



ARKANSAS RAILROADER



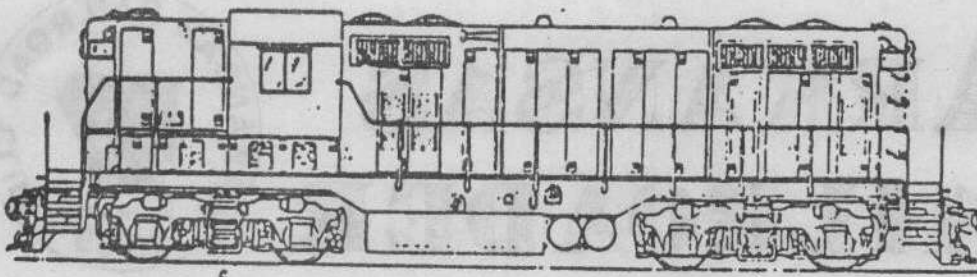
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 18 NUMBER 1

JANUARY 1987



A small pine tree - a future commodity? - is growing outside the Georgia Pacific plywood plant in Crossett, Arkansas where the Ashley, Drew & Northern Railway is loading boxcars.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

\$ \$ DUES \$ \$

DUES ARE ABSOLUTELY DUE - January 1, 1987 is the deadline for 1987 Arkansas Railroad Club dues. They are \$10 per year for in-state residents and \$7.50 per year for out-

of state. If you want to join or renew your National Railway Historical Society membership, send in \$9.00 extra. Make checks payable to the Arkansas Railroad Club and mail to our treasurer Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. Thanks.



HOGTRAIN GOES TO DALLAS - "Hogtrain" had a large crowd of Razorback fans go to Dallas November 22 to see the Razorbacks beat SMU. Amtrak's #21, the southbound "Eagle", arrived at 6:00 AM (early) with one extra coach to carry all the fans. Picture at left shows part of the crowd getting on the elevator at Union Station in Little Rock. This elevator takes you down to track level.

CLUB OFFICERS FOR 1987 - As a reminder, here are the 1987 officers of the Arkansas Railroad Club:

PRESIDENT - Peter Smykla; VICE-PRESIDENT - Carol Sue Schafer; TREASURER - Dick Byrd; SECRETARY - Polly Hamilton; NRHS REPRESENTATIVE - Mike Adams.

☆☆☆ PROGRAM ☆☆☆

The next program and meeting of the Arkansas Railroad Club will be held on Sunday, January 11, 1987 at the usual place, the Twin City Bank Building on Main Street in North Little Rock. Time will be 2:00 PM sharp.

Bill Bailey will be showing us slides regarding the history of the Kansas City Southern Railroad from 1903 to 1948, mainly steam operations. Bill says, however, that there may be some missing history between the years 1918 and 1929. The entire show will last approximately one hour and 15 minutes. Let's have a BIG turnout!

ARKANSAS RAIL NEWS

COMMUTER TRAIN FOR PULASKI COUNTY GATHERS STEAM - (Little Rock) - Commuter train service for Pulaski County is receiving new attention and is in the preliminary planning stage, Metroplan director Jason Ruby said December 1. The tentative plans call for the railway to run from the Pinnacle Mountain area to the Little Rock airport. Under current plans, it would wind along the Arkansas River and through downtown Little Rock. The railroad would run on existing tracks owned by Union Pacific and by the Little Rock & Western Rwy. (The LRWN runs over the former Rock Island "Sunbelt" route west of Little Rock to Pinnacle Mountain and beyond to Danville.) (ARKANSAS DEMOCRAT by Randy Lilleston)

("ARKANSAS RAIL NEWS" CONTINUED on PAGE 7)



Ashley, Drew & Northern's daily freight hauls about 50 carloads of wood products northward out of Crossett, Arkansas near twilight on August 4, 1986. The train is on its way to Monticello and the AD&N's interchange with the Union Pacific (Missouri Pacific). Although the engine (#1805) is lettered "Fordyce & Princeton", both the AD&N and F&P Railroads exchange engines on a regular basis since they interconnect with each other. (Ken Ziegenbein photo)

CLASS III RAILROADS OF ARKANSAS

Part 18 - The Ashley, Drew & Northern Railway Company

In the last year of the 19th century, a group of Iowa investors bought a large tract of land in Southeastern Arkansas. Logging and logging railroads naturally followed.

At first, bulls were used to ship and move logs, but this probably got a little messy and mean at times, so the Crossett Railway was incorporated on May 22, 1905. This new logging railroad was to build 10 miles of track from Crossett (in Southeast Arkansas) northward to Stephens at \$2,500 a mile. The track was actually laid between 1902 and 1904 before the official incorporation took place. An additional 8 miles of track were laid by the Crossett Railway Company north of Stephens to Fountain Hill in 1909-1910.

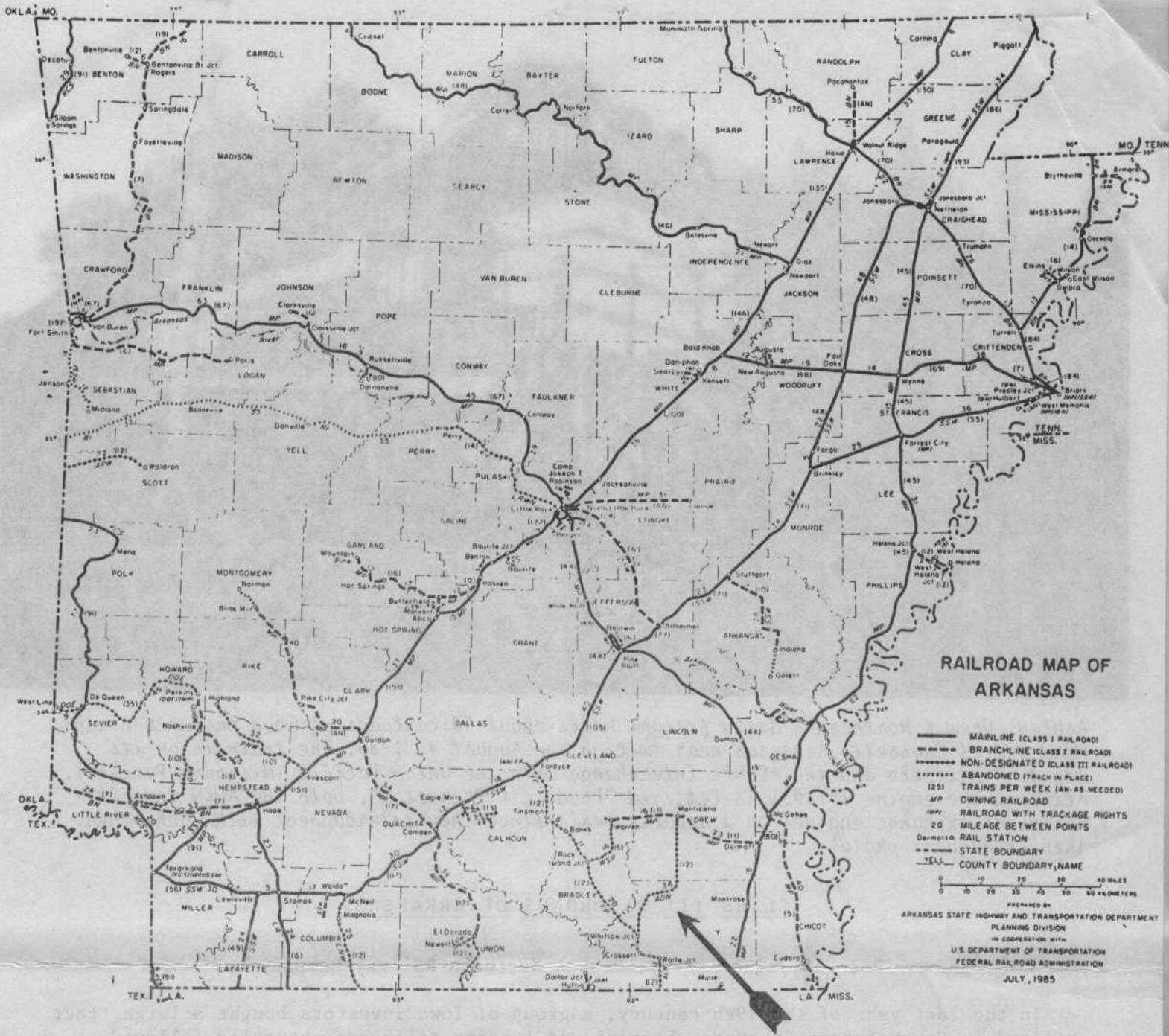
On April 11, 1912, the Crossett Railway bought the right-of-way from the Crossett Lumber Company to establish a terminal at Crossett.



