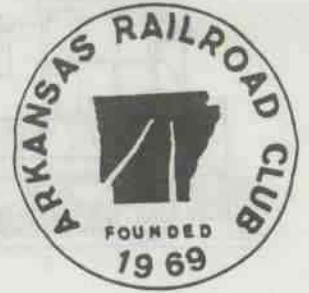




ARKANSAS RAILROADER



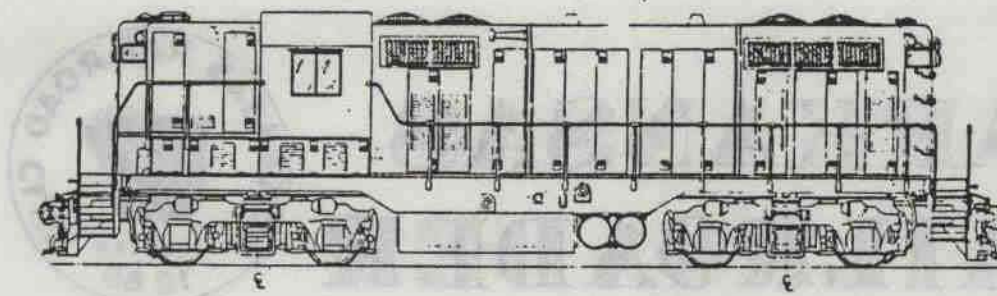
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 1

JANUARY 1989



LOUISIANA & NORTH WEST RR running south just out of McNeil, Arkansas in August of 1988. The L&NW still has a few F7As with #44 leading this particular freight. Most of the time the F7As will be trailing units, but on this day, #44 was in the lead due to GP-7 #52 not having a working horn. Photo by Robin Thomas.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Fred Fillers
28891 Bandy Road
Little Rock AR 72211
(501)-821-2026

Vice-President - Matt Ritchie
111 Tenkiller
Sherwood AR 72116
(501)-834-4449

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

Board - Bill Bailey
8318 Reymere Drive
Little Rock AR 72207

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

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

Board - Dusty Rhodes
P.O. Box 852
Fordyce AR 71742

Board - Randy Tardy
226 Englewood Road
Little Rock AR 72207

Board Tres - Polly Hamilton
522 South Main
Benton AR 72015

DUES ARE DUE - This is the time of year to pay your annual Arkansas Railroad Club dues. They remain only \$10 per year payable by January 1st. Make your checks out to the "ARKANSAS RAILROAD CLUB" and mail to our Treasurer Dick Byrd, 12 Flintwood Drive, Little Rock AR 72207. If you would like to join the National Railway Historical Society at the same time, send in an additional \$12 (the NRHS Bulletins have been great lately with lots of pictures across the country). **REMEMBER**, these dues are by far the main source of income for the club and keeps the "ARKANSAS RAILROADER" coming each month.

Out of state dues are still \$7.50 (95% of which goes to cover the costs of putting out the "RAILROADER"). THANKS for your promptness!

☆☆☆ PROGRAM ☆☆☆

The January 1989 meeting and program of the Arkansas Railroad Club will be held Sunday, January 8 at the Twin City Bank Building on Main Street in North Little Rock at 2 PM. Our VP Matt Ritchie will give the program consisting of videos of the SLSW 819's trip to Tyler, Texas and some shots of the Eureka Springs & North Arkansas RR. Lets start the year off with a great turnout.

UNION PACIFIC/MISSOURI PACIFIC'S ORIGINAL CHARTER RAILROADS IN ARKANSAS

The following is a listing of Missouri Pacific System Lines showing the original charter railroads in Arkansas, where to and from, mileage and the year built. Thanks to Barton Jennings for furnishing this list. The Union Pacific put together this list back in 1984 and Barton says that it is very accurate.

STATE OF ARKANSAS

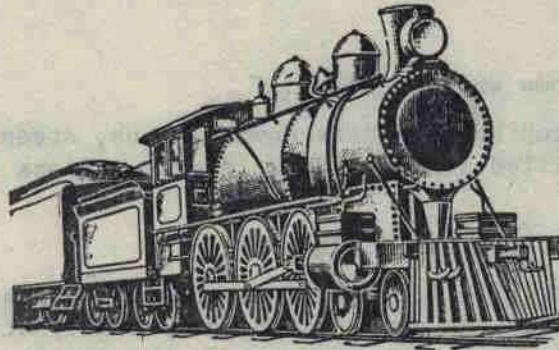
| <u>RAILROAD</u> | <u>FROM.....TO</u> | <u>MILEAGE</u> | <u>YEAR BUILT</u> |
|-----------------|---|----------------|-------------------|
| MO&RR RR | CHICOT TO ARKANSAS CITY TO COLLINS | 27.57 | 1870 |
| LRPB&NO | PINE BLUFF TO VARNER TO CHICOT | 64.74 | 1870 |
| LR&FS RR | NORTH LITTLE ROCK MP 343.6 TO PRESTON MP 367.51 | 24.09 | 1870 |
| LR&FS RR | PRESTON MP 367.51 TO LONDON MP 425.48 | 57.97 | 1871 |
| LR&FS RR | LONDON MP 425.48 TO KNOXVILLE MP 433.6 | 8.12 | 1872 |
| AC RWY | HELENA TO MARVELL | 25.00 | 1872 |
| AC RWY | MARVELL TO CLARENDON | 22.57 | 1873 |
| | NOTE: The AC RWY was constructed from Helena west for 25.00 miles as 3' gauge, changed to 3'6" in 1873. Remainder of line to Clarendon was built as 3'6" gauge and entire line changed back to 3' gauge in 1883. The line was completely standard gauged in 1887. | | |
| LR&FS RR | KNOXVILLE MP 433.6 to CLARKSVILLE MP 444.4 | 10.47 | 1873 |
| C&F OF ARK | MO. - AR. STATE LINE TO TEXARKANA | 304.99 | 1873 |
| | NOTE: The C&F of Arkansas was originally built as 5' gauge except 60 miles from Russell to Argenta, built as 4'8½" gauge and later changed to 5'; a car hoist was used at Texarkana to change trucks on cars going through to standard gauge T&P Rwy. C&F Rwy of Ark. gauge made standard on 6-28-1879. | | |
| LR&FS RWY | OZARK MP 463.23 TO CLARKSVILLE MP 444.4 | 23.27 | 1877 |
| LR&FS RWY | SL-SF CONN. MP 504.4 TO FT SMITH DEPOT MP 508.0 | 4.16 | 1879 |
| LR&FS RWY | VAN BUREN MP 498.17 TO OZARK MP 463.23 | 34.94 | 1879 |
| LRMR&T RWY | VARNER TO HALLEY | 39.18 | 1879 |
| LRMR&T RWY | TRIPPE JCT. TO ARKANSAS CITY | 7.82 | 1879 |
| LRMR&T RWY | COLLINS TO WARREN | 31.43 | 1879 |
| W&H RWY | HOPE TO WASHINGTON (Line built as Tramway with wooden rails on 3' gauge, relaid with iron in 1880, made standard gauge in 1882) | 9.32 | 1879 |
| LRMR&T RWY | PINE BLUFF TO LITTLE ROCK | 43.11 | 1880 |
| IM&H RR | HELENA TO MARIANNA (Line built as 3'6" gauge, changed to standard in 1881) | 25.00 | 1880 |
| LR&FS RWY | OUITA BRANCH | 0.42 | 1880 |
| LR&FS RWY | WARDS (2.47 mi W of Morrilton) to Zeb | 1.25 | 1881 |
| IM&H RR | MARIANNA TO FORREST CITY | 17.90 | 1881 |
| SLIM&S RWY | GURDON TO CAMDEN | 33.65 | 1881 |
| SLIM&S RWY | KNOBEL TO FORREST CITY | 97.24 | 1882 |
| LRMR&T RWY | VARNER TO CUMMINS LANDING | 4.87 | 1883 |
| SLIM&S RWY | DIAZ TO BATESVILLE (Depot Spur) | 27.48 | 1883 |
| A&L RWY | WASHINGTON TO 2.5 MI WEST OF OZAN | 7.99 | 1883 |
| A&L RWY | 2.5 MI WEST OF OZAN TO NASHVILLE | 8.30 | 1884 |
| LRJ RWY | NORTH LITTLE ROCK TO EAST LITTLE ROCK | 0.59 | 1884 |
| CHB OF LR&FS | COAL HILL BRANCH | 2.66 | 1885 |
| SA&IT RR | SMITHTON TO OKOLONA (Line built as 3' gauge, converted to standard gauge in 1891) | 14.16 | 1885 |
| SLIM&S RWY | BATESVILLE TO CUSHMAN | 11.91 | 1886 |

