



ARKANSAS RAILROADER



VOLUME 23 NUMBER 2

FEBRUARY 1992

LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



OLD M&NA bridge pier over Big Creek between Pangburn and Letona, Arkansas taken on October 10, 1991 by Doug Duncan. There remain many traces of this famous line in Arkansas, even though rails were taken up in the 1940's. (Doug Duncan photo)



TOP - Just south of Kensett, Arkansas in 1953 on the Missouri Pacific. (Photo by Johnnie M. Gray). **BOTTOM** - Curve where Casey Jones had his famous wreck in 1900 near Vaughn, Mississippi on the Illinois Central. The train was going southbound, toward the camera. (Photo by Ken Ziegenbein in August 1989).



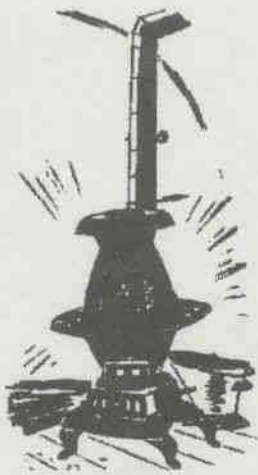
The FORDYCE TOWER in Fordyce, Arkansas, taken in the 1940s by P.B. Wooldridge.

FORDYCE TOWER

by: Lynn N. Gaines, Jr.

Look at the picture above of the old Fordyce Tower prior to its remodeling in the 1950s. Note the telegraph pole looming above the roof, at that time not only WU lines (which were also used by the RI), were on these poles but also Southwestern Bell Telephone Co. lines were there (even though Fordyce had a "local" telephone company at that time).

Note the old long-abandoned chimney at left, the tower at that time was heated by one (1)



big potbellied, coal-burning stove located in the south end of the building. Guess who carried coal up the steps?

Further note the two different types of train order signals, the Cotton Belt signals were down red, up green, mid yellow. Rock Island was down green, straight out red, mid yellow. Another big difference, the RI rule book stated that you could NOT clear your train order board at an interlocking plant, UNLESS you had already cleared the signal into the plant. The Cotton Belt train order signal was operated with a ratchet, and the RI signal with the standard levers. During the WW II era the CB signal was probably never cleared, and the RI signal very seldom.

Note the awning on the west side of upstairs, this was to prevent afternoon sun entering the western windows. In the summer months, with no shade here, the temperature inside the tower was almost unbearable, since all the heat rose from the bottom, and there was no attic fan MUCH LESS air conditioning.

Note the old style thin line windows - half or more of them would NOT go up and down. Note how high up the semaphore signals were. Guess who climbed the ladder to replace the bulbs? It is interesting to note that the RI pole and ladder went right through a hole in the roof - just big enough for a small man to climb to the top.



View from the tower, looking east as a Cotton Belt troop train heads west (south), taken in a 1940s winter by P.B. Wooldridge.

NOTE the diamond, these crossings when occupied would play that old blues tune, either "St. Louis Blues" or "Memphis Blues" the one that goes "...my mammy done tole' me, when I was in knee pants, etc...". There was, by the way, a spare diamond down in the weeds just

northwest of the tower, if needed. The RI, who came through last about 1909, was responsible for maintaining the crossing since they came in after the SSW (which came through in 1882).

CB maintained its track and 1/2 of the transfer, and RI did the same. The CB section man who maintained the plant was Mr. Coker, from Humbolt, Tennessee; his daughter still lives in Fordyce (in 1991). Mr. Coker had a small workshed, complete with coal fired forge, anvil, vise which you will find in the picture on the previous page (center).

Luckily for the leverman-telegraphers who worked at this tower, the east side of the tower behind the interlocking rods behind the levers was boarded in which kept out the cold air. The other interlocking plant located on the Northern Division of the CBRy was located at Rockview, Missouri, near Dexter, and yes, the side behind the plant was open, which let in a bit of cold air in mid-winter (the bucket of water one foot from the stove would freeze solid - so I am told.).

Note the mulberry tree on the east side (to left of tower) - too far away to provide shade to the building, it only provided a resting place for the "rain-crows" who enjoyed this tree as a haven. Many tired workmen rested here and enjoyed a drink from the one water tap at the south end of the tower. The hobos could also get a free drink before wandering on.

Ah, lets examine, now, the transfer track - do we see several gondolas on this track? Yes, quite often SSW and/or RI would deliver direct to the transfer with a small delivery. This saved going over into the other company's yard. Expedient, but foolish, it contributed to a major derailment at Fordyce during World War II, BUT that is another story which will not be told here. Just behind the transfer track was a sty (also spelled stye), or steps built into the RofW fence by the RI, which would let those who lived just southeast of the tower to climb the fence into their "street." I climbed it many times when taking the dogs hunting over in the "bad-lands," located just SE of the tower. "Bad-lands" was a name for this part of town, a hold-over from the days the Fordyce Lumber Co. (now Georgia Pacific), had different camps of people in different parts of town. The names persist until today, others are "Greenville," "Goat-Neck," "Milltown," "Pot-Liker," etc. Were the lands in "Bad-Lands" bad? Yes, swampy - with lots of briars - the soil was a clay-mud, and walking was difficult.



Lets climb the steps up into the past - those glory days of WW II. I cannot say how long the interlocker had been in existence, in the early days the plant was operated by section men, the leverman-telegraphers came later. The SSW operator was located in the office of Agent Andy Carraway, father of retired TM Hal Carraway. Andy's uncle, and later his aunt, were in the US Senate. Gus Brazzel (or Brazil) was the operator there during WW I, and handed up his train orders to trains BY HAND. Yes, hand to hand.

Gus had a huge house on 4th Street, he retired about 1936-1937, about the time we moved to Fordyce. It was stated that he had telegrapher's paralysis, some sort of, probably, arthritis which prevented his using the telegraph key.

As we walk into the tower we note a stand inside, with wash pan, bucket of water, and small mirror, the rest of the facility is downstairs and just southwest of the tower - you will see the small building named "necessity."

The pot-bellied, coal fired stove, previously mentioned, is to your right. It will keep the top of the room too warm, while your feet freeze.

To our left are levers numbered from the north #2 through #31 with some levers not in place, removed by day. These levers pulled in the proper sequence would properly line the route intended for the train to use based upon their needs, and their train orders.



During the early 20s and 30s, when my father, the sure 'nuff railroader, worked at Fordyce, the tower operator handled the switch at the north end of the House track, some 1/4 mile away from the interlocker, as well as a "calling-on" signal located out about 1/2 mile,

or more, away from the tower beyond a curve. My father states that he was the only one able to operate the "calling-on" repeater at the football field, and that the North end of the House track switch was very difficult. You see the tower operator "thru" the level, which transmitted the energy down thru a system of pipes to the scene of action, so far away. This was a manual interlocking, not a pneumatic interlocking as used by some eastern roads.



My father, Lynn N. Gaines, Sr., says that during ice and snow storms the tracks would freeze up, and that he would call the section foreman, who would tell him to go ahead and try the track, he would apply the necessary pressure to "bend-the-rail," but since frozen, the effort would just tear up the pipe system, and then the section crew would have a real mess to work with. Unbelievable, yes, but my father was a semi-pro baseball player and had unbelievable strength in his arms. (When he played for the IP Co. team at Camden, his manager was Ben Laney, later governor of Arkansas).

If you mislaid the track completely including the signal, it was necessary to "time off," which would cost you about 2 minutes on the RI, and (during my day) about 8 to 10 minutes on SSW.

All Rock Island train orders were received by morse telegraph, but the SSW had a telephone. My father worked 355p-1155p during WW II, and he was either on the phone, telegraph, or throwing levers for 8 hours sometimes not eating his supper. He worked 7-days per week, 365 days per year, no OT, if an operator got sick, the other two had to "violate-hours-of-service," and work 12 hours each, due to no available, qualified extra men.

When the Western Union office was closed at the Hotel Kilgore, my father handled all the outbound Western Union telegrams, and also had a certain amount of clerical work to do after the SSW depot closed for the day. These telegrams were sent by morse code, my father would "code-in" the WU Relay Office "LR" at Little Rock, or "SV" Shreveport, by sending on the wire a certain combination of dots and dashes, which would activate a "Gill-Selector" at the distant end, which would light up a bulb above a wire, and eventually the WU operator would answer, BUT you had to be ready. In addition, all "company" Rwy messages for both railroads were handled at Tower.

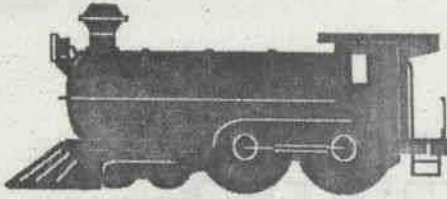


The amount of work done there during World War II is unbelievable. The RI ran two first class trains, "Doodlebugs," two locals, two thru freights and a number of extras. The Cotton Belt ran 4 first class trains, 2 locals, and any number of scheduled and unscheduled extras, troop trains, etc... fifty and sixty trains per day were not unusual. Many of these trains would pickup and setout at Fordyce. All got train orders.

For all this volume of trains to meet and pass at Fordyce required quite a bit, one time my dad said he had to get two SSW trains over on the RI, just to let trains thru, and further it was not unheard of to back a train back to Thornton in order to clear up Fordyce enough to get trains through. He said "...Lynn, you know there was no way they could properly identify engine numbers, they would just "count smokestacks" and if there was the proper number in the SSW yard, they just pulled back the throttle to make Thornton Hill, without a double, which would have really messed things up...."

Any derailments, yes, but my friend and retired telegrapher E.A. McMurtrey, states NONE due to dispatcher or telegrapher failure during his days here on the CBRy. Torn up or "split" cabooses? Yes, plenty, so bad that at one point the Cotton Belt got boxcars, cutting off the rear, and cutting "windows" with the torch and these sufficed as cabooses.

Did 800-class engines pull passenger trains? NO, I'd say possibly a few times when a passenger train engine failed. However, 800-class engines were used to pull troop and POW trains, because soldiers do NOT get cold or hot. The 800 class engines did not have steam generators, so could not heat or cool passenger equipment.



One engineer on an 800-class engine northbound at the tower ran a red signal northbound, and derailed, throwing this huge engine over into what then existed the Accurman Track down an embankment over on its side. When questioned about the derailment, the engineer admitted running the red signal, and stated that the derail there did what it was supposed to do - it

derailed the engine.

