



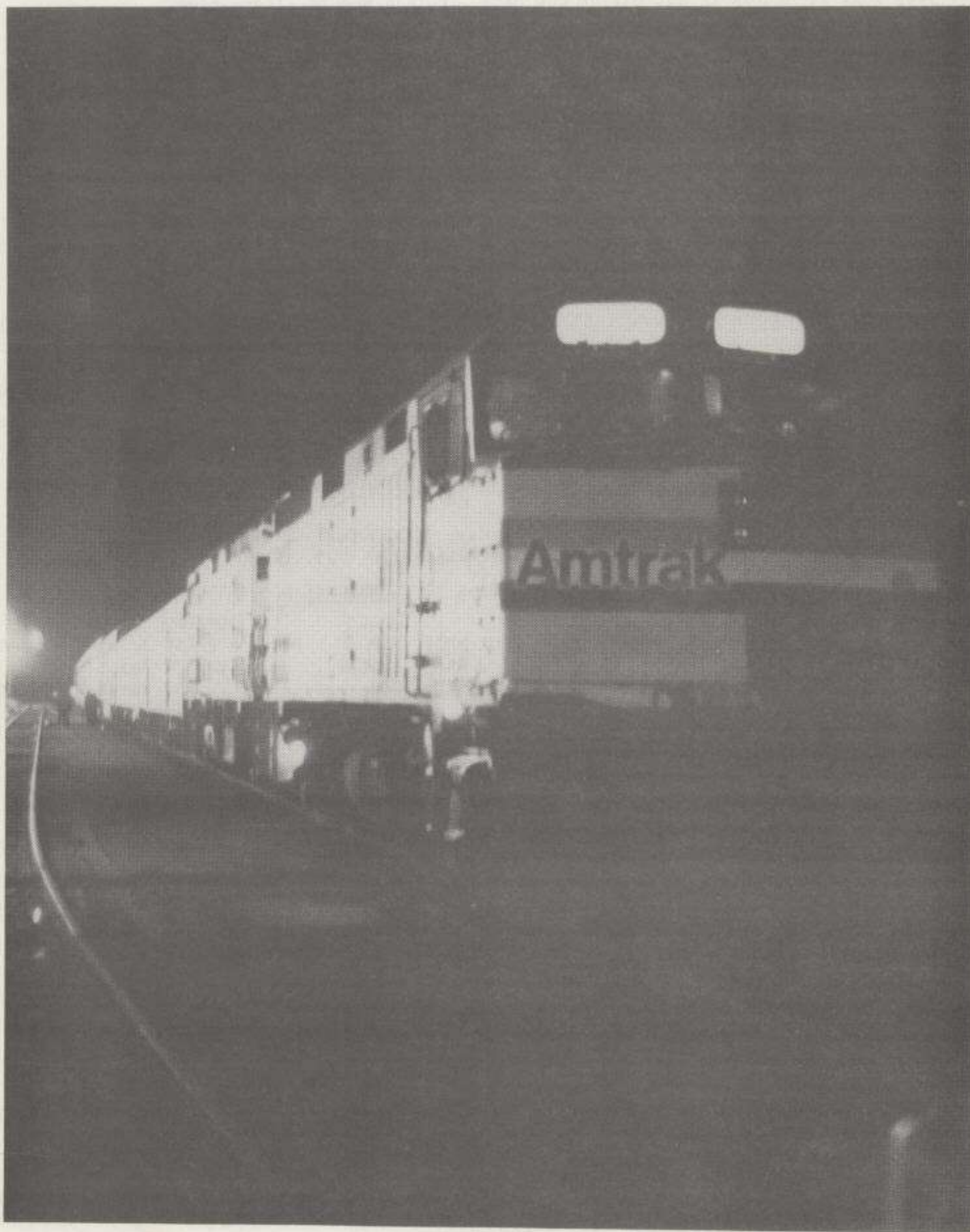
ARKANSAS RAILROADER



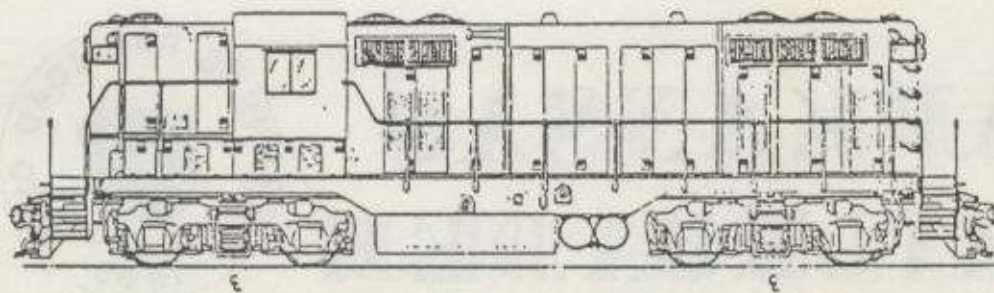
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 16 NUMBER 1

