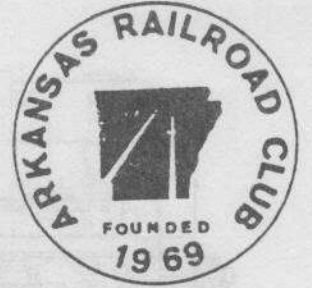




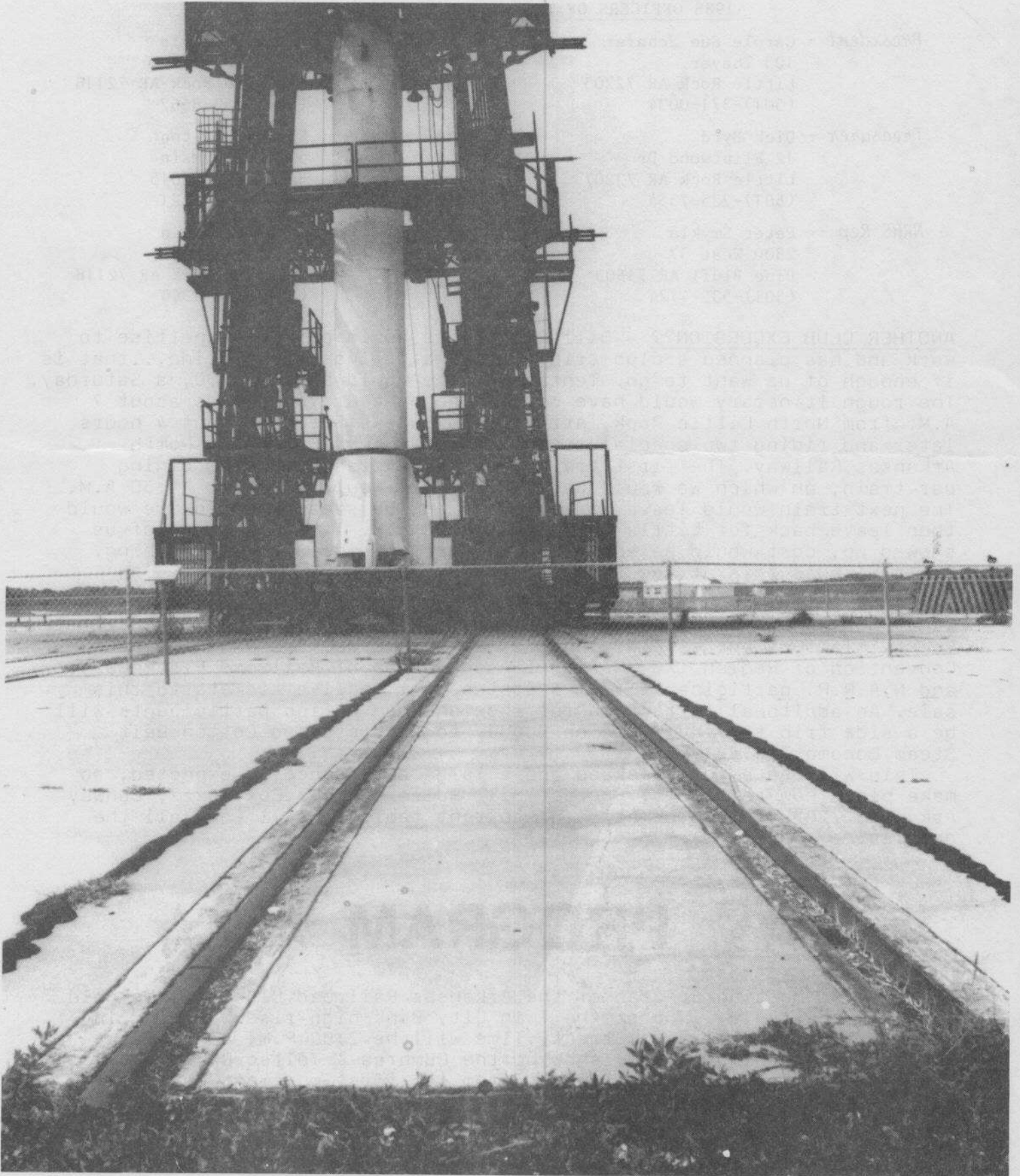
# ARKANSAS RAILROADER



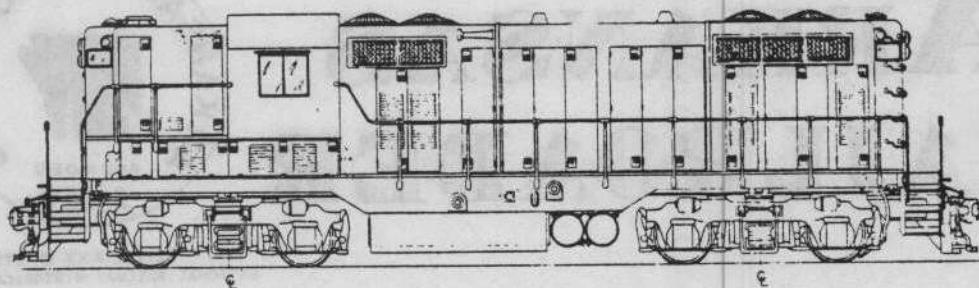
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 1

JANUARY 1988



**ABANDONED TRACKS** - These abandoned tracks at Cape Canaveral, Florida lead to the old actual launch site of the U.S.'s first satellite, "Explorer I". It was launched by a Jupiter "C" rocket on January 31, 1958. (Phototaken July 25, 1987 by Ken Ziegenbein)



## GENERAL NEWS

### CLUB HAPPENINGS - ANNOUNCEMENTS

#### 1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

*President* - Carole Sue Schafer  
103 Thayer  
Little Rock AR 72205  
(501)-371-0034

*Vice-President* - Ralph M. Davis  
107 Utah  
N Little Rock AR 72118  
(501)-753-8662

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

*Secretary* - Polly Hamilton  
522 South Main  
Benton AR 72015  
(501)-778-6221

*NRHS Rep* - Peter Smykla  
2800 West 37  
Pine Bluff AR 71603  
(501)-535-4724

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

ANOTHER CLUB EXCURSION?? - Bill Church has again put his expertise to work and has planned a club trip to Eureka Springs this Spring...that is if enough of us want to go. Tentative date would be APRIL 30, a Saturday. The rough itinerary would have us leaving on a Greyhound Bus about 7 A.M. from North Little Rock, arriving in Eureka Springs about 4 hours later and riding two special trains of the Eureka Springs & North Arkansas Railway. The first train would be a diesel powered dining car train, on which we would eat. This train would leave at 11:30 A.M. The next train would leave at 1:00 P.M. and be steam powered. We would then leave back for Little Rock about 3:00 P.M. If at least 46 of us showed up, cost would be about \$34 per person, including everything. Let's discuss this at the January 10 meeting.

SHOW AND SALE TIME - The 8th Annual Arkansas Railroad Club's Railroadiana Show and Sale will be held Saturday, March 26, 1988 in North Little Rock. This show and sale will be held the same weekend as the Annual Convention of Region IX - National Association of Railroad Passengers, and N.A.R.P. participants from 5 states will receive tickets to this sale. An additional attraction for show and convention participants will be a side trip to Pine Bluff on Sunday to see restored Cotton Belt Steam Locomotive #819.

This will be a full weekend and a large attendance is expected, so make plans now to attend. Contact Bill Pollard, P.O. Box 10222, Conway Arkansas 72032 for information or to rent tables. He'll know all the details.

## ☆☆☆ PROGRAM ☆☆☆

The next meeting/program of the Arkansas Railroad Club will be held Sunday, January 10, 1988 at the Twin City Bank high-rise building in North Little Rock on Main Street. Time will be 2:00 P.M. Gene Hull will give a 45-minute slide show on the Cumbres & Toltec Railroad, showing its growth and development from its first movement to about 6 years later. Should be another great program. Refreshments will be served. Let's get the new year off to a good start and have a good turnout.

