



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

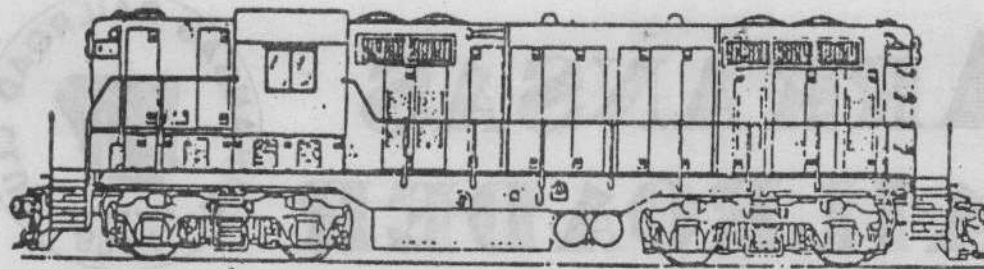
VOLUME 17 NUMBER 12

DECEMBER 1986



PRETTY AS CHRISTMAS is red and yellow #50 as she leads Louisiana and North West Railroad's daily southbound freight through Magnolia, Arkansas on this warm August, 1986 morning. The Magnolia depot is to the left. (Ken Ziegenbein photo)





# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

# \$ \$ DUES \$ \$

DUES ARE DUE - Remember, January 1 is the deadline for 1987 dues in the Arkansas Railroad Club. They are STILL just \$10 per year for Arkansas residents and \$7.50 per year for out-of-state. Use the coupon found

later in the RAILROADER or send your dues to Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. Although membership cards have not been available since Ross Holt died last year, hopefully they will again be made soon. Be patient - this organization, as is all other railroad clubs across the country, is run by volunteers and sometimes it takes a little longer than usual to accomplish certain tasks. THANKS for sending in those dues!!



CHRISTMAS PARTY MOVED TO HOLIDAY INN 6th & Broadway, Little Rock. As most of you know, the Coachman's Inn in Little Rock, where we had previously planned to have our party, will (or has) closed as of November 24. As a result, the club's Christmas party will now be at the HOLIDAY INN at 6th &



Broadway in Little Rock, on the same date, DECEMBER 5 at 7:00 PM. Cost will be \$10 per person, which includes the tip. You must make your reservations by December 1 by telling club treasurer Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. Although your editor, Ken Ziegenbein, will be in Kansas City at the National Weather Service Training Center at the time of this party, I will surely be there in spirit and will send extra copies of the December ARKANSAS RAILROADER to the party for anyone to take.



ROBERT G. WINN'S

## Railroads of Northwest Arkansas

NEW BOOK FOR SALE - Robert G. Winn of Fayetteville, a member of our club, recently completed a large, paperbound book entitled "Railroads of Northwest Arkansas". Your editor received a complimentary copy and it is indeed unique. It is full

of various, sometimes rare facts about railroading in Northwest Arkansas in the counties of Benton, Carroll, Madison and Washington. It contains about 100 photos, some never before published. Some of the railroads covered include the Missouri & North Arkansas, Arkansas & Oklahoma RR, Frisco, Kansas City Southern, Kansas City, Pittsburg & Gulf, Ozark Cherokee Central RR, St. Paul Branch, plus more. Cost of the book is \$10 + \$1.50 shipping. Orders should be sent to, and checks made out to, Washington County Historical Society, 118 East Dickson, Fayetteville, AR 72701. All proceeds go to that non-profit organization.

MAPS NEEDED - Member J. A. Kenney, 3011-133 Ave., Edmonton, Alberta, Canada T5A 2Z4 needs detailed maps of the following counties in Arkansas: Benton, Washington, Crawford. He's interested in railroads, of course. Write to him if you can help.

# ☆☆☆ PROGRAM ☆☆☆

What program?? You're right - there is no regular program this month. Instead, come to the Annual Arkansas Railroad Club Christmas Party on December 5 at 7:00 PM at the Holiday Inn, 6th & Broadway, Little Rock. Cost is \$10 per person for the meal. Let Dick Byrd know by December 1 if you can attend and send him the \$10 in advance if possible.





Missouri & North Arkansas depot in St. Joe, Arkansas taken on October 29, 1974 by your editor. The name sign is no longer there in 1986, but the depot still stands. Back in 1929, north and southbound passenger trains nos 201 and 202 would meet here at 12:58 PM daily. Rails were taken up in the late 1940's but the depot remains as a silent reminder of how once all towns, big and small, were served by carriages on steel rails.

### DOWN AT THE DEE-POE

by: William Church

At one time in our not-too-distant past, almost every town in the mid-south had some sort of local rail service. Small towns that were served by the accomodation trains had the same access to the nation's teeming metropolis by trains from the local railroad station, or the "Dee-Poe" as it was sometimes called, as their larger sister cities.

Rail service to these small communities came in a variety of shapes and sizes. For those towns on the main line of a trunk railroad, service by famous name trains, such as the Missouri Pacific's "Sunshine Special", Frisco's "Sunnyland", Cotton Belt's "Lone Star", Rock Island's "Choctaw Rocket", or the Kansas City Southern's "Southern Belle", gave the small town big city service. But for those towns on that host of short-line railroads, or branches of trunk lines, that didn't have these "name" trains, they had to settle for the less prestigious, yet serviceable trains.

The most common service to towns off the main line was by the "Motor Car", sometimes called the "Bull Moose" or the "Puddle Jumper". Or they were served by the Daily-Except-Sunday local mixed train that carried passengers, mail and express in the caboose, or a combine coach that dubbed for a caboose.

At that date in history, most roads connecting small towns were either dirt or gravel and were made impassable in periods of wet weather. The railroads were the only year-round, reliable mode of transportation of the day. With the exception of the "Star Mail Routes", all U.S. mail moved by rail. So did Express and L.C.L. merchandise. A person had only to visit a large transfer station that handled the mail and express in the region, such as the Union and Choctaw depots in Little Rock, the Frisco-MoPac depot at Hoxie, the Cotton Belt-Frisco depot in Jonesboro, the Pine Bluff's MoPac-Cotton Belt depot or the Texarkana Union Station to realize that the harvest of the mid-south moved to market by rail.



Through the doors of the country depots moved barrels of "White River Catfish" to the finest restaurants of the nation, crates of fresh eggs and coops of chickens for the tables of the big city citizens. To the numerous creameries, hundreds of five and ten gallon cans of cream were delivered to be made into creamery butter, so much in demand at the food stores. Then in season, thousands of crates of berries and baskets of peaches from the fields and orchards in the area, made small town stations the bread and butter money for the railroads.



The "Dee-Poe" in these small towns were in charge of an Agent of the local railroad, who handled all business there. This business ranged from giving the correct time, which he received daily from Washington D.C. by Western Union, to the local Bell System Central, to sending and receiving Western Union Telegrams, selling tickets, posting letters on trains, handling Railway Express shipments, billing inbound LCL and outbound LCL (less-than-carload) livestock, working with the train dispatcher, copying train orders, OS'ing trains and copying messages. Indeed, the local Agent was a very busy man.

Today, the local depot Agent has gone the way of the link-and-pin coupler, the steam engine, the local section crew and the passenger train. Now service to shippers is by a toll-free "800" number from Customer Service, hundreds of miles away from the caller. Depots have been dismantled or turned into roadside gift shops,

and the "Dee-Poe" Agent is non-existent, a title as alien to the vocabulary of the modern-day shipper as "Customer Service" was to the shipper in the 1930's.

Much to my joy, I am proud to say that I once had the privilege of being a "Dee-Poe" Agent for a mid-south railroad in a small community located on one of their branch lines. A memory I will always cherish.

Although I was a brakeman, those so-called recessions of the late 1930's often made me look for work other than that as brakeman. Some years I was cut off of the brakeman's Extra Board as much as I was marked up. This year I am writing about was no better or worse than the one's past. The annual wheat harvest that usually called for hundreds of additional brakemen all over the mid-west was a flop. Other divisions like mine had men cut off also, and the brakeman's board on the wheat district was overloaded, so very little work was to be had by those who sought to make a killing that summer. So, some four weeks before I could be called back to my own district as a brakeman to work the Cotton rush, I was offered a job as relief agent on my division, an opportunity I gladly welcomed.



*The now-abandoned Helena, Arkansas depot of the Missouri Pacific as seen on July 18, 1986 (the agent has moved to Lexa). More than a dozen passenger trains a day passed through here in the 1930s. (Ziegenbein photo)*





This offer to become an operator-agent came about when my Trainmaster was informed that I was, after a fashion, a telegrapher. At that time his supply of extra telegrapher-agents was low and he needed a man to fill a vacancy right away.