JANUARY 1985



END OF AN ERA? - The recent announcement that the Reagan Administration wants to phase out all Amtrak subsidies has many passenger train supporters worried. Will 1985 be Amtrak's last year? Will this scene of Amtrak's "EAGLE" departing northbound at 12:50AM December 7, 1984 from Little Rock be repeated in 1986? (Photo by Ken Ziegenbein)



GENERAL NEWS

AMTRAK FUTURE? - As everyone knows by now, the Reagan Administration has proposed the gutting of Amtrak, nationwide. Little will be actually done until the final budget goes before Congress later this Spring, but it doesn't look too promising for a "business as usual" approach for 1985. Write your Congressmen and Senators today, expressing your opinion on this subject. 20 million people ride Amtrak yearly and there will be thousands of jobs lost if Amtrak is cut out or cut back. It is a needed alternative.

EAGLE DAILY THROUGH CHRISTMAS - The "Eagle", which serves Arkansas, will continue daily through January 6, 1985 to accommodate the large Christmas/New Years crowds. It began daily service December 18.

8444 UPDATE - The UP Steam Locomotive #8444 will leave New Orleans the week of January 20 on its way back to a winter stay in Omaha. Its route will take it from New Orleans to Houston, thence northward through Palestine, Longview, Dallas, Ft. Worth (where it will be on display at the T&P Depot there the weekend of January 26 and 27), Muskogee, Oklahoma then on to Omaha.

BULLET TRAIN DROPPED! - American High Speed Rail Corporation, the supposed builders of the first high-speed rail line in this country (the Los Angeles-San Diego Bullet Train), decided last November to scrap the idea due to a lack of funds. The corporation needed \$50 million more to complete studies of the line, with \$10 million already received.

ROCK ISLAND STEAM LOCOMOTIVE ACQUIRED BY TULSA GROUP - Rock Island 4-6-2 #938 (Alco, 1910) has been given by the state of Oklahoma to the Sunbelt Railroad Historical Trust in Tulsa. The light Pacific, one of only three steam engines to be put on display by the CRI&P, has been kept at the Enid State School in Enid, Oklahoma. (The SEMAPHORE via GULF COAST RAILROAD).

CARLOADINGS UP - Carloadings through late November were up 11 percent on the Union Pacific compared to last year's thanks largely to the start-up of traffic on the new Powder River Basin Coal Connector Line in Wyoming and Nebraska. According to the MIXED TRAIN, trains originating from the Powder River Basin will use the following abbreviations to designate the loading mine:

AT...Antelope BT...Black Thunder CD...Cordero CK...Coal Creek JR...Jacobs Ranch
RM...Rochelle NA...North Antelope NR...North Rochelle WY...WYMO

LOADED	EMPTY	ORIGIN	DESTINATION	CONSIGNEE	ROUTE
--NWC	NW--W	Powder River	Newark, AR	AP&L	UP/CNW Joint-UP-MP
--SSC	SS--W	Powder River	South St Paul MN	NSP	UP/CNW Joint-UP-CNW-Milw
--WBC	WB--W	Powder River	White Bluffs, AR	AP&L	UP/CNW Joint-UP-MP
--WTC	WT--W	Powder River	Weston, WI	WPS	UP/CNW Joint-UP-CNW-Milw

THROUGH SERVICE TO MEXICO CITY - UP System and the National Railways of Mexico have begun through train service between Chicago and Mexico City. The daily round-trip service will speed automobiles, auto parts and intermodal freight between the two cities in five days. (INFO News)

UNION PACIFIC RAILROAD HELPS SAVE A MILLION LIVES - Two hundred tons of a protein-rich grain product which traveled the UP System in early December will arrive soon in the famine-struck African nation of Ethiopia.

The Lauhoff Grain Division of the Bunge Corporation donated the product - corn soya milk - and UP System donated transportation to the Port of Pine Bluff, Arkansas. Nutrition experts estimate the 400,000 pounds could save as many as a million lives. Who says big railroads don't have a heart!! (INFO News with last comment by your editor)

ROCK ISLAND SUNBELT LINE - UP FOR SCRAP? - The L.B. Foster Company apparently has orders to begin taking up the old Rock Island railroad tracks between Perry, Arkansas and McAlester, Oklahoma in mid-January, weather permitting. That company was also responsible for scrapping other Rock Island trackage in Arkansas over the past years and is currently in the process of taking up the Rock Island tracks from Enid, Oklahoma to Ponca City.

