



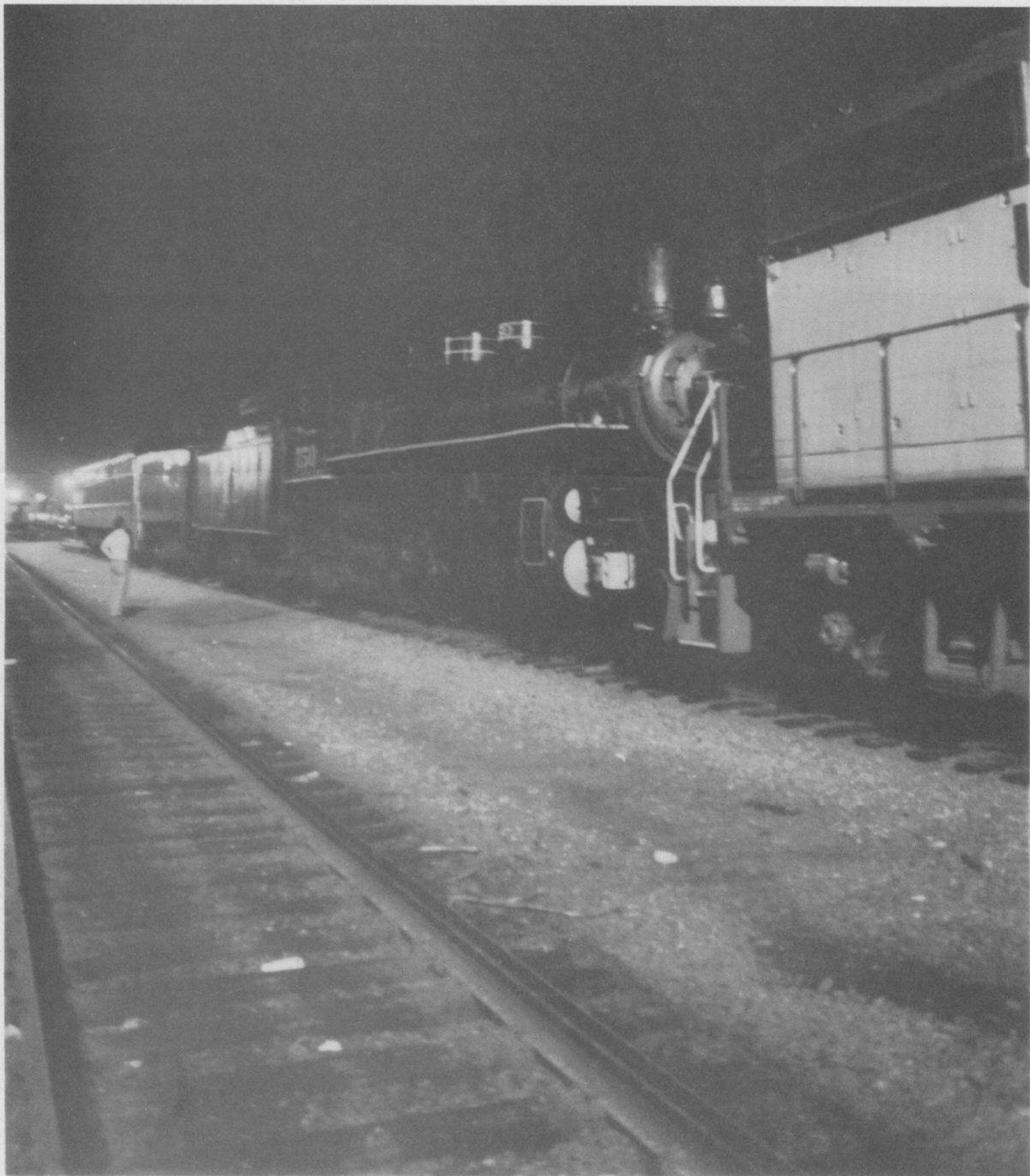
ARKANSAS RAILROADER



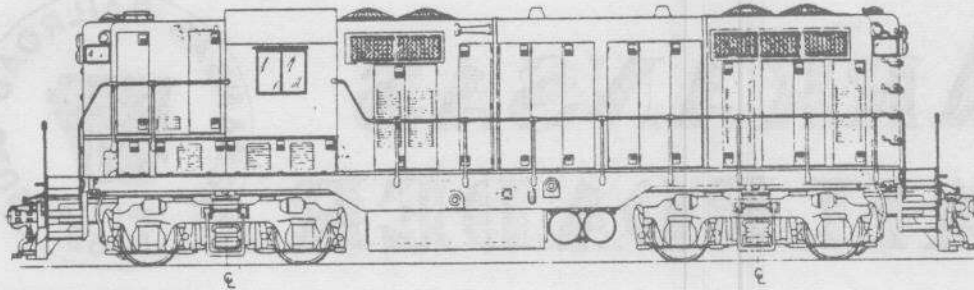
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 18 NUMBER 7

JULY 1987



Savannah & Atlanta #750 in transit from Atlanta to Fort Smith, Arkansas on June 17, 1987. Location is the Locust Street Yards in North Little Rock around midnight. The engine, a 4-6-2 built originally for the Florida East Coast, was to be used in the movie "Biloxi Blues" being filmed in Fort Smith. It now belongs to the Atlanta Chapter NRHS.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1987 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Peter Smykla
2800 West 37
Pine Bluff, AR 71603
(501)-535-4724