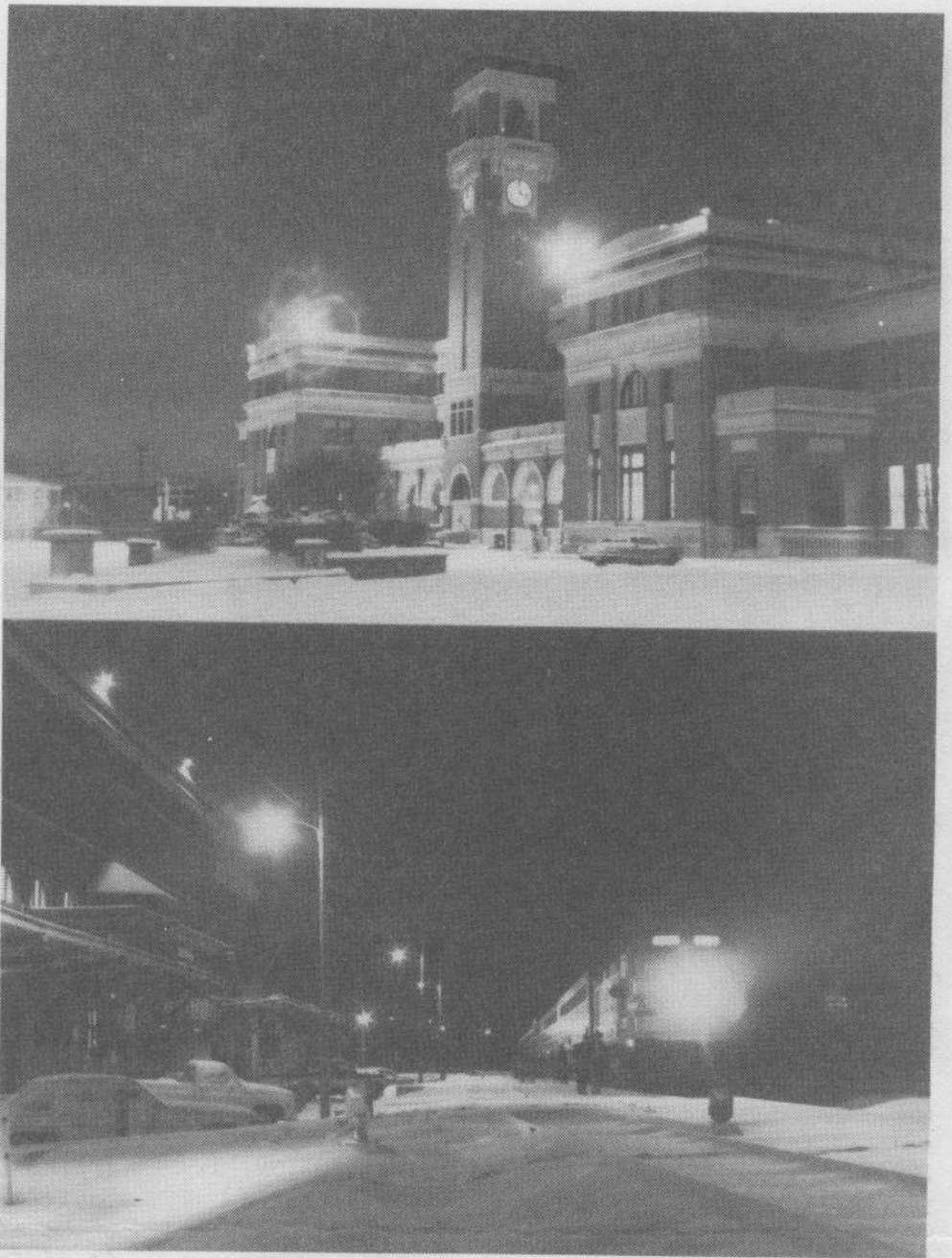
After informing me of the opportunity to work as a telegrapher while awaiting to be called back as a brakeman, he instructed the "Wire Chief" to give me a "wire test", and if I passed it, issue me a pass on the next train to relieve an agent on one of the branch lines for a period of some three weeks.

With some misgivings, the "Wire Chief" O.K.'d me for work, and after signing the necessary papers for the Bonding Company, my Trainmaster informed me he wanted me to report to my station some three days early to familiarize myself with the duties of a Station Agent, then be ready to be checked in by the Division Auditor.

At the appointed time, I arrived on the morning "Motor Car" at the little country station and reported to the Agent for instructions on how to become a Station Agent in three easy lessons. To say that I did not have butterflies in my stomach would be a falsehood, as I knew very little or nothing about station accounting. I was going to make use of reports on file to learn the work, and with the help of the regular agent, learn enough about the work to get by.

The Agent turned out not only to be a good teacher but my benefactor as well. Knowing extra men were often short of cash he made me a loan of a cot and bedding so I could use the office at night as a bedroom. Also he extended an invitation to me to take the noon and evening meals at his home until he departed.

By the time the auditor checked the Agent out and me in, my teacher had prepared a routine for me to follow that eased my fears of not being able to do the work. As a parting gift he informed me that one of the shippers, the owner of a local cotton gin, had once been an agent-telegrapher, and to call on him if I needed help on my reports.

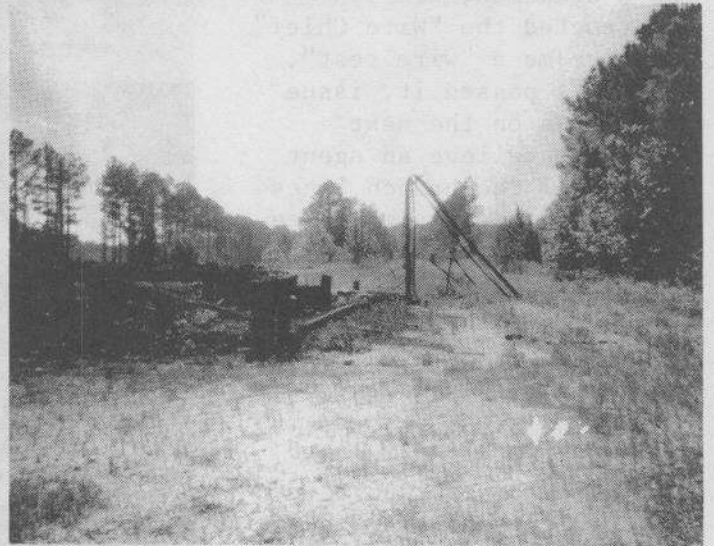
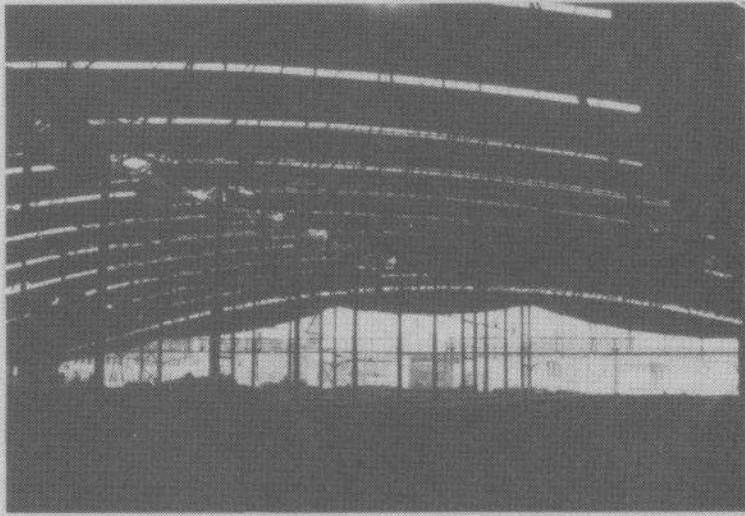
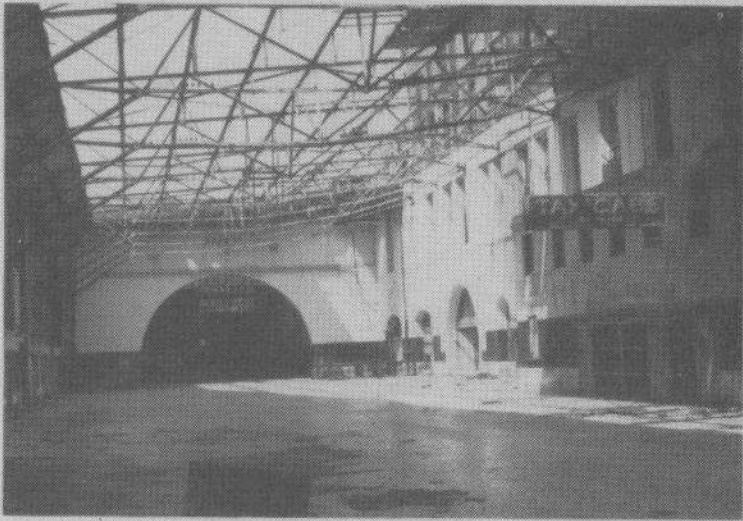


*BRRRR! - This Christmasy scene was taken on a cold winter's night in January, 1982 at Little Rock's Union Station. Unlike most depots, this station is still used for passengers as Amtrak's northbound "Eagle" prepares to board the few hearty souls getting on this snowy night. Temperature got down to 1 degree above zero before the sun rose the next morning. (Both photos by Ken Ziegenbein)*



*LEFT IN ITS TRACKS is the Booneville, Arkansas depot of the Rock Island. During the Christmas season in 1929, you could board up to six trains a day at this station. When this picture was made (February 1984) the tracks remained. Today even the tracks are gone. (Ziegenbein photo)*





*TOP - The concourse was vacant but the taxicab sign still swayed in the wind in this April 1982 scene of St. Louis Union Station. BOTTOM - the massive train shed stood over empty tracks. Since these pictures were made, St. Louis Union Station has been renovated into a hotel-shopping complex of grand proportions which has to be seen to be believed. (All photos by Ken Ziegenbein)*

*BEFORE AND AFTER - Not as lucky as the St. Louis station was this lonely little Rock Island depot in Bauxite, Arkansas. The top photo shows it deserted in August of 1985. As if that weren't bad enough, the bottom photo shows the depot's remains after a fire of suspicious origin burned it to the ground in April of 1986.*

By Monday, my first day in charge, I had begun to have some doubts about how wise it was for me to take on an agency. But by mid-afternoon, with only a few hard moments, I started to feel I had an been an agent-operator all of my railroad life.

I soon fell into a routine. First thing after coming on duty I would prepare by "22 Report" for the car distributor. After sending in my order for cars needed, which were few because it was off season, I worked the Western Union wire, which was usually two or three telegrams that had been sent to my station in the night. My work with the Train Dispatcher was brief, only having the morning "Motor Car" and the local, and their counterparts that afternoon. The dispatcher left me alone and I the same to him. Somehow I got by without too much trouble, for which I was grateful.

Being off-season, inbound Less-Than-Carload merchandise was my largest job. This came in on the morning mixed train. After the train crew unloaded it into the freight house, I made out the expense bills and gave them to the local dray man, who in turn delivered and collected the charges from the consignees.

The express and mail traffic was the bread and butter money that kept the agency open between cotton seasons. Although the station did a lively ticket business, it was not a major part of the station revenues. The cream, eggs and chicken shipments were heavy, often filling up a baggage wagon for the afternoon train. This billing kept me busy most of the day.

