



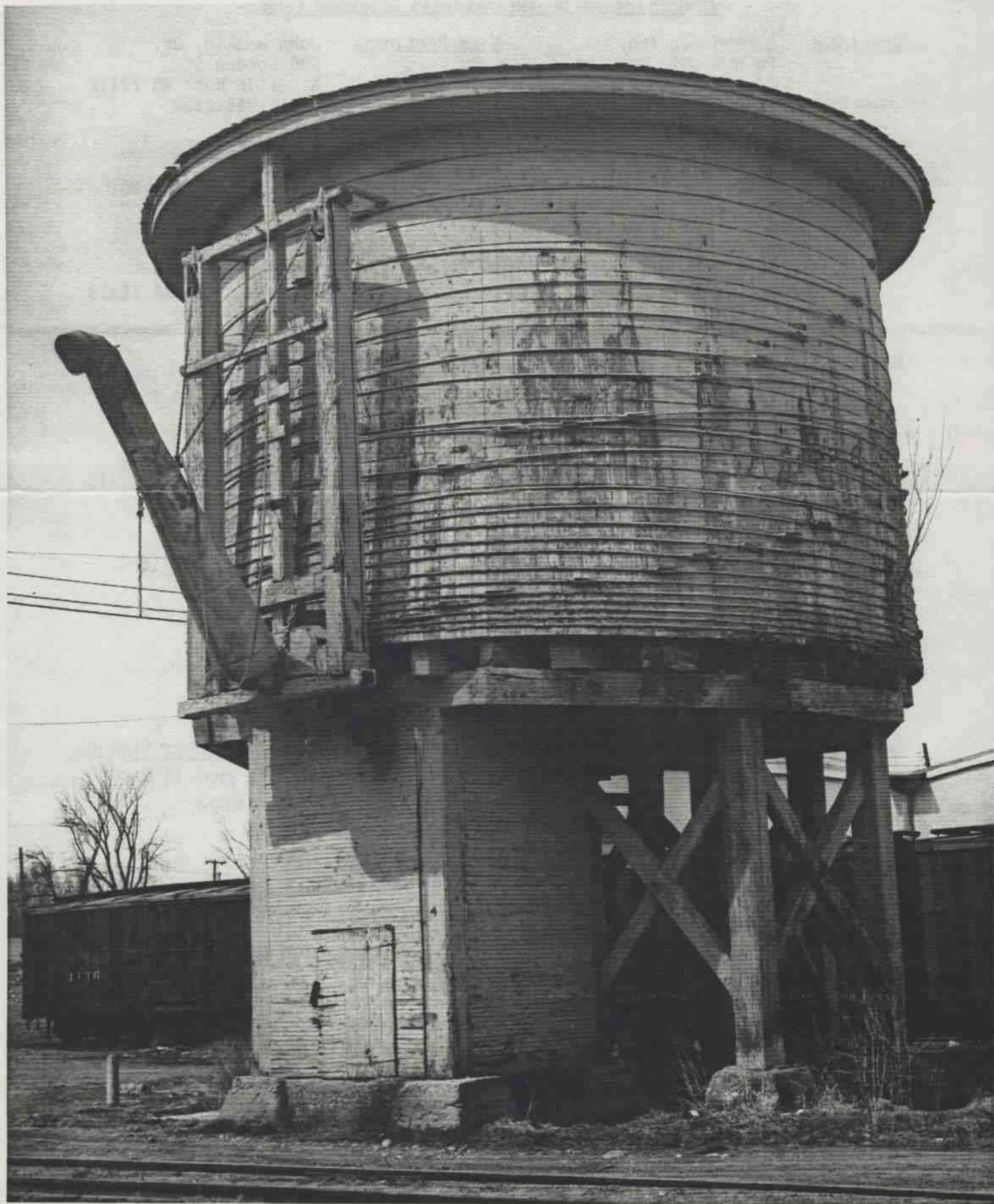
ARKANSAS RAILROADER



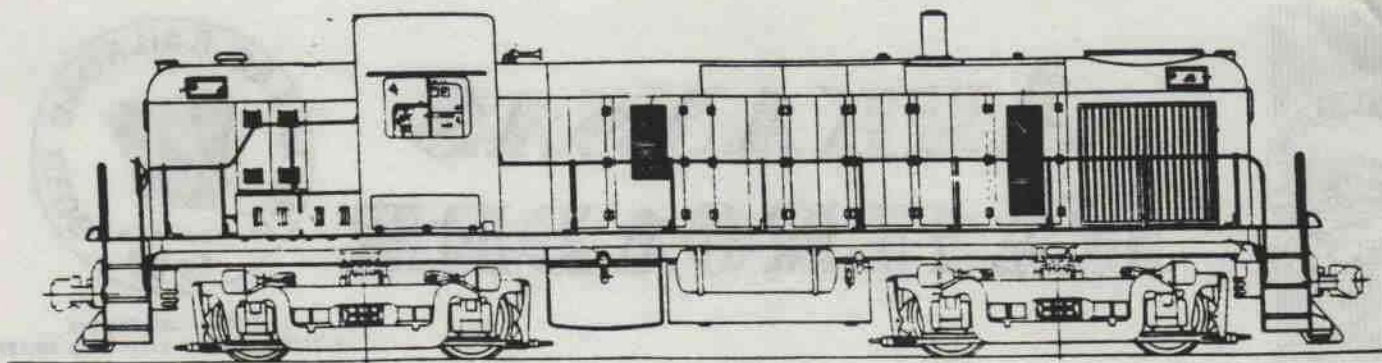
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 22 NUMBER 8

AUGUST 1991



D&RGW Water Tank, Farmington, New Mexico, March 22, 1969. (M.D. McCarter photo)



CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>President</u> - Barton Jennings PO Box 187 El Dorado AR 71731 (501)-862-2724	<u>Vice-President</u> - John Hodkin, Jr. 506 Gorden St N Little Rock AR 72117 (501)-945-2128
<u>Treasurer</u> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<u>Secretary</u> - Polly Hamilton 20 Dell Hot Springs AR 71901 (501)-321-2696
<u>NRHS Rep</u> - Peter Smykla 2800 West 37th Pine Bluff AR 71603 (501)-535-4724	<u>Editor</u> - Ken Ziegenbein 905 Valerie Drive N Little Rock AR 72118 (501)-758-1340
<u>Board</u> - Stanley Wozencraft PO Box 1938 Little Rock AR 72203	<u>Board</u> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207
<u>Board</u> - Clifton E. Hull 3507 E Washington, #31 N Little Rock AR 72114	<u>Board</u> - William Church 5619 Bel Caro Place N Little Rock AR 72118
<u>Board</u> - Robin Thomas 10980 Rivercrest DR #26 Little Rock AR 72212-1412	<u>Honorary Board</u> - Matt Ritchie 111 Tenkiller Sherwood AR 72116

P R O G R A M

The next program of the Arkansas Railroad Club will be held on Sunday, AUGUST 11 at the Twin City Bank on Main Street in North Little Rock. The program will be given by the Frisco Railroad Museum and will be about (what else?) the History of the Frisco.

Time of the meeting will be 2 PM and refreshments will be served.

VOLUNTEERS NEEDED - On August 19, a Monday, between 5 and 10 PM, Arkansas Railroad Club members will help answer phone calls, taking pledges for AETN, the Arkansas Educational Television Network. We've agreed to do this as a thank-you for their showing the 13-part series on railroads called "Tracks Ahead," which airs Mondays at 5:30 PM. (We also will pay them \$500 to help defray the show's costs). Call Matt Ritchie if you can help out. His number is 834-4449. We need about 15 people, so PLEASE VOLUNTEER.

MORE HELP NEEDED - This time its for our hosting of the 1993 spring NRHS Board of Director's Meeting, March 26-28, 1993. A committee has been formed in charge of this meeting, including: DICK DAVIS, chairman; MATT RITCHIE, vice-chairman; JOHN HODKIN, JR., treasurer; PETER SMYKLA, NRHS representative. Each of these people will have sub-committees under them, and that's where you come in. (Read on!)

(CLUB NEWS continued on Page 5)

STORIES TWICE TOLD - AND MORE

by: Gene Hull

The sun shined bright on a world that was young and new. Blood flowed quick and easy through supple veins, bringing precious and powerful oxygen to minds sharp and acquisitive. Young fellows passed through the old yard office, dark and shadowy with dust, soot, grime and grease from many years of accumulation. New faces appeared, new hands maneuvered and guided the more frequent and ever lengthening trains. Time passed by one day at a time, one year flowed into the next with imperceptible and deceptive pace.

One day one of these new fellows realized he no longer was one of the new faces. The grimy old yard office was gone, replaced by a new electronic center of control and instant information.

One day one of these fellows realized he no longer was one of the new faces. The grimy old yard office was gone, replaced by a new electronic center of control and instant information.

The old "Pop" Blank had to admit he could no longer keep up the pace. Again new faces were appearing at the yard office. As bright and new as this sanitized center of computerized control. There were even two-way speakers mounted on metal standards throughout the terminal yards, where switchmen could talk back and forth with an unseen yardmaster. A faster-paced world of progress and technology was racing ahead.

Pop was tired. One of the "new faces" had taken Pop's place.

Occasionally he was seen around the yard office, checking up on a few of the "old faces" he still knew. Some days he would rest on the weathered bench along the front wall outside, soaking up some of the sun's warmth. The old beanery had disappeared about the same time as the yard office. There had been a larger sideroom, with several square wooden tables, each with four cane-bottom chairs. On each table was an oblong box with intricate tail joints at the corners. Each box held a set of black double-six dominoes. On one table was a box of ivory colored double-twelve dominoes for the more serious players. The entire place was permeated by the smell of often-used grease, boiling coffee, tobacco smoke, and people.

The beanery now was only a

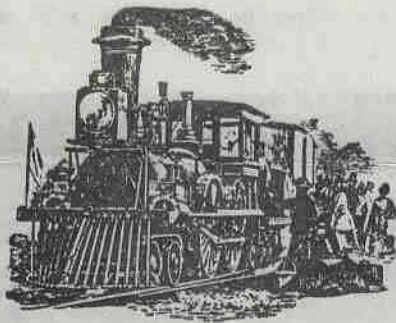


Do you remember this "spit & whittle" bench at the Missouri Pacific office in New Yard at North Little Rock? (Photo taken 1 October, 1967 by Gene Hull)

skeletal remains of a crumbling concrete foundation, partially hidden by encroaching weeds.

Pop sat on the bench in quiet contemplation. The sun felt good on a head with a great deal more "forehead" to wash, and much less hair to comb. There was less lap, and more belly. The muscles were less supple, and more subject to aching twings. The ears were receiving sounds more muffled and less distinct. The eyes could no longer easily penetrate the fog and mist of time. The joints were squeaking with the rust of years.

Occasionally fellows would gather at some public meeting place to talk about life on the railroad. Pop usually was present, listening and enjoying. When the opportunity presented itself, he would tell them what things were like when he rode the rails, in the only days of REAL railroading.



He would tell them of the sharp, pungent odor of bituminous coal smoke, of hot cinders searing the back of his neck, a sharp grain of sand cutting an eyeball. Talk about speed! Before the days of speedometers and tattle-tale recorders, speeds of 80-90 miles an hour were often made when making up lost time. A jumper pocket full of pin grease and a bucket of dope-laden waste were a sure cure for a stinking hotbox.

Usually the coal was mostly real estate. With a little bit of coaxing it would raise a crop of Irish potatoes. A firebox full of this "company dirt" and a heavy train would produce a water

shortage. Then it was "pull th' pin an' make a run fer th' tank."

Some pin-head dispatcher (usually known as "train delayer") would sometimes arrange a meeting point for opposing trains, both of which had more cars than the passing track would hold.

"What kind of switchin' moves would you make to get the trains rollin' again?"