Sign outside the AD&N's offices in Crossett.



The Crossett offices of the AD&N. They use the former MOP depot, which they moved to this site in the mid 1960s.



- INDEX TO RAILROADS**
- ADN ASHLEY DREW & NORTHERN
 - ALM ARKANSAS & LOUISIANA MISSOURI
 - AWM ARKANSAS WESTERN
 - AUG AUGUSTA
 - BNY BURLINGTON NORTHERN
 - BNV BAYLITTE & NORTHERN
 - DNS DONIPHAN, KENSSETT & SEARCY
 - DOE DE QUEEN & EASTERN
 - DR DARDANELLE & RUSSELLVILLE
 - DVS DELTA VALLEY & SOUTHERN
 - EACH EAST CAMDEN & HIGHLAND
 - EDW EL DORADO & WESSON
 - FP FORDYCE & PRINCETON
 - GAB GRAYSONIA, NASHVILLE & ASHOOSH
 - HSW HELENA SOUTHWESTERN
 - HCS KANSAS CITY SOUTHERN
 - LA LOUISIANA & ARKANSAS
 - LNW LOUISIANA & NORTH WEST
 - LRA LITTLE ROCK PORT AUTHORITY
 - LRW LITTLE ROCK & WESTERN
 - MP MISSOURI PACIFIC
 - PNW PRESCOTT & NORTHWESTERN
 - RI CHICAGO, ROCK ISLAND & PACIFIC
 - SSW ST. LOUIS SOUTHWESTERN
 - WSR WARREN & SALINE RIVER

On May 1, 1912, the Crossett Railway was bought by the Crossett, Monticello and Northern Railroad, which was granted a charter to build a line from 5 miles south of Crossett to Crossett northward to Fountain Hill and finally Monticello (today's final destination). Connections were to be made at Monticello with the St. Louis, Iron Mountain and Southern and at Crossett with the Rock Island and a small line called the Mississippi River, Hamburg and Western (part of the St. Louis, Iron Mountain and Southern). When the Crossett, Monticello and Northern bought the Crossett Railway, these tracks were already laid as far north as Fountain Hill, but money ran out. What now?

On August 8, 1912, another railroad charter was granted to try to get the line finished to Monticello. This new charter belonged to the Ashley, Drew and Northern. Shortly thereafter, on August 23, 1912, the AD&N bought out the Crossett, Monticello and Northern. (Owner of the AD&N was well off - his name was R. O. Roy of Crossett.)

Mr. Roy bought rail, flatcars, boxcars and passenger coaches and was ready for action! An advertisement was put out for 75,000 white oak ties that were needed to lay the track from Fountain Hill to Monticello. Work commenced. (Money spoke).

In July, 1913, the AD&N reached Monticello and service began between Crossett and Monticello.

The short line lost money and was leased in December of 1914 to the Monroe, Louisiana and Gulf (now the Arkansas & Louisiana Missouri). This line ran from Monroe to Crossett and now, with the leasing of the AD&N, to Monticello. In December 1915, it was leased again to the Arkansas & Louisiana Midland Railway Company, which took over the bankrupt Monroe, Louisiana and Gulf in November of that year. The Arkansas & Louisiana Midland agreed, as part of the lease agreement, to spend \$50,000 for permanent improvements of the AD&N's bridges, trestles and culverts between December 1, 1915 and December 1, 1917. These improvements were apparently done as promised.

Total value of the Ashley, Drew & Northern in 1918, based on an ICC Valuation, was \$465,000.

Again, business was not up to expectations and on March 1, 1920, the owners of the Arkansas & Louisiana Midland decided to give back the line from Crossett to Monticello to the AD&N.

The AD&N kept losing money for 10 more years (18 total years of losing money and still able to survive!) It didn't make a profit until 1930.

Things have been good to the AD&N since then. In 1937, a large paper mill was built in Crossett plus other industries moved in in the late 1930s.

Passengers were once hauled on a daily except Sunday basis between Crossett and Monticello. In November, 1929, Mixed Train #2 left Crossett at 9:00 AM, arriving in Monticello at 12:20 PM. Stops along the way included Whitlow Junction (9:21 AM), Pugh (9:32 AM), Norrell Spur (9:38 AM), Milo (9:48 AM), Beech Creek (9:57 AM), Longview (10:06 AM), Fountain Hill (10:22 AM), Roark (10:32 AM), Fountain Prairie (10:36 AM), Scipio (10:44 AM), Youngstown (10:52 AM), Valley Junction (10:58 AM), Ladelle (11:08 AM), Lone Sassafras (11:18 AM), Ozmont Bluff (11:38 AM), State School (11:49 AM) and Monticello at 12:20 PM.

Return trip left Monticello at 2:00 PM, arriving in Crossett at 5:04 PM. (C. W. Gates was President of the railroad at that time).



The AD&N just left a row of interchange cars for the Arkansas & Louisiana Missouri in a yard east of Crossett late in the day on August 4, 1986. The track to the right is the former Missouri Pacific branchline from Montrose to Crossett...it's been taken up east of this site. AD&N owns what's left. The MOP abandoned the branchline 4 to 5 years ago.

Although difficult to see in this photo, long stretches of the Ashley, Drew & Northern between Crossett and Monticello have a roller-coaster look. Not much grading was done when they wer laid.

Georgia Pacific now owns the Ashley, Drew & Northern (it bought it on July 31, 1963). The AD&N currently (as of August 4, 1986) has 65 employees and moves 700-800 carloads of various products per week.

The AD&N connects with the Arkansas & Louisiana Missouri at Crossett (the northbound A&LM train usually arrives about 6:30 or 7 each evening), with the Fordyce & Princeton Railroad at Crossett (the F&P usually arrives in Crossett after dark), and with the Union Pacific at Monticello (the AD&N leaves Crossett at 6:30 or 7:00 PM, getting to Monticello about 9 PM.) On August 4, 1986, 103 carloads were coming into Crossett from these various connections.

In the early 1980's, the Missouri Pacific abandoned and removed their rails from Crossett eastward to Montrose, Arkansas. The MOP's former depot in Crossett has been used as the headquarters of the AD&N since the mid 1960s.

During the last 5 years of its life, the Rock Island used trackage rights over the AD&N into Crossett from the north. The reason was that a Rock Island wreck in 1975 made it too expensive for them to rebuild the track north of Crossett (it all needed lots of work). Today, the Fordyce & Princeton Railroad exercises these same trackage rights of the Rock Island over the AD&N into Crossett.