At eleven o'clock each morning, I received the correct time from the Western Union wire, which after correcting my watch, I gave to the local Bell Central. In this town, the "Dee-Poe" agent and "Central" were the two sources of the correct time and the people looked to us for it.





This Rock Island depot at Brinkley, Arkansas may not be standing as you read this as it was slated to be torn down this Fall. Tracks in the foreground belong to the Cotton Belt and I'm standing on what used to be the main line of the Rock Island through this east Arkansas town. I am facing west. It was a hot July 18, 1986.

A typical small town depot, possibly like the one Mr. Church worked in as an agent, is this Southern Pacific depot located in Burton, Texas. Although moved from its original trackside location (even the tracks have been removed), it still sees use as a flea market. Back in 1929 two passenger trains would meet here at 3:13 AM with others stopping at 11:31 AM and 3:35 PM. Burton is located between Houston and Austin, Texas. Photo taken in January, 1986 by Ken Ziegenbein.

The first days became a week, then two became three. The fright of the new job wore off and I was beginning to forget that I had ever been a brakie. I liked the job so much that I was even considering to become a "Dee-Poe" agent the rest of my railroad career.

One morning I copied a message informing me that the agent would return the next day and the auditor would check me out that night. I must say I felt a little relieved when I got his O.K. After turning the keys to the station over to their rightful owner, I followed the auditor to the "Motor Car" and returned to Division Headquarters. There I found a message from the Trainmaster that I was to be marked up on the brakeman's Extra Board, ending my short career as a "Dee-Poe Agent".

(Story from "My Love Affair With the Blue and Gold")







*Number 50 leads a mixed freight of the Louisiana & North West Railroad Company southward just a few miles out of Magnolia, Arkansas on August 5, 1986. The train was heading into the ETHYL Corporation Bromine Plant.*

### CLASS III RAILROADS OF ARKANSAS

#### Part 17 - The Louisiana & North West Railroad Company

(Much of the following story was taken from the May 1985 edition of TRAINS Magazine from a story called "567B's in the Bromine belt" by Alton B. Lanier. It is used with permission of the editor of TRAINS. Other information was gotten from "ICC Reports".)

The Louisiana & North West Railroad Company was organized on November 28, 1885 at Homer, Louisiana as the Louisiana North & South Railroad Company to build a rail line between Homer, in northern Louisiana, to a connection with the Cotton Belt in Arkansas and to the Vicksburg, Shreveport & Pacific Railroad (now Illinois Central Gulf) in Gibsland, Louisiana. (The VS&P was, and is through its successors, an east-west line through northern Louisiana). Construction from Homer to Gibsland (by J.D. Beardsley, contractor) began in 1887 and was completed sometime in 1888. A line was also built south of Gibsland to Bienville, Louisiana shortly thereafter. However, the railroad was not placed in service until, on January 21, 1890, the whole line from Bienville to Homer became the Louisiana & North West Railroad through reorganization (the original organization of the Louisiana North & South had a defective charter).

About eight years later, the L&NW extended its tracks northward from Homer to Magnolia, Arkansas (35.70 miles) and in 1898 leased the six miles from Magnolia to McNeil, Arkansas to make connection with the Cotton Belt Rwy.

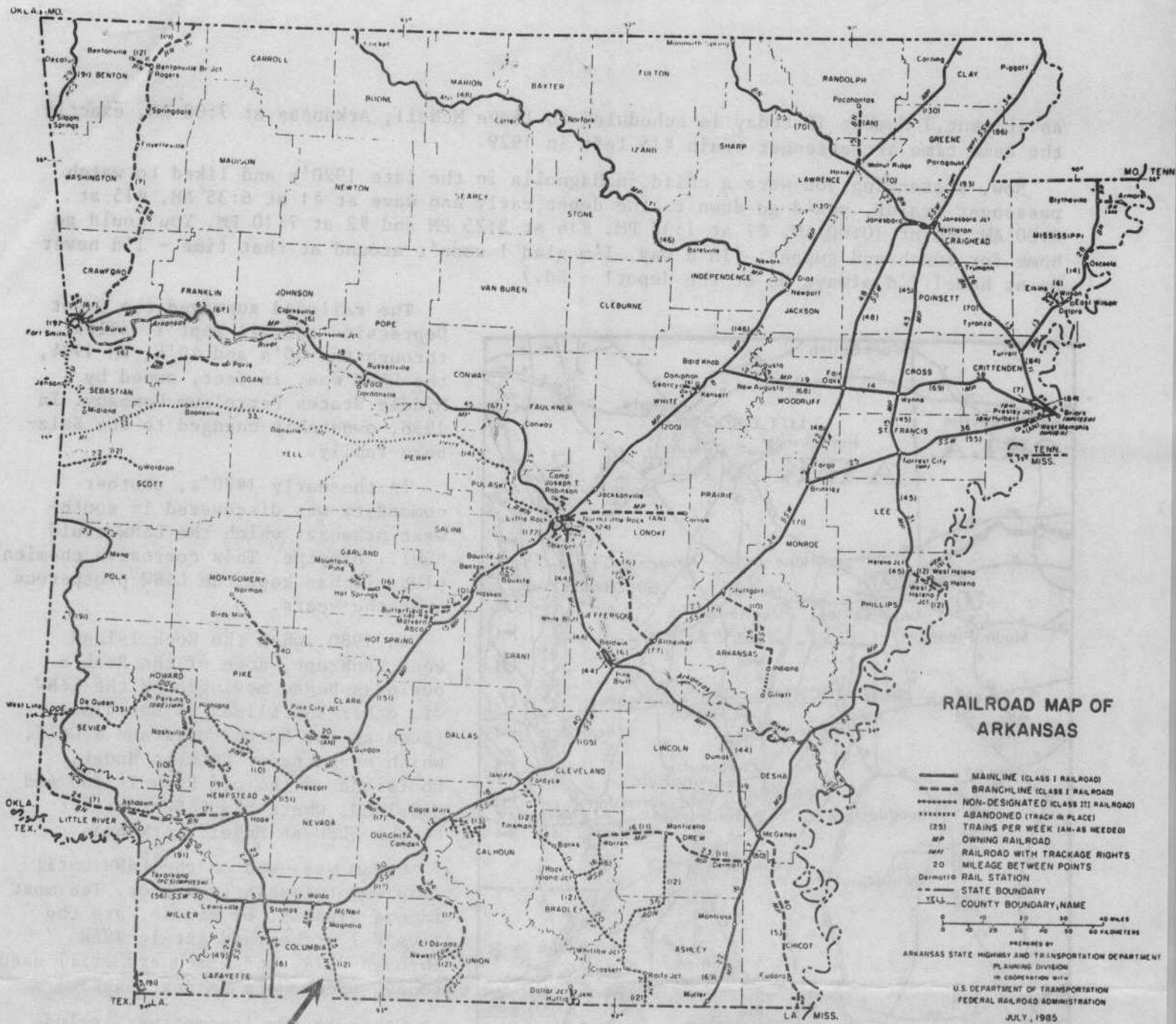
In September, 1903, the Frisco Railroad bought enough shares of the L&NW to control it. However, they sold these shares in 1905 (perhaps they didn't want the territory?).

A summary of the operators of the L&NW in the early part of this century according to the official ICC Reports follows:

"The property of the carrier was operated by its own organization from January, 1890, to December 31, 1894; was operated under lease by J. D. Beardsley from January 1, 1895 to April 5, 1898; was operated again by the company's own organization from April 6, 1898 to August 21, 1913; and was operated by George W. Hunter as receiver from August 22, 1913 to 1921."

Business was very light on the L&NW, especially south of Gibsland, and the line was losing money. In fact, it went bankrupt late in 1913 and operated under a receiver (George W. Hunter) until 1921, when it received a shot in the arm due largely to oil being discovered around Homer.





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  - RY CHICAGO, ROCK ISLAND & PACIFIC
  - SSW ST. LOUIS SOUTHWESTERN
  - WSP WARREN & SALINE RIVER

Some early bottom lines of the L&NW: Year ending June 30, 1909 - \$41,585 profit; year ending June 30, 1910 - \$41,871 profit; 1911 - \$14,192 profit; 1912 - \$2,556 profit; 1913 - \$26,026 profit; 1914 - \$82,689 loss; 1915 - \$38,329 loss; 1916 - \$777 profit; 1917 - \$42,284 profit; 1918 - \$29,591 profit.

Some interesting facts gathered about the line as of June 30, 1918 - At that time, the L&NW owned 9 steam locomotives, 31 freight cars, 7 passenger cars and 24 units of work equipment. Its' value that year was \$1,526,820.

Getting water for its' steam engines was done in a unique way at Camp, Louisiana. Water used to be obtained from a spring some distance from the right of way and so situated that the water flowed by gravity through a pipe into a tank on the tracks at Camp. This eliminated the necessity of pumping equipment.