(CHARTER RAILROADS cont.)

| <u>RAILROAD</u> | <u>FROM.....TO</u> | <u>MILEAGE</u> | <u>YEAR BUILT</u> |
|-----------------|--|----------------|-------------------|
| SLIM&S RWY | BALD KNOB TO AUGUSTA | 12.39 | 1886 |
| SLIM&S RWY | AUGUSTA TO MEMPHIS BRIDGE CONN. (SL-SF RWY) | 75.75 | 1887 |
| SLIM&S RWY | FRISCO CONN. TO WEST MEMPHIS | 0.79 | 1887 |
| GCL RR | TEXARKANA TO BOYD | 12.00 | 1887 |
| K&AV RWY | ARK.-INDIAN TERRITORY LINE MP TO VAN BUREN MP 498.17 | 5.17 | 1888 |
| K&AV RWY | FT SMITH DEPOT MP 508.0 TO THE OLD ARK.-INDIAN TERRITORY LINE MP 509.1 | 1.12 | 1889 |
| SLIM&S RWY | OLD ARK.-INDIAN TERRITORY LINE MP 509.1 TO GREENWOOD | 17.63 | 1889 |
| T&S RR | BOYD TO ARK.-LA. STATE LINE | 26.00 | 1889 |
| B&H RR | BRINKLEY TO GLENWOOD (RICH STATION) (built as 3' gauge, made standard gauge in 1899) | 7.94 | 1889 |
| BH&IB RR | GLENWOOD (RICH STATION) TO PINE BLUFF (built as 3' gauge, made standard in 1899) | 15.07 | 1890 |
| HCA&N RWY | MCGEHEE TO ARK.-LA. STATE LINE VIA DERMOTT | 45.89 | 1890 |
| C&A RWY | CAMDEN TO EL DORADO | 32.48 | 1891 |
| LR&FS RWY | EXTENSION TO COAL HILL BRANCH | 2.67 | 1893 |
| SA&IT RR | OKOLONA TO ANTOINE | 6.12 | 1893 |
| SA&IT RR | ANTOINE TO PIKE CITY | 12.73 | 1897 |
| AC RR | ARK. CENT. RR CONN. MP 512.1 TO CHARLESTON MP 532.2 | 20.10 | 1898 |
| MRH&W RWY | HAMBURG TO MONTROSE | 19.33 | 1898 |
| MRH&W RWY | MONTROSE TO LUNA LANDING | 19.36 | 1899 |
| LR&HSW RR | HOT SPRINGS TO CO&G RR CONN. LITTLE ROCK | 53.87 | 1899 |
| PB&W RWY | PINE BLUFF TO DOYLESTOWN | 11.74 | 1899 |
| AC RR | CHARLESTON MP 532.2 TO PARIS MP 553.4 | 21.20 | 1900 |
| PB&W RWY | DOYLESTOWN TO SHERIDAN | 11.30 | 1902 |
| MRH&W RWY | HAMBURG TO CROSSETT | 12.24 | 1903 |
| LR&FS RWY | SPADRA JCT. MP 442.62 TO CLARKSVILLE JCT. MP 435.85 | 6.77 | 1903 |
| MH&L RWY | HALLEY TO ARK.-LA. STATE LINE | 38.15 | 1903 |
| FSS RWY | BELT LINE AROUND FT SMITH | 6.72 | 1903 |
| WR RWY | CUSHMAN BRANCH CONN. TO COTTER | 93.53 | 1903 |
| MV RR | HARTFORD TO ARK.-INDIAN TERRITORY LINE | | 1904 |
| MV RR | EXCELSIOR TO GREENWOOD | | 1904 |
| WR RWY | COTTER TO BERGMAN | 33.68 | 1904 |
| WR RWY | PFEIFFER QUARRY SPUR | 4.79 | 1904 |
| MH&L RWY | MCGEHEE TO WATSON | 20.84 | 1904 |
| E&B RWY | EL DORADO TO ARK.-LA. STATE LINE | 44.09 | 1904 |
| LR&M RWY | FELSENTHAL TO ARK.-LA. STATE LINE | 4.58 | 1904 |
| PB&W RR | SHERIDAN TO BENTON | 21.67 | 1904 |
| MH&L RWY | WATSON TO NEW LATOUR | 60.74 | 1906 |
| WR RWY | BERGMAN TO ARK.-MO. STATE LINE | 20.88 | 1906 |
| SLIM&S RWY | EUDORA TO ARK.-LA. STATE LINE (Gilbert Branch) | 7.89 | 1907 |
| G&FS RR | ANTOINE TO CADDO GAP | 35.11 | 1907 |
| G&FSN RWY | CADDO GAP TO WOMBLE | 5.74 | 1907 |
| GW RWY | HOT SPRINGS TO OAKLAWN RACE TRACK | 1.51 | 1908 |
| MH&L RWY | MARIANNA TO HURLBURT (HULBERT) | 42.90 | 1913 |
| MP RR | NASHVILLE MP 483.24 TO PERKINS MP 490.64 | 7.40 | 1927 |
| MP RR | HOT SPRINGS TO MOUNTAIN PINE | 9.77 | 1927 |
| MP RR | NASHVILLE TO PERKINS | 9.98 | 1956 |

KEY TO RAILROAD NAMES

AC RR - Arkansas Central Railroad; A&L RWY - Arkansas & Louisiana Railway; B&H RR - Brinkley and Helena RR; BH&IB RR - Brinkley, Helena and Indian Bay RR; C&F OF ARK - Cairo & Fulton RR Co. of Arkansas; CHB OF LR&FS - Coal Hill Branch of the Little Rock & Ft Smith Rwy; C&A RWY - Camden & Alexandria Rwy; E&B RWY - El Dorado & Bastrop Rwy; FSS RWY - Ft Smith Suburban Rwy; GCL RWY - Gate City Lumber RR; G&FS RR - Gurdon & Ft Smith RR; G&FSN RWY - Gurdon & Ft Smith Northern Rwy; GW RWY - Garland Western Rwy; HCA&N RWY - Houston, Central Arkansas & Northern Rwy; IM&H RR - Iron Mountain & Helena RR; LRP&ND RR - Little Rock, Pine Bluff & New Orleans RR; LR&FS RR - Little Rock & Ft Smith RR; LRM&T RWY - Little Rock, Mississippi River & Texas Rwy; LRJ RWY - Little Rock Junction Rwy; LR&HSW RR - Little Rock & Hot Springs Western RR; LR&M RWY - Little Rock & Monroe Rwy; MO&RR RR - Mississippi, Ouachita & Red River RR; MRH&W RWY - Mississippi River, Hamburg & Western Rwy; MH&L RWY - Memphis, Helena & Louisiana Rwy; MP RR - Missouri Pacific RR; PB&W RWY - Pine Bluff & Western Rwy; SLIM&S RWY - St. Louis, Iron Mountain & Southern Rwy; SA&IT RR - Southwestern Arkansas & Indian Territory RR; T&S RR - Texarkana & Shreveport RR; W&H RWY - Washington & Hope Rwy; WR RWY - White River Rwy; K&AV RWY - Kansas & Arkansas Valley Rwy.



FARAWAY PLACES CALL IN LONESOME WHISTLE

by: Rosalie Ideker McGinnis

(July 6, 1987 STUTT GART DAILY LEADER)

"Hear that lonesome whistle blow, Coming 'round the bend..."

Is there a sound more poignant, more filled with longing, hope or despair, than the far-off whistle of a locomotive coming down the track - an experience all but lost since the diesel's raucous bleats started assaulting the senses.

When I hear Hank Williams' tear-jerking song, "I'm So Lonesome I Could Cry," it's once again a summer night in Ulm (Arkansas), and I'm in bed upstairs in my cousin's two-story, white frame house, just across the street from the railroad depot.

Awakened by the Cotton Belt approaching from Texarkana, I sit up, prop my elbows on the window sill, feeling a deep thrill as the headlight's beam pierces the darkness. The one-eyed monster's iron throat pours out its mournful warning at the crossing.

I can barely make out the cars' dim forms as they flash through the little town without stopping. Their clakety-clack on the railroad track sets up a soothing rhythm, and my 10-year-old imagination wonders who the sleeping passengers are and where they're going.

Then the whistle's warnings grow fainter as the train chugs on toward Brinkley, Jonesboro and finally, St. Louis. Lingering wisps of coal smoke dissipate on the windless air.

And the prairie grows silent once more.

I sigh and lie back on my pillow to dream of faraway places.

The next day, my cousins and I join other townfolk at the station, eagerly waiting for the train to arrive with the mail.

Then, "Here she comes!" someone yells.

We jump back as the puffing engine screeches to a stop, clouds of steam hissing from its boiler; the clanging bell on top officially announcing its arrival.