Welded 90-lb rail has been laid from Crossett to Fountain Hill.

The AD&N owns 9 engines (3 1200-HP switchers, 1 900-HP switcher, 1 1800-HP GP28, 2 1800-HP GP10's and 2 newly acquired (as of June 1, 1986) CF7's from the Santa Fe.) They operate 1,000 leased boxcars, 160 bulkhead flatcars, 100 woodchip cars, 85 all-door boxcars and own 75 woodchip cars used on-line plus 40 wood rack cars.

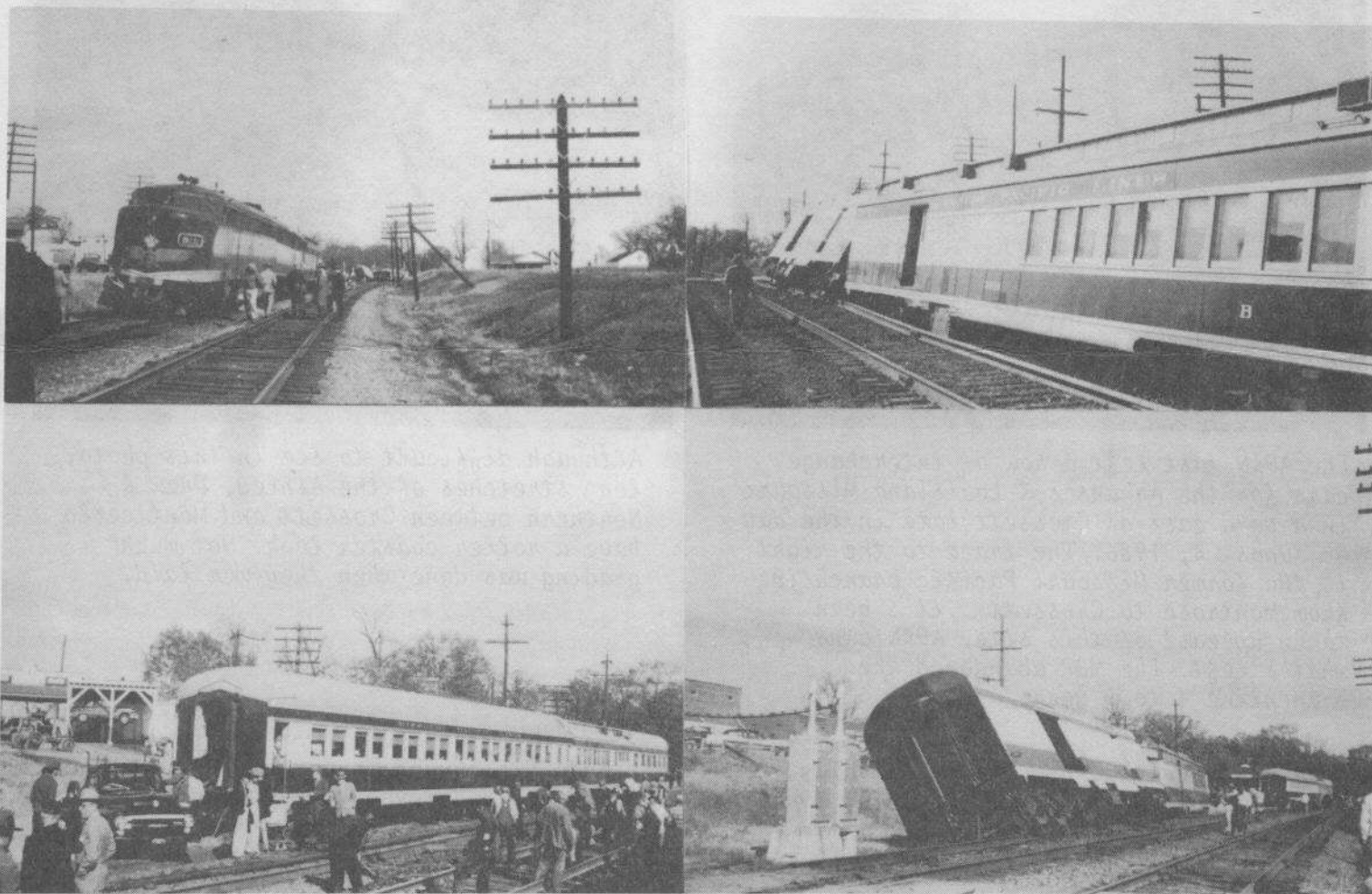
Ashley, Drew & Northern President S Russell Tedder is busy and was about to become busier when this article was written. Already President of the AD&N and F&P, a new shortline owned by Georgia Pacific was forming in Louisiana and Mississippi called the Gloster Southern. It was to begin operating between Gloster, Mississippi and Slaughter, Louisiana the first week in August. Mr. Russell will be President of that line as well.

Georgia Pacific bought the 35-mile line in Louisiana and Mississippi from the Illinois Central Gulf in late Spring. This segment of the ICG was originally part of a through line between Baton Rouge, Louisiana and Memphis through Vicksburg, Mississippi. The new line will operate on an as-needed basis.

Meanwhile, daily except Sunday operations continue on the AD&N. It is also one of the few shortline railroads in the nation to be fully unionized.

(Thanks to Russell Tedder, President of the AD&N, for his help in writing this story).

- END -



MISSOURI PACIFIC "TEXAS EAGLE"? WRECK AT JACKSONVILLE, ARKANSAS in the Fall of 1954. The train was southbound and normally was running at top speed through Jacksonville. A low-boy truck with a bulldozer on it started across the tracks at the Saw Mill Road crossing and stalled. The driver left the truck when he saw the train coming. The truck was struck at the rear tractor wheels and thrown to each side. The bulldozer was thrown in the ditch. The pictures were taken about two hours after the accident. Some other cars behind the engines were taken to Little Rock just before the pictures were taken. The bulldozer was being hauled to the construction site of the Little Rock Air Force Base, which had been started shortly before. (Pictures taken by LELAND W. SHORT and if anyone would like copies for themselves, contact club member Russell Short, 3151 Redlich Dr., Decatur, IL 62521)

BATESVILLE DEPOT CLOSURES - (Batesville) - An era in the 103-year history of the railroad in Batesville came to an end October 24, 1986 when operations in the local freight depot were phased out by the Union Pacific RR. Jim Killian, telegrapher-clerk, a veteran with 37 years service on the White River Division, issued his final train order from Batesville and closed up shop. Killian's final train order, No. 148, informed the conductor and engineer of northbound extra train 2300 that southbound extra 1598 would be met at Batesville instead of Myersville.

Railroad service to Batesville began in 1883 with an extension of the St. Louis, Iron Mountain and Southern Railroad from Diaz (along the main line of the then Iron Mountain.) The White River Division was extended north to Carthage, Missouri in a 4-year construction project ending in 1905. Batesville's freight and passenger stations were among the few not built on the main line, and for years it was necessary for the passenger trains to back up four blocks from the main line to take passengers, mail and express. The explanation is that as late as the early 1920s the railroad had a long-range plan of rebuilding its main line down the river to avoid the Sulphur Rock grade. Had the plan, which was shelved, developed, the station would have been on the main line.

Elimination of passenger service in Batesville occurred on April 21, 1960.