My dad told me of a derailment during the war when a northbound SSW train struck a caboose at the south end of Fordyce down about the Casket Factory. Unknown to the crew, the car ahead of the cab was an express car full of 45-auto pistols. My dad said that the engine that struck the cab had pistols up on and in the engine, and that they were scattered for a long ways, and he expects many did not get back to the Army.

Who worked at the old Fordyce Tower? Let's try to name a few - if I skip anyone please forgive me:

- | | |
|----------------------------------|-----------------------------|
| PAUL B. WOOLDRIDGE, esq. | A.B. DAWSON, (dispr.) |
| GUS BRAZZEL (Brazil) | W.H. FLOWERS |
| LONNIE MALLORY (dispr.) | T.R. SIMMS |
| J.N. POPE "Jacob" | B.W. POWELL |
| H.L. GARRETT "Pop" | D.F. CARPENTER "Uncle Dave" |
| L.N. GAINES, Sr. "Buddy" | (Chief Dispr., Trans Ofcr) |
| J.B. PIERCE "JB" | HOWARD GLEASON |
| W.T. "Pete" BOWMAN | FLOYD GLEASON |
| H.L. CLARK (agt NLRock) | LYNN N. GAINES, Jr. |
| W.L. JONES (dispr.) "Ole' head" | J.L. GARRETT |
| CHARLES F. "Charles" NEWLIN | B.J. McCLAIN |
| MELVIN E. WHITE (agt Pine Bluff) | C.J. McCLAIN (dispr.) |
| ALTON McMURTREY | J.G. MALONE |
| MR. GOODGAME of Bearden | |

- END -

FEBRUARY IN RAILROAD HISTORY

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

Ground broken February 25, 1832, near 32nd Street and Fourth Avenue, New York, for the city's Pioneer Railroad, originally operated by horse power. By 1859 the railroad extended from Prince Street, near Brooklyn Bridge, to Harlem, a distance of 8 miles.

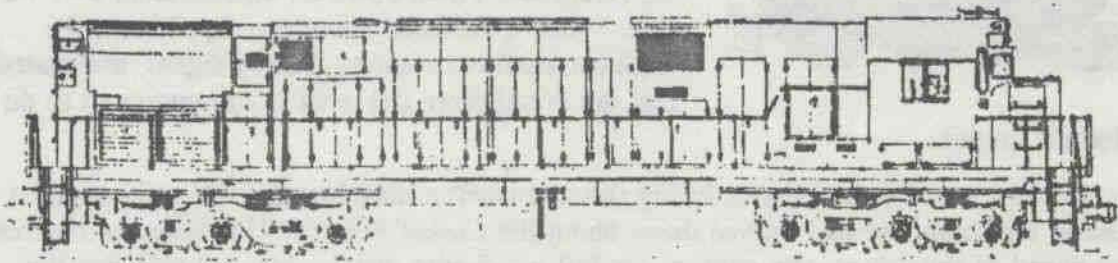
Hoosac Tunnel, 4 3/4 miles in length, under Hoosac Mountain, Massachusetts, completed February 9, 1875. For 53 years this was the longest railway tunnel in the United States.

President Grover Cleveland, on February 4, 1887, signed the Interstate Commerce Act, creating the Interstate Commerce Commission.

First railroad in the far west opened February 22, 1856 for a distance of 22 miles out of Sacramento, California.

Pullman Palace Car Company, founded by George M. Pullman, chartered in Illinois February 22, 1867, to construct and operate Deluxe Sleeping and Hotel Cars.

First train passed through the Moffatt Tunnel in Colorado - second longest railroad tunnel in the United States - February 26, 1928.



CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - John Hodkin, Jr.
506 Gorden St
N Little Rock AR 72117
(501)-945-2128

Vice-President - Jonathan F. Royce
2100 Rebsamen Pk Rd #426
Little Rock AR 72202-1603
(501)-661-0292

Treasurer - Dick Byrd
12 Flintwood Dr
Little Rock AR 72207
(501)-225-7354

Secretary - Polly Hamilton
Board Tres - 208 Dell
Hot Springs AR 71901
(501)-321-2696

National - Dick Davis
NRHS Dir PO Box 240
Austin AR 72007-0240
(501)-793-7987

Editor - Ken Ziegenbein
905 Valerie Drive
N Little Rock AR 72118
(501)-758-1340

Historian - R. W. McGuire
114 Rice St
Little Rock AR 72205

Board - Stanley Wozencraft '95
PO Box 1938
Little Rock AR 72203

Board - Peter Smykla '97
2800 West 37th
Pine Bluff AR 71603

Board - Clifton E. Hull '94
3507 E Washington, #31
N Little Rock AR 72114

Board - William Church '93
5619 Bel Caro Place
N Little Rock AR 72118

Board - Robin Thomas '96
10980 Rivercrest DR #26
Little Rock AR 72212-1412

Honorary Board - Barton Jennings
PO Box 187
El Dorado AR 71731-0187

P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday, FEBRUARY 9 and will be presented by DICK DAVIS, who will show a video on U.P. Turbines by Emery Gulash. The program will begin at 2 PM at the usual site, the Twin City Bank in North Little Rock. Refreshments will be served. The public is invited.

Looking ahead a couple of months, the April meeting will be probably held at the Union Station in Pine Bluff, with the program them being given by Peter Smykla on his rail trips in 1991. This meeting place depends on whether or not we can get the museum in the station reserved, but it will be a chance for all our Pine Bluff members to attend a meeting.

THANKS FOR THE HELP - The January "Railroader" was collated, stapled and readied for mailing with our first monthly "stapling party" held at Matt and Sharon Ritchie's house in Sherwood. There to help were: Matt, Sharon, myself (Ken Z), Robin Thomas, Barton Jennings, and John Hodkin, Jr. Our next stapling party was to be held on Tuesday night, January 21, again at Matt's house. Railroading is discussed extensively.



DUES ARE PAST DUE - January 1 was the deadline for paying your 1992 dues. The dues are \$15 a year, or \$20 a year for family members. Membership in the NRHS is \$14 extra, for a total of \$29 for both. Membership cards will be sent out later in the spring.

MISSING NEGATIVES - GENE HULL once again at the January 12 meeting stated that about 385 negatives that used to belong to Earl Saunders are missing from the Arkansas History Commission. These negatives are being indexed by Gene and Bill Pollard for club use. After indexing, they will be returned to the History Commission, but from then on NOBODY will be able to check out a negative. You will have to ask for a print to be made if you want one. This will prevent further theft of negatives.

If you know of anybody who has these lost 385 negatives, please contact Gene at his address on the officer's list on page 8.

HELP WANTED ON HISTORY COMMITTEE - R.W. McGUIRE, our historian, would like help. We need volunteers to form a history committee to determine such things as where to store certain collections and what to do with donated items. Contact club president John Hodkin if interested in this committee. His address and phone number can be found on the Officer's list on page 8.

UP 3985 TRIP? - ROBIN THOMAS mentioned at the January 12 meeting that UP will be going Houston for the Republican Convention in this summer. On its return trip to Cheyenne, it will be coming through Arkansas and we as a club want to sponsor part of the trip as a paying excursion. Proper UP officials have been contacted, and if approved, we will do this trip, which would have about 300 spaces. We would also need carhosts for that segment, probably North Little Rock to Van Buren or Texarkana to Little Rock. Stay tuned!

HOLES IN SCOOPS? - During PETER SMYKLA's presentation on Australian Railways at the January 12 meeting, a slide was shown of a coal scoop with holes in it. It was asked what this was, but nobody had a definite answer. However...after going home, I received a call from EAKLES HILLE explaining what those holes were for. It seems they were used to shovel powdered coal, a coal that was so light that it needed to be kept wet when scooped. If the shovels didn't have holes in it, there would be so much water shoveled with the coal that it would put the fire out. The holes let the excess water escape. Thanks, Eakles.

KCS RAIL CHASE - We will be having another KCS rail chase on Saturday, February 8. As usual, meet at the Twin City Bank parking lot about 6 AM for carpooling to western Arkansas. This trip was very successful last May. Contact MATT RITCHIE at 834-4449 for more details and to tell him if you want to go.

NEWS WANTED - Continue to send in railroad news from your area. Thanks.



CASEY JONES

(Original uncopyrighted version
by Wallace Saunders)

"Come all you rounders, for I want you to hear
The story told of a brave engineer;
Casey Jones was the rounder's name
On a heavy six-eight wheeler he rode to fame.

"Caller called Jones about half-past four,
Jones kissed his wife at the station door,
Climbed into the cab with the orders in his hand,
Says, 'This is my trip to the promised land.'

"Through South Memphis yards on the fly,
He heard the fireman say, 'You've got a white-eye,
All the switchmen knew by the engine's moans,
That the man at the throttle was Casey Jones.

"It had been raining for more than a week,
The railroad track was like the bed of a creek,
They rated him down to a thirty mile gait,
Threw the south-bound mail about eight hours late.

"Fireman says, 'Casey, you're runnin' too fast,
You run the block signal the last station your passed.'
Jones says, 'Yes, I think we can make it though,
For she steams much better than I ever know.'

"Jones says, 'Fireman, don't you fret,
Keep knockin' at the fire door, don't give up yet;
I'm goin' to run her till she leaves the rail
Or make it on time with the south-bound mail.'

"Around the curve and a-down the dump
Two locomotives were a-bound to bump.
Fireman hollered, 'Jones, it's just ahead,
We might jump and make it but we'll all be dead.'

" 'Twas around this curve he saw a passenger train;
Something happened in Casey's brain;
Fireman jumped off, but Casey stayed on,
He's a good engineer but he's dead and gone -

"Poor Casey was always all right,
He stuck to his post both day and night;
They loved to hear the whistle of old Number Three
As he came into Memphis on the old K.C.

"Headaches and heartaches and all kinds of pain
Are not apart from a railroad train;
Tales that are earnest, noble and grand
Belong to the life of a railroad man."

tunnel track was totally rebuilt, with all new rails, ties and ballast. The tunnel is 4,000 feet long. This work was part of the railroad's \$4.8 million track improvement on the former Arkansas Sub's line between Morrilton and North Little Rock. 51,500 ties will be replaced and 97 road crossings will be rebuilt.

After the work in the tunnel, Extra 3700 South was the first train through. It met the North Local at Mayflower, and thereafter began a parade of trains throughout the evening to clear trains which had been held at Van Buren, Coffeyville and North Little Rock. It appears that few, if any, trains were rerouted via the White River Division.