We troop to the post office later and I watch with a touch of envy as the townspeople's letters, cards and newspapers are sorted out and slid into their pigeonholes behind little glass doors, which the owners open with their keys.

Our family mailbox at home, six miles away, sits alone on a post beside the road. It's also exciting, of course, when the mailman arrives in his top buggy or Model T.

But at Ulm I enjoy the sense of community as neighbors gather in the post office, visiting and wisecracking as they wait for the mail to be put up.

Later, we cousins run over to Trotter's store next door to the post office for a spool of thread for Aunt Tillie and soda pop for ourselves. The wooden floor creaks under our bare feet and the oiled boards give off a linseedy odor.

Some 14 years later, I'm standing on the Stuttgart depot platform before dawn, shivering from both the October chill and the anticipation of again waiting for the train.

But this time, I'm going with it to one of those faraway places - Washington, D.C. - to start a new job.

My father, mother, sisters and brothers wait with me.

"Hear that lonesome whistle blow..."

Once more the "iron horse" bears down upon us, steam swirling, bell ringing, sleeping cars now filled mostly with soldiers, sailors and marines. World War II is imminent.

Finally, the conductor cries, "Board!"

After a teary farewell, I climb the steps and find a seat beside a window. I press my face against the pane, watching my family still huddled on the platform, and the glass is wet with my tears on the inside and a misty rain outside.

As the train jolts forward, I wave until family, station and Stuttgart fade out of sight.

In a surprisingly short time, the whistle blows at Ulm.

I straighten, dry my eyes and feel the excitement of my Big Adventure - leaving home on my own for the first time.

And somehow that whistle doesn't sound so lonesome anymore.

END

WALT DISNEY - RAILROAD FAN EXTRAORDINAIRE

Did you know that Walt Disney was an avid railfan? His long-time associate and chief animator Ward Kimball got him hooked. According to Leonard Mosley's highly rated biography of Disney "Kimball's passion for locomotives and railroad lore was (and is) such that he still has two full-size working locomotives and other impediments in his garden, a former citrus grove in the San Gabriel Valley of California; it also contains tracks along which the locos (one wood-burning, the other coal fired) can run, a full scale model of a western railroad station, and one of the world's most comprehensive collections of model trains.

Kimball's enthusiasm for his hobby fired Walt Disney with the same passion, and they traveled the USA together tracking down rare specimens of ancient railroad memorabilia, until finally Disney built his own track in the garden of his house in Holmby Hills."

The time was the early 1950's and the design for Disneyland was forming in Walt's mind. Business pressures had produced a severe depression and he and Kimball decided to get away from it all by taking a trip to Chicago for the Railroad

Fair. They rode the Santa Fe Super Chief from Pasadena, California, to Chicago. As the train crossed Cajon Pass they enjoyed the famous filet mignon in the Chief's Diner. The next day at Winslow, Arizona, Disney was invited, courtesy of Santa Fe President Ripley to ride in the cab of the locomotive. Kimball told Mosley for his book that he had never seen Disney so relaxed nor smiling so enthusiastically as he rode the cab and pulled the whistle cord every time the engineer instructed, all the way to Gallup, New Mexico.

It was about this time that Disney determined that a prominent feature of the revolutionary Disneyland park would be an almost-full-scale operating steam railroad for visitors to ride --- and for Walt himself to enjoy operating whenever the park was closed.

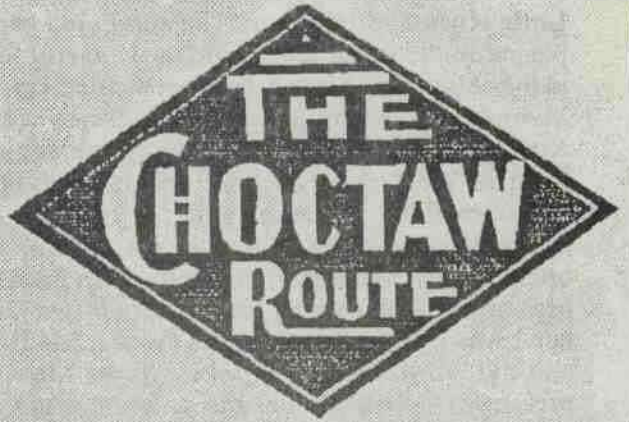
Walt Disney invited guests to his house every weekend to help him run his train around the garden. The Disney studios were in a period of intense growth and the stress on him was great. He later said of his backyard railroad that it "saved my sanity."

(Editor's note...I wonder how many times we as railfans have had our sanity saved by the whistle of a train?)

(The preceding story was originally printed in the June 1986 "GULF COAST RAILROADING" publication of the Houston Chapter of the NRHS.)



EARLY DAYS OF



RESEARCH BY JOHN M. MARTIN

PART 1

The following represents an overview of several years of research done in the early 1970's on the beginnings of the Rock Islands Railroad in Arkansas. The following is an excerpt from that research and is presented verbatim from the newspaper because it presents such a unique narrative picture of these significant events in railroad history during the transition of the short-lived Choctaw, Oklahoma and Gulf Railroad before its absorption by the Rock Island. This the first two of this series will cover the initial trip West from Little Rock... come ride with us...

From the *Arkansas Gazette*, December 14, 1899, Page 3 (used with permission):

REMARKABLE SPEED

Engineer Geister Makes Sixty-Eight Miles-per-hour on the Choctaw

MORE OF THE INITIAL TRIP

Growth of the Road from Two Short Lines to a Great Trunk System East to West

The Choctaw, Oklahoma and Gulf Railway, of which the first train to the West ran West of Little Rock last Sunday morning, opens up and places from one to three days nearer to Little Rock the finest territory ever run through by any railroad in the United States. The land is a paradise for agricultural products and the coal mines are inexhaustable, one mine having as high a daily output as 125 cars. These mines are what has made the Choctaw, Oklahoma and Gulf Railroad what it is today and are destined to make it as great a system as the Lehigh Valley in Pennsylvania, a steel engraving of a fast mail train of which road adorns the walls of Traffic Manager Holden's office.

In 1892 the road had a mileage of 95 miles, divided into two divisions, there being 31 miles

between Fort Reno, Oklahoma Territory, then a gap of 120 miles to South McAlester, where there was a stretch of 64 miles Eastward to Wister where the Frisco crossed on its course to St. Louis from Dallas. Arrangements were perfected in 1892 to unite the two divisions and in November, 1895 trains were running through from Wister to Fort Reno. When the Kansas City, Pittsburg and Gulf road was extended from its terminus in Missouri to Texarkana, Arkansas, it passes through Howe, Indian Territory, which is just six miles east of Wister, then the terminus of the Choctaw Route. Within a short time this little gap was closed, giving them an outlet to Kansas City from the Eastern end of their line.

Attention was turned in 1898 to the Western Terminus and to the thriving little prairie town of Weatherford, O.T., which is 45 miles west of Fort Reno. This extension was built during the last year and the road then had a mileage of 269 miles. Still there was no direct outlet for the coal of the territory and the officials of the road turned their attention to the Little Rock and Memphis Railroad, running between those two points, a distance of 135 miles. This road was in the hands of a receiver and several attempts had been made to sell it at auction, but as there were no bidders it was still "for sale". After a thorough investigation it was decided to purchase this line and to construct the road between Little Rock and Howe, I.T., a distance of 182 miles, which would give a trunk line along the 35th Parallel from Memphis to Weatherford, I.T., a distance of 563 miles.

The Little Rock and Memphis road again was put up at the auction block on October 25, 1898, and this time General Manager Henry Wood of the Choctaw, Oklahoma and Gulf Railroad was on hand to bid \$325,000. The sale took place at the depot in North Little Rock, which was abandoned last week.

"Three hundred and Twenty Five Thousand dollars is bid." said the auctioneer. "Once, twice, three times and sold!"

A certified check for \$25,000 was deposited as evidence of good faith and from that day to this the work has steadily gone forward to the present condition. The sale was the dawning of a new era for Little Rock and her citizens realize it.