Mike Adams remembers Batesville well. According to Mike, "My dad worked at Batesville from about 1921 until 1923 and some of my earliest memories are of that point." A newspaper story recently mentioned the old telegraph table in the Batesville depot. Mike continues: "Well, I can remember sitting on the table and playing with a paper weight in the form of a cast iron eagle while Mr. Walter O'Dell, the first trick operator, copied train orders. In 1923, soon after L. W. Baldwin came to the Missouri Pacific, my dad was appointed to a position in the office of the Chief Dispatcher (Trainmaster) in Cotter but we used to return to Batesville on visits frequently." (First part from the BATESVILLE GUARD)

SEVEN RAILROAD WORKERS RETIRE AT PINE BLUFF - (Pine Bluff) - Seven veteran Cotton Belt employees representing 266 years of service with the railroad retired the week of December 5 at Pine Bluff. They were: Jack Barfield, chief clerk in superintendent's office, 39 years; John Bruewell, general foreman in diesel shop for 36 years; Bill Carter, terminal superintendent in gravity yard, 38 years; Joe Clark, chief dispatcher, 42 years; Dennis "Bud" Minter, plant manager in locomotive maintenance, 39 years; Robert Turley, general foreman in diesel shop, 36 years; Kenneth Kelley, mechanical supervisor of Alton and Southern Railway Co. of East St. Louis, Illinois (a SSW subsidiary), 36 years.

The Cotton Belt employees about 1,250 workers in Arkansas and around 1,000 of them are in Pine Bluff, according to Jim Johnson of Cotton Belt Public Relations. (ARKANSAS DEMOCRAT, Randy Tardy)

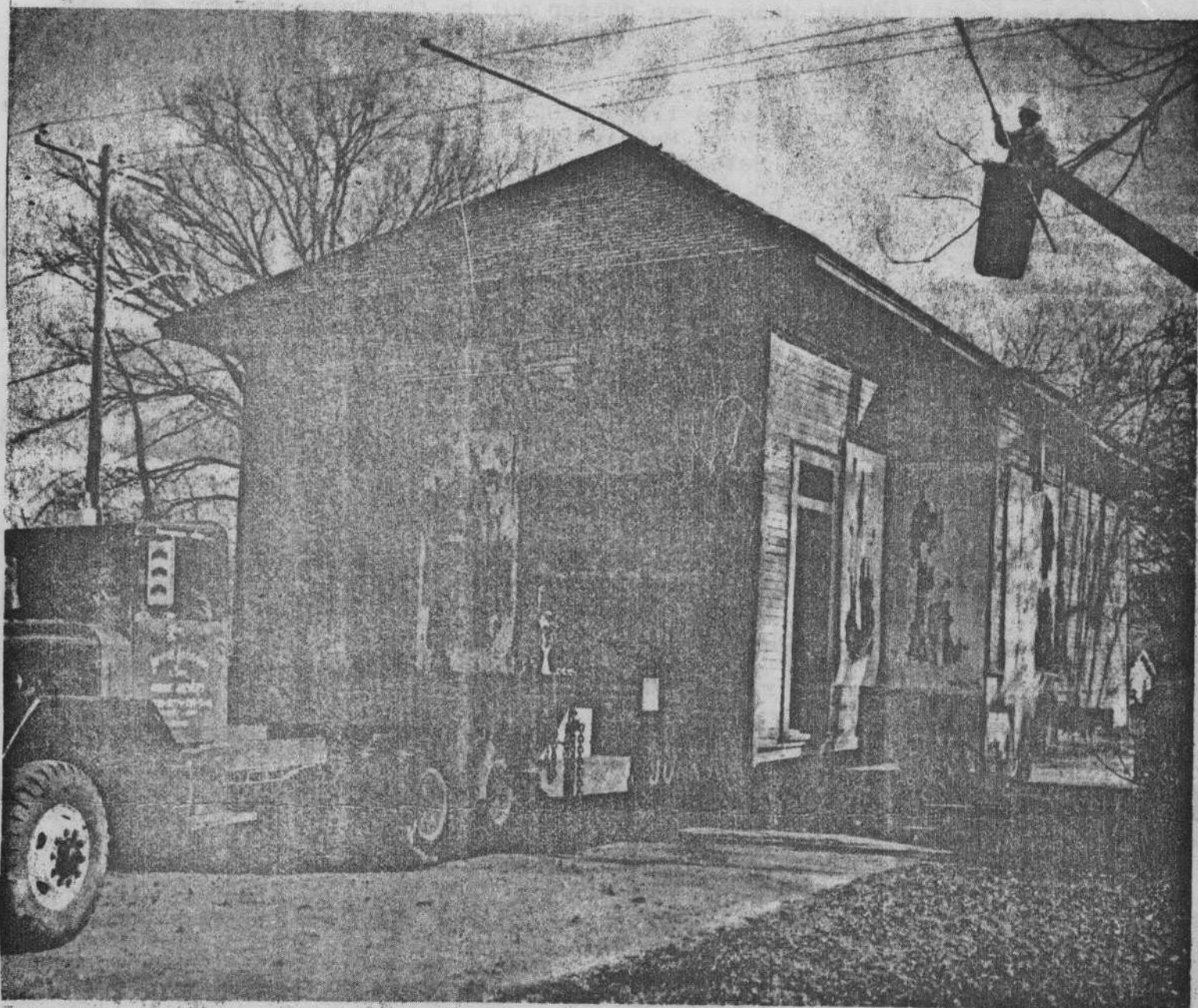
RAILROAD SEMINAR IN DeQUEEN - Law enforcement officers from Sevier County got some intensive training in railroad safety during a two-day seminar in mid-November sponsored by the DeQueen & Eastern Railroad. Carl Wommack, a D&E employee, said the training program was part of the Operation Lifesaver program which attempts to reduce railroad grade crossing accidents. Officers were taught how to investigate grade crossing accidents and offered information about the transportation of chemicals by railroad. (Report from the DeQUEEN BEE)

NORTH LITTLE ROCK WOULD GAIN 50 JOBS IF UP/MKT MERGER GOES THROUGH - (North Little Rock) - More than 50 new jobs would be transferred to Union Pacific facilities at North Little Rock if the ICC approves an application by the railroad's parent company to acquire the Texas-based Missouri-Kansas-Texas Railroad. If the proposed acquisition gets the ICC's green light, 41 jobs would be relocated to North Little Rock from the Katy's shop facilities at Parsons, Kansas, according to Tim Hogan, director of public relations for the UP Railroad. He said 10 other jobs, including trainmen, engineers and other operating-type positions, would be relocated from Van Buren to North Little Rock.

Subject to merger approval, "we would also be adding a pair of trains which would run five days a week from St. Louis to Dallas via North Little Rock", Hogan said, "and some of the Katy's other traffic to Texas would be added to traffic that we interchange in Illinois with CSX and Conrail and that would go through North Little Rock."

The merger is "important for MKT and UP since survival of key MKT lines is vital to Union Pacific and to shippers in the Katy service area", Jerry R. Davis, UP executive VP-Operations said. On the other hand, "If the Katy

is acquired by the UP, I think that it will mean, primarily for Oklahoma, the rationalization of a considerable amount of track - and rationalization equates to abandonment," according to Bill Pollard of Conway. (ARKANSAS DEMOCRAT, Randy Tardy)



Photos by Sylvia Jamison

OLD COTTON BELT DEPOT AT CARDWELL, MISSOURI RETURNS TO FIRST LOCATION - (Cardwell, Missouri) - The old grass-covered Cotton Belt depot at Cardwell, Missouri (just across the Arkansas-Missouri border from Paragould, Arkansas) has been moved back to its original location in Cardwell. The Cardwell Lioness Club raised money to move the depot and plans to restore it to a museum/meeting place. The depot was moved November 20.

The depot's original location wasn't that easy to find, since the Cotton Belt tracks were dug up a generation ago. However, longtime Cardwell resident and Cotton Belt employee Homer Wilkins used his memory and a metal detector to find the spot where the telegraph wire had gone into the ground. That was where the old depot used to be and that is where it has been returned to.