Although the L.B. Foster Company says it has the go-ahead to begin dismantling this trackage, the Chicago Pacific Corporation, which has jurisdiction over the bankrupt Rock, says it knows of no such orders and that there are still some negotiations going on. They said they would know at least two months in advance of any forthcoming scrapping. However, L.B. Foster Company said otherwise.

Bill Pollard and myself, Ken Ziegenbein, will keep you informed about the Rock in future ARKANSAS RAILROADERS. It would be a sad day indeed if this dismantling would be allowed. If you agree, write to the Governor's office and newspapers.



Missouri Pacific accepted delivery from EMD of GP50's during late 1980 and 1981. MP #3503 and 3508 pulled the DN train (Dupo to New Orleans hotshot) by Hoxie Sub milepost 306, pole 27 on August 15, 1981 at 12:55PM.

This was the first of three hotshots running in tandem to pass this location, 5 poles south of Mack crossover near McRae, Arkansas. Second was CHZ at 1:05PM with MP #3311 and 3306 (SD40-2's) and third was CMZ at 1:10PM with another pair of SD40-2's, numbers MP 6045 and 3300.

(From the collection of Danny Pennington)



HOGTRAIN SPECIAL to the Arkansas-Auburn football game, ready to leave Little Rock's Union Station the morning of December 27, 1984. The train actually left at 11:48AM, carrying about 130 Hogfans (football hogs, not engineers!).

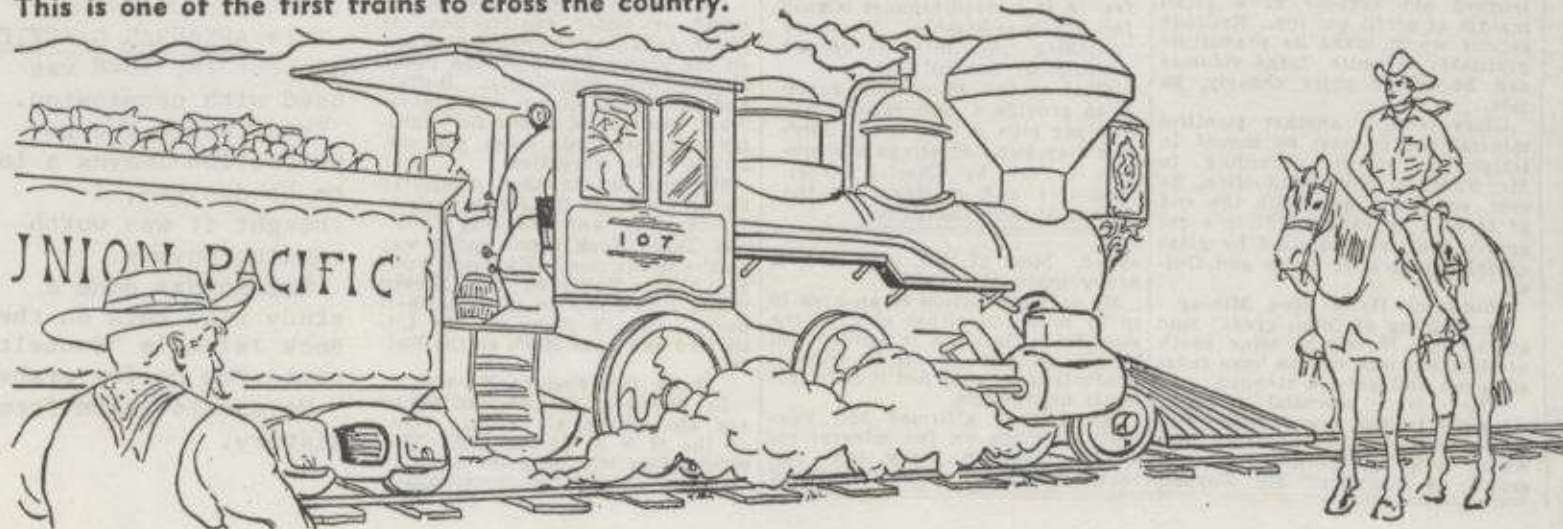
This special to the Liberty Bowl in Memphis returned that same night after the game, getting back to Little Rock in the wee hours of the morning.