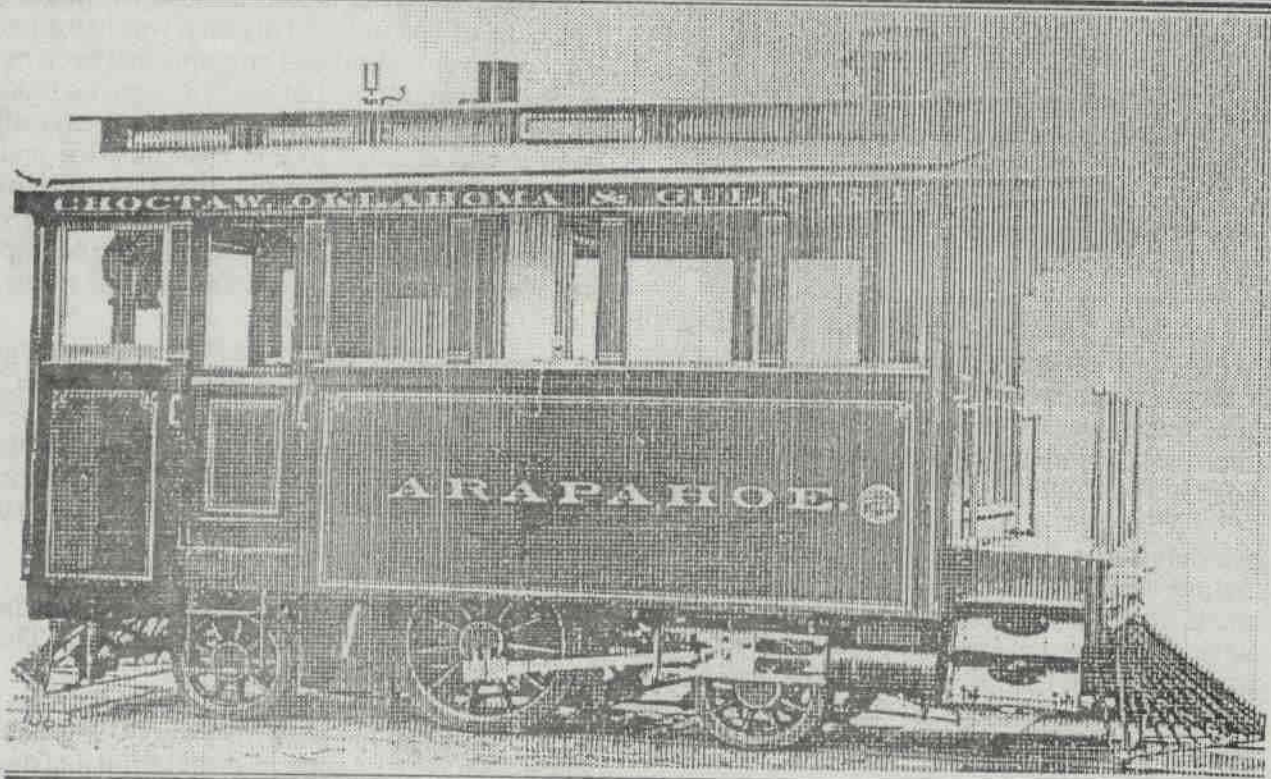
THE CHOCTAW ROUTE.

Right of way was at once secured between Little Rock and Howe and the surveying parties placed in the field. Large forces were employed in the betterment of track between Little Rock and Memphis. The contract for the extension was let November 14, 1898. Tracklaying commenced from the West, April 20, 1899 and was completed to Booneville, Arkansas June 17, and the line opened to that point. October 1st the line was open to Casa, Arkansas. From the East tracklaying commenced August 1, and the rails met October 13th, twenty-three miles west of Little Rock, and the "Arapahoe" Chief Engineer Molitar's private car, crossed over the junction point and came into Little Rock from South McAlester. The work of straightening out and balancing the track was then pushed and the opening of the line fixed for December 10th, 1899. On that date the first trains left each terminus for the through run of 563 miles. The West-bound train passed through Little Rock at 4:37 a.m. and was boarded here by quite a small party. Mr. Gano C. Grissom, railroad editor of the Memphis Commercial Appeal, and the Gazette representative were the only passengers who went through with this train to the Weatherford terminus. From Little Rock to Booneville the train was pulled by Engine No. 121, with George Geister at the throttle. His run was nearly all over new track, but he made it in the five hours schedule time and also made up fifteen minutes of time that was lost between Memphis and Little Rock. His maximum speed was forty miles per hour, but he had made faster time, and on the very road, though on the other end. On Friday, December 8, he left Weatherford in charge of a special train of four coaches, one of which was the private car of General Superintendent John H. Harris, and had a speed indicator attached. Between Bridgeport and Calumet, O.T., a distance of ten miles, the recorder showed an average speed of 68 miles per hour; and between Wilburton and Red Oak, I.T., a distance of fifteen

miles, the average was Sixty-three miles per hour. These were indeed remarkable bursts of speed, but were made on old track.

The Choctaw Route has just issued a thirty-two page folder giving the schedule under which their trains are run and the connecting times, including the times of arrival at Chicago, Louisville, Cincinnati, New York, Washington, and other Eastern points. It also contains a write-up of the country through which the road runs and has the following about the magnificent bridge over the Arkansas River at Little Rock:

At this point the Arkansas River is crossed by one of the finest steel bridges ever put up. This bridge, including the northern approach is 2,400 feet long, the steel work alone being 1,600 feet long, four spans of 400 feet each. The structure rests on piers of handsome Bedford Politic Limestone, containing with the south bank abutment, 4,425 cubic feet of masonry. The caissons and cribs beneath the piers required 900,000 feet of timber with a displacement of 225,000 cubic feet, in these caissons and cribs are 5,002 cubic yards of concrete bedded on solid rock. The south bank abutment rests on solid rock, exposed in open formation. The first pier is sunk to bedrock, twenty-nine feet below the bottom of the river, and the other piers go from forty to fifty-one feet beneath the river bottom, all resting of bedrock. They extend forty feet above the river, and in their copings are used 140 cubic yards of dressed stone. Five hundred thousand feet of lumber were required for the falsework necessary in the erection of the spans. The stone used in all foundation work was tested to stand 5,000 pounds to the square inch, and concrete, after thirty days set, to stand 450 pounds to the square inch. The spans placed upon these supports are of the best material, each of the fixed spans weighing 1,247,740 pounds, exclusive of the floor which weighs 450



Chief Engineer Molitar's Private Inspection Car and the first locomotive to cross the meeting of the rails west of Little Rock was the "Arapahoe".
Collection of John Martin

pounds per linear foot. The dead weight supported by the piers is 5,538,800 pounds. The spans are designed to carry two engines weighing 90 tons each, with tenders weighing fifty-two tons, followed by a trainload of 4,000 pounds per linear foot. The trusses at the center spans are sixty-six feet in depth and are twenty feet apart. The draw span is center-bearing the pivot being of bronze and is designed to make a complete revo-

lution in a minute and is operated by electric motors.

The contract for the bridge was let March 1, 1899, and the first caisson was landed on hardpan September 25, 1899. All masonry was completed two weeks later and the last pin was driven in the superstructure November 7, 1899.

(The following is from Bill Pollard):

WIRES FROM THE PAST . . .

The following messages detail a delay to Rock Island's eastbound passenger train #22 at Ledwidge, Arkansas. All abbreviations are retained, to preserve the 'authenticity' of the message.

Little Rock June 10, 1964

At 130am date trn 22 eng #411-6 cars cdr Pyle engr Easterly stopped at MP 165 pole 20 about 1 1/2 mi east of Ledwidge with eng dead. At 140am Pyle got pole fone hooked up attempted to talk to dispr but fone went dead, and all dispr could tell for sure was that 22 having eng trouble. At that time dsl mechanic was called to go Roland. Then Pyle and Easterly walked 2mi east to dispr fone, but this fone box full of mud daubers and dirt, and would not work. Then Pyle walked 3 1/2 mi west to Ledwidge, getting there about 4am and at which time dsl mechanic arrived at train and determined that another engine be needed acct crankcase explosion. #31 ready move Biddle 330am, took eng 453 off 31, #31's eng crew and cdr for lite eng which left Biddle 435am went to MP 165 pole 20 got 22's trn and returned to Biddle 630am - 31 left Biddle 640am. No 22 got eng 410 at Biddle. Will go to Mfs about 1020am and may delay #23 Mfs slightly acct Budd car on 22.

Section lineman make a personal inspection of pole box fone at Ledwidge and pole box fone at approx MP 164 and give me full report by wire of condns of these fones and why they did not operate. Mfs lineman arrange to have emergency fone trn 22 retnd to LRock giving me a wire report of the condn of this fone and why this fone failed.

RI Superintendent of Communications, Chicago

Car Inspector Report: RI Passenger Station June 10, 1964.

Train 22 arrived Little Rock station 7:12am. (Due in 2:30am, out 2:45am)

Consist: RI 410 Engine [FP-7] (relieved disabled engine #411 at Biddle)
 RI 4300 Baggage, Mail & Express
 SP 6623 BM&E
 RI 4383 BM&E
 RI 702 RPO
 RI 4234 BM&E
 RI 2866 COACH
 RI 9004 BUDD CAR (added at LRock)

Car inspectors finished with train 7:30am; train departed 7:50am.
Delay--loading mail.

