



ARKANSAS RAILROADER



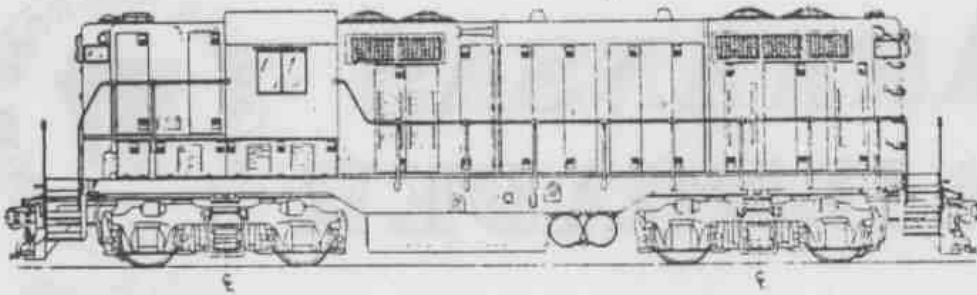
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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JULY 1986



Augusta Railroad's Vulcan #7 locomotive sits stranded on grass covered tracks in the city of Augusta, Arkansas in March of 1986.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

BOOK AUTOGRAPHED - Club member Mike Adams autographed copies of the book "NORTH LITTLE ROCK - THE UNIQUE CITY" at the Layman Public Library in North Little Rock June 21 and at Waldenbooks at McCain Mall on June 28. Over 200 were sold so far. Also, Gene Hull is near completion of a book called "ARKANSAS RIVER: BORN IN THE SHINY MOUNTAINS", with nearly 2,000 typed pages. Publication of this book is not certain at this time. Below are pictures of the McCain Mall Waldenbooks autograph session:



TOP LEFT - Mike Adams (left) and Gene Hull at the table where Mike autographed copies of the book "NORTH LITTLE ROCK - THE UNIQUE CITY" at McCain Mall June 28. Both are members of the North Little Rock History Commission, which sponsored the book with the city of North Little Rock. TOP RIGHT - The scene outside the bookstore.

DID YOU KNOW that member E. S. Conkle of South Carolina, who used to live in this area of Arkansas had 46+ years on the MOP as a machinist and steam locomotive inspector?

☆☆☆ PROGRAM ☆☆☆

The July program of the Arkansas Railroad Club will be given by Mike Adams. He will show slides on early day locomotives and trains mostly in the Little Rock area. Mike always gives a good program - come and bring those friends! TIME of the meeting will again be 2:00 PM at the Twin City Bank Building in North Little Rock on Sunday, July 13.

ARKANSAS RAIL NEWS



TOURIST LINE BETWEEN LITTLE ROCK AND ROLAND? - Former Fordyce & Princeton steam engine #101, now sitting in the Little Rock Zoo (picture at left), may be made operational and run passenger excursions on the Little Rock & Western Railroad between Little Rock and Roland if Ray W. Fureigh and James C. Gillam have anything to say about it. Fureigh, vice president of Haverty's Furniture, has offered \$15,000 for the engine to the city of Little Rock, which wants to move the engine to make more room for a kiddie zoo. He says the run, over the former Rock Island "Sunbelt" Route, would offer dinner night trains and excursions. The Eureka Springs and North Arkansas Railroad also wants the #101. (Please turn to page 16 for more news)



Yes...there still is an Augusta Railroad - on the books, that is. Shown in this March 1986 photo in Augusta, Arkansas is one of two remaining locomotives of the Augusta Railroad. This one is Vulcan #7, a 35-ton locomotive, former B/N 4364 built in April, 1942. It originally belonged to Maumelle Ordnance Works of Marche, Arkansas. Today it sits stranded on rusted rails. (Ken Ziegenbein photo - information on locomotive by Bill Pollard)

CLASS III RAILROADS OF ARKANSAS

Part 12 - The Augusta Railroad

(Thanks to Mr. Ray Coleman of Augusta for sending me some of the following information and to the ARKANSAS GAZETTE for use of its March 4, 1934 ARKANSAS GAZETTE MAGAZINE.)

The Augusta Railroad was constructed one year after the Missouri Pacific came through Woodruff county in 1886 as a means of transportation between Augusta and the railroad, one mile south around which a small settlement called New Augusta soon sprang up. Residents of Augusta had expected the Missouri Pacific to come through the county seat, since the preliminary surveyor, a Mr. Van Frank, had run his line straight through the town. But when the locating engineer, a Mr. Jackson, came along a short time later, they saw that there was going to be trouble.

In spite of the fact that a committee of leading Augusta residents, Colonel Folsom, Capt. Milt Harry, Maj. T. Stanley and Capt. W.P. Campbell made two trips to St. Louis to plead with officials there, Mr. Jackson insisted on running the road one mile south of Augusta, and the St. Louis officials refused to oppose his decision.



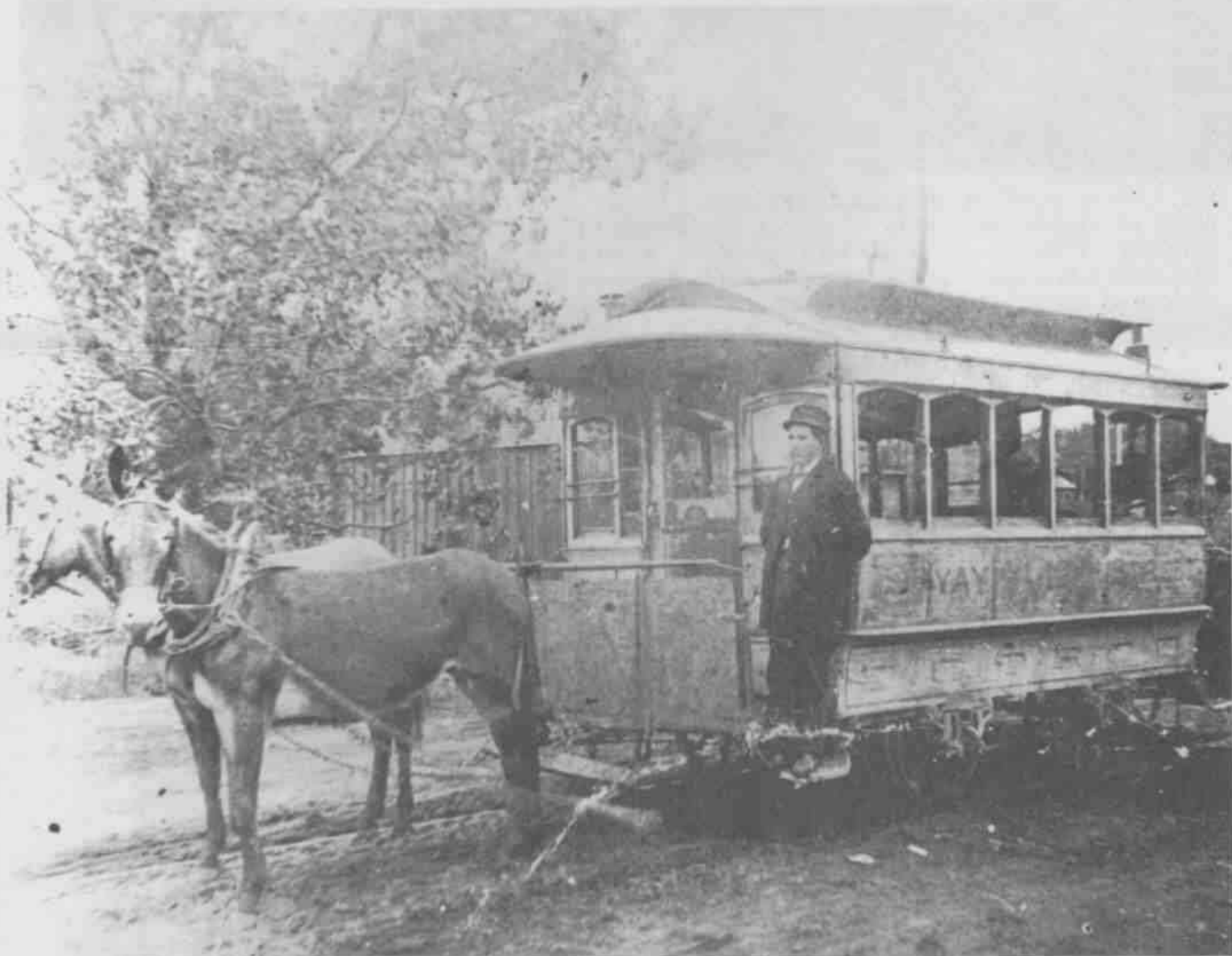
The two pictures above were taken in Augusta in March of 1986. The left one shows the ARR tracks embedded in asphalt of a downtown street looking west; the right photo shows the deserted right-of-way close to the interchange with the Missouri Pacific.

If the people of Augusta only had known it, they might have had their wish as less trouble and little more cost. Many months later, Mr. Jackson told someone that if the town had made him a gift or had treated him to an elaborate banquet, he would have agreed to run the road through the town. He was Van Frank's superior; it would be foolish for him to accede to Van Frank's survey without some remuneration, for to do so would be to exchange his position for that of Van Frank, he said, and besides, the people of Augusta had treated him as if he "were nobody, had paid no attention to him at all" and he had his "revenge".

But the people were unaware of his hurt vanity; and so in 1887 they built their one-mile railroad (later two miles).

Constructed by home talent, the railroad was but a shadow of the larger road which had preceded it the year before and which had caused so much conversation and excitement. As a result, the "Little Dummy" (the Augusta Railroad's nickname) created little sensation in Augusta when finally it was completed at a cost of approximately \$4,500.

