



ARKANSAS RAILROADER



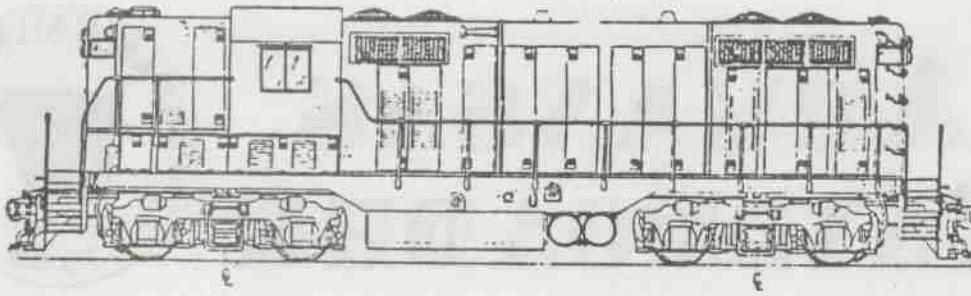
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 7

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THE END - Looking east toward the Hazen, Arkansas Rock Island depot along a small section of Rock Island track left in place in a park in Hazen. The rest of the "Sunbelt" line was taken up in the early 1980s. The city of Hazen is to be commended for beautifully preserving a piece of the ROCK. It shows they care about and respect the past, their heritage. (Ken Ziegenbein photo, June 4, 1989)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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SHOW & SALE REPORT - The June 17th Railroad Club Show & Sale had perfect weather and a moderate crowd. No exact count was known at presstime. There were over 80 tables sold. More details in next newsletter.

OLD CAR TO BE MOVED - The club's old railroad passenger car stored on River Road next to the Arkansas Valley Model Railroad Club's clubhouse is to be moved by mid-July. After that, there will be no cars there anymore, only a small section of abandoned track.

CIMARRON RIVER VALLEY SCENIC RAILROAD may be a future club excursion, possibly in the Fall. This railroad is located in Hugo, Oklahoma and runs over the former Frisco Lines out of Hugo on weekends. It runs over the Kiamichi Railroad (who bought the old Frisco/Burlington Northern tracks). No details available yet.

RAILROAD GENERAL MANAGER NEEDED - Reat Younger, who lives in Springfield, Missouri contacted Club President Fred Fillers and said that the owner of a tourist railroad in Branson, Missouri needs to hire a General Manager to run this tourist line at Branson. It is a steam train that used to be located in Beaver, Arkansas. The manager would be paid and housed. Anyone interested contact Fred Fillers, 28891 Bandy Road, Little Rock AR 72211. He will put you in touch with the proper people.

CHRISTMAS PARTY DATE SET - Yep! It's only six months off!! Our Christmas party will be held DECEMBER 9, 5:30 PM, at Wyatt's Cafeteria in North Little Rock (Northpark Mall). That's a Saturday.

(CLUB NEWS continued on Page 21)

EARLY DEVELOPMENT OF THE LOUISIANA AND ARKANSAS RAILWAY

James R. Fair

The Louisiana and Arkansas Railway of today is fully submerged within the Kansas City Southern system although it retains its corporate identity. Its main lines from New Orleans to Dallas and from Hope, Arkansas to Alexandria, Louisiana originated as three separate railroads: the early L & A, the Louisiana Railway and Navigation, and the East Line and Red River. This is the story of the development of the original, or early, Louisiana and Arkansas line. This line may be regarded as the parent road of the present system.

The origin of the L & A goes back to 1882 when the seat of Webster Parish in northern Louisiana, Minden, was by-passed by the survey of the Vicksburg, Shreveport and Pacific Railroad. This was indeed an unfortunate circumstance for Minden; the five-mile separation from the railroad could mean what similar circumstances had meant for many towns across the nation: a slow death or an urgent need to relocate the town. For Minden there was another option: build its own railroad to connect with the trunk line. And thus it was that the citizens of the community chartered on August 22, 1882 the Minden Railroad and Compress Company. The line would connect with the V S & P at Lanesville, due south of Minden, when the rails of the latter company were laid to that point.(1)

The Vicksburg, Shreveport and Pacific completed its line through Lanesville in the summer of 1884, and established through service between Monroe and Shreveport on August 1 of that year. Grading for the Minden connection (or "Minden Tap") was completed in July 1885, and tracklaying (done under contract by the V S & P) was accomplished by November, when the road was opened. The first locomotive of the Minden Tap was purchased second-hand from the Queen and Crescent Route (which included the V S & P) and was named the "Ross Meehan". It was an inside-connected 4-4-0 type and apparently was able to handle the 15-minute shuttle run between Minden and Lanesville (the station name of which was first Minden Junction but by 1887 had become known as Sibley). The power behind the Minden Tap was a local resident and community leader, F. H. Drake.(2)

While the above was happening, the Texas and St. Louis (now Cotton Belt) line completed its three-foot gauge tracks between the Arkansas cities of Pine Bluff and Texarkana in late 1882. This line ran through Lafayette County and served the county seat, Lewisville, in its relocated site on the railroad. It had been cut through an abundant forest of pine and assorted hardwood trees, and as might be expected, several sawmills were established near the right-of-way. One such operation was set up by a family named Stamps and was located on the railroad about five miles east of Lewisville. The mill town was called Stamps, and a post office with that name was designated. In 1889 the Stamps mill was purchased by one William Buchanan and its name was changed to the Bodcaw Lumber Company.(3)

