



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

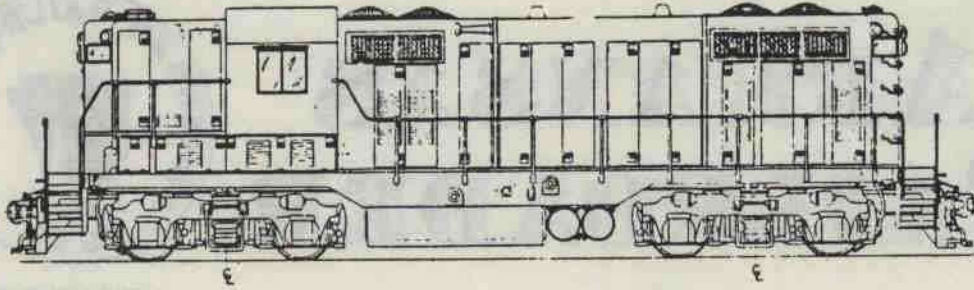
VOLUME 19 NUMBER 7

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FORDYCE & PRINCETON #101, which sat in the Little Rock Zoo from the late 1950's until it was sold in April 1987 to a Mr. Ray Fureigh, was seen sitting on this make-shift track next to Union Pacific's main line in Southwest Little Rock in November 1987... fate unknown. (Photo by Ken Ziegenbein)





# GENERAL NEWS

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<i>President</i> - Carole Sue Schafer 103 Thayer Little Rock AR 72205 (501)-371-0034	<i>Vice-President</i> - Ralph M. Davis 107 Utah N Little Rock AR 72118 (501)-753-8662
<i>Treasurer</i> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<i>Secretary</i> - Polly Hamilton 522 South Main Benton AR 72015 (501)-778-6221
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<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Bd Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

**SPRINGDALE TO CHESTER EXCURSION SET - SECOND BUS POSSIBLE** - The Fall rail trip over the Arkansas & Missouri (ex-Frisco) RR from Springdale to Chester, Arkansas in Northwest Arkansas is now scheduled for Saturday, October 15, 1988. The first bus will leave North Little Rock at 6:00 AM that date with arrival at Springdale about 10:00 AM for boarding the 1890's coach to Chester. The first 47-seat bus has been sold out, but there are many on a waiting list, so a **SECOND BUS** is planned if needed.

This **SECOND BUS** would leave North Little Rock later (about 9:00 AM) and go to Chester with those passengers then riding back from Chester to Springdale on the train. Meanwhile, the first group, who left North Little Rock at 6:00 AM, would ride the charter bus back to North Little Rock from Chester. This way, everyone would have a chance to ride the train.

The train coach is limited to 50 persons, so no more than 100 could go altogether (50 southbound, 50 northbound). Cost of the charter bus (Arrow Coach Lines) and train ride is \$31.00 per person (\$15 for those not using the charter bus).

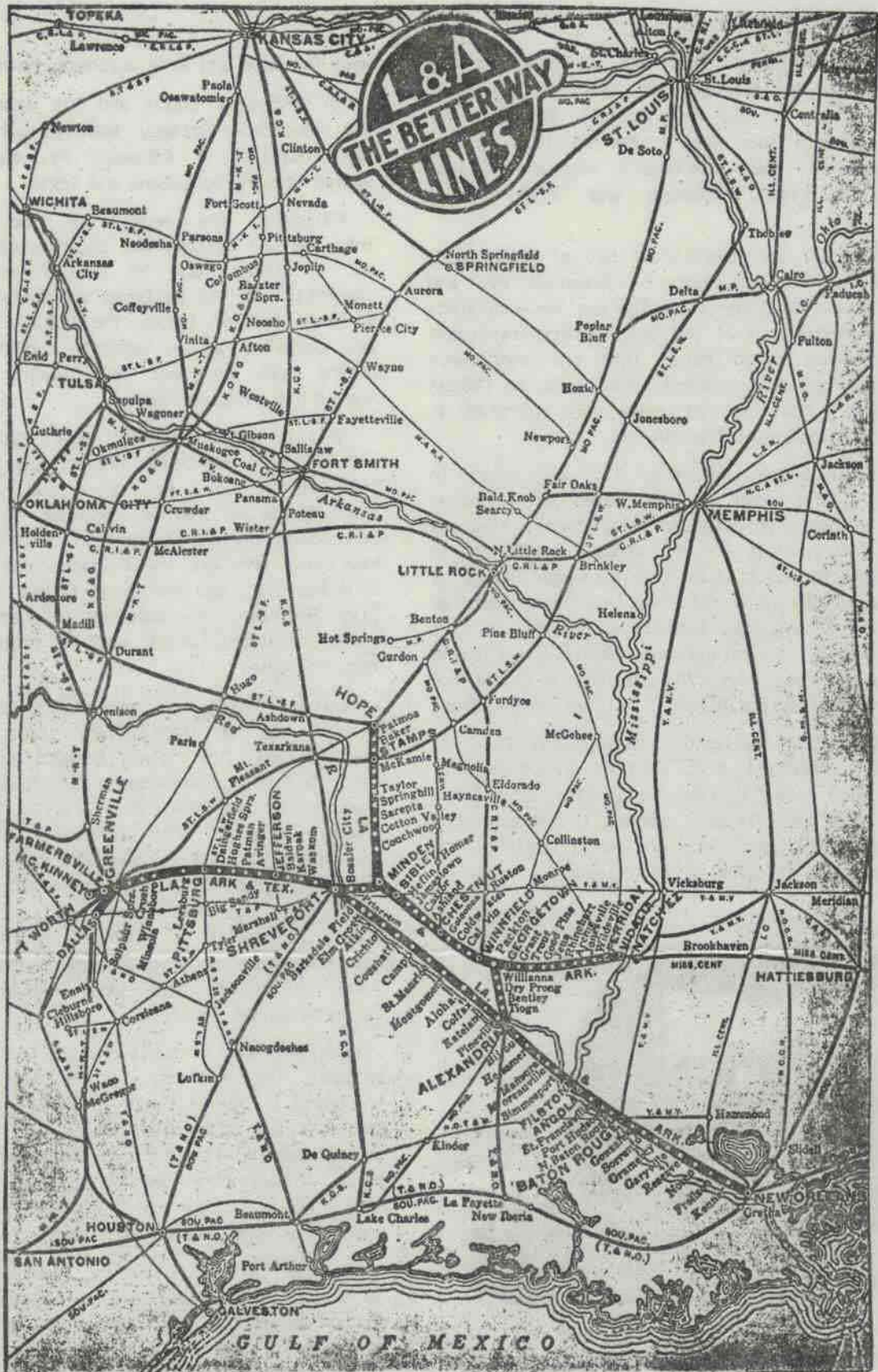
Contact **BILL CHURCH** **IMMEDIATELY** if you want to go. His phone number is 501-753-4582. All times and conditions are subject to approval of the Arkansas & Missouri RR.

## ☆☆☆ PROGRAM ☆☆☆

The next meeting of the Arkansas Railroad Club will be Sunday, JULY 10 at 2:00 PM at the Twin City Bank Building on Main Street in North Little Rock. Program will be given by **BILL BAILEY** on Kansas City Southern Passenger trains. Should be interesting. Refreshments served.

(CLUB HAPPENINGS continued on page 9)





Map of Louisiana & Arkansas Railway - 1928

**THE LOUISIANA & ARKANSAS/LOUISIANA, ARKANSAS & TEXAS RAILWAY STRIKE**

by: William Church

For decades strikes and railroads went hand in hand as workers in all crafts on railroads organized. This trend soon brought about disputes between labor and management and often strikes followed.

The first attempt to reduce strikes was an Act of Congress in 1888. This legislation called for voluntary arbitration. The Erdman Act of

1898 called for Federal Mediation and conciliation by a temporary board. The Newland Act of 1913 established a full time board to handle railroad labor problems. The Federal Control of Railroads from 1917 to 1920 gave the workers the right to organize and establish Boards of Adjustments. The final attempt to bring about peace on the rails was the Railway Labor Act of 1926.



While the Railway Labor Act of 1926 set the procedure to be followed in settling disputes, in all cases it did not prevent strikes. One classic example was the strike in 1936 by the unions against the Louisiana & Arkansas Railway and the Louisiana, Arkansas and Texas Ry. of Texas.

The L&A Ry. and the L.A.&T Ry. of Texas were made out of the Louisiana & Arkansas Ry. and the Louisiana Railway & Navigation Co.-Louisiana Railway & Navigation Co. of Texas...three railroads that had been consolidated into one continuous rail line from New Orleans, Louisiana to Dallas Texas. The L.A.&T Ry. of Texas was operated as a separate division of the L&A Ry.