Often, one of the "new faces" would mutter to a buddy, "I bet I've heard 'im tell that a half-dozen times." There would be a shuffling of feet, and a mumble of soft voices discussing more pertinent things. Pop's voice soon would fade away. Somebody would turn to the one beside him and say, "Why does he always have to tell some old-time tale?"

The "new faces" did not know, and had never given it a thought. There had come a day, a few years earlier, when Pop had to admit to himself (certainly not to anyone else) that his life had more "yesterdays" than "tomorrows." Oh, yes, there had been a time when there was a seemingly endless line of "tomorrows" stretching ahead, all filled with hope and golden promises. Then, almost without warning, only a handful of "tomorrows" remained, and the hope and golden promise were a bit tarnished with prospects of more aching muscles, steps in which spring was replaced with shuffle, and more falling hair to be found on his pillow or shirt.

Looking forward was not nearly so pleasant. The only alternative was to look back to a storehouse well filled with memories. Perhaps they were ghosts of those yesterdays, when they were tomorrows with golden promise. There seemed to be an unending supply, like old friends just waiting with ready smiles.

You say, "Why does old Pop always talk about the old-time days?" Because those were the things he had unwittingly placed

in his storehouse of memories. They now seemed as precious as golden nuggets. They were those "tomorrows" so full of golden promise. Now he could collect the dividends of those promises. Now he could tell the fellows at the meetings about the treasures he was finding in his storehouse. Each one represented the time in which it was deposited. They covered a wide range of years.

Why should it be such a surprise when the old fellow would recall some special event more than once? Telling a story twice or maybe more, does not diminish its wonder to the teller. Must we always discard all that is no longer new, fresh and full of golden promise?

Perhaps we should realize that, even unknowingly, each of us is making deposits in a personal storehouse of memories, and we should be careful what is placed there. If we live long enough, we must surely visit that storehouse many times. These little treasures become more valuable when they are shared. Even with the "new faces" we know.

Does some of this sound a bit familiar? Perhaps a wee bit of compassion and tolerance would not be out of place. Some day YOU may be old Pop Blank, looking back toward a fine storehouse of memories.

Will anyone be interested?

Will the "new faces" be dwelling upon thoughts of incalculable amounts of merchandise being moved across the continent by machines powered by nuclear energy, and moving while suspended in a surrounding field of electrical energy, free of all friction? Will you, as old Pop Blank, be telling twice told tales of ancient internal combustion locomotives struggling with a string of freight cars mounted upon obsolete roller bearings, and creeping along at 80 miles an hour? Will the "new faces" begin shuffling their feet and begin murmuring conversations, to leave you with nothing to say? May it not be so.

- END -

(CLUB HAPPENINGS continued from Page 2)

The sub-committees and what they do are as follows:

DICK DAVIS (843-9658):

PACKET INFORMATION GROUP - Assembles and mails packets of information to all who inquire, including registration costs, excursion information, how to get here, etc.

PRE-REGISTRATION GROUP - Sets up pre-registration procedures, collects money for same.

REGISTRATION - Provides information and registers attendees.

MATT RITCHIE (834-4449):

FRIDAY EVENING SHOW - Collects photographic material for a show entitled "Arkansas Railroads - Then and Now." Show will be held Friday evening.

CHECK-OUT ASSISTING GROUP - Assists with checking out of NRHS guests.

RUNNERS - Provides runners during the weekend to assist members of the NRHS Board whenever needed.

JOHN HODKIN (945-2128):

TRANSPORTATION FOR TOURS - Arranges bus transportation from hotel to Jenks Shop and UP yards, plus City Tour and steam excursion.

SHOP/YARD/CITY TOURS - Arranges tours of Jenks Shop, UP Yards and City Tour. Serves as host.

PETER SMYKLA (535-4724):

STEAM EXCURSION TRIP - Plans and executes Saturday steam excursion trip.

GUEST SPEAKER - Acts as host for guest speaker, provides transportation. Arranges meal/room for speaker.

PUBLICITY - Arranges publicity packets to be mailed to rail-oriented organizations, local media, etc. Arranges for some sort of documentation of the events for our future reference.

BART JENNINGS: (862-2724)

HOUSING/FACILITIES - Assists hotel and insures that meeting rooms are available and set up.

BREAKFAST/BUFFETS - Helps arrange menu, price and location for breakfast buffets weekend mornings and for the banquet Saturday night. Arranges coffee, water at meeting tables.

EQUIPMENT - Arranges the availability of the following: typewriter, copy machine, microphones, audio/visual equipment, other things as requested by the board.

NOTE: These duties are preliminary and may have to be changed, depending on the NRHS Board.

The meeting will be held at the CAMELOT HOTEL in Little Rock. If you'd like to be on one of these committees, call the persons above or write to the Chairman:

DICK DAVIS
NRHS BOD Spring '93
PO Box 2-4-0
Austin AR 72207-0240
(501)-843-9658



CHRISTMAS PARTY SET - Our club's 1991 Christmas party has been set up for **SATURDAY, DECEMBER 14** at the Spaghetti Warehouse in Little Rock. The beginning time will be 4:30 PM. Cost will be \$11 per person. The menu will consist lasagna (plus all the trimmings). December 8 will be the cutoff date for making your reservations.

65TH WEDDING ANNIVERSARY OBSERVED - Mr. & Mrs. Eakles Hille celebrated their 65th wedding anniversary Sunday, June 30.

Approximately 100 friends and relatives joined them on this joyous occasion. Mr. & Mrs. Bill Church and Mr. & Mrs. Gene Hull (from the Arkansas Railroad Club) were among those who assisted. One highlight of the day was the attendance of Mrs. Bernice Staggs of Little Rock. She was maid of honor at the wedding June 30, 1926! (See photos of this event later in this newsletter)

Special note to those of you wishing to write the Hille's. Their new address is: Mr. & Mrs. E.A. Hille, c/o Pleasant Valley Living Center #213, 12111 Hinson Road, Little Rock AR 72212. I'm sure they would appreciate letters.