Buchanan was a Tennessee lumberman who moved to Texarkana, Arkansas, in 1873. In time, he came to be recognized as one of the most successful lumbermen in the south, and he is thought to have been the first in Arkansas to haul his logs to the mill by rail. And in the context of this treatise, he was the guiding power behind the development of the Louisiana and Arkansas Railway.(4)

The Bodcaw Lumber Company was organized on January 15, 1889 and was chartered under the laws of Arkansas on June 14, 1889. The charter gave the company the right to "build, buy, maintain and operate rail or tramways for the transportation of timber and lumber within the state of Arkansas". A large mill was developed at Stamps, which community was incorporated in 1892. A standard gauge logging railroad was built south from Stamps to timberlands owned by Buchanan, with feeder lines tying into the main line at various intervals. These feeders were lightly built to serve logging camps and were moved about as the timber was cut over. (5)

Whether these logging camps had any social and cultural significance is unclear, but a contemporary description of a typical camp in the region gives us some feeling for the L & A loggers and their families. In his book, Highways and Byways of the Mississippi Valley, Clifton Johnson described a camp scene as follows:

"Near the end of the track was a choppers' settlement, consisting of a score of structures loosely grouped among the trees. They had floors and sides of boards; but the roofs were of canvass, put up tent fashion. Such construction made it a simple matter to pull them to pieces and move them when the vicinity had been chopped over. The moving of the homes to be nearer the work was necessary every six or seven months. The woodsmen had their wives and children with them; and there were beavies of pigs and chickens wandering about, so that the village was quite domestic." (6)

It was inevitable that the logging line would be called upon for the transportation of passengers and freight, since wagon roads were generally impassable, even when they were available at all. Soon the Bodcaw railroad was carrying passengers in cabooses, and a second hand boxcar was purchased for the hauling of general merchandise. By January 1896 scheduled trains over 27 miles of track were advertised, operating under the name of the Louisiana and Arkansas Railroad. On January 1, 1897 the logging line was set apart as a separate department of Bodcaw, and the first records filed with the Interstate Commerce Commission were dated June 30, 1897. These records showed that the company owned five locomotives, two cabooses, one box car and 150 logging cars. Details on the locomotives are missing, but two of them were of the 4-4-0 type and were used exclusively for main line operations (and had air brakes!) while the others were assigned to logging camp service. William Buchanan was president of the railroad, and his brother James A. served as secretary-treasurer. (7)

The village of Stamps, a typical mill town of the region, was central to the Buchanan operations. Mill hands, railroad workers and loggers received special punch cards as part of their wages, redeemable for goods and services at the town's primary merchandising establishment, the Bodcaw Store. One of the railroad hands, Charles Roach, described the system in the following words:

". . . this small piece of cardboard was our key to that wonderful store at Stamps. . . . when you finished your selections, [the clerk] would punch out the figures on the card and so there was no bookkeeping necessary. The system was known as the "punchout". Many mill employees in town never had a payday because they used up all they earned in buying things to eat and wear at the commissary. Buchanan, the wealthy man back of the trading, doubled his money on everything he sold." (8)

By 1898 scheduled service of the logging road covered 46.5 miles, and Buchanan had decided to incorporate the railroad as a common carrier in interstate service; this would give certain advantages in division of freight rates on outbound lumber shipments and would afford Buchanan certain opportunities for expanding his railroad business. It was clear that by this time Buchanan considered his railroad ambitions to lie far beyond the hauling of logs to sawmills. At the same time, his mill capacity had increased to 225,000 board feet per day, and as the Arkansas timber was cut it was necessary to look southward to the thick forests of Louisiana, where he had agents in the field procuring choice timberlands. Thus, the initial justification of a main line common carrier could be the essential business of getting pine logs to the sawmill at Stamps. (9)

On March 18, 1898 Buchanan incorporated the Louisiana and Arkansas Railroad Company under the general laws of Arkansas. Previously, on October 23, 1897, a Louisiana charter had been granted to the Arkansas, Louisiana and Southern Railway for the purpose of building northward from Minden, Louisiana; although the principals of the latter line were said to be those of the Minden Tap, it was clear that the financial backing for the line was provided by Buchanan.

Thus, in a coordinated fashion, the L & A built southward and the A L & S northward in 1898, and the last spike connecting the lines was driven near Cotton Valley, Louisiana, on September 29, 1898. The Minden Tap had been sold to the A L & S on July 9, 1898. Thus, on October 1, 1898, through service was established between Stamps and Sibley, 60.4 miles. In addition, scheduled service was provided on a 20-mile branch line running east from Taylor, Arkansas, to the logging camp at Fomby. (10)

The charter of the L & A was amended December 6, 1898, to permit extension of the line southward from Sibley to Winnfield and Alexandria, Louisiana, and to Natchez, Mississippi. Clearly William Buchanan was quite serious about the railroad business. The well-known civil engineer Gus Knobel and his son began their survey south of Sibley on January 1, 1899, projecting an 18-mile extension of the line into virgin short-and longleaf pine forests. And on March 28, 1899, contracts were let for the grading of this extension. By September 15 tracks were down and grading was active on another 20 miles. A year later, on September 25, 1900, 91.8 miles of main line were in operation, extending from Stamps to Ashland, Louisiana, and the Fomby branch was still active. On July 14, 1900, the A L & S had been acquired formally by the L & A. (11)

TAYLOR BRANCH-TAYLOR TO FOMBY.