The tunnel track rebuilding included digging out the subgrade and ballast down to the floor of the tunnel, and then placing a lower track in place, to better accommodate stack trains in the future. (The tunnel itself was enlarged several years ago by Morrison-Knudsen crews for the same reason). (Conway's LOG CABIN DEMOCRAT, January 7, 1992 sent in with comments by Bill Pollard)

LITTLE ROCK & WESTERN WRECK - (Little Rock) - About 6:05 AM on January 10, a Friday, a Little Rock & Western 24-car freight derailed 8 of its cars along its tracks (former Rock Island "Sunbelt Line" tracks) along Rebsamen Park Road in Little Rock. Four of the cars were empty and 4 were carrying corn. Bob Sandage, General Manager of the LRW said

CASEY JONES FACTS - Here are more facts to go along with the Casey Jones wreck site photo seen on page 2. He was engineer of engine #382. The accident occurred on April 30, 1900, well after midnight, as the Cannonball (Casey's train) was trying to make up time on its southbound run from Memphis to Canton, Mississippi. He ignored several signals to stop before ramming into four cars of a freight involved in a "saw-by" maneuver near Vaughn. He died in the crash. This was only one of several hundreds of accidents that occurred in 1900, but it became a legend because a black friend of his wrote a ballad called "The Ballad of Casey Jones," and the rest is history. The original song shown here is copied from a brochure I got at the Casey Jones Railroad Museum Park in Vaughn in 1989. His photo is shown below.



JOHNATHAN 'CASEY' JONES

ARKANSAS RAIL NEWS

TUNNEL WORK - (Conway) - On Tuesday night and Wednesday, January 7 and 8, 1992, Union Pacific crews worked on the tunnel in Conway, either re-routing or stopping all trains on this line between 7 PM Tuesday and 6 PM Wednesday. The

no injuries occurred and no hazardous material was being carried. The cause was undetermined.

COTTON BELT GROUP NEWS - (Pine Bluff) - The Cotton Belt Rail Historical Society, associated with the SSW 819, became a member of the RAILROAD ENTHUSIASTS as of January 1. The RRE is a national organization dedicated to rail excursions and preservation of rail history. One benefit of this group is lower insurance rates. Their dues have increased accordingly, to \$20 a year. Dues will help them improve their Arkansas Railroad Museum in Pine Bluff, as well as operate the 819 on excursions. For more information on this group, or to join, write to them at PO Box 2044, Pine Bluff AR 71613.

The Society is in the process of getting an auxiliary tender for the 819, which would enable it to run 160-170 miles before having to get water or fuel. Some trips asked for, but not yet approved, for 1992 and 1993 are a return to Tyler, a trip to Shreveport and a 1993 trip to Chicago. These could be exciting times for the 819 and excursions in Arkansas.

True or False: Flying is safer than driving. Driving is about 10 times more dangerous than traveling by plane or train. But...these statistics apply only to "average" drivers. If you are a "high-risk" driver (averaging 18 years old, driving a small sports car, not wearing a seat belt and drunk), you would be 1,000 times more likely to have an accident. If, on the other hand, you are a low-risk driver (averaging 40 years old, driving a heavy car, sober, wearing a seat belt), your risk may be just the same as flying...that is just as safe as flying. (UNIVERSITY OF CALIFORNIA - BERKELEY WELLNESS LETTER, April 1990)

DREAMING OF TRAINS - RICHARD ALLIN, longtime writer for the *Arkansas Gazette*, now the *Democrat-Gazette*, wrote another interesting column on Amtrak and passenger trains. He said he and others, such as BILL POLLARD and JAKE COMMER would like to see Amtrak run a train to Memphis via Pine Bluff. The article also said Amtrak may start a service between New Orleans to Jacksonville, Florida this year. (*Arkansas DEMOCRAT-GAZETTE*, January 12)

SSW 336, a 2-6-0, has been sitting in a park in Lewisville, Arkansas for years and will be moved to the Cotton Belt Rail Historical Society's building in Pine Bluff this month for cosmetic renovation. It will stay in Pine Bluff at the museum. The 336 is the only other Cotton Belt steamer around, as far as is known.

Asbestos was removed free of charge by Dodco Inc. of El Dorado (about a \$10,000 job) and EMC did the air monitoring and documentation. This was all done, beginning January 7. There will be tours of school children of the engine before it is moved to Pine Bluff, since it was so much a part of the city. The 336 was built in 1909 by Baldwin for the Cotton Belt and was sold in 1947 to a gravel company in Lewisville. In 1963, the engine was retired and placed on display in east Lewisville. (*CAMDEN NEWS*, January 9, sent in by Ed Horton)

GENERAL RAIL NEWS

CORRECTION - Jim Johnson sent in the following correction about the caption on page 13 of the January "Railroader." The photo of MOP's "Baby Eagle" was actually at Sedalia, Missouri, not Kansas. Sedalia, Missouri was once a big mechanical facility for the MoPac as well as the home of Scott Joplin of ragtime fame.

786 OPERATING - (Austin, Texas) - On December 3, 1991, Southern Pacific steam engine #786 took a practice run on a line of track near Austin, Texas, it's 2-year restoration complete. The 75-year-old engine had been sitting in a park in Austin until 1989, when the Austin Steam Train Association decided to renovate it. It will be used in excursion service on former Southern Pacific tracks next spring, between Cedar Park and Burnet, with other routes to follow. The restoration, which was done at Westinghouse in Round Rock, cost \$750,000 so far. (*Austin AMERICAN-STATESMAN*, December 4, sent in by Jim Johnson)

COMMUTER RAIL SYSTEMS - Only 11 urban areas in the U.S. have commuter rail systems today, but many more are finally thinking about adding some. St. Louis is well underway in its Metrolink, and other cities, such as Dallas and Houston, are thinking about it. Even in Los Angeles, rail is taking a front row seat as highways become overcrowded. Apparently, many obstacles are being reached, mainly by the highway and airline lobbies who seem to think railroads are on some other planet.

NEW HOME FOR UP STEAM - (Cheyenne) - The Cheyenne diesel shop of the Union Pacific will now be the home of UP's five steam engines and its vintage rolling stock and 6900 diesel. Steve Lee, manager-train operating practices, said it will be a first class facility and be staffed by a four-man mechanical crew. (*UP INFO*, December 1991)

Have you noticed that nothing seems to keep a train on schedule so much as your arriving at the station a little late.

SUPERBUSES - The Southern California Rapid Transit District has ordered 10 more Superbuses, a tractor/trailer vehicle that carries 67 passengers. The driver sits in a truck-like cab separated from the passengers, observing them through three closed circuit TV cameras. (*UTU News*, January, via L.T. Walker)

REDUCED CREWS ON UP - Last December, Union Pacific reached agreement with the UTU to permit running of some run-through trains with only two crew member aboard, an engineer and conductor. It would eliminate the brakeman position on these trains. A reserve board for surplus brakemen would be established. UP anticipates a 25 percent increase in business over the next five years. (*Arkansas DEMOCRAT-GAZETTE*), December 23, 1991 by Randy Tardy, via Robin Thomas)

FRISCO BRIDGE 100 YEARS OLD - (Memphis) - The historic Frisco Railroad Bridge linking Memphis and West Memphis will celebrate its 100th birthday in 1992. The bridge opened a rail link to the Southwest in 1892 and was one of the first cantilever bridges. It's the longest single-span railroad bridge in North America. The Memphis Uniport Association is discussing plans to put together historic trains for a celebration, calling it the "Great Railroad Parade." (*Arkansas DEMOCRAT-GAZETTE*, December 28, 1991)



AMTRAK NEWS

WASTES - As stated in the January Railroader, Amtrak will spend \$85 million to retrofit all its newer cars to hold and treat human wastes instead of dumping them onto tracks, like they have been doing for over 100 years. In the November 29, 1991 *Des Moines Register*, the following song, to the tune of "Humoresque":

*Passengers will please refrain
from flushing toilets
while the train
is standing in the station
I love you.
We encourage constipation
while the train
is at the station,
Roses always make
me think of you.*

NEW GULF COAST TRAIN? - In a December 23, 1991 article in the Memphis *COMMERCIAL APPEAL*, it was stated that Amtrak will begin a new service between New Orleans and Jacksonville in October of 1992. The new service would be an extension of the "Sunset Limited." The paper also said an effort was started by Arkansas groups to get an

extension of the "Texas Eagle" to go to Memphis via Pine Bluff. (*Memphis COMMERCIAL APPEAL, December 23 via Robin Thomas*)

AMTRAK RIDERSHIP BY ROUTE/AREAS

| | OCT 90 | OCT 91 | %CHANGE |
|-------------------------|-----------|-----------|---------|
| NORTHEAST CORRIDOR | 956,709 | 886,762 | -7.3% |
| SHORT DISTANCE | 396,888 | 368,457 | -7.2% |
| LONG DISTANCE | 470,078 | 464,599 | -1.2% |
| ("Eagle") | 15,015 | 13,980 | -6.9% |
| ("Sunset") | 7,755 | 8,288 | +6.9% |
| ("City of New Orleans") | 16,125 | 15,191 | -5.8% |
| SPECIAL TRAINS | 6,884 | 5,106 | -25.8% |
| TOTAL | 1,830,559 | 1,724,924 | -5.8% |

| | OCT 90- OCT 90 | OCT 91- OCT 91 | %CHANGE |
|-------------------------|-------------------|-------------------|---------|
| NORTHEAST CORRIDOR | 956,709 | 886,762 | -7.3% |
| SHORT DISTANCE | 396,888 | 368,457 | -7.2% |
| LONG DISTANCE | 470,078 | 464,599 | -1.2% |
| ("Eagle") | 15,015 | 13,980 | -6.9% |
| ("Sunset") | 7,755 | 8,288 | +6.9% |
| ("City of New Orleans") | 16,125 | 15,191 | -5.8% |
| SPECIAL TRAINS | 6,884 | 5,106 | -25.8% |
| TOTAL | 1,830,559 | 1,724,924 | -5.8% |

Amtrak had an average of 166.8 passengers on its trains at any one time in OCT 1991 compared with 171.0 on board in OCT 1990, a decrease of 2.5%. (The "Eagle" had an average of 164.5 on board at any one time in OCT 1991 compared with 165.3 in OCT 1990).

Amtrak was on time 78.0% of the time in OCT 1991 compared with 79.0 percent in OCT 1990. The "Eagle" was on time 58.1% of the time in OCT 1991 compared with 53.2% in OCT 1990.

NEWS UPDATED through January 15...mailed at the end of January. **DEADLINE** for the March newsletter is February 15.