SHORTLINE RAILROADS OF ARKANSAS - The book **SHORTLINE RAILROADS OF ARKANSAS** is available from the author Clifton E. Hull, 3507 East Washington, Box 31, North Little Rock AR 72114. The book is paperbound, 416 pages and sells for \$25.

THE WHITE RIVER RAILWAY - Mike Adams continues to offer his new book, **THE WHITE RIVER RAILWAY** for sale from his home. The book is softcover, 190 pages and sell for \$15.50 plus \$1.50 shipping (Arkansas residents must include 4.5% tax). Send orders to Mike Adams, 3609 Lakeshore Drive, North Little Rock AR 72116.

NEXT RAIL CHASE - In case you get this newsletter in time, the next rail chase will be on **SATURDAY, AUGUST 4**. We'll leave the TCB bank building in North Little Rock at 7 AM. Call Matt Ritchie for details at 834-4449.

NEWS/LABELS WANTED - I still need news clippings/stories for your area. Continue to send them in, as many of you have. **MANY THANKS** to those of you who continue to keep us informed. You will be given credit. Also...keep collecting those Shurfine, Valu-Check and Hyde Park labels and turn them into the club. We get 3 cents each for them.

If you are patient in one moment of anger, you will escape a hundred days of sorrow. - Chinese proverb

ARKANSAS RAIL NEWS

TYLER TRIP PLANNED FOR THE 819 - The Cotton Belt Rail Historical Society will run an excursion trip to Tyler, Texas from Pine Bluff for the 58th annual Texas Rose Festival. The 3-day journey is set for **OCTOBER 18-20**, a Friday-Sunday affair. The train will depart Pine Bluff at 7 AM on the 18th and go all the way to Tyler, making numerous stops along the way. Arrival in Tyler will be 7 PM.

While in Tyler, the 819 and its 14-odd cars will be on display on Saturday the 19th, returning to Pine Bluff on Sunday, the 20th.

Cost of the round trip from Pine Bluff to Tyler will be \$150 per person. A one-way fare either way is \$100. Fares for shorter distances run from \$10 to \$15 depending on distance between stations.

For information, write to the society at PO Box 2044, Pine Bluff AR 71613 or call 501-541-1819.

819 PASSES TESTS - On May 23, the 819 successfully passed its annual FRA hydro tests. The staybolts had to be removed for the FRA inspectors, the first time that had to be done since the 819 returned to service a few years ago.

Other news...the building housing the 819 is now re-roofed, so it stays dry inside. The exterior south wall has been improved in appearance. -- The Cotton Belt/SP has donated a 1920s tank car to the society, which will double as an oil storage tank for fuel for the 819. -- Thomas Hill has donated a Burlington tender to the society, and help is needed in getting it moved to Pine Bluff from Ottawa, Illinois.

READER RAILROAD IDLED - The Reader Railroad, the oldest standard gauge steam line in the country, has been stopped in its tracks this summer by new Federal Railroad safety regulations. The tourist line, located near Prescott in Southwest Arkansas, has carried as many as 10,000 passengers in a summer season along its wooded line between Reader and Camp DeWoody. General manager Richard Grigsby, a charter Arkansas Railroad Club member, says the new regulations are more suited for main-line railroads, not the 10 MPH lines like the Reader. He's waiting on an FRA exemption and Arkansas's congressional delegation has also been supportive, he said. However, time is running out.

Was last season the last one for this historic railroad?

(The Reader has been in existence since 1887, running special excursions since 1962, always using standard gauge steam) (ARKANSAS DEMOCRAT by Randy Tardy, and CAMDEN NEWS, June 24, 1991 sent in by Ed Horton)

Nature didn't make us perfect, so she did the next best thing. She made us blind to our own faults.

UNION PACIFIC LAYOFFS - Apparently, a ruling on July 18 issued by the emergency board created in April by Congress to end the rail strike could mean Union Pacific could lay off as many as 1,600 train crew members across the country, with possibly 300 affected in Arkansas. Most of the eliminations would be early-retirement offers. Train crews have already been cut since 1984, but union officials are now worried that U.P. will try to "hurry along" the process. (ARKANSAS GAZETTE, July 21 by Toya Hill)

TRUCK DERAILS TRAIN - (Shearerville) - A tractor-trailer driver was killed on June 20 when his truck ran into the side of a Cotton Belt freight just south of Shearerville, in eastern Arkansas on Highway 79. His dog, who was riding in the cab with him, escaped the wreck, but had to be destroyed later due to injuries (he was on fire). Two of three SSW engines derailed plus 15 cars derailed in the wreck. The engines burst into flames. It was generally a mail train. (Forrest City TIMES-HERALD, June 20 sent in by John Hale)

HIT AT 65TH STREET - (Little Rock) - In the last issue, I mentioned that motorists had passed me while I was stopped at a crossing on 65th Street in Little Rock. Well, soon after (on June 12) a man did get hit at this crossing after passing others who were, lawfully, waiting at the lowered gate. He was not seriously injured. (ARKANSAS DEMOCRAT, June 13)

MAN AND DAUGHTER KILLED ON TRESTLE - (Texarkana) - A man and his daughter were killed by a Union Pacific train on June 12 as they frantically raced for the end of a railroad trestle over Swan Lake Slough in Miller County. The conductor said that Phillip Lile, 24 and his daughter Abbigail Lile, 6 tried to outrun the train, which was put in emergency as soon as the engineer saw them. The train struck them just before they reached the end of the trestle, throwing Abbigail 15 feet and Phillip 75 feet. (This just goes to show had sad it can be when people don't understand that railroads are dangerous places to walk on, not to mention that doing so is illegal.) (ARKANSAS DEMOCRAT, June 13, 1991)

GENERAL RAIL NEWS

SP'S FIRST QUARTER - Southern Pacific rail lines (SSW, SPT, DRGW and SPCSL) had a loss of \$64,388,000 in the first three months of 1991 (income \$644,289,000, expenses

