. 891 has departed Dexter at 6:18 and No. 95 has finished his switching at Annapolis

and at 6:30 PM is nearing North Des Arc where he has a pickup before pulling Gads Hill Grade.

No. 21 clears Hematite at 6:43 PM and eight minutes later, No. 1 goes by the north signal. Turner lines No. 94 out and soon he is on his way to Riverside. No. 95's delay there was thirty-three minutes, against some forth-eight minutes if held at DeSoto and a possible delay to No. 21 and No. 1 at Riverside if he had been allowed to go over there and clear.

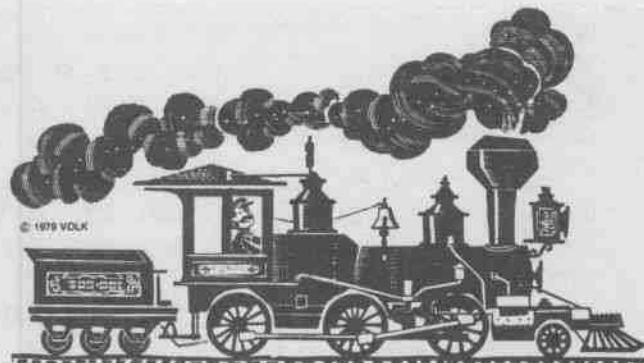
At 6:50 PM another train, No. 891, has cleared Turner's railroad. No. 891 has made Poplar Bluff and is now in the yard there.

For "Tommy" Turner, one hurdle has been cleared. No. 94, who is due to tie up at 11:30 PM, has met No. 21 and No. 1 and should be out of Riverside long before he has to clear No. 8 and Davis Street Junction.

At 7:03, No. 8 is out of Poplar Bluff and at 7:10 PM, Conductor M. L. Counts on No. 94 announces he is in the clear at Riverside and is switching Dow and the M and L RR interchange there.

At 7:25 PM Conductor "Bill" Church is OS'ed out of Sikeston and should be in Charleston before 8:00 PM. No. 21 and No. 1 are OS'ed out of Bismarck at 7:29 and 7:40 PM. No. 21 has a regular stop at Arcadia Ironton, so No. 1 lays back to keep from crowding his track going up Tip Top.

Meanwhile No. 95 has finished his station work at North Des Arc and at 7:30 was entering the siding at Gads Hill, where he will meet No. 8 and let No. 21 and No. 1 by.



No. 8, who cleared Mill Spring at 7:37 and at 7:48 was out of Piedmont, made Turner turn his attention to making a meeting point between No. 8 and the "Eagles." He had a chance of holding No. 21 at Chloride on the main line, letting No. 1 close up the distance and put No. 8 in the siding there for both trains. Or...he could take No. 21 and No. 1 down the main line at Annapolis and put No. 8 in the siding there. He chose the latter.

At 7:58, No. 8 was out of Gads Hill and at 8:06 was in the clear at Annapolis. No. 21 soon went over the North Switch there and had a clear signal at the south end. Eight minutes later No. 1 cleared the North Switch at Annapolis and at 8:17, after a thirty minute delay, No. 8 is once again headed for Cliff Cave.

At 8:25, No. 1 cleared Gads Hill and four minutes later, after a fifty-nine minute delay, No. 95 is rolling again, following No. 1 down the south slope of Gads Hill.

With the meet between No. 21 and No. 1 behind him and No. 21 and No. 1 around No. 95, the third trick desk returns to normal as Turner copies OS's on his train sheet. No. 8 at 8:25 was by Chloride and by Tip Top at 8:35 PM. No. 21 and No. 1 were out of Piedmont and No. 95 was at the north end of Piedmont doing station work.

At 8:40 PM another train clears Turner's jurisdiction. Conductor Layton calls in from Charleston on the Bell Phone and reports he is tied up at 8:35 and Church registered in at 7:55 PM.

No. 21 and No. 1 has stayed spaced apart and are now closing up. Turner puts No. 21 in at 9:04 PM and No. 1 at 9:15 PM.

No. 8 is OS'ed out of Bismarck at 9:00 PM, and five minutes Conductor M. L. Counts on No. 94 announces he is ready to depart Riverside with 44-17-3828 tons. After a one hour and fifty minute





delay at Riverside, he is ready for the final sprint to Cliff Cave. Turner accepts him at 9:05 and lines him all the way to Cliff Cave and barring trouble, he should clear Davis Street Junction way ahead of No. 8.