## WHERE DID YOU GO FOR THE LOCAL?

by: William Church

In the 1930s when I started my career as a railroad brakeman, very few, if any, trains were being dispatched by C.T.C. on the railroads where I worked. The movement of trains in those days was by timetable and train orders. To supersede timetable meeting points, train orders issued to crews by the train dispatcher through on line telegraphers were used. Sometimes meeting points were fixed by crews using the current timetable when train orders were not used.

Besides being required to have a healthy knowledge of the Book of Rules, a Standard Watch was a necessity. And lacking train orders from the dispatcher, by using the current timetable and a watch, the crew would work its way over the division. Such railroading was as full of "booby-traps" as Fred Harvey had girls working in his eating houses.

By the time I became a Missouri Pacific brakeman in 1941, train order and timetable railroading was old hat to me, which was a good thing for me as many of my runs out of Poplar Bluff, Missouri were to the Illinois coal fields. These runs used a part of the Cotton Belt which at that time was all train orders and timetable operations, and a good working knowledge of that kind of railroading was a necessity.

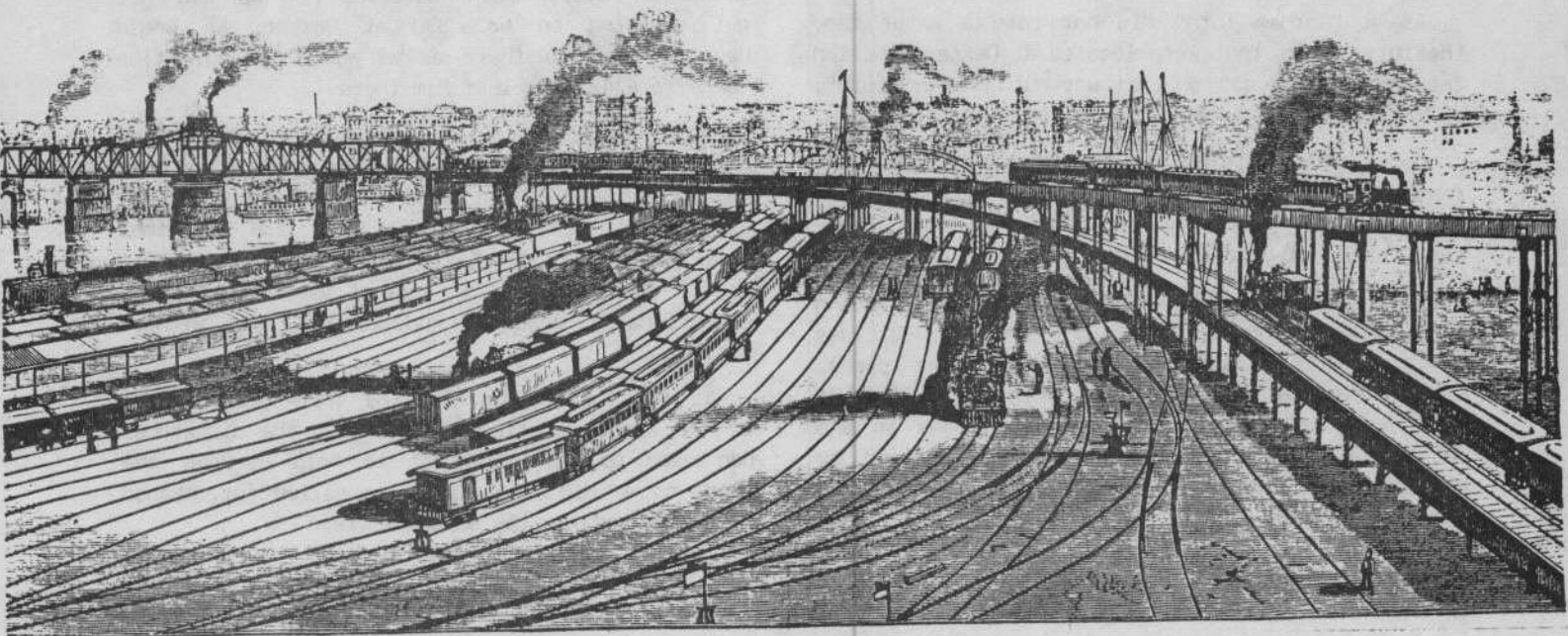
The Missouri Pacific operated a large fleet of coal-fired locomotives, and their supply of coal came from mines located on their Illinois Division. In slack season pool crews running from Dupo-Poplar Bluff-Paragould handled most of the company's coal. But after business increased due to the approach of World War II, these trains could not handle this extra tonnage, so extras were run from Poplar Bluff to Gorham, Illinois, which is on the Chester Sub, to deliver empties for the mines and bring back coal. These turns were manned by men off the extra board and sometimes these extra men would often find themselves working with each other trip after trip.

At the time that one of these "booby-traps" sprung shut on me I had made a half dozen round trips to the coal fields in succession, fourteen to sixteen hours on duty each, with eight to ten hours off. After a while the day of the week

became lost in my mind and time became just day or night. I had been catching the same conductor, "Duffy" Stewart and the same engineer, Jim Hickson, and they, like me, were worked to the point of exhaustion. After a long 15-hour and 50-minute duty trip, with eight hours off, we had been called to go back to Gorham for a load of company coal.

To those who do not understand how a crew could take sixteen hours going one hundred and ten miles, maybe a little description of the Cotton Belt and the MoPac in those days will clear up their minds. Everything between Poplar Bluff and Illmo on both the Cotton Belt and the MoPac was train orders and timetable. A single track line. Double track started at Quarry on the Cotton Belt, six miles south of Illmo and extended through Illmo, over the Mississippi River to Halsey Jct. on the Illinois Division, where a short piece of single track connected more double track on into Gorham. At each end of this single track were long sidings that the MoPac dispatcher used to "salt down" coal drags when he needed to clear his railroad for hot Cotton Belt and MoPac trains.

Although much delay to Gorham turns occurred at Gorham, where the crews made up their trains, or put them away, depending on which direction they were from or going, Gale, Illinois, just across the river from Illmo, contributed to much more. Here while the crew ate their lunch, the engine was serviced and the yard engine tore their train up and put it back together again. Again the dispatcher would stab a "turn" long enough to allow hot trains around it. But the single track below Illmo to Dexter Jct., some forty-seven miles of busy railroad, was a train dispatcher's nightmare.