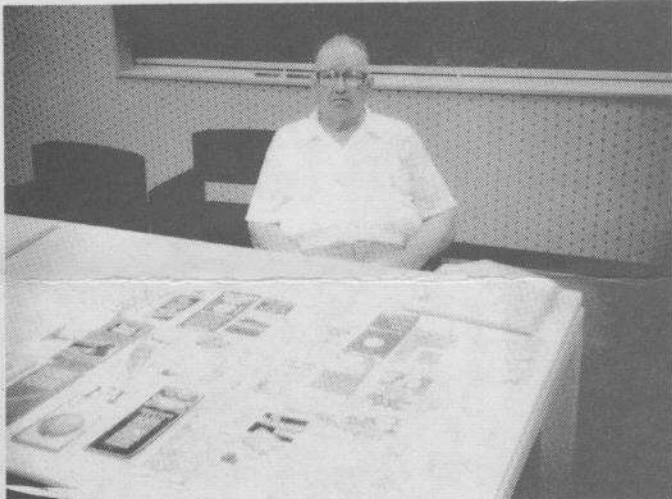
Treasurer - Dick Byrd
12 Flintwood Dr
Little Rock, AR 72207
(501)-225-7354

NRHS Rep - Mike Adams
3609 Lakeshore Dr
N Little Rock, AR 72116
(501)-753-5120

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103 Thayer
Little Rock, AR 72205
(501)-371-0034

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

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



Eakles Hille presented the Arkansas Railroad Club program at the June 14 meeting on public timetables. There were a lot of railroads represented.



Gene Hull (left) and Mike Adams both recently retired from the North Little Rock History Commission after several years of dedicated work. Below is a letter from the Mayor of North Little Rock congratulating Gene on his service. Mike also received a similar letter.

DONATED - The Arkansas Railroad Club has loaned some old Little Rock Union Station benches to the Lonoke Historical Society for use in their newly renovated Rock Island depot. One showcase was also loaned to this group.

ADVANCE NOTICE - The Arkansas Railroad Club's next Annual Show & Sale will be March 26, 1988 in North Little Rock.

("Announcements" continued on Page 9)

TERRY C. HARTWICK
MAYOR

OFFICE OF THE MAYOR



CITY HALL
P. O. BOX 5757
NORTH LITTLE ROCK, ARKANSAS 72118

PHONE (501) 374-2233

June 9, 1987

Mr. C. E. Hull
Keller Mobile Home Park
3723 E. Washington
North Little Rock, AR 72114

Dear Mr. Hull:

I wanted to write to you to express my sincere appreciation for all of the services that you rendered to the City of North Little Rock on the History Commission for so many years.

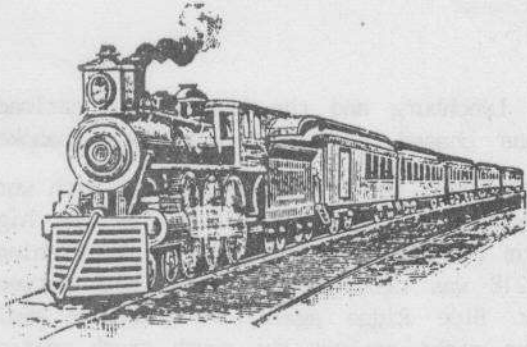
Our records indicated that you served approximately seven years. This means a lot of hours taken away from other possibilities and responsibilities that you are involved in. The loyalty and dedication that you have demonstrated to the City are very rare.

We will always be grateful.

Sincerely,

CITY OF NORTH LITTLE ROCK

Terry C. Hartwick
Terry C. Hartwick,
Mayor



I RODE BEHIND ... 1218

by: Barton Jennings

When Norfolk Southern pulled N&W 1218 out of the museum at Roanoke, I made a note that this was one engine I had to see run. In the Fall of 1986, it was announced that 1218 might make its debut on the Crossville trips out of Chattanooga. I got tickets but by October, 1218 was still in pieces and N&W 611 did the honors. Now 611 is a great locomotive, I had ridden and chased it on its first weekend of service over Labor Day in 1982, but it wasn't exactly what I had hoped for.

Then earlier this year, when NS announced that Roanoke would be the site for 1218's first run, my money was again in the mail. Phone calls during the week of April 19 confirmed that 1218 was headed for Roanoke, so on April 24, 1987 my wife Sarah and I boarded a plane for Virginia and two days with the big locomotive.

We arrived at Roanoke in a steady rain with a promise of better weather the next day, maybe. We arrived at our motel close to midnight and had to wade through the railfans in the lobby to get to our room. Just six hours later, we were up and heading for downtown to see what the day promised. For one thing, the rain was harder and the clouds were down low. The second important fact for the day was that the rivers were all at flood stage. When we arrived at the old N&W station, we found our train, minus locomotive, and several hundred people with cameras huddled under any cover available. We immediately found our cover and began our vigil.

Boarding began at 7:15 AM. We grabbed seats in the first available car with windows which would open. The car was about 2/3rds back from the head end, but that would change later as the train could not be turned at Bluefield. While Sarah was checking out the layout of the train, I rejoined the faithful standing in the rain. We waited, dripped, and gossipped.

As the 8 AM departure time approached, a low whistle was heard through the rain and there it was, 1218 surrounded by a cloud of its own steam. Several pictures and an all-a-board later, we were off for one of those truly memorable trips.

Saturday's schedule called for an 11 hour round trip from Roanoke to Bluefield, West Virginia, and back over the 106 mile-long Christiansburg District. This route over Christiansburg Mountain follows the New River and includes grades up to 1.6% and 5 tunnels, including 3,302-ft long Pepper Tunnel.

Leaving town, we passed by famous Shaffers Crossing, the sight of Norfolk & Western's old steam locomotive roundhouse and servicing facilities. At Elliston, we began our climb up Christiansburg Mountain and could see hundreds of cars pacing us down in the valley and smoke. Yep, smoke. Quickly the scanners all came alive - fire on the dome car! We stopped and the train crew ran. Just as fast, all was well and we were off again.

The scanners all lit up again. Another fire, but this time it's the generator on "The Claytor Lake", Mr. Claytor's business car. Again the problem is quickly solved and the train begins to move.