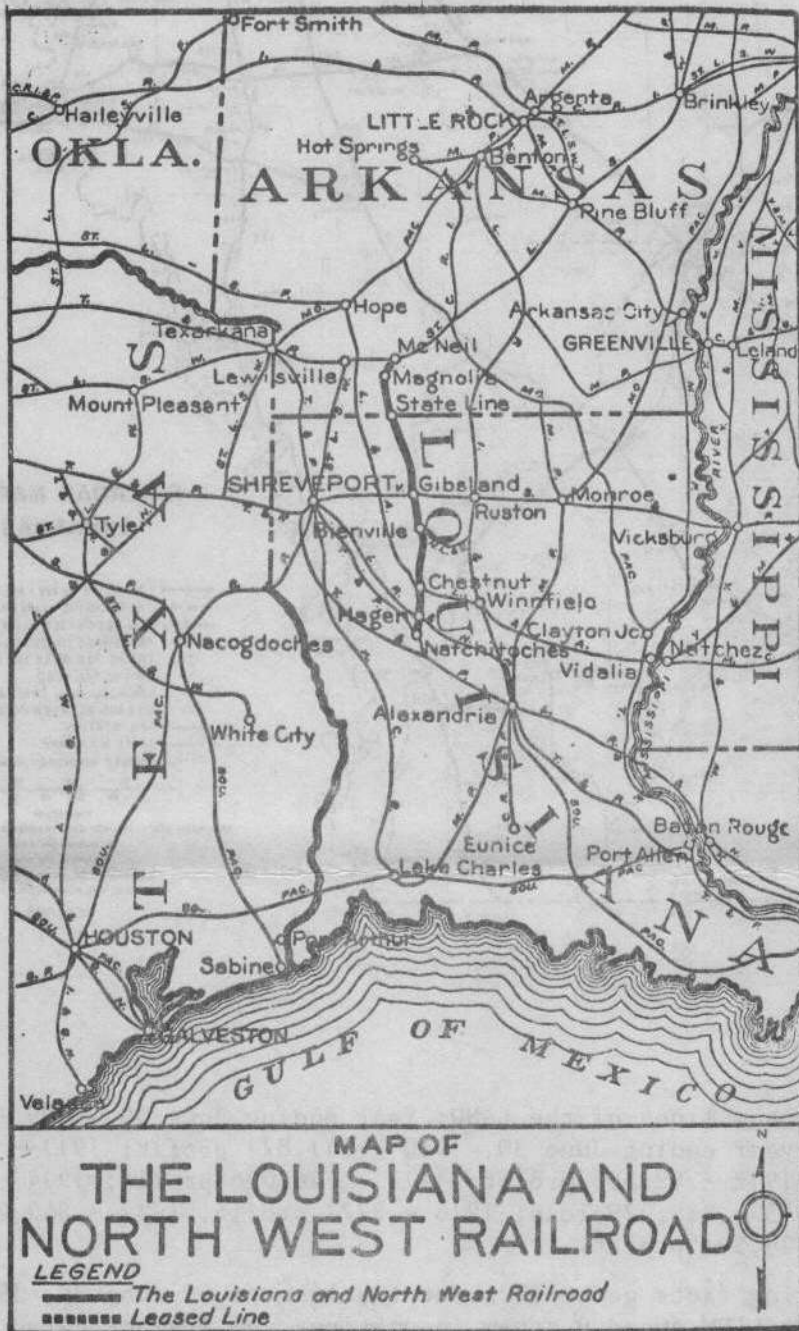
Passengers were hauled on the L&NW until 1948. For example, in May, 1929, you could ride from Magnolia to Gibsland each day of the week, leaving Magnolia at 6:55 AM and arriving at Gibsland at 9:20 AM. Stops in between included Kerlin (7:09 AM), Brister (7:16 AM), Emerson (7:23 AM), Mohawk (7:28 AM), State Line (7:37 AM), Haynesville (7:53 AM), Camp (8:10 AM), McKenzie (8:15 AM), Homer (8:30 AM), Mulnix (8:48 AM), Athens (8:56 AM), Darley (9:05 AM) and finally Gibsland (9:20 AM). This was Train #1, the southbound. Its' counterpart, #2, left Gibsland northbound each day at 4:35 PM, arriving in Magnolia at 7:10 PM and McNeil at 7:30 PM.

Two other passenger trains ran in each direction in 1929 - #7 left Magnolia at 1:35 PM, arriving in Gibsland at 4:20 PM. The other, #15 (same number as today's daily freight run) left Magnolia at 8:00 AM, arriving in Haynesville, Louisiana at 10:00 AM (as far



as it went.) Number 15 today is scheduled to leave McNeil, Arkansas at 7:00 AM, exactly the same time as passenger train #15 left in 1929.

Now, pretending you were a child in Magnolia in the late 1920's and liked to watch passenger trains, you'd go down to the depot early and wave at #1 at 6:35 AM, #15 at 8:00 AM, #6 at 10:00 AM, #7 at 1:35 PM, #16 at 3:25 PM and #2 at 7:10 PM, You could go home for lunch and supper. (In a way, I'm glad I wasn't around at that time - I'd never be at home! I'd always be at the depot! - Ed.)



Louisiana & North West Railroad map in 1918.  
(ICC Reports)

Trains run on the N&LW every day except Sunday. When I was there August 5, 1986, the southbound (#15) that was supposed to leave McNeil at 7 AM instead left about 10:30 AM due to some engine trouble. Still, it was a sight well worth waiting for as #50 led F-7 #44 across the street in front of the Magnolia depot (see cover). The northbound #16 from Gibsland was due in Magnolia between 8 and 9 PM.

Today, the Louisiana & North West Railroad Company has about 50 employees. Its' original charter runs out in 1988, but I doubt that that'll stop it from running on into the next century. The trip to Magnolia, Arkansas or Gibsland, Louisiana is very much worth your while.

Thanks to Joseph L. Johnson for giving me the TRAINS magazine. Mr. Johnson works in the L&Nw depot in Magnolia. The station is run by Mrs. Vesta Mullins, who was also very helpful, as was Vice-President of Operations, J. O. Turner of Homer, Louisiana.

Please turn to the next page to see more pictures of this colorful railroad. And....

The railroad survived the Great Depression and oil kept it afloat through the 30's and 40's. In 1934, the L&Nw was, in fact, owned by Middle States Petroleum Company. In 1958, ownership changed to the Salzberg family.

In the early 1970's, another commodity was discovered in southwest Arkansas which the L&Nw could haul...bromine. This corrosive chemical plus oil has kept the L&Nw prosperous over the years.

In 1980, when the Rock Island went bankrupt, some of the Rock's business began moving over the L&Nw via other shortlines in Louisiana (such as the North Louisiana & Gulf, which moves paper between Hodge, Louisiana on the old Rock Island and Gibsland, where the L&Nw takes it to the SLSW at McNeil, Arkansas.

Steam was used on the L&Nw until 1950 when diesels took over. The most famous diesels, of course, are the five F-7's the road got in 1968 through 1974, and which are still used today. (See photo on next page)

Other active locomotives include GP-7's #50 and #52 and GP-9 #51. All F-7's (#'s 44-48) are ex-Southern Pacific, built in the early 1950's. The one FP-7 (#49) was an ex-Western Pacific unit.

Newest unit is GP-7 #52, obtained in 1984 from the now-defunct South Central Arkansas Railroad, which used to operate on part of the Rock Island from Hodge, Louisiana to El Dorado, Arkansas. (The East Camden & Highland Railroad now operates part of that line from El Dorado to Lillie, Louisiana.)

MERRY CHRISTMAS!

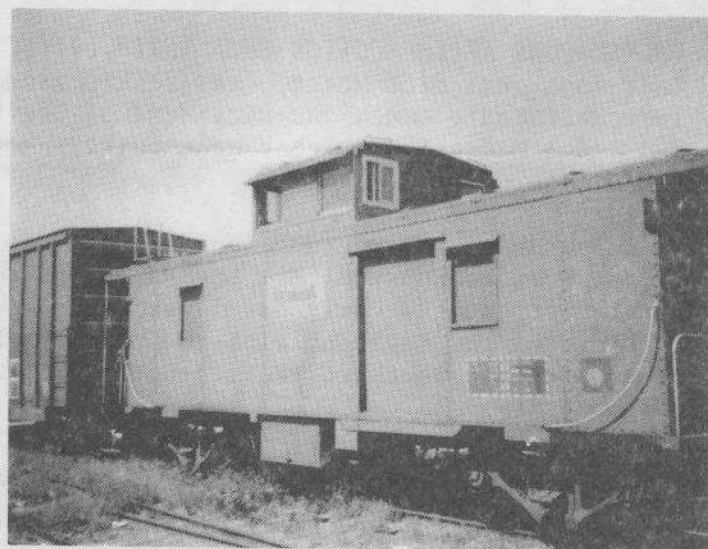




A sight to gladden the hearts of any railfan - an F7A still in active service on the Louisiana & North West Railroad near Magnolia, Arkansas. Its' bright red and yellow body and silver trucks really stand out. (Photo by Ken Ziegenbein - August 5, 1986)



The Magnolia, Arkansas depot along the main line of the L&NW RR. Mrs. Vesta Mullins and Joseph L. Johnson were manning the office.