INDEX

ARKANSAS RAILROADER - VOLUME 22 - 1991

compiled by Wayne Porter

| MONTH | MONTH # | MONTH PAGE # | VOLUME PAGE NUMBER |
|----------|---------|--------------|--------------------|
| January | 1 | 1 to 12 | 1 to 12 |
| February | 2 | 1 to 12 | 13 to 24 |
| March | 3 | 1 to 16 | 25 to 40 |
| April | 4 | 1 to 22 | 41 to 62 |

| | | | |
|-----------|----|---------|------------|
| May | 5 | 1 to 24 | 63 to 86 |
| June | 6 | 1 to 20 | 87 to 106 |
| July | 7 | 1 to 22 | 107 to 128 |
| August | 8 | 1 to 16 | 129 to 144 |
| September | 9 | 1 to 20 | 145 to 164 |
| October | 10 | 1 to 22 | 165 to 186 |
| November | 11 | 1 to 18 | 187 to 204 |
| December | 12 | 1 to 24 | 205 to 228 |

Example: LIONEL 10/13/177 (10=month of October; 13=October issue, page 13; 177=page 177 starting with January page one.)

- A -

A&LM RR - 9/8/152, 11/4/190
A&M RR - 4/12/52, 11/5/91, 12/16/220
ABANDONED LINES - 2/11/25, 5/11/73, 6/13/99, 9/7/151, 10/12/176, 12/16/220, 12/18/222
ACCIDENTS - 1/7/7, 2/1/13, 2/8/20, 3/11/35, 4/12/52, 4/13/53, 4/14/54, 4/15/55, 5/10/72, 5/11/73, 5/12/74, 6/11/97, 7/15/121, 7/16/122, 7/17/123, 8/7/135, 9/13/157, 9/10/154, 9/12/156, 10/2/166, 10/13/177, 11/5/191, 12/12/216, 12/17/221
ALCO - 2/11/23
AMTRAK - 1/9/9, 2/10/22, 3/12/36, 4/16/56, 5/12/74, 6/14/100, 7/16/122, 8/9/137, 9/11/155, 9/13/157, 10/13/177, 11/7/193, 12/19/223
ARMY - See military
AT&L RR - Also see Watonga, Oklahoma - 4/14/54, 10/13/177
ATSF RR - 1/7/7, 2/9/21, 4/14/54, 6/18/104, 11/10/196, 12/18/222
AUTHORS - BENNETT, JIM - 9/16/160
CHURCH, WILLIAM - 1/6/6, 2/3/15, 3/8/32, 5/3/65, 8/11/139, 10/3/167, 11/11/197
FAIR, JAMES R. - 4/5/45
GROGAN, MIKE - 3/5/29
HARRIS, EARL - 11/7/193
HULL, GENE - 3/2/26, 5/15/77, 5/18/80, 8/3/131, 12/3/207
JENNINGS, BARTON - 10/15/179
McCANN, PETE - 4/8/47
MARTIN, JOHN M. - 1/3/3, 1/4/4, 1/5/5, 4/3/43, 4/4/44, 6/3/89, 6/8/94, 9/3/147
POLLARD, BILL - 7/7/113
WALKER, L.T. - 5/13/75
WOOLDRIDGE, P.B. - 7/3/109

- B -

BARR'S, AUSTIN - 2/7/19
BN RR - 2/8/20
BULLET TRAIN - See Trolley
BURLINGTON RR - See CB&Q

- C -

CARS, RAILROAD - 3/10/34, 4/12/52, 6/11/97, 9/8/152, 9/9/153, 9/12/156, 12/18/222
CB&Q RR - 1/1/1
CSX RR - 4/15/55

- D -

D&RGW RR - 8/1/129
DEANE, ERNIE - 6/10/96
DELTA SOUTHERN - 2/11/23
DEPOTS - 1/8/8, 2/7/19, 3/9/33, 3/10/34, 3/11/35, 4/3/43, 4/15/55, 5/11/73, 5/17/79, 5/19/81, 6/1/87, 6/17/103, 6/13/99, 7/1/107, 7/6/112, 9/9/153, 9/10/154, 10/6/170, 10/11/175, 10/12/176, 10/13/177, 12/16/220
DERAILMENTS - See Accidents

- E -

EARTHQUAKES - 1/7/7
EL DORADO & WESSON RR - 8/15/143
ENGINEERS - 8/8/136
ENGINES -
FRISCO 1522 - 9/11/155
FRISCO 4500 - 9/11/155
SP 786 - 9/12/156
SSW 336 - 3/8/32, 8/6/134, 9/10/154, 9/19/163
SSW 771 - 10/6/176
SSW 819 - 2/11/23, 3/7/31, 4/11/51, 5/8/70, 12/11/215
ES&NA RR - Also see Excursion Trains - 4/13/53
EXCURSION TRAINS - 4/4/54, 4/16/56, 5/10/72, 6/10/96, 6/13/99, 6/14/100,
9/8/152, 9/12/156, 9/13/177, 11/7/193, 12/17/221, 12/17/221

- F -

FILMS - See video
FORDYCE & PRINCETON RR - 8/15/143, 12/1/205
FORT SMITH, ARKANSAS - 3/9/33, 4/13/53
FORT SMITH RAILROAD - 9/8/152, 10/11/175, 12/17/221
FRISCO RR - 6/1/87, 6/17/103, 9/11/155, 12/17/221
F.S., S&RI RR - Also see Paris, Arkansas - 12/2/188

- G -

GAINES, L.N., JR. - 5/7/69
GAINES, LYNN - 5/7/69
GRAND CANYON RR - 4/16/56, 9/12/156, 11/6/192

- H -

HILLE, EAKLES & RUBY - 8/12/141
HISTORY, RAILROAD - 5/14/76, 7/16/122, 7/18/124, 8/8/136, 9/17/161, 10/18/182,
11/9/195, 12/19/223, 12/20/224
HOBBO - 3/11/35

- I -

- J -

JLC&F RR - 2/11/24

- K -

KCS RR - 10/1/165
KIAMICHI RR - 4/15/55, 6/11/97, 9/8/152, 11/6/192

- L -

LEWISVILLE, ARKANSAS - 3/8/32, 7/1/107
LIONEL - 10/13/77
LOCOMOTIVES - Also see engines - 3/11/35, 10/11/175
LOUISIANA & DELTA RR - 2/9/21

- M -

MEMPHIS, TENNESSEE - 2/9/21
MILITARY RAILROAD - 4/8/47, 11/11/97
M&NA RR - 2/7/19
MONORAIL - See Trolley
MOVIES - See video
MP RR - 2/6/18, 3/6/30, 3/8/32, 3/10/34, 6/11/97, 6/14/100, 7/19/125,
9/15/159, 9/17/161
MUSEUMS - 3/9/33, 4/15/55, 9/12/156, 12/17/221

- N -

NRHS - 2/7/19, 3/9/33, 4/14/54, 5/8/70, 6/9/95, 10/15/179, 10/19/183,
11/15/201, 12/21/225
NS RR - 4/19/59
NYC RR - 12/24/228

- 0 -

OPERATION LIFESAVER - See accidents
ORIENT EXPRESS - 12/17/221
ORPHAN TRAIN - 12/16/220

- P -

PARIS, ARKANSAS - 9/8/152, 10/11/175, 11/2/188, 11/2/188
POLICE, RAILROAD - 1/8/8
P&NW RR - 3/1/25

- Q -

- R -

RAZORBACK SPECIAL - 12/17/221
READER RR - 8/7/135, 8/15/143, 9/9/153, 10/11/175
ROBBERY - 3/9/33, 9/8/152
ROBINSON, CAMP - 9/18/162
ROCK ISLAND RR - 4/4/44, 5/1/63, 5/8/70, 5/17/79, 6/6/92, 11/1/187, 12/1/205

- S -

SAND - 1/9/9
SANTA FE - See ATSF RR
SCALES, RAILROAD - 2/7/19, 2/8/20
SCHOOLS - 1/7/7
SEABOARD RR - 5/6/68
SHORTLINES, GENERAL INFO - 3/11/34, 6/11/97
SIGNALS - See accidents
SIMPKINS, A.B. - 2/7/19
SL-SF RR - 2/7/19
SP RR - 1/7/7, 1/8/8, 1/9/9, 2/7/19, 2/9/21, 4/14/54, 5/23/85, 6/13/99,
7/18/124, 8/7/135, 8/8/136, 9/12/156, 9/13/157, 11/7/193, 12/17/221,
12/18/222
SPRINGDALE, ARKANSAS - 6/1/87
SSW RR - SSW 819, see Engines - 5/7/69, 7/1/107, 10/6/176
STATIONS - See depots
STORIES -
ATOMIC TRAINS - 9/3/147
BAGGAGE PAID FOR A RAILROAD - 12/3/227
CLAIBORNE & POLK MILITARY RAILROAD - 11/11/197
CHARLEY BOONE AND THE 5508 - 2/3/15
THE CHOCTAW STATION - 5/15/77
THE COLD NIGHT NO. 88 DERAILED 5/13/75
COTTON BELT "LONE STAR SERVICE" - 10/3/167
COTTON BELT'S PINE BLUFF SUB 1930'S & 40'S - 7/3/109
DAY ON THE DETROIT - WAYNE ROAD SWITCHER - 1/6/6
A DAY TO BE REMEMBERED - 8/11/139
DELTA EAGLE REMEMBERED - 9/16/166
AN ENGINE FOR THE PAPER MILL - 1/3/3
THE FIRST PAYING TRIP - 1/3/3
THE FLOOD CAME BACK IN 1928 - 6/7/93
JERRY, GO AND ILE THAT CAR - 2/5/17
THE LAST PASSENGER TRAIN - 3/5/29
THE LAST TRAIN - 3/2/26
LITTLE ROCK'S LAST "SET-OUT" SLEEPER - 7/7/113
THE MEMPHIS -CALIFORNIAN - 4/5/45
MISSOURI PACIFIC LINES - 6/8/94
THE NRHS AT HUNTINGTON W.V. - 1991 - 10/15/179
OOPS - 1/4/4
ORPHAN TRAIN - 12/16/222
PLEASURES AND FRUSTRATIONS OF A STEAM FAN - 11/7/193
RAIL FAMILY REMEMBERS "SHORTTIMER" - 1/8/8
RAILROAD WIDOW - 6/16/102
SCOOP FEVER - 5/3/65
STORIES TWICE TOLD - AND MORE - 8/3/131
THROUGH THE WATERS OF '27 - 6/3/89