Passengers were transported at first in a street car which had been purchased in St. Louis and which was pulled by mules (see photo below). Judging from the memories of that "mule coach", it must have been decorated in keeping with the spirit of the "Gay Nineties". Painted bright yellow with a varnished interior and long, parallel seats with upholstered backs, it was doubtlessly the pride of Augusta. There were six windows on each side, and two windows and a door with a window at each end. Above each window was an oblong panel of heavy amber glass with figures and scroll designs cut into it; and smaller strips of smooth amber glass with painted decorations bordered the end windows.



*A mule-drawn street car ("mule coach") of the Augusta Railroad, in use until 1913.
(Collection of Ray Coleman)*

Will Robinson of Newport is believed to have been the first conductor on the railroad. He was followed in succession, according to sources, by Frank Hall and G.W. Gordon, George Haralson, F. H. Bronaugh, John Short, all of Augusta, a Mr. Wilkins of Forrest City, Harry Joyner of Earle and William Schol of Augusta.

F. E. Bronaugh, a former Augusta merchant; spoke in decisive terms of his dislike of the job of conductor. The worst part of it all, he said, was sitting there at night waiting for trains, when there were no operators and train schedules were uncertain. Or perhaps he was remembering an occasion when, on his way to New Augusta one night with the empty mule coach, Mr. Bronaugh stretched out on one of the long seats and went to sleep.

Meanwhile, the MOP had backed part of a freight onto the Augusta Railroad's interchange track at New Augusta. The MOP's conductor set out torpedoes to warn the "Little Dummy" that it was there. When the mule coach passed over one torpedo, just as it went off, the Negro driver sailed off the front platform and caught onto the rear, just as another torpedo exploded. The mule broke loose, the coach slammed into the caboose of the freight train, and Mr. Bronaugh, who had been thrown off the seat by the impact, was found with his feet hanging out the door.

Freight was transported in those days much as it is today (in 1934) except that in 1934 engines pulled the freight cars instead of mules. In rainy weather, the track became muddy and traffic almost ceased. Horses or mules often bogged up, and if the driver did not handle the brakes quickly, the cars were liable to run up on the animals and injure them.

In 1900 the railroad had just purchased their first engine - a 10-ton mine engine - but the mule coach was still used for passenger service (until 1913). "That first engine bucked like a billy goat", Mr. Short recalled (Mr. Short was a former conductor). "The people had a free show every time it went through town. Coal had to be kept in the cab, so not much could be carried at a time. Later, two small, 15-ton engines were bought from a road in Alabama that had been electrified; we had to have two because one was always out of repair."

About 1903 or 1904 the passenger service grew until the mule coach was discontinued and a passenger coach was bought. (However, as it turned out, the mule coach remained in service off and on until 1913 or so).

"I was born and raised 10 miles north of Searcy", conductor Short said. "When I was eight the railroad from Searcy to Kensett and West Point did away with mules and bought an engine and a passenger coach. The next time my father took me to Searcy, I went to look at the train, and finally got enough courage to ask the conductor the fare to Kensett. It was only a quarter, and I had that much money, so I went. You can imagine how interested I was when the Augusta Railroad bought that same coach, to be used on the railroad where I was engineer." (By the way, the Augusta Railroad was known as the "Augusta Tramway and Transfer Company" in its early years).

The engine used in 1934 was bought at Davenport, Iowa in 1913 at a cost of \$5,800. It was a 22-ton engine.

After the passenger coach was bought, the mule coach was still used for a time to meet night trains. Eventually, it was discarded and a motor car was bought - which was destroyed several years later when Mr. Winkins, a conductor, struck a match to look at a gasoline tank that was leaking. After the motor car burned, a bus drawn by horses was used at night until the passenger service was discontinued.

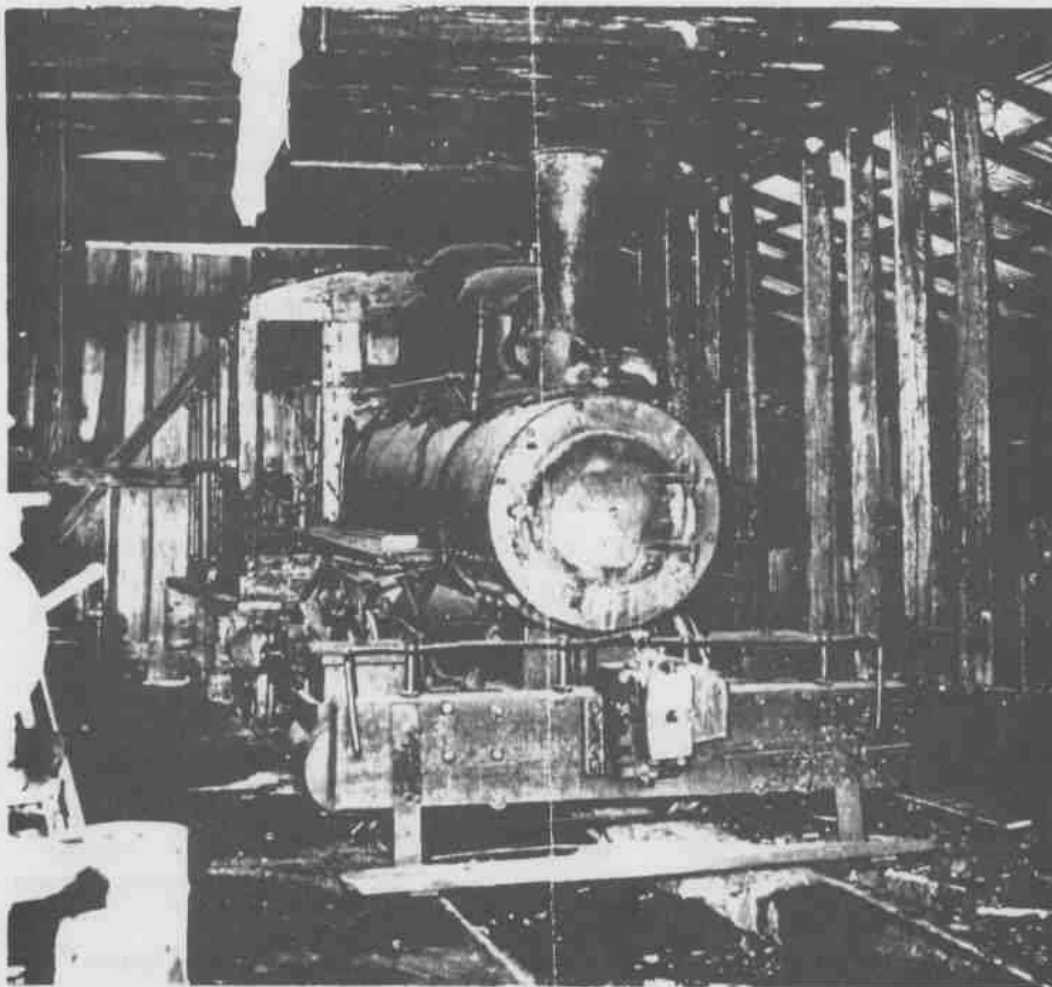
In 1913 and 1914, when business was "on the boom", there were four daily passenger trains to meet, and ordinarily at least \$10 a day was received from those trips. Sometimes the coach was so crowded that part of the passengers had to be left and a second trip had to be made. Business continued to be good until the close of the war.

One hundred thousand dollars worth of cotton was shipped from Augusta to New Augusta one night in 1915 or 1916, in order to catch the Missouri Pacific the next morning. The trip was made at night because the atmosphere was damp and heavy and there would be less danger of sparks setting the cotton afire.

In 1934 a different story was told by the railroad. On some days no trips at all were necessary and on others from one to three trips may have been made to bring freight cars to or from Augusta. Business had declined until in 1934, according to Mr. Short, about \$3,000 more was spent in operating the road than it took in.

While in 1934 there were four other railroads on the continent that claimed one-mile systems, the Bureau of Economics at Washington reported that "the shortest railroad of which we have any record is the Augusta Tramway and Transfer Company (Augusta Railroad)." That indicated that either the other roads were slightly longer than a mile or that the AT&T was a fraction shorter than a mile. Only two of the others were independent roads, one being a terminal railroad in Detroit. The other was the Des Moines Western Railway.

When the last passengers were carried on the "Little Dummy", the fare was 10 cents. At that time, you didn't have to worry about accidents at crossings, either, for the only automobiles the little engine ever hit suffered nothing more than a damaged fender.



LEFT - Augusta Tramway & Transfer Company's engine used in 1934. It was bought in 1913 in Davenport, Iowa at a cost of \$5,800. It weighed 22 tons. BELOW LEFT - Augusta RR #7 sits stranded in a field in March 1986. This is a Vulcan 35-ton locomotive built in April 1942. BELOW RIGHT - #6, also stranded, is a Plymouth (8-ton) B/N 4030 built February 1940.