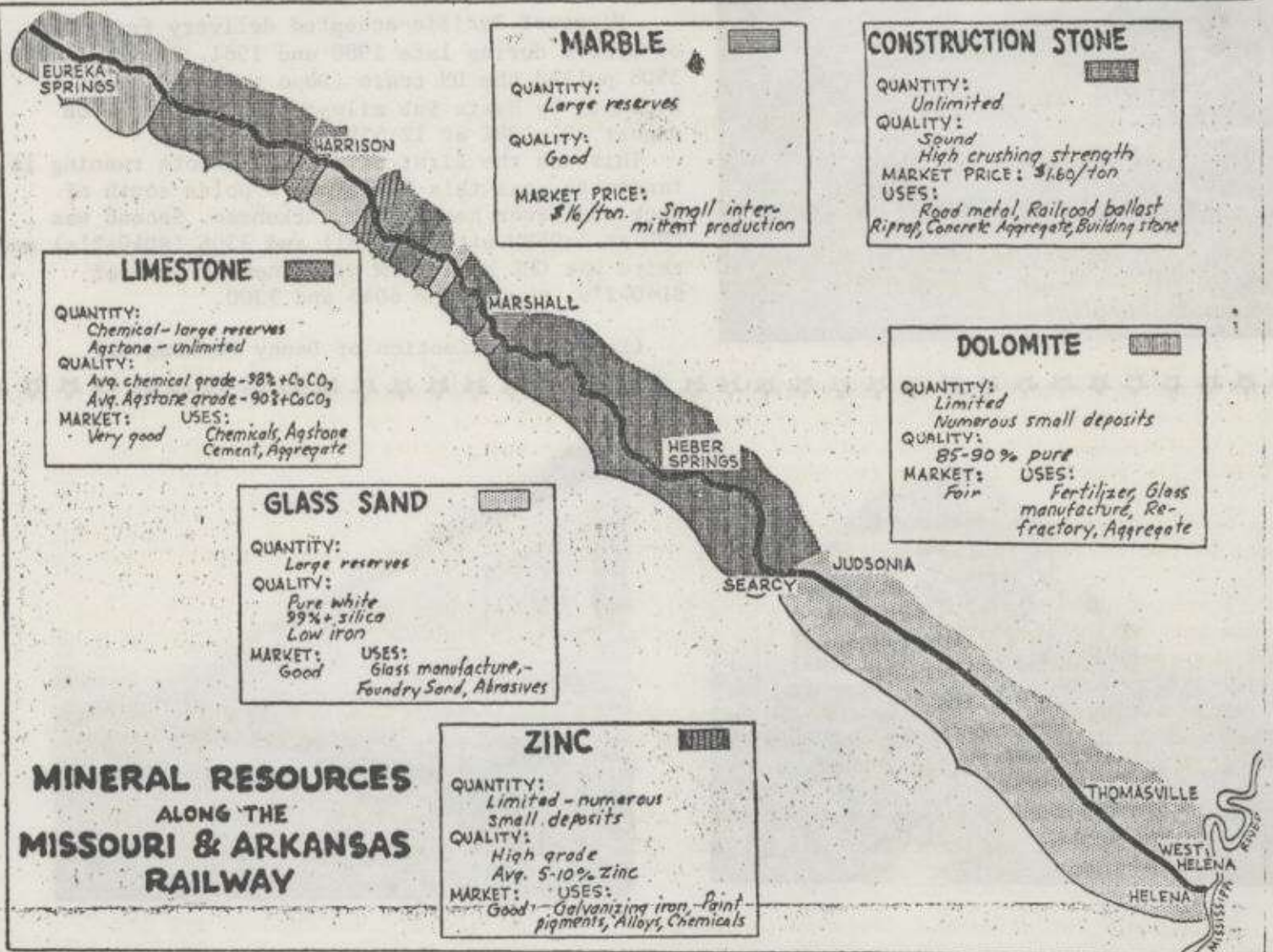
Many of the cars were from the Memphis Railroad Museum, some of which were used on "Sentimental Journey" excursions in the past. No Amtrak cars were used at all.

Part of the route to Memphis was over freight-only MOPAC line from Bald Knob, Arkansas to Augusta to Memphis.

(Photos by Ken Ziegenbein)

This is one of the first trains to cross the country.





—From drawing by Division of Geology, Arkansas Resources and Development Commission

Shown along the route of the Missouri and Arkansas railroad are the mineral deposits which the Arkansas Resources and Development Commission believes can be utilized only if operation of the idle road is resumed. The drawing was taken from a map prepared by the Division of Geology for use at Interstate Commerce Commission hearings last year. The shaded area shown from Searcy to West Helena does not depict glass sand but is chiefly a farming area.

RAILROAD DECLARED ESSENTIAL FOR ECONOMIC USE OF KEY MINERALS

Utilization of large reserves of mineral resources along the route of the idle Missouri and Arkansas railroad never will be possible if the railroad is abandoned, according to Director Hendrix Lackey of the Resources and Development Commission and Harold Foxhall, state geologist.

Limestone Available

Chief among these minerals in the economic value to the state is chemical limestone. Mr. Foxhall said the large reserves of this mineral cannot economically be trucked out because of a small margin of profit per ton. Railroad service would make its production profitable because large volumes can be moved more cheaply, he said.