TRAGEDY IN THE BAUXITE MINES - 1/5/5
TRIP TO TYLER - 12/15/219
U.S. HIGH TRAFFIC STATIONS 1946 - 4/3/43
VANISHING REMNANTS OF THE ROCK - 5/18/80
STREETCARS - See trolleys
STRIKE - 2/10/22, 5/9/71, 6/11/97, 10/13/177

- T -

TOURIST TRAINS - See excursion trains
TOWER, RAILROAD - 12/1/205
TRAIN CHASING - 7/19/125, 12/15/219
TRAINING - 4/14/54
TROLLEY - 1/9/21, 3/9/33, 4/13/53, 4/16/56, 5/12/74, 7/16/122, 9/11/155,
12/18/222
TRUCKS AND TRUCKING - 1/9/9, 5/11/73, 7/17/123, 9/11/155

- U -

UP RR - 1/8/8, 1/9/9, 2/7/19, 2/9/21, 3/12/36, 4/1/41, 4/9/49, 4/12/52,
4/14/54, 4/15/55, 6/12/98, 8/7/135, 9/1/145, 9/11/155, 11/7/193,
12/17/221

- V -

VIDEO - 2/9/21
VIRGINIA & TRUCKEE RR - 3/12/36

- W -

WATERTANK - 8/1/129
WATONGA, OKLAHOMA - Also see AT&L RR and Excursion Trains - 4/14/54
WIG-WAG - 2/1/13
WYNNE, ARKANSAS - 3/9/33

- X -, - Y -, - Z -



[TABLE I.]
 LOCOMOTIVE ENGINES OF THE ST. LOUIS AND IRON MOUNTAIN RAILROAD.
 STATEMENT OF THE RUNNING EXPENSES AND COST FOR REPAIRS OF LOCOMOTIVE ENGINES FOR THE TWELVE MONTHS ENDING SEPTEMBER 30, 1864.

| No. | Name. | Maker's Name. | Cost on Delivery. | Weight in Tons. | Weight on Drivers in Tons. | Diam. on Cylinders, inches. | Length of Smoke in Inches. | No. of Drivers. | Diam. of Drivers in feet. | Year when on Road. | Miles Run. | RUNNING EXPENSES | | | | | | TOTAL COST | AVERAGE COST PER MILE. | | | | | | Present Condition. |
|-----|--------------------|---------------|-------------------|-----------------|----------------------------|-----------------------------|----------------------------|-----------------|---------------------------|--------------------|------------|-------------------------|------------|-------------|----------------|--------------------------|---------------------|------------|------------------------|-------|----------------|----------|----------------------|-----------------|--------------------|
| | | | | | | | | | | | | Engineering and Fringe. | Wiping. | Fuel. | Oil and Waste. | General Cost of Repairs. | Engin'g and Fringe. | | Wiping. | Fuel. | Oil and Waste. | Repairs. | Total Cost per mile. | | |
| 1 | Carondelet..... | Wm. Palm... | \$ 9,500 00 | 22½ | 14 1-2 | 16 | 20 | 4 | 5 | 1856 | 21,788 | \$2,277 44 | \$433 66 | \$2,365 00 | 269 33 | \$2,642 33 | \$ 8,587 76 | 10.91 | 1.99 | 12.90 | 1.23 | 12.12 | 39.15 | Under repairs. | |
| 2 | Potosi..... | do. | 11,050 00 | 22½ | 14 1-2 | 16 | 20 | 4 | 5 | 1856 | 17,763 | 1,731 00 | 454 48 | 2,520 00 | 229 48 | 1,373 07 | 6,308 03 | 9.74 | 2.55 | 12.90 | 1.85 | 8.00 | 35.04 | Good order. | |
| 3 | St. Louis..... | do. | 11,060 00 | 22½ | 14 1-2 | 16 | 20 | 4 | 5 | 1856 | 21,080 | 2,314 68 | 352 99 | 2,915 00 | 268 79 | 4,507 78 | 10,360 24 | 10.98 | 1.67 | 12.90 | 1.27 | 21.85 | 48.67 | Good order. | |
| 4 | Comet..... | do. | 7,360 00 | 13½ | 9 | 12 | 20 | 2 | 2 | 1857 | ..... | 1,761 00 | 417 99 | 4,100 00 | 353 16 | 3,273 53 | 9,907 68 | 6.16 | 1.23 | 12.90 | 1.04 | 9.66 | 29.99 | Running order. | |
| 5 | Mineral Point..... | do. | 9,910 00 | 20 | 12 1-2 | 14 | 20 | 4 | 5 | 1857 | 33,878 | 1,716 28 | 274 13 | 3,885 00 | 310 69 | 2,245 03 | 8,431 13 | 5.52 | 0.88 | 12.90 | 1.00 | 7.22 | 27.52 | Good order. | |
| 6 | St. Francis..... | Fairbanks ... | 9,560 00 | 23 | 14 3-10 | 15 | 22 | 4 | 5 | 1858 | 31,063 | 235 00 | 35 00 | 3,10 00 | 69 62 | 5,141 94 | 5,861 66 | 9.79 | 1.34 | 12.90 | 2.28 | 19.46 | 22.49 | Sold to Gov't. | |
| 7 | DeSoto..... | do. | 9,560 00 | 23 | 14 3-10 | 15 | 22 | 4 | 5 | 1858 | 25,245 | 1,940 80 | 381 27 | 3,510 00 | 322 35 | 1,796 41 | 7,850 83 | 7.68 | 1.11 | 12.90 | 1.27 | 7.11 | 32.07 | Running order. | |
| 8 | Col. Zeigler..... | do. | 9,560 00 | 23 | 14 3-10 | 15 | 22 | 4 | 5 | 1858 | 23,877 | 1,666 00 | 379 66 | 3,330 00 | 297 73 | 3,248 05 | 9,251 34 | 7.10 | 1.60 | 12.90 | 1.24 | 14.86 | 37.70 | Good order. | |
| 9 | Meramec..... | do. | 9,560 00 | 23 | 14 3-10 | 16 | 22 | 4 | 5 | 1858 | 23,330 | 1,709 43 | 387 45 | 2,865 00 | 373 80 | 2,365 04 | 7,700 72 | 7.32 | 1.23 | 12.90 | 1.60 | 10.13 | 33.18 | Running order. | |
| 10 | Irondale..... | Wm. Palm... | 9,910 00 | 20 | 12 1-2 | 14 | 20 | 4 | 5 | 1858 | 35,071 | 2,077 20 | 270 16 | 4,220 00 | 465 72 | 1,542 33 | 8,515 41 | 5.92 | 0.80 | 12.90 | 1.15 | 4.39 | 25.16 | Good order. | |
| 11 | Ozark..... | Fairbanks ... | 9,450 00 | 22 | 14 | 14 | 22 | 4 | 4 | 1858 | 6,961 | 1,036 50 | 401 40 | 900 00 | 118 54 | 865 30 | 3,321 74 | 14.89 | 5.76 | 12.90 | 1.70 | 12.43 | 41.68 | Running order. | |
| 12 | Black Mingo..... | Wm. Palm... | 10,450 00 | 26 | 12 1-2 | 16 | 22 | 4 | 4 | 1858 | ..... | ..... | ..... | ..... | ..... | 36 23 | 3,988 98 | ..... | ..... | ..... | ..... | ..... | ..... | Out of service. | |
| 13 | Iron Mountain..... | do. | 10,450 00 | 26 | 12 1-2 | 16 | 22 | 4 | 4 | 1858 | ..... | 1,096 00 | 126 85 | 1,865 00 | 200 86 | 5,486 35 | 8,775 09 | 6.74 | 0.78 | 12.90 | 1.22 | 32.75 | 55.39 | Rebuilding. | |
| 14 | Pilot Knob..... | do. | 9,450 00 | 22 | 14 1-5 | 18 | 22 | 6 | 4 | 1858 | ..... | 1,508 40 | 326 85 | 2,365 00 | 333 68 | 4,010 14 | 9,044 07 | 7.08 | 1.53 | 12.90 | 1.06 | 18.48 | 41.55 | Good order. | |
| 15 | Arkansas..... | Fairbanks ... | 9,950 00 | 23 | 14 | 14 | 22 | 4 | 5 | 1858 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Good order. | |
| 16 | Memphis..... | do. | 9,950 00 | 23 | 15 | 16 | 22 | 4 | 5 | 1858 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | Good order. | |
| | | | \$158,250 00 | 233 | 3-10 | | | | | | 280,189 | \$21,219 73 | \$4,242 82 | \$36,150 00 | \$3,545 75 | \$42,822 51 | \$107,980 81 | 7.57 | 1.51 | 12.90 | 1.26 | 15.28 | 38.52 | | |

STEPHEN EDDY

DOUBLE-TRACKING THE RIVER BANK

by: Gene Hull

The first train on the Cairo & Fulton Railroad to run all the way from St. Louis arrived at Little Rock on 11 January 1873. To cross the Arkansas River the railroad put in service a steam-powered ferry. At the best, this was an unsatisfactory arrangement.

The Baring Cross Bridge Company was incorporated 8 April 1873 and was financed by the Baring Cross Brothers, Bankers of London, England. The bridge was opened for traffic on 22 December 1873, and the Cairo & Fulton paid a toll charge for each locomotive and car which crossed the bridge.