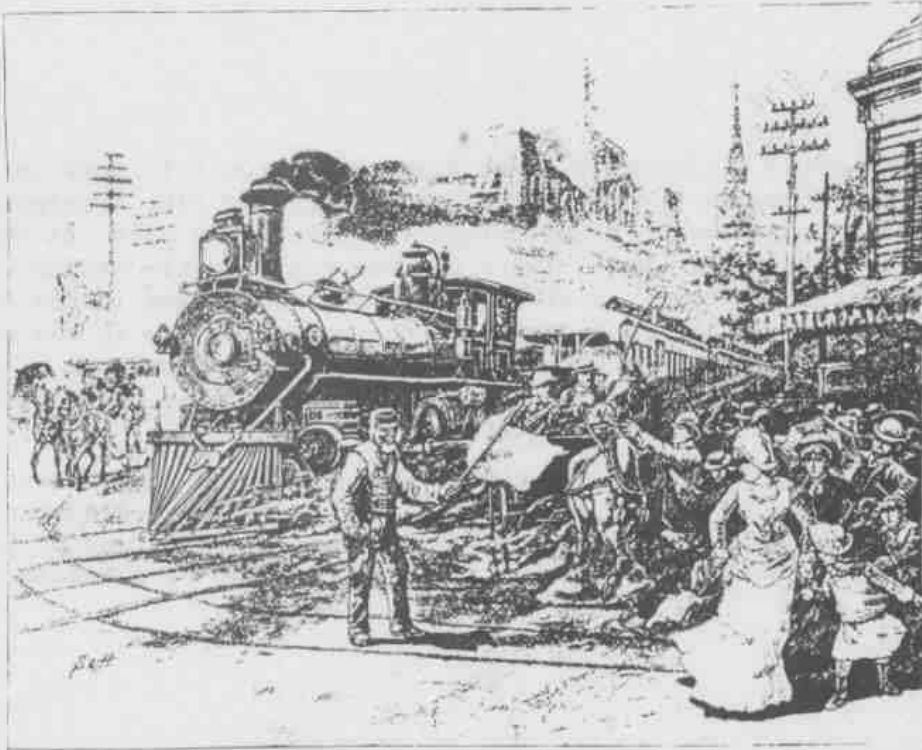
Thirty-six years later, in 1970, the MEMPHIS COMMERCIAL APPEAL ran a story on the railroad. Then, the railroad's owner was E. R. "Bing" Miller, who bought it in 1958. He said in the article: "The railroad operates like this - If we have cars come in, we crank up and go get them. If there are no more cars, the engineer locks the cab and goes back to the house repair work." The engineer was B.C. James, who often did other odd-jobs around town between railroad runs, such as carpentry.

Mr. Miller, who was also the county clerk of Woodruff County at that time, continued: "We blow for all street crossings to keep motorists from running over us. But the people are very considerate and let us get by." The train had nowhere to turn around, so it backed up as much as it went forward. "The railroad makes its own way, but at no great profit", Mr. Miller said.

The Augusta Railroad is now inactive, although still on the tax rolls. It is owned by Mr. Phil Hesby of Galion, Ohio, who bought it from a Mr. Tommy Taggart, who got it from Mr. Miller. Serving as agent for the line, as of March 1986, was Ray A. Waters, Jr., an attorney in Augusta.

The line is broken across streets and some other areas. Where any track remains, it is grass-covered. The two locomotives are effectively stranded (#6 and #7).

- END -



SMITH YARD

by: W. M. "Mike" Adams

The old Fort Smith Yard in North Little Rock is slowly being reduced to the elemental dust. Argenta Twelve, the easternmost track, has been removed except for a short segment securely entombed in the pavement of Magnolia Street. The other tracks are going the same way leaving little except the former Louisiana Division main line and the complex serving the Mountaineer Feed Mill.



The Fort Smith Yard, also called Smith Yard or Argenta Yard, is the last tangible evidence of a once thriving railroad, the Little Rock and Fort Smith. Starting construction in 1869 the LR&FS at one time owned approximately one-fourth of the entire town of Argenta, now North Little Rock. Their roundhouse was located right in the middle of what is now Magnolia Street and I wouldn't be surprised to find that Argenta Twelve was at one time the roundhouse lead. Eventually bracketed north and south by the Iron Mountain and Memphis and Little Rock (Rock Island) quite a railroad complex centered on the Fort Smith and M&LR crossing just north of what is now Fourth Street and between what is now Poplar and Magnolia Streets. Here were to be found passenger stations, freight houses, team tracks, car shops as well as the roundhouse. This quadrant was also home to hotels, rooming houses, cafes, saloons, houses of ill-repute and even a couple of churches.

After the opening of the Junction Bridge over the Arkansas River to Little Rock, connection was made with the Little Rock, Mississippi River and Texas line toward the south and the gulf. This event coupled with the opening of the coal fields in west central Arkansas provided the Fort Smith line with a lucrative revenue base and the road started laying some shekels in the till. Quite naturally, this prosperity attracted other eyes. The most piercing was the granite stare of old Jay Gould, father confessor of the vast Missouri Pacific - Iron Mountain empire. It took old Jay a while but by 1888 he had a firm lease on the LR&FS and started moving facilities and services out of the Smith Yard. The passenger trains were first. They were pulled out of Argenta and operated over the Baring Cross Bridge into Little Rock. This saved passengers wishful of going out on the Iron Mountain an uncomfortable wait and change of trains in an area that could probably have been described as "tough."

TOP - Was this track, looking north on Magnolia Street, once the roundhouse lead? BOTTOM - "Argenta Twelve" as of June 28, 1986 looking south toward Magnolia Street. Martin Borchert Co. Building Materials is located to right, remnants of the old freight house.

The roundhouse and shops followed in due course. When I went to work as a mud-hop in North Little Rock some 40 years ago the only former LR&FS facility remaining other than tracks was the freight house. Among other things the agent here paid off the bulk of the train and yardmen in North Little Rock. Twice a month the normally sedate old yellow and brown building was host to a long line of happy employees. Lurking in the background, of course, were scores of spouses bent on getting grocery money. Also in the shadows were to be found money lenders and sundry other collectors of accounts. Some of the old structure still exists in the form of the Martin Borchert Company but most of the rails will soon be in the hands of the iron mongers.

The Little Rock and Fort Smith was purchased outright by the Iron Mountain in 1906, the Iron Mountain was engulfed by the Missouri Pacific in 1917. Needless to say the Missouri Pacific has been taken into the arms of the Union Pacific and on it goes - who knows... "nor the years draw nigh, when thou shall say, I have no pleasure in them."

XXX

- END -

CASEY JONES LAST RUN

by: William Church

Everybody loves a mystery, and for years the Saga of Casey Jones has caught the imagination of railroaders and fans alike.

Jones, a young runner on the Illinois Central's Memphis-Mississippi Divisions in 1900 was involved in a rear end collision between his train, No. 1, the fast Chicago-New Orleans Mail, and No. 83, a Water Valley-Canton, Mississippi freight train at Vaughan, MS, 3:52 AM 30th April, 1900. This wreck cost Jones his life. A song later published about this wreck made Casey Jones a hero and known throughout the country.

Much has been said and written about this rear-ender, and many opinions have been expressed just who was to blame for this tragedy. Your author, who spent all of his adult life working as a railroader, much under conditions that existed that fatal night, used the Official Report issued by the Mississippi Division Officials to the Vice President in Chicago to form his own opinion of what happened. He may or may not be correct, as by this date the true facts are known only to God. But by following the actions of the men involved, such as the train dispatcher in Water Valley, Conductor E. Hoke on No. 83 and



his flagman, J. M. Newberry, their counterparts on 1st 72, to the last few minutes of Casey's life as he sped down the railroad at seventy-five miles per hour, rushing towards his date with destiny, the truth, he thinks is finally revealed.

For the midnight to eight AM train dispatcher for trains running Water Valley to Canton, Mississippi on the Illinois Central's Mississippi Division, the tour of duty he was just starting, like so many before, had the prospects of being routine.

The Water Valley District that night of 30th April 1900 was still the Main Line of the Illinois Central. Chicago to New Orleans, both freight and passengers still ran from Cairo, Illinois, through Jackson, Tennessee to Canton, Mississippi via Water Valley and Grenada, although recent changes like the Illinois Central acquiring the Mississippi & Tennessee, a 100 mile line from Memphis to Grenada and the C&O&SW from Fulton, Kentucky to Memphis put the ICRR in the Memphis Traffic District and some trains were diverted from the Jackson, Tennessee-Water Valley Line. But the old main line was still the backbone of the Chicago-New Orleans traffic. In fact, the additional business that was generated by the Mississippi & Tennessee, now the Memphis Division, put more trains on the Water Valley District south of Grenada.

When the Memphis Division was created, the Illinois Central diverted four Chicago-New Orleans passenger trains to the newly formed Memphis Division. One pair of schedules, No. 1 and 2, were widely advertised as the fast Chicago-New Orleans "Mail Trains". When these trains were put on, most of the men called them, "The Cannonballs". Their old schedules that once ran via Jackson were renumbered No. 25 and 26.

The increased number of trains on the CO & SW and the M&T RR called for additional men. These runs were offered to conductors and engineers on the Jackson and Water Valley Districts. One of the first conductors to make the transfer was Conductor J.C. Turner, who once held one side of the Jackson-Canton No. 1 and 2. When he transferred to Memphis he was assigned to one side of the Memphis-Canton No. 1 and 2.

Younger engineers like J. L. "Casey" Jones, who was in the Jackson-Water Valley freight pool, when transferring to the Memphis Division, were assigned to freight service to learn the road while they waited for passenger assignments. For Casey Jones, the wait was not long. Engineer William Hatfield, who was pulling Conductor J. C. Turner on No. 1 and 2, was in bad health and gave up his assignment in favor of a younger man. His colored fireman, George Lee, who was also up in years, decided to step down at the same time. Casey Jones was assigned to Hatfield's job, and Simon Web, a young colored fireman, that had been on the Water Valley-Canton freight run and had transferred to the Memphis Division was assigned as Casey's fireman.