1218 was having an easy time with a train of 900 passengers and was easily pushing its 40 MPH limit. We charged through Christiansburg, past a photo line of several hundred cameras, and then by Walton, where the Bristol line takes off.

As we approached the Narrows, the rain was really falling. We felt a jerk and we quickly stopped. "Which car's on fire?" is the question heard up and down the car. Then we heard N&W Superintendent say that the signals are out and that we should run at restricted speed. We ran one signal and came to a stop. Then comes the bad news - mudslide, both tracks covered. We'll back up to Walton, turn around, and return to Roanoke.

Moans and groans were heard throughout the train. Lucky for use, a county road crew and an Appalachian Power employee are nearby with a front end loader and a chain saw. After an hour's delay, the call was made to come on up and proceed to Bluefield at restricted speed. So off we went at a steady 20 MPH.

One thing about moving at 20 MPH, it gives the chasers an easy time; that is until the West Virginia State Police and Sheriffs began picking them off. Never chase a steamer in West Virginia except at posted speed or you may not get to finish your roll of film!

We arrived at Bluefield at 2 PM and were told to be ready to leave at 3. Rain, with a hint of snow, was falling as we followed 1218 around the yard like a pack of dogs after a coon. The engine turned, watered, and freshly sanded (by hand), we tried to depart. But more problems arose, we needed a signal maintainer to check a switch and all the maintainers were down in the gorge putting up signal lines. We finally left Bluefield at 5 PM with Mr. Claytor in the engineer's seat.

Signals were still out, so we crept our way east. As we passed the mudslide, we saw that one track was still buried and what must have been

half of the equipment in the county was working to get the railroad and nearby roads open for traffic.

The trip back to Roanoke was rather uneventful except for a number of practical jokes among both old and new friends. As darkness fell, talk turned to other steam trips, locomotives in different parts of the country, and the next day's chase. We pulled into Roanoke at 11 PM and were in bed by midnight. Again, Sunday would start early.

I awoke Sunday morning just after 5 and ran to the window. Stars! It had cleared overnight. Sunday was to be great day for chasing steam.

We arrived at the station early. Sarah went to look around at the Hotel Roanoke across the street while I photographed train after train of coal. The N&W was really moving it this day.

As the 8 AM departure time approached, valley fog moved in and out. I kept checking light meters and trying to choose between 64 and 200 ASA film. By the time 1218 appeared, the sun was at full strength, so 64 ASA Kodachrome was used for the first shots of the day. Virginia's cool spring mornings are great for showing off a locomotive's steam, and this day was no different.

Before our trip, Sarah and I had worked out a rough list of photo locations we would try and as 1218 was being coupled up, we took off for the first location as the old station of Bonsack. When we arrived, we found many of the same people who had been in our car the day before. A whistle was soon heard and a heavy freight went by on the double track. 1218 could be seen coming out of Roanoke just as another freight pulled up and stopped just short of our location. That train crew deserves a big thanks from those of us lined up with our cameras.

This morning's trip was to Lynchburg and back, so we quickly followed the train, catching it again at Blue Ridge, Bedford, and Goode. At each location, railfans by the dozens lined up for more pictures and to tell stories about other chases and rides. The entire train was

turned at Lynchburg and the hundreds of carloads of railfans chased it right back into Roanoke.

While this was going on, N&W was out with work trains trying to fix damage caused by the high waters from the previous few days. To keep things moving, 1218 was crossing back and forth between tracks. At Blue Ridge again, we joined a small photo line right against the south track waiting for the train which should have been on the north track. Getting out of the car, I had heard over the scanner that 1218 was being crossed over again. At the photo line, I mentioned this fact just as 1218 came around the curve. The person in front of me turned around and said "Oh no!". The man to my right yelled and said to find an escape route because he was going to get a picture and then move.

As 1218 flew by, everyone's shutter clicked and then the entire photo line took several steps back. "Great!", that was the comment heard from everyone as the round-ended observation car flew by.

That afternoon's trip was back up Christiansburg Mountain to Walton, but our airline flight allowed us only enough time for a few shots as 1218 charged out of town. Just as the weekend began, it ended on a note of emergency as an ambulance was summoned just before the train got to our final photo location. This series of trips was definitely one for the memories.

Chasing and riding 1218 were people from all around the country and world. Articles about the trip will be in all of the railroad magazines over the next few months. During the weekend, Sarah and I had the pleasure of talking with people from Railfan, Trains, and Locomotive & Railway Preservation, along with dozens of writers and well-known photographers. The enjoyment of the trip was definitely enhanced by all of the people we met and the consideration for others shown by all. If anyone is considering riding behind a mainline steam locomotive, a trip behind Norfolk Southern power is surely a great place to start.