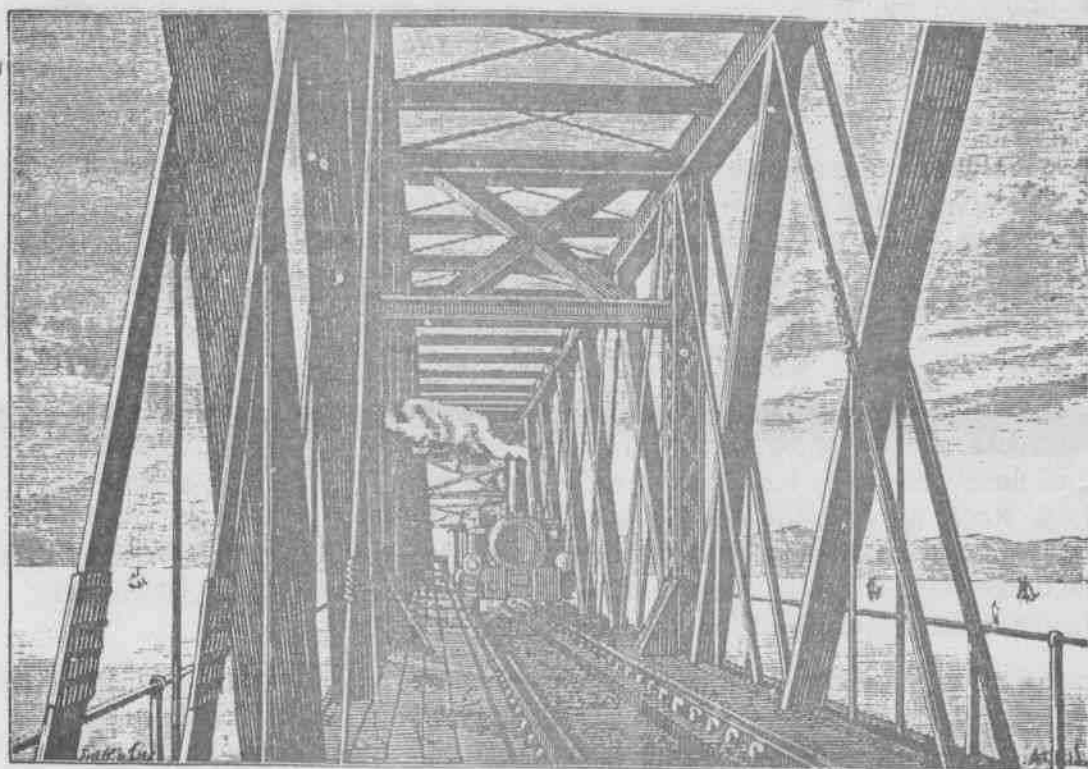
On 2 June 1874 the Cairo & Fulton was consolidated with the St. Louis & Iron Mountain Railroad in Missouri and they became the St. Louis, Iron Mountain & Southern. The road became the Missouri Pacific on 1 June 1917.

The Little Rock & Ft. Smith Railroad was granted a charter by the Arkansas Legislature 12 April 1869, and construction began on the north side of the Arkansas River in Argenta on 4 August 1869. The road was reorganized in 1875 as the Little Rock & Ft. Smith Railway and rails reached Ft. Smith in 1879. The road was purchased by the SLIM&S in April 1906.

On 28 September 1877 the Little Rock, Mississippi River & Texas Railway certificate of organization was filed in the office of the Secretary of State at Little Rock. In 1880 the company built 43.11 miles of road from Pine Bluff to the west side of Main Street on the bank of the Arkansas River at Little Rock.

In 1880, the St. Louis, Iron Mountain & Southern built 0.84 mile of track from a junction with its main line at the south end of the Baring Cross bridge to join the LRMR&T at Main Street.

The Little Rock Junction Railway was incorporated on 8 December 1883 to build a bridge across the Arkansas River to connect the Little Rock & Ft. Smith Railway and the Little Rock, Mississippi River & Texas Railway. The bridge was completed 9 December 1884.

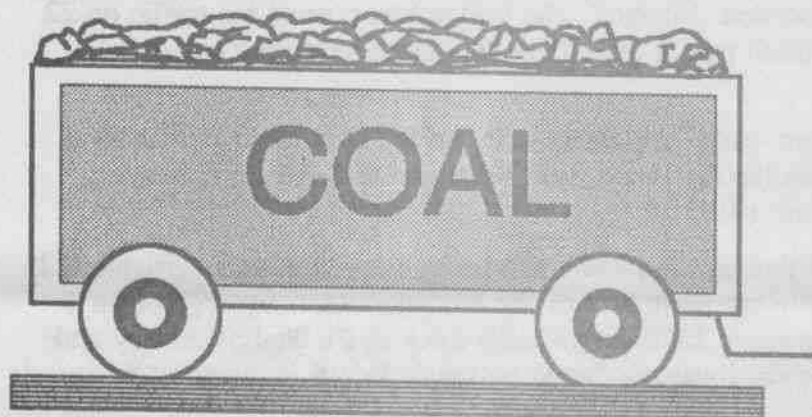


The scenery, background and characters are in place and it is time for action to begin.

In 1926 there was quite a bit of rain in Arkansas. It continued into 1927, only more so. Rain fell in Kansas, Oklahoma, Missouri and eastward. Early that spring rivers were running full. Rain kept falling and rivers overflowed. It rained some more. Much of Arkansas south of the Ozark Mountains was under water.

The waters invaded North Little Rock. Much of the business section was flooded. The

author rode a flat-bottom rowboat to the front of City Hall at Third and Main streets in April 1927. The swift current of the river raged against the high, rocky south bank where Baring Cross Bridge was anchored. On 20 April the Missouri Pacific pushed 15 gondolas loaded with coal onto the bridge to hold it down. Early in the morning of 21 April the raging river swallowed the bridge and all the cars. Well, almost. The two north spans of the bridge were out of the current and were spared. There sure was a lot of scrap metal lying on the river bottom.



The north-south main line of the MoP was out of business. There was an atmosphere of desperation around the railroad. By this time the Little Rock & Ft. Smith Railway, the Little Rock Junction Railway (Valley Bridge), the Little Rock, Mississippi River & Texas Railway, the St. Louis, Iron Mountain & Southern Railway, and the Baring

Cross bridge all belonged to the Missouri Pacific Railroad, so they could do whatever they wanted with everything.

The rampaging river had spared the Junction Bridge. It would have to be used by all trains between St. Louis and Texarkana. The existing track came off the south end of the bridge and abruptly turned east on a 17-degree curve headed for Louisiana. The existing track along the river from the depot joined this track at the end of the curve to accommodate the Louisiana passenger trains.

The decision was quickly made to lay a second track along the river, and connect the track coming off the bridge. A switch was installed as near the south end of the bridge as possible, and a sharply curving track was laid heading west.

At the south end of the Baring Cross bridge the track had passed through a notch cut in a hard shale ridge about 30 feet high. At the east side of the notch a large portion of the shale ridge had to be removed to accommodate the second track along the river. On top of the ridge was a small cottage which had been built as a residence for Jep Stout, the man in charge of operating the swing span of the Baring Cross bridge, as well as collecting fares and keeping a record of the trains using the bridge. The cottage had to go, but Stout had already bought a home on West 5th Street in Little Rock.

Harvey Brown, a Little Rock contractor, was given the job of removing this small mountain. He used dynamite for blasting and a steam shovel to remove 14,846 cubic yards of hard shale. Big trucks hauled this material to be used as a firm base on which to build the new track. Also, there were many trainloads of earth hauled from Sweet Home, a short way southeast of Little Rock, on the Little Rock Division of the MoP toward Louisiana. This earth had been stripped as overburden from bauxite strip mines worked by Dixon Brothers & Company. The mines were owned by some Pulaski County businessmen, one of which was P.A. "Phil" Dubin, the Missouri Pacific station agent at Sweet Home.

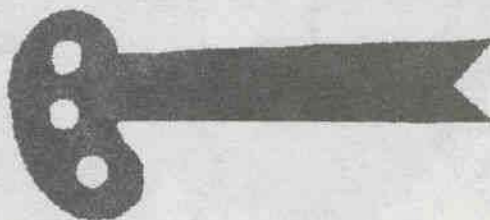
Along the riverbank there was an enormous task of using the many trainloads of earth to widen the roadbed, placing heavy stone riprap on the slope to protect against erosion, the acquisition of additional right-of-way, and removal of structures. Down at the Junction Bridge more right-of-way was needed to lay the track curving off the bridge, which was near the foot of Rock Street. The MoP had to buy part of the old Pulaski Gas Light Company plant. A small structure bearing a cut-stone name plate of this company still stands beside the track. That company had been purchased by the Little Rock Gas & Fuel Co.

Two large gas storage tanks had to be removed. One of them was 82 feet in diameter, and it expanded to 90 feet in height when filled with natural gas. The other tank was 74 feet in diameter, and expanded to 25 feet in height. Missouri Pacific superintendent W. H. McAmis,

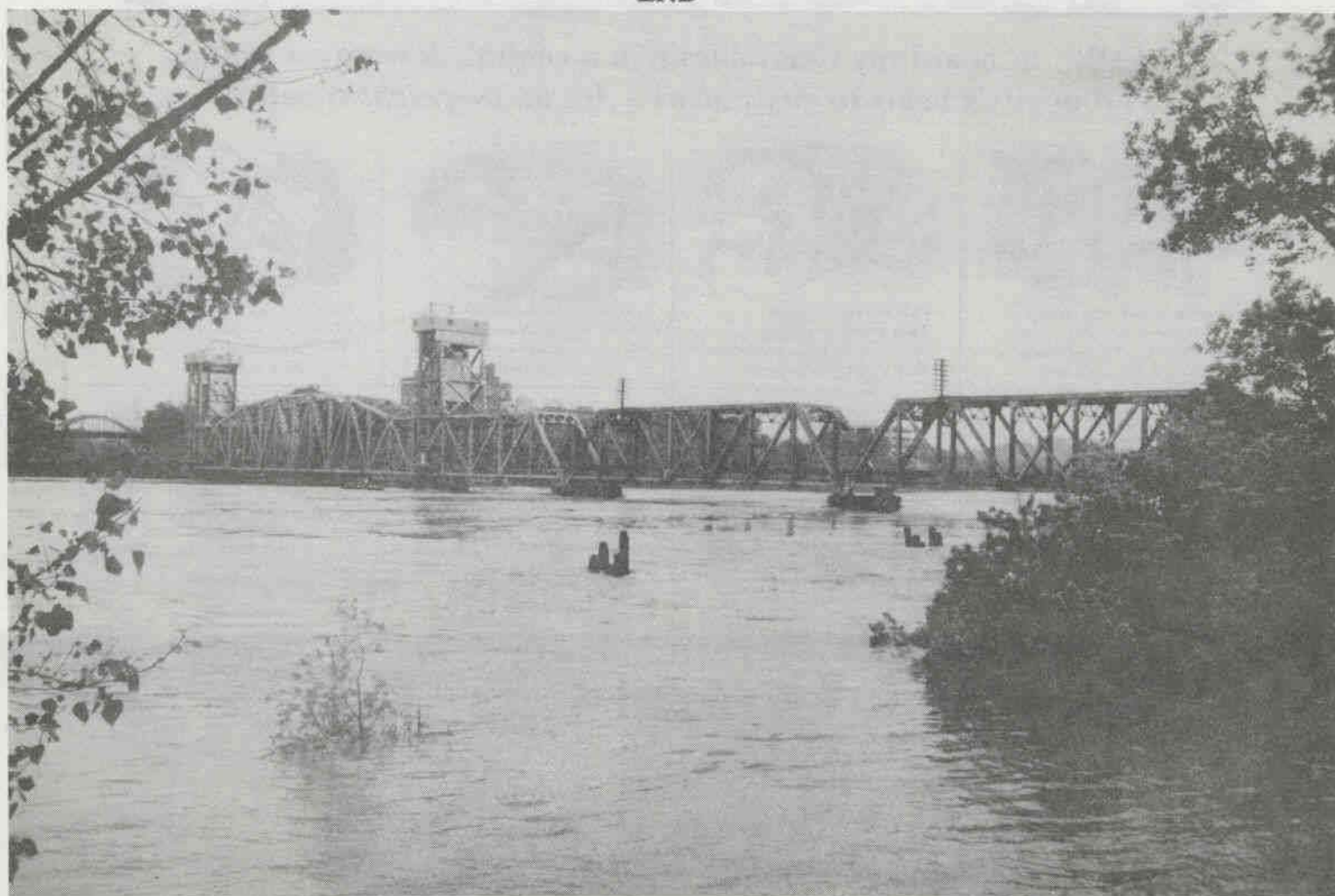
and assistant boilermaker R. C. Gould used a small group of shopmen to dismantle the tanks. The men used acetylene torches to cut the tanks into sections. A portion of the gas factory building also had to be removed.