Tonight, Jones had a chance to show the Memphis Division train dispatcher his skill by putting a late train into terminal on time. No. 1 had been delayed between Fulton, Kentucky and Memphis account of heavy rains and was reported to be over one hour and a half late. Some fast running would have to take place between Memphis and Grenada if Canton was to be reached on time.

The Memphis Division Train Dispatcher had only one other train on the road at the times No. 1 was due, a drag freight out of Grenada. To give this drag a little help on No. 1, he issued a run late order holding No. 1 to within thirty minutes of its schedule, but allowing No. 1 to make up as much as one hour of the one hour and thirty minutes on the 100 mile district between Memphis and Grenada.

But for the Water Valley Dispatcher, things were not going to be so easy to keep his trains on time. Heavy rains south of Canton had delayed all of his north trains, both freight and passengers. To top things off, No. 26 was running in two sections as was No. 72, a north freight.

South of Durant, No. 83, Conductor E. Hoke in charge, had forty-four cars and a caboose, pulled by engine's No. 870 and 871 in charge of Engineers' Markett and Murchison, was making very good time on its run to Canton.

No. 83, a southbound second class train, held run late orders on No. 2, and first and second No. 26, northbound first class trains. Also, No. 83 held an order that No. 72 was running in two sections that night. No. 72, a second class train like No. 83, was superior by direction, requiring No. 83 to clear the main track for it on its timetable schedule.

When No. 83 departed Pickens, twenty miles north of Canton, he had time to go either to Ways Bluff or Davis ahead of No. 25, a southbound first class train, and if No. 72 did not delay him at their timetable meeting point, he could go into Canton for No. 2 and first and second 26, depending on how long second 72 delayed him at their meet. No. 1 at this time did not enter into the picture as he was some three hours away.

But things have a way of changing on a railroad, and No. 83 was caught up in a change. Leaving Pickens, six miles and a half north of Vaughan, an air hose ruptured on a car in the middle of No. 83's consist. The time consumed by changing this air hose made it impossible for it to go to Ways Bluff, eleven miles away, and clear No. 25's time. By then it was evident they would also be at Vaughan for 1st and second 72, No. 2, first and second 26 and No. 1.

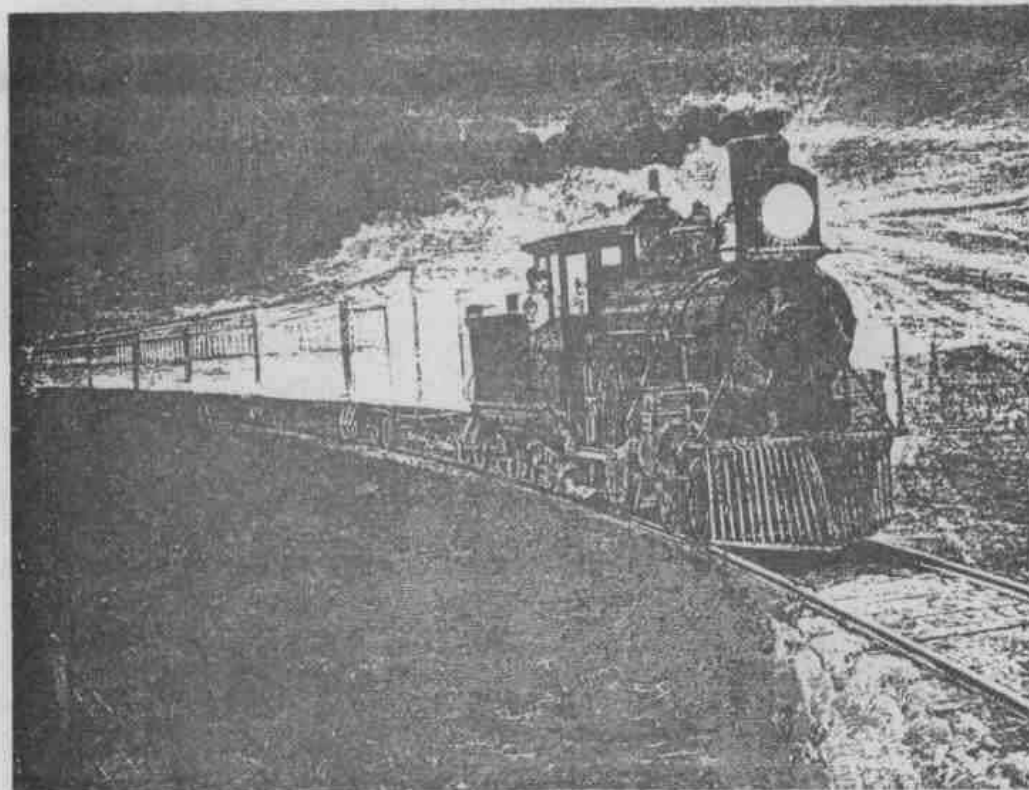
To complicate matters, Vaughan's north switch was a hard place to stop and start a train, being on an ascending grade and the train bound in the middle of a curve that made it a difficult place to get a train moving after stopping for the switch.

With sufficient time ahead of No. 25 so not to delay him, No. 83 stopped at the north end of Vaughan to enter the siding. When starting, a pair of drawbars in the train were pulled out as Markett and Murchison gave their engines power. This caused considerable delay as the cars had to be chained up, set over in the team track before clearing the main for No. 25.

No. 83's delay at Pickens caused a delay to first 72, who cleared the main track for No. 25 at Davis. Before No. 83's air hose trouble at Pickens, more than likely he would have met No. 25 at Davis, six miles north of Canton, meeting No. 83 at Ways Bluff and then clear No. 2, first and second No. 26 and No. 1, north of Pickens. Now No. 83 delayed No. 25 long enough at Vaughan that 1st 72 was not able to go beyond Vaughan for the first class trains, and lacking additional train orders to do so, headed in Vaughan for the fleet.

From the time No. 83 pulled the two drawbars at Vaughan until 3:52 AM, two minutes after No. 1 was due there, things went from bad to worse.

When No. 83 stopped because of the drawbars, flagman J. M. Newberry, No. 83's rear brakeman, went back with flagman signals to protect the rear of No. 83 against following trains, which at this time was No. 25. As per the rules, Newberry went back a distance of some 3,000 feet, which was beyond the curve in which his train had stopped, there he placed one torpedo on the rail and proceeded some 800 feet north of the torpedo, this was in accordance to the Illinois Central flagging rule in effect at that time. At this point, Newberry had a mile and a half of clear vision to the north, a sufficient distance to stop a train at passenger train speed, which was forty MPH.



No. 25 seeing Newberry's flag, stopped and picked him up and proceeded down to the passing track switch and stopped behind No. 83's caboose. After a considerable delay, No. 83 cleared the main track and No. 25 departed Vaughan for Canton, meeting 1st 72 at Davis.

It was a fact that 1st 72 had sufficient time to move out of Davis ahead of No. 2 and 1st and second No. 26. It was either that he took too much time getting his train started to go beyond Vaughan to clear for the first class trains, or that he got cold feet when he got close to Vaughan and did what the dispatcher did

not want him to do, clear up in the siding there. Of course, the train dispatcher could have given him a little help on No. 2 and first and second No. 26, but whatever the reasons, 72 cleared up a Vaughan.

Because 1st 72 had 36 cars and a caboose, No. 83 had 42 cars and a caboose, 1st 72 could not get into the clear at the south end of Vaughan. After the conductor on 1st 72 made the necessary arrangements with conductor Hoke on 83, No. 83 backed out onto the main line at the north end far enough to allow 1st 72 to clear the south switch at Vaughan. This put four cars on the rear of 83's train on the main line. Hoke knowing that the rear end of his train would have to be protected all of the time they would be see-sawing back and forth to allow No. 2 and first and second No. 26 to pass and let No. 1 by, sent Newberry back to protect against No. 1.

It was later determined that Newberry was 3800 feet north of the north passing track switch at the time No. 1 was due Vaughan. Like before, he placed a torpedo on the rail, then walked north of it, and like when he had flagged No. 25 earlier in the night, he had a clear view to the north of a mile and a half.

For awhile it seemed as if every train south of Durant was going to be at Vaughan at the same time and no one was doing anything about it. Then the dispatcher in Water Valley started issuing train orders to at least break up a part of the jam.

No. 1, in charge of Conductor Turner and Engineer Jones was making a record-breaking run over the Memphis Division to Grenada. The Memphis Division dispatcher gave No. 1 to the Water Valley District thirty minutes late. Casey Jones had made up one hour of the one hour and thirty minutes that the train was late out of Memphis.

With No. 1 making a good run, the Water Valley Dispatcher made plans to put it in Canton on time. No. 2, first and second No.'s 26 were superior by timetable direction to No. 1 and by the rules, No. 1 was required to clear their schedule. Account of delays south of Canton, both schedules were running late and were restricted by run late orders, which if No. 1 was to clear on the run late time, he would be badly delayed. In order to get No. 1 away from Grenada, the dispatcher reversed superiority of trains involved by train order and reserved a meeting point between them for a point down the line later that night. The meeting points depended on what time the north trains got out of Canton.

By the time No. 1 was past Wionia, 26 miles south of Grenada, it was fifteen minutes late, and No. 2, first and second No.'s 26 were out of Canton. When No. 1 was at Durant, he was on time and No. 83 and 1st 72 were sawing No. 2 at Vaughan.