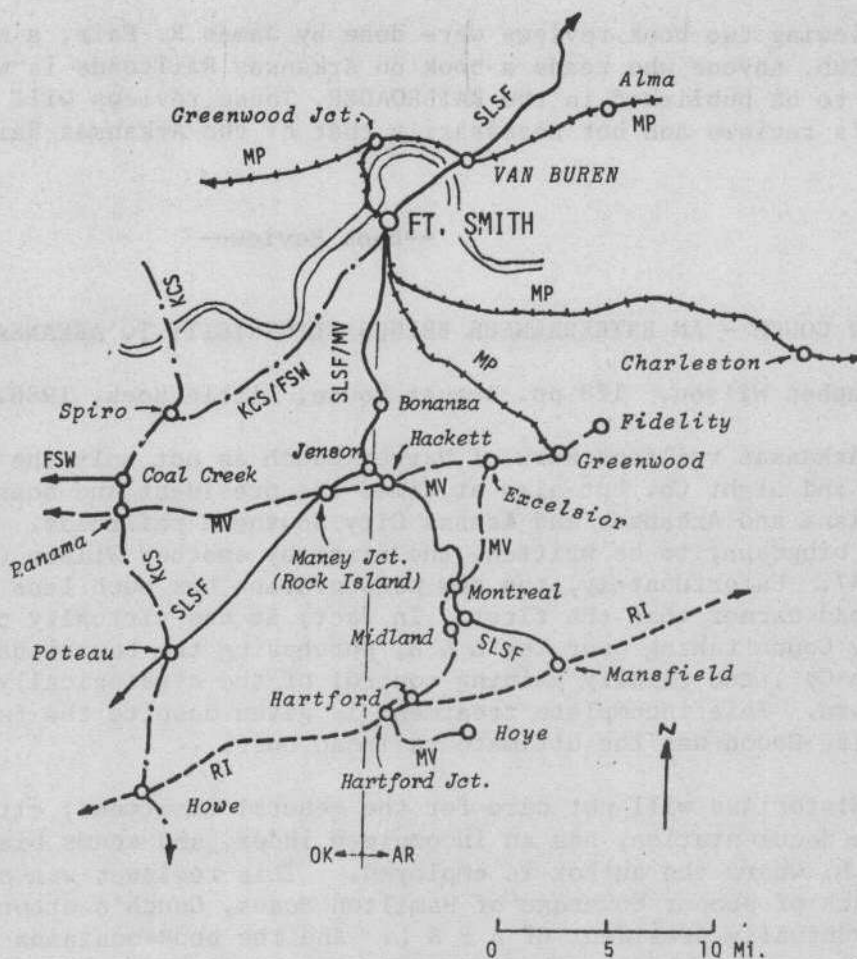
- END -

(Thanks for this interesting account of your journey behind 1218 Baron. Sorry I couldn't use your slides but I must have prints in order to get pictures in the RAILROADER. I'm sure you may accidently have some of your 1218 slides when you give the program July 12 at the Arkansas Railroad Club. Meanwhile, there is a color picture of this 1218 excursion on page 14 of the July Trains.)

As you know, the NRHS Convention will be held at Roanoke July 29-August 2, 1987 and the 1218 will again be called on the go from Roanoke to Bluefield on July 30. The 611 and Southern FP-7's will also operate various excursions throughout the five-day event. On August 1, there will be a scheduled meet between the 611 pulling a passenger train with the 1218 pulling a hopper train. Should be an interesting convention, if anyone has time to have a meeting!! Contact NRHS Convention, P.O. Box 13222, Roanoke, VA 24032 for more information - phone: (703) 389-3935.

"Could anyone who values the importance of the individual not love a railroad watch?"

Sarah Overstreet, NORTHWEST ARKANSAS MORNING NEWS



THE FORT SMITH RAILROAD NETWORK

In the 1920's Fort Smith was served by five railroads and was the focal point of a network of rail lines serving the coal-producing counties of Sebastian in Arkansas and Leflore in Oklahoma. The accompanying map shows the routes of these railroads plus the Rock Island which ran east-west to the south of Fort Smith. Most of the lines are now gone, but there remain the intrigue associated with their history as well as their visible vestiges. In addition to the lines shown, there were spur lines to serve the various coal mines.

The Fort Smith and Western utilized trackage rights over the Kansas City Southern in order to enter Fort Smith from Coal Creek, while the Midland Valley entered via the Frisco from Maney Junction (later Rock Island). After the demise of the Ft S & W, the K C S abandoned its Spiro-Fort Smith branch and entered Fort Smith over Frisco tracks from Poteau. For many years the Frisco ran direct trains from Fort Smith to Mansfield, with through sleepers continuing to Little Rock over the Rock Island.

The railroad map of Arkansas continues to change, and one wonders about the form of its eventual stabilization. Note well the remaining lines while they're still around!

James R. Fair
The University of Texas at Austin

"...what seems like the giant cosmic scheme of things is really just a series of all of us holding up our ends."

Sarah Overstreet NORTHWEST ARKANSAS NEWS

The following two book reviews were done by James R. Fair, a member of the Arkansas Railroad Club. Anyone who reads a book on Arkansas Railroads is welcome to submit his/her review to be published in the RAILROADER. These reviews will be considered that individual's reviews and not necessarily that of the Arkansas Railroad Club.

--Book Review--

HARVEY COUCH - AN ENTREPRENEUR BRINGS ELECTRICITY TO ARKANSAS

by Stephen Wilson. 128 pp. August House, Little Rock, 1986. \$13.95

Arkansas railfans know of Harvey Couch as not only the founder of Arkansas Power and Light Co. but also at times the president and board chairman of the Louisiana and Arkansas and Kansas City Southern railroads. This is the second Couch biography to be written, the first by another Wilson (Winston P.) published in 1947. Unfortunately, the new presentation has much less coverage of Couch's railroad career than the first. In fact, it has virtually nothing to say about Harvey Couch taking over the L & A, purchasing the Louisiana Railway and Navigation Co., and finally gaining control of the strategically-located Kansas City Southern. This incomplete treatment is given despite the fact that for all of his life Couch was the ultimate railroad buff.

Historians will not care for the general treatment, either. It contains no source documentation, has an incomplete index, and seems biased toward the A P & L, where the author is employed. This reviewer was also concerned about the lack of proper coverage of Hamilton Moses, Couch's attorney, right hand man, and eventually president of A P & L. And the book contains downright errors. Couch is said to have worked for "The St. Louis Railroad" (which, of course, never existed) and the author seems unaware of the fact that railway mail clerks did not work for railroads, but rather for the Post Office Department. The K C S is said to have been in "financial trouble" in 1937 when in fact it was in better shape than most other railroads of its region. No mention whatsoever is made of Couch's private railroad business cars, "Magnolia" and "Kay See". Perhaps appropriately, the troubles he and the railroad workers had with his brother Pete are left unsaid. Missing also is mention of the funeral procession which utilized the K C S streamliner Southern Belle in moving Couch's remains from Pine Bluff to Magnolia for the burial.