The Louisiana & Arkansas Ry. was built in 1896 as a log road and chartered as a common carrier in 1896. It extended from Stamps, Arkansas on the Cotton Belt to Alexander, Louisiana. In 1906 the L&A Ry. built from Stamps to Hope, Arkansas and by purchase of the Minden East West Railroad it reached Shreveport, Louisiana. In 1917 a line from Packtown, Louisiana to Vidalia, Louisiana was completed and the L&A operated a rail-ferry across the Mississippi River to Natchez, Mississippi.

The Louisiana Railway & Navigation Co. was a 308-mile railroad that started at Shreveport going through Alexandria to Phillipston, Louisiana. It operated a rail-ferry across the Mississippi River at Phillipston to Angola, Louisiana and went through Baton Rouge to New Orleans.



In 1923, the Louisiana Railway & Navigation Co. purchased a branch of the KATY (Missouri-Kansas-Texas) between the Louisiana-Texas state line to McKinney, Texas. To reach the ex-KATY line from Shreveport, trackage rights over the Texas & Pacific were acquired and at McKinney, Texas trackage rights over the MKT were secured into Dallas, Texas. This extension of the L.R.&N Co. made that railroad a very valuable piece of property. In keeping with the Texas law, the extension was named the Louisiana Railway & Navigation Co. of Texas.

In 1928 Mr. Harvey Couch and his associates were aware of the possible fortune to be made in a rail line competing with the Texas & Pacific from New Orleans to Dallas. The Louisiana & Arkansas Ry. and the Louisiana Railway & Navigation Co.

were for sale and were purchased by him.

In 1929 Mr. Couch and his associates merged the Louisiana Railway and Navigation Co. into the Louisiana & Arkansas Ry. making one big system serving Louisiana and Texas.

Following the merger of the L.R.&N. Co. into the L&A system, Mr. Couch bought the L.R.&N. Co. of Texas, and in 1930 renamed the Texas connection of his railroad the Louisiana, Arkansas & Texas Ry. of Texas. The L.A.&T. Ry. of Texas was operated as a separate railroad from the parent L&A and was Mr. Couch's money-making end of his railroad empire.

Shortly after taking over all of the old L.R.&N. Co., the L&A Ry and the Texas end of the L.R.&N. Co., Mr. Couch and his associates started making radical changes in the working conditions of the employees. Taking a cue from Mr. Loree who was the President of the Delaware & Hudson Co. and had an interest in the Kansas City Southern, he adopted Mr. Loree's idea of labor relations which were a radical departure from the norm.

Without using the procedures as set out in Section Six of the Railway Labor Act of 1926 that called for talks between management and labor before any schedule rules could be changed, the L&A Ry and the L.A.&T. Ry of Texas changed schedule rules of long standing without consulting the unions. The first rules the management changed were the method of pay of train and engine crews, (the Hours or Miles method), substituting an hourly rate with no minimum day. The Held-Away-From-Home-Terminal rule was also abolished. Rules on Initial and Final Terminal Delay were to be no longer honored.

When notified of these changes the four standard railway unions that represented conductors, engineers, firemen and brakemen on both the L&A Ry. and the L.A.&T. Ry. of Texas called on management to protest their action without going through the Section Six of the Railway Labor Act of 1926. The management refused to meet with the unions and discuss the subject.

The L&A and L.A.&T. Ry. of Texas followed up their initial attack on scheduled rules by dozens of violations that included violations of seniority rights, representatives at investigations of employees accused of Operating Rules violations, and often were accused of making special provisions among favorite employees.

Under normal conditions a strike would have been called by men who had their working agreements so handled, but the 1930s were not normal times. As the nation sunk deeper into the depression, and millions of men were out of work, a strike at that time would have been sheer folly for the employees on the L&A and the L.A.&T. Ry. of Texas. Putting their faith in the Railway Labor Act of 1926 to solve their differences with management seemed the best solution at the time.

By 1932 railroad business had declined to a point that many railroads were on the edge





# LOUISIANA & ARKANSAS LINES

## Route of "The Shreveporter" and "The Hustler"

### LOUISIANA & ARKANSAS RAILWAY COMPANY

<p><b>COUCH, Chairman of the Board,</b>  <b>COUCH, President,</b>  <b>ATKINSON, Senior Vice-President,</b>  <b>BUCHANAN, Vice-President,</b>  <b>MCCAIN, Vice-President,</b>  <b>LUNDAY, Vice-President,</b>  <b>WITCHE, Assistant to President,</b></p> <p><b>HALLBURY, Chief Engineer,</b>  <b>SMITH, Superintendent Motive Power,</b></p> <p><b>BURFORD &amp; WHITE, General Counsel,</b>  <b>A. L. BURFORD,</b>  <b>E. F. WHITE,</b>  <b>MOSES, General Attorney</b></p> <p><b>MOORE, Auditor,</b>  <b>F. FREGGE, Revenue Accountant,</b></p> <p><b>RATES, DIVISIONS AND PASSENGER MATTERS</b>  <b>KEY, Jr., Traffic Manager,</b>  <b>CLARK, Assistant Traffic Manager,</b>  <b>HENRY, Assistant General Freight Agent,</b>  <b>WILLIAMSON, Asst. General Freight Agent,</b>  <b>SENNE, Asst. Gen. Fht. Agt., 1032 Syndicate Trust Bldg, St. Louis, Mo.</b></p>	<p><b>EXECUTIVE</b>  <b>PAUL SIFFEL, Assistant to President,</b>  <b>JOHNSON O. COUCH, Assistant to President,</b>  <b>Room 1009, 40 Rector Street, New York, N. Y.</b>  <b>W. N. ADAMS, Exec. Gen. Agt., 904 Union Bldg, New Orleans, La.</b>  <b>H. R. WHITING, Executive General Agent,</b>  <b>L. GARRETT, Secretary,</b>  <b>RANDOLPH G. PACK, Asst. Sec'y, 74 Trinity Pl., New York, N. Y.</b>  <b>E. A. STAMAN, Treasurer and Asst. Secretary,</b></p> <p><b>OPERATING</b>  <b>Minden, La.</b>  <b>N. JOHNSON, Superintendent,</b>  <b>W. L. HANCOCK, Car Accountant,</b>  <b>Dr. A. A. HEROLD, Acting Chief Surgeon,</b></p> <p><b>LEGAL</b>  <b>MILLING, GODCHAUX, BAAL &amp; MILLING, Attorneys,</b>  <b>White, HOLLOMAN &amp; WHITE, Attorneys,</b>  <b>F. W. MIDDLETON, Claim Agent,</b>  <b>W. F. WRIGHT, Purchasing Agent,</b>  <b>R. E. SIMMONS, Storekeeper,</b></p> <p><b>PURCHASING AND STORE</b>  <b>Minden, La.</b></p> <p><b>TRAFFIC</b>  <b>B. B. ATKINSON, Senior Vice-President, Shreveport, La.</b></p>	<p><b>SHREVEPORT, LA.</b>  <b>JOHNSON O. COUCH, Assistant to President,</b>  <b>H. R. WHITING, Executive General Agent,</b>  <b>W. N. ADAMS, Executive General Agent,</b>  <b>W. D. GRUBB, General Freight Agent,</b>  <b>E. B. HICKMAN, Asst. Gen. Fht. and Pas. Agent,</b></p> <p><b>SOLICITATION</b>  <b>JOHNSON O. COUCH, Assistant to President,</b>  <b>H. R. WHITING, Executive General Agent,</b>  <b>W. N. ADAMS, Executive General Agent,</b>  <b>W. D. GRUBB, General Freight Agent,</b>  <b>E. B. HICKMAN, Asst. Gen. Fht. and Pas. Agent,</b></p> <p><b>INDUSTRIAL AND AGRICULTURAL</b>  <b>L. E. ROBINSON, Agricultural Agent, Alexandria, La.</b></p>
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### LOUISIANA, ARKANSAS & TEXAS RAILWAY CO.