After No. 2 departed Vaughan, the dispatcher issued train orders to 1st and 2nd 26 at Ways Bluff, No. 2 at Pickens and No. 1 at Durant, that No. 1 would meet No. 2 at Goodman, 1st and second No. 26 at Vaughan and a message to No. 1 that he was to saw by 1st 72 and No. 83 at Vaughan. The dispatcher ordering 1st and 2nd 26 to clear up in the House Track at the meeting point.

After No. 2 departed Vaughan, the crews on 1st 72 and No. 83 were informed that they would have to saw by 1st and second 26 at the south end of Vaughan to let No.'s 1st and 2nd 26 in the House Track for its meet with No. 1. It was after allowing 1st and second 26 by the caboose of 1st 72 and both freight starting their move south to clear the north switch for No. 1 that fate took control.

Just as both freights started moving, an air hose on 1st 72 burst and put the train into emergency. This left four cars and the caboose of No. 83 out on the main line at the north end of Vaughan. Neither train could move until the air hose was replaced and brakes released. At this time, the rear end of No. 83 was being protected by brakeman Newberry who had been sent out to flag some time before by conductor Hoke.

What happened in the minutes after No. 1 cleared Pickens until the time he struck No. 83 at Vaughan is the subject of much controversy. Some historians claim No. 83 never had a flag out against No. 1; that crew members on the trains at Vaughan lied about hearing the torpedo exploding. Others say that if Newberry was flagging, he was drawbar flagging and had not gone back as per the flagging rule. But the testimony of Sim Webb throws quite a bit of light on just what did happen in those last few minutes.

No. 382, Casey's engine that night, was a so-called quarter deck engine; that is, its boiler extended back into the firing deck. The engineer and his fireman sitting alongside the boiler were not being able to look across the cab to see each other, on account of the boiler blocking their view.

Engineer Casey Jones was a good man on an engine and was well known for his nerve and fast running that enabled him to make up lost time on fast schedules. As his assignment on No. 1 by Superintendent King was an honor to him, he was very proud of the fact that this choice run went to him. Tonight he had made up one hour and a half of lost time and had every prospect of taking No. 1 into Canton on time regardless of the saw by at Vaughan that would give him some delay.

Before leaving Memphis that night, Casey had a new whistle installed on the 382 and had gotten the feel of it. He had plans to announce his arrival in Canton by waking up the citizens with his new whistle, a kind of celebration of his record-breaking run.

Sim Webb told the officials that after leaving Pickens, Casey had the 382 running about seventy-five miles per hour trying to gain the lost five minutes meeting No. 2. Webb stated that he had just put in a fire when Jones called him over to his side of the engine and told him to come up alongside of him as he had something to say to him.

Webb continued his statement how he stepped up from the firing deck and Casey told him that they were going to make Canton ON TIME and the new whistle would wake up everybody in town when they arrived. Sim then told how he had stepped down into the firing deck to put in another fire when he heard the explosion of a torpedo and went to the right hand side of the engine and saw a flagman with red and white lights back up the track- how he went to the left hand side of the engine and saw No. 83's markers around the curve.

It must be remembered that the speed of the train was seventy-five miles per hour which means the 3000 feet that the torpedo was from the caboose was covered in about thirty-five or forty seconds. Fireman Webb estimates that he left the engine when the speed had been reduced to about fifty.

Just what happened? Why did a good engineer like Jones fail to blow for the station board at Vaughan? Why did Casey fail to see the flagman? It was stated in the investigation that Jones had a mile and a half of clear track to the point where Newberry was standing. Yet Jones missed blowing for the mile board and seeing the flagman.

The only reasonable answer your author has is that as Jones approached the straight track on which the mile board was located and near where the flagman on No. 83 stationed himself, that he had his head turned sideways talking to fireman Webb. Because of the roar of the engine and Casey being forward from the end of the boiler, Sim could not understand what Casey was telling him unless he shouted it into his ear. If that is correct, that explains why he failed to blow for the mile board, because he missed it, and the same reason explains why he missed seeing Newberry.

Two postal clerks also testified that they had heard the torpedo explode before No. 1 struck No. 83's caboose. Newberry was flagging expecting to stop a passenger train making the maximum speed, which was supposed to be forty miles an hour. The Mississippi Division Superintendent was quick to point out that No. 25 was flagged by Newberry at exactly the same spot and did not have a problem of stopping before reaching him.

The reader can be the judge of what really happened: did Newberry, Hoke and others lie about a flag being out against No. 1? Or was Casey a victim of that fickle fate that dogs a railroad man throughout his career and catches him unaware for an everlasting result?

- END -

(William Church is a retired Missouri Pacific conductor)

Comment from a reader:

Mr. Ken Ziegenbein, Editor of ARKANSAS RAILROADER:

Page two of the June, 1986 ARKANSAS RAILROADER published a news report concerning proposed closing of the UP's Newport, Arkansas station, including a quote by a UP officer.

The quote, no reflection of ARKANSAS RAILROADER, is poor reflection on the Officer's thinking, when he says "...we do not need someone at every little crossing..."

Facts are, that through the years, at least the past forty, business has consolidated, merged, amalgamated. Through railroad's central accounting systems, a large firm, say, based in Minneapolis, MN, but with activity at Newport, Arkansas gets a single statement, from shipments originating or destined to or from many points. Much as your charge card billing after your vacation.

The customer is saved getting literally hundreds of statements or bills, just as the individual charge card customer does. With the elimination of "people" business, such as LCL, passengers, the individual station was left to train order and related (track line-ups, etc) work. The new Track Warrents system afforded by the General Code of Operating Rules of 1985 reduced the need for operators at stations such as Newport.

Expanded and improved communications between train dispatchers and operating crews and centralized accounting systems between customers and the carriers have contributed more to the elimination of the wayside station than Mr. Smith's poorly worded release.

Sincerely,

M. P. Lyons

(an obvious pseudonym)





1:00 A.M. - June 14, 1986 - Union Station in Little Rock, Arkansas. SLSW 819 sits hot, her vented steam reflecting the streetlights. (Ken Ziegenbein photo)

On June 13, 1986, the Cotton Belt 4-8-4 Number 819 made her longest trip since the early 1950s when she ran from Pine Bluff to Little Rock (using trackage rights over the Union Pacific) for a Sesquicentennial celebration. Nearly 100 invited guests rode the excursion, including Arkansas Governor Bill Clinton part of the way. Return to Pine Bluff was on Monday, June 16. Below are several pictures of the trip and weekend, all by your editor, Ken Ziegenbein.



TOP LEFT - Ready to leave Pine Bluff's Union Depot at 10 AM June 13. This was the first train to use the new relocated tracks all the way through Pine Bluff. TOP RIGHT - Train awaits departure from the SSW yard area in Pine Bluff. Consist was Engine/Tender 819; Baggage/Tool car 1942 (the year the 819 was originally built); Coach "Jefferson County" #318; Dome/Ob #1601 "Susacapejo"; SP Business Car #99 "Houston". LEFT - Smoke from the engine as seen from dome car 1601 on the way to Little Rock. Train Crew on Extra SSW 819 North were: Engineer T.D. Davis; Fireman J.M. Stone; Conductor J.T. Matthews; Brakeman W.W. Massey and Brakeman W.A. McCaskill. (Thanks to E.B. Faulkner for the crew's names)



TOP LEFT - Joe McCullough stands next to the Baggage/Tool car #1942 while the train was parked in Redfield to let us get back on following a runby. TOP RIGHT - Reminiscing at Little Rock. BOTTOM LEFT - Project 819 shops in Pine Bluff. BOTTOM RIGHT - 7:45 AM, June 13, 1986. Like a Space Shuttle's launch pad after a launch - the 819 has left her perch... for the second time (as she was originally built on these very tracks). Will she return here to roost or will her nest be destroyed?



Amtrak's "Eagle", southbound #21, pauses at Little Rock next to the 819 the morning of June 16.

THE WAY IT WAS

by: Clifton E. Hull

My father came from Missouri in 1917 to take a job as fireman on the Central Division of the Missouri Pacific between North Little Rock and Van Buren. By the time the rumble of World War II was heard in the fall of 1940, I was 20 years old, and needed a good job.

About mid-November 1940, Dad said the MOP was going to hire 20 new brakemen for the Central division. I was hoping for a job as a fireman, but none were being hired. If a job came by in 1940 you didn't question it, you grabbed it before someone else did.

I was issued a telegraph message good for a one-way ride to Van Buren. On 22 November 1940 I completed an application form at the trainmaster's office, and convinced a doctor I could tell the difference between pieces of red, green, and yellow yarn. A widow named Allen had a rooming house a block from the yardoffice, and she let me use a bed until my first payday.

On the morning of the 23rd I made my first student trip on southbound freight extra 1428 with conductor Ames Martin, who was Local Chairman of the Brotherhood of Railway Trainmen. We left Van Buren at 8:30 a.m., and during the next eight hours I discovered that a white shirt, a pair of 14-ounce blue serge pants, and a pair of low-quarter patent leather shoes (Ames called them "dancing slippers") were not the ideal dress for a brakeman. At every stop, and there were several, I was sent toward the headend looking for hot boxes and dragging brake beams. That rock-cinder ballast just about destroyed those "dancing slippers". The white shirt and blue serge pants didn't fare much better. But, I had a job on the railroad!

The next day I spent acquiring a pair of heavy denim Oshkosh overalls, a pair of heavy shoes with leather laces, and a short denim jumper. A black felt hat, which I still have, with the brim turned up in front, completed my standard wardrobe. Going by the yardoffice I acquired a current timetable and an electric lantern, the battery for which had not arrived. A fine "hayburner" coal oil lantern with a wood handle had to suffice for a month. A 21-jewel Hamilton, model 992-B kept me on time.