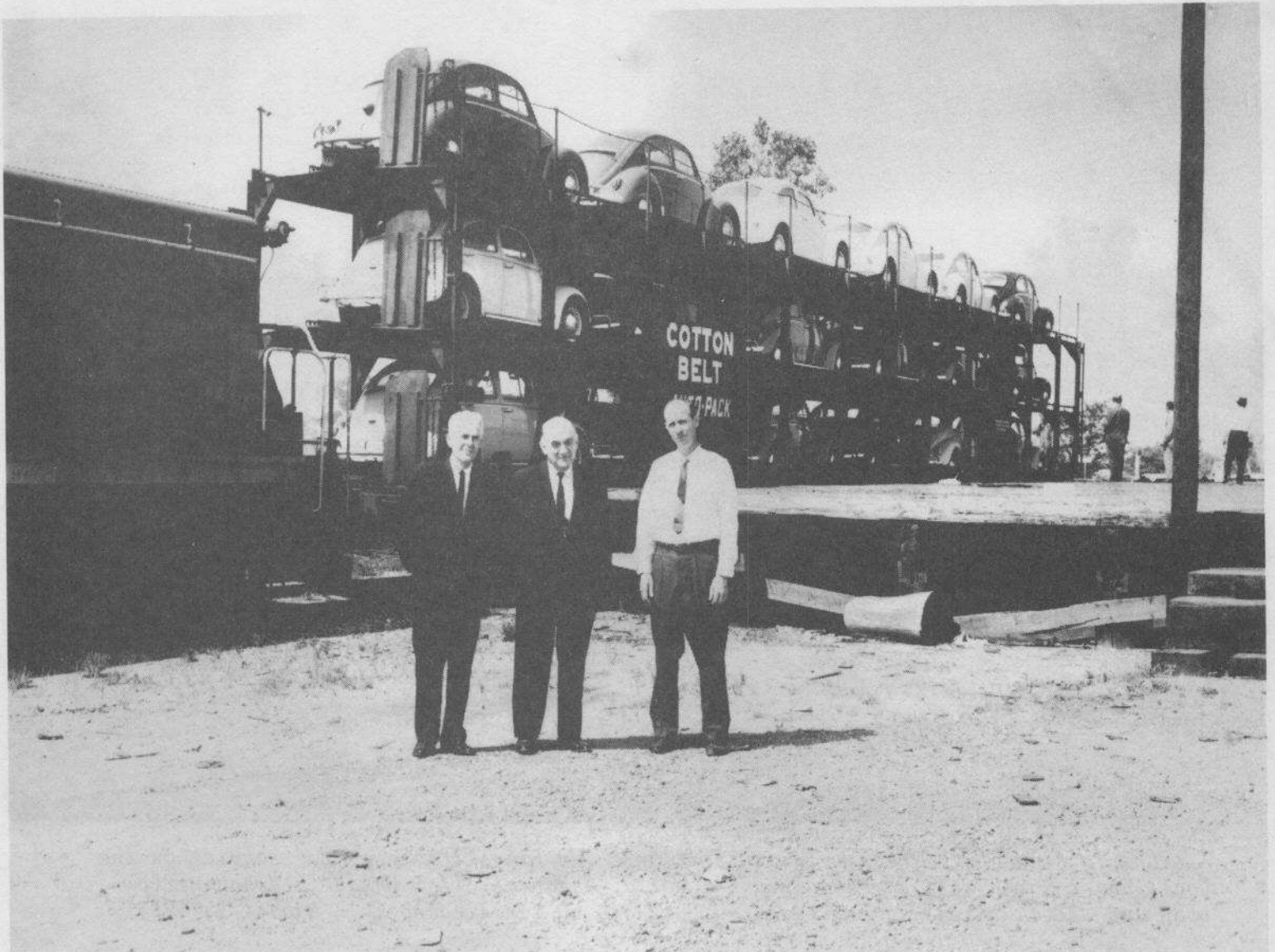
The L&NW still sports cabooses on its trains. This one brings up the rear of a freight at Magnolia, Arkansas on August 5, 1986.



L&NW's engines number 50 and 44 push a line of tank cars into the ETHYL Corp.'s plant south of Magnolia...the real work of a railroad.







VOLKSWAGONS AT THE COTTON BELT NORTH LITTLE ROCK LOADING PLATFORM, May 8, 1963. From left to right: Bill Merck, Traffic Representative of the Cotton Belt; Lee Vaughn (now deceased), owner and president of Lee Vaughn Buick Company; the third man was the sales manager for Lee Vaughn Buick, name unknown. (Phillip G. Back photo from the collection of Bill Merck).

These VW's, all reconditioned (not a new one in the bunch), arrived from Germany at the Port of Houston. Mr. Lee Vaughn got wind of the movement and purchased the entire lot, some 4 carloads. I was calling on Mr. Vaughn and he asked me to keep him informed of the movement with the promise that he would help me get them routed from Houston on the Southern Pacific-Cotton Belt. This we did and they were indeed routed over the SSW.

- BILL MERCK

### JACKSONVILLE & NORTHWESTERN RAILROAD??

by: Russell Short

The Missouri Pacific once owned and operated a branchline from Jacksonville, Arkansas to the Little Rock Air Force Base, also in Jacksonville. This branch was built for the Arkansas Ordnance Plant during World War II and was kept in operation for several years. I do not know who operated it but there were several industries served by it. These industries had located at several locations in the Arkansas Ordnance Plant. Among them were Reason-Hill Corp., a rendering plant, a door plant and Redmond Motor Corp.

In 1950 or 1951, a man from Illinois bought it and ran it for awhile using a small 20-ton(?) gas or diesel engine. This engine was too small to make the grade to the Reason-Hill #2 plant, to which a new spur was built. Another spur was built to the R-H #1 plant. The owner of the railroad, I believe called the Jacksonville & Northwestern, sold or traded the small engine and procured an 0-4-OT or 0-6-OT oil burning steamer.

When construction of the Air Base started in the early 1950's, the railroad was taken over by the government and operated by the Missouri Pacific, who continued to serve the industries plus the concrete and asphalt plants at the Air Base.

(If anybody can fill in some gaps on this story or correct any errors in the information, please let Mr. Short know. His address is 3151 Redlich Dr., Decatur, IL 62521.)



(Continued from Page 2)

OFFICERS OFFICIAL - The 1987 officers of the Arkansas Railroad Club are as follows: PRESIDENT - Peter Smykla; VICE-PRESIDENT - Carol Sue Shafer; TREASURER - Dick Byrd; SECRETARY - Polly Hamilton; NRHS REPRESENTATIVE - Mike Adams.

NMRA MODEL MEET was held in Little Rock on November 15. This was the Mid-Continent Regional Meet with dealers and model train enthusiasts from several states present.

SPECIAL AWARD GIVEN - The Cotton Belt Rail Historical Society was given a special award and plaque recently in Pine Bluff for their work in promoting the city during 1986. As you know, the society was responsible for the restoration of steam locomotive #819. (The 4-8-4 is sitting on its tracks near the Pine Bluff shops of the Cotton Belt outdoors with no immediate plans for operations). The society will be having their Christmas party on December 11 in Pine Bluff.

#### ARKANSAS RAIL NEWS

UNION PACIFIC TO SELL TRACK - It has been learned that the U.P. is planning to sell the following lines in Arkansas: Gurdon-El Dorado; Paris-Fort Smith; that line from Gurdon to Norman; Malvern-Hot Springs. This is the same tactic that the Burlington Northern used when selling its line from Fort Smith to Monett, Missouri - that is, sell off unprofitable lines instead of abandoning them in the hopes that a short-line railroad could operate the questionable lines at a profit, probably with non-union personnel. The U.P. was conspicuous in not trying to sell its line over the former Rock Island to Carlisle, east of Little Rock, possibly because of the hard feelings there generated when the U.P. (MOPAC) originally got that line in the early 1980s and then dismantled it east of Carlisle to Brinkley. Some in Carlisle still think that the MOPAC betrayed them at that time.

DINNER IN THE DINER? - Mr. Hannold, President of the new Arkansas & Missouri Railroad between Fort Smith and Monett, said recently in a television interview that he'd like to operate the diner off the Eureka Springs railroad over his line this winter. That is all I've heard, and if anyone else hears of anything, please let me know. Thanks to Robert Winn for alerting me to this possibility. Understand Mr. Hannold may give one of the programs of the Arkansas Railroad Club next year.

CABOOSE FOR CITY PARK - (Searcy) - Martin Palmer of the Doniphan, Kensett & Searcy Railroad of Searcy donated a DK&S caboose (MOPAC) to the city of Searcy on October 30, 1986. The DK&S will no longer need cabooses. (SEARCY DAILY CITIZEN)

AMERICAN RAILROAD TECHNOLOGY TAKEN OVER - (Fayetteville) - Dynamic Sciences Limited of Montreal, Canada announced the acquisition by DSL of American Railroad Technology, Inc. of Fayetteville, Arkansas. American Railroad Technology is the railroad industry's leading supplier in development and manufacture of high-technology, computer-assisted devices. The Universal Control Head communicates with the End-of-Train system and displays that information in the cab of the locomotive. In addition the unit incorporates radio communication, brake pressure, message center, train length, odometer, trackside detectors and other things. American Railroad Technology has its offices at 90 West Township Road in Fayetteville. (NORTHWEST ARKANSAS TIMES)

DEATH ABOARD AMTRAK'S "EAGLE" - (Benton, Arkansas) - A 39-year old woman from Mesa, Arizona was rushed to Saline Memorial Hospital in Benton, Arkansas from Amtrak's "Eagle", which stopped at a road crossing in Benton after having radioed ahead explaining the emergency on Saturday, October 29. The woman died a short time later (she was taken off the train at 7:25 AM.) The unidentified woman reportedly had undergone recent surgery. Paramedics met the train (the southbound #21) and police blocked streets to allow the ambulance quick passage. (Roger S. Mills of Benton sent in the clipping from THE BENTON COURIER)

About travel by train: "I don't think there's any better way to travel, including an ocean liner," says Amtrak spokesman Clifford Black. "On the ocean, all you see is the water and the horizon. By rail, you can see all kinds of unfolding American countryside. It's an intimate look at something you can get no other way."



ROCK ISLAND DEPOT RESTORATION UNDERWAY - (Lonoke) - Work is underway on restoration of the old Rock Island depot in Lonoke. The Lonoke County Historical Society said that bids were opened on construction of the depot October 14. CanDo Construction Company of Little Rock won the job on their bid of \$149,469. The company started work October 20 and has six months to finish the job. The depot will be restored basically to its original appearance and when work is finished, the structure would house several municipal offices, including the mayor's office, the water department, and the city clerk's office. The ticket agent's area will be the meeting room for the Historical Society. The large waiting room will be used for Municipal Court hearings as well as for public functions. There will be a kitchenette and two rest rooms in the building. (What about having a meeting of the Arkansas Railroad Club there sometimes?). (LONOKE DEMOCRAT)

KANSAS CITY SOUTHERN DERAILMENT - (Hatfield) - A northbound KCS freight with 26 loaded and 46 empty cars derailed at 12:20 AM October 27 about a half mile south of Hatfield, Arkansas. One of the 15 cars carried argon gas and began to leak, prompting the evacuation of 10 families as a precaution. However, there was no danger of an explosion. (TEXARKANA GAZETTE)

BATESVILLE AGENCY CLOSED - (Batesville) - Union Pacific Railroad ended its locally based operations in Batesville on October 16, 1986 by pulling off its traveling switch engine that used to be stationed there. The agency closed four days later, on October 20. The move affected five employees - four train crew members and one office worker. The workers could end up working on the Cotter-Newport engine or may bid on other jobs. The Batesville customers will now contact a railroad representative in North Little Rock instead of Batesville. One local railroad employee said the Cotter-Newport engine, unlike the one based in Batesville, won't serve Batesville customers exclusively. It might not be available at all on some days.