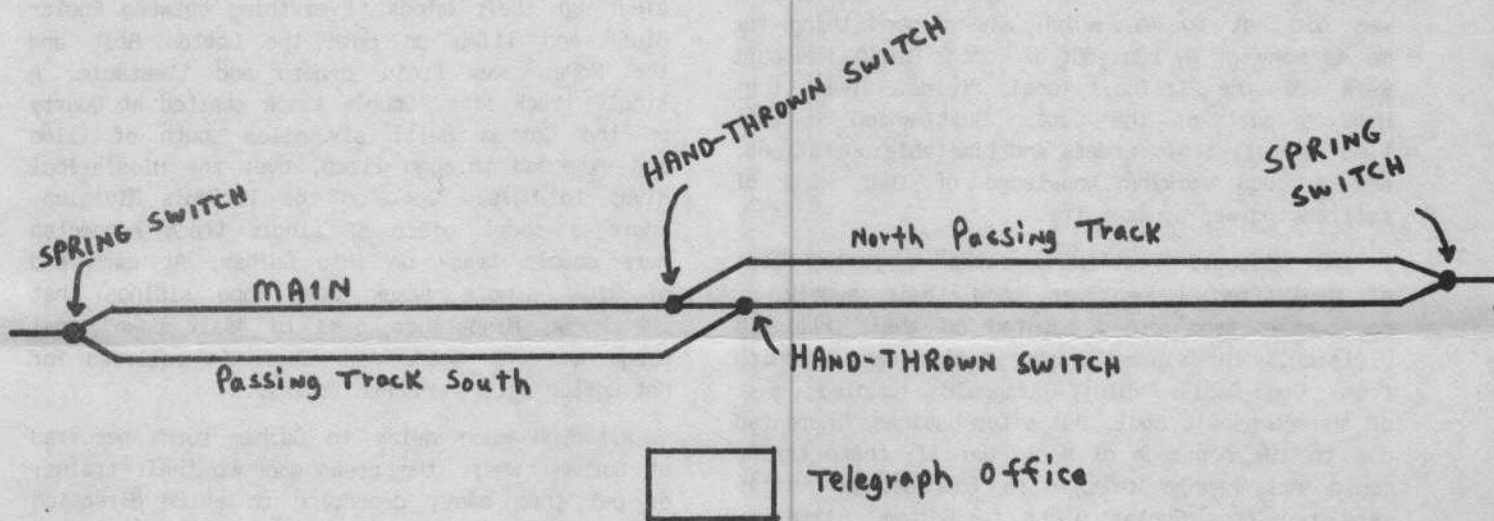


In 1941 the Cotton Belt was the top contender for California traffic, giving the MoPac a run for their money. The Missouri Pacific fed their New Orleans-Memphis-Gulf Coast business over the Cotton Belt to Paragould, while their Texas and California trains were routed via Dexter Junction, Poplar Bluff and Little Rock. With the MoPac's sixteen or more trains, and the Cotton Belt's sixteen or more, with three of those being first class trains (the "Blue Streak" No. 3 was carded a first class train), someone had to give way. A Gorham turn did not have a chance on that piece of railroad.

To meet the increase of business that was beginning to flood the Cotton Belt at this time, the section between Illmo and Dexter Jct. had been upgraded by extending two sidings, one at Avert and the other at Randles, making them "Lap Sidings." With a telegraph office located at the middle of the lap, the operator could open and close the switches for trains heading in either the north or south lap, each end had "spring switches" that allowed a train to leave without handling a switch.

By the time we cleared the Cotton Belt main at the south end of Dexter Junction, twenty-six miles from Poplar Bluff, all we could think about was getting a hot meal and a good bed. Our Missouri Division timetable told us if all of the northbounds out of Poplar Bluff had cleared Dexter Junction, we would only have one train to meet, No. 890, a daily except Sunday Mixed Train, a second class train running north and superior to any southbound extra or second class train. So, regardless how we were carded out of Dexter Junction, unless we got something on No. 890, we would have to clear his schedule.

After cutting away from the train we ran down to the tank at the Junction. While Jim oiled around, the fireman cleaned his fire and Duffy and the hind man looked the train over, I went over to the telegraph office to receive our running orders to the Bluff. The orders we received were simple. One was a running order, we were to run extra from Dexter Junction to Poplar Bluff, the other was a check of the register of all overdue trains at the Junction, but we received nothing on No. 890 that was soon to



"LAP SIDING" - Cotton Belt, 1941

Located between "Lap Sidings" were three passing tracks, Ordeola, Mesler and Delta, where drag freights were salted down until the road was clear for them.

As a "Gorham Turn" did not rate a water car, the three tanks that were located at Dexter Junction, Zeta and Delta got a good workout from a "turn", as train delays made it unwise to run a tank.

Coupling all of these facts together, the reader should get a clear picture of why a "Gorham Turn" was a candidate for the "hog law" every time it was called.

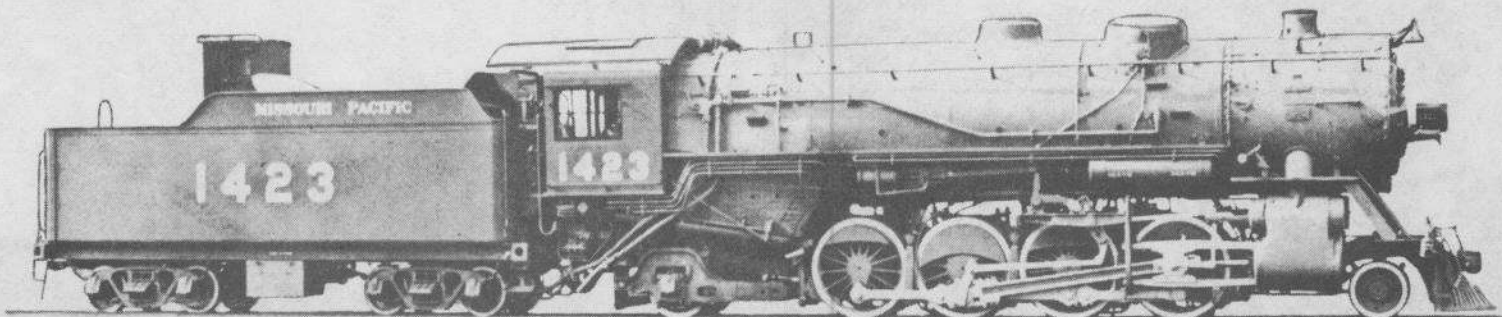
The time this story happened, we were going south with a hunk of coal, all a MoPac MK Class 2-8-2 could handle (see photo on next page). We met everything on the timetable and some that were not, stopped at every tank and was in and out of all the passing tracks, plus delayed by several hot journals. In short, we were having one helluva trip.

be due out of Poplar Bluff.

While our big "Mike" was pumping off the brakes on the train, Jim and Duffy talked the situation over, both agreeing if we did not get anything on No. 890 at Dexter, we would have to head in there as we would not have time to go to Ajax and clear him there.

To reach Dexter on the MoPac from the Cotton Belt at Dexter Junction, Crowley's Ridge had to be crossed on a mile of serpentine track, a hard pull for a heavy coal drag that sometimes called for a train to double the hill. But Jim was a good man on an engine and today he was exceptionally good...he pulled the hill without a slip.

At the top of the hill the train order signal at the Dexter station was "CLEAR", the dispatcher had made up his mind not to help us over the road, so we did what the rules called for, headed in and waited for the superior train.



Missouri Pacific freight locomotive 1423, a Mikado Type 2-8-2, built in 1921 by American Locomotive Company. These Mikados were coal burners, had 63" drivers, steam pressure of 200 pounds, tractive power of 62,950 pounds, were 81 feet, 2 inches long and weighed 252,030 pounds. (Missouri Pacific photo)

Once more we were where we had been all night and doing the same thing, waiting for trains and making overtime. Back along the train I could see Duffy and the rear man coming over to the engine. As I was inspecting my half of the train, I stopped and waited for them to catch up with me and we all three walked over together.

Now Duffy loved overtime and this was right up his alley, especially since it was on the dispatcher. Duffy was in second heaven. After exchanging a few words with our engineer just how stupid the first trick dispatcher was by sticking us here, he took out on the craft of brakemen then the firemen and the railroad in general. Duffy was really enjoying himself this morning. But Duffy's joy was short lived!

Off in the distance came the pealing of church bells, the sextants calling the faithful to Sunday worship.



"What day of the week is it?", Jim asked Duffy.

"Sunday," Duffy replied. All of the joy went out of Duffy's voice.

"Gosh all mighty," the rear man said to Duffy. "No. 890 does not run on Sunday."

"Church," Duffy stormed at me, "get that stupid look off of your face and line us out of here."



Before Duffy's words were caught on the air, Jim started the coal drag and thundered out of town, me running ahead for the switch. We were now racing the "hog law" to Poplar Bluff.

After the train was yarded in Poplar Bluff I met conductor Stewart at the dispatcher's office where he was finishing up the reports for the trip.

Roy Baker, the day chief, stuck his head into the conductor's room and hailed Duffy, "What's your delay at Dexter?"

"Hot box," growled Duffy.

Baker seemed satisfied with Duffy's answer and went back to his desk and Duffy gave me a smile and whispered to me, "what he don't know won't hurt him." Duffy was as pleased with his cover-up as a boy with a new toy.

But Duffy's joy was cut short. Trainmaster Jim Gregg, who had been in the office all of the time, spoke up.

"Duffy, where did you go for the local?"