On 25 November 1940 I began my series of student trips on local freight, with Mikado Number 1458. The train crew was "Mickey" Chivers, conductor, and brakemen "Dog" Folsum, "Red" Rogers, and "Bud" Carruthers. The local ran from North Little Rock to Van Buren, 158 miles, the first day; Van Buren to Russellville, 83 miles, the second day; and Russellville to North Little Rock, 75 miles, the third day. I finished my student trips on 15 December, with all being on local freight, except on trip on the Camp Pike switch engine, and one on redball freight.

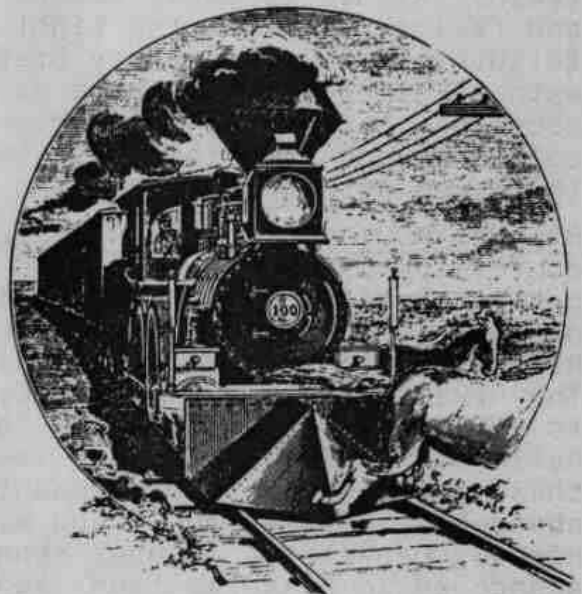
My first pay trip was 3 January 1941 on local freight. During that month I worked EIGHT days on local, through freight, and Camp Pike switch engine. For this I was paid \$69.41. The local rate of pay was \$6.06 for 100 miles, and through freight pay was \$5.59 per 100 miles. The time allotted for 100 miles was 12 hours and 40 minutes. On 15 December 1941 the rate of pay was raised \$0.76 per 100 miles.

In January 1943 there was a vacancy on the passenger service extra board. None of the brakemen wanted the job because the rate of pay was only \$6.60 for 158 miles, but the run was only about four hours. I bid for the job and got it. Many of the runs were round trip in one day. Train 116 left Union Depot (Little Rock) at 10:25 a.m., and Train 125 returned to U.D. at 11:05 p.m. I was making \$13.20 a day riding the "varnish", while through freight paid about \$9.75.

My total earnings for the year 1942 was \$2317.10 which was darned good at that time. My last day of service was 26 June 1943. For 114 days that year I was paid \$950.10, and road expenses (room and board) was \$342.00. A 5% "Victory tax" (World War II) was \$46.50. Taxable income was \$25.50.

Such was the life of an extra board brakeman on the Central Division of the MOP in the early 1940's.

This data came from my old timebook.



EUREKA SPRINGS & NORTH ARKANSAS Railroad in Eureka Springs has gotten a new diesel locomotive, an EMD SW-1, formerly C&EI #98.

'TRAIN' DAMAGES PARK - (North Little Rock) - Members of the North Little Rock Sunny Dell Garden Club complained that the Arkansas Sesquicentennial Wagon Train did considerable damage during its overnight stay in a cemetery in Burns Park on June 4th. Apparently many of the graves were unmarked. The city promised to repair the damage. (ARKANSAS GAZETTE)

READER RAILROAD had another night run on July 5th. Barbecue was served at its stop at Adams Crossing before returning to Camp DeWoody. Coaches and cabooses were lighted by oil lamps and lanterns. Cars used in the filming of the NBC mini-series "North and South" were activated.

UNION PACIFIC TO IMPROVE IN NORTH LITTLE ROCK - Union Pacific Railroad has budgeted \$6 million in 1986 to complete a three year \$20 million improvement program at its North Little Rock terminal. Renovation of the railroad's automated classification yard accounts for the bulk of the program. The \$20 million improvement program also included construction of new tracks at Biddle Yard in Little Rock (the former Rock Island yard). You can see this new yard taking shape from the Interstate 30 overpass. During 1985, more than 2 million cars were handled by the North Little Rock terminal. (NORTH LITTLE ROCK TIMES)

PART OF ROCK ISLANDS "SUNBELT" LINE TO REOPEN - (Perry) - The Little Rock & Western Railway Corporation will begin train operations between Perry, Arkansas and Danville, 35 miles to the west of Perry, on or about July 14. This line was recently bought by Continental Grain, which owns Wayne Feed Company of Danville. LR&W will haul grain to Danville. Motorists were urged to exercise caution at grade crossings in the area since it has been over 6 years since a train ran on those tracks.

819 TRIP OF JUNE 13 GETS WIDESPREAD COVERAGE. Newspaper articles were seen in the following cities: Pine Bluff, Little Rock, Fayetteville, DeQueen, Hope, Rogers, Malvern, Springdale. I'm sure I'll see more articles in the weeks ahead. (See the 819 story elsewhere in the RAILROADER)

DOUBLE FATALITY PROMPTS MAJOR LAWSUIT - (Hope) - A double fatality at a Hope, Arkansas railroad crossing has resulted in a million dollar lawsuit filed June 17. The lawsuit was filed by the daughter of one of the two women fatally injured on December 19, 1985, at the Missouri Pacific Generator Street Crossing (which will now get warning signals). Carol Lee Booze of Hope filed the suit against Billy D. Cooks of Hope and the Missouri Pacific Railroad. Mr. Cooks was the driver of the car that got hit. Carol's mother was killed in the accident. The suit claimed that the negligent acts included not keeping a proper lookout, colliding with the Missouri Pacific train, failure to apply brakes on his car, failure to stop at the crossing and failure to yield the right of way. The suit also said Missouri Pacific's failure to apply emergency brakes to avoid a collision, failure to have warning signals at the Hope crossing, failure to have guard rails at the crossing, failure to sound either the whistle or the bell prior to the collision and that the train was traveling too fast when it was known there was not adequate warning at the crossing. (HOPE STAR)

RAILWAY ROUTE TO BECOME A TRAIL - (Carlisle) - The first rail-to-trail conversion in Arkansas is a 13-mile route formerly used by the Rock Island between Carlisle and DeValls Bluff in eastern parts of the state. The project follows a national trend of converting abandoned railways into hiking, biking and jogging trails. It's never been done before in Arkansas. The Arkansas Nature Conservancy is buying the Rock Island corridor - 100 to 200 feet wide in places - for \$150,000 from Oklahoma real estate salesman. Rails-To-Trails Conservancy is based in Washington and is coordinating these projects across the country. It is estimated that U.S. railroads are abandoning between 3,000 and 4,000 miles of track each year. Arkansas Highway Department figures show that 600 miles of railroad have been abandoned in Arkansas from 1965 to 1985, leaving 2,831 miles of operating railroads in the state. (HARRISON DAILY TIMES)

McGEHEE CELEBRATED RAILROAD DAYS - The McGehee Chamber of Commerce hosted its annual Railroad Days Festival in McGehee on June 19, 20 and 21st. The governor, Senators, congressmen and many others attended. The UP had some equipment on display. (McGEHEE-DERMOTT TIMES-NEWS)

YELL COUNTY TO SEEK MONEY FOR RAILROAD - (Danville) - The Yell County Quorum Court adopted June 9 a resolution to apply for a \$50,000 Arkansas Community and Economic Commission loan designed to help with the renovation of the former Rock Island line from Perryville to Danville. Governor Bill Clinton said that the application for funds would receive favorable consideration. (RUSSELLVILLE COURIER DEMOCRAT)

THE TEXARKANA UNION STATION was the subject of a nice article in June 8th's TEXARKANA GAZETTE. Basically, it said that many attempts to renovate this beautiful station has fallen through and that its chances of surviving at all are probably less than 50-50. Amtrak currently uses one end of the station, but the main large waiting room hasn't been seen for years.

MOPAC BIAS SUIT NEARS SETTLEMENT - Attorneys proposed a partial settlement June 6 of a race discrimination suit against Missouri Pacific that offers a subclass \$1,090,000 in damages. The suit was originally filed June 25, 1975. There are 225 subclass members who will get monetary awards of between \$3,000 and \$4,000. The subclasses in the suit were black applicants for employment at MOPAC's North Little Rock facilities, black employees at the Mechanical Department, black employees of the railroad's Transportation Department and black employees in the Maintenance of Way Department. (ARKANSAS DEMOCRAT - Larry Ault)

NERVE GAS MAY BE TRANSPORTED BY TRAIN - (Jonesboro) - If old outdated chemical warfare weapons are to be disposed of at regional or national sites, they could be moved from the Pine Bluff Arsenal via rail. Rail movement is the most viable method of movement and the safest, a study revealed. Accordingly, railroad routes which may be used to transport the chemicals across the U.S. have been identified. The routes were chosen to bypass highly populated cities and to use the best rail lines. The Missouri Pacific (Union Pacific) in eastern Arkansas recently underwent maintenance work and is one of the routes chosen - through McGehee northward. The regional disposal proposal would call for materials from the Pine Bluff Arsenal to be shipped from Pine Bluff to Anniston Army Depot in Anniston, Alabama. The national disposal alternative would call for it being shipped by rail from Pine Bluff to Tooele Army Depot, Utah. (JONESBORO SUN)

CABOOSE DONATED - (Ashdown) - A former Burlington Northern caboose was donated to the Ashdown City Park May 29 where it will be restored and placed on display for children and adults. The caboose was placed on a spur track used around 1900 and the original crossties were found at the location. (LITTLE RIVER NEWS)

FACT - A freight train can outweigh an automobile by as much as an automobile outweighs an aluminum can, and a train can take more than a mile to stop.