Car Inspector Report:

Train 23 (Budd car #9004) arrived on time (1:15pm).
(Scheduled out of Memphis 10:45am)

[NOTE: Train #22, carrying Budd car #9004 would have arrived in Memphis about 10:25am. The train would have had to wye on the way into the station, or the Budd car would have had to be wyed upon departure. The on-time arrival in Little Rock was undoubtedly the result of some expedited handling at Memphis, and possibly a faster than usual trip across the flat lands of eastern Arkansas by the rail diesel car.]

SHORTLINE PHOTOS FOR SALE AT COST - Your editor finally got his pictures of 19 shortlines in Arkansas, that he made a couple of years ago, organized into a small album that he is willing to sell for the cost of reprints. He will put them in the album and have each one numbered and explained in the front of the album. The cost is \$9.50 for each album of 19 photos, which includes postage.

In person, the cost would be \$8.45 (postage is \$1.05)

Shortlines pictured are: 1) LITTLE ROCK & WESTERN, 2) PRESCOTT & NORTHWESTERN, 3) BAUXITE & NORTHERN, 4) DARDANELLE & RUSSELLVILLE, 5) LITTLE ROCK PORT AUTHORITY, 6) GRAYSONIA, NASHVILLE & ASHDOWN, 7) DeQUEEN & EASTERN, 8) FORDYCE & PRINCETON, 9) DELTA VALLEY & SOUTHERN, 10) WARREN & SALINE RIVER, 11) AUGUSTA RR, 12) DONIPHAN, KENSETT & SEARCH, 13) HELENA SOUTHWESTERN, 14) EL DORADO & WESSON, 15) EAST CAMDEN & HIGHLAND, 16) LOUISIANA & NORTH WEST, 17) ASHLEY, DREW & NORTHERN (with F&P engine), 18) ARKANSAS & LOUISIANA MISSOURI, and 19) ARKANSAS & MISSOURI. The ARKANSAS WESTERN out of Waldron to Heavener, Oklahoma is strictly a KCS subsidiary, and I have no shots of any KCS trains through Waldron.

All pictures are in color, regular 3 1/2 x 5 inch prints.

If you'd like one of these, drop your editor a line at: Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118. Make checks out to "Ken Ziegenbein".

LOCOMOTIVE & RAILWAY PRESERVATION editor Bob Yarger is asking a favor from Arkansas Railroad Club members and you might even get some of your photos published in the process. What Mr. Yarger needs is the following:

Photos of park engines -- 1) a recent shot of #123 in Warren, Arkansas; 2) a shot of Delta Valley & Southern #73 as it is today; 3) a recent photo of SSW #336, a 2-6-0 at Lewisville; 4) a recent photo of TQ&E #207 at the State Fairgrounds in Tulsa, Oklahoma; 5) a recent shot of #360 in Mena; 6) a recent picture of #226 at the Eureka Springs & North Arkansas RR in Eureka Springs; and 7) a shot of #227 in Broken Bow, Oklahoma.

Mr. Yarger wants to show exactly how these park engines look today, particularly how run down they are. He wants to try to gain some public support for rehabilitating some of these engines and would like these recent photos to help his case.

"LOCOMOTIVE & RAILWAY PRESERVATION" is a magazine devoted to preserving railroad's history.

If possible, the photos submitted should be Black & White, 8 x 10's.

Write to: LOCOMOTIVE & RAILWAY PRESERVATION, P.O. Box 95, Richmond, VT 05454. ATTN: Bob Yarger. OR...call him at (802)-524-4295 from 9-5 PM EST.

ANOTHER GOOD TURNOUT was seen at our club's annual Christmas dinner held December 2 at the Yellow Daisy Restaurant. 1988's President, Carole Sue Schafer, was given a plaque honoring her year of service. Fred Fillers took over the reign for 1989 (the list of officers on page 2 has been updated).

ANNUAL SHOW & SALE for the club will be held June 17, 1989 at the Fisher Armory in North Little Rock. If you want to be a part of this, contact E. A. Hille, 224 Dennison, Little Rock AR 72205 or William Church, 5619 Bel Caro, North Little Rock AR 72118.

OUR CONDOLENCES to Bernie Fite, whose mother passed away December 5 in Bryant.

ODD RAILROAD RULES that were presented at the November meeting by Eakles Hille are rather interesting. Here are a couple of these odd rules that were talked about (in case you were not at the meeting):

RULE 190 (Chicago, St. Paul & Kansas City Rwy, Sept. 1, 1889) -

Conductors must look out for confidence men, monte players, prize packet venders and other swindlers, and when known to be on the train must have them watched and personally warn passengers...Conductors must not permit beggars, gamblers or unauthorized peddlers to practice their vocations on the train.

RULE 1035 (Philadelphia & Reading, 1903) - Four or five cars must be placed between engine and cars loaded with horses to prevent stampede from whistle or fire-box glair.

ARKANSAS RAIL NEWS

COTTON BELT RAIL HISTORICAL SOCIETY HAS NEW LEADERS - The Cotton Belt Rail Historical Society will be under new leadership in 1989 as a result of elections held November 10.

Chosen to lead the organization is Jack Stone of Pine Bluff, retired Cotton Belt engineer who shares time as engineer and fireman when the steam engine makes special trips.

Store succeeds Jake Comer, the organizations first and only president since the historical group was organized in 1983. Comer was named chairman of the board, a new position created last year. James Matthews of Pine Bluff is the new vice-president.

In addition to board chairman, T. D. Davis, the organization's senior engineer of the 819 is now vice president in charge of building and equipemtn with Joey Narbutowitch of North Little Rock, Monty Pride and Barry Robinson of Little Rock as maintenance assistants, and Jim Johnson of Kansas City, director of public relations.

Others serving as officers in the coming year are: Elizabeth Gaines of Pine Bluff, secretary; Joe McCullough of Pine Bluff, treasurer; Rudy Gandy of Pine Bluff, newsletter; Jim Bennett of Stuttgart, historian; Bennie Price of Pine Bluff, memorials and fund raising chairman.

ALSO...Bill McCaskill of Pine Bluff, membership chairman; Bill Bailey of Little Rock, Project 819 director; and Darrel Cason of Pine Bluff, assistant Project director.

Serving with Commer on the board of directors will be Alvin Branch of Pine Bluff, Ken Buckner of Pine Bluff, Matthews, Robinson, Cason, Davis, Bailey, Johnson, Price, Stone, Bennett and Mrs. Gaines.

The new officers were installed at the organization's annual Christmas dinner December 9.

There are three basic types...the wills, the won'ts and the can'ts. The wills accomplish everything, the won'ts oppose everything, and the can'ts won't try anything.

...From the movie THE BLACK HOLE

BOY KILLED BY JUMPING ON MOVING TRAIN - (Little Rock) - Nimrod Swinton III, who was struck by a Union Pacific train when he tried to jump on for a ride December 4, died December 5. He was 13. As told by his friends, he tried to jump on the passing freight, which was going only 6 MPH, and was hit. (ARKANSAS GAZETTE, December 6)

RESTORED DEPOT ONE-YEAR OLD - (Earle) - The old Missouri Pacific depot at Earle recently celebrated its first birthday as the Crittenden County Museum. Less than two years ago the building was in shambles with doors and windows ajar. MoPac closed the station in 1967. (JONESBORO SUN, November 7, 1988)

WYNNE MAY GET CABOOSE - (Wynne) - Wallin Park in Wynne will be

getting a Union Pacific caboose sometime in the future. Ex-railroad worker Howard Hall has asked the UP to donate a caboose to the city back in 1985 and just now received a positive reply. The caboose will be a way to preserve the heritage of Wynne as a railroad town. (WYNNE PROGRESS, November 18)

NORTHWEST ARKANSAS EXCURSION TRAIN STILL A POSSIBILITY - (Van Buren) - Plans are underway to apply for a grant that would fund a feasibility study for an excursion train between Van Buren and other locations in Arkansas. Officials hope the train will be a tourist attraction. To complete the project, a diesel engine could be leased from the Arkansas & Missouri Railroad, but passenger cars needed for the train could cost as much as \$50,000. (VAN BUREN PRESS ARGUS-COURIER, November 17)

ARKANSAS HIGH COURT OVERTURNS AWARD OF \$550,000 IN TRAIN DEATH - (North Little Rock) - A \$550,000 damage award to the widow of a man killed in a pickup truck-train collision in Franklin County was overturned November 21 by the Arkansas Supreme Court. The 5-2 decision said an award of \$100,000 in punitive damages against the Missouri Pacific Railroad was unjustified. The high court reversed the decision because despite undisputed testimony, the jury was asked to decide whether the train's bells and whistles had been blowing warnings. However, the high court said evidence revealed that the railroad had allowed trees and underbrush to grow on the railroad right-of-way near the crossing. But, the court said, "There is no direct evidence that the railroad company intentionally disregarded any warnings relating to the danger of the situation. Punitive damages are only justified when the defendant acts wantonly. (ARKANSAS DEMOCRAT, November 22)

Strong and bitter words indicate a weak cause.