SOUTH-BOUND.

NORTH-BOUND.

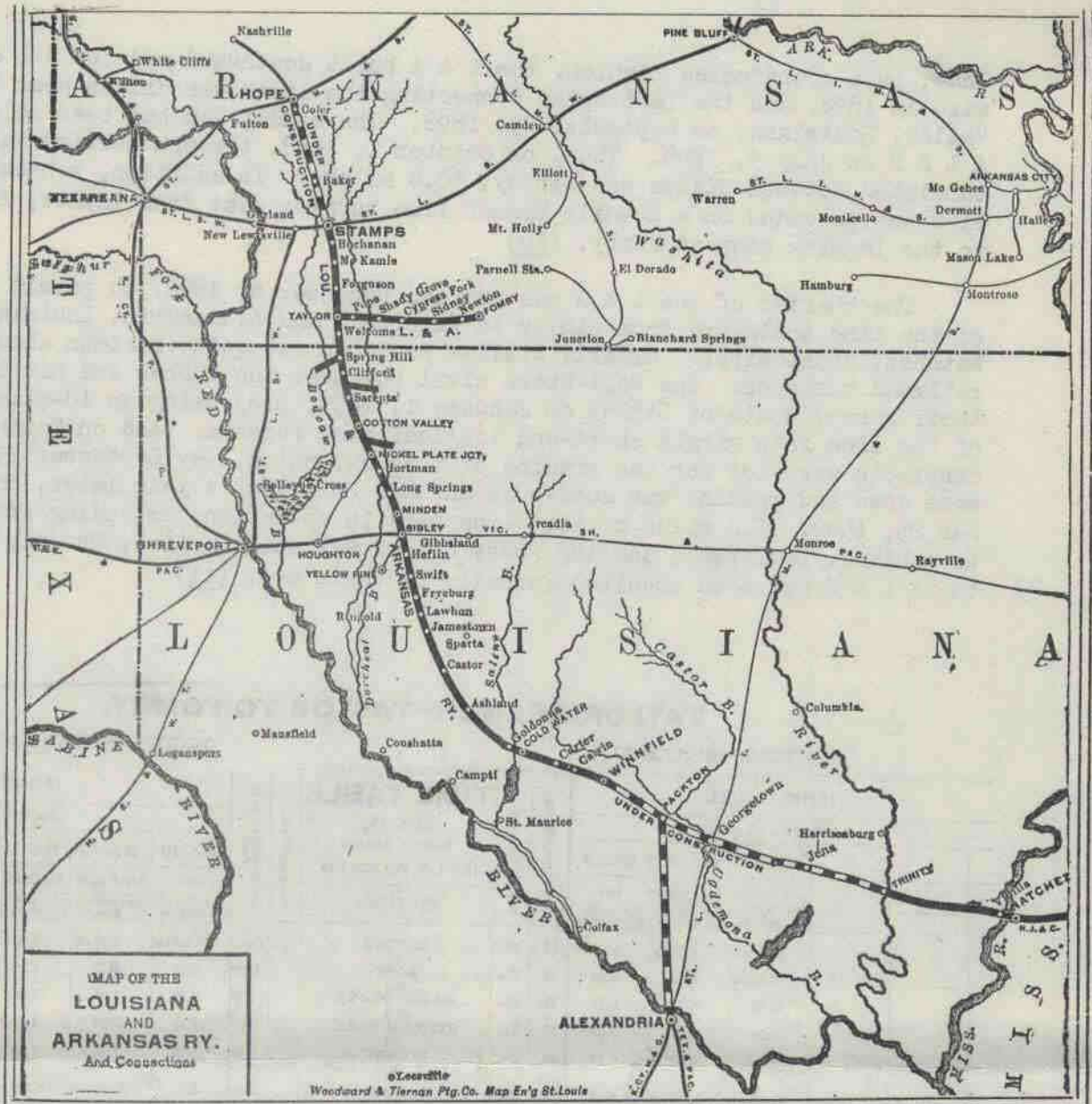
FREIGHT TRAINS.				Miles from Stamps.		Station Numbers.		TIME TABLE		Telegraph Calls.		Length of Sidings in Feet.		FREIGHT TRAIN		
SECOND CLASS.			No. 6, TAKING EFFECT 12.01 A. M., July 12th, 1900.					SECOND CLASS								
	No. 13	No. 11	No. 9									No. 10	No. 12	No. 14		
	Log Freight.	Log Freight.	Local.									Local.	Log Freight.	Log Freight.		
	Lv. Daily.	Lv. Daily.	Lv. Daily.									Ar. Daily.	Ar. Daily.	Ar. Daily.		
	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.									Ex. Sunday.	Ex. Sunday.	Ex. Sunday.		
	11.51AM	5.24AM	4.32PM	18.3	18	TAYLOR	Yard	9.44AM	8.35AM	2.45PM						
	12.03PM	5.35	4.49	22	22a	POPE	1200	9.27	8.17	2.29						
	12.18	5.51	5.12	27	27a	SHADY GROVE	500	9.05	7.54	2.08						
	12.34	6.07	5.34	32	32a	CYPRESS FORK	1000	8.43	7.30	1.47						
	12.44	6.17	5.49	35	35a	SIDNEY	1400	8.29	7.16	1.35						
	1.15PM	6.50AM	6.05	38.5	39a	L. & N. W. R. R. Crossing	1500	8.13	7.00AM	1.20PM						
			6.30PM	41.6	42a	NEWTON	Yard	8.00AM								
						FOMBY										
	Ar. Daily.	Ar. Daily.	Ar. Daily.									Lv. Daily.	Lv. Daily.	Lv. Daily.		
	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.									Ex. Sunday.	Ex. Sunday.	Ex. Sunday.		