\$708,677,000). This means that for every dollar SP collected from shippers, it cost the company \$1.10 to deliver it. (SP BULLETIN, May/June 1991)

OTHER RAILROAD'S FIRST QUARTER RESULTS - Here, thanks to SP Update, are first quarter operating incomes of other railroads (in millions of \$\$):

Railroad:	1ST QUARTER	FULL YEAR		Total (89-90)
	1991	1990	1989	
BURLINGTON NRN	\$52	\$596	\$670	\$1,318
CHICAGO & NWRN	19	88	56	163
CONRAIL	43	415	421	879
CSX	109	526	488	1,123
ILLINOIS CENTRAL	37	134	85	256
NORFOLK SOUTHERN	160	817	830	1,807
SANTA FE	45	189	176	410
SP	(64)	(14)	(33)	(111)
UNION PACIFIC	178	818	776	1,772

SP REACHES ACCORD WITH ENGINEERS - On July 1, the Southern Pacific reached a settlement with its Brotherhood of Locomotive Engineers union. This was part of the on-going process started last April during the nationwide rail strike. Since SP is in financial difficulties at this time, the engineers agreed to not receive the Presidential Emergency Board's recommendations of retroactive pay of \$2,000. Instead, they will be a part of a "gainsharing" policy, where they would get a possible 8% lump sum over a three-year period, provided the SP makes a certain income. (SP news release via Jim Johnson)

ENGINEERS TO BE LICENSED - All engineers and their supervisors must now have to pass tests and get certified before doing their jobs, including current engineers. Managers must know the routes of various trains. All certified engineers will have to be re-certified every three years with annual inspection rides. Motor vehicle records will also be looked at for signs of drugs or drunken driving. The new rules will begin on September 17, 1991 (they are a direct response of the 1987 Amtrak-Conrail accident in Chase, Maryland) (UTU NEWS, July 1991 given by L.T. Walker)

AUGUST IN RAILROAD HISTORY

sent in by James O'Neal (from AAR 1954 publication)

First railway train to enter Washington, D.C. arrived from Baltimore August 24, 1835. President Andrew Jackson and members of his cabinet were on hand to witness the event.

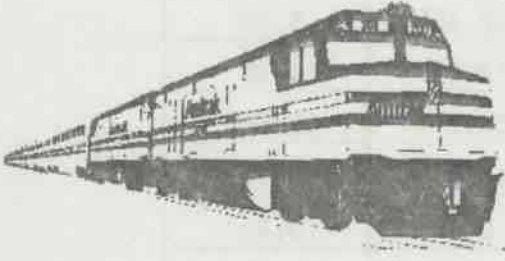
Stage-coach service between Denver and the east discontinued August 19, 1870, followed the introduction of rail transportation.

First train to operate in New York state made initial run from Albany to Schenectady on August 9, 1831.

First narrow gauge railway train in the Rocky Mountain region made initial run in Colorado August 16, 1871.

First electric locomotive to run in regular service in the United States made its initial run through a Baltimore tunnel, August 4, 1895.

AMTRAK NEWS



LAST OF BREED - Within a year, Amtrak will do away with most of its manual rail switchmen in the Northeast corridor. The Northeast corridor is one of the last to shed this old, manual technology of using switching towers to route trains on different tracks. It will all be computerized by 1993. Attleboro, Massachusetts' tower will be one of the last to go and represents a link to the past. It is one of 42 towers still in operation in the northeast on Amtrak's lines. (HARTFORD COURANT,

May 29, sent in by member Leon Enderlin)

FLORIDA SERVICE - Amtrak has reinstated through Chicago-Florida service by means of a through coach via Washington operating on the "Capital Limited" and the "Silver Star." (MOKSRAIL NEWS, June 1991)

*The deepest well in the U.S. is located in Washita County, Oklahoma.
It's a gas well 31,441 deep.*

AMTRAK VERY FUEL EFFICIENT - In a booklet entitled "Fuel Efficiency and the Passenger Train" given out by Amtrak, it was shown that passenger trains are by far the most fuel efficient form of transportation. Here's how the various modes of motion stack up:

CARS (average 1.7 passengers/20 MPG) -	34 passenger miles per gallon of fuel
CARS (with 4 passengers) - - - - -	80 passenger miles per gallon
AIR (727 with 150 passengers) - - - - -	45 passenger miles per gallon
AIR (737 with 120 passengers) - - - - -	57 passenger miles per gallon
BUS (with 47 passengers) - - - - -	287 passenger miles per gallon
TRAIN (5-car with 389 passengers) - - - - -	292 passenger miles per gallon
TRAIN (8-car with 610 passengers) - - - - -	336 passenger miles per gallon
TRAIN (18-car Superliner w/960 passengers) -	250 passenger miles per gallon

AMTRAK HISTORICAL SOCIETY GONE - Due to financial difficulties, it was learned that the Amtrak Historical Society had to cease publishing their "AMTRAKER" newsletter in May. Its president, Elsie Montano, was widowed during the past year and cannot keep it going herself. She is asking anyone if they want to take it over. Should you like to help, write to the Amtrak Historical Society, PO Box 1019, St Johns AZ 85936 or call 602-632-5430.