Better coverage of Couch's railroad career is provided by the earlier Wilson biography (a work never mentioned in the later biography, although evidently used extensively). It is out of print, but worth the search. The new volume is, in the opinion of this reviewer, somewhat overpriced and of value mostly to those more interested in the growth and development of the utility companies over which Couch exercised control.

James R. Fair
The University of Texas at Austin

--Book Review--

SAWMILL - THE STORY OF CUTTING THE LAST GREAT VIRGIN FOREST EAST OF THE ROCKIES

by Kenneth L. Smith. 246 pp. University of Arkansas Press, Fayetteville, 1986. \$28.00 cloth, \$15.00 paperback.

Many Arkansans know Kenneth Smith through his attractive and informative book, Buffalo River Country. This latest work of Smith is devoted to logging and lumbering operations in southwestern Arkansas and southeastern Oklahoma, and it is not only well researched and documented, it makes for delightful reading. In a clever page format, anecdotal material (often from direct interviews) parallels the text in the form of margin notes. The treatment evoked in this reviewer mixed feelings of concern and despair over the loss of heavily wooded areas of the state, together with nostalgia over the disappearance of the colorful operations of felling the trees and transporting the logs to the mills via temporary railroads built into the forests.

(Continued on P. 7)

It is with these rail logging operations that Arkansas railfans will be fascinated. It is clear that the author has something of the railfan in himself, and ample coverage by text, photographs and maps is provided. (An outstanding feature is the comprehensive map of logging rail lines in the region.) This reviewer found the treatments of the now-ghost towns of Mauldin (near Mount Ida) and Forester (east of Waldron) to be particularly interesting. The former was served by a private rail line of the Caddo River Lumber Co. and the latter by an extension of the Arkansas Western (Kansas City Southern). There is considerable coverage of the career of T. W. Rosborough, whose company operated sawmills at the Arkansas communities of Rosboro, Glenwood, Mauldin and Forester, as well as a common-carrier, the Caddo and Choctaw Railroad Co.

This is a book all Arkansas railfans will enjoy. It is available in paperback or hard cover and is handsomely produced on coated stock, with excellent treatment of photographs. Highly recommended!

James R. Fair
The University of Texas at Austin

Below is a poem written by John C. Peterson, an engineer with Union Pacific for more than 40 years. He made his last trip on Amtrak 21 ("Eagle") on Thursday, April 30th, but not before leaving us with this final message:

TIED UP

NO MORE WILL I PULL THE THROTTLE,
NO MORE WILL I SET THE AIR
NO MORE WILL I PULL THE WHISTLE CORD
AND LISTEN TO THE BLARE.

NEVER AGAIN WILL I BRACE MYSELF
AS I FEEL THE ENGINE SWERVE;
NEVER AGAIN WILL I HOLD HER UP
AS SHE ROCKS AROUND A CURVE.

THE LITTLE KIDS WHO WAVED AT ME
AND THE TOWNS THAT THUNDERED PAST
ARE LOST TO ME, FOR FATHER TIME
HAS TAKEN HIS TOLL AT LAST.

THOSE LONG, DARK NIGHTS, THOSE EERIE DAWNS,
THE SMOKESTACKS ROARING BLAST,
THOSE PEACEFUL FARMS THAT DRIFTED BY
ARE A PART OF MY LIFE THAT'S PAST.

WHEN LOOKING BACK IN RETROSPECT,
THERE'LL COME TO ME THE THRILLS
THAT I FELT WHEN SHE THUNDERED THROUGH SOME SAG
OR LABORED UP THE HILLS.

I HAVE LIVED MY LIFE; THERE ARE NO REGRETS;
I HAVE NO CAUSE TO GRIEVE
BUT THE FELLOWSHIP OF ALL MY FRIENDS
IS THE THING THAT'S HARD TO LEAVE.

I LEAVE THEM NOW WITH KINDLY THOUGHTS
AS I FINISH THIS LAST RUN
BUT WITH ALL THE GRIEF AND HARDSHIPS,
IT'S BEEN A LOT OF FUN.

(Thanks to Bob Beck, District Sales Manager for Union Pacific in North Little Rock, for sending your editor this poem. We all hope Mr. Peterson will have a joyful retirement.)



This just could be one of your editor's favorite trains...the Missouri Pacific's "Valley Eagle" leaving Houston, Texas' Union Station in the late 1940s or early 1950s. This photo appeared in "The Setout" publication of the Beaumont, Texas chapter of the NRHS in their February, 1987 issue and I got a copy of the picture to use in the RAILROADER. In "The Setout" this train was identified as the "Texas Eagle" but sources in the Arkansas Railroad Club seemed to think the train was too short to be that famous passenger train, especially during that period. Anyone have anything definite? (Photo from the collection of Robert Krause of Port Arthur, Texas)



Of the same time period as the picture at the top of the page but a few hundred miles north and east of Houston is this scene in North Little Rock of Missouri Pacific's Locust Street Yards ca. 1948. (Mike Adams collection)

☆☆☆ PROGRAM ☆☆☆

Barton Jennings of McGehee, Arkansas will give the program for July. He will show slides from various railfan trips over the past few years with both steam and modern-day locomotive power covered. You will see his story about riding behind the 1218 on page 3.

The meeting and program will begin at 2:00 PM, Sunday July 12 at the Twin City Bank Building on Main Street in North Little Rock. As always, refreshments will be available and we wish to thank all those who bring these goodies. That really takes a lot of work and dedication on the part of some of the club members

ARKANSAS RAIL NEWS

S&A #750 COMES TO ARKANSAS! - On June 17, late in the evening, New Georgia Railroad's ex-Savannah & Atlanta #750 was pulled through North Little Rock on its way to Fort Smith to perform in the Neil Simon movie "Biloxi Blues". Members of the Atlanta Chapter NRHS were on board the one passenger car it was pulling (along with two tenders). The engine is a 4-6-2, a light Pacific originally built for the Florida East Coast and donated to the Atlanta chapter of NRHS. She has worked many Southern steam excursions and is known as the "Ballerina."