No. 11 will have right over Trains No. 12 and 14 Taylor to Newton.
No. 13 will have right over No. 14 Taylor to Newton.

Operating timetable for the L&A branch line to Fomby, effective July 12, 1900. Little is known about this branch, other than that it served a number of logging camps, and within a few years was no longer included in L&A timetables. (Courtesy Harold K. Vollrath)

Principals of the L & A at this time were as follows. William Buchanan was president. First vice-president was F. H. Drake, of Minden, who had been president of both the Minden Tap and the A L & S lines. Secretary was J. A. Buchanan, brother of the president. Others on the directorate included Marshall Northcutt, long-time friend and business associate of William Buchanan, and Robert Buchanan, another brother of the president. It is of interest to note that the assistant freight agent at Minden was B. S. Atkinson, who would remain with the railroad until September 1939, rising to the post of executive vice-president of the full-fledged L & A system. (12)

Ashland was designated as an interim terminus of the L & A, with engine servicing facilities and a turntable being installed. Construction southward did not resume immediately because of Buchanan's strong belief in "pay as you go". Revenue from timber and lumber movements enabled resumption of construction in late 1901, and by March 1902 15.4 miles were completed to Goldonna and the remaining 18.1 miles to Winnfield were being graded. The entire line from Stamps to Winnfield was opened June 1, 1902. Notably, the entire construction effort had been accomplished without bonded indebtedness. (13)



Map of the L&A based on completion of the main line to Winnfield in mid-1902. The extensions indicated were eventually built. Spurs to logging camps are evident. (*Official Guide, December 1902*)

Building a railroad without going into debt was an unusual feat, but it so happened that another individual, William Edenborn, was concurrently building a parallel railroad a few miles to the south, and it too was being built without debt. Edenborn was not in the milling business, but his agents competed with those of Buchanan for the purchase of timber rights in the forests just to the north of the Red River. Edenborn's line, the Shreveport and Red River Valley Railway, was being constructed southeastward from Shreveport, Louisiana, and from time to time Edenborn had stated that he "was headed toward Natchez". However, by mid-1902 it was clear that Edenborn instead was going to build his line to New Orleans. The rivalry between Buchanan and Edenborn would continue for several years, however. (14)

On June 10, 1902, the Louisiana and Arkansas Railway Company was incorporated in Arkansas, to extend the charter of the Railroad Company, and on August 18, 1902, all property and assets of the latter company were taken over. Buchanan published the First Annual Report of the new company on November 10, covering the fiscal year ending June 30, 1902. The report was impressive in its statistics and optimistic in its promise. A grading contract had been let in August for a 38-mile extension east from Winnfield to Jena, in the heart of extensive pine timber lands; and grading was in progress for an addition north from Stamps to Hope, Arkansas. Further, surveyors were in the field to locate

a line southward from Packton, on the Jena extension, to Alexandria. The entire main line now had 60-pound rail, the lighter 40-pound rail originally laid in Arkansas having been replaced. Finally, eight new ten-wheel locomotives (which would become Nos. 170-177) had been ordered from Baldwin Locomotive Works for August 1903 delivery. (15)



Southbound L&A freight train in 1904. The load of merchandise indicates that the scene is between Stamps and Minden. Locomotive No. 172 had been delivered from Baldwin in late 1903. (Author's collection)

The extensions to Jena, with the ultimate objective of Natchez, and to Alexandria were in part motivated by the Edenborn competition. The Shreveport and Red River Valley line reached Alexandria in October 1902, crossing the river on an impressive steel truss bridge. As an interim measure, Edenborn established a traffic agreement with the Southern Pacific, which had a line in place between Alexandria and New Orleans. Buchanan had in mind an Alexandria connection with the Texas and Pacific, with its shorter Alexandria-New Orleans line, and this was part of his justification for the Alexandria extension. (16)