DINING CAR EDITORIAL - An editorial in the June 20 ARKANSAS GAZETTE was highly optimistic about Amtrak's dining car service, saying it was much better than the early 80s and recommended it. (I agree)

GRAND CENTRAL OUT OF PICTURE - Amtrak, as of April 4, no longer uses Grand Central Station in New York, which is now only used for commuter operations. This is indeed an end of an era for this country, although it's much more practical to use Pennsylvania Station for through trains. (THE CLEARANCE CARD)

AMTRAK RIDERSHIP BY ROUTE/AREAS

	APRIL 90	APRIL 91	%CHANGE
NORTHEAST CORRIDOR	999,994	932,155	- 6.8%
SHORT DISTANCE	476,991	413,627	-13.3%
LONG DISTANCE	526,733	463,183	-12.1%
("Eagle")	19,657	15,992	-18.6%
("Sunset")	10,410	8,496	-18.4%
("City of New Orleans")	19,453	16,889	-13.2%
SPECIAL TRAINS	3,530	2,700	-23.5%
TOTAL	2,007,248	1,811,665	-9.7%

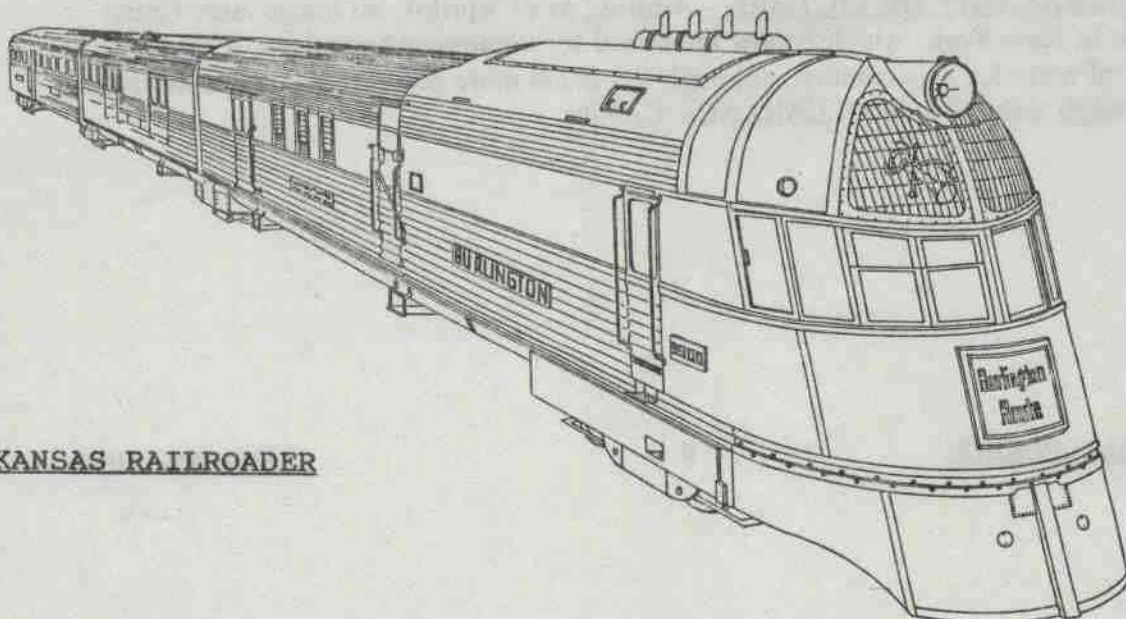
	OCT 89- APR 90	OCT 90- APR 91	%CHANGE
NORTHEAST CORRIDOR	6,565,516	6,457,043	-1.7%
SHORT DISTANCE	2,796,470	2,871,893	+2.7%
LONG DISTANCE	3,187,907	3,307,267	+3.7%
("Eagle")	100,169	117,595	+17.4%
("Sunset")	61,058	53,391	-12.6%
("City of New Orleans")	114,790	115,640	+0.7%
SPECIAL TRAINS	46,871	40,121	-14.4%
TOTAL	12,596,764	12,676,324	+0.6%

Amtrak had an average of 173.3 passengers on its trains at any one time in APRIL 1991 compared with 197.8 on board in APRIL 1990, a decrease of 10.88%. (The "Eagle" had an average of 178.1 on board at any one time in APRIL 1991 compared with 204.3 in APRIL 1990).

Amtrak was on time 76.9% of the time in APRIL 1991 compared with 79.1 percent in APRIL 1990. The "Eagle" was on time 71.9% of the time in APRIL 1991 compared with 60.0% in APRIL 1990.

What I found a little disturbing in the April statistics was the fact that every route in the country showed a decline in ridership, except the New York-Philadelphia route. True, Easter fell on March 31 this year, but March's figures were also on the decline. I certainly hope this doesn't start a trend.

NEWS UPDATED through July 20...mailing time uncertain due to uncertain printing times at our free printer (Enmar in southwest Little Rock). Should be mailed by July 30, however.



A DAY TO REMEMBER

by
William Church

The dispatcher at Little Rock and our crew were not in the best of moods when we were called for a drag freight, No. 151, with one small B. & O. unit (2250 HP unit numbered 6909. The MoPac was power short and alien units like the B. & O. 6909 and all others in the USA shows up on our freight trains. In fact in the diesel house at North Little Rock, Ar. you can see lashups of UP's, L. & N.'s, Southern's and PC's. Some are off run-through trains, others, like the B. & O. 6909 are leased.

The upper half of the midnight to 8 AM fleet of north bound trains out of North Little Rock had been called and on the road and our drag was soon going to be right in the middle of them with 7170 tons and only one unit. After a delay of 58 minutes in the Poplar Bluff yard we were ready to go. Johnny Wright nudged the slack in on those 99 cars of our train with much effort and pulled this mass of steel into motion. Just after hitting the main line we met the HLS (Houston-St.Louis) and then left double track at Harville Jct.

The yellow signal on the approach to Neelyville did not surprise me, because the ED (El Paso-Dupo) was overdue. At Neelyville I talked with the Hoxie Sub dispatcher, Bill Henson, who gave me a short line up on what was coming north. In the matter of hours three southbound hotshots were to follow us out of Poplar Bluff, plus a fleet of northbounds already in motion. We'd have to make double iron for them or tie up on the road for the 12-hour law.