D&R SALE OFFICIAL - (Dandanelle) - Dandanelle & Russellville owner Bill Robins said at our club's Christmas dinner December 2 that as of December 1, 1988 he is the official owner of the D&R Railroad. He also said that owning a railroad was a dream of his (he was once a conductor on the Rock Island and lived at Booneville).

UNION PACIFIC WANTS TO CLOSE LEXA OFFICE - (Lexa) - Union Pacific has asked to discontinue agencies at several Arkansas cities, one of which is Lexa, serving the Helena area. A November 16 hearing was held as to whether to terminate an agent position held at the Lexa depot by Jackie Toney, who UP spokesmen say is "there solely because of her union seniority." Rather than calling an agent for needed shipping information, Union Pacific customers are now being encouraged to utilize a toll-free number and get the information themselves.

Union Pacific argued that eliminating the Lexa agent's position would save UP a salary of \$52,000 a year. However, some UP customers say the new system is more costly to their company through more employee hours on the telephone and, sometimes, inaccurate information from the customer service system. Some customers said that the new system causes additional work for their employees, who many times are put on hold or have to repeatedly redial after busy signals and sometimes companies aren't sure they will get the rail cars they need.

Rod Frazier, vice president of Quincy Soybean Company of Arkansas, near Helena, feels "the customer is always right" in business and that, as a major shipper on the UP system (1800 cars last year), his company shouldn't have to do UP's work for them. By calling an agent, Frazier said, his employees are able to get information "in a much

more timely fashion."

"Time is money" at Quincy, Frazier said. He added that he feels an agent who lives and works in his community might better understand his company's problems. Also, one call to the agent can take the place of several calls to the UP Customer Service number. (HELENA-WEST HELENA WORLD, November 16, 1988 by Marla Clark)

No matter how old - or young - you are, hold on to your enthusiasm.

...NORMAN VINCENT PEALE...

SETTLEMENT MONEY FROM 1984 RAILROAD ACCIDENT TO GO TO KIDS - (North Little Rock) - \$3 million was handed out on December 2, 1988 to parents of children who live near the Union Pacific yards in North Little Rock. They were among those who qualified for money from the railroad and two other companies after their lawsuits were settled last year. The lawsuits said persons around the yards were exposed to a cloud of a hazardous chemical, ethylene oxide, after it leaked from a tank car in the yards December 31, 1984. Some of the families got as much as \$2,500. The children's shopping lists included bicycles, games, new hair things and clothes. The parents took an oath swearing that they would spend the money for the benefit of their children. (ARKANSAS GAZETTE, December 3, by George Wells and Carla Johnson-Kimbrough)

PLAN TO CLOSE CONWAY ROAD CROSSING DRAWS FIRE - (Conway) - About 25 Conway residents turned out November 22 to oppose the closure of the Clifton Street railroad crossing, which is part of a plan submitted by Union Pacific to install drop arms at the Hairston Avenue crossing (a few feet away). UP would pay the \$80,000 - \$100,000 to install the new crossing gates entirely if Conway agreed to close Clifton Street.

PINE BLUFF DERAILMENT SITE STILL CONTAMINATED? - (Pine Bluff) - Hazardous chemicals are showing up in the groundwater more than three years after the derailment of a 93-car Cotton Belt train in southwest Pine Bluff in 1985, but they pose no danger to the public, an official for Southern Pacific said November 21. According to Mark Ransom, a SP environmental engineer, all of the contaminated soil has been removed and a plan to remove the contaminated groundwater is still being studied.

Removal of the water contaminated with acrylic acid should begin by January and will take two to five years to complete. Southern Pacific has contracted for clean up of the area at an estimated cost of between \$4.5 and \$6 million. The accident occurred June 9, 1985. (PINE BLUFF COMMERCIAL, November 22, 1988 by David Robinson.)

COTTON BELT GIVES TO UNITED WAY - (Camden) - The Cotton Belt Railway recently donated \$500 to the United Way of Camden. The SP/SSW make gifts to United Way all over their system.

GENERAL RAIL NEWS

PRESIDENT SIGNS RAILS TO TRAILS BILL - (Washington, DC) - New rails-to-trails legislation was signed into law by President Reagan on October 5, 1988 as Congress moved to assure the recapture of federally-granted rail corridors for public trail use. The National Trails System Improvement Act of 1988 repeals an old statute which gave away the government's interest in the more than 30,000 miles of railroad rights-of-way the government granted over public land. Under the new law, the federal government will take back these corridors, upon abandonment for rail use, and convert them to recreational trails and greenways.

Under the act, corridors adjacent to national parks, forests, or other federal land will be incorporated into those lands and managed as trails. Corridors may also carry underground utilities. This new law will help hasten the day when Americans will be able to travel coast-to-coast on an uninterrupted system of linear parks. (YELLVILLE, ARKANSAS MOUNTAIN ECHO, November 2)

UNION PACIFIC BUYS FORMER ROCK ISLAND LINE (in a way, that is) - The Union Pacific has agreed to repay DOT immediately for a Federal loan granted to the KATY in 1982 to preserve rail service on a key 650-mile north-south link of the bankrupt Rock Island. The KATY established a subsidiary to operate the line. Thus, the UP now owns part of the Rock Island through Oklahoma. (UTU NEWS, November 1988)

UP AND SP BUSINESS GOOD - For the year through September, total carloadings on the UP in 9 out of 10 commodities were running ahead of 1987's totals. UP moved 321,813 carloads during September, the best September on record. Meanwhile, SP moved 134,427 carloads in September, up 3.8 percent from last year. Seven out of 12 commodity groups showed an increase on the SP during September. (SP's total carloadings were about 42 percent as many as Union Pacific's in September...while SP had 62 percent of UP's track mileage and 81 percent of UP's employees, according to 1987 figures).

Third quarter earnings in 1988 on the UP was \$165 million, a 6 percent increase over the same period last year. The record earnings were attributed to investments in new locomotives and increased maintenance. (INFO MAGAZINE, SP UPDATE)

NEW ADVANCE CAR ORDERING SYSTEM - Union Pacific shippers can order cars up to four months in advance now. Customers get written confirmation of their orders and guarantees that the ordered equipment will be placed during a specified time frame. If UP fails to meet its guarantee, the railroad will pay customers \$70 per undelivered car and provide the car as soon as possible. (INFO)

TOP SEVEN RAILROADS - 1987

| OPERATING REVENUES | | ROUTE MILES | | EMPLOYEES | |
|--------------------|---------------|-------------|--------|-------------|--------|
| 1. CSX | \$4.6 billion | 1. UP | 24,074 | 1. CSX | 38,864 |
| 2. UP | \$4.1 billion | 2. BN | 23,476 | 2. UP | 32,326 |
| 3. BN | \$4.0 billion | 3. CSX | 21,494 | 3. BN | 31,859 |
| 4. NS | \$3.3 billion | 4. NS | 17,254 | 4. NS | 31,261 |
| 5. CONRAIL | \$3.1 billion | 5. SP-DRGW | 15,046 | 5. CONRAIL | 29,964 |
| 6. SP-DRGW | \$2.5 billion | 6. CONRAIL | 13,341 | 6. SP-DRGW | 26,279 |
| 7. SANTA FE | \$1.9 billion | 7. SANTA FE | 11,709 | 7. SANTA FE | 21,219 |

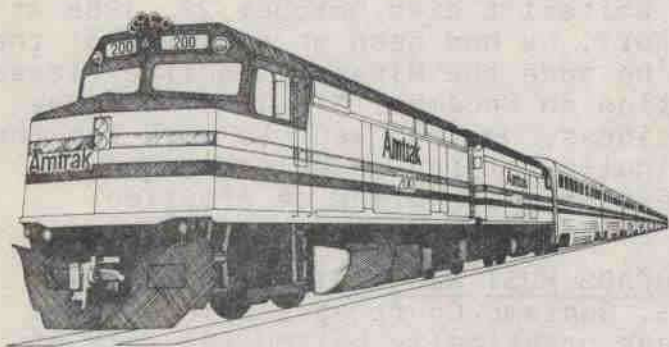
(The above was taken from the October 1988 SOUTHERN PACIFIC BULLETIN)