S&A 750 was chosen to do this movie instead of SLSW 819 because the 819 was too big to make certain turns around Fort Smith. The movie, by the way, will be about troop trains in World War II.

Although the 750 could have run on her own power, it was decided to pull the engine and its consist with a UP diesel. However, when it got to Fort Smith, the 750 was put under steam (its driving rods were put back on).

AMTRAK STATION SITE STILL NOT CERTAIN - The site of the Amtrak station for the greater Little Rock area still has not been officially decided, although North Little Rock seems to have the best shot at this time. Wheels turn slowly on some railroads, you know.

Meanwhile, Amtrak's "Eagle" continues to do very well passenger-wise. In February (the last month available), the "Eagle" carried 5,074 passengers, up 2.5% from February of 1986. Revenue for the "Eagle" from October 1986 through March 1987 was \$2,831,600.

PARK LOCOMOTIVE NEWS - The old Fordyce & Princeton engine sitting in the Little Rock Zoo for years was scheduled to be moved out in late June by its new owner, a North Little Rock man. Its future is uncertain. Things are a little less clear as to what will happen to the steam engine sitting in Tyndall Park in Benton. Public response to requests for money to restore this engine have fallen on deaf ears and it now appears that, unless a buyer or donations come in, this engine will be moved out of that park in September. It, like many other steam engines sitting in parks around the country, suffers from asbestos leaks.

ARKANSAS RAILROAD MUSEUM TO POSSIBLY BE ESTABLISHED - (Pine Bluff) - A five-year lease was signed May 28, 1987 between the Pine Bluff Historical Railroad Preservation Commission and the Cotton Belt RR. This lease will allow work to proceed on the restoration of the building where steam engine 819 was originally built in the 1940s and where it was recently restored to operating condition by the Cotton Belt Rail Historical Society.

Plans call for the establishment of an Arkansas Railroad museum housing historical equipment and memorabilia of railroads serving this state. Peter Smykla, the Commission chairman, said that the CBRHS will operate the museum. A new spur track into the building is under construction, which will allow the locomotive and tender to be kept coupled when inside the building. A major part of the renovation will be reroofing the huge building.

(Continued on Page 10)

Work on restoring the building is being done by volunteers. Fund raising efforts are already underway to raise about \$80,000 needed to complete the roofing and waterproofing the facility, according to Smykla. Donation, which are tax deductible, should be sent to: Cotton Belt Rail Historical Society, Inc., P.O. Box 2044, Pine Bluff, AR 71613. (PINE BLUFF NEWS, June 11)

PART OF ROCK ISLAND RIGHT-OF-WAY SOLD - (Danville) - The city of Danville, Arkansas purchased 12.4 acres of land on May 21st from Brewer and Taylor Inc. of Guthrie, Oklahoma for the purpose of building an airport runway between Danville and Belleville. The land purchased is the former right-of-way of the Rock Island that runs east-west through these cities.

The Arkansas Aeronautical Board funded a \$23,000 grant for the purposes of buying the land, legal fees, soil testing, etc. Total costs of the airport would be \$350,000 with 25% being paid for by the city of Danville.

According to Bill Pollard, who sent me the article, the track bought was the Rock Island passing siding at Belleville. Considering the price they paid for only 12 acres of land, the \$2.3 million price for the entire 100+ miles of the old Rock asked for the the mid-1980s would have indeed been a bargain. Someone is getting rich off this deal! (YELL COUNTY RECORD, June 3)

THANK YOU - (Pine Bluff) - The Cotton Belt Rail Historical Society, Inc. would like to take this means to say "Thank You" to all the people and organization who has helped us with the rebuilding of the Cotton Belt 819. It took a lot of hard work and money to bring this undertaking to completion. We invite all the interested to come and visit our restored engine. Sincerely: Jake Commer, President.

RESIDENTS OF BEAVER UPSET WITH DAMAGE TO HISTORIC BRIDGE - (Beaver) - Part of the historic Missouri & North Arkansas bridge at Beaver that crosses Table Rock Lake was ruined when the steel rails and ties on the bridge were removed in May. Work crews also stripped other timbers from the bridge, which weakened it. Only the supports remain. Many residents of that area are extremely upset about what has been done.

The wood and steel bridge spanned about 400 feet across Table Rock Lake. Apparently the removal crew was supposed to only take the rails up but got carried away. In the early 1900s, the bridge carried up to eight trains a day through the area. It was used as a tourist attraction before it was closed two years ago. Then early in 1987, a Scottsdale, Arizona man bought controlling interest in the line and planned to move it to Branson, Missouri, just across the state line in Missouri.

The mayor of Beaver said the company received permission from the Army Corps of Engineers, who own the lake and bridge, to remove only the locomotive and steel rails. However, the morning of May 16 the demolition crew was removing crossties also. The mayor (John Ratcliff) said he confronted the crew foreman "and he told me that he was sent here to remove the ties and stringers and that nothing short of a court order was going to stop him."

The steel structure of the bridge still is sitting on concrete pilings in the lake but the approach ends have been removed. A public affairs specialist at the Army's Little Rock office said removal of timbers from the bridge was contrary to the Army's instructions. (SPRINGDALE NEWS, May 20)

EUREKA SPRINGS & NORTH ARKANSAS RAILWAY STILL IN BUSINESS - (Eureka Springs) - Not to be confused with the story above about removal of ties and rails from a bridge at Beaver, parts of the old M&NA still exist as a tourist attraction at Eureka Springs complete with dining car service. Also, on May 23, a handcar race was held on this line at Eureka Springs with proceeds from this race going to the public library there. (NORTHWEST ARKANSAS TIMES, May 15)

PART OF BURLINGTON NORTHERN SOLD IN ARKANSAS - (Ashdown) - The 228-mile BN line that passes through Ashdown, Arkansas westward to Lakeside, Oklahoma was sold May 15, 1987. Robin Hughes, assistant director of public relations for the BN said the buyer was Pennsylvania resident Jack Hadley. The entire line sold runs from Lakeside, Oklahoma to Hope, Arkansas and south from Antlers, Oklahoma to Paris, Texas. Total traffic flow from 1983 to the present has dropped nearly in half (to 18,827 carloads in 1986 from 36,719 carloads in 1983).