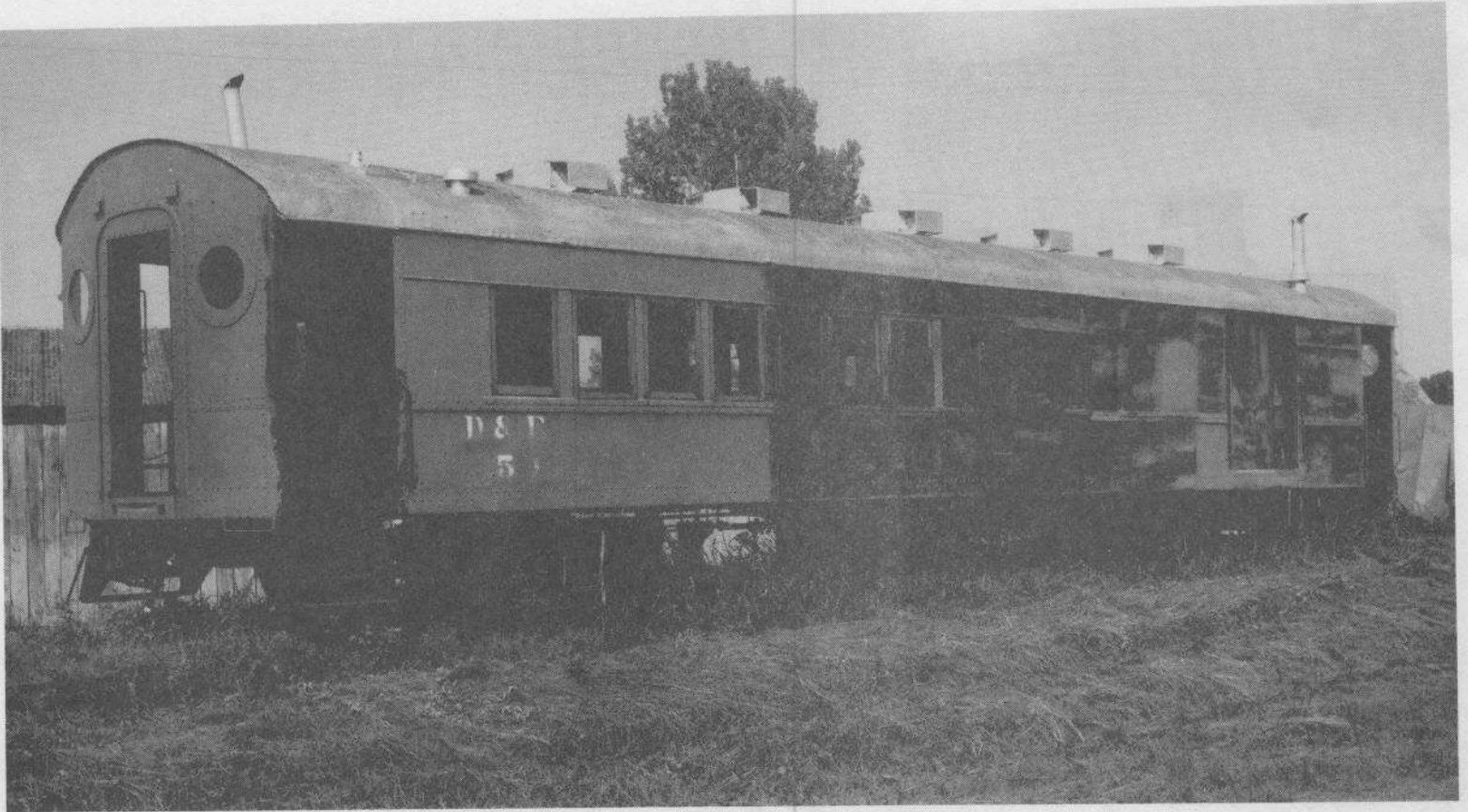
(From my book: "My Love Affair With The Blue and Gold.")

#### THE LOCAL

How I love to watch the local  
as she winds around the hill.  
In the sunshine of the morning,  
When the autumn air is still.  
And the smoke like loosened tresses,  
float along above her back.  
And you listen to the choo-ka,  
Choo-ka of the stack.

Oh, how I miss the music  
of the whistle and the bell.  
The breathing of the air pumps,  
more than anyone can tell.  
Pleasant railroad recollections,  
seems to try to call me back,  
When I listen to the choo-ka  
Choo-ka---choo-ka of a stack.

ANONYMOUS



**ABOVE** - DeQueen & Eastern combine #51, date and local unknown (Earle Saunders photo). **LEFT THREE** - David Briggs found this car sitting in the grass at the entrance to DeQueen Industrial Park on US 70 west of DeQueen on August 2, 1985. He was told by the D&E that this car was purchased by them in April 1957 for use in their "golden spike" ceremonies and was sold to their company engineer in October of that year, who later sold it to its present owner.

The second window in the coach section was converted to a bay window with the inside converted to a conductor's desk, thus making this a baggage-coach-caboose.

The "D&E 51" can still be seen printed on the side, even after years of sitting in the elements. The porthole end windows and roof style verify this as an ex-Long Island car.

The Ft. Polk-Clairborne Military Railroad had two such cars on its roster, which leads Mr. Briggs to speculate that D&E #51 may be ex C-PMRR, ex-LIRR. (Left three David Briggs photos)

# \$ \$ DUES \$ \$

**1988 DUES ARE DUE** - They are still only \$10 a year for Arkansas residents and \$7.50 for out-of-state. Make checks out to the "Arkansas Railroad Club" and mail your check to Dick Byrd, 12 Flintwood Drive, Little Rock AR 72207. Dues are due January 1st of each year.

**GOOD MUSEUM** - During a recent trip to Texas, your editor had the pleasure of visiting the Center for Transportation and Commerce Museum in Galveston. While the rolling stock there is enjoyable to see (there was an Illinois Central RPO there with mail slots for many towns in Arkansas in it including Crossett, Wynne, Texarkana, etc), the hit of the museum as far as I was concerned was the refurbished Santa Fe Depot. Inside were full-size statues of people sitting on original benches. You could pick up phones at various places and listen to conversations of these "people" talk, just like being there in the golden days of passenger train travel. Background announcements and noises really made it feel like you were back in time. We also had dinner in a refurbished diner, one of which was a rare parlor-observation-diner used formerly on the "Sam Houston Zephyr". Its a great place to visit.



**819 NEWS** - Concerning the article in the December 1987 RAILROADER about the Cotton Belt Rail Historical Society's newly acquired "CONCHO" - the car belongs to John Singleton of Texarkana, AR-TX. He owned the car since acquiring it from Amtrak in 1981. He has been a member of the Arkansas Railroad Club for a few years and was a partner with Bill Eldridge of Hogtrain on the Santa Fe 500 in 1984-1985.

"CONCHO" is a Pullman car built in 1940. Mr. Singleton says the 819 group hopes to have the car ready by Spring of 1988. A diagram of the "CONCHO" is printed on the next page.

Otherwise, there is no new news regarding the 819 or its museum. Visitors are always welcome.

## SEEMS LIKE ONLY YESTERDAY

by: Gene Hull

(The Missouri Pacific actually encouraged passenger travel as late as 1958!)

9 May 1958  
**Excursion Trips Demand Good, MoPac Reports**

Missouri Pacific Lines is having a hard time keeping up with the demand for the sight-seeing excursion trips it originated a week ago as a one-train experiment.

Mo Pac brought another trainload of 1,160 school students, teachers, parents, and interested townspeople to Little Rock for the afternoon yesterday from Fort Smith, Van Buren and other points along the line to Morrilton. Two trains made the trip last week.

The demand still is great enough to require a fourth train, which is scheduled for next week. This one will originate at Van Buren and will have 18 coaches.

The trips are a real bargain. Prices are \$6.50 for adults and \$4 for children, and they include round-trip fare, food on the train both ways, chartered bus tours of points of interest in Little Rock including a tour of the Capitol, the Zoo and the Territorial Restoration.

The tours originally were planned only for school children, and were intended to stimulate interest in train travel.

J. B. Reynolds, the Mo Pac general passenger agent at St. Louis, and H. R. Castman, assistant agent at Little Rock, said the railroad was trying now to fill the demand on the Fort Smith-Little Rock line. Later the railroad might consider similar trips from other points in the state served by Mo Pac, they said.

The group brought to Little Rock by the third train yesterday made the total who have taken the trip so far more than 2,800.