DOUBLE WHAMMY - (New Boston, Texas) - Five cars of a 25-car U.P. train (local 928) derailed a half mile west of New Boston, Texas on May 29. The accident occurred at 3:15 PM as the tail end of the train passed over an embankment on the south side of Scout Lake (the lake was built years ago for water for steam engines). About 4:45 PM, several cars on the same train derailed again about one mile east of New Boston. Definately not their day! (TEXARKANA GAZETTE)

\$8 MILLION SOUGHT FROM COTTON BELT FOR DERAILMENT DAMAGE - (Pine Bluff) - Nearly a year after 42 cars on a Cotton Belt train derailed near Pine Bluff, three couples who have property around the site filed lawsuits in federal court seeking \$8 million for damages to their homes and property. The lawsuit was filed in May of 1986. The lawsuits claim that hazardous materials from the June 9, 1985 derailment either spilled onto the couple's land immediately or have been washed onto it. The three couples also allege that some of the hazardous materials taken from the contaminated property have been buried on their property. The railroad was negligent, the suit says, in allowing the fireman instead of the engineer to operate the train that derailed, in driving too fast for circumstances and in failing to be equipped with safety devices to avoid derailling. (PINE BLUFF COMMERCIAL)

ENGINE GETS PAINT JOB - (Fort Smith) - Frisco engine No. 4003, whose permanent home is Kay Rogers Park in Fort Smith, has been renovated. Renovation of the badly rusted engine, which has stood at the Midland entrance to the park for 30 years, was begun by the Fort Smith Jaycees in the Fall of 1985. The Jaycees provided the labor to sandblast the engine. Paint was donated by Kolor Key Paint. Frisco Station Restaurant owners underwrote all project expenses. (SOUTHWEST TIMES RECORD)

RANDY TARDY had an interesting article in the June 1 ARKANSAS DEMOCRAT about railroad mergers. The jest of the article? -- Mergers mean lost jobs, even though "Advocates usually say corporate mergers promote greater efficiency. What they don't say is that greater efficiency usually means fewer jobs". Also, Mr. Tardy continues, "Railroads, in my opinion, are in trouble and losing business to trucks. I blame their plight on mergers and a governmental attitude that has smiled on mergers. -- Rail mergers -- are about to bring the country down to a handful of 'mega-railroads' that will be able to name their own rates. -- and when rail competition disappears, the days of the 'Robber Barrons' will be with us once again".

Your editor agrees...I think we're in a dangerous situation in this country now - dangerous in the sense that tracks are being torn up that will never be replaced, all in the name of short-term bottom line savings without looking at the public's welfare of service lost. Dangerous in the sense that eventually, there will be only 2 or 3 national rail systems without proper and needed competition to keep prices down (whatever happened to the notion of competition to lower prices and anti-trust laws that we all learned about in 3rd grade history?).

I think the bubble has already burst, however, starting with the formation of Conrail in the 70s and the Burlington Northern's merger with the Frisco, et. al. And now the KATY is probably going to lose its identity to the Union Pacific (that one's a sore spot with me - the MKT's the railroad I grew up with).

Let's slow down on this merger bit, at least when the smaller lines are self-sufficient. Just looking at the ledger books isn't the only reason to merge. It may be too late, however, since already there are so many large systems, the smaller ones feel they need to enlarge by merging to stay competitive...sort of not seeing the whole forest for the big tree in front of you. That is cutting your own throat, the way I feel, since big trees often crush the smaller ones when they fall. (This opinion was my own and does not necessarily reflect the Arkansas Railroad Club's opinion).

"EAGLE" DELAYED - The "Sunset/Eagle" northbound train was delayed 16 hours the weekend of June 6-8 by a Southern Pacific freight derailment west of Alpine, Texas. According to all reports, Amtrak higher-ups really messed up this time by not re-routing the train and cancelling buses it had called earlier. The "Eagle" out of San Antonio was held for the "Sunset" connection 15 hours instead of proceeding on its own, as should have been done. As a result, instead of #22 arriving in Little Rock at its normal time of 1 AM Friday night, it arrived at 4:30 PM the following Saturday afternoon. Imagine waiting for this train from about midnight to 4:30 the next afternoon! (Thanks to Bill Pollard for the above)

GROUP BOUGHT STEAM ENGINE - (Texarkana) - A group from Yuma, Arizona bought the Four States Fair's steam engine and tender and began moving them in early May. (The following story was sent in by Bill Bailey regarding this engine - "Arkansas Rail News" will continue following the story):

FAREWELL KCS/L&A STEAM LOCOMOTIVE 253

by: Bill B. Bailey, Director of Project 819

The Four State's Fair Association of Texarkana formally accepted the steam locomotive 253 at the start of its annual fair on September 16, 1956. Ben Mizell, fair president, and L. O. Frith, V.P. and executive assistant of the KCS Ry in Kansas City, were the officials in charge. Other KCS officials on hand for the acceptance ceremony were R. R. Sutter, Superintendent of Transportation, Shreveport, and E. J. Biagioli, General Agent, Texarkana.

J. A. Whyte, former president of the fair board and official of the Gifford-Hill Company, helped to move the locomotive into the fairgrounds.

Locomotive 253's last service was stand-by power at DeQueen, Arkansas. It was towed from DeQueen to Texarkana two months before placement in the fairgrounds.

According to Louisiana & Arkansas Railroad's records dated May 1941, locomotive 253 was in service on the 811 miles of railroad over the lowlands of Texas, Arkansas and Louisiana. This 0-8-0 was sold to L&A on May 4, 1936, and retained its original number. The locomotive was built in July 1924 by the Richmond Works of the American Locomotive Company as a switch engine for the Florida East Coast Lines. It had 51-inch drivers, 25 x 28 inch cylinders, weighs 215,000 pounds, carries 175 pounds of boiler pressure, has a tractive effort of 51,042 pounds, builder plate number was 65770, Class K-21, and Copper rating E-53. As of the close of 1952, Locomotive 251 and its mates 252 and 253 were in active use; 252 at Greenville on the Texas Lines and the other two at Kansas City.

According to operating personnel from 1953-1955, when locomotive 252 was operated on the KCS, the locomotive carried 180 pounds of boiler pressure and had a tractive effort of 52,500 pounds.

It is to the late W. A. McCartney, a hotel man who grew with the city's railroad, who requested that a KCS/L&A locomotive be given for display. He and J. R. Crowder, a past president of the fair, had asked for a steam locomotive a number of years before. Number 253 is the result of that request.

In 1986, what is the future of locomotives that are owned by cities? With municipal budget tightening and as upkeep is being eliminated, in many areas it is too late for caring people to give youngsters of tomorrow a vision of yesterday's steam railroading. Five to ten years ago was the time for locomotive owning cities to evaluate what the future held for the fading giants.

An organization can be formed with leadership, trust funding, private operator ownership, and plans to reach their goals of preserving the last steam locomotives.

I remember during the late 1950s, railroads placed retired locomotives in various city parks around the country, thus saving them from the junk dealer's torch and hopefully preserving them for the enjoyment of future caring people. In 1986, I wonder how many of the historical locomotives will succumb to the ravages of time and vandalism by the end of the decade.

Look around your city and state in 1986, in the Steam Locomotive Age, and see that nowhere in Mid-America has mankind left fewer forms in passing. Farewell KCS/L&A steam locomotive 253. In leaving our area, may your new owners take better care of you, being one of the last surviving steam locomotives, the last of its breed!

- END -

(continuing with "Arkansas Rail News")

CONTROVERSIAL CLOSING - (Russellville) - On May 26, Union Pacific filed a motive with the Arkansas Transportation Commission requesting permission to close the Russellville, Arkansas station. This has made the mayor of Russellville mad. Mayor Vernon Howard plans to oppose the action. Howard said the city is asking registered voters to sign a petition asking that the station not be closed. "I urge all citizens who would like to see the station remain open as it is to sign the petition". Howard said 15 to 20 Union Pacific employees are assigned to the Russellville station. Russellville is the only Union Pacific agency station remaining between Van Buren and Little Rock. D. B. Smith, a district superintendent, said customer services in Russellville have been handled through the North Little Rock office for several years. "With modern times, with communications being what it is, we don't need someone every five miles", Smith said.

Thirteen years ago, in the February 1973 ARKANSAS RAILROADER, was the following story: STATION CLOSINGS: Cotton Belt has announced that they have petitioned the appropriate commissions for permission to close several stations. Included are: Fordyce, Brinkley, North Little Rock, Stuttgart and England. A dying breed indeed!

GENERAL RAIL NEWS

AMTRAK MUSINGS - Amtrak will close its Long Island Reservations Office July 7 and will also close the Jacksonville, Florida office in September unless labor concessions can be won by Unions. This would leave only three reservation offices: Philadelphia, Chicago and Los Angeles. -- Amtrak has recovered almost \$2 million of its \$2.7 million equipment losses in the EMPIRE BUILDER accident of two years ago by suing the company that owned the gravel truck that violated the train's right-of-way. (ABOUT TIME!!!) -- April Amtrak ridership was down 5.4% from a year earlier. Total riders in April were 1,655,188 with 392,223 on long-distance trains and 921,817 on the northeast corridor trains. New York-Florida trains carried the most passengers of any long distance trains with 75,913. The "Eagle", which goes through Little Rock, carried 8,443, down 2.5% from April 1985. (RAIL TRAVEL NEWS)

611 DERAILMENT on the Norfolk-Southern may have been caused by a wheel on one of the cars damaging a switch as it went across it. Also, according to RAIL TRAVEL NEWS, this accident might result in restrictions on the use of old cars. Some of the cars that derailed were historic, wooden, non-crashworthy cars.