<p><b>C. F. COUCH, President,</b>  <b>B. B. ATKINSON, Senior Vice-President,</b>  <b>B. R. FARMER, Vice-Prest. and Gen. Claim Agt.,</b>  <b>JOHNSON O. COUCH, Asst. to Pres., 1008, 40 Rector St., New York,</b>  <b>F. W. MIDDLETON, Assistant to President,</b>  <b>H. R. WHITING, Executive General Agent,</b></p> <p><b>OPERATING</b>  <b>B. R. FARMER, Vice-President, Greenville, Tex.</b>  <b>W. L. HANCOCK, Car Accountant,</b>  <b>Dr. WILL CANTRELL, Chief Surgeon,</b></p> <p><b>RATES, DIVISIONS AND PASSENGER MATTERS</b>  <b>W. A. KEY, Jr., Traffic Manager,</b>  <b>W. C. CLARK, Assistant Traffic Manager,</b>  <b>W. H. HENRY, Assistant General Freight Agent,</b>  <b>J. A. WILLIAMSON, Asst. Gen. Freight Agent,</b>  <b>S. S. SENNE, Asst. Gen. Fht. Agt., 1032 Syndicate Trust Bldg, St. Louis, Mo.</b></p>	<p><b>EXECUTIVE ACCOUNTING AND LEGAL</b>  <b>E. P. TWYMAN, Auditor, Secretary and Treasurer,</b>  <b>E. A. STAMAN, Assistant Secretary-Treasurer,</b>  <b>M. M. MILLER, Assistant Treasurer,</b>  <b>A. L. BURFORD, General Counsel,</b>  <b>J. M. BURFORD, General Attorney,</b>  <b>L. L. BOWMAN, District Attorney,</b></p> <p><b>TRAFFIC</b>  <b>H. R. WHITING, Executive General Agent,</b>  <b>JOHNSON O. COUCH, Assistant to President,</b>  <b>W. N. ADAMS, Executive General Agent,</b>  <b>W. D. GRUBB, General Freight and Passenger Agent,</b>  <b>E. B. HICKMAN, Asst. Gen. Fht. and Pas. Agent,</b></p>	<p><b>GREENVILLE, TEX.</b>  <b>JOHNSON O. COUCH, Assistant to President,</b>  <b>H. R. WHITING, Executive General Agent,</b>  <b>W. N. ADAMS, Executive General Agent,</b>  <b>W. D. GRUBB, General Freight and Passenger Agent,</b>  <b>E. B. HICKMAN, Asst. Gen. Fht. and Pas. Agent,</b></p> <p><b>SHREVEPORT, LA.</b>  <b>JOHNSON O. COUCH, Assistant to President,</b>  <b>H. R. WHITING, Executive General Agent,</b>  <b>W. N. ADAMS, Executive General Agent,</b>  <b>W. D. GRUBB, General Freight and Passenger Agent,</b>  <b>E. B. HICKMAN, Asst. Gen. Fht. and Pas. Agent,</b></p>
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#### TRAFFIC DEPARTMENT REPRESENTATIVES

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### Condensed Schedules and Through Car Service

Between ST. LOUIS, MO., and SHREVEPORT, LA.			
No. 1	The Shreveporter—DAILY	No. 2	.....
8:50 P.M.	lvs. St. Louis, Mo. (Mo. Pac.) arr.	8:30 A.M.	.....
3:05 A.M.	lvs. Little Rock, Ark. ....	11:50 P.M.	.....
5:45 A.M.	lvs. .... Hope, Ark. ....	9:10 P.M.	.....
8:35 A.M.	lvs. .... Stamps, Ark. ....	8:27 P.M.	.....
7:59 A.M.	lvs. .... Minden, La. ....	8:55 P.M.	.....
8:45 A.M.	lvs. .... Shreveport, La. ....	8:05 P.M.	.....

Between SHREVEPORT, LA., and NEW ORLEANS, LA.			
204-S	DAILY	4-203	.....
The Hustler	The Hustler	The Hustler	.....
8:00 P.M.	lvs. .... Shreveport .....	7:58 A.M.	.....
9:55 P.M.	lvs. .... Minden .....	6:58 A.M.	.....
11:41 P.M.	lvs. .... Winnfield .....	5:14 A.M.	.....
1:05 A.M.	lvs. .... Alexandria .....	3:45 A.M.	.....
3:05 A.M.	lvs. .... Baton Rouge .....	11:55 P.M.	.....
7:30 A.M.	lvs. .... New Orleans .....	8:15 P.M.	.....

<p><b>No. 1—The Shreveporter, Daily.</b>          12-Section Drawing-room Sleeper St. Louis to Shreveport (to Hope on Missouri Pacific No. 1). Observation-Cafe-Parlor Car and All-Steel Coaches Hope to Shreveport. Oil-burning locomotives.</p>	<p><b>No. 204-S—The Hustler, Daily.</b>          8-Section Buffet Lounge Sun-room Sleeper Shreveport to New Orleans. All-Steel Coaches Shreveport to New Orleans. Oil-burning locomotives.</p>
<p><b>No. 2—The Shreveporter, Daily.</b>          12-Sec. D.R. Sleeper Shreveport to St. Louis (from Hope on Mo. Pac. No. 1). Observation-Cafe-Parlor Car and All-Steel Coaches Shreveport to Hope. Oil-burning locomotives.</p>	<p><b>No. 4-203—The Hustler, Daily.</b>          8-Section Buffet Lounge Sun-room Sleeper New Orleans to Shreveport. All-Steel Coaches New Orleans to Shreveport. Oil-burning locomotives.</p>

of bankruptcy. Some lines were at the point of not being able to meet their payrolls. The railroads that were represented by the Committee of Railway Managers served a Section Six of the Railway Labor Act of 1926 on all of the standard railroad labor unions for a reduction of 15% in wages.

Hearings were held and an agreement was reached between the two parties for a 10% reduction to be effective on the 1st of February, 1932, management holding the right to re-open the request for 15% cut if the 10% cut did not prove enough to solve their cash problem.

Later this cut in wages was extended to June 30, 1934. Further conferences on the wages issue were held and the unions were successful in gaining a reduction of the 10% wage cut to 7½% effective on the 1st of July 1934. Later negotiations reduced this 7½% to 5% effective January 1, 1935. Both parties agreed that no more formal notices in change of wages would be served prior to May 1, 1936 and that the 15% wage reduction requested in 1932 by the management would be withdrawn.

The L&A Ry. and the L.A.&T. Ry. of Texas were not a party to the National Wage Movement of



1932, but at that time put the full 15% reduction of all wages into effect. This was done without going through the various stages as called for by the Railway Labor Act of 1926. The unions on the L&A and the L.A.&T. Ry. of Texas protested the management's wage cut but again management would not meet with the unions to discuss the problem.

By 1933 conditions for the labor unions had steadily declined on the L.A.&T. Ry. of Texas to a point that the members of the four standard railroad unions representing train and engine crews sought other courses of action than trying to get management to meet with them on a local level. Although the unions on the L&A were meeting with the same treatment as the Texas line employees were, they did not join in with them for relief at this time.

Finally the ORC, BLE, BLE&F and BRT took a strike vote on the Texas line. Under the provisions of Section 10 of the Railway Labor Act of 1926 President Roosevelt appointed an emergency board to hear the facts on the dispute and settle the problems before a walkout of the men started.

The Board with Mr. E. P. Douglas as chairman, and Mr. L. W. Courtney and Mr. Walton H. Hamilton as members conducted hearings in the Washington Hotel, Greenville, Texas from August 6 to August 16, 1933. Testimony was presented by both the union and management on the problems on the L.A.&T. Ry. of Texas. The board after concluding the hearings made a report to President Roosevelt on August 26, 1933.



The emergency board found for the unions on all counts and recommending that the L.A.&T. Ry. of Texas follow the guide as set down by the Railway Labor Act of 1926 in changing those schedule rules that than been changed. As for the wage reduction put into effect by the L&A Ry. and the L.A.&T. Ry. of Texas, a study of the revenues of those lines showed that they were in no worse shape monetarily than other railroads in their class, and that the cuts imposed by the management were excessive. A final recommendation by the board was that the union and the railroad sit down and talk their problems out.

As a result of the emergency board findings, the unions called off their strike and made formal requests as required by the Railway Labor Act to the L.A.&T. Ry. of Texas that they meet with them to discuss the various violations of the

railroad of the scheduled rules. The management refused to meet with the unions and held firm on their position of wage reduction and schedule rule changes. As a result of management's position the case was delayed more than a year.

Over on the L&A Ry., no progress had been made by the ORC and BLE Committee on the same problems that were on the L.A.&T. Ry. of Texas. But on May 24, 1934, an offer was made by the L&A management to those committees to raise wages by 2½%. This offer made by President C. P. Couch of the L&A Ry. was turned down by the union and the situation remained the same as before.

On November 1, 1934, the L.A.&T. Ry. of Texas issued a bulletin announcing a 2½% increase in wages. This move by the management of that line was not as a result of negotiations or the adjustment of pending disputes, but a voluntary act on the part of the railroad.

By 1935 the other standard railroad unions on both railroads joined with the four operating unions and called upon the National Mediation Board to conduct hearings on labor's problems with both railroads.