The second annual report of the L & A, for the year ending June 30, 1903, showed tremendous progress. The Hope extension had been completed and was placed in service on June 1, 1903; this line connected with the Iron Mountain main line between Little Rock and Texarkana. Perhaps a more important aspect of Hope interchange was the connection with the recently-completed Arkansas and Choctaw line (Frisco system) that could exchange freight to and from Oklahoma. When present re-laying of rails was complete, 75-pound rail would be spiked down from Hope to Sibley. For the first two years reported, gross receipts of the railroad were \$1,011,065, and the surplus came to a remarkable \$258,599! And this included interest payments, Buchanan now having gone through the formality of issuing \$2,449,000 in first mortgage bonds (\$16,600 per mile of road) and \$2,625,000 in capital stock. Actually, all these securities were held in his name, save for qualifying shares of his directors, or were held in the name of Stamps Construction Co., his firm for building the railroad. William Buchanan was building a first-class railroad and was enjoying huge profits in the undertaking. (17)

The Jena extension was completed at the end of 1903, except for a 180-foot steel truss bridge across the Little River near Georgetown. (This was the first bridge of any consequence to be needed by the L & A.) High water during the spring and summer of 1904 delayed completion of the bridge, and it was not until February 1905 that through service from Packton to Jena could be provided. The terminal point Jena was an old settlement that had become little more than a country postoffice in the midst of a dense pine forest; but Buchanan now owned most of the forest and proceeded to build Jena to a point where it was incorporated in 1908. He located mills in the vicinity, one of them, at Trout (three miles west of Jena) surviving until recent years. (18)

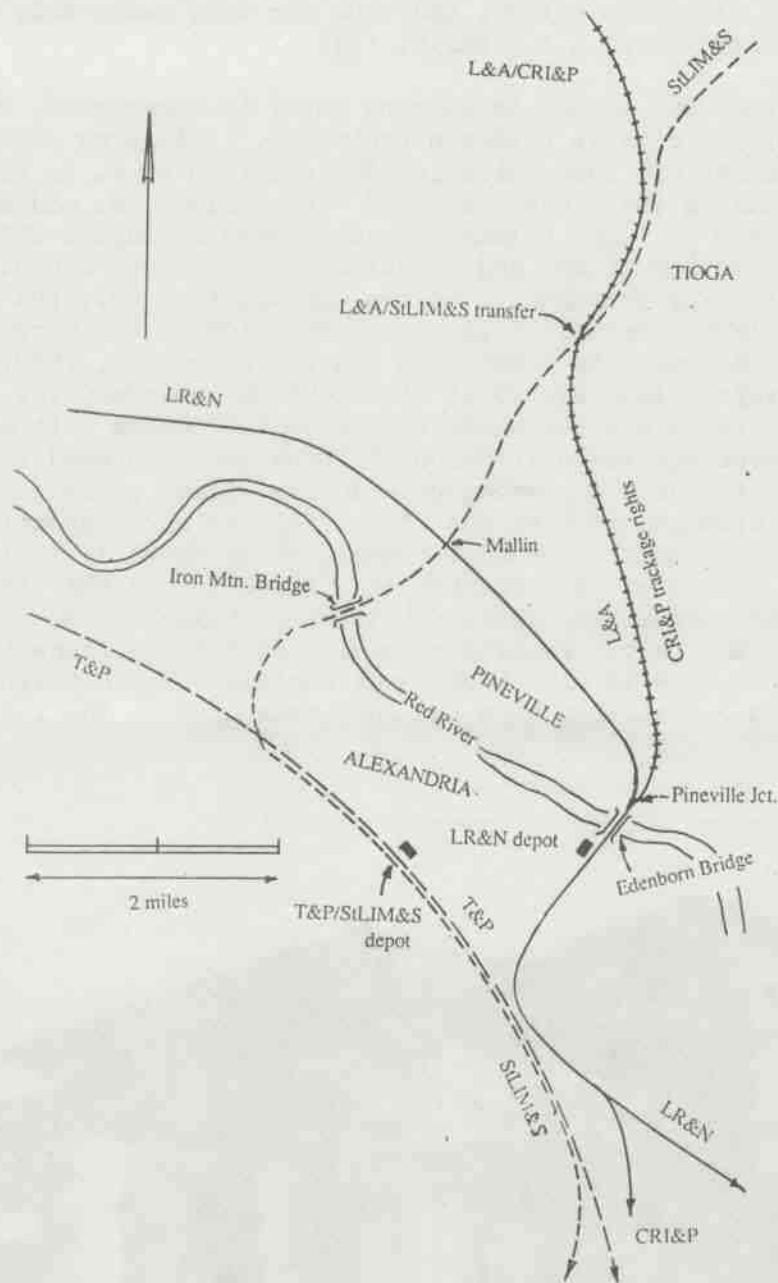
The L & A issued an attractive brochure in 1904, designed to tell the world about the railroad and its geographic region. It pointed out that the mill at Stamps was the largest in the yellow pine belt, shipping some 82 million board feet of lumber in 1903. The words of the brochure were presented as if there was an inexhaustible supply of trees for lumbering, and yet serious attention was being given to re-use of cutover land. The railroad boasted that it was being constructed to rigidly-high standards, with an eye toward freight traffic interchanges at several points. This sanguine attitude of management appears to have been justified; on June 8, 1904, the Louisiana Railroad Commission made an inspection of the property, and reported in part as follows:

"The roadbed and track of this road are splendidly constructed, ballasted with gravel and laid with heavy rails on cypress ties, and are unusually smooth for a new road. The depots are all frame structures, but are constructed along modern plans, and in each there are water coolers, and ample provisions for their proper heating. The closets are located at a convenient distance from each depot." (19)



Stamps, Arkansas union station in 1904. Headquarters building of the L & A is at the left. The passenger train is northbound on the L & A, just ahead of the Cotton Belt crossing, and appears to have William Buchanan's private car, "The Bodcaw", at the rear. (Author's collection)

Construction of the Alexandria extension got underway in early 1905, departing from the Winnfield-Jena line at a station given the name Packton. On July 1, 1906, 30.46 miles of railroad were placed in operation between Packton and a connection with the Iron Mountain at Tioga, Louisiana, 8.2 miles north of the joint Iron Mountain/T & P depot at Alexandria. Trackage rights were secured from the Iron Mountain and T & P, which included a bridge crossing of the Red River and use of the joint passenger station in Alexandria. Separate freight facilities were developed by the L & A. (20)



Trackage in and around Alexandria. The L & A used the Iron Mountain/Texas & Pacific passenger depot. For many years, the Rock Island alone used the L & A tracks from Tioga to Pineville Junction. After consolidation of the L & A and L R & N, the Edenborn bridge and the L R & N depot were used by all L & A trains.

The survey of the L & A into the Alexandria area called for a direct line from Tioga to Alexandria through Pineville, utilizing the Edenborn bridge (of the Louisiana Railway and Navigation Co., the new name of what had been the Shreveport and Red River Valley) to cross the Red River. William Edenborn refused to grant such rights to the L & A, keeping alive the old rivalry between Buchanan and himself; thus the arrangement with the T & P. At about this time, the L & A entered into a trackage rights agreement with the Rock Island, Arkansas and Southern (part of the Rock Island System) for use of the L & A between Packton and Tioga. The R I A & S had progressed southward from Arkansas through Winnfield, and was paralleling the L & A as it headed toward Alexandria. Prudence showed that there was unnecessary expenditure of resources, and the trackage rights agreement resulted. With this arrangement in the offing, Buchanan decided to go ahead with the original plan of building directly to the Edenborn bridge, completing a 5.02 mile segment in February 1908 to a connection with the L R & N at Pineville Junction. Edenborn was willing to permit Rock Island trains to cross his bridge, and thus for many years only the Rock Island used this short stretch of L & A rails. (21)

Attention next was turned to gaining entry to Shreveport, by far the most important commercial city in northern Louisiana. A logging road operating eight miles west of Minden had been built in 1907 and 1908 by F. H. Drake and associates; it was called the Minden East and West Railway Co. and had a Louisiana charter dated March 7, 1906. (Clearing had started in August 1905, using a survey aimed at connecting Minden and Shreveport by a direct route.) Buchanan acquired this property through his Stamps Construction Co., the date of sale being March 10, 1909. Rehabilitation and extension of the property began immediately, and operations into Shreveport started January 1, 1910. The length of the Minden-Shreveport line was 29.16 miles, which included 2.01 miles of rights over the tracks and Red River bridge of the Cotton Belt at Shreveport. The bridge had been completed in March 1907 and was also used by the L R & N. Buchanan decided to build a commodious and first-class passenger terminal in Shreveport, and arranged to have the Cotton Belt as an occupant; this terminal, called the Central Station, opened for business on March 1, 1911. While it might have been convenient for Edenborn's L R & N to use the terminal also, it is likely that the continuing rivalry between Buchanan and Edenborn would preclude such an arrangement. Passenger service on the L & A now included a through train from Hope to Alexandria, and another through train from Shreveport to Alexandria, in competition with the shorter routes of the T & P and the L R & N. (22)



Central Station shortly after its 1911 opening. This impressive structure was owned by the L&A, but used also by the Cotton Belt. The trolley line on Marshall Street was conveniently accessible to L&A/Cotton Belt patrons. (Author's collection)

The final construction project of the L & A was the extension eastward from Jena toward Natchez, Mississippi. This work started in early 1911, and had as its destination a connection with the Natchez and Western (formerly Natchez, Red River and Texas) on the east bank of the Black River. Two major stream crossings were involved: a three-span truss bridge (with vertical lift span) across the Little River, and a five-span truss bridge (also with vertical lift span) across the Black River. These bridges represented expensive and time-consuming construction projects, and held up operation of through service until September 1913. The completed line connected with the Natchez and Western (a subsidiary of the St. Louis, Iron Mountain and Southern) at a point named Wildsville Junction, 1.6 miles east of the river, and 2.0 miles east of the end of the Natchez and Western at the town of Black River. The extension to Wildsville Junction added 24 miles to the L & A system, bringing the total mileage owned to 273.36. Except for 15.5 miles of 60-pound rail, all of this mileage was now laid with 75-pound steel rail, something worth boasting about in the 1914 annual report. (23)



Lift span over the Black River at Jonesville, Louisiana, on the Packton-Vidalia line. This was a major structure for the L & A, with a total length of 840 feet in the five spans. The view is toward the east. The bridge opening in September 1913 enabled through service from Shreveport to Natchez, Mississippi. (Author's collection)

This report report also stated that total mileage operated was 298.5, capital stock issued was \$5,000,000, bonded indebtedness was \$5,402,000. Bond interest had been met regularly, and dividends had been paid on the stock for a number of years. Operating ratios were in the range of 65 to 70 percent. There had not been a deficit year since the start of the business.