Another employee said there's too much work in Batesville for the Cotter-Newport engine. The switch engine crew worked nine hours there on October 14 before the local engine was pulled off. Ken Schweigert, vice-President and operations manager at Arkansas Lime, said his company relies on dependable rail service for shipment of 10-12 cars of lime a week. It's essential for Arkansas Lime to get railroad cars when they're needed, he said.

Union Pacific gained approval for closing its local agency in 1984. At that time, not enough opposition was heard locally in Batesville to stop it. However, now that the agency has been closed, fear of the unknown has led the Batesville Area Chamber of Commerce to work to reverse the U.P.'s decision to shut down its operations there. (BATESVILLE GUARD)

ARKANSAS & MISSOURI RAILROAD NEWS - During its first month as successor to Burlington Northern operations in northwest Arkansas, the Arkansas & Missouri Railroad has spend about \$1 million dealing with a limited amount of track problems caused by the former owner ceasing maintenance when a decision was made to sell the Fort Smith to Monett, Missouri line. Also, in October the replacement of 20,000 ties at a cost of about \$500,000 was begun. (SPRINGDALE NEWS)

LIKES COTTON BELT BOXCARS - (Brinkley) - Ray Jones of Brinkley, Arkansas builds model trains. Ray has a collection of hundreds of engines and cars he has modeled after real train, but his largest collection consists of models of Cotton Belt boxcars. "I like to make the cars look like the Cotton Belt trains we see going through town," he said. One of his most unusual pieces of work is a model of the smallest railroad in Arkansas - in Ashley and Drew Counties. (No name of this "smallest" railroad was mentioned in the article - ed.) (BRINKLEY ARGUS)

BN DETOUR - (Pine Bluff) - Due to the high water and flooding in Oklahoma in October, Burlington Northern detoured some trains over the Cotton Belt from Memphis to Wylie (Dallas), through Pine Bluff. On October 5th, westbound BN engine 6835 departed Pine Bluff about 8:15 PM with 81 cars for Dallas. On October 6th, BN engine 7163 leading 3 other units departed 8:20 AM with 70 loads (pig-train) enroute to Memphis. Two westbound trains were out of Pine Bluff October 6th - Train 01-791 with 56 loads and 69 empties departed at 12:50PM, with BN 8108 in the lead and 3 ATSF units trailing (#5186-5984-5834). ATSF 5186 was a cowl unit. This train was photographed at the MP crossing in Pine Bluff by a club member. The other westbound BN 02-791 departed at 2:49PM with 79 loads and 21 empties, with 6 units (BN 6808 in the lead).



MORE ON THE BN DETOUR - One of the BN trains derailed near Plano (North Dallas) causing the Cotton Belt to detour via Union Pacific through North Texas. Due to the same condition (flooding in Kansas), Cotton Belt expedited trains such as BSMFF and NXEST (New Mexico-East St Louis pigs) came alternate over the Cotton Belt route via Pine Bluff and Corsicana.

60 YEARS AGO - The following was in the October 8, 1986 edition of the CLEVELAND COUNTY HERALD: "60 Years Ago - October 14, 1926: J.W. Elrod, vice president and cashier of the Bank of Rison, returned Friday from Dallas, Texas, where he was called Monday of last week to appear before the Interstate Commerce Commission in behalf of the proposed plan for the merger of three railway systems of the southwest into a great system. The planned merger involves the Kansas City Southern, the Missouri, Kansas & Texas and the Cotton Belt railways."

The end of the 19th century found the Cotton Belt again in receivership. Controlling interest was bought out by Jay Gould, becoming a part of his Southwestern rail empire. Bad luck and hard times seemed to descend on the Cotton Belt. World War I came, with the greatest blunder of the Wilson administration, federal control of the railroads came about. Cotton Belt was placed under the supervision of the Texas & Pacific (MOPAC), its' arch-rival. The end of the war found the physical plant in ruins, traffic gone, worker morale low.

The Gould family grew weary and sold the railroad to the Rock Island (another arch-rival), who only kept Cotton Belt a short time, in turn selling out to the Kansas City Southern, who, in turn, after holding the property only a short time, sold out to New York banking interests. (Perhaps the flooding and minor financial panic of 1927 caused the KCS to divest itself of the Cotton Belt.)

The New York banking interests sold out to the Southern Pacific in the early 1930's, and although in receivership a good while, SLSW went on to become one of the strongest and most profitable Class I railroads in the United States. (COTTON BELT NEWS - 75th anniversary issue)

MORE HISTORY - As stated in the story of the El Dorado & Wesson Railway in the October, 1986 RAILROADER, A. B. Banks was on the board of that railroad for many years. Here is a little more on the history of this man: A.B. Banks was the son of Confederate Captain Richard T. Banks. Captain Banks fought at Wilson Creek, Shiloh, Corinth, Vicksburg and Jenkins Ferry. A. B. Banks, in his heyday, prior to the great depression and crash of 1929, owned over 70 banks in the state of Arkansas and the largest independent life insurance company in the South, with headquarters in Fordyce and Little Rock. Two of his sons were prominent Fordyce businessmen, Richard and Lawrence.

Lawrence Banks was the Lieutenant of a local group of men who formed a machine gun battery in World War I, later serving in France at the battle front. Lawrence was also a pioneer aviation pilot and enthusiast during the 1920's and was instrumental in building the first airfield at Fordyce. Richard Banks, the brother of Lawrence, served as major in the U.S. Army Airforce in World War II. Richard was killed in the fire that destroyed the three-story Banks mansion in Fordyce in 1964.

ANSWER TO QUESTION: "What do the reporting marks CBRY stand for?" The answer, from the Official Railway Equipment Register is - CBRY stands for Copper Basin Railway, Inc.

## **NOAA Weather Radio**

24-HOUR A DAY WEATHER RADIO AVAILABLE - since the mid 70's. Called NOAA WEATHER RADIO, this 24-hour a day weather radio broadcasts from Little Rock on 162.55 Mhz, from Mountain View on 162.40 Mhz, from Jonesboro on 162.55 Mhz, from Star City on 162.40 Mhz, from Gurdon on 162.475 Mhz, from Texarkana on 162.55 Mhz, from Fort Smith on 162.40 Mhz, from Winslow on 162.475 Mhz and from Memphis on 162.475 Mhz.

This 24-hour weather information is brought to you by the National Weather Service and the State of Arkansas. NOAA Weather Radio broadcasts can usually be heard within 40 miles of the transmitters. Special radios are needed to receive the broadcasts. Many radio manufacturers make receivers capable of getting NOAA Weather Radio broadcasts. These radios are available at radio shops, department stores and discount stores. Many multi-band radios and police and railroad scanners can also receive the frequencies. Costs of some basic radios are as little as \$17. (Continued on next page)



NOAA WEATHER RADIO - continued...

Some of the receivers have a special "warning alarm" feature that allows the National Weather Service to automatically turn on the radio, day or night, in case of severe weather. In such cases, the radio sounds a high-pitched tone or siren, or comes on at a high volume to alert the listener to the danger.

The warning alarm will also be activated in the event of an enemy attack on the United States. (In a 1975 White House policy statement, NOAA Weather Radio was designated the sole government-operated radio system to provide direct warnings into private homes for both natural disasters and nuclear attacks. The two National Weather Service offices in Arkansas are on a nationwide emergency hotline to receive such information.)

During severe weather, the latest watches, warnings and statements receive the highest priority. Routinely, the temperature, humidity, winds, pressure and sky conditions are broadcast each hour on the hour. Weather radar summaries and the latest forecasts are continuously being broadcast. (You might even get to hear your editor on this radio occasionally, depending on what shift I'm working at the National Weather Service.)

This radio could also help railroads be alerted to Flash Flood events in the state as well as help them decide whether it will be too hot or cold to lay welded rail on a particular day.

GENERAL RAIL NEWS

PADUCAH & LOUISVILLE RR MODELED AFTER MODEL - The newly formed Paducah & Louisville Railroad in Kentucky developed a color scheme for its engines from the HO scale model of a fictitious P&L done 12 years ago. The model belonged to Louis Jaquith of Paducah, who suggested that the new shortline use his HO paint scheme. They did and even offered to pay him for the right! The color is black and green. (The Paducah & Louisville RR recently bought part of the Illinois Central Gulf and is operating it as a shortline in Kentucky.) (PADUCAH SUN via The Connecting Rod)

SP TO PC - Southern Pacific is offering a computer software program to customers that makes doing business with the company as easy as taking a byte. The SP "Liberator" links a customer's personal computer to the railroad's mainframe computer. Both the program and telephone link are free. The program provides the customer with the latest information on the location and status of their shipments.

Not to be left behind, similar to the SP, the Burlington Northern has expanded its computerized railcar tracing system with the introduction of PHONE-TRACE, enabling its customers to locate shipments with the use of a touch-tone phone. Customers now can call a toll-free number to receive up-to-date location information on railcar and intermodal shipments 24-hours a day. The computer system can be accessed by keying specific codes with a touch-tone phone. (SP UPDATE and BN REGION NEWS)

BN EXPEDITER TRAIN SERVICE REVISED - Burlington Northern trains 86 and 87 between Memphis and Springfield and trains 58 and 59 between Kansas City and Tulsa were discontinued October 25. The region's six remaining Expeditors will provide service under revised schedules between Birmingham and Kansas City, Memphis and Chicago and St. Louis and Irving.

The service was discontinued for several reasons, including increased competition, lagging growth and labor restrictions, which limited movements to 850 miles. (BN REGION NEWS)

MISSILES ON TRAINS - An Air Force General says he wants the United States to build 50 more MX missiles and deploy them on trains. Gen. John Chain, Commander of the Strategic Air Command, told the New York Times the missiles could not be detected from Space or the ground while moving, could be launched with accuracy and could be deployed on existing trains and tracks. One missile is 71 feet long, nearly 8 feet in diameter, weighs 195,000 pounds and carries 10 nuclear warheads. (Editor's note... what about terrorists attacks on the various railroads carrying the missiles?)