## FROM THE PAST

by: Lynn Gaines

The "Arkansas Gazette" of December 15, 1895 reported that the previous day a group had filed incorporation papers with the secretary of state's office as Home Builders Association of Arkansas, capital \$25,000.

Officers listed were James Murphey, president; A. Kimbell, C.A. Lacey, H. Thane, Joe DeMarks and J.S. Johnson, directors.

The proposed railroad was to be named "Chickasauaba, Luxora & Gilmore Railway Co." to go from Chickasauaba Mississippi County, Arkansas to run 12½ miles (Chickasauaba we would know as Blytheville). Capital stock proposed for the new line was \$100,000. Reported incorporators were: John B. Driver, L.W. Gosnell, J.H. Borum, B.A. Bugg, R.W. Henley and Thomas G. Brewer.

("ARKANSAS RAIL NEWS" begins on page 10)

The diagram below is of the "CONCHO" owned by John Singleton of Texarkana and leased to the Cotton Belt Rail Historical Society (see previous page):

### AMTRAK EQUIPMENT PLAN AND SPECIFICATION DATA FOR CAR

CAR TYPE: DORMITORY BAR-LOUNGE

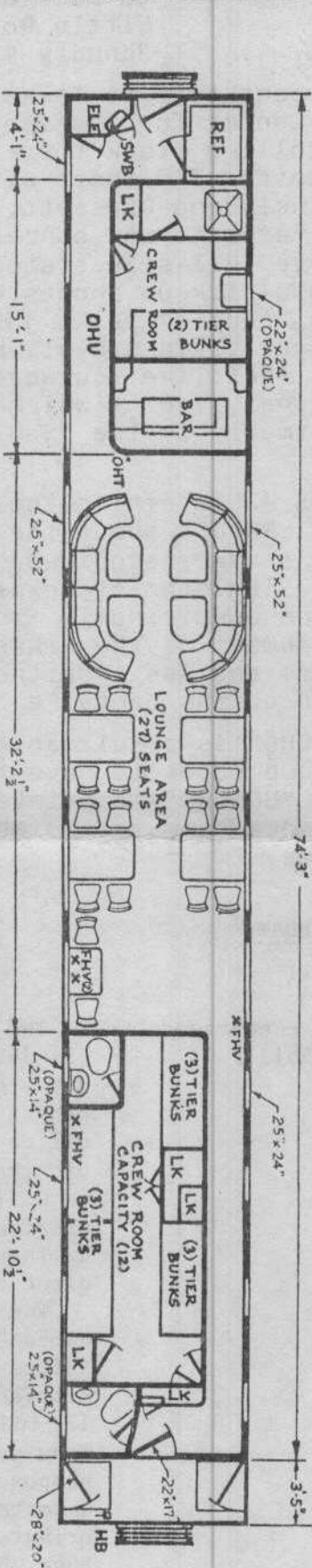
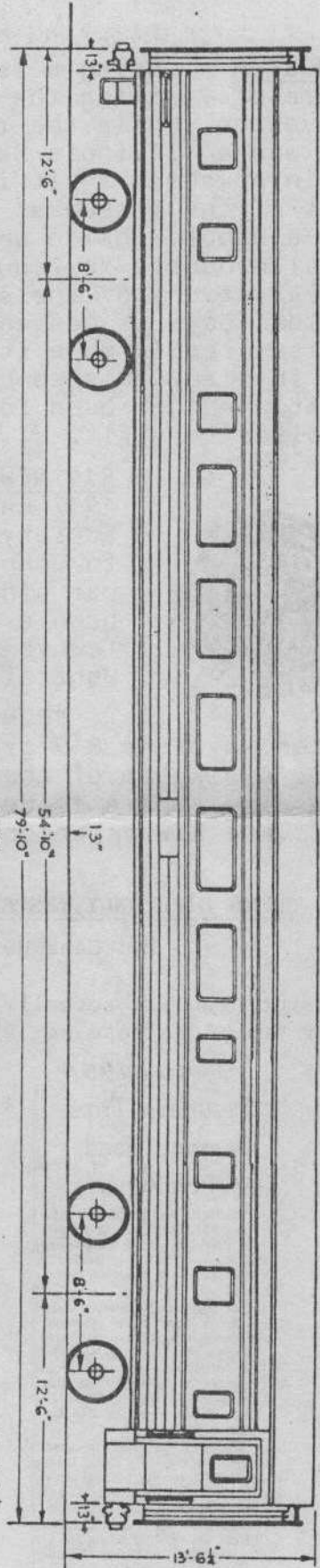
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2700 FORMER: SFE 1378

WT.: A END:

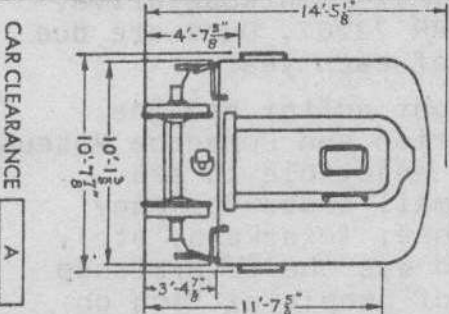
TOTAL WT.: 105,200

WT.: B END:



**SPECIFICATION DATA**

BUILDER: PSCM	DATE: 1960	FOR: SFE	PLAN:	DRAFT GEAR TYPE & No.:	MIR 4 XL	YOKES:	AC TYPE:	SE	MOD No.:	5
LOT: 6600	BODY CONSTRUCTION: CS	NON REVENUE CAPACITY: 128/271S	REVENUE CAPACITY: NONE	COMPUTER CARRIER:	COMPUTER: H	OTHER:	COMP ( )	MOD No.	STEP START MOD No.	
CAR LOADED C. G.:	REBUILD DATE & TYPE:	TRUCKS: SUSPENSION TYPE: ISH	CLASS:	ELECTRICAL SYSTEM - TYPE:	BELT	OTHER:	COND. PUMP ( )	MOD No.	O.H. UNIT ( )	MOD No.
WHEEL DIA.: 36"	JOURNAL SIZE: 6" x 11"	BEARING TYPE:	ADAPTER TYPE:	BATTERY MOD. No.:	OTHER:	CAPY: 1175 AH	REFRIGERATION CONTROL:	NONE	CONDENSERS ( )	
BOLSTER SPRINGS No.:	AIR <input type="checkbox"/> RUBBER <input type="checkbox"/> OTHER:	EQUALIZER SPRING No.:	EQUALIZER TYPE: DBL	GENERATOR: S	VOLTS MOD. No.:	CAPY: 15 K.W.	COMPRESSORS ( )		CONDENSERS ( )	
SHOCKS: VERT. <input type="checkbox"/> No.: H	WEIGHT: A END: 9 END:	LAT. <input type="checkbox"/> No.:	BRACKETS: TYPE: TB	LIGHTING: AC FLUOR <input type="checkbox"/> AC INC. <input type="checkbox"/> DC FLUOR <input type="checkbox"/> DC INC. <input checked="" type="checkbox"/>	TRAILLINE RECEIVER: 480	27 FT. <input type="checkbox"/> OTHER <input checked="" type="checkbox"/>	WATER SYSTEM TYPE:	APMS	TANK CAPY.:	600 GAL
HEATING & A.C. TEMPERATURE CONTROL: 3025	STEAM TRAINLINE SIZE: 2-1/2"	CONDUIT SIZE: 2-1/2"	CONTROL VALVE TYPE: D-22	QUICK SERVICE: NONE	REGULATORS: HEAT - TYPE & No.:	945 968	WASHSTANDS: 3-VC	HOPPER TYPE:	VC	OTHER:
RELAY VALVE TYPE: F	HAND BRAKE TYPE: NT 800 L	CYLINDER SIZE: 17" 141	ANTI-SLIDE TYPE: NONE	SLACK ADJ. TYPE & No.:	HOT WATER - MOD No.:		COOLER MOD. No.:			
SHOE TYPE & No.:	CI									



CAR CLEARANCE  A

**AMTRAK** EQUIPMENT DIAGRAM CAR No. 3381



Oct. 1936



Frisco meals are delicious whether served in air-conditioned dining cars or on a tray at chair car passengers' seats—"the meals with budget appeal"

Between

KANSAS CITY, MEMPHIS  
BIRMINGHAM and the  
SOUTHEAST . . .