FORMER MISSOURI PACIFIC DEPOTS ON HISTORIC REGISTER - Three former Missouri Pacific depots have recently been added to the National Register of Historic Places. These are: 1) HELENA, ARKANSAS, the old St. Louis, Iron Mountain and Southern depot. This handsome two-story brick and limestone building, dating from 1913, is located near the levee along the Mississippi River. Its lower floor served as the passenger station while the second floor served as regional headquarters of the railroad. The one story annex served as a freight house. The building was recently donated to the city of Helena by the Union Pacific. 2) TAMMS, ILLINOIS, the Chicago and Eastern Illinois depot. Built in 1899, this unusual little station was allowed to deteriorate after passenger service ended in 1955. Now owned by the city of Tamms, it has been restored and houses the town offices. This depot was also used by the Mobile & Ohio. In its heyday, over 150 people were employed by the railroad in this small Southern Illinois village. 3) NATCHITOCHEs, LOUISIANA, a one-of-a-kind Texas & Pacific

station. This 1926 structure, rated one of Louisiana's finest, is a two-story brick and terra cotta building in the Italian Renaissance style. The state has allocated funds for its restoration. (MISSOURI PACIFIC HISTORICAL SOCIETY "EAGLE")

NEW ENGINES COMING - All of Union Pacific's new GE engines (Dash 8-40C) ordered should be delivered by the end of March 1989. The SD-60s (100 of them) from EMD are scheduled to be delivered between February and August 1989. These new EMD locomotives are expected to be numbered 6110-6209. (MPHS "EAGLE")

"SOUTHERN BELLE" - THE MOVIE - The Kansas City Southern Historical Society announces its release of the 1940 KCS promotional film "SOUTHERN BELLE" on VHS video tape - 22 minutes in color and sound. You may order this classic now by sending \$20 (checks payable to the KCSHS) to Gene Bailey, 732 Connally, Sulphur Springs, TX 75482. This price is postpaid. Also, the KCSHS has 1989 calendars available for \$5.50. Send checks for these calendars (made out to the KCSHS) to Kent Hurley, 514 Grandview, Joplin MO 64804-5227.



AMTRAK ENGINEER FACED THREAT - (Washington, DC) - When Amtrak engineer Earl Karper of Baltimore was getting ready to operate Train 86, the "Virginian" on November 3 on its daily run between Washington DC and New York, little did he realize this trip would be a thriller. No sooner had he pulled out of Washington's newly refurbished Union Station than he was forced to stop. Amtrak Train No. 6, a Metroliner, had broken down and

the "Virginian" was charged with taking on the Metroliner's passengers. That put him 11 minutes behind schedule getting into Baltimore.

Ten minutes north of Baltimore Karper was forced to stop the "Virginian" again, this time for a serious problem. Karper was joined in the cab by a man whom Amtrak said was acting "in an unusual and unpredictable way." The intruder who had entered the cab from the adjacent engine room was brandishing a machete.

Karper did the only sensible thing faced with that kind of threat. He halted the train, cut the electrical power and jumped off. The man spent more than an hour "ranting and raving" in the cab. He blew the train's horn until its supply of compressed air was exhausted. All the while, watchful Amtrak, Conrail and Baltimore police surrounded the train, making sure nobody would get hurt.

Back in the passenger cars, the rest of the Amtrak crew was making sure the "Virginian's" more than 400 passengers did not become alarmed. After police waited for more than an hour for the man to leave the cab voluntarily, the intruder suddenly became enraged. He dropped his machete, ripped one of the locomotive's radios from its moorings and threw it into the cab's windshield.

This gave the police their chance. They grabbed the weapon and removed the man from the cab. The 34-year old Baltimore man was charged with assault, possession of a deadly weapon, destruction and trespassing. As for engineer Karper, he took the controls of a new locomotive substituted to replace the damaged engine and headed the "Virginian" toward New York, another 93 minutes late. (LABOR)

WATERWAYS BILL WENT TO PRESIDENT - A \$1.6 billion water resources bill, which includes \$775 million for a new commercial navigation lock and dam on the lower Ohio River, was passed by Congress and sent

to President Reagan. The bill authorizes 16 new projects. The nation's railroads have long opposed such subsidies because they consider them government constructed and maintained rights-of-way. (SP UPDATE)

NEW LAWS AFFECTING RAILROAD WORKERS - Under the new drug-alcohol law, it's now a federal crime to operate a locomotive while under the influence. Also, daily unemployment and sickness benefits rose from \$25 to \$30. And, for the first time, the Federal Railroad Administration can levy stiff fines -- up to \$20,000 -- on rail workers found guilty of violating safety rules. Previously, the FRA only had authority to fine the railroads for safety infractions. (SP UPDATE)

COLORFUL COMBINATION ON THE UP - Because of all the leased power, the UP has had some truly colorful power consists this past summer and fall. An example was found on the LA175 local between North Little Rock and McGehee, Arkansas on July 6, 1988: units were UP 563 (U23B); GATX 3726 (GP38); UPL 777 (GP38) and MP 2173 (GP38-2). (MPHS "EAGLE")

FORMER PULLMAN CONDUCTOR DIES - (Webster Groves, Missouri) - Former Pullman conductor Robert D. "Bob" Whitesitt died October 29, 1988 at this home in Webster Groves, Missouri. He had been an employee of the Pullman Company for 28 years when he rode the Missouri Pacific "Texas Eagle" out of St. Louis Union Station on December 31, 1968, the day that the Pullman Company ended business. He then went to work for the Missouri Pacific, from which he finally retired. A well-known personality, Bob Whitesitt was one of a dying breed of old-time passenger train men. (MPHS "EAGLE")

SUPREME COURT WILL DECIDE IF RAILROADS MUST NEGOTIATE WITH WORKERS OVER SALES OF SHORTLINES - The U.S. Supreme Court agreed in early December to review rulings that have practically halted the sale of railroad lines to new operators. The case involves two appeals by the Pittsburg & Lake Erie Railroad in a dispute with the Railway Labor Executives' Association. Last year, P&LE proposed to sell all of its 182 miles of track to a newly formed subsidiary. P&LE said it wasn't required to bargain with its unions over the effect of the sale and that the ICC had sole jurisdiction to impose labor conditions on the transaction. Labor sued and the appeals court ruled that the P&LE was required to bargain with its employees over the effects of the proposed sale.

The upcoming Supreme Court ruling could mean the future of shortline sales in this country

UP AGREEMENTS FULFILLED - (Parsons, Kansas) - As part of agreements that allowed Union Pacific to merge with the Missouri-Kansas-Texas Railroad, UP has paid \$1 million each to the cities of Parsons, Kansas and Denison, Texas. As a result of the merger, UP plans to make operational changes that will reduce railroad employment in the two cities. The money will be used to help attract new industries and jobs to the communities. (INFO)

EXPEDITED MEXICO SERVICE - Union Pacific and the National Railways of Mexico have begun a new cooperative agreement that will expedite freight traveling between San Antonio and Monterrey. The agreement provides for a locomotive pool between both railroads. The historic agreement is the first that allows Mexican locomotives to operate in freight service in the United States. (How about getting Mexico to send up one of their remaining PA1's on a freight??)

LAST CHINESE STEAM LOCOMOTIVE BOUGHT - (Boone, Iowa) - Come next spring, Boone, Iowa will have a new 104-ton native Chinese steam locomotive. The Boone & Scenic Valley Railroad ordered what most likely will be the last steam locomotive produced in the world. The minute it leaves the factory in Datong, China, the massive locomotive

will make history twice. It will be the first locomotive produced there to be used outside China and the last steam locomotive to roll off the production line.

It will be called "The Iowan" and will allow U.S. observers to see exactly how far the steam engine technology has gone over the past 40 years (China has been making steam engines since the 40s, after using some American plans, and have progressed in their ways of making them up to now).

The big locomotive is just part of the Boone & Scenic Valley Railroad's expansion plans for the next year. (DES MOINES REGISTER, October 21, 1988 via Jim Johnson)

HIGHER PAY FOR RAILROAD WORKERS - "Overall, the average railroad employee's pay is in the top 5 percent of all workers in the nation. At the same time, the average truck driver earns in wages and benefits approximately one-half of what his rail counterpart is paid. That same trucker also drives 150,000 to 200,000 miles a year compared with 40,000 to 45,000 miles per year for train and engine crews. We must work toward increased productivity to remain competitive," remarked Tom Watts, Union Pacific's vice president of labor relations and personnel. (INFO MAGAZINE, October 1988)

RAILROAD DRUG TESTING ISSUE - The Federal Railroad Administration's drug testing program was debated before the U.S. Supreme Court in early November. At issue was the ninth circuit court of appeals ruling that the FRA's mandatory testing of railroad workers involved in accidents was unconstitutional. Meanwhile, on November 14 the U.S. Department of Transportation ordered random drug testing for an estimated four million transportation workers, including some 300,000 railroad employees. The testing program will also include commercial pilots, truck drivers, and transit workers.