(Continued on next page)

Union officials are upset. "We feel it is an effort at union busting." "They're qualified to sell the line because they've downgraded business to where we don't have the traffic as in the past," a UTU spokesman in Oklahoma said. He also said, and many union members agree, that the railroads see a loophole in the deregulation law of 1980 and were able to sell off small portions of their tracks (and workers) to new owners which are not held liable to the previous bargaining agreements of the union. "If they wanted to, they could sell off 349 miles of the main line from Tulsa to Fort Worth if they made it look as if the section was losing business...mind you, not operating at a loss...but simply not as profitable as it once was," he said.

The price wasn't revealed. (LITTLE RIVER NEWS, Ashdown, May 27)

NEW COTTON BELT TIES INSTALLED - (Lewisville) - About 1100 crossties to the mile are being replaced between Lewisville and Genoa, about 17 miles, at a total cost of \$43.50 per tie. Robert Griffin, who is tie-gang foreman for the Pine Bluff Division, stated the project is part of the railway's 8-year cycle of tie replacement. (LAFAYETTE COUNTY DEMOCRAT)

"ORPHAN TRAIN" HISTORY TO BE PRESERVED - (Springdale) - A nationwide organization to locate and preserve the unique history of America's "Orphan Trains" has been recently organized with headquarters in Springdale, Arkansas. The "Orphan Train Heritage Society of America" has been established by Mary Ellen Johnson, the group's founder.

Just what are "Orphan Trains"? From 1854 until 1929, some 150,000 homeless children were relocated by the New York Children's Aid Society and by Catholic Church organizations. They were taken west via trains to be adopted by farmers. This was the beginning of the largest mass movement of children in this country's history. The society hopes to document the experiences of all those who rode America's Orphan Trains and provide Orphan Train riders and their descendants with a clearinghouse for Orphan Train information.

The Orphan Trains were stopped by law in 1929. The riders are now advanced in age making documentation more urgent. Those interested in sharing Orphan Train information with the Society or care to join can write to Mary Ellen Johnson, Executive Director, Orphan Train Heritage Society of America, Route 4, Box 565, Springdale, AR 72764. (MADISON COUNTY RECORD, June 4)

GENERAL RAIL NEWS

NRHS CONVENTION - The Roanoke Chapter, NRHS will host the 1987 national convention from July 29 through August 2 in Roanoke, Virginia. Many steram excursions will be held using #1218 and #611. Write to NRHS Convention, Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032 or call (703) 389-3935 or (703) 366-2169.

SAFETY CHAMPS ON THE SP - The Lafayette Division of the SP/Cotton Belt captured the Operating Department's divisional safety award for the second year in a row in 1986. However, shortly after the Lafayette Division achieved the top award, Pine Bluff Division Superintendent Bob McClanahan accepted Lafayette Division Superintendent Jack Jenkins' challenge for the 1987 competition (the Pine Bluff Division was #2).

To get this award, the Pine Bluff Division has started regular safety inspections by supervisors, check lists to eliminate hazards, safety meetings, rules knowledge, etc. Of course, the Southern Pacific itself won the Harriman Award for Safety in 1986.

Johnny Long, head clerk of the SP in Tyler, Texas was honored for his outstanding safety record - 72 years without a reportable accident. Long joined the Cotton Belt in 1914 and has been working at the Cotton Belt ever since. He's over 100. (SOUTHERN PACIFIC BULLETIN, May-June 1987) (Editor's Note...Congratulations to the SP/Cotton Belt on their good safety record. Just a personal note of caution, however. I've heard of a company in Little Rock that has placed so much emphasis on safety that their employees won't do simple things like climb a ladder or lift a box because they're afraid of having an accident. They worked in fear of accidents and their productivity suffered in the long-term.)

UNION PACIFIC'S FIRST QUARTER SCORE - Through the first three months of 1987, Union Pacific Railroad moved more than 837,000 carloads of the nation's goods, exceeding last years by 5 percent. Intermodal carloadings were up 30 percent from one year ago. Earnings in the first quarter was up 34 percent to \$110 million. There was a 13 percent reduction in workforce from last year. (INFO MAGAZINE)

MERGER HEARING - August 3 is the date the ICC will conduct a hearing on UP's proposed acquisition of the M-K-T (Katy) Railroad. UP applied to the ICC last November to purchase the Katy. (INFO MAGAZINE, May 1987)

ABOUT BRIDGES - There are more than 12,000 bridges (more than 10 feet long) throughout the Southern Pacific system. Altogether they support about 219 miles of track. SP has more than 33,000 culverts (less than 10 feet long). The Pine Bluff Division alone has 1,053 bridges supporting 27.59 miles of track. (SOUTHERN PACIFIC BULLETIN, June 1987)

RATE PAYBACK - The ICC ordered the Burlington Northern and Union Pacific to pay more than \$31 million for overcharging Arkansas Power & Light for hauling coal from 1982 to 1984. The coal hauled was from the Powder River Basin in Wyoming. (LABOR NEWSPAPER)

FACT - Railroad passengers paid over \$2 billion in Federal passenger ticket taxes from 1942-62 which went into the U.S. Treasury to help build roads and airports. The railroads never got any of this back. (National Association of Railroad Passengers)

STREETCARS WILL ROLL AGAIN IN DALLAS - McKinney Avenue in Dallas will once more have streetcars as the McKinney Avenue Transit Authority proceeds with its planned revival of trolley car service. The company, known as MATA plans to begin operations over 2.8 miles of track the early part of 1988. Three vintage cars will be used first with service 7 days a week, 13 hours per day. The cars are #122, a Brill, 4-wheeler built in 1906 and used for 72 years in Portugal; #636, an American-built Birney which operated in Dallas from 1920 to 1947; and #369, a 49-foot double truck car purchased from Melbourne, Australia and delivered to MATA in October of 1986.