Glass sand is another plentiful mineral which must be moved in freight car volume, according to Mr. Foxhall. This production, he said, stopped almost with the end of M & A operations. It is a resource that may be used by glass companies at Fort Smith and Guion.

Shutdown Halts Zinc Mining

The mining of "high grade" zinc at the Big Hurricane mine south of Harrison was said to have ceased when rail service stopped. "There is a potential of many minerals in the area which can never be hauled out by truck, but which will be profitable if rail service is available," Mr. Foxhall

M & A Line Backers Form Car-a-Day Club

As a semi-serious bulwark behind their schemes to reinstate the Missouri and Arkansas railroad as an operating line, a group of Harrison citizens have organized the M. and A. Anti-Abandonment and Car-A-Day Club.

President J. E. Sawhill, industrial financing engineer, said a prospective member must promise to originate a carload of new traffic each day as an initiation fee. A 10-carload promise is good for life membership. Dues are "anything from 10 cents up per month," Mr. Sawhill said.

Goal of the 46-member group is to provide a new carload per day per mile of the road. Anyone may join. Meetings are subject to call by Charles Myers, treasurer and president of the Myers Milling Company.

added. Most of this, he added, is heavy material.

He said production in an area 10 to 15 miles on either side of the road from Harrison to Leslie "will be blanked out" as far as mineral production is concerned if rail service is unavailable.

Mr. Lackey affirmed Mr. Foxhall's opinions on the mineral resource potential along the rail route. He added that he believed

the state will get a "black eye" in other states if it says it does not have the resources to support the line.

He said he did not propose any specific method for getting the line back into operation. "I just want to see it operate," he said.

Mr. Lackey was particularly anxious that the road be available to serve the White river basin which he predicted eventually will become one of the most important industrial and recreational areas in Arkansas.

Dams Will Open Region

He said the system of dams, proposed or under construction in North Arkansas and South Missouri on the White, Black, Eleven Point, North Fork, Strawberry, Buffalo and Little Red rivers will provide "vast" sources of power for industry and numerous lakes and waterways for recreation.

He referred to the completed Norfolk dam on the North Fork of White river, and the Bull Shoals and Table Rock dams under way on the White river. Proposed dams are: Water Valley on the Eleven Point, Bell Foley on the Strawberry, Greer's Ferry on the Little Red and Lone Rock on the Buffalo.

Study Old Freight Records

In Harrison, 12 two-man teams are abstracting all billings made on the M & A during 1945. This information will be given to J. C.

Murray, Greater Little Rock Chamber of Commerce traffic manager, believes it will prove to be an operating railroad that a major line lease the road and operate it a profit if it is purchased by a state under a recent proposal.

He said he hopes to show Western roads the amount of business they will lose from freight originating on the M & A if the line is abandoned. Mr. Murray believes he can prove that a road leasing the line not only will get back business

on its lines out of the state but also have the benefit of the business within the state.

Mr. Murray also believes he can show that a prospective operating line would receive new business which operation of the M & A would stimulate.

The abstracts are being prepared at Harrison by volunteer members of the Brotherhood of Locomotive Engineers and some paid clerks. The groups have been compiling the information since Monday.

This ARKANSAS GAZETTE of Sept. 16, 1948 was used with permission.

Even though the reproduction leaves a lot to be desired, I thought it was worth reading anyway.

Has anyone done a study like this on the Rock Island's "Sunbelt" route now up for grabs?

We should learn from history.

STACK MUSIC

by: William Church

(From: "My Love Affair With The Blue and Gold")

Back in the days when the ink was fresh on my Conductor's Examination Card and my waist line was way on the minus side of my age, I had the joy to be a witness to a duel to the death with gravity between two Missouri Pacific Hogs battling up that 2.5% grade of 3.99 miles between Hogan, Missouri and Tip-Top on the Missouri Pacific's Desoto Sub of the Missouri Division.

It was one of those cold winter evenings that so often grips that part of Missouri, the temperature hovering way below Cairo (that is what us "Tiff-diggers" used to say when it was below Zero). I was the skipper on one of the many second sections of mail and express that the Missouri Pacific used to run when the regular schedules could not handle the business in their regular trains.

We had received orders at Bismarck that the "Meat Train" had rights over us to Tip-Top and we had arrived there long before any sight or sound of the tardy schedule arrived.

I was standing in the vestibule looking for some indication that the "Meat" was coming when way off in the distance I heard the sound of two hogs battling it out with gravity on the south slope of the mountain.

From the exhaust it was plain that the weather and rail conditions were working against them and from the stack music that was ringing out into the air, both hoggers were whipping their steeds for all it was worth.

Way down in the valley the chant of "You take this one, I'll get the other" rang out in the cold winter evening. Then one of the jines started to slip and only one engine held the train on the hard pull.