The National Mediation Board held hearings on the L&A Ry. and L.A.&T. Ry. of Texas problems with the unions, starting on February 11 and concluded them on February 21, 1935. All efforts to adjust controversies on both properties failed. The management insisted on meeting separately with each union and railroad. The union's position was to settle all questions collectively. Nothing was settled by the National Mediation Board hearings.

The issues of management's refusal to honor the National Railroad Adjustment Board awards in favor of the unions, plus an ever-growing number of complaints of schedule rule violations, caused a complete breakdown in employee and employer relations. The unions, wore down by years of talks with nothing to show for their time and money spent, called a strike for 6:30 AM September 19, 1936.

The strike could not have come at a worse time of year for the L&A or the L.A.&T. Ry. management. In the 1930s a large part of the annual harvest of cotton moved from the gins to the compresses to the docks and mills. Cotton seed for the numerous cotton seed oil mills moved by the thousands of cars. This annual increase of business under normal conditions usually taxed a railroad to the breaking point, but under strike conditions things almost came to a standstill.

But the L&A Ry and the Texas line took the same attitude about the strike as they did the problems that caused it...they simply ignored them.

As in all strikes there are those who do not wish to join in the walkout and again there are those who will go to a strike-bound company and seek employment. On the struck railroads this was the case. The railroads with a few of those who did not join with the strikers and strike breakers attempted to operate the line. But condi-



tions had changed in the United States from those bad days of 1932. Those who sought employment on the strike-bound L&A/L.A.&T. Ry. were usually those who had a bad record off other rail lines and were not much help to the company in operating the railroads. Wrecks, breakdowns, delays due to unqualified employees operating trains snarled traffic to a weak trickle of its former flow. Freight backed up in freight yards unable to be put in trains to be delivered to stations on the railroads. Shippers on line soon found they could not move out their freight and mills along the line had to close down for the lack of service. As the strike lingered on, violence broke out as strikers and non-strikers clashed. The L&A/L.A.&T. Ry. was reaping the whirlwind.

and his staff to bring about an end of the walkout.

The meetings conducted by Governor Loche did what the National Mediation Service failed to do. It brought about an end to the labor dispute on the railroads and an end to the strike.

As a result of the negotiations all workers on the L&A Ry and the L.A.&T. Ry. of Texas were to return to work with seniority unimpaired. All awards won by the National Boards that the management had refused to honor were to be recognized. The schedule rule violations such as the hours or miles pay issue and Held-Away-From-Home-Terminal were restored and numerous minor disputes were settled.

The pay issue was settled when the union accepted the National Scale of wages in effect as of 30 June 1934. While this was far below the nation level for unionized railroads, it was far less than the 15% wage cut imposed in 1932. Later the pay of all employees were raised to the national level effective on the 1st of October 1937.

A wise man once wrote: "Strikes are never the result of a single act of injustice, but in every case of record are the final answer to a series of offenses under which the breaking point must eventually be reached." How true this was in the L&A Ry/L.A.&T. Ry. of Texas strike of 1936.

## Women Seize L. & A. Train, Strip Official

20 OCT 1936

Minden, La., Oct. 19 (AP).—Several hundred women, said to be wives of striking employes of the Louisiana and Arkansas railroad, captured some of the crew of "The Shreveporter," northbound train, when it stopped at a water tank here early tonight, forced the engineer to resign and tore all clothing from a railroad official who remonstrated with them.

Surrounding the train as the engineer stopped a short distance from the station for water, the women swarmed into the cars and engine, capturing Mark Willis, the senior engineer on the line, and a Negro brakeman.

Others in the crew were reported to have escaped by fleeing into the woods bordering the tracks.

W. F. Salisbury, chief engineer of the railroad, was in the station when the women came into the depot with Willis as a prisoner, reports said. Salisbury remonstrated against their treatment of Willis, whereupon, reports said, they tore his clothing off and allowed him to go free, after slapping him.

Willis was reported beaten by the women and forced to send a telegram to C. P. Cough, president of the railroad, asserting that he resigned forthwith.

Willis remained with the railroad when striking "big four" employes walked out.

Late tonight the train was reported still in the yards here. When the women forced the crew to flee they left the train where it stood. Marshall T. T. Tobin got the shop foreman to go with him to the train, where they shut off the steam in order to keep the engine from blowing up. It was then moved into the roundhouse.

The train crew included Conductor M. S. Massey, Fireman A. H. Robertson and Ralph Young and A. Cook, Negro brakemen.

A freight train was similarly stopped at Searcy, La., by a group of women last week and the conductor imprisoned in a caboose in an attempt to force the train crew to resign.



(Newspaper clipping from Gene Hull)

Shippers and citizens along the two railroads were being hurt by the strike. The lack of rail service was already shaking their already weak economy. With no end of the violence in sight the shippers and citizens called upon Governor Loche of the State of Louisiana to use the power of his office to bring the dispute between the railroads and the employees to an end.

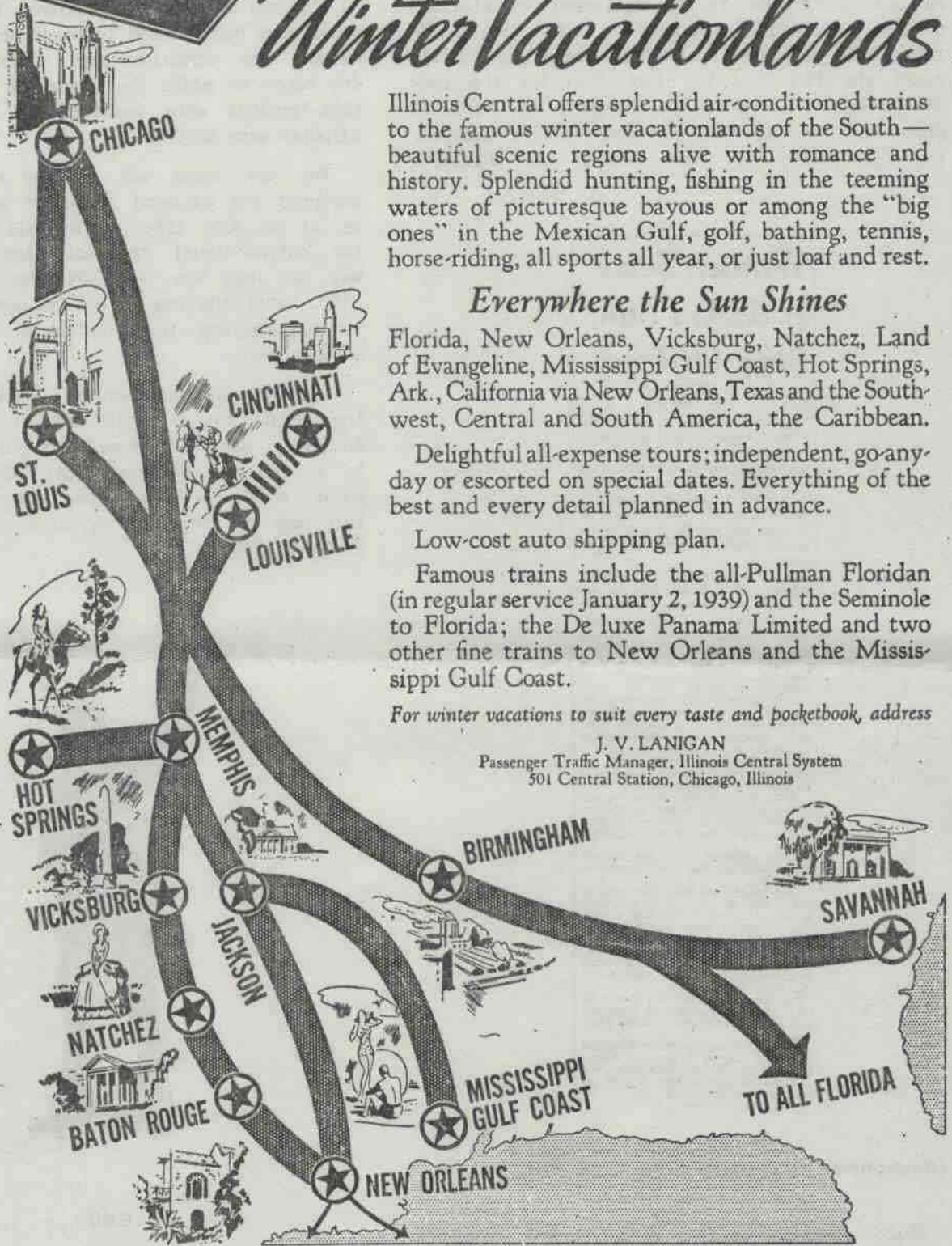
Governor Loche called on management of the struck lines and the unions to meet with him

- END -

(Material for this article was from the History of the KCS, newspapers of 1930 and the Official Report of the O.R.C.)