The depot was moved off its original location years ago by Gilbert Brewer and used for storage on his land. He gave it back to the Lioness Club. A Paragould man said he would return a waiting bench and another bench in a Caldwell barber shop will also be returned.

The Cardwell Lioness Club is trying to find out when the depot was built (the town was incorporated in 1904) and has written to the Southern Pacific in California to find out. (PARAGOULD DAILY PRESS, Sylvia Jamison)

UNION PACIFIC APPLICATION TO CLOSE STATION DENIED - (Gurdon) - The Gurdon Chamber of Commerce recently received official notification that the Union Pacific's application to discontinue its agency station at Gurdon had been denied. The Transportation Commission, in denying the request, stated that the Union Pacific did not meet the burden of proof required (that is, the station was making too much money). (GURDON TIMES, November 13, 1986)

UNITED WAY DONATION - (Arkadelphia) - Tim Hogan, director of public relations for Union Pacific, presented a \$2,500 check to the Clark County United Way on November 27 in Arkadelphia. (DAILY SIFTINGS HERALD, Nov. 27, 1986)

UNION PACIFIC TRAIN HITS CAR - TWO INJURED - (Pine Bluff) - Eric Taylor, 16, was hospitalized after a Union Pacific train hit a car in which he was riding on November 18 in Pine Bluff. The train's engineer, B. M. Huckaby, told police the car, northbound on Plum Street, drove around another vehicle, which was stopped at the crossing. The train pushed the car 113 feet. (PINE BLUFF COMMERCIAL, November 19, 1986)



ARKANSAS & MISSOURI RAILROAD GOING STRONG - (Springdale) - The following information was written your editor by J. A. Hannold, president of the AM Railroad:

A little history of road. Mr. Hannold's organization, who also owns the Maryland & Delaware Railroad on the east coast, had been looking to acquire another rail operation for some years. Most of what was available was too light in traffic density to be long-term practical. Then came the Illinois Central Gulf sale, but they choose to deal only with financial people, and avoid organizations with railroad experience. Finally, when Burlington Northern was ready, they happened to know the right people. There were, and still are, many segments to choose from. Fortunately, they had first choice, and chose Fort Smith to Monett.

The economy of Northwest Arkansas is one of the healthiest, in a nation where, unfortunately, most regions are declining. Also, they were familiar with the poultry industry, as that is the primary customers of the Maryland & Delaware. Grain is one of the few commodities related to customers, via the chicken, that loads out at 100 tons. It is becoming impossible to compete with trucks on light density commodities, since they have a relatively free right of way and now have trailers with the same cube as a 50' box car.

When asked about a possible tourist run, as had been rumored in some newspapers recently, Mr. Hannold said he doubted that tourist trains, dining cars, etc., could progress until the liability crisis is resolved or simply passes with time. Because of this crisis, those that are running are doing it with very little or no insurance coverage. So, A&M would be foolish to risk the exposure necessary under the present conditions.

The freight marketing thrust is short haul, which most railroads do not choose to pursue. This has left opportunities in the heavy commodities area. They also pursue every opportunity. For example, Stone Container closed their Fort Smith plant. The A&M serves Stone Container's Rogers plant. Naturally, Stone Container's plan was to rent a warehouse (not on rail) in Fort Smith and truck the material down, store it and distribute to customers served by the former Fort Smith plant. The Arkansas & Missouri's proposal was to rail it down to Fort Smith, use the box car as a warehouse for 5 free days and distribute directly out of the boxcar, avoiding all the materials handling cost. This is something the Container plant has never tried before and hopefully the plan will work.

Here is the current roster of the Arkansas & Missouri, as of December 1:

<u>ENGINE TYPE/NUMBER</u>	<u>BUILT</u>	<u>FORMER OWNER</u>	<u>REMARKS</u>
T-6 1000 hp switcher, #8			
T-6 1000 hp switcher, #10			
T-6 1000 hp switcher, #12	1959	N&W	
T-6 1000 hp switcher, #14	1959	N&W	
T-6 1000 hp switcher, #16	1959	N&W #34	
T-6 1000 hp switcher, #18	1959	N&W #19	
T-6 1000 hp switcher, #19	1957	PRR #8426	
RS-1 1000 hp, #20	10/51	RVT #400	
RS-1 1000 hp, #21	12/54	SOO #350	
RS-1 1000 hp, #22	04/43	ASAB #905	Assigned to A&M
RS-32 2000 hp, #42	6/30/61	NYC #8031	
C-420 2000 hp, #44	6/65	SEABOARD #112	Assigned to A&M
C-420 2000 hp, #46	6/65	SEABOARD #113	Assigned to A&M
C-420 2000 hp, #48	8/65	SEABOARD #126	Assigned to A&M
C-420 2000 hp, #52	12/65	L&HR #23	Assigned to A&M
C-420 2000 hp, #54	12/65	L&HR #24	Assigned to A&M
C-420 2000 hp, #56	8/67	MONON #507	Assigned to A&M
C-420 2000 hp, #58	8/67	MONON #514	Used for parts
GP-40 3000 hp, #60	10/67	CONRAIL #3083	Probably will be returned
GP-40 3000 hp, #62	10/68	CONRAIL #3165	Probably will be returned

GENERAL RAIL NEWS

KCS NEWS - Remember the rumors a year or two ago about the Kansas City Southern having bought passenger cars, etc? Well its true, they did. They bought five cars that were slated for rebuilding to provide management with a fleet of cars for Directors Specials, etc. On January 4, 1982 the KCS bought Amtrak sleepers #2350 "Regal Dome" and #2352 "Regal Isle". KCS's mechanical forces renumbered them KCS 23 (Regal Dome) and KCS 24 (Regal Isle).

Later, the KCS bought from Auto Train two ex-UP dome coaches and one dome diner, numbers unavailable at this time. At that time, it was believed the KCS would take the three domes and make two good ones (presumably the diner and coach). Also, they were considering making one good sleeper out of the two they bought.

After these cars were bought, business started to fall off and nothing has ever been done to them. My source tells me they are in Kansas City, out of sight and out of mind. What will happen to them is anyone's guess.

KCS DeQUEEN STATION TO BE DEMOLISHED - According to Phil Moseley, the KCS will soon demolish the DeQueen station. Plans are underway in the not-too-distant future to tear down the old brick depot at DeQueen, Arkansas. The station was built in 1914 and has fallen on hard times of late. A fire left a huge burned out hole on the roof above the old baggage room and the roof in the office and old waiting room leaks terribly when it rains.

Plans are to tear the depot down and construct a new building in the yard just north of the present station. As we all know, the use of DeQueen as a terminal will end sometime as early as April 1987 when the train and engine crews will run through to Heavener, Oklahoma. At present, there are only two tricks working at DeQueen, one from 7:00 AM until 4:00 PM and the other from 6:00 PM until 2:00 AM. The third trick was discontinued last June.

With all the work being done on the roadbed on the KCS, word has it that very soon the speed limit will be raised on the main line from the present 40 MPH to 49 MPH (fifth district between DeQueen and Shreveport), 49 MPH from Heavener to Mena and 35 MPH from Mena to DeQueen.

A derailment at M.P. 441 on the Friday after Thanksgiving left 18 cars on No. 91 (Welsh coal) in the woods. Cause was a broken rail.

Also according to Phil Moseley, the KCS has issued a new rule book, with the advent of Direct Train Control and some other rule changes. It went into effect November 15, 1986. A new timetable will be printed soon after the first of the year. It will be System Timetable No. 4.