Breathless for minutes I listened to the battle between gravity and tonnage and soon they appeared around the curve at the south end of Tip-Top, both engines chanting, "You take this one, I'll take the other" and at the south switch the road engine and the helper engine held the entire train for a second until the "Mike" regained her feet and started pulling again.

This made such an impression on me that after we departed Tip-Top I scratched a short poem in my train book as a tribute to a fleeing moment of history.

Have you ever been awake in the
dead of the night.
when all the world was still?

And heard the sound of a North-bound
a struggling up the hill

Visualize----the fire-red sky, the glow
from the fire box door
As the tallow-pot with a bended back
aids the stoker with it's chore.

Thrill when she slips, drivers losing
their grip.
Spinning on dangerous ground.

When the big Jack slips on the snow
wet rails,
Her voice fades away in the night.

Only to come right back with a booming
stack,
And continues on with the fight.

Struggling onward, pounding hard
Pulling with all her might.

When she clears Tip-Top, her safety
valve pops.

And the Old Gal wins the fight.

This ode to struggling giants stayed hidden for years in the crumbling yellow leaves of a conductor's train book until I found a snap shot made in 1941 of the 6601 and the 1431 coming up Tip-Top and I remembered the poem. (See photo below)



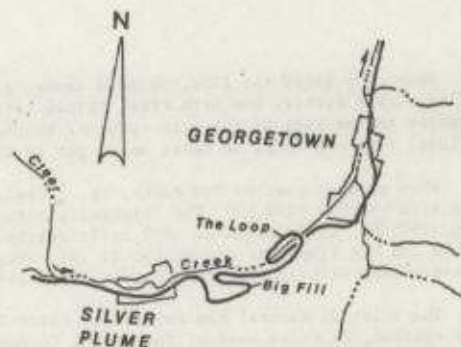
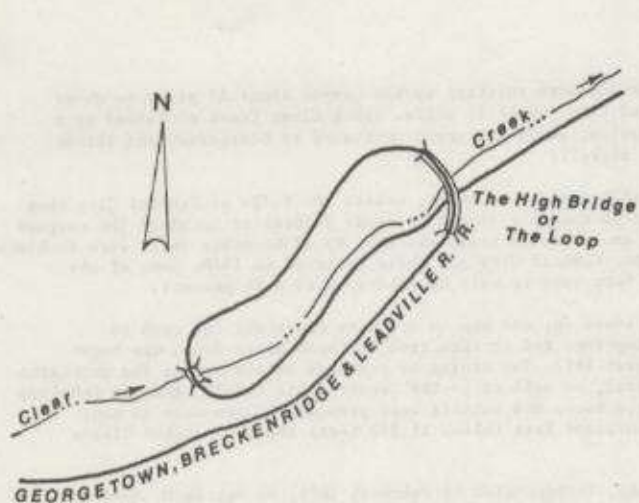
It was uncanny that the photographer had captured on film what I had put down on paper, even to the "Mike" slipping at the south switch.

So now you know the rest of the story. That dreams do come true for those who stay and wait.

- END -

(William Church is a retired Missouri Pacific Conductor)





THE GEORGETOWN LOOP

By: Gene Hull

"On Colorado Day, August 1st, 1984, Governor Richard D. Lamm dedicated the reconstructed Georgetown Loop Bridge at a ceremony conducted by the Colorado Historical Society."

Behind these words lies one of the fine engineering feats of American railroading. As the accomplished storyteller would say, "Thereupon hangs a tale."

By 1877 the Union Pacific - controlled Colorado Central was operating a standard gauge railroad from Hazard, Wyoming, just west of Cheyenne, south to Denver, Colorado. The U.P. took direct control by a 50-year lease on 1 March 1879, and Colorado Central stock jumped in value from 0 to 25 cents per share. There was growing competition to provide transportation to the fabulous mining districts in the mountains west of Denver. Up the canyon of Clear Creek discovery of gold and silver ores gave birth to such fascinating camps as Black Hawk, Central City, Forks Creek, Empire, Georgetown and Silver Plume. Farther west across the granite barrier of the Continental Divide lay the tremendously rich silver-gold field at Leadville at the headwaters of the Arkansas River. Removal of bulky ores from these areas to the refining mills was extremely expensive. The construction of even a wagon road up the tortuous, twisting canyons and over the range of mountains towering to more than 13,000 feet elevation was often impossible. Trains of pack mules and flop-carred donkeys (Rocky Mountain canaries) were the only feasible transportation. The railroad which controlled this trade would reap enormous revenues.