After a short delay at Neelyville we were once again in motion. We had 7170 tons, far too much for fast running, but our B. & O. 6909 handled our train like we had only half that much. After a 28 minute delay at Peach Orchard for a train inspection we hauled freight south at 25 MPH. At 8:00 AM Bill Hinson went home and Don La Caz came on duty. First trick for Don on the Hoxie Sub is hot for him this morning. He has already accepted three calls on hotshots out of Poplar Bluff and had two northbounds ready to enter single track at Campbell Jct. To stir

up the already troubled waters, Don had several M. of Way gangs on track and time on his railroad and one section of double track out of service, he did not have the railroad to handle a drag freight like No. 151 this morning. In order to help us along Don cancelled the orders we had to set our Memphis block out at Bald Knob and instructed us to leave them

10 HOXIE SUBDIV. — ARKANSAS DIVISION

SOUTH		Radio Communication via Channel One, call-in Two.				NORTH	
First Class 21 Pagr.		STATIONS	Sta- tion Nos.	Sid- ings Feet	Mon./Wed. Sat.	First Class 22 Pagr.	
Mon./Wed. Sat.	Mile Post					Mon./Wed. Sat.	
AM 3 47	165.5	POPLAR BLUFF, T ^o -2X	X-166	Yd.		AM 3 42	
	165.6	0.1 4TH STREET					
	165.7	0.2 HENDERSON	X				
	167.5	1.8 SOUTH POPLAR	X				
	170.0	2.5 STANLEY	X-170				
	172.9	2.9 HARVIELL JCT.	X-173				
	180.4	7.5 NEELYVILLE	X-180	8302			
	192.2	11.8 CORNING	X-192	8300			
	199.0	6.8 KNOBEL	X-199	9698			
	202.9	3.9 PEACH ORCHARD	X-203	8159			
	214.4	11.5 O'KEAN	X-214	8204			
	223.6	9.2 MURTA JCT.	X-223				
3 42	224.9	1.3 WALNUT RIDGE	X-225			3 32	
	226.3	1.4 HOXIE BN	X-226	8515			
	228.5	2.2 MINTURN JCT.	X-228				
	238.9	10.4 ALICIA	X-239	8318			
	251.8	12.9 TUCKERMAN	X-252	8326			
	258.1	6.3 CAMPBELL JCT.	X-258				
	259.5	1.4 DIAZ JCT.	X-259				
3 519	261.7	2.2 NEWPORT	X-262	Yd.		3 57	
	263.9	2.2 NORTH BRIDGE JCT.	X-264				
	264.1	0.2 WHITE RIVER	X				
	264.5	0.4 SOUTH BRIDGE JCT.	X-265				
	269.7	5.2 JIFFY	X-269				
	274.3	4.6 GLAISE JCT.	X-275				
	278.1	3.8 BRADFORD	X-278	8964			
	286.7	8.6 RUSSELL JCT.	X-286				
	288.4	1.7 BALD KNOB	X-288	14580			
	289.7	1.3 JUD	X-289				
	296.4	6.7 KENSETT	X-296				
	298.4	2.0 HIG	X-298				
	306.5	8.1 MACK	X-306				
	312.7	6.2 BEEBE	X-313				
	319.2	6.5 WACROSS	X-320				
	330.7	11.5 JAX	X-331				
	332.1	1.4 JACKSONVILLE	X-332				
	339.4	7.3 NORTH END YARD					
	343.6	4.2 N. LITTLE ROCK	X-344	Yd.			
3 52 AM	345.6	L. ROCK AMTK STA.	X-346			12 37 AM	

at Newport. This would give us a better chance to pull the train over the hill at Bradford.

Don then gave our drag another break, he put the HC (Houston-Chicago) in the hole at Tuckerman and let us drag over to Campbell Jct. for a meet with the AA (Arlington-Alton Southern) connection who was waiting for us on the east rail. We made short work of setting out our Memphis cars at Newport and we headed for North Little Rock. At North Bridge Jct., where Don had brought the HA (Houston-Alton Southern) connection across the single track White River bridge expecting him to meet us on double track without a delay, but the AA's hogger, J. B. Scroggs, drew off too much air in slowing down for the turnout and stopped, delaying both trains ten minutes.

We knew we could run out of time if we did not make double track for the fleet of northbound trains and keep ahead of the southbounds that were already out of Poplar Bluff. Failure to keep ahead of the south bounds would cause us to be re run-around three times on the road. Now no one likes to be run around in life or on the railroad, so we were on needles and pins for the next hour. Our luck held with us, we passed the siding at Bradford and made for Russell Jct. for the northbound fleet and ahead of the southbounds. We cleared Russell Jct. just at the LC (Little Rock-Chicago) was approaching Bald Knob depot. Two miles south of there we met an Extra on the West Track.

By now the situation was getting sticky for Don. He had us on the East Rail out of Bald Knob and to complicate things for him, the East Rail

was out of service from HIG to Wacross account of a Tamping Gang resurfacing that section of the railroad.

To keep us moving he put us from the East to the West Track at HIG crossover and back to the West Track at Wacross crossover, putting us around the Tamper without delay to our train. This move kept us way ahead of the three southbounds that now were on our tail.

We met the ND (New Orleans-Dupo) at JAX crossover, and for all practical purposes we were free from a run around.

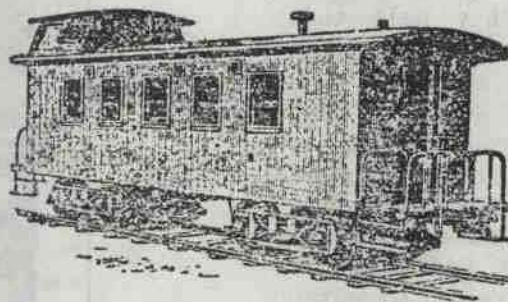
As soon as we were entering the sprawling North Little Rock yard we saw three northbound trains ready to depart.

Yes! First trick for Don La Caz had been busy and it was going to get more so later on that day.

While this isn't solid piggyback running, just plain old drag freight service, it was a remarkable feat of railroading. With one unit and 7170 tons on a drag freight mixed up in the middle of a fleet of hotshots and only two small delays meeting trains, one delay for train inspection and one setting out our Memphis Block at Newport, you can say that the Train Dispatcher gave No. 151 priority handling that day.

Eight hours on duty with one unit and a tonnage train and not being run-around, it was, "A DAY TO BE REMEMBERED". Copyright by Carsten Publications, From RAILROAD MAGAZINE, Re-printed in the ARKANSAS RAILROADER with permission.