At 9:08, No. 8 clear XD Irondale and at that time, Conductor N. E. "Noah" Counts informs Turner he will be ready to leave Mineral Point on No. 8's arrival.

At 9:16 PM, No. 8 passes Mineral Point, Counts gets permission from Turner to enter the main track and is lined south for Bismarck.

No. 94 is making a good run. At 9:15 he has cleared Wickes and ten minutes later he is out of Turner's hair at Cliff Cave. And at 9:50 PM he is out of Harms Way - having cleared Davis Street Junction.

With No. 8 passing Riverside at 9:55 PM, Cliff Cave 10:13, Davis Street Junction at 10:20 PM, he will make Union Station on time.

Turner makes ready to accept two new trains. A "Dupo Drag" called for 9:20 PM with Conductor Metz and Engineer Ray Kershner who has the 326a-326b-325a-42-63 4418 tons is making an air test in the Poplar Bluff yard.

St. Louis Union Station gives Turner a call on No. 37, the Texarkana Mail and Express train, to depart at 10:20 - Conductor "Fuzzy" Shore and Engineer Charley Ham - with the engines 7008 and 7002b, 20 cars, 1196 tons and should

be out on time. As No. 37 and No. 8 will pass each other on the "Double Track" Oak Hill, Turner will not be concerned with No. 37 until he passes Cliff Cave.

No. 95 now out of Piedmont and making a good run to Poplar Bluff with no opposing trains, Turner lines him all of the way to Poplar Bluff. The Dupo Drag finally clears the Bluff yard at 10:15 and he gives the Cotton Belt a 11:15 figure on him down the hill at Dexter. Marking down the OS's as he passes Junland at 10:38, Ives 10:48, Dexter at 11:05 and down the Hill on the Cotton Belt at 11:28 PM.

No. 95 has passed Wilby at 11:03 and at 11:30 PM is in Poplar Bluff, leaving No. 37 the only train on the Missouri Division.

No. 37 is OS'ed by Cliff Cave at 11:01 and into DeSoto at 11:34 PM and out at 11:39 PM.

With twenty-one minutes left on his shift, Turner prepares his turnover for his relief who should in any minute be reporting for duty.

Although the Missouri Division was far from the busy railroad she was back in the 1940's with steam power and helper engines, on April 20, 1960 she was still one busy eight hours on the Mountain.

- END -

## ARKANSAS RAIL NEWS

DIXIE RIVER RAILROAD in southeast Arkansas now has three former BN engines, GP7's #1551, 1552 and 1514. Thanks to Barton Jennings for information.

"END OF THE LINE" MOVIE is supposed to be released in August. This was the movie that many of our club members were in last year using the 819.

NOW OFFICIAL - The Cotton Belt Rail Historical Society signed an acceptance July 11 for Cotton Belt equipment given to it over the years while the 819 was being rebuilt in Pine Bluff.

F&P ENGINE at the Little Rock Zoo will be moved soon, possibly by the end of July or early August. Its new owner is a North Little Rock man and its future is uncertain. No one seems to know what he will do with it.

RESTORATION PLANS FOR HAZEN DEPOT - (Hazen) - The Hazen Parks Commission announced in June that work on the Hazen Rock Island depot will begin soon. The decision has been made to remove the freight section of the depot and concentrate on the original main part of the station. All offers of money, labor or materials are much needed. Remember that Arkansas's very first railroad came through Hazen. The tracks are gone but they still have that one-of-a-kind Rock Island Depot. (Hazen GRAND PRAIRIE HERALD, July 2, 1987)



**"PINE BLUFF" SOLD** - Southern Pacific has sold five vintage business cars, including the "Pine Bluff" and "Tuscon". The "Pine Bluff" was built in 1914 and has been assigned since 1973 to the Pine Bluff Division of the Cotton Belt. Jim Johnson, public relations manager for the Cotton Belt, said they were too expensive to keep anymore. Union Pacific also recently sold a number of their private cars to Mexico. SP had over 300 bidders who answered a blind ad in the "Wall Street Journal". The car eventually was sold for \$120,000 to someone who, apparently, knows nothing about rail cars. SP will retain five business cars, including the "Sunset", which is the private car of SP Chairman Denman K. McNear. (ARKANSAS DEMOCRAT, June 25, Randy Tardy)