Electric block signals were installed on the bridge to safeguard the greatly increased number of trains using it. The track construction was placed in charge of A. S. Butterworth, resident engineer, who recently had been engaged in preparing the grounds and terminal facilities for the fine new station at Texarkana. The actual work of preparing the roadbed and laying the extra track was supervised by Foreman S. Glynn. Butterworth returned to Texarkana, and was replaced by Roadmaster J. W. Treadwell and Engineer R. E. Warden.

So it was that a double track main line on the south bank of the Arkansas River carried Missouri Pacific traffic after the raging river swallowed the bridge. Work began immediately on building a new double track Baring Cross bridge, which is in use today. Some time in the early 1970's one of the river tracks was removed.



- END -



The Baring Cross bridge during the recent Arkansas River flood in May of 1990. (Ken Ziegenbein photo)

"A poor drunk was having a hard time fumbling at a keyhole. A passerby noticed, and said, "Old chap, you can't open your door with that. Its a cigar."

With a puzzled look on his face the drunk said, "Hully gee, musta smoked my latch key!" - Gene Hull

ARKANSAS RAILROADER



I LOVE to board my Central train at a central, downtown station.
From city's heart to city's heart...it's an *overnight vacation!*



I LOVE to have refreshments
When the business day is done,
In a New York Central lounge car.
Where just relaxing's fun!



I LOVE to dine at leisure
From a table set in style,
And enjoy my fresh-cooked dinner
With a fresh view every mile!



I LOVE my hotel-room-on-wheels,
With table, couch and light,
Where I can loaf or work before
I turn in for the night!



I LOVE my six-foot-three-inch bed
Of deep, soft rubber foam,
Where I sleep just as soundly and
As SAFELY as at home!



I LOVE the way my room's equipped
With everything at hand
To wash and dress. When I arise,
Such privacy's just grand!



I LOVE to have my mind at peace.
From weather worries free.
No slippery roads or stormy skies
Upset my plans or me!



I step off fresh and rested.
Next morning when I'm due.
Yes, I love Central travel.
Just try it. So will YOU!

You'll Love
New York Central's Dreamliners

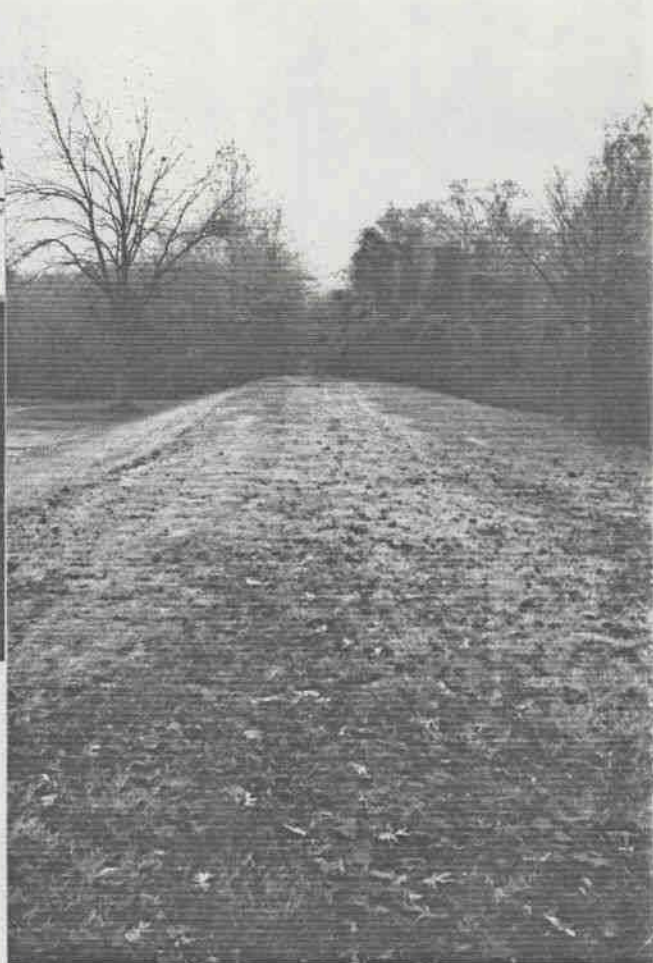
- New York—Chicago
20TH CENTURY LIMITED
COMMODORE VANDERBILT
- Chicago—Boston
NEW ENGLAND STATES
- St. Louis, Indianapolis—
New York, Boston
SOUTHWESTERN LIMITED
- Dayton, Columbus
Cincinnati—New York
OHIO STATE LIMITED
- New York—Cleveland
CLEVELAND LIMITED
- New York—Detroit
THE DETROITER

And many others!

New York Central

The Water Level Route—You Can Sleep





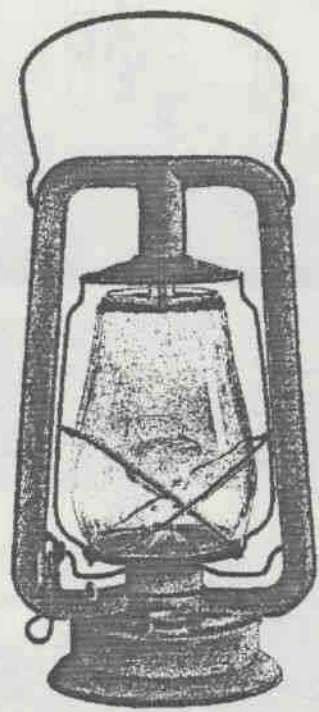
M&NA EXPLORATION

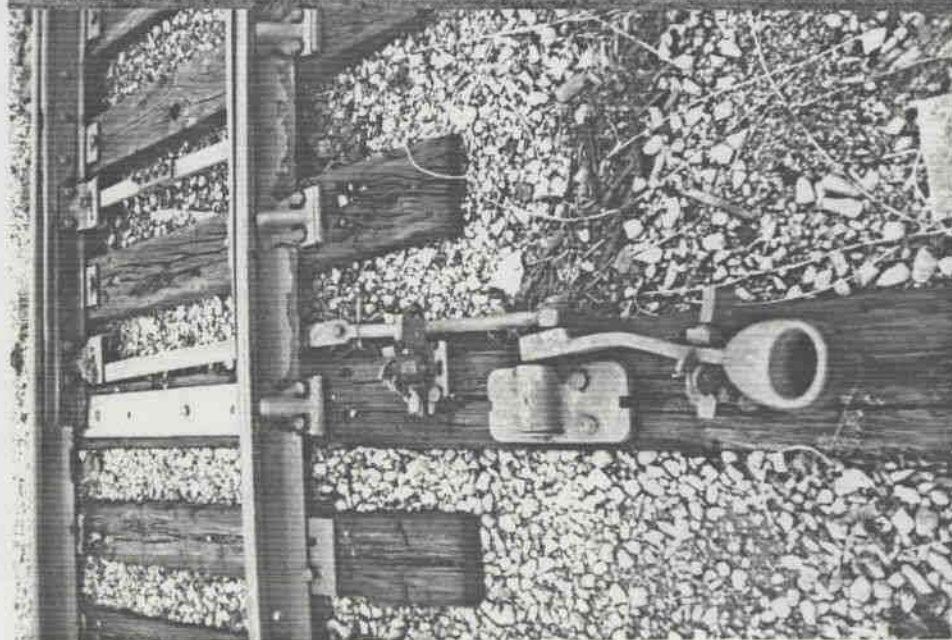
On November 18, 1991, Doug Duncan and myself, Ken Ziegenbein, explored parts of the abandoned Missouri & North Arkansas Railway in White county in Arkansas. Here are some photos taken by K.Z. of the event.

TOP LEFT - In Kensett looking west across from old M&NA shops. 2ND FROM TOP - Old Railroad road sign next to M&NA, southeast of Kensett. 3RD FROM TOP - West Point, looking west along old M&NA grade. BOTTOM LEFT - Georgetown M&NA depot, now a residence, looking west. This depot is on the original site. TOP RIGHT - Georgetown looking east. The rails were taken up in 1948 or 1949 in this area.



TOP LEFT - Deep Bank Slough (near Georgetown) looking west. **2ND FROM TOP** - Old piers over Deep Bank Slough looking east. Doug can be seen climbing up from bank. **3RD FROM TOP** - Culvert at Enright, between Georgetown and West Point. **BOTTOM LEFT** - M&NA/Rock Island crossing in Searcy. Doug is standing on the former Rock Island tracks with the M&NA right-of-way running left-right (west-east) exactly where Doug is standing. The old RI tracks are now owned by Union Pacific.



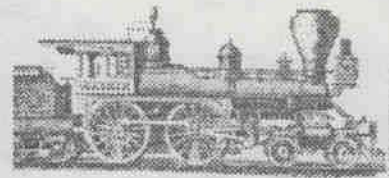
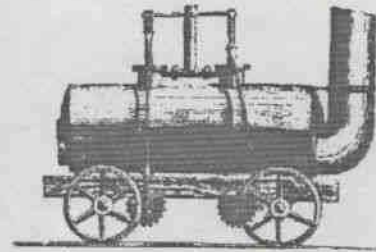


TOP LEFT - "RI" stamped on an old Rock Island tie plate near where the M&NA crossed the RI. **TOP RIGHT** - Original M&NA right of way track in Searcy looking east, still being used by the Doniphan, Kensett & Searcy RR. Where Doug is standing, the tracks are **ORIGINAL M&NA Carnegie 1907 rail**. **2ND FROM TOP** - Closeup of Carnegie 1907 rail in Searcy, on the original M&NA right-of-way. **3RD FROM TOP** - Old M&NA car in Searcy, next to the DK&S tracks. **BOTTOM LEFT** - Old M&NA switch in Searcy.