Some details about the testing program: Railroad workers would be subject to pre-employment tests, post-accident tests, tests for reasonable cause and random tests. The DOT rules would require railroads to begin random testing within one year.

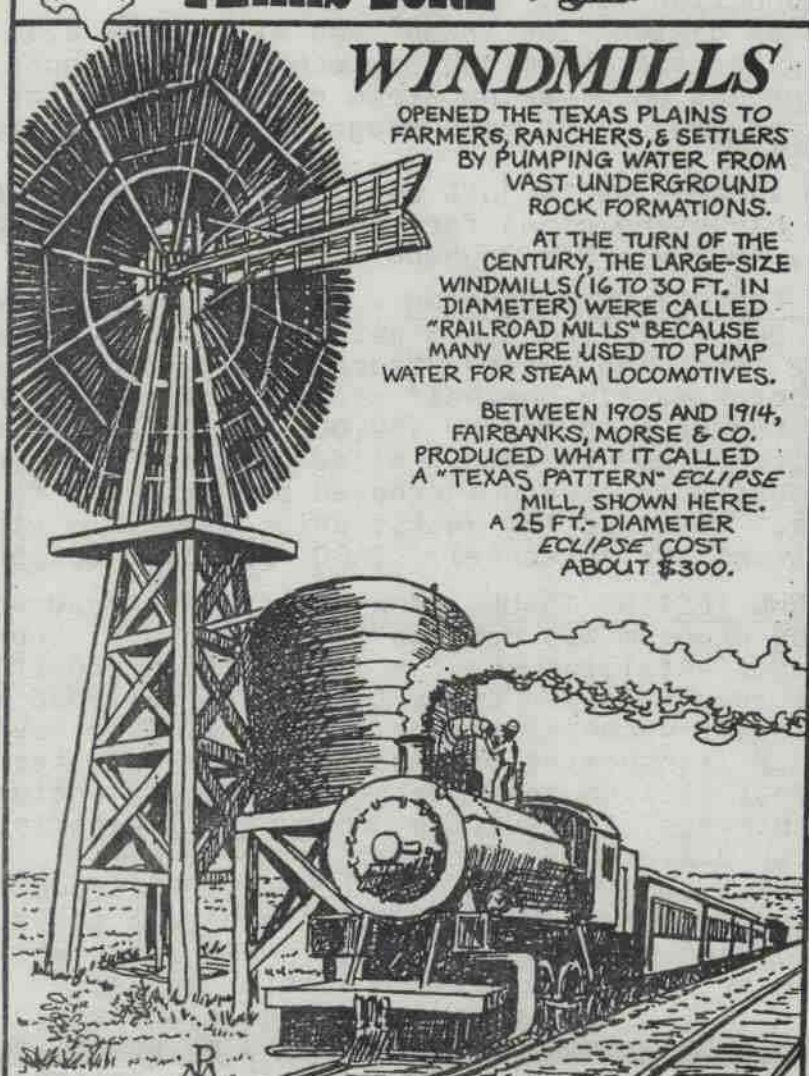
During the first year of testing, railroads would be required to test at least 25 percent of the affected personnel on a random basis. The DOT estimated the program would cost the railroad industry about \$81 million over the next 10 years, but would provide benefits of almost \$88 million because of less accidents and less time lost at work. (SP UPDATE, November 29, 1988)

NEWS UPDATED through December 13...mailed December 20.

The following is an editorial in my hometown newspaper...THE NEW ULM ENTERPRISE of New Ulm, Texas of November 24, 1988...

Thanksgiving, Christmas and New Years Day are all observances very close to the American way of life. However, we must all realize that if it were not for another observance, none of us would rejoice at anything in the coming days and weeks. Slipped in before all the fanfare is a most sobering observance - that of November 11, originally Armistice Day and now Veterans Day. If it were not for those whose sacrifices created that "holiday", there would be no Thanksgiving, Christmas, New Years Day or even Labor Day. For it was those folks and the Memorial Day heroes that insured our enjoyment of the Holidays. We are talking about men who did what they had to do to keep us free. Time has passed since the big guns went silent at the 11th hour of the 11th day of the 11th month, 11 years plus seven into this century. This passing of time has brought a change in the generations as young warriors began to age...As the generations have passed, defenders of freedom have always stepped forward to insure that our American traditions survive. It is because of them that we can all smell the aroma of Thanksgiving Turkey, hear the jingle of Christmas bells and cheer the arrival of the stroke of midnight.

TEXAS LORE by Patrick M. Reynolds



WINDMILLS
 OPENED THE TEXAS PLAINS TO FARMERS, RANCHERS, & SETTLERS BY PUMPING WATER FROM VAST UNDERGROUND ROCK FORMATIONS.

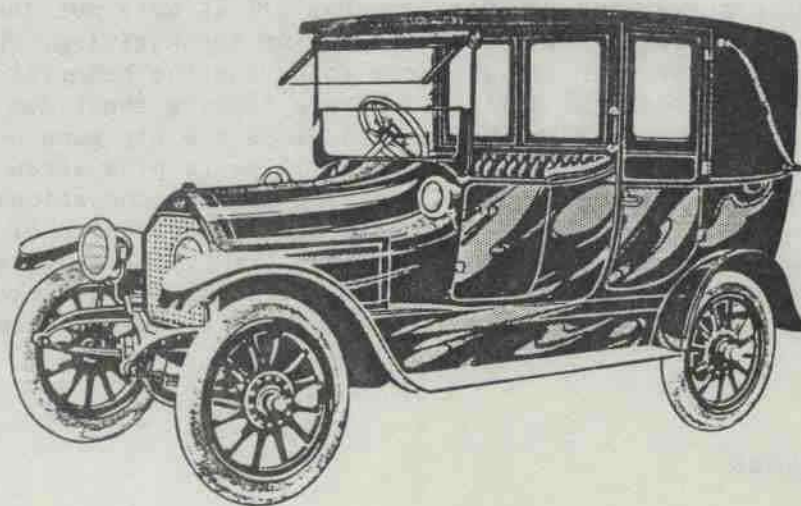
AT THE TURN OF THE CENTURY, THE LARGE-SIZE WINDMILLS (16 TO 30 FT. IN DIAMETER) WERE CALLED "RAILROAD MILLS" BECAUSE MANY WERE USED TO PUMP WATER FOR STEAM LOCOMOTIVES.

BETWEEN 1905 AND 1914, FAIRBANKS, MORSE & CO. PRODUCED WHAT IT CALLED A "TEXAS PATTERN" ECLIPSE MILL, SHOWN HERE. A 25 FT.-DIAMETER ECLIPSE COST ABOUT \$300.

TODAY, THE LARGEST OPERATIONAL WINDMILL IN THE UNITED STATES IS ON THE CANON RANCH IN WESTERN PECOS COUNTY.

Also would you believe that Fairbanks Morse also built Diesels in later years...

(The above is from Bill Bailey)



The following Ad is from the Jim Bennett collection:

GREATEST FLEET
Serving all the West

SUPER BOMBS
Olympian HIAWATHA
CHICAGO - BOSTON - WASHINGTON

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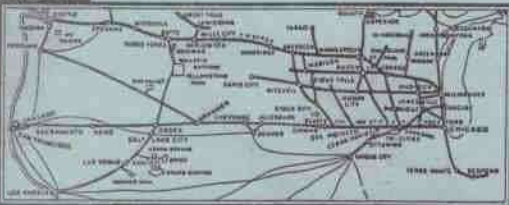
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Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

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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 each 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.

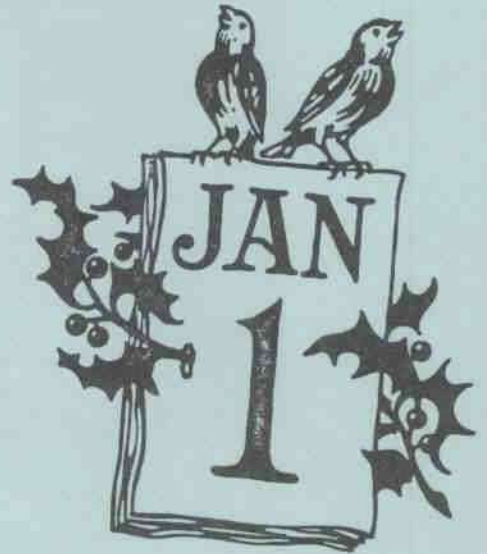
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents 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 \$12/year more.

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

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118

Phone: (501)-758-1340



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c/o Ken Ziegenbein, Editor
905 Valerie Drive
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JANUARY 1989