### Kansas City—Florida Special

—for more than a third of a century the first choice of a discriminating Florida patronage . . . leaves Kansas City in the evening for Memphis, Birmingham, Atlanta and other principal points in the Southeast.



### The Sunnyland

—companion of the Kansas City—Florida Special, leaves Kansas City in the morning; a delightful trip thru the picturesque Ozarks of Missouri and Arkansas . . . evening arrival in Memphis; Birmingham the following morning . . .



Comfort is the keynote on the Frisco—wide, roomy, adjustable seats in the chair car . . . luxurious appointments in the lounge car . . . Both the "Kansas City-Florida Special" and "The Sunnyland" are completely air-conditioned.

Thanks to Jim Bennett for the above ad.

*Study as if you were to live forever; live as if you were to die tomorrow.*

Edmond of Abingdon

The following piece was sent in by Eakles Hille. It is from an old RAILROAD MAGAZINE (July 1953, P 117):

Mr. Nichols, train rules examiner on a western railroad, did not want railroad slang used on his part of the system. He insisted on technical accuracy in identifying objects. If you referred to a train-order semaphore as a 'board' or a block signal or a siding as a 'passing track,' he was sure to correct you, frequently following it up with an anecdote to drive home his point.

But, he also urged his classes to use common sense and good judgement, and not argue over petty technicalities. He often told about the time a train was tied up with an order to meet an opposing train that had been delayed by an engine failure. Naturally, the dispatcher began figuring out some way to move them, but there was no means of communication at the blind siding where the meet was in effect.

At length the dispatcher contacted the operator at a small station, a few miles from the delayed trains, and asked: "Is there anybody around who can take a helping order down to Extra 520 north at Clemson?"

"Just a minute," came the reply. "Will go see."

Pretty soon he came back.

"There's a colored fellow here on a gray mule goin' down that way."

So the dispatcher put out an order annulling the meet and addressed it to "Extra 520 north, care of Negro on a gray mule."

A mile or so down the road, the bearer of this order met another Negro riding a big black mule. They discussed the relative merits of their mounts and finally swapped them. Then the first man resumed his journey to Clemson. Reaching the delayed train, he delivered the order to the engineer. But the train did not move. The conductor bustled up to the head end and asked the engineer why he did not get started.

"Heck, man," the latter answered. "I ain't a-goin' on no improper order."

The conductor read the order again. "Ain't a tarnal thing wrong with it. What do you mean, improper?"

"Look at that address, mister! It says, 'care of Negro on a gray mule.' That there mule was as black as the ace of spades."

by: Hugh Else

#### ARKANSAS RAIL NEWS

DARDANELLE & RUSSELLVILLE RAILROAD SOLD - According to George Jones of Pottsville, Arkansas, the D&R Railroad was sold the week of December 8 to the Russellville Industrial Development Committee, who in turn will lease the shortline to the East Camden & Highland RR of East Camden. The D&R has a long history in Arkansas and was most recently owned by the Richmond Tank Car Company of Houston, Texas. It suffered a big loss of business when Tasty Bird moved away from Dardanelle a year or so ago.

DIXIE RIVER RAILROAD FLOP - The Dixie River Railroad, which had tried to buy part of the ex-MoPac line from McGehee, Arkansas southward into Louisiana, has apparently folded before any trains ran. Two of their locomotives are stored now at McGehee and two are at Monroe, Louisiana. (Thanks to Peter Smykla and Barton Jennings)

GRADE CROSSING SAFETY SPEECH CONTEST - (North Little Rock) - The Arkansas Operation Lifesaver Committee is sponsoring a speech contest for Arkansas high school juniors and seniors. The top prize is \$1,000. Interested students are asked to prepare and present in their school a speech entitled "Practicing Safety at the Crossing," dealing with railroad grade crossing safety. Glenn Toler, chairman of the Arkansas Lifesaver Committee said, "This worthwhile project could well result in the saving of lives, especially those in the high risk category -- teenage drivers. (Four teenagers were killed November 29 when hit by a Union Pacific freight at a southwest Little Rock crossing). Toler is manager of public safety for the UP at North Little Rock.

MOPAC #2522 - (Paris) - Missouri Pacific #2522 in a city park in Paris, Arkansas has a unique history. According to Bill Herbert of Baton Rouge,

old 2522 was made in 1898 in Patterson, New Jersey by the Cooke Locomotive and Machine Company for the Missouri Pacific Railroad. MoPac sold it to the Fort Smith, Subiaco and Rock Island Railroad in 1940 for \$1800. It was abandoned on a back lot in Paris in 1949 when coal mining had come to an end. The 63-ton, black iron horse with its 20-ton tender was no longer needed. It was sold to a salvage company, but was rescued at the last hour.

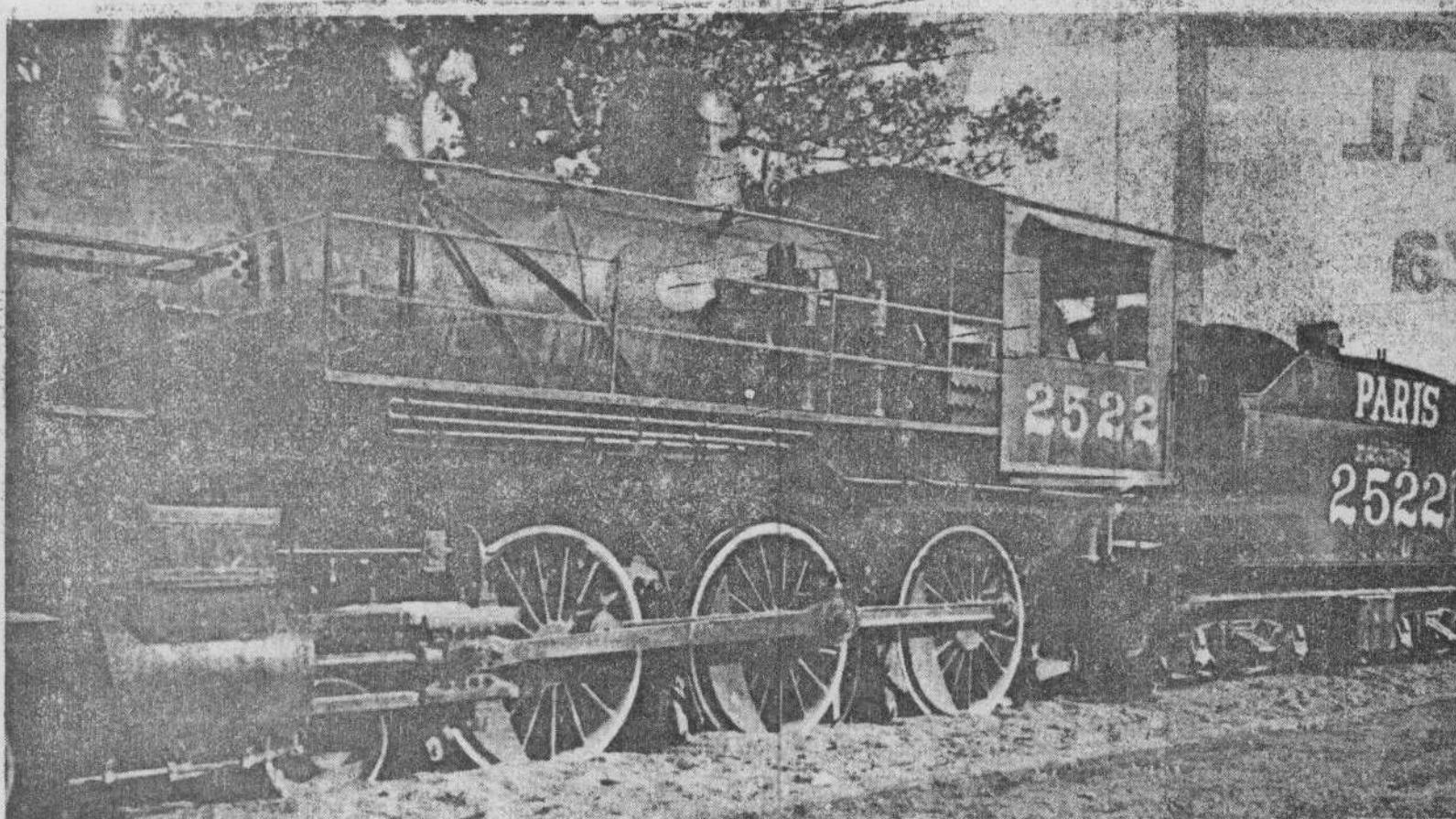
In 1962, Paris negotiated for the engine and tender. Van Pennington, then mayor, says that Byron Shirley who was moving gas drilling rigs at the time, was paid a thousand dollars to move the engine to the city park. Clyde Rodgers, now 92, who had once operated the engine, set a track at the park.