KCS SCRAPS EQUIPMENT - According to Bill Bailey, the George T. Cook Co. has a scrapper at Deramus Yards in Shreveport, Louisiana. M. W. Baggage cars 15, 20 and 27 are to be scrapped as are locomotives #4126, 4200, 4204, 4206-08, 4212, 4225-26, 4228, 4229, 4301-02 and 4312.

The following locomotives are also being cut up now and in early 1987: 76C (KCS Class F-7, 1500 hp built by EMD in 1951), 4061, 4125, 4152-53, 4155-58, 4163, 4209-10, 4125, 4219, 4224, 4227, 4303, 4306, 4310-11 and 4315.

Older railroad diesels are fast disappearing from America these days. Some we have taken for granted and now the junk dealers are scrapping them at a high rate, according to Bill.

Like the vanishing depot, steam locomotives, cabooses, the images are fading away. Ten years from now, historical people will be asking why one in its class was not preserved. In the 1980s, many items of railroading from the past are in our visions and the older units still in existence may soon be a memory.

ROCK ISLAND #96146 USED AS UNDERGROUND HOME! - A couple at Newark, Texas is using two rail passenger cars as their home placed under the ground. One car is former RI 96146. The Rock Island Technical Society and David Briggs found that the 96146 was a former 83-foot First Class coach, Rock Island #2907, built by Pullman in 1928. It had an oval roof. The other coach the couple is using as a home has not been identified. (THE MIXED TRAIN)

WANT TO RECYCLE OLD CALENDARS? According to the November edition of THE MIXED TRAIN, here are the years with the same date arrangement as 1987: 1981/1970/1959/1953/1942/1931/1925/1914/1903.

"FAST TRACKS" (UP) ARE GIVING TRUCKERS A FAST RUN FOR THEIR MONEY - Introduced June 2, 1986, these new trains are taking 75 to 90 trailers and containers off the highways daily between Portland and Seattle. Customers who deliver trailers or containers to UP ramps in either Portland or Seattle by 8 PM Monday through Friday will be able to pick them up at the other city no later than 7 AM the next morning. The inauguration of Union Pacific's Fast Tracks followed the signing of a reduced crew agreement between the company and representatives of three operating unions.

As the truckers began losing business, they made two downward price adjustments within the first 30 days and have followed with additional price cuts since then. When UP started the Fast Track trains, truckers were asking \$360 between the two seaports. Currently, they are quoting less than \$300. UP responded with price cuts of their own.

On several occasions, trains have exceeded their normal 25-car consist and have run with 40 or more cars. Each train of 25 cars or less operates with an engineer and a conductor. Trains pulling more than 25 cars add a brakeman. (INFO MAGAZINE, December 1986)

MRS. KLUSSMANN DIES - The Cable Cars of San Francisco would be non-existent today if it were not for the work of Mrs. Friedel Klussmann. She began a campaign in 1947 to save the cable cars when the city was preparing to scrap them. Mrs. Klussmann died in San Francisco on October 22 at the age of 90. (RAILTRAVEL NEWS)

CASE RE-OPENED - The Southern Pacific-Santa Fe merger case was re-opened on December 9 (at least, that was when the petition to re-open the case was filed with the ICC). It was pointed out that support for re-opening the case was on record from shipper organizations and 1,700 individual shippers, the governors of 10 states and the U.S. Departments of Transportation, Defense and Agriculture. SPSF's recent agreements between the D&RGW and UP railroad may help in getting an eventual approval of the merger. (SP UPDATE)

SOUTHERN PACIFIC TO CUT 3,800 JOBS - Santa Fe-Southern Pacific Corporation said November 20 that it will restructure its railroad operations. This includes plans to eliminate unprofitable lines and facilities as well as equipment and to reduce employment levels. If the merger is approved, additional restructuring costs will be recorded at that time. These programs will be carried out over a period of several years.

Santa Fe expects to sell or abandon about 3,100 miles of track, including line segments and yards, for a charge of \$103 million, and dispose of about 7,900 freight cars and 200 locomotives for a charge of \$44 million. In addition, it is anticipated that approximately 4,100 Santa Fe employees will be separated or relocated, resulting in a charge (savings) of \$166 million.

The Southern Pacific anticipates selling or abandoning about 3,100 miles of track for a charge of \$273 million, and disposing of about 9,800 freight cars and nearly 400 locomotives at a charge of \$120 million. About 3,800 SP employees are expected to be separated or relocated, resulting in a savings of \$208 million.

Both railroads have early retirement programs under way and a significant number of employees are expected to be separated in 1986, but the exact number is unknown at this time.

According to a couple of Cotton Belt workers in Pine Bluff, "We don't really know what to expect here," one said. "We try to hope for the best, but things are uncertain all over, and we figure some of us might have to kiss our jobs goodbye." (SP UPDATE and PINE BLUFF NEWS)

THE BROWNSVILLE CONNECTION - Southern Pacific on November 18 initiated direct interchange service with the Mexican National Railroad at Matamoros, Mexico, from Brownsville, Texas. The new interchange, which follows a six-year legal battle with Missouri Pacific/Union Pacific, is linked to an improved rail schedule from Brownsville to SP destinations across its 14-state system. (SP UPDATE)

SHORT LINE WARNING - "I am worried that some rail carriers may sell valuable rail lines to smaller carriers simply to lower labor costs." So said Rep. Edward R. Madigan in a statement printed in the "Congressional Record" on the last day of the 99th Congress. "The number of line sales, some of which approach a thousand miles, has caused concern," he said. "The next Congress must be watchful that a program designed to preserve rail service is not converted into one to disrupt or avoid labor contracts." (LABOR NEWSPAPER)

RAILROAD EMPLOYMENT DOWN - In mid-August, according to the ICC, Class I railroads (such as UP, SP, BN, etc) had 278,329 people working for them. Over the year from August 1985-August 1986 the decline was 26,997 or nearly 9%. Looking at the anticipated Santa Fe and Southern Pacific job losses, 1987 seems surely to go down even farther in railroad employment.

HISTORY LESSON - The first railroad in America was built in 1830 from Charleston to Hamburg, South Carolina. The first passenger train, called the "Best Friend", made its initial trip in 1831. Newspaper records of this trip said: "The passengers flew on wings of the wind, annihilating space and leaving all the world behind at the fantastic speed of 15 MPH.

FIRST LOSS EVER FOR SANTA FE-SOUTHERN PACIFIC CORPORATION - SFSP Corporation announced November 20 the company will post its first ever net loss in 1986. That's because SFSP will record a fourth quarter pretax charge to earnings of about \$914 million related to the restructuring of the railroad operations. Of the \$914 loss, \$313 million relates to Santa Fe and \$601 million relates to Southern Pacific. (SP UPDATE)

SPECIAL SOUTHERN PACIFIC INSPECTION TRAIN DECEMBER 3 - DECEMBER 17 - This special train ran from Oakland, California to East St. Louis through Texas and Arkansas. Parts of the trip the equipment was tied onto Amtrak trains, like #12 and #2. As for our part of the world, on December 5 the special separated from Amtrak #2 (SUNSET LIMITED) and became DHQ at San Antonio, Texas. It left San Antonio at 7:00 AM; Arrived Corsicana, Texas at 12:50 PM; Left Corsicana at 1:00 PM; Arrived Pine Bluff 8:30 PM.

The night of December 5, the train spent the night at Pine Bluff, where the equipment was washed and fueled and lined up in the following manner;

Rear car SP 150 - "Sunset"
SP 140 - "Stanford"
SP 141 - "Oakland"
SP 292 - Sleeper
SP 295 - power car
SP 3201 - Rear locomotive
SP 3207 - Forward locomotive

On December 6, the train left Pine Bluff at 8:00 AM and arrived in St. Louis at 4:00 PM. On the return trip, the train was in Pine Bluff on Tuesday, December 9 around noon where a tour of the Pine Bluff yard was on the schedule. Everything should have returned to Oakland by December 17.