The Colorado Central standard gauge track was laid through the little town of Golden, 16 miles west of Denver, and at the mouth of Clear Creek Canyon. The town was named for Thomas Golden, an early settler in the area. The U.P. sent survey crews looking for a route across the mountains, but when they considered Clear Creek Canyon it was possible, but not probable, and certainly not favorable. Also, rights-of-way had already been obtained from the Territorial Legislature by three toll road companies for wagon roads in the canyon, in which there barely was room for the creek. W.A.H. Loveland, a business leader in the community of Golden, had formed the Clear Creek & Guy Gulch Wagon Road Company, leased the wagon road rights of the other companies, and on 11 March 1872 sold everything to the Colorado Central R.R. Co. for \$100,000.



Winding through Clear Creek Canyon west of Golden, Colorado, the rails of the Colorado Central passed the outline of the face of "Mother Grundy" looking upward from the right-hand wall. This is typical of the many curves of the narrow gauge in the canyon on the way to Georgetown and Silver Plume, Colorado. Photo taken in 1914. (Collection of Gene Hull)

Since the Colorado Central was all standard gauge, there was an enormous amount of expensive rock work and tunnel excavation. There was a rumor that in Clear Creek Canyon the rattlesnakes more than three years old were harmless. After negotiating the twisting path for three years, the snakes were so stiff with arthritis they were unable to coil and strike. Now we will refute one of the "facts" of railroad history.

For more than hundred years it has been said that General William J. Palmer originated the concept of "narrow gauge" railroading in the Rocky Mountains when he built his Denver & Rio Grande. This is only partly true. The engineering plans and specifications for the Clear Creek branch of the Colorado Central were prepared under the direction of Capt. Edward L. Berthoud and T. E. Sickels, engineers of the U.P. and Berthoud suggested the road be built on the narrow gauge of 3'-0". The decision was made to accept the idea in May 1870. In a letter written in April 1880 by Capt. Berthoud to the editor of Railway Age Magazine he said the survey and location in Clear Creek Canyon was begun in April 1870 and two and one-fourth miles were graded that year. (The D&RG was built narrow gauge and made its first run 14 August 1871. The Colorado Central narrow gauge made its first run 1 September 1872 - author.)

Therefore, the CC decided upon narrow gauge before the D&RG was begun and must be given the credit of establishing the adoption of narrow gauge in the Rockies. The D&RG was the first to put narrow gauge in actual operations in Colorado.

Little mining camps and towns isolated in the mountains were getting impatient for railroad service. If the Colorado Central didn't get off its rear end and do something, the people would look elsewhere. John Evans, 2nd Territorial Governor of Colorado in 1861, said he and some friends would build a railroad to Georgetown in upper Clear Creek Canyon if the CC didn't. How could he do this, since the CC controlled the right-of-way through the canyon? No one asked.

The U.P.-CC was not financially able to build up the canyon, neither could they afford not to. People in Gilpin County voted a bond issue of \$300,000 if rails reached Black Hawk by 1 May 1872 and Central City by 1 June, a distance of 24 miles from Golden. The people of Central City were paying exorbitant freight rates by wagon train and when Mr. Sickels of the U.P. promised rates of \$2 a ton, there was great joy in town. The folks rushed out to enjoy a rainbow and were struck by lightning!

When they voted the \$300,000 bond issue, grading was begun and went twisting up the canyon about 13 miles to where Clear Creek forked. The main creek turned northwest to Central City, about 11 miles. South Clear Creek continued up a canyon to the base of the main range of mountains, about 16 miles, where it curved southward to Georgetown and Silver Plume. (Did you think we never would get to the point of our story?)

When grading reached The Forks, Mr. Sickels decided the rails would stop there, unless the folks at Central City came up with another \$250,000. The "lightning struck" citizens had no choice - it was Colorado Central or nothing! The coughed up \$250,000. On 1 September 1872 rails reached The Forks and an excursion train was run. By 17 December rails were in Black Hawk and the financial depression of 1873 stopped construction. Central City got their railroad in 1878. Some of the interesting details show that curves of 30-34-and 36 degrees were used as well as grades up to 3.96 percent.

The Colorado Central had the entire Clear Creek territory sewed up, and was in no hurry to extend the road to Georgetown, 21 miles west of The Forks. Economic conditions improved and construction up South Clear Creek was begun in 1877. The road was opened for traffic to Georgetown 14 August 1877. The mining of precious metals across the mountains at Leadville was a prize of great value for the Colorado Central, as well as to the Denver & Rio Grande, and the fabulous Denver, South Park & Pacific. Many "paper" railroads, and wagon roads and tunnels were proposed. There were so many survey stakes driven into the eastern mountain slopes below Loveland Pass (elev. 11,992 feet) the area looked like a porcupine's back.