TOP LEFT - Old M&NA depot site in Letona. **2ND FROM TOP** - Pangburn depot, now used as a residence, on its' original site. **3RD FROM TOP** - Pangburn depot again, looking east. The track was on the right. **BOTTOM LEFT** - Old grade west of Pangburn looking west or northwest. This was as far west as we went.

NOTE...it was a cloudy and dark day, but that made the exploration even more interesting.



National Railway Historical Society

REPORT

Dick Davis, National Director, Little Rock Chapter

Odds 'n' Ends, Tidbits 'n' Pieces

The latest issue (Vol. 56, Number 5, 1991) of The Bulletin has a very interesting lead article titled, "Railroads and American Music" by Anthony W. Reevy. In the article, he explores many of the legends or folklore as well as music which contribute to the preservation of our appreciation of railroading. (Members of the N.R.H.S. automatically receive The Bulletin as a part of their yearly dues - \$15 for Associate membership and \$14 for those who are a member thru a chapter, such as the Little Rock Chapter. Others may order single copies of The Bulletin for \$3 each. It is published six times per year, so the total would be \$18 if a person were to order each issue separately.)

Each month, the Chairman of the Board of the N.R.H.S. issues the "NRHS News" to keep the National Directors and Officers up to date on what is taking place within the Society. I believe this News is also mailed to all Presidents and Editors. Peter Smykla, National Director for the past few years, recently turned several back issues of the News over to me along with other valuable materials pertaining to the Society. The May 1991 issue contained this news item that some of you might be interest in. "The Kansas City Chapter has a 32-page softcover history with photos and specifications of all experimental and production model turbine locomotives and powered cars built and/or operated in America. An excellent reference work, you can get your copy for \$5.00 post-paid from Kansas City Chapter, 7902 East 113th Terrace, Kansas City, MO 64134. The author is Donald G. Campbell, 33 year NRHS member."

Continuing with gleanings from the NRHS News...the August 1991 issue quoted The Arkansas Railroader in our reporting regarding the Amtrak Historical Society. The October 1991 issue quoted another Arkansas Railroader item which was reported by Bart Jennings on "Maps to help chase or Locate."

Now for a few notes from the Board of Directors Meeting which I attended near Sharon, Pennsylvania in November. The Society, thru its Library of American Transportation located at our headquarters in Philadelphia recently held an auction of books and other materials which were duplicates. The sale netted the Society \$3,900 which will be placed in a fund to purchase other items for the library.

Grants are available from the National to local chapters involved in Historical Preservation. I will get more information of this later and find out what the requirements and restrictions are.

By the time this report reaches you, we will

have had a meeting of the Committee for the Board of Directors Meeting (to be held on March 26 - 28, 1993) at the Twin City Bank where we meet. The Committee is made up of myself, Matt Ritchie, John Hodkin, Jr., Peter Smykla and Jack Royce (who replaces Bart Jennings who recently moved to Knoxville, Tennessee and is unsure of how much time he could spend in the planning session). The purpose of the Committee meeting was to get us rolling down the track and decide who would help in the various sub-committee groups, to work on a budget and make other plans for the Meeting.

Following the Committee Meeting, by the time you read this, we will also have had a meeting of the production staff for our presentation on Friday Evening by our Chapter, titled, "Arkansas Railroads, Then and Now". In this regard, **WE STILL NEED YOUR HELP.** We are greatly in need of slides, photographs (black and white and/or color), 8mm, Super 8mm, 16mm, and video footage of Arkansas Railroads. We are actively looking for coverage of the fallen flags of our state - all corners of it...Class 1's, shortlines, industrials - every thing to do with railroading in Arkansas. If you have good 8mm, Super 8mm, 16mm or video coverage of current activity, that would be great, too. But RIGHT NOW our need is for the "Then" part of our production. Please call Matt Ritchie (501) 834-4449 and let him know what you have. We will make copies of what we can use and return the originals to you. You will receive credits in the production for your contributions.

What has the N.R.H.S been doing lately?

In past issues of the Arkansas Railroader I have been reporting on some of the "Initiatives" activities of the Society and its Officers. So far, I've written about such activities from January 1, 1991 thru July 31. Now I will begin with activities from August 1 thru November 3.

I might mention, first, that each Officer sends his (or report) to the President and they are usually grouped together in his report to us by that Officer's participation, so there might be a mentioning of some items more than one as they might have been activated by more than one person.

Secretary of the Society, Gregory Molloy has been working with R. D. I. Marketing Services, Inc. to develop and administer a consumer survey on Board of Directors meeting programs and attendance. information flow from the

By the time this report reaches you, we will

National, and similar issues.

Secretary Molloy also worked on a proposal for consideration at the Fall Meeting near Sharon, PA (which I attended) on Corporate and Institutional Memberships. More information is to be forthcoming to us on that and I will pass it along to our Board and Officers for their consideration. It is a good possibility we could institute a similar program for our local organization.

Secretary Molloy is also holding conversations with Mark Smith and Dick Gruber at Locomotive & Railway Preservation regarding marketing co-operation (and thereby discounts for our members). If these negotiations come to fruition, members of our local chapter will be able to take advantage of discounted subscriptions to their magazine.

Our HABS/HAER Director, Richard Shulby is keeping busy. In case you missed it in the December issue, HABS is the shortened version of Historic American Building Survey (a collection of architectural drawings of various buildings including old railroad depots and stations). HAER is the shortened version of Historic American Engineering Record (a collection of engineering feats, many of which have been developed by the nations railroads. The National Park Service administers both of these with the NRHS now taking an active role in their operations.

Director Shulby reports that he has been contacted by various NRHS chapters concerning their involvement with historic railway structures and he has begun preliminary dialogues with these groups.

Director Shulby is continuing the development of a preliminary procedures manual for the development and co-ordination of preservation and documentation efforts. This is proving to be more of a task than originally anticipated. The new completion date is projected for the end of January, 1992. (Anyone have any ideas of how our local group can get involved in this program?)

September 20 - 22, Director Shulby attended the National Railway Preservation Symposium at the Railroad Museum of Pennsylvania in Strasburg, PA.

Public Relations Director, Dick Simons, sent news releases covering the 25th Anniversary of Norfolk Southern steam preservation to 25 railfan publications, historical societies, newspapers and Associated Press.

Director Simons prepared 135 hometown newspaper releases for the Huntington Board of Directors meeting and 140 such releases for the Board of Directors meeting near Sharon, PA.

Director Simons completed the new Chapter Operations Manual. It is now in the hands NRHS committee members for approval. Once it has been approved, it will be printed and distributed to local chapters.

Director Simons has submitted an article to The Bulletin on the Muncie & Western Railroad. He also has (as of Nov 3) in preparation a book review for the Indiana Magazine of History (a publication of the Indiana University Dept of History). And, he has in preparation 2 entries on railroads for the Encyclopedia of Indianapolis now being prepared by Indiana University.

Director Simons has written 54 letters on administrative, research and other NRHS matters.

Finally, Simons is continuing to send local newspaper editors and rail officials articles from The Bulletin regarding their individual localities.

NRHS Headquarters Office Manager, Lynn Burshtin, attended a planning session for a National Railroad Seminar (similar to the Penn State University seminars held annually in Altoona, PA). The National Railroad Seminar will be held in New Hope, PA in late September 1992.

Since returning from the National Convention in Huntington, Mrs. Burshtin has seen a welcome increase in visits to the National Office and the Library of American Transportation by NRHS members. Recent visitors to the building have been from the Lehigh Valley, West Jersey, Gulf Coast, Lake Shore, Washington DC, Chicago, Pacific Northwest and Greensboro Chapters. In addition, three local members make regular visits to the Library's "reading room" to read just for pleasure.

(Also, since the Library is located in Philadelphia, many of the members of the local chapter donate their time at the Library in the cataloging of materials and other chores connected with running a facility of that type.

NRHS Historian, Hugh Gibb, has adopted the Barringer System for filing pamphlets at the Library. Pamphlets are filed on shelves in special boxes, chronologically. The pamphlet can be cross indexed ad infinitum as long as the assigned number is recorded on each file card. (I visited the Barringer Library in St. Louis when I attended the National Convention there in June, 1990 and it is quite impressive. Am glad to see us adopting their system.)

All National Officers attended the Convention in Huntington, WV.

(More of these "Initiatives" and other news in the next issue of the Arkansas Railroader.)

Remember, **WE NEED YOUR PHOTOGRAPHIC CONTRIBUTIONS** for our production of "Arkansas Railroads - Then and Now"!

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, FEBRUARY 9 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 \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

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 \$14/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.

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 - also for some exchange newsletters).

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)

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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

WELCOME ABOARD!!!

ARKANSAS RAILROAD CLUB
 PO BOX 9151
 NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

| | |
|---|--|
| <u>FEBRUARY 8</u> - Rail chase of the KCS. Meet at TCB parking lot at 6 AM. | <u>APRIL 4</u> - Exploring the M&NA from the Kensett area northward. |
| <u>FEBRUARY 9</u> - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. | <u>APRIL 11</u> - Springfield, Missouri NMRA club sponsored Show & Sale. |
| <u>FEBRUARY 13</u> - Open house at the Arkansas Railroad Museum in Pine Bluff. Chili supper. Home of the 819. | <u>APRIL 12</u> - Our regular club meeting, possibly held at Union Station in Pine Bluff. Leave TCB parking lot at 12:45 PM, carpool. Starts 2 PM. |
| <u>MARCH 1</u> - Rail chase of the Burlington Northern. Meet at TCB parking lot about 6 AM. | <u>APRIL 25</u> - Memphis Show & Sale, NMRA sponsored, Lutheran School. |
| <u>MARCH 8</u> - Regular club meeting, 2 PM, Twin City Bank, North Little Rock. | <u>MAY 2-3</u> - Our club's annual Show & Sale at the Fairgrounds in Little Rock. We <u>NEED</u> help. |

See inside for more detailed information on some of these activities. You may also call Matt Ritchie for more information (834-4449). Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Please be aware that some of these dates could change. Use as reference only. Thanks.



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

NON-PROFIT ORGANIZATION
 U.S. POSTAGE PAID
 NORTH LITTLE ROCK, AR
 PERMIT No. 821

ADDRESS CORRECTION REQUESTED

FEBRUARY 1992



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