72 AND COUNTING - Mr. J. R. Long, Head Clerk Agents Accounts, Tyler, Texas added another year to his longevity record, making him 90 years old with more than 72 years of service with the Cotton Belt! The Accounting Department at Tyler honored John and his wife Italine with cake and coffee on his 90th birthday. (COTTON BELT NEWS)



NEW DEPARTMENT OF TRANSPORTATION RULES ON RESIDUAL PAPERS - On October 1st, 1986, the Department of Transportation issued new rules regarding labeling residual placards and shipping papers. In essence, the word "Residue" replaces the word "Empty" on both placards and shipping papers.

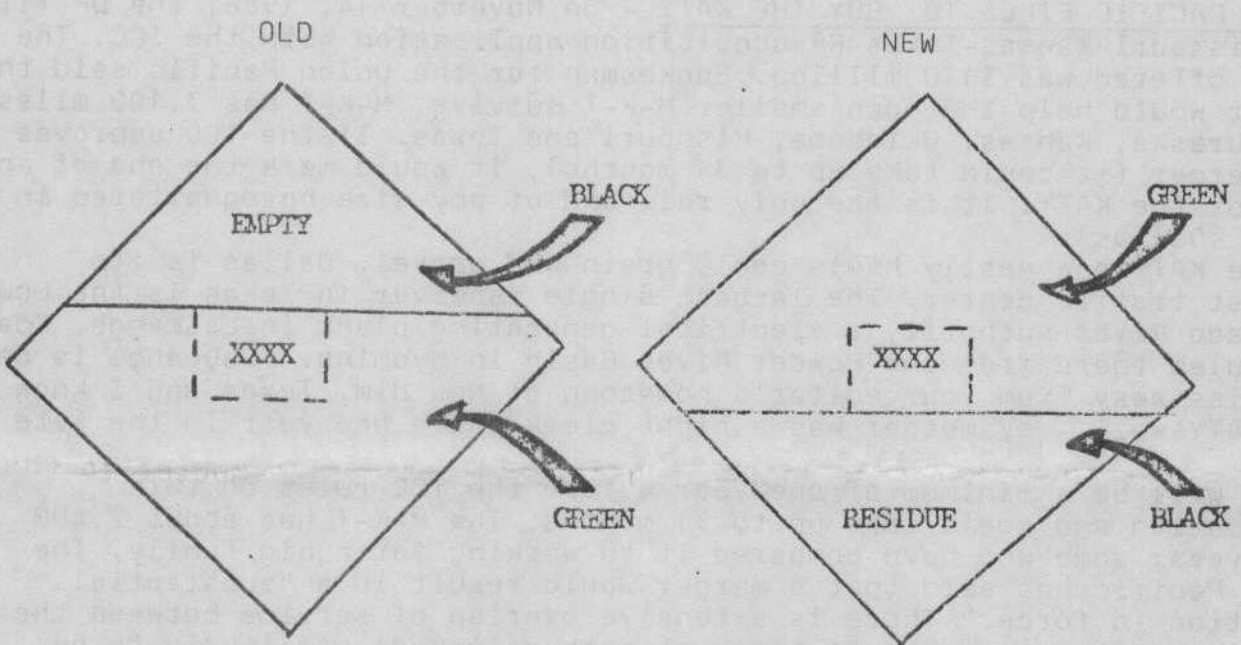
The shipping paper format requirement for empty tank cars that last contained hazardous material changes as follows:

FROM: Empty (Shipping Name, Hazard Class, Identification Number) Placarded.

TO: Residue: Last contained (Shipping Name, Hazard Class, Identification Number) Placarded.  
(Placard Name) - Residue

For gasoline the shipping name, hazard class and identification number are "Gasoline, Flammable Liquid, UN1203" and Placard Name is "Flammable".

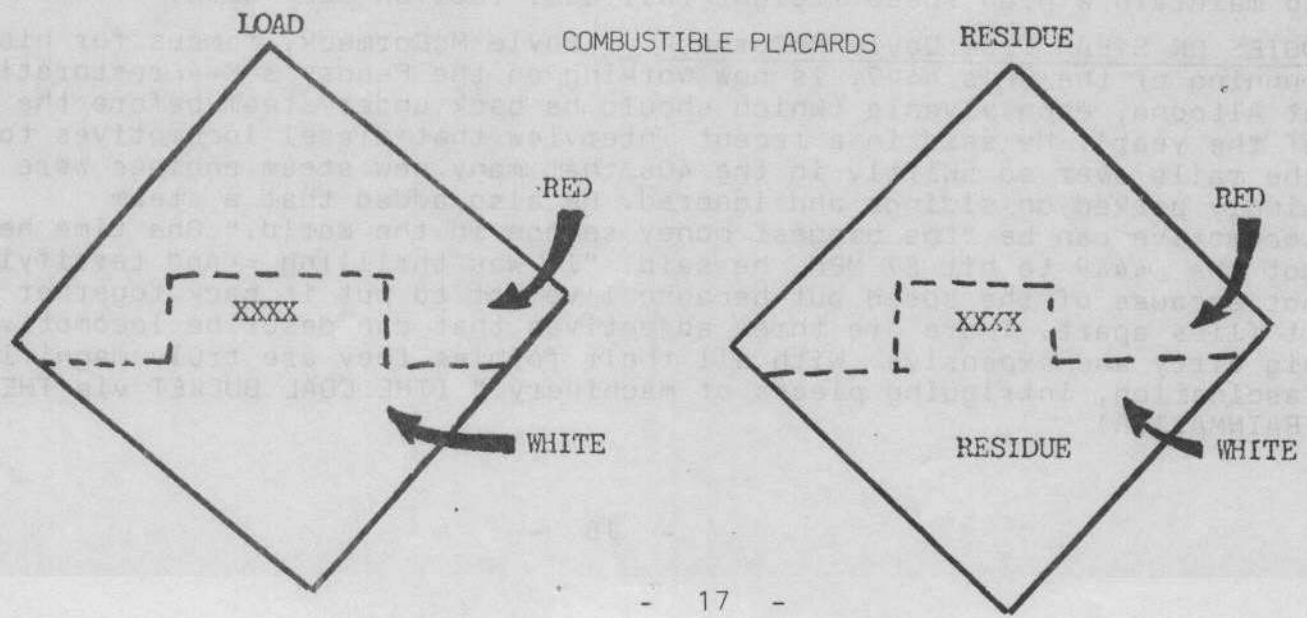
This rulemaking also changes the "empty" placard to a "residue" placard. In addition to changing the word "Empty" to "Residue", the black triangle at the top of the empty placard is moved to the bottom of the residue placard. This is the important visual change. Example:



"EMPTY" in white letters

"RESIDUE" in white letters

The other major change is to create a combustible-residue placard. Tank cars placarded combustible-residue are excepted from the train placement requirements applicable to all other residue placards. The only real change is to create the combustible residue placard since there is now no empty placard for combustible liquids. To enable anyone to visually distinguish the combustible-residue placard from all the other residue placards, the bottom triangle of the combustible-residue placard is white rather than black. The only visual difference between the combustible placard and combustible-residue placard is the word "RESIDUE" in the bottom triangle of the combustible residue placard. Example:





CENTRAL OKLAHOMA CALENDAR FOR SALE - One of the best calendars I've seen over the years is the calendar put out by the Central Oklahoma Railfan Club LTD. The 1987 one is no exception. It contains pictures by Preston George of such scenes as Rock Island train No. 52, the "Choctaw Rocket" running through Wister, Oklahoma in 1949; Fort Smith & Western train with 4-6-0 hauling cotton bales at Castle, Oklahoma in 1912; Frisco train #118, the "Texas Flash" near Preston, Oklahoma in 1946; plus many more. If you'd like one, cost is \$3.00 each plus \$1.00 for postage to CORC Calendar, c/o Lawrence Gibbs, 208 E. Marie Dr., Stillwater, OK 74075.

STEAM MEET? - Joe Minnich, editor of TRAINLINE, has suggested that a meeting of big steam in the U.S. would be in order for, say, the summer of 1988. A logical site would be Kansas City. "To have a meeting of Norfolk & Western 2-6-6-4 No. 1218 and UP 4-6-6-4 No. 3985 is alone a major event. Add Cotton Belt 819, UP 8444, SP 4449, Nickel Plate 765, Pere Marquette 1225, Chesapeake & Ohio 614, Reading 2102, a number of smaller engines plus those now under restoration (like the Pennsy K4 #1361 from the Horseshoe Curve) and it could be the steam event of the century."

Is anyone interested?? If this event is to occur, planning must begin soon. Contact Joe Minnich, P. O. Box 24841, Denver, CO 80224-0841 if you'd like to hear more. 819 Historical Society - are you listening?  
(TRAINMASTER)

UNION PACIFIC FILES TO BUY THE KATY - On November 14, 1986, the UP filed its Missouri-Kansas-Texas RR acquisition application with the ICC. The price offered was \$110 million. Spokesmen for the Union Pacific said the merger would help the much smaller M-K-T survive. M-K-T has 3,100 miles in Nebraska, Kansas, Oklahoma, Missouri and Texas. If the ICC approves the merger (it could take up to 31 months), it would mark the end of an era for the KATY. It is the only railroad of any size headquartered in Texas (Dallas).

The KATY now mostly hauls coal, grain and gravel. Dallas is its biggest traffic center. The largest single receiver in Texas is the Lower Colorado River Authority's electrical generating plant in LaGrange. Coal is hauled there from the Powder River Basin in Wyoming. (LaGrange is only 15 miles away from your editor's hometown of New Ulm, Texas and I know the KATY well - my mother was a night clerk there one year in the late 40s).