# ILLINOIS CENTRAL ROMANCE ROUTE TO Winter Vacationlands



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 501 Central Station, Chicago, Illinois

BOOST THE ADVERTISERS

Furnished by Jim Bennett.



Received the following letter from member Jim Tatum, 8-A Village Loop Road, Pomona, California 91766-4870:

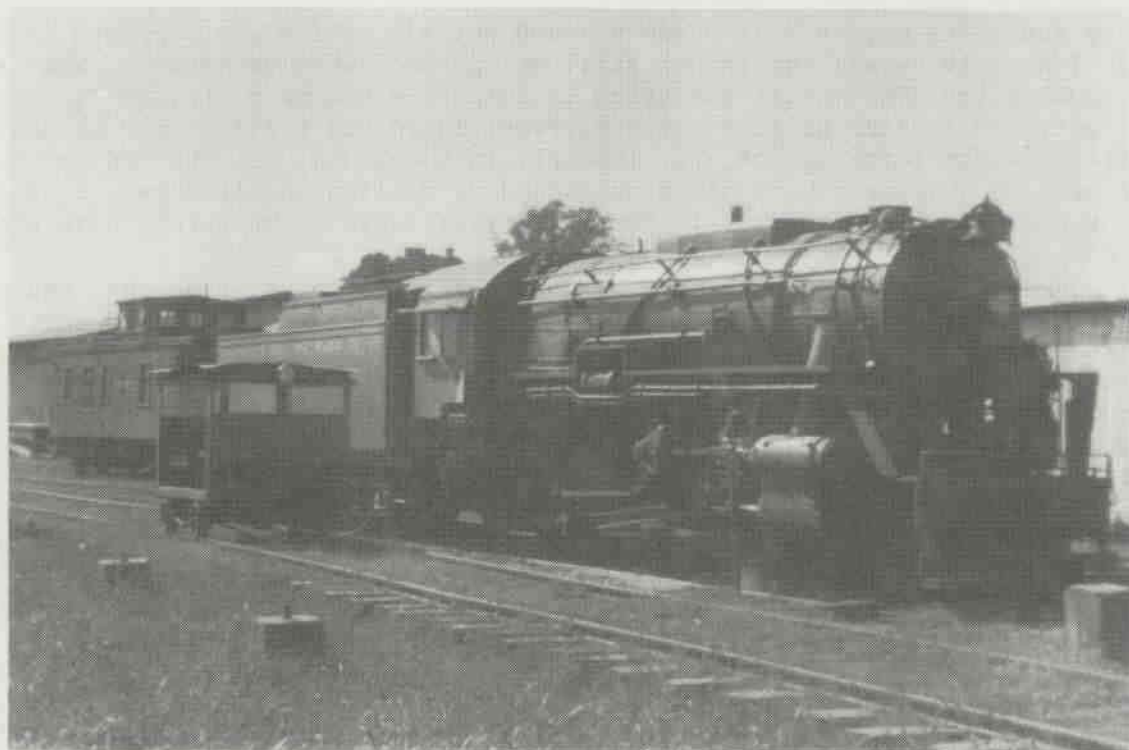
What prompted me to write to you is Barton Jennings' article in the May issue on the Gould Southwestern Railway/Arkansas Railroad. I thank you both for that, as it really brought back pleasant memories of my first shortline visits (other than my hometown El Dorado & Wesson).

It was November 7, 1958, and I was a sophomore at El Dorado High School, just beginning to learn about the "big world" of railroads, small and large, outside of my hometown. Through the pages of RAILROAD first, then later TRAINS, and helped in no small way by an OFFICIAL GUIDE given to me by a friendly MOP clerk at the passenger depot, I saw there was lots more to life than the Rock Island (may she rest in peace!), MOP, E&W, and the Cotton Belt. The Cotton Belt I would see when we took a jaunt over to Stamps to visit my mother's relatives.

I must mention here that I owe my mom a great debt of thanks for encouraging me as a fledgling railfan, not only by acting as chauffeur on our trips to places in Arkansas and Louisiana that she had absolutely no interest in visiting otherwise, but by prevailing upon my dad to part with some hard-earned cash to bestow upon me a Yashica C twin-lens reflex camera from Ward's Camera Shop. Why a 15-year-old boy should have such a fine piece of equipment, especially for the purpose of taking pictures of trains, he just couldn't understand. Had I been in his place, I doubtless would have felt the same, considering the apparent absolute lack of any other human being in El Dorado, Arkansas, who felt that aiming a camera at a locomotive was anything but a total waste of time (and film).

It was a year or so before I discovered the presence of others so inclined. (But who bought all those other copies of RAILROAD and TRAINS at Howard's News Stand?? Looking back on it, I should have asked Howard!)

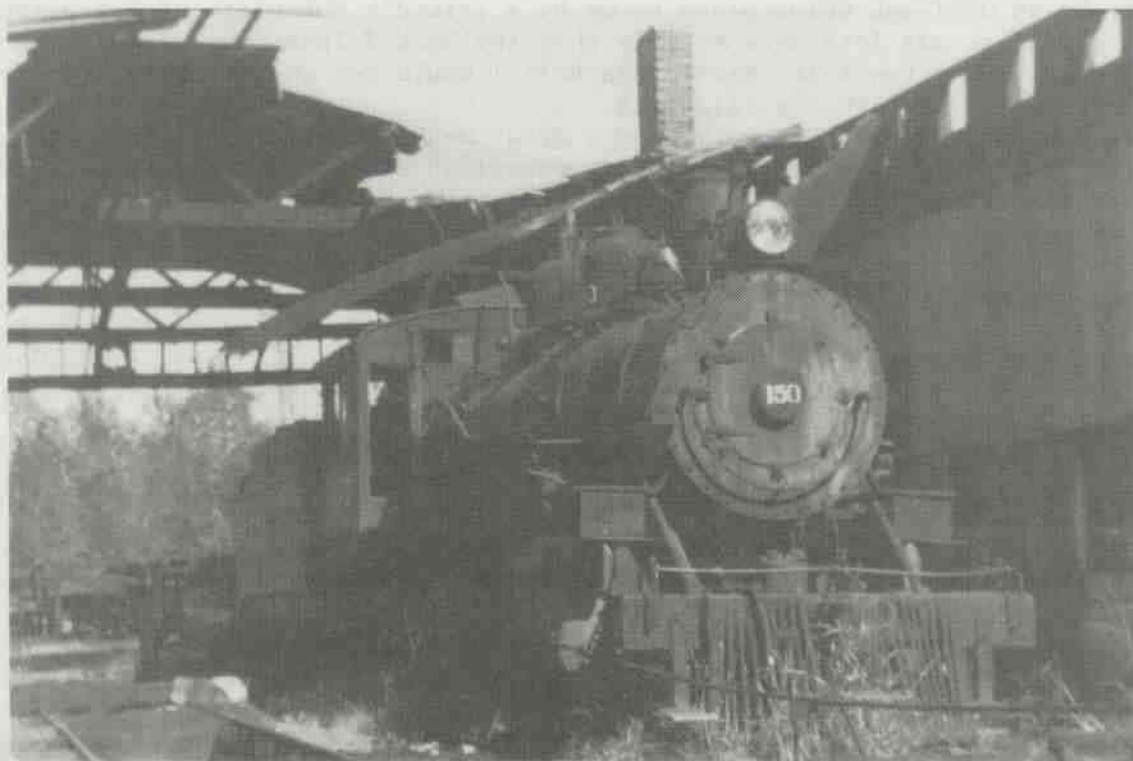
What I recall of November 7, 1958, is that Mom and I set out in our 1956 Oldsmobile (being a Friday, Dad would have been at work--but what was I doing out of school??) to visit the Warren & Saline Railroad at Warren and the Arkansas Railroad at Star City. I am sure I must have written in advance to ask permission to take pictures (thank you, RAILROAD!), and I still do that whenever I can. We must have left El Dorado fairly early, but by the time we reached Warren, the W&SR was either tied up for the day, or perhaps had not run to Hermitage at all that day. Anyway, with my Yashica loaded with color slide film and my trusty Sears TOWER Box camera (trusty, but incapable of producing a sharp negative) with black-and-white, I took some shots of W&SR No. 1702, Baldwin No. 64641 1942, an ex-U.S. Army "Pershing" 2-8-0, later to go to the Reader.