According to Herbert this is probably the last 100 percent Missouri Pacific steam engine in existence. The railroad historian pointed out that train engines are important because they are an enduring, tangible representation of a vast, historical transportation system. They played a big role in the development of most towns in the second half of the 19th century and the first half of the 20th.

The historical society's records reveal that locomotive 2522 is the type dubbed 10-wheelers. These 4-6-0's were used nearly to World War II. Casey Jones rode to fame on a Rogers-built 10-wheeler on the Illinois Central about 1900.

Richard Norris and Sons steamed up the first U.S. built 10-wheeler in 1847. Known as the Chesapeake, it was built for the Philadelphia and Reading Railroad. Within 82 years, over 17,000 10-wheelers were built and used in the U.S. The 2500 series started in 1898 with engines built by Rodgers for the Iron Mountain's use. That was the year in which another railroad, the Little Rock-Fort Smith Railroad in Logan County, carried its first train through south Logan County.

Before its abandonment in 1949, old 2522 had become familiar with tracks from Fort Smith to Ola via Dardanelle. Roy Scott of Ola operated 2522 part of the time. A timetable of 1908 showed the stations on "Arkansas Central Railroad Company": Fort Smith, A.C. Junction, Carnall, Barling, Central City, Lavaca, Ursula, Charleston, Branch, Ratcliff, Short Mountain, Paris. (PARIS EXPRESS/PROGRESS, November 12, 1987, Garvin Green)



Old Engine 2522 at Paris City Park.

**ANNUAL RAILROAD MUSEUM MEETING HELD** - (Harrison) - The Missouri and Arkansas Railroad Museum, Inc. held the first annual meeting since relocating to Harrison from Beaver on October 31. The meeting was held in the Chamber of Commerce building, which was designed to resemble the old M&NA depot. The museum will be permanently housed in the high school building that was constructed in 1912 at Central and Cherry Streets. The museum is a joint effort of the Mo & Ark Railroad Museum and the Boone County Historical Society. Anyone interested in M&NA history or the history of Boone County and would like to assist in any way should contact Marilyn Kirby at 741-9872 or write P.O. Box 1094, Harrison, AR 72601. Individuals with any item or picture they feel would be suited for the museum are urged to contact the Historical Society. Monthly meetings of the society are on the first Friday of each month. (BOONE COUNTY HEADLIGHT, November 19)

**SOUVENIRS AVAILABLE** - (Augusta) - A souvenir of the Augusta Railroad, called the world's shortest railroad, is being offered. A number of spikes were saved when railing was removed on Locust Street this fall and they were mounted on an attractive wooden block. Attached is a plaque reading "Augusta Railroad 1877-1958." A book of the railway's history is also included in the \$15 price. Orders for the souvenirs are being taken. Contact the Augusta Chamber of Commerce or the AUGUSTA ADVOCATE office. (AUGUSTA ADVOCATE, November 19, 1987)

**AMTRAK BUDGET** - (Little Rock) - According to Bill Pollard, Amtrak has said a minimum of \$576 million subsidy is needed to run both a national rail passenger system and the Northeast Corridor. This would mean bare-bones existence. Ridership for July showed the tri-weekly "Eagle" which comes thorough Arkansas with 557.5 passenger miles per train-mile - the highest for any train in the national system. Passenger miles per train-mile is a measurement of how many passengers a train averages for each mile on its route. (ARKANSAS DEMOCRAT, November 21, Randy Tardy)

**ELDERLY COUPLE KILLED BY TRAIN** - (Texarkana) - Ted and Mae Bates (81 and 80 years old) had made the 12-mile trip from their home to Lowell Street Baptist Church about three times a week since they became members in 1976. But they did not make it to Sunday morning services November 15. The Bates, of rural Texarkana, Texas, were killed then their car was struck by a Union Pacific train at a crossing on Hoot Plant Road. The mile-long train, which was traveling about 60 MPH, was heading into Texarkana when the Bateses apparently attempted to cross the tracks at 9:27 A.M. The collision split the Bateses' 1980 Ford at the front windshield and the car's back portion was carried about 2,900 feet before the train could stop. Signal lights were flashing at the crossing, state police said.

Their loss saddened church members at Sunday morning services. To quote the pastor of the Baptist church: "They never missed unless they went out of town. They had health problems, but they were still able to drive and they were pretty active. Everyone that knew them liked them. It was just time for the Bateses' to go to a better place." (TEXARKANA GAZETTE, November 16)

**PIPELINE SUITE SETTLED** - The Union Pacific and CNW Railroad say their lawsuits involving the once-proposed slurry pipeline between Wyoming and Arkansas/Texas/Midwest have been settled. The ones filing the suits were Investors in Energy Transportation Systems and AP&L. Terms were not available.

**MASSIVE DERAILMENT** - (Pine Bluff) - Seventeen hours after his wrecker collided with a grain train, the body of Ronald D. Lusby of Pine Bluff was pulled from the wreckage. Lusby was killed when he apparently drove his Kenwood diesel wrecker in front of an oncoming Union Pacific train about 10:15 P.M. November 23 on Weyerhaeuser Road near Pine Bluff. Thirty-one of the 79 cars in the train derailed, along with the three locomotives. Tons of wheat were spilled. (ARKANSAS DEMOCRAT, November 26, Thomas Sissom)

## GENERAL RAIL NEWS

**SANTA FE CHANGES** - The Santa Fe Railroad announced a major three-year restructuring plan in early December that will eliminate several operating divisions. Under the plan the number of divisions will be reduced from 11 to 6 with headquarters to be in Kansas City, Dallas/Ft Worth, Newton, Albuquerque, Winslow and Los Angeles. Most locomotive rebuilding and heavy repairs will be done in San Bernardino while three other locomotive facilities at Barstow, Kansas City and Cleburne, Texas will be used for light repairs and will be called locomotive inspection repair and maintenance terminals. (SP UPDATE)

**REREGULATION?** - A subcommittee of the U.S. House of Representatives approved a bill that would amend the Staggers Act of 1980 (which de-regulated the railroads). Any attempt to re-regulate has been opposed by the Association of American Railroads as well as the National Industrial Transportation League, a shipper organization. Seems the only people wanting to have a partial re-regulation are the gas and coal shippers, who claim the railroads are monopolizing their rates. Know we know where the payoff money is, don't we?

**UP-MKT PURCHASE** - The ICC held oral arguments December 1 on U.P.'s proposed purchase of the Missouri-Kansas-Texas Railroad. A decision in this case is expected in 1988. (SP UPDATE)

**SPIKE DRIVING MAN EARNS WORLD RECORD TITLE** - (Utah) - Union Pacific Roadmaster Dale C. Jones of Lehi, Utah won a spot in the Fall 1987 Guinness Book of Record by driving six spikes in only 26.4 seconds, a record time. Mr. Jones did this deed in August 1984, but it took this long to get published in the Book of Records. (UP INFO MAGAZINE)

**VALENTINE DIES** - He was called Kid Thomas Valentine and for most of this century he was well known as a great jazz trumpet player. The Kid, as he was known, died at 91 last summer. As it turns out, he once worked for Southern Pacific during the 20s and 30s as a laborer at SP's old locomotive shop in Algiers, Louisiana. (SP UPDATE)

**NEWS** updated through December 13 - projected mailing date December 18. Deadline for the February RAILROADER is January 15.