For the next ten years or so the L & A operated efficiently, if somewhat undramatically, as a tightly-controlled business of the Buchanan family. There were no deficit years, although the exigencies of World War I caused a car shortage on the L & A in 1917 that nearly caused a dip into red ink figures. At the time of the Interstate Commerce Commission valuation of the property on June 30, 1917, the L & A owned 32 steam locomotives, 1181 freight cars, 28 passenger train cars, and 58 units of service equipment. Final value for rate-

making purposes was \$7,748,765 based on property owned. On January 1, 1918, the L & A was taken over by the U.S. Railroad Administration, and was operated by that entity until March 1, 1920. (24)

On March 5, 1921, connections at Natchez were made with the Mississippi Central Railroad, and in August 1921 through freight service was established between Shreveport and Mobile, Alabama, using Mississippi Central and Gulf, Mobile and Northern trackage east of Natchez. This service became known as "The Natchez Route" and continued until January 1, 1925, when the Hattiesburg-Beaumont branch of the G M & N was sold to the Hattiesburg and Bonhommie Railroad. After that, cars were interchanged at Natchez. (25)

The principal shops of the line were located initially at Stamps. In 1923 they were relocated to Minden, with the addition of a 100-foot turntable, a six-stall roundhouse, and a large backshop building. Additional shops would be completed at Shreveport in 1926. (26)

William Buchanan died on October 26, 1923, at Texarkana. He had shown astute business leadership in his development of lumbering and railroad businesses. Apparently he was quite fond of the L & A, and chose never to collect any salary from it or the construction company.. He owned his personal private car (the Bodcaw) and paid for the taxes and maintenance it required. Mr. B. S. Atkinson, a vice-president of the L & A, had these words about the builder of the railroad:

"Buchanan had a genius for organization, and a reputation through long years of his business life for fair dealing. . . . he knew personally at least three-fourths of his employees, and to a wonderful degree was able to secure from all his employees their active support and cooperation. He also knew intimately hundreds of people living along the line and enjoyed the good will of each and every one of them. . . . in the last years of his life, he loved this property like it was dearer than anything he ever had. . . . (27)

William Buchanan was succeeded in the presidency by his son, W. J. Buchanan, but the death of the elder led to the eventual disposal of the railroad by his heirs. In 1925 a syndicate headed by Harvey C. Couch began negotiating with the heirs for the sale of the property. Couch was a successful utilities magnate in Arkansas, Louisiana and Mississippi, and in ensuing years would become very well known nationally. When negotiations were completed successfully in 1928, a new company, The Louisiana and Arkansas Railway Company, was organized under the laws of Delaware on July 7, 1928. On February 23, 1929, the ICC approved the complete acquisition of the old L & A by the new Delaware corporation. At the same time, leasing of the Louisiana Railway and Navigation Company, William Edenborn's line, by the new company was also approved by the ICC. (By this time, both Edenborn and Buchanan were dead.) Consolidated operations of the new L & A and the L R & N began in 1928. The early L & A had, by all measures, experienced a successful and rewarding existence. (28)

At this juncture in the overall history of the Louisiana and Arkansas, it is quite clear that the railroad had been well conceived and operated, that it was instrumental in the development of the region it served, and that it remained as a tribute to the foresight and business acumen of its builder, William Buchanan. It was now the assignment of Mr. Couch and colleagues to carry on the tradition.