WARRNE & SALINE RIVER RR #1702, 2-8-0 in Warren, Arkansas November 7, 1958. This Baldwin later went to the Reader Railroad. It is now in Fremont, Nebraska being sold by the Reader in November 1985 (seen heading toward Fort Smith behind a Missouri Pacific freight on November 13, 1985 by your editor).  
(Photo by Jim Tatum)



I don't remember visiting the Warren & Ouachita Valley that day, nor the Southern Lumber Company 4-6-0 No. 123 at Warren City Park, though I was to get photos of both on later visits. At Star City, we came upon the sad remains of the Arkansas Railroad. Abandonment had been filed for and would be granted effective April 10, 1959. In what remained of the enginehouse sat 2-6-0 No. 150, a November 1921 Baldwin (No. 55154) which had been rebuilt by Southern Iron & Equipment Company and had come to Star City from the W&SR. I believe the 150 was unservicable account water not being drained from the boiler the previous winter and ruining the flues. I don't recall how long the Arkansas had been dormant when we visited, nor if they might have made some runs using leased MOP power after the 150 bit the dust.



ARKANSAS RAILROAD #150, 2-6-0 at Star City, Arkansas November 7, 1958. (Jim Tatum photo)

They had an ex-Cotton Belt Baldwin 2-6-0 No. 412, which was scrapped in 1957, though I seem to recall the tender still being there when we visited. What amazes me as I look at the 150 is that everything is intact -- number plate, bell, whistle, headlight, and I think builder's plates, too. There was still plenty of shortline and industrial steam left in 1958, particularly in the South, but the end was just a few years off. So why the 150 remained untouched by railfan "collectors", I cannot say. Maybe these thieves were fewer in number in those days -- we surely have enough of them now.

Of course, there was no Arkansas Railroad employee to be seen--they had probably all been laid off by that time. Looking through the depot windows and doors, it appeared that the agent had just locked it up and left. Shelves were filled with records and all the usual paraphernalia. If memory serves, the enginehouse was a few hundred feet or so west of the depot. The last president of the Arkansas Railroad was W. R. Alsobrook, who was a banker in Benton. I remember writing to him after our visit to ask if I might have the bell from the 150 when she was scrapped. I don't recall his answer--I don't have the bell, so it must have been "No" in some form.

These are my memories of a brief visit almost 30 years ago now to the W&SR and the Arkansas. Fortunately, I still have the negatives and slides from those and many other visits over the years to the shortline and industrial railroad operations I've always loved. My mom, bless her heart, passed away just before Christmas of 1978 and my dad in October of 1983 at the age of 89. I don't think he ever quite understood my fascination with railroads, even though he was responsible for it by giving me a Lionel train set on my 6th or 7th Christmas and then adding to it each Christmas after for many years. He did join Mom and I on several trips and I recall Dad and I taking a "self-guided tour" of the Crossett Lumber Company sawmill at Crossett one September Sunday in 1960, the reasoning being that there was no guard present at the gate, so we would just walk around until we found one to ask if we could look around. We had quite a nice visit and were headed toward the mill gate when we encountered one very surprised watchman, who very politely told us we'd have to leave. We allowed as to how we were already doing that very thing, thanked him, and went on our way!



Mr. Tatum also had the following to say - "I really appreciate your efforts to run articles that show the human side of railroading. I've been on both sides of the fence and it seems to me that few railfans appreciate what the working railroader goes through in a day, even with diesels, CTC, and computers. I think we have in Arkansas some of the best writers of 'I was there' railroading in the country--why we don't see more of their stuff in the 'big' magazines I'll never know. Anyway, keep 'em coming to your lucky readers!"

## *Fordyce and Princeton R. R. Co. Locomotives*

*November, 1959*



*Diesel Electric No. 9*



*Steam Locomotive No. 101*

Mr. Tatum sent in this F&P card containing pictures of two F&P engines that he took on June 23, 1959 in Fordyce. The F&P used his photos. No. 101 was donated to the Little Rock Zoo shortly after this and is the same engine pictured on this month's RAILROADER cover.

David Briggs of Warren Michigan sent photos recently of various shortlines' steam locomotives, including a couple of Arkansas Railroad engines. Thanks to all for your donations.

### ARKANSAS RAIL NEWS

RIDING THE RAILS, a special all-train-travel section to the Sunday, June 12, 1988 ARKANSAS DEMOCRAT, had many interesting stories regarding train travel and made you want to start riding the rails. Club member Randy Tardy wrote many of the articles.

AMTRAK'S LOCAL HOURS - The Amtrak ticket office in Little Rock now has these hours: Monday-Saturday 6:00 AM to 3:00 PM. Sunday-Wednesday 3:00 PM to 12:00 Midnight. Friday 8:00 PM to 12:00 Midnight. Their local telephone number is 372-6841.

*If you don't get everything you want, think of the things you don't get that you don't want.*

ENGINE REVIVAL GATHERS STEAM - (Fort Smith) - Ex-Frisco steam engine #4003, sitting in Kay Rogers Park in Fort Smith, may get steamed again, and in the not-too-distant future. The Rodeo-Fair Board trustees have agreed to support efforts to renovate this Frisco engine for possible excursions between Fort Smith and Fayetteville. Dave and Richard Mille, mechanical engineers and millwrights, have agreed to help rebuild the engine...they have the knowledge to do so and anything needed can be milled by them. Reactivating the engine could cost \$150,000 and volunteers are needed.

Anyone wanting to help with the project, when it gets underway, can write to the Mille's at Mid-South Steam Boiler Co., Attention Train Project, Route 4, Box 601A, Van Buren, Arkansas 72956.

The Van Buren Chamber of Commerce this year listed an excursion train to Fayetteville as a priority tourist attraction. Belief in the project was reinforced during the filming of the movie "Biloxi Blues" last



year, when the steam engine being used in movie scenes attracted droves to the train wherever it appeared.

The Mille brothers said "Tell me where you can find an excursion train in the United States within two miles of a major interstate - the potential of this thing for tourism is unbelievable."

The 4003, a 2-8-4, was retired in 1950 by the Frisco and donated to the Fort Smith Chamber of Commerce in 1954. The 82-foot, 1919 vintage locomotive is equipped with a booster engine, which was added to help it pull the mountain grades between Fort Smith and Monett, Missouri. It stands over just over 15 feet high and is 10 feet-2 inches wide and carries 18 tons of coal. The engine holds 10,000 gallons of water in its tender and about 5,000 in its giant boiler. With its tender the locomotive weighs nearly 500,000 pounds and is one of the largest ever manufactured in the United States.

The state boiler inspector has inspected the engine and determined it can be renovated. A non-profit organization separate from the Chamber would have to be set up to operate the excursions. Tony Hannold, who owns the Arkansas & Missouri Railroad which is the old Frisco line is supportive of the idea, but doesn't want to be in the excursion train business. Hannold has agreed to let Old 4003 be moved onto one of his side tracks in Van Buren for repairs, if the 4003 restoration takes place. (SOUTHWEST TIMES RECORD, May 5, 1988, by Linda Seubold)

**UNION PACIFIC PLANS IMPROVEMENTS** - (North Little Rock) - Union Pacific will spend \$4.7 million on track improvements between Cambell Station, Nebraska and North Little Rock in 1988. The improvements will include the replacement of 69,450 ties in Arkansas, the replacing at 93 grade crossings of materials, and the addition of 16,500 tons of ballast. This project is part of the \$238 million U.P. will spend in 1988 on improving its 21,500 miles of rail.

The work in Arkansas involves high-tech laser alignments and will use track gangs. At their peak in August, the gangs will total more than 2,000 employees systemwide. Union Pacific's main line rail weighs 133 pounds per yard and is installed in quarter-mile lengths. (ARKANSAS DEMOCRAT, May 9, by Randy Tardy)

**INTERESTING FACTS** - The human brain is like a computer in its storage capacity...and it can hold lots more data than you think. For instance, a computer's 3½ floppy disk can hold 313,000,000 bits of information; the entire National Archives in Washington, D.C. holds about 12,500,000,000,000 bits of information. All these are put to shame by the human brain which can hold 125,000,000,000,000 bits of information, fully 10 times more than the National Archives. It is said that we only use about 5 to 10 percent of our brain's capacity during a lifetime.

**DEATH TRAIN?** - A Monday-only train of chemical tank cars has been labeled, to the dissatisfaction of railroad officials, as a "Death Train". This train apparently travels over Union Pacific tracks from Freeport, Texas (Dow Chemical) to Midland, Michigan and consists of 60 cars. It travels through Arkansas including Texarkana and Little Rock. Although this type of train has existed for 40 years, it only recently was routed through Arkansas. All chemical shipped on the train are either flammable or caustic.