THE END.



MEMORIES OF YESTERDAY



HAPPY 65TH! - The following two pages contain photos of the 65th wedding anniversary celebration of Mr. & Mrs. Eakles Hille on June 30, 1991 at the Pleasant Valley Living Center in Little Rock. Gene Hull took most of the photos and Eakles Hille provided the captions.

TOP LEFT - (L to R) Caroline (Dolly) Hille, daughter of Ruby and Eakles; the Groom and Bride after 65 years; Carol Sue Schafer, past president of the Arkansas Railroad Club. The guest in the background is Walter Walker, another past president of the Arkansas Railroad Club.

TOP RIGHT - "The Beef Trush" (L to R) Matt Norton, Dick Davis, Bill Church, Mr. & Mrs. Stanley Wozencraft.

SECOND FROM TOP - (L to R) Mrs. Bernice Staggs, who was the brides maid of honor at our wedding 65 years ago. This was an oddity or "Believe it or not." Not only bride and groom, but the bride's maid also.

SECOND FROM BOTTOM - The cake before being operated on. **LEFT** - (L to R) Oliver Kirk, retired mail officer RR service; Bert Henderson retired Army officer; Gene Hull, official photographer for the anniversary party.





(L to R) Caroline Hille; my nephew O. Roy Hille, Des Arc, Arkansas; the bride; Mr. & Mrs. Walter Walker.



Marcus Billingsley with his wife at the piano sang several old time songs. These brought back many memories to us "Oldsters."



The gift table at the start showing the "money tree" (received from a church group). I am using Miracle Grow and plenty of water to encourage it to grow.
BOTTOM LEFT - Naomi Hull and Polly Church arranging things to start off the festivities June 30, 1991.



With the Reader not operating this year due to FRA rules, the following Reader ad sent in by Bill Bailey seems appropriate. The E&W and F&P timetables are also included.

READER RAILROAD

A. S. JOHNSON, President, Reader, Ark.
 H. B. JOHNSON, Vice-Prest. and Treasurer, Shreveport, La.
 BROWN McCULLOUGH, Secretary-Gen. Mgr., Reader, Ark.
 G. F. THOMAS, Traffic Mgr., 419-420 Boyle Bldg, Little Rock, Ark.
 J. D. RILEY, Auditor, Reader, Ark.

Extends from Reader, Ark., to Cummings Springs (5.3 miles), Dills Mill (12.2 miles), Autrey (14.9 miles), Ames (19.8 miles), Waterloo, Ark. (23½ miles).

OPERATED FOR FREIGHT SERVICE ONLY

Connection.—At Reader, Ark.—With Missouri Pacific R.R.

January, 1927



NEW CAR COUPLING ON THE HONEY MOON ROUTE

EL DORADO AND WESSON RAILWAY.

C. V. EDGAR, President, El Dorado, Ark.
 A. B. BANKS, Vice-President, Fordyce, Ark.
 C. H. NEWELL, Vice-President, El Dorado, Ark.
 H. D. REYNOLDS, Manager,
 O. L. TRICKETT, Auditor,
 G. F. THOMAS, Traffic Manager,
 419-420 Boyle Building, Little Rock, Ark.

No. 1		Mis.	November, 1927.		No. 2	No. 2
LEAVE			ARRIVE			
3:30 P.M.	0		El Dorado	12:15 P.M.	7:45 A.M.	
3:35 "	1.0		Pearson	12:10 P.M.	7:40 "	
3:45 "	3.1		Oil Hill	12:00 Noon	7:30 "	
3:50 "	4.7		Morgan	11:55 A.M.	7:25 "	
3:52 "	5.0		Spaulding	11:53 "	7:23 "	
3:55 "	5.5		Newell	11:50 "	7:20 "	
4:05 "	7.0		Edgar	11:40 "	7:10 "	
4:15 P.M.	10.2		Wesson	11:30 A.M.	7:00 A.M.	
			ARRIVE	LEAVE		

* Daily; † daily, except Sunday; § Sunday only.
 STANDARD—Central time.

CONNECTIONS.

At El Dorado—With Chicago, Rock Island & Pacific Ry. and Missouri Pacific R.R.

Fordyce and Princeton R.R. Co.

E. C. CROSSETT, President, Fordyce, Ark.
 C. W. GATES, Vice-President, Crossett, Ark.
 J. W. WATZKE, Treasurer, Davenport, Ia.
 D. C. GATES, Secretary and General Manager, Fordyce, Ark.
 H. G. CANNON, Auditor,
 B. A. MAYHEW, Superintendent,
 G. F. THOMAS, Traffic Manager, Boyle Bldg., Little Rock, Ark.

Extends from FORDYCE, Ark., to TRIGG, Ark.

(17 Miles)

OPERATED FOR FREIGHT SERVICE ONLY

Connections.—At Fordyce, Ark.—With Chicago, Rock Island & Pacific Railway and St. Louis Southwestern Railway At Ivan, Ark.—With Chicago, Rock Island & Pacific Railway.
 January, 1927

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are always due JANUARY 1 of each year. You may also join the National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents would be \$22.00). Membership entitles you to receive the monthly ARKANSAS RAILROADER for the term of your membership. The RAILROADER is mailed bulk rate, so if you move and don't let us know, your RAILROADER WON'T BE FORWARDED. So, please let us know immediately if you change addresses. Thanks.

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

Make your check out to the "Arkansas Railroad Club" and mail to:

ARKANSAS RAILROAD CLUB
 ATTN:Treasurer
 PO BOX 9151
 NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, AUGUST 11 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The RAILROADER is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$12/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, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

ALL Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119



Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)

Attn:Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
905 Valerie Drive
North Little Rock AR 72118-3160

NON-PROFIT ORGANIZATION
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PERMIT No. 821

ADDRESS CORRECTION REQUESTED

AUGUST 1991

THRU 12/91
KENNETH W. ZIEGENBEIN
905 VALERIE DR
NORTH LITTLE ROCK AR 72118-3160