The clipping to the right was apparently sent to the PINE BLUFF COMMERCIAL but this copy was from the Oct. 6, 1987 NORTHWEST ARK MORNING NEWS of Rogers.

Its subject matter is the now-gone Third Avenue Cotton Belt tracks through Pine Bluff and I think it is interesting reading.



## Pine Bluff's Lifeline

Editor, The Commercial:

With the change-over of Cotton Belt trains to Fourth Avenue, the Cotton Belt has already removed the rails from Third Avenue. To many native Pine Bluffians, and more particularly Cotton Belt families, this ushers in a new era quite similar to a period in Biblical history identified with the name "Ichabod" - 'thy glory hath departed.' For years, trains operating on Third Avenue were literally "Pine Bluff." In fact, before World War II the Cotton Belt was Pine Bluff's chief employer; however, with the coming of the Pine Bluff Arsenal in the early forties and later, the paper mills, this all changed.

THE TRAINS on Third Avenue were a source of mixed emotion through the years; some of it agitation and aggravation due to delays caused by trains, some due to the rough crossings, and others were simply that trains just got in the way. But there are fond memories of the rails and the trains on Third Avenue. One I recall most vividly when the railroad loaned the engineers, firemen and their families a complete train which was parked across the street and adjacent to what was then Rosenzweig's Department Store at Third and Main Streets. Families and friends would stock the train with all the goodies for a picnic and the day's outing - you know, drinks, ice, cakes, pies in fact, the works. We were given

a couple of baggage cars and several chair cars and the train was operated by a volunteer crew. We were taken to a point on Saline River known then as "Pool" unloaded, the train was taken to Fordyce where it was turned, returned to Pool and placed on the siding for our return trip to Pine Bluff at our convenience. This was the 'good old days.'

THEN LATER, the Cotton Belt discontinued use of the joint depot on Fourth Avenue, began operating passenger trains along Third Avenue where a section of the old Freight office was converted into a lovely waiting room. It was good to see these passenger trains now operating on Third Avenue.

On another occasion when a renown Pine Bluffian Harvey C. Couch died and his body returned to Pine Bluff on a special train, this train, too, was parked on Third Avenue near Rosenzweig's. There are no doubt many other fond memories of the rails, the trains, and Third Avenue. But now, they are no more; they have all been completely removed - only the crossings remain, and they will probably be paved over. But the memories linger, and will so long as many of us shall live - we will never forget the beauty of the trains on Third Avenue.

A.W. Upchurch Jr.  
Pine Bluff

## MORE ON CASEY JONES - BRAVE ENGINEER

by: Wilson Powell

William and Pauline Coker of Cave City, Arkansas have in their possession a copy of the railroad general superintendent's report on the Mississippi accident which claimed the life of engineer John Luther "Casey" Jones on April 30, 1900.

Superintendent A. W. Sullivan's report indicates that the total cost of the wreck was \$3,323.75, including \$32 paid to four individuals for personal injuries. Included in the personal injury settlements were two postal clerks who were awarded \$1 each.

According to the report, Jones began his railroad career as a fireman in March of 1888, working for the Illinois Central. He was promoted to engineer in 1890 and had maintained a satisfactory record until the time when he was assigned to passenger train No. 1, engine No. 382, for the run between Memphis and Canton in the Water Valley District.

He had been on the run for about 60 days and had been specifically warned against "reckless running" and to be on the lookout for signals at all times.

In the end he ran past a flagman at a high rate of speed, failed to hear the explosion of "torpedoes" which had been placed on the track to warn that another train was blocking the route and failed to sound his whistle although he was coming into a station. The report concluded that "Jones was solely responsible for the collision" in which he was killed.

Nevertheless, he became an immediate folk hero, thanks to the famous song "Casey Jones." W. K. McNeil, folklorist at the Ozark Folk Center said that many have wondered about the song and how it came about. Sheet music, with words attributed to T. Lawrence Seibert and music to Eddie Newton, was copyrighted April 7, 1909.

McNeil's research has indicated that there has been much discussion about the possibility that Newton and Seibert merely copyrighted a song already in oral tradition and that the real author was an engine-wiper employed at the station in Mammoth Spring, Arkansas.

The folklorist concludes that it is probably impossible by now to determine exactly who the original author-composer might have been.

(The above story was taken from the October 26, 1987 edition of the BATESVILLE GUARD newspaper of Batesville, Arkansas)

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## COURTIN', SPARKIN' ON THE RAILROAD

by: Seth Thompson, WALDRON NEWS, November 12, 1987)

There was a scene that used to be enacted in Waldron, Arkansas every Sunday in fair weather from the time the railroad was built until a few years after World War I. It was the sight of courting, or sparking, couples walking slowly along the railroad tracks, with either the boy or girl carrying a "Kodak".

The courters or sparkers would proceed slowly along the railroad tracks, going either a mile or so west toward Hon or east toward the Y, the place where the train turned around to head back to Heavener. It was a game to see how far you could walk on a rail without falling off. The girls wearing the new-fangled high-heeled shoes could hardly stay on the rails and the boys would have to hold their hands to steady them. (Oh, boy!)

But the big social event for young and old on Sundays was gathering at the old depot to watch the All-Walk-and-Push (Arkansas Western) come in from Heavener. The courting couples would time their jaunts so as to be back at the station to join the crowd.

The excitement would be high-pitched when the train's whistle sounded about a mile up the track and the first plume of white smoke would be seen. It was fortunate that the train's arrival was timed so that the church hours and maybe Sunday dinners would be over. Perhaps some of the couples had been to church and maybe even had dinner together - at the girl's house, of course.

So, the train's coming would be a glorious climax to a day of social togetherness which quite often led to weddings.

With the seeming rash of grade crossing fatal accidents in Arkansas over the past couple of months (see "Arkansas Rail News"), I thought the following Letter to the Editor to the Conway LOG CABIN DEMOCRAT on August 6, 1987 seems appropriate. It was written by a newly licensed teenage driver:



### Watch railroad crossings

From D. C. Poole,  
Guy:

As a railroad buff and a newly licensed driver, accidents at railroad crossings concern me a lot. During the past several months, there have been several accidents in the Conway area alone. No wonder then, that Conway has one of, if not the largest number of accidents at crossings in the state.

For several years Missouri Pacific and the other major railroads have tried to stop these needless tragedies. To me, it seems idiotic that with as much money the railroad puts out on PR and other efforts, the accidents continue. Statistics show that a great number of all grade crossing accidents are caused by drivers who drive around, or deliberately ignore, drop-arms and other signals. These are people who are often either too impatient or too stupid to wait a few minutes for freight trains to pass.

While some say that signaling devices should be more visible and modern, it is up to the drivers to stop and heed the signals. For those who think its worth it to risk killing themselves just to save a few minutes, let me add a few other facts. For example, a heavily loaded freight train traveling at a high rate of speed such as 60 mph requires a distance of up to a mile to come to a complete stop, and anything the train hits will be dragged down the tracks for the same distance. Also, the train will hit the car with the same force as the same car hitting a tin can.

I know this letter won't stop all crossing accidents, but I do hope it will make readers think a little bit more about stopping when the gates come down.

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### JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$9.00 additional per year (total payment for Arkansas residents \$19.00).

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

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

(NOTE: This address for dues only)

WELCOME ABOARD!!!

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor  
905 Valerie Drive  
North Little Rock, AR 72118

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

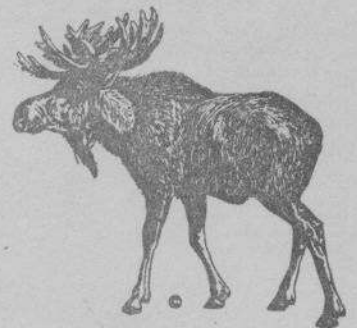
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The publication is mailed to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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