STAMP COLLECTORS ANYONE? - Of interest to any of you who might have an interest in stamp collecting, the Canadian Postal Service has issued again this year a first day cover honoring Canadian locomotives. There are four stamps and you can order these first day covers in all four stamps issues. This is the third year that Canada has issued stamps commemorating locomotives. For more information, contact the Canada Post Corpn, Philatelic Division, National Philatelic Centre, Antigonish, Nova Scotia, Canada B2G 2R8. (Thanks to Phil Moseley for this information)

UNION PACIFIC CARLOADINGS UP - Through late November, UP hauled 2.94 million carloads of goods, an increase of 4 percent from 1985's totals for the same time period (nine months). Three commodity groups - coal, chemicals and intermodal freight (FAK) accounted for more than half the carloadings. In fact, double stacks and other contract business contributed to a 23 percent increase in carloadings. (INFO MAG., December 1986)

LITTLE ROCK IMPROVEMENTS - According to INFO MAGAZINE, a new six-track industry yard was completed in November, 1986 at the former Rock Island Biddle Yard in Little Rock. This new facility provides space to expedite switching of cars to and from local industry.

PASSENGER TRAINS TO ASPEN, COLORADO? - Roaring Fork Railroad Company is promoting a proposed Aspen passenger train service. The proposed Roaring Fork RR Co. train's route would start at Denver's Stapleton Airport and run via the Union Pacific and D&RGW to Aspen. Aspen last saw railroad passenger service in 1949. Since then, seven miles of Rio Grande track have been removed, and the right-of-way made into a biking and hiking trail. Aspen and Pitken County voters should have voted on a referendum late in October deciding the future of the right-of-way. If approved, the company could rebuild the tracks on the old D&RGW grade between Woody Creek and Aspen. Haven't heard the results of that election yet. (RAIL TRAVEL NEWS)

END OF THE FIRST RAILROAD - America's oldest railroad, the Baltimore & Ohio, will be non-existent by the end of 1986. Owner CSX Corporation has decided to give up the railroad's charter (which will cost it \$3 million per year in tax breaks while allowing CSX to operate more efficiently). The B&O has been in existence since 1827.

SP PASSENGER CARS BOUGHT - Reportedly, Alaska Tours bought the 46 ex-SP double deck commuter cars off the Peninsula run at a cost of \$16,000 each. They will use them on the west coast to carry Alaska boat tour patrons. (RAIL TRAVEL NEWS)

NEWS updated through December 19 - mailed (hopefully) December 24, but this mailing date could slip due to the bustle of the season.

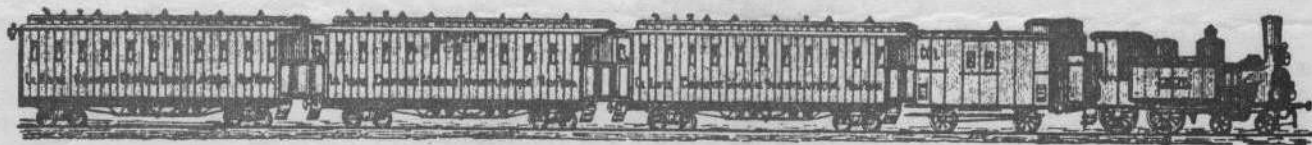
NEW RAILROAD AT AUSTIN, TEXAS

by: James R. Fair

On August 18, 1986, the City of Austin announced the purchase of 163 miles of rail line from the Southern Pacific Transportation Company. The line runs from Giddings westward through Austin and on to the community of Llano, with a 6.2 mile branch from Fairland to Marble Falls. The \$9.4 million purchase price was funded largely by a Federal grant, with participation by the Capital Metropolitan Transportation Authority, which anticipates that some of the trackage in the Austin area will eventually serve also for a rapid transit system.

The Southern Pacific vacated the premises quickly, leaving behind trackage and facilities badly needing maintenance and a general face-lifting. To continue serving the rail customers along the line, the Austin Railroad Company was chartered and is now operating as The Austin and Northwestern Railroad. Operating management is by Railtex, Inc. of San Antonio, which firm also operates the San Diego and Imperial Valley in California (using some trackage jointly with the San Diego trolley system). Heading up the Austin operation are two former SP employees, Dennis Kling, General Manager, and Harland "Mac" Irvin, Director of Special Projects. Motive power has been leased from the Katy and arrangements have been made with an outside contractor for maintenance and repairs of equipment and facilities. Two-person train crews are being used.

The A&NW has taken on the name of the originally-chartered narrow gauge line that was built west from Austin to move quarried granite blocks and other minerals needed for the construction industry (including the pink granite for the Texas state capitol building). From Austin west, the line embraces much of scenic interest in the hill country, with sharp curves, grades up to 1.9%, and picturesque trackage under the bluffs of Backbone Ridge. The Austin and Northwestern was chartered in 1881, completed to Burnet (59 miles) in 1882 and ultimately to Marble Falls (another 16.5 miles) in 1889. In 1891 and 1892, it was extended from Fairland (6.2 miles from Marble Falls) on west to Llano, seat of the county having the same name, to serve the shipping interests of ranchers and business establishments. The line was converted from 3 foot to standard gauge in 1891. It was acquired by the Houston and Texas Central in 1901, and a branch line from Burnet to Lampassas was added in 1902. (This 22.6 mile branch was abandoned in 1951).



Today this line to the west of Austin serves several industries that derive their existence from the large quantities of limestone, dolomite, and building marbles that are found in the Texas hill country. The extension from Fairland to Llano has not been used for several years but appears to be in sound condition other than having some original 56 pound rail still in place. There are no trackside facilities left, but some of the bridges on the line are impressive. (The former joint depot at McNeil, where the A&NW crosses the Union Pacific nee Missouri Pacific, has been moved into Austin and serves as a bar/restaurant.)

The line to the east of Austin is part of the old Houston and Texas Central which was built into Austin in 1871 as the city's first rail connection with the outside world. This line provides interchange with the Katy at Elgin and with the Southern Pacific at Giddings. There are few on-line industries for this segment, but Railtex has already developed need for a regular turn, five days a week, between Austin and Giddings, partly interchange traffic and partly crushed stone for the Texas State Highway Department.

The future success of the Austin & Northwestern will depend on the service that can be supplied to new and old customers of the railroad. Railtex has been quite successful in its California venture as well as in a related area, that of leasing hopper cars nationwide for hauling various commodity-type materials. Whether the extension to Llano will survive the scrap merchants is a question; this scenic portion would serve excursion traffic well but may be too remote to justify the investment that would be needed for development. At any rate, railfans should not pass up the opportunity to take a look at this new undertaking of Railtex and the City of Austin.

- END -

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ROCK ISLAND'S FACILITIES AT CAMDEN, ARKANSAS in 1930

Andrew Thompson of P. O. Box 1561, Waldorf, MD 20601 sent me this copy of the Sanford Insurance Co. maps that are on file in the Library of Congress.