The train has never been involved in an accident in this area, said U.P. spokesman John Bromley. He also said, "Our concern is that its causing unnecessary fear. We're not in the business to endanger the public."

Each car of the train holds 32,000 gallons. (Editor's note...I suppose it would be safer transport these chemicals via 300 semi-tractors on our interstates??? By far the safest mode of transporting this type of shipment is the rails, agree?) (TEXARKANA GAZETTE, May 9, by Melanie Popplewell)

**NEW POST OFFICE AT AUSTIN** - Austin, Arkansas) - When Vernie Shannon became postmaster of the Austin Post Office about 30 years ago, mail was delivered by Missouri Pacific passenger trains three times a day, plus a mid-morning local. In June 1988, the little white frame post



office in Austin across the street from the railroad will exist no more as a postal center because Mrs. Shannon will be moving the post office to a new structure. The new office, about 3,000 square feet, is almost three times the size of the present structure.

J. T. Brewer was the last station agent when the railroad abandoned the Austin depot. Mrs. Shannon also said, "Trucks bring the mail now, but I remember when Old No. 4 train delivered mail at 7:30 AM each day. Then at 9 AM, No. 7 would show up with the mail. An employee would put the sacks on large 4-wheel mail carts at the depot, located on the east side of the tracks, and pull them across the tracks to the post office. Then another train came at 4 o'clock that afternoon; at least that was the scheduled time, but often it was dark before it arrived. Still, we didn't go home until the last train ran and the mail was safely inside the post office."

The same employee, she noted, would hang outgoing mail in a sack on an apparatus alongside the tracks. Using a metal hook attached to the door of the mail car, postal employees, while the train traveled at full speed, would "snatch" the sack of mail and be sorting it for delivery within seconds. (CABOT STAR-HERALD, May 11, 1988, by Lamar B. Dodson)

**DAVID SMITH GETS POSTS WITH CROSSETT-BASED RAILROADS** - (Crossett) - David W. Smith has been elected vice president-administration for the Ashly, Drew & Northern, Fordyce & Princeton and Gloster Southern RR companies, according to Russell Tedder, president of the three Crossett-based railroads. Smith will oversee all accounting and purchasing responsibilities. He is a native of Fordyce. (ASHLEY COUNTY LEDGER)

*There's absolutely no magic to a bob-tailed freight train. You keep feeling they have left part of the train back up the track.* (J. R. McKinley in the April 21, 1988 edition of the DEQUEEN BEE)

**CLARKSVILLE SPUR CLOSING OPPOSED** - (Clarksville) - The Johnson County Chamber of Commerce and the Johnson County Development Corporation are working to oppose the abandonment of the Missouri Pacific spur serving the Clarksville area. (JOHNSON COUNTY GRAPHIC, May 18)

**NORTH LITTLE ROCK TO SEE 50 NEW JOBS FROM 'KATY' TAKEOVER** - ICC approval for Union Pacific to acquire the M-K-T Railroad, announced May 16, is expected to result in 50 additional jobs at North Little Rock. Most of them would be mechanical people from the KATY's Parsons, Kansas shops, which will be closed. The merger would result in one additional train a day in each direction between St. Louis and Dallas via North Little Rock.

Though it never served Arkansas, KATY once considered entering the state by acquiring a segment of the now-defunct Rock Island from the Oklahoma-Arkansas border to Memphis. KATY officials, however, were unable to come to terms with the Rock Island's trustee and the state of Arkansas refused to buy and lease the line to them. (ARKANSAS DEMOCRAT, MAY 17, by Randy Tardy)

**BIZARRE AMTRAK "EAGLE" INCIDENT RESULTS IN DEATH OF ONE** - (Newport) - A bizarre incident on Amtrak's northbound "EAGLE" resulted in the death of a Farmers Branch, Texas man after he arrived in Newport early Monday morning, May 16. Newport police said the NPD received a call from the conductor of the Chicago-bound train about 1 AM. The conductor, F. C. Castle, requested officers meet the train when it stopped at Newport. He told the NPD that passengers reported gunshots on the train after it left Little Rock.

When the train stopped at Newport, NPD officers entered and were taken to the men's restroom by Castle where they observed a .22 caliber pistol protruding from the restroom door. The officers found 27-year old Robert J. Roth of Farmers Branch, Texas conscious, but disoriented on the restroom floor. A small amount of white powder, believed to be cocaine, was found on the lavatory counter. The two officers removed Roth from the train. They then removed another passenger at Castle's request. The other passenger was in the company of Roth.

At 2:30 AM, Roth went into convulsions after being transported to



the Newport Police Department. He was taken to Harris Hospital, and died less than an hour later. Police said the reported gunshots were never substantiated. (NEWPORT DAILY INDEPENDENT, May 18, 1988 by Gayron Polston)

**READER RAILROAD OPENS SEASON** - (Reader) - The Reader Railroad began its season Memorial weekend with Civil War reenactment scenes. A special night train ran leaving Camp DeWoody at 6:30 PM and featured a romantic trip by oil lamps and lanterns to a sumptuous barbecue dinner South Arkanss style and a live performance by the Ramblin Rebel band of Hot Springs. The dinner entertainment was served in the Reader train shed at Reader Park.

The 1988 regular schedule features trains on Sundays at 2 PM and Saturdays at 11 AM and 2 PM. Trains will run through Labor Day. Steam power is guaranteed on all trains. Reader Railroad is the oldest all-steam standard guage common carrier to operate in North America. (NORTH ARKANSAS VIEW, Mountain View)

**\$4 MILLION SUIT CLAIMS HEARING LOSS** - (NORTH LITTLE ROCK) - Four Pulaski County residents charged June 10 in a \$4 million federal lawsuit that their hearing was impaired by excessive noise at the Missouri Pacific yard in North Little Rock. The suit alleged the railroad violated the Federal Employers Liability Act. The men's years of experience varied from 18 to 35 years. The suit alleged the railroad failed to provide the four with a safe place to work, resulting in damage to their hearing they blamed on noise. (ARKANSAS DEMOCRAT, June 11)

**CITY REJECTS LATEST PROPOSAL TO LEASE PINE BLUFF UNION STATION** - (Pine Bluff) - The city of Pine Bluff has rejected the latest proposal by James Hyden to lease the Union Station depot and will take him to court to get the building back, Mayor Carolyn Robinson said June 3. The city claims Hyden is in default, not having paid rent for 60 days. Nearly \$500,000 has been spent on the building since July 1981 when Hyden leased it. (PINE BLUFF COMMERCIAL, June 5, by Mark Minton)

**WABBASEKA PUSHES SIGNAL AT COTTON BELT CROSSING** - (Wabaseka) - At least five people have been killed at a railroad crossing near Wabaseka since 1976 and the Wabaseka Town Council voted June 6 to do something about it. The council passed a resolution asking the Cotton Belt to install a signal device at the crossing at First Street and to have the trains slow down through Wabaseka. On June 5, Anna C. Inman of Altheimer, was killed when the van she was driving was struck by a train. According to the Highway Department, they are responsible for spending federal money to install signals, not the railroad. The department determines a "hazard rating index" for crossings based on such things as train and vehicle traffic, the number of accidents in the last 15 years, the number of tracks, etc. (PINE BLUFF COMMERCIAL, June 7)

*The man who rows the boat generally doesn't have time to rock it.*

**BRINKLEY UNION STATION IS NOMINATED TO NATIONAL REGISTER** - (Brinkely) - On June 2 12 Arkansas properties were nominated for inclusion in the National Register of Historic Places. The Brinkely Union Station is the only depot of its type in the state of Arkansas. Constructed by the Rock Island in 1912, this combination passenger and freight station was located at the junction of the CRI&P and the Cotton Belt. Union Station was the social and economic center of Brinkley for many years. Union Station is connected to the Rusher Hotel (now Great Southern Hotel) by a concrete concourse. The Rusher Hotel was listed in the National Register in 1986 and the addition of Union Station will comprise the proposed Rock Island-Rusher Historic District. (BRINKLEY ARGUS, June 8, 1988)

#### GENERAL RAIL NEWS

**ICC APPROVES KATY TAKEOVER** - On May 16, 1988, the ICC approved, with conditions, the takeover by Union Pacific of the Missouri-Kansas-Texas Railroad. Now the Union Pacific has 60 days from May 16 to either accept or refuse the deal. All indications are that U.P. will approve of all the ICC's conditions, however. So...by July 16 at the latest



the famous KATY will be no more (see next month's RAILROADER for history, stories, pictures of the KATY, your editor's hometown railroad).