CONSIST OF NORFOLK SOUTHERN'S EXCURSION TRAIN follows. The derailment occurred May 18 between Norfolk and Petersburg South Carolina:

N&W 611 - NS 1 (office car) - NS 2 (office car) - NS 4 (office car) - N&W 1407 (tool car) - Tidewater Chapter NRHS 1730 (coach) - TWC 1721 (coach) - TWC 1723 (coach) - N&W 531 (derailed) - Roanoke Chapter NRHS 537 (derailed) - N&W 536 (derailed) - N&W 539 (derailed) - N&W 540 (derailed) - SOU 1069 (scrapped) - SOU 1087 (scrapped) - SOU 4061 (scrapped...this commissary called the "Queen and Crescent Club" was built in 1917 as a Pullman Tourist Sleeper. It was converted to a Baggage Car in the early 50's) - SOU 1070 (derailed) - Lake Shore Chapter NRHS 6450 (derailed) - Roanoke Chapter NRHS 1210 (derailed) - SOU 726 (combine, derailed) - NS 28 (derailed) - SOU 844 (derailed) - SOU 841 (remained on tracks) - Roanoke Chapter NRHS 3306 observation remained on tracks. (Thanks to PALMETTO RAILS)

ANOTHER STEAM ENGINE TO BE RESTORED - Another Southern Pacific steam engine is slated to be restored to operating condition. SP #745, 2-8-2 on the grounds of the Louisiana State Railway Museum in Kenner will be restored to operating condition by the Old Kenner Railway organization. Meanwhile, up in Pennsylvania, K-4 #1361 is undergoing hydro-static testing to determine whether or not it is possible to restore it to operating condition. This engine was sitting for years on the famous Horseshoe Curve but was moved to a museum recently. The state of Pennsylvania has given the group (Horseshoe Curve Chapter NRHS) \$50,000 to begin the restoration work. (GULF COAST RAILROADING and THE COAL BUCKET)

KATY TO MERGE WITH U.P. (again?) - Union Pacific Railroad announced an agreement with Katy Industries to purchase all stock of the Missouri-Kansas-Texas Railroad Co. for \$110 million (up from its last offer of \$108 million). This is, of course, subject to ICC approval. MKT operates 3,100 miles of track in the southwest. It is offering \$39 a share to buy back its reorganization certificates issued in 1958. It needs to obtain a certain amount of these in order for the UP to complete the merger.

SP-SF MERGER NEWS - A decision over the proposed merger of Southern Pacific and Santa Fe could be issued in July. The last public hearings on this long-awaited merger were held May 21. SP argued during the hearing that the alternative to a merger was the "bankruptcy and liquidation" of Southern Pacific. The ICC is required to issue its final decision by October 20. ICC commissioners are concerned mostly about these points: 1) The weak financial condition of the SP; 2) the "hard-line" attitude of the Department of Justice, which opposes the merger; 3) the potential anti-competitive problems that might arise from the merger. Today there are between 800 and 900 Cotton Belt employees in the Pine Bluff area out of a roster of 1300. During World War II, employment in Pine Bluff was about 3600. (PINE BLUFF COMMERCIAL)

GERMAN MAGNETIC LEVITATION train set a new high speed record recently of 222 miles per hour, close to the 250 MPH it expects to attain. (RTN)

VOLUNTARY SEPARATION PROGRAM SLOTS REMAIN OPEN on the SP/SSW. So far, 1,184 clerks have opted for the buyout program. However, there are still 123 slots available on the western lines, 147 on the eastern lines and 21 on the Cotton Belt. As you know, the SP system is trying to reduce its labor costs by reducing employees. (SP UPDATE)

CABOOSES? YES! (in Texas, that is) - The Texas Railroad Commission ruled that cabooses must be on a variety of trains running through that state. The rule will affect trains longer than 2,000 feet carrying flammable compressed gases and liquids, poisons, explosives, and corrosives. The Texas Railroad Association may challenge the rule in court.

"TEXAS LIMITED" TO BEGIN RUNNING AS HOUSTON/GALVESTON WEEKEND TRAINS - Houston businessman Franklin Denson believes that rail passenger service from Houston to Galveston will be practical and profitable, too. The train will be called the "Texas Limited" and will originate at the AMTRAK station in Houston and terminate at the Transportation Museum in Galveston. His company is called "Excursion Trains, Inc.". Mr. Denson has the support of Houston's civic leaders. Arrangements with the railroads involved are being handled under the auspices of AMTRAK and its intercity operating mandate. The "Texas Limited" is slated to start operation in the Fall of 1986. (GULF COAST RAILROADING)

GREYHOUND UNDER SEIGE - Greyhound, which accounts for about 60 percent of intercity bus service, has lost about 30 million passengers since the 1960's, almost half its ridership. "All the rules have changed since deregulation," says Greyhound Corporation Chairman John Teets. Greyhound lost \$1.7 million in 1984. Trailways also loses money on regular route service. The response has been to prune routes and close large downtown terminals. Some stations being closed by Greyhound are Kansas City, Joplin, Springfield and New Orleans, as well as 31 more. Routes could be cut by as much as 30 percent in 1986. Greyhound said that 3,000 employees will be dismissed soon. (Sounds just like the railroads back in the 50s, right?) (U.S. NEWS AND WORLD REPORT and WALL STREET JOURNAL)

NEW RULES - UP, MP and MKT effective April 28, 1986 adopted their new General Code of Operating Rules. SP and SSW and also ATSF joined the above roads on the same effective dates.

NEW COAL TRAIN - WRPI-UP-MP-MKT's new coal train service to Halsted, Texas is a one-year contract to include 4½ million tons of coal for that year. That's 450 trains of the usual ten thousand net tons each. (MIXED TRAIN)

COTTON BELT'S WAVE OF THE FUTURE? - The Cotton Belt Track Stars offers overnight delivery of intermodal shipments between St. Louis and Dallas or Memphis and Dallas 6 days a week. The service is aimed directly at taking business away from trucks. These trains have no cabooses, reduced crews and less than 3,000 feet long. Apparently these shorter, reduced crew trains are the wave of the future, since Union Pacific also started operating sprint trains, such as one between Seattle and Portland. (SP UPDATE & INFO MAGAZINE)

GOOD BUSINESS - Union Pacific carloadings through late May totaled more than 747,000. The most handled commodity was coal, with 312,000 carloads. (INFO MAGAZINE)

This issue was mailed July 3. I would appreciate it if you could send me a postcard telling when you got the RAILROADER. Thanks.

Body mass index

Body mass is the figure you get by dividing your weight in kilograms by the square of your height in meters, as explained below. (A calculator, while not a necessity, will help.)

1. To convert your weight to kilograms, divide the pounds (without clothes) by 2.2: _____
2. To convert to meters, divide your height in inches (without shoes) by 39.4 (_____), then square it: _____
3. Divide (1) by (2). Body mass = _____

For men, desirable body mass is 22 to 24. Above about 28.5 is overweight. Above 33 is seriously overweight.

For women, desirable body mass is 21 to 23, overweight begins at about 27.5, and seriously overweight is above 31.5.

The index at left was taken out of the May 1986 University of California, Berkeley Wellness Letter.

CANCER CONTROL - The American Cancer Society lists the following 10 steps you can take to reduce your risks of cancer:

- 1) Eat fresh vegetables. They may be protective against many forms of cancer.
- 2) Fiber may reduce the risk of colon cancer.
- 3) Vitamin A found in foods like fish, dark green vegetables, may protect against lung, stomach, and esophagus cancers.
- 4) Vitamin C found in citrus fruits, celery, etc., may protect against cancers of the esophagus and stomach.
- 5) Control your weight. Obesity is associated with a high risk of cancers of the uterus, gallbladder, breast and colon.
- 6) Reduce your fat intake to 30% of caloric intake. Fat may increase your chances of breast, colon and prostate cancers.

- 7) Avoid smoked, cured and nitrite-cured foods. These may cause an increase risk of stomach and esophagus cancers.
- 8) Stop smoking. Tobacco causes 30% of all cancers, and 83% of all lung cancer. You may get lucky and not get cancer if you smoke, but you can only cross the street blindfolded just so many times before you get hit.
- 9) Limit your consumption of alcohol. Excessive drinking can lead to cancer of the mouth and liver.
- 10) Sunburn can lead to skin cancer. Use sunscreens.

AFRAID TO FLY? - Don't be. Now there's the LORD'S AIRLINE. This airline plans flights between Miami and Tel Aviv in a plane decorated with the Ten Commandments. Torahs and Bibles will replace in-flight magazines, while gospel hymns and religious songs play on the public address system. (WALL STREET JOURNAL)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers. The club meets once a month on the second Sunday. This month's meeting details can be found under the "PROGRAM" notice elsewhere in this newsletter. 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 by the meeting date. In order for you to receive the RAILROADER, 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. Dues are always due the first of the year.

If you would 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 sending \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Any change-of-address, stories, pictures, news, etc., are all welcome. Send all correspondence regarding the RAILROADER and all material contributions to:

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