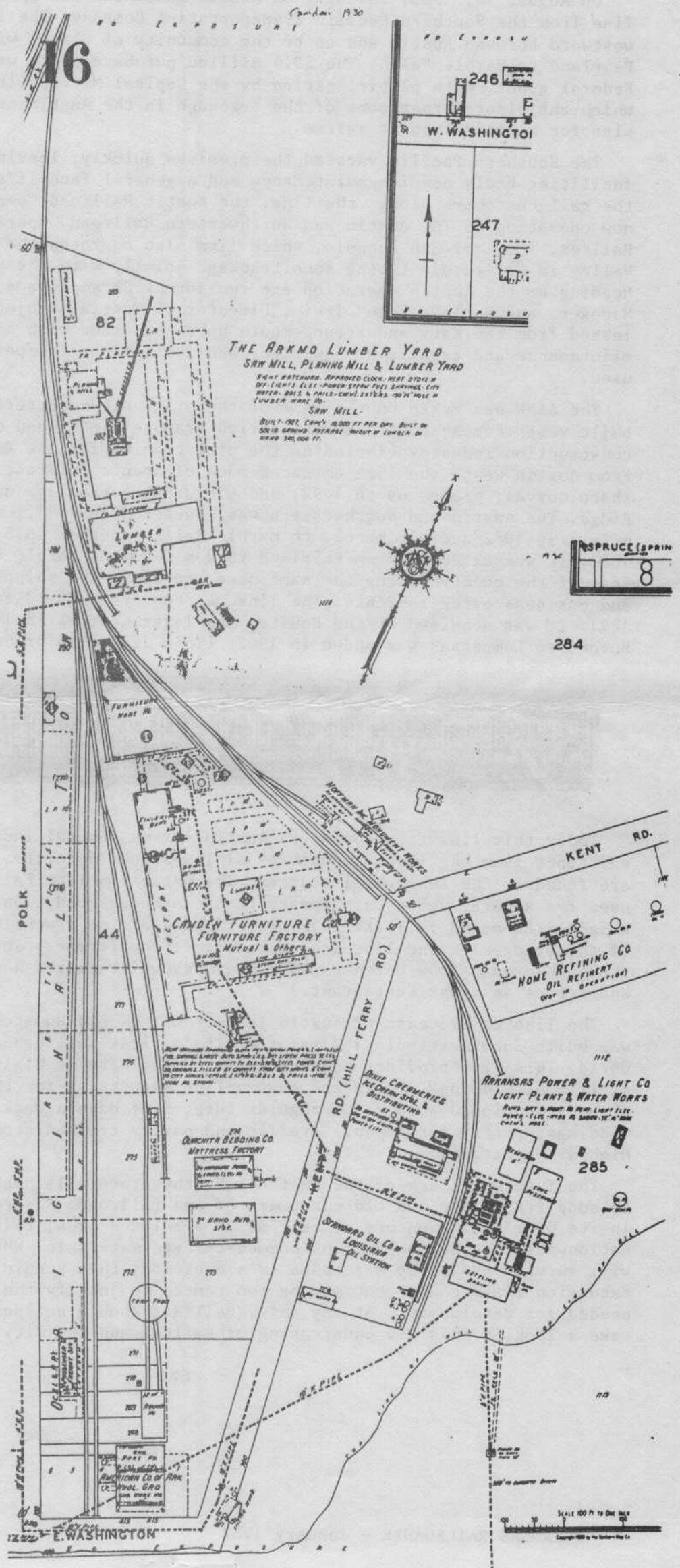
This 1/2 size copy of the Rock Island's facilities in Camden is quite detailed, showing all the buildings. And the originals are color-coded according to type of construction.

Some of the Sanford maps, like this one, have detailed track layouts while others have only fragmented track detail, like Mansfield.

For anyone who is interested in these maps, a set of Arkansas maps are being held by the U of A in Fayetteville, presumably in the special collections area in the basement of Mullins Library.

Mr. Thompson, a member of the Arkansas Railroad Club, is also trying to collect information, photos and maps on the Rock Island and predecessors in Arkansas, Oklahoma, Texas and Louisiana for possible publication. Any information you may have in this regard, his address is in the first paragraph of this page.

He also sent me a copy of a Malvern and Camden Railway Company stock, which I will put in a future RAILROADER.



The following was sent your editor by Bill Pollard:

WIRES FROM THE PAST . . .

TO: Master Mechanic, Biddle

SUBJECT: NYC 154668 loaded with cotton, set out at Brinkley, Arkansas.

On January 18, 1951, Train 994 arrived Brinkley about 4:10am. I was watching train pull by me at station, and noticed smoke coming from car on north side. I was unable to tell if smoke was coming from hot box on south side, or if car was on fire. #994 was double heading this date with engine 2688, and they stopped at water crane to take water on the 2688. I started to rear end of train to tell crew that they either had a hot box or had a car on fire. I met rear brakeman Ward, and coming back we met swing brakeman McKinney. We all went toward head end and found smoke coming out from doors on both sides of car. I told them to back train up and set car out on scale track so the fire department could get to car. I went into depot to tell clerk to call fire department, and he said he was already fixing to call them. Fire truck arrived while they was backing up train to set car NYC 154668 out, and I asked fire chief where he wanted car. Chief said to put car just over crossing in front of Park View hotel, and that was on west end of scale track where easy to place car. Fireman opened door on north side of car after they got water ready to put on fire. The cotton was loaded double deck on ends, and was so tight that it was hard to get bales out. After unloading about six bales, they found top layer on south side on fire. Only about six or seven bales of the cotton was damaged by fire. The fire only scorched side of car about five feet long, and about a foot wide, and two of tin roof sheets got hot but were not damaged. Section foreman and a couple of his men were called, and they and firemen unloaded about 40 bales of this cotton on ground, and left the other bales in car. I understand there was 115 bales in car. Insurance company from Memphis came over today (January 19, 1951) and picked up all bales on ground and finished unloading car, moving all cotton to Memphis by truck.
by Rock Island Agent, Brinkley, Arkansas.

NEWS OF OTHER DAYS

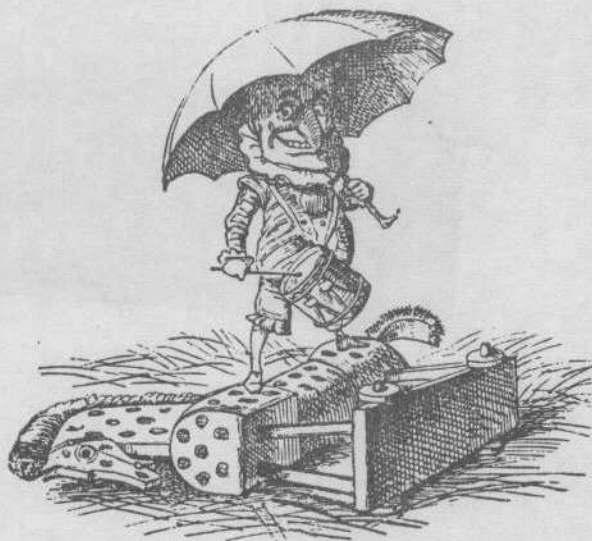
The following is reprinted by permission of the CLEVELAND COUNTY HERALD:

60 Years Ago - November 24, 1926

Finished road Pine Bluff gravel road from here to Bluff City is now complete. Completion of this road gives Rison people and those living at points south of here an uninterrupted gravel road to most of the important points in central, northern and eastern Arkansas and connections with roads going out of state.

"Better Soil" train is coming to Rison, December 11 under direction of Cotton Belt. The exhibits and demonstrations illustrating such subjects as crop rotation, use of legume crops for soil building, fertilizers, the use of livestock, terracing and drainage; in-short, the things which go to make up a conservative, balanced farming system.

During the past week, three men have been arrested here as suspects in connection with a train hold-up and mail robbery and murder of several trainmen October 11, 1923 in Oregon (perhaps the last or near last of the train robberies of the type started by the James gang during the 1870s?)



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Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

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Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!

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