According to the public relations people at Union Pacific in Omaha, the following 350 miles of lines will be abandoned when the merger is consummated:

- 1) MKT Coffeyville to South Coffeyville, Kansas
- 2) UP Whitewater to El Dorado Kansas
- 3) UP Conway Springs to Riverdale, Kansas
- 4) MKT Griffith to Parsons, Kansas
- 5) MKT Sedalia to North Clinton, Missouri
- 6) UP Durant to Henryetta, Oklahoma (will upgrade KATY's main line)
- 7) UP Harington to Woodbine, Oklahoma
- 8) MKT Denison to Sherman, Texas
- 9) MKT Denison to Bells, Texas
- 10) MKT Trenton to Greenville, Texas
- 11) MKT Hunter to Ogden, Texas
- 12) MKT - Could not abandon the Granger to Georgetown, Texas line

**COTTON BELT CABOOSE FOR SALE** - (Houston, Texas) - The Gulf Coast Chapter is selling its wood ex-SSW caboose, No. 2214. This caboose was built in the 1920s by the SSW in the PINE BLUFF Shops. The chapter acquired it in 1983. Sale price is \$295.00, but you must haul it away via truck. Contact Bob Bucher, 1006 Crossroads, Houston, TX 77079, day phone (713) - 467-8197.

**RAILS-TO-TRAILS BILL PASSES HOUSE** - The House passed the National Trails System Improvement Act of 1988 on April 19. According to the Rails-to-Trails Conservancy, there are currently over 150 existing rail-trails in the nation. When tracks are abandoned, these corridors can form the backbone of an outstanding trail system. Among RTC's publications are "Guide to America's Rail-Trails." A year's membership in the Conservancy costs \$18. For more information, write Rails-To-Trails Conservancy, 1400 16th St. NW, Washington, D.C. 20036.

**NEW RAIL SAFETY BILL** - This new safety bill, waiting for President Reagan's signature, was passed by the Senate June 9. It would require locomotive engineers to be licensed by the federal government. An applicant's driver's license would be examined for drug and alcohol convictions. The bill also prohibits railroad personnel from disabling safety devices. And for the first time, the FRA would be allowed to fine workers - currently the government only can penalize railroad companies. (SOUTHERN PACIFIC UPDATE, June 15, 1988)

**NEW AMTRAK ROUTE** - (Dallas) - Any day now Amtrak may start a run between Dallas and Houston, Texas via Southern Pacific in connection with the "Eagle". The "Eagle" would split in Dallas, with a couple of coaches going south to Houston and the others to San Antonio. Service would be three times a week, like the "Eagle". Stops are slated at Corsicana and College Station, Texas. Working rules with the SP remains to be worked out.

**FLORIDA COMMUTER LINE** - CSX Corp. in May sold an 81-mile long rail corridor between Miami and West Palm Beach to the state of Florida for \$264 million. The state plans to use the right-of-way for a commuter train. Under the agreement, CSX will pay about \$100,000 a month to operate freights on the line. (SP UPDATE, May 17)

**CARLOADINGS** - Union Pacific moved more than 1.2 million carloads of goods in the first 4 months of 1988, up 9 percent from last year. Southern Pacific hauled 127,819 carloads in April alone, up 5 percent from 1987. (INFO MAGAZINE, SP UPDATE)

**COURT DECISION** - A U.S. Circuit Court of Appeals has barred the sale of the 121-mile Pittsburgh & Lake Erie RR until an agreement is reached with the company's unions. The Chicago West Pullman Transportation Corp. had agreed to buy the line, but later informed P&LE employees that it intended to retain only a third of them to operate the railroad. Fourteen rail unions then struck the P&LE on grounds that the sale agreement was in violation of the Railway Labor Act. The court's decision may have an impact on railroads which are thinking about the sale of



unprofitable branch lines. (UP INFO MAGAZINE)

**THIS MAN LOVED TRAIN TRAVEL** - (Lexington, Kentucky) - Gerald McCarty, a popular member of the Bluegrass Railroad Museum, passed away April 21, 1988. Gerald was best known as a conductor on their main line steam excursions. Gerald loved train travel. One touching moment was shared with the world by his niece. On the evening Gerald left this world, he was riding trains in his dreams. He became quite unsettled because he didn't have money for his fare. When the family assured him that his fare had been paid, he rested more peacefully and passed away a short time later. (CONNECTING ROD, May 1988)

**ROADRAILER OUT** - The innovative Roadrailer service, which uses railroad trucks on highway trailers and converts back to road service easily, is on the way out on the Union Pacific, possibly by the middle of July. The reason is not enough shipping was done using this new method.

**STRANDED AMTRAK PASSENGERS GIVEN A GOOD TIME** - (Sanderson, Texas) - When the "Sunset Limited" was delayed 10 hours in Sanderson, Texas due to a SP freight derailment, Amtrak's public affairs did the right thing. On April 4, 1988, when this incident occurred, Debbie Marciniak of Amtrak's public affairs rang the owner of the local Sanderson barbeque house and asked for lunch for 400 to go. Go where? Down to the SP station. Other activities included an afternoon movie on the train (La Bamba), a historical city tour which included the county court house, and a visit to the city park by young children and their mothers. Everybody was in a great mood. Hopefully, this type of treatment will be done in the future. (GULF COAST RAILROADING, May 1988)

**NEW LEADVILLE, COLORADO AND SOUTHERN RAILROAD** - (Leadville, Colorado) - On May 28, 1988, a new tourist railroad began operations from Leadville, Colorado to Climax. The railroad, named for the historic Colorado & Southern Railroad, offers spectacular vistas of the Continental Divide and upper Arkansas Valley. It is the highest non-cog railroad in the nation, climbing from 10,280 feet to 11,300 feet. This line was recently purchased by Stephanie and Ken Olson from the Burlington Northern for only \$10, which included two 1,750 HP GP9's, five cabooses, eight flat cars, four boxcars, a hopper and 13 miles of track. It runs from Leadville to Climax.

BN, which continued freight service to Climax until 1986 when the ore mine closed. BN didn't want the hassle to scrap the line and cars. The couple figures it will cost more than \$300,000 to restore the depot, roundhouse and railroad and \$150,000 a season to operate. Tickets are priced at \$15 each. (DENVER POST via Jim Johnson)

**HARRIMAN AWARD FOR SAFETY AGAIN GOES TO SP** - On May 17, the Harriman Gold Medal award for safety went to Southern Pacific, the second year in a row. At the same time, the Pine Bluff Division and Pine Bluff Locomotive Plant were the safest in SP, which means that the Pine Bluff Division was the safest railroad division of any railroad in the country last year. Quite an achievement.

**ARMY RAILROAD TRAINING CENTER RETURNS** - Perhaps thinking ahead to when missiles may be put in rail cars, the Army reopened its railroad training center in Fort Eustis, Virginia. Reservists are learning about railroading there about a dozen at a time. At present, there are only three reserve rail battalions, the regular Army units having been disbanded in the 70s. The reserve units are based in Milwaukee, Middletown, Conn. and Tampa. The Civil War saw the development of the military use of railroads (a story about Civil War "Main" trains will be coming soon in the RAILROADER, written by Bill Church). (NATIONAL RAILWAY BULLETIN)

**ATLANTA, TEXAS DEPOT RENOVATED** - (Atlanta, Texas) - The U.P. (Texas & Pacific) depot in Atlanta, Texas has been renovated. An agreement with Union Pacific allows the city to lease the depot for \$1 a year. It may be turned into a museum. (TEXARKANA GAZETTE, June 6)

**NEWS** updated through June 21, mailed June 24.





INTERESTING SKY VIEWING IN JULY - If you look into the sky this July, here are some rather interesting sites. The planet Venus will be unusually bright in the early morning sky looking east, being its brightest July 19 when it is only 40 million miles away from Earth. MARS, the red planet, is moving closer to the Earth and getting brighter. By late September, it will be its brightest since 1971. Some features on the planet may be visible using telescopes between now and September. On July 16, about 9 PM Little Rock time, the bright star Regulus, will go behind the Moon, then reappear about 10 PM. The moon will be a thin crescent shape at that time. And, finally, using a computer program, I can calculate the moonrise or moonset for any place OR TIME on earth, including thousands of years ago and thousands of years into the future if I wanted to. There will be a Full Moon June 29 and again on July 28. The Full Moon July 28 will be rising in North Little Rock at 8:20 PM CDT, shortly after sunset. (Astronomy, the study of the PHYSICAL universe is another hobby of mine. This is NOT to be confused with astrology, which deals with horoscopes, of which I'm not interested. If space permits, I might put more of this type of information in future newsletters. Thanks for your indulgence. K.Z.)



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

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Ken Ziegenbein, Editor  
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WELCOME ABOARD!!!

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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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