**TUNNEL WORK COMPLETE** - (Conway) - Crews from National Products, Inc. of Boise, Idaho finished work June 12 on the Union Pacific tunnel through Cadron Ridge in northwest Conway. Work began in December, 1986 to re-inforce the walls and ceiling of the 1,111-foot tunnel. The project marks the first time the entire tunnel has been refurbished since it was constructed in 1903. (See photo on the front cover). (Conway LOG CABIN DEMOCRAT, June 14)

**MINIATURE STEAM POWERED TRAIN BEGINS ANOTHER SEASON** - (Fort Smith) - Another season for the miniature steam-powered train at Creekmore Park in Fort Smith began June 11. The train has been running there more than 40 years. The train is one of the few remaining - if not the only - miniature steam train still operating in the country. Mid-South Steam Boiler and Engineering Co. recently did \$5,000 work on the old engine's boiler. There has been talk of replacing this engine with a gas-powered diesel, but, since the renovation work was done, they won't be looking at a replacement for a long time, perhaps 5 years. The engine runs on 60-gallons of diesel fuel a day (the fuel is burned to make steam).

Kansas City Southern used to maintain the track it runs on in the early days of the trains's history. KCS provided the train more than 40 years ago and it was numbered after the fastest engine in the railroad's fleet, the 802. (SOUTHWEST TIMES RECORD, June 12)

**ANOTHER MINIATURE TRAIN** - (McGehee) - A miniature Union Pacific train ran around the streets of McGehee during its Railroad Days festival in June. It has tires and carried passengers. Joe Buddenberg, a railroad machinist from North Little Rock, was the engineer. During the year, he and his train have traveled from eastern Illinois to New Orleans. (PINE BLUFF COMMERCIAL)

**TRAINS AT STORY HOUR** - (Camden) - Ed Romm, a Camden electric train collector, displayed and operated HO-gauge model trains June 17 at the story hour at Camden-Ouachita County Library. (CAMDEN NEWS)

**UNION PACIFIC HAS PAYROLL OF \$104 MILLION IN STATE** - During 1986, Union Pacific paid wages of \$104 million in Arkansas, including \$88 million in Little Rock and North Little Rock. It employed 2,894 people in the state last year, with 2,480 in central Arkansas. UP paid \$5.3 million in taxes in 1986. (ARKANSAS DEMOCRAT, July 1)

#### GENERAL RAIL NEWS

**ICC TURNS DOWN SP-SANTA FE MERGER** - On June 30, 1987, the ICC voted 4-1 NOT to reopen the merger case between the two railroads. As a result, the merger is dead. The ICC at the same time issued an order that requires at least one of the railroads possibly being sold within two years. The plan to divest must be filed by September 30, however.

Santa Fe-Southern Pacific Corp chairman John S. Reed was disappointed in the decision and announced plans for a significant realignment of the company. He also hinted at strong cost-reduction programs to keep the railroads viable, such as new labor agreements and possibly more layoffs. He identified the companies for sale by SFSP as Robert E. Mckee General Contractor in Dallas, Bankers Leasing and Financial Corp of San Mateo, Santa Fe Timber Company, which owns 520,000 acres of timber in northern California, Gulf Central Pipeline Company, Chapparral Pipeline of west Texas, and Black Mesa Pipeline of Arizona.

Meanwhile, Kansas City Southern RR President Landon Rowland said that the KCS will make a bid on the Southern Pacific within 60 days (by September 1) and hoped that the ICC would approve this merger.

Kansas Representative Jim Slattery said July 6 that he believes top managers of the Santa Fe mishandled the company's original request to the ICC for a merger. He said Santa Fe officials were "arrogant" in their approach to the ICC and dared them give the railroad everything it wanted in the merger. Of course, you can't do this with the ICC and expect them to give a friendly response. John Schmidt was the chief executive officer at that time and rumors have it he was replaced because of his lack of skill and lack of ability to work with the ICC.

Slattery also said that the ICC may have been under political pressure to not simply "rubber stamp" every merger application that came along...after all, they were being slated for abolishment.

Could be an interesting three months coming up...  
(Above gotten from SP UPDATE, TOPEKA CAPITAL JOURNAL, AKANSAS DEMOCRAT, Randy Tardy.)