The company is advertising for a master mechanic. Originally projected as a 6-block plaything, MATA has grown to become a real transportation system, funded at \$4,750,000 with soon-to-be six full time employees. (THE CLEARANCE CARD)

FIRE DAMAGES UP 8444 - SERIOUS INJURIES RESULT - (Denver) - Union Pacific engine 8444 was being prepared to leave Union Station in Denver on May 15, 1987 when fire flashed through a control valve and injured 3 employees and 2 outsiders. The engine had just taken on additions fuel and apparently the old fuel in the tender did not mix with the new fuel and water entered the firebox, extinguishing the fire momentarily, then fire reignited and flashed through a control valve causing injuries to bystanders. A couple had 1st and 2nd degree burns.

NO FLUSHING ON THE TRACKS, PLEASE - (Oregon) - The Oregon legislature has passed a law forbidding any passenger train car from flushing toilets onto the roadbeds anywhere in the state. The bill was fondly known as the "Poo Poo Choo Choo" bill. (SP UPDATE)

LAST HUDSON FOUND - An example of the famous New York Central Hudson class locomotive, thought to be extinct, has been found in storage at Conrail's Collingwood shop in Cleveland. No. 5432 was found weed-covered after having been there almost 40 years. Because of the insurance costs of moving the engine, it will be scrapped anyway. (GULF COAST RAILROADING)

NO MORE UNION PACIFIC STEAM FANTRIPS? - One more UP fantrip is being planned for 1987. The Intermountain Chapter NRHS will run an excursion with the 8444 between Denver and Laramie in October. However, revenue seats have been cut in half (to 270) while the cost to operate the train has doubled (to \$50,000). This could mean the last time the general public will have an opportunity to ride a mainline steam excursion in the western U.S. (ARIZONA CHAPTER NRHS via THE SETOUT)

SP EMPLOYMENT DOWN - SP employment was down to 26,577 in April, 1987 compared with 28,941 in April 1986, a 8.2% drop. (SP UPDATE)

UP SELLS BRANCH LINE - Union Pacific has sold the 104-mile branch line in southeastern Kansas and southwest Missouri between Coffeyville, KS through Pittsburg, KS to a junction with another UP line near Nevada, Missouri. The owner is Southeast Kansas Railroad Co. (INFO MAGAZINE)

TRAIN ORDERS TO BE THING OF PAST ON UP - For more than 100 years, train orders issued by dispatchers have given train crews authority to operate in dark territory. But train orders soon will become part of the past, replaced by a new personal computer-based track warrant system. Train orders are based on time. Employees on the track then operate based on where they think trains are supposed to be. On the other hand, track warrants eliminate time estimates by establishing boundaries or operation for each train and gang. With a track warrant, for example, a train crew receives authority to operate between point A and point B at a given speed. When the train reaches point B, the warrant expires and the train cannot advance to point C until a new warrant is issued.

Compared to track warrants, train orders are hard to understand. There are 55 pages in the rule book explaining train orders; by contrast, only 5 pages are needed to explain track warrants. Track warrants make radio and telephone communications essential between dispatchers and anyone occupying the tracks. The computer-based system was inaugurated in Kansas City in November 1986.

In track warrant territory, it is now the UP's policy that people don't occupy the main track unless they have a track warrant. Because the track warrant system depends on communication between dispatchers and track personnel, dispatchers now spend much of their time talking via radio to crews (perhaps a plus for railfans with scanners??).

A Kansas City dispatcher says that track warrants are much safer than train orders because he can't void a warrant until he talks to the person who has the warrant in person. (INFO MAGAZINE, May 1987)

NEWS updated through June 28. Mailed July 2. Deadline for the August RAILROADER will be **JULY 15** (a week earlier than usual).

JOIN THE ARKANSAS RAILROAD CLUB

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

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

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Little Rock, Arkansas 72207

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

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

WELCOME ABOARD!!!

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

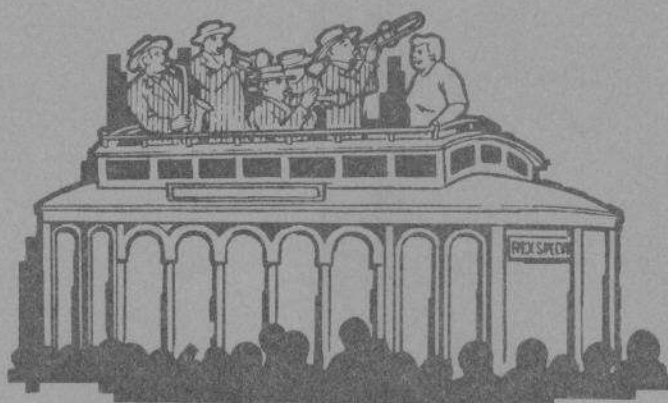
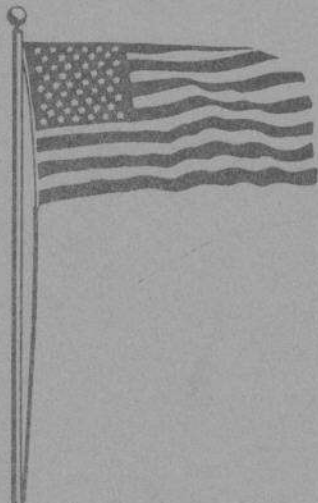
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents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

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

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

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