It will be a minimum of one year before the ICC rules on this application and could take up to 31 months. The M-K-T has about 2,400 employees, some who have compared it to working for a big family. The Union Pacific has said that a merger would result in a "substantial reduction in force." There is extensive overlap of service between the two lines. Some segments of track of both railroads are likely to be abandoned, Union Pacific added. (HOUSTON CHRONICLE)

SANTA FE DONATES 13 ENGINES TO MUSEUM - The California State Railroad Museum has received three steam locomotives, nine historic diesels and an old diesel-powered motor car from the Santa Fe. Santa Fe-Southern Pacific's Chairman John J. Schmidt said the equipment represents 86 years of the railroad's development during its 118 year history. Two of the steam engines were the 2925 and the 5021, built in the 1940s. (UTU RETIREE NEWS)

SLSW'S 70 MPH STANDARD - In order to maintain a 70 MPH railroad on the Cotton Belt, all defective ties must be replaced every 7 years. Each cycle should replace 800 to 1200 ties per mile out of a total of 3200 ties per mile. Since a wood tie lasts about 30 years, this enables them to maintain a high speed freight railroad. (COTTON BELT NEWS)

NOTES ON STEAM from Doyle McCormack - Doyle McCormack, famous for his running of the SP's 4449, is now working on the Pennsy's K-4 restoration at Altoona, Pennsylvania (which should be back under steam before the end of the year). He said in a recent interview that diesel locomotives took the rails over so swiftly in the 40s that many new steam engines were simply parked on sidings and ignored. He also added that a steam locomotive can be "the biggest money sponge in the world." One time he got the 4449 to hit 87 MPH, he said. "It was thrilling - and terrifying, not because of the speed but because I've got to put it back together if it flies apart. There are three adjectives that can describe locomotives - big dirty and expensive. With all their foibles they are truly magnificent, fascination, intriguing pieces of machinery." (THE COAL BUCKET via THE TRAINMASTER)



KANSAS CITY SOUTHERN LINE NEWS - by: Bill Bailey - The following KCS trains depart southbound from Kansas City these days:

- No. 1. Grandview, Missouri - twice weekly; local
- 3. Port Authur, Texas - as needed; export soda ash
- 5. Shreveport, Louisiana - early evening:load varies
- 9. New Orleans, Louisiana - early evening:primary to FC
- 81. Shreveport, Louisiana - afternoon; primarily empties
- 91. Welch, Texas - coal
- 93. Amsterdam, Texas - coal
- 95. Flint Creek, Arkansas - coal
- 97. Messville, Louisiana - coal
- 711. - as needed; grain

All of the above are cabooseless!

The following trains are operating on the Texas subdivision:

- No. 53/54 - operate mostly as extras
- 55/56 - operate mostly as extras
- 91/92 - coal to Welch, Texas
- ? - grain: out of Hunt Yard, Greenville, Texas
- 75/76 - (Tidewater turn) - coal between Sulphur Springs, Texas and Pittsburg, Texas

Texas Turn - Shreveport, Deramus Yard to Hughes Springs, Texas  
Pittsburg Dodger - between Pittsburg & Hughes Springs, Texas

Only 91/92 are cabooseless.

Also, work trains all subdivisions as needed. KCS GP40 #760 has worked the Jordan spreader in and around Grandview, Missouri. Track gangs have been replacing the pass track there. A note of interest in this track section was the date nails - some as early as 1931.

KCS D.T.C System Control. Direct Train Control is the proper term. It means that train orders are issued at the train dispatcher's office via radio and by computer printer out at the crew change points.

Fall 1986 Washouts: The recent abundance of rain in the Midwest caused at least two washouts on the KCS. One on October 3rd at milepost 88 south of Hume, Missouri caused a derailment and closed the main line for four days! Another washout occurred south of Joplin, Missouri at Iipton Ford, a frequent trouble spot down through the years. This was the location at which, on August 4, 1914 at 5:55 PM, North Arkansas Motor Car No. 103 collided head-on with southbound KCS Pacific locomotive, 7-car passenger train #2, which had been delayed about 8 hours by a freight train wreck south of Gravette, Arkansas. The KCS Train #2 was traveling 35 MPH according to records when the trains collided. In the final analysis, 43 persons died, including the members of the M&NA crew. No one on the passenger train was killed.

For such a serious accident, somehow the mixup on orders could not be explained, in the ICC investigation. Fault was not established in this accident. Motor Car No. 103 was totally destroyed. KCS engine No. 805 was rebuilt and was still in active service in 1948 pulling Train No. 16, THE FLYING CROW. This locomotive's operations came to a close in 1951 when it was scrapped as junk machinery.

MORE KCS NEWS - Of note to railfans, the KCS still has 10 F-units in service. Seven are slugs and spend most of their time between Shreveport and New Orleans. Unfortunately, much of their operation is at night. The Shreveport to Springhill, Louisiana turn operates with 4 F's, usually ABBA with the two B units as slugs in the middle. The two A units still have prime movers and there is one more powered F7A 4054 that is laid up at Deramus Yard with a bad engine. Its' been there since before June and may or may not be repaired.

You read that GP30s are a disappearing stock of locomotives. However, on the KCS they still have a stable full. Usually mated "back-to-back" they use them on locals in numerous parts of the railroad. There are a pair on the Baton Rouge-New Orleans turn and another pair running from Alexandria to Winnfield, Louisiana. You can sometimes see a pair on the Fort Smith dodger that runs through Winslow Tunnel in eastern Oklahoma, just west of the Arkansas state line by a couple of hundred yards.



THIRD QUARTER EARNINGS OF SPSF DOWN - Third quarter earnings for Santa Fe Southern Pacific Corporation declined almost 92 percent from the same period in 1985 due largely to a large write-down related to petroleum operations. Net income was \$12.4 million down from \$151.4 million in 1985. (SP UPDATE)

SENIORITY CHANGES ON THE SP - Major changes were made to the seniority of operating employees on the Southern Pacific's western lines on October 27, 1986. Western line engine service employees (engineers, firemen, and hostlers) will acquire a seniority date as brakemen and switchmen. Then, employees who acquire seniority as brakeman/switchman must accept promotion to conductor/engine foreman in turn or forfeit all seniority. Engine service employees who are promoted to engineer will automatically be given a date as conductor. (SP UPDATE)

UNION PACIFIC BUYS A TRUCK COMPANY - Union Pacific Corporation has bought the Overnite Transportation Company (a trucking company) for \$1.2 billion. This truck company operates mostly east of the Mississippi River and will thus give UP a foothold on the east coast. (INFO MAGAZINE)

CRAB ORCHARD AND EGYPTIAN RAILROAD IN SOUTHERN ILLINOIS MAKES A COMBACK - Southern Illinois's town of Herrin is losing its rail link to outside worlds as the Illinois Central Gulf is abandoning its Carbondale to Herrin line. Six miles southeast of Herrin, in Marion, is the famous Crab Orchard & Egyptian RR, which began in 1973 as a steam tourist railroad but has been hauling freight recently. Apparently, the city of Herrin will buy the ICG track in Herrin with the CO&E then operating trains between Marion and Herrin, using the tracks of the Burlington Northern to go from one town to the other. Thus, the CO&E will expand from 8 miles now to more than 20 miles, counting the track in Herrin. They've ordered two new diesels to begin the work. (GATEWAY RAILLETTER - ST. LOUIS CHAPTER)

RE-REGULATION OF THE RAILS? - Congress will try again to re-regulate the nation's railroads next year. Deregulation (the Staggers Act) occurred in 1980, but the selling of small sections of major railroads to short-line operators has angered much of labor, since wages and benefits on these new short-lines are much less than for a major railroad. The railroads themselves do not want to be re-regulated since that sort of ties them up when it comes to making profit or loss decisions. It has also been shown that, despite some well-publicized cases, that rates for coal, for instance, has actually risen less sharply after de-regulation than before. (LABOR and THE COAL BOOK by the Association of American Railroads)

MERRY CHRISTMAS - The U. S. Capitol's official Christmas tree is being shipped east - free of charge - by Southern Pacific and the Cotton Belt. The 120-foot tree from the Klamath National Forest, is the first from the west coast ever chosen as the capitol's holiday tree. On November 15, Sp shipped the tree from Montague, California to the D&RGW at Ogden. The D&RGW turned it over to the SSW at Herington, Kansas then to Conrail at East St. Louis and to Chessie for the final leg into Washington. (SP UPDATE)

From the October 3, 1936 RAILWAY AGE comes the following quote, talking about railroads then running excursions for public relations: "It has been truly said that a whole generation has grown up which knows nothing about railroad service and traditions. The railroad's problem is very largely one of public relations and an indifferent public is a hard public to sell." True- today's children will grow up to be tomorrow's corporate heads and if they don't know anything about railroads, the railroads will ultimately lose. (Quote from THE TRAINMASTER, of the NRHS chapter in Portland, Oregon)

NEWS updated through November 21, 1986. Mailed Tuesday, November 25.

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LATE NEWS - The Cotton Belt Rail Historical Society elected the following for its 1987 officers on November 13: PRESIDENT - Jake Commer; VP - T. D. Davis; TREASURER - Joe McCullough; PROJECT DIRECTOR - Bill Bailey; ASSISTANT PROJECT DIRECTOR - Darrel Cason; SECRETARY/NEWSLETTER - Elizabeth Gaines; MEMBERSHIP CHAIRMAN - William McCaskill; HISTORIAN - Jim Bennett; INFORMATION OFFICERS - Rudy Gandy, Joey Narbutowitch, Monty Pride. These will be installed at the December 11 Christmas party of the organization.

BACK ISSUES - I have had some requests for back issues of the ARKANSAS RAILROADERS. Generally, none are available prior to 1985 except for a single copy each. Perhaps other members could help. Very few "extra" copies are run off each month due to costs and space for storage.



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.):

KEN ZIEGENBEIN  
905 VALERIE DRIVE  
NORTH LITTLE ROCK, AR 72118

Phone: (501)-758-1340



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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.

WELCOME ABOARD!!!





*Somewhere in North Arkansas as another winter storm approaches, this Missouri Pacific freight carries the goods to market. (Painting by Jerry Nunn of Arlington, Texas, an Arkansas Railroad Club member).*

# MERRY CHRISTMAS

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