NEWS updated through July 14...mailed July 17. Deadline for the next RAILROADER is August 22.

### ABOUT THAT MOP SALE

by: Mike Adams

The intelligence in the July issue of the ARKANSAS RAILROADER concerning the sale of former Missouri Pacific trackage from near Nevada, Missouri through Coffeyville, Kansas brought back many memories.

In the early part of 1932 the White River Division of the Missouri Pacific was consolidated with the Joplin Division. The superintendent's office at Aurora, Missouri was abolished. My father was trainmaster's clerk and car distributor here and had to exercise his seniority. He finally located at Carthage, Missouri and we moved there about July 1st that year. In the fall Dad was "bumped" again and spent the rest of the winter working the 11 PM Yard Clerk's job at Cornell, Kansas, or as described in the timetables "Cornell Junction."

Cornell was on this line being sold. It was located just west of the Missouri State line and was just over five miles northeast of Pittsburg. It was 30 some miles eastward to Nassau Junction, just south of Nevada, where this line joined the mainline of the Joplin Division. At that time the southeastern corner of Kansas was the site of extensive strip-pit coal mines and Cornell was right in the middle of this district. Kansas City and St. Louis were heavy users of coal and most of the railroads in the region burned coal, the Missouri Pacific being no exception. The reason for this being termed a "junction" in the timetable was due to the fact a line took off from Cornell and ran due north to Fort Scott where it intersected the Wichita Division (at one time it ran much further than Fort Scott). The Wichita Division intersected the Joplin Division at Rich Hill, Missouri, between Nevada and Pleasant Hill, Missouri on the Eastern Division.

In 1932 the Cornell Yard consisted of ten tracks and two working leads, both with track scales - all coal had to be weighed. The yard was symmetrical, all tracks were the same length. Each held 100 hoppers of coal, a caboose and a 1400 series class heavy Mikado (2-8-2). The yard tracks were on a slightly descending grade to the west. Since all switching was done from the east about all you had to do was pull the pin on the heavy loads of coal and they would walk on down and make a joint. Cornell had a coal chute, cinder pits and a water tank but no turntable. All engines were turned on the wye. All of the road jobs ran out of either Fort Scott or Nevada as "turns" and there was no apparent

need for a roundhouse. All winter it was a busy place. Up to a dozen mine run engines were worked. The usual power on these were the 100 class 2-8-0's (Consolidations) called "Spot engines." It was dig coal all day and switch it out, weigh it and run coal trains all night. During the winter of '32, the infamous 3 cylinder Mikado of the Missouri Pacific, the 1699, was working around Cornell and Dad always remembered weighing many a car of "Jayhawk" coal behind it.

There was no town as such at Cornell. There was a miniscule grocery store and nothing else. The water was heavily laced with sulphur and would gag a goat. Dad and the first trick telegraph operator shared a room in a farmhouse about a half-mile across the sunflower infested prairie. Dad slept during the day and George at night. George, now nearing 90, is alive and well at Chicago. I used to make an occasional trip to Cornell with Dad and we had to carry water from home. I just could not drink that sulphurous mess at Cornell!

The mines around Cornell turned out what was called "Jayhawk" coal and cast little round tags, about the size of a quarter, in the cars. These tags featured a red, white and blue "Jayhawk" on both sides. I don't recall what material they were made from but they lasted a long time. In the spring of 1955 when we were tearing down the coal-chute and re-arranging tracks at Gordon, we found large amounts of these tags around the track that served the chute.

Some wag, no doubt a railroader, turned out some low verse about Cornell and I well remember reading a copy nailed to the wall of the telegraph office. I have forgotten most of it but it ended up like this:

There's a little place on the prairie  
A place known as Cornell.  
There's a little place on the prairie,  
We call the corner of hell!

In April, 1970, my wife had to attend a reading seminar at the college at Pittsburg. Since my parents lived at Carthage this worked out quite well. I drove her over and dropped her off at the school and headed for Cornell. All I found was the main track, a few foundations and a sign-post...all that remained of this corner of hell.



The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. 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 in time to be received before the monthly meetings. In order 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'd 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/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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ARKANSAS RAILROADER  
c/o Ken Ziegenbein, Editor  
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North Little Rock, AR 72118  
ADDRESS CORRECTION REQUESTED

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AUGUST 1987  
Mailed July 17