One of these was the Atlantic-Pacific Railway Tunnel Company, incorporated 14 February 1884, by Marcus M. Pomeroy. There was quite a bit done on this project in the vicinity of our story. The evidence can be seen today. From the little town of Bakerville, four miles west of Silver Plume, it is only a couple of miles to a hole in the mountain below Loveland Pass. Exact measurements in 1977 revealed the tunnel excavation extends 3,600 feet on the east end and about 800 feet at the west end. From Bakerville a 4 percent grade would easily reach the east portal. Work on the tunnel was halted by the financial panic of 1893. Very near the site a tunnel for U.S. Highway 6 (now Interstate 70) was blasted beneath Loveland Pass.

Finally in early 1881 the U.P. made a public announcement they would build a road from the end of the Colorado Central at Georgetown, through or over the mountains to Leadville, but the work could not be done by the CC. This road was saddled with a closed mortgage. To finance additional construction a new company was needed. On 23 February 1881 the Georgetown Breckenridge & Leadville Railway Company was formed. The route was located and laid out by Robert Blickensderfer (definitely not an Irishman), a civil engineer hired by the U.P. Robert E. Stanton was chief engineer for the CB&L. Work began in January 1882 and rails reached Silver Plume on Saturday night 8 March 1884. Grading was extended four miles to Bakerville. The fact that 4.12 miles of road were built in TWO YEARS AND TWO MONTHS is an over simplification of the situation.



Silver Plume, Colorado about 1914. Rails of the narrow gauge Georgetown, Breckenridge & Leadville are in foreground. The G&S became part of the Colorado & Southern 11 January 1899. (Collection of Gene Hull)

The Georgetown depot was at 8476 feet elevation and the depot at Silver Plume was to be at an elevation of 9114 feet, a difference of 638 feet. The depots were only TWO MILES apart! This computes to be a grade of 6+ percent, which was most undesirable. (I told you we would get to the point of our story!)

To overcome this problem of the steep canyon of Clear Creek between Georgetown and Silver Plume the engineers used a feature that had not been used before on an American railroad - a bridge spiral! The best description of a railroad spiral was given in an early issue of the Railroad Gazette. "...A railroad spiral is a device for gaining distance on heavy grades on which the line, in climbing, is turned back upon itself and crosses over itself at a higher elevation. The simpler term "loop" is quite frequently used..." The Union Pacific annual report for 1884 contained the following, "...This Georgetown Breckenridge & Leadville line was the most difficult piece of mountain construction in the whole Union Pacific system..."

Construction of the bridge began during 1882. The Phoenix Bridge Company of Phoenixville, Pa. got the contract to furnish and erect the iron for the bridge. The iron arrived in Denver on standard gauge cars and was transferred to narrow gauge cars for the trip up the canyon. On Friday night 5 October 1883 the first car arrived at Georgetown. Twenty-three cars of iron remained in the yard at Golden until needed. The granite masonry piers were completed on 1 October and the first iron girder was put in position 15 October 1883. The construction gang began laying rail on the bridge 29 January 1884, and on 28 February engineer George Cooper of Idaho Springs slowly moved the first locomotive across the great bridge.

In an early issue of the Railroad Gazette there was an article written by Mr. Adolphus Bonzano, Vice President and Chief Engineer of the Phoenix Bridge Company, in which he gave a description of the track. "...The gradient or rise of track on, and in the vicinity of, the spiral is almost continuous at 185 feet to the mile (3 1/22) for the first four miles.... The maximum curvature, found on the big fill, sometimes known as Horseshoe Curve, is 30 degrees, or 193.2 foot radius..." There was some very sharp 28-degree curves. Construction included a plain dirt roadbed, cedar ties, no tie plates, and 40-pound rail. The track on the bridge had a grade of 2% on a curve of 18 degrees and 30 minutes. The bridge was 300 feet long.



Georgetown, Breckenridge & Leadville R.R. Looking down grade toward Georgetown, Colo., in the background. Locomotive on the High Bridge. The scene is in the spring of 1884, soon after the bridge was completed in February. (Collection of Gene Hull)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed first class one or two weeks before the monthly meeting. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed automatically to all members. If you would like to join, send your check, made payable to the Arkansas Railroad Club, to Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein, with John Martin assistant editor. Stories for publication are welcome as well as pictures. Send all correspondence regarding the ARKANSAS RAILROADER to:

Ken Ziegenbein
905 Valerie Dr
North Little Rock, AR 72118
(501)-758-1340

- - HAPPY RAILROADING!! - -

ARKANSAS RAILROADER
EDITOR-K. ZIEGENBEIN
905 VALERIE DR.
NORTH LITTLE ROCK, AR 72118

ROCK ISLAND SCRAP NEWS
plus stories by GENE HULL and
W. T. CHURCH enclosed!!

FIRST CLASS