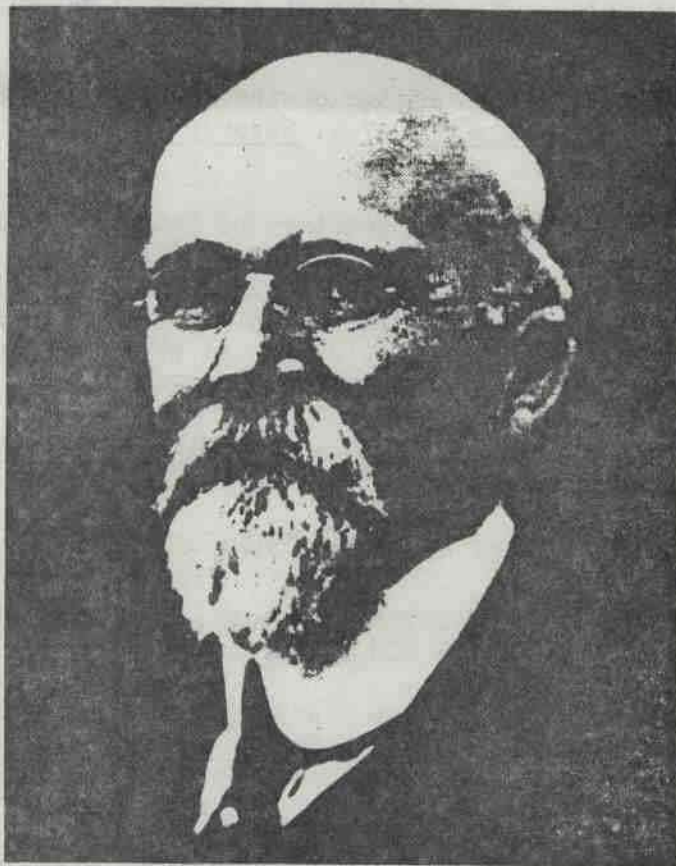
Acknowledgment

The author is grateful to Harold K. Vollrath, now retired from the Kansas City Southern Lines, for providing access to the corporate files of the railroad in Kansas City, Missouri.

NOTES

1. ICC Reports 133, 704.
2. Corliss, C. J., Main Line of Mid-America, p. 399, New York: Creative Age Press, 1950; Railroad Gazette 17, 447 (July 10, 1885), 830 (Dec. 25, 1885); Poor's Manual of the Railroads, 1886; Atkinson, B. S., "The Development of the American Railroads", address before the New Orleans Traffic Club, June June 1932.
3. Anderson, J. E., "A Short History of the St. Louis Southwestern Railway Lines", published by the railroad, St. Louis, 1947. The bridge over the Red River at Garland City, Ark., was not opened until May 16, 1883 (Ark. Gazette, May 17, 1883); Ark. Democrat, Sept. 7, 1952 (magazine section).
4. Chandler, B. O., Howe, J. E., History of Texarkana and Bowie and Miller Counties, Texas-Arkansas, pp. 247-8, Texarkana: 1939; Reed, St. Clair G., History of Texas Railroads, p. 341, Houston: St. Clair Publ. Co., 1941.
5. Files, office of the Secretary of State of Arkansas, Little Rock; files of the Kansas City Southern Railroad, Kansas City, Mo. (hereafter cited as "KCS files").
6. Johnson, Clifton, Highways and Byways of the Mississippi Valley, New York: Macmillan, 1906. The account is based on the author's travels in southern Arkansas in the early part of the century.
7. Correspondence between the L & A and the Interstate Commerce Commission, 1898-1902, KCS files.
8. Roach, G. A., "boomers", Railroad Magazine 52 (2) 102-113 (July 1950).
9. For a discussion on preferential rates for lumber companies, see Dew, L.A., "The Arkansas Tap Line Cases: A Study in Commerce Regulation", Ark. Hist. Quart. 29, 327-44 (1970).
10. KCS files; files, office of the Secretary of State of Arkansas, Little Rock; ICC Reports 133, 704; Shreveport Times, Sept. 30, 1898, Oct. 4, 1898.
11. Files, office of the Secretary of State of Arkansas, Little Rock; Railway Age 26, 758 (Oct. 14, 1898), 27, 246 (April 7, 1899), 28, 524 (July 14, 1899), 686 (Sept. 15, 1899), 976 (Dec. 29, 1899); KCS files; ICC Reports 133, 704; Shreveport Times, Jan. 1, 1899, Sept. 6, 1899. The A L & S was purchased for \$132,218 (Annual Report of the L & A to the Railroad Commission of Louisiana, June 30, 1900.)
12. Railroad Commission of Arkansas, First Annual Report, 18899-1900, 369-373, Little Rock: 1901.
13. Railroad Gazette, April 11, 1902; KCS files.
14. Fair, James R., "William Edenborn, Little-Known Captain of Two Industries", unpubl. manuscript; KCS files.
15. ICC Reports 133, 704; L & A Rwy. Co., First Annual Report, for year ending June 30, 1902; Comm. Fin. Chron. 75, 1306-7 (Dec. 13, 1902). A detailed roster of L & A steam locomotives may be found in Edson, W. D., Railroad History, Bull. No. 144, 60-75 (Spring 1981).
16. O'Pry, Maude, Chronicles of Shreveport, Shreveport, 1928; Fair, James R., Edenborn manuscript.
17. L & A Annual Report, June 30, 1903; Comm. Fin. Chron. 77, 2044-5 (Nov. 21, 1903).
18. L & A Annual Reports, June 30, 1904 and June 30, 1905; Comm. Fin. Chron. 79, 2096-7 (Nov. 5, 1904), 81, 1050-1 (Sept. 30, 1905).

19. Fisk and Robinson Co., Louisiana and Arkansas Railway - Its Territory, Industries and Financial Condition, New York/Boston, 1904; Louisiana Railroad Commission, Sixth Annual Report, Jan. 1, 1905.
20. L & A Annual Reports, June 30, 1906 and June 30, 1907.
21. L & A Annual Report, June 30, 1907. The L & A started using the Edenborn bridge after it was consolidated with the L R & N in 1928. The Rock Island later abandoned its Winnfield-Packton trackage and began using L & A tracks on June 1, 1925.
22. ICC Reports 133, 723; L & A Annual Reports, June 30, 1909, June 30, 1910; Official Guide of the Railways, July 1910; Webster Signal, Aug. 18, 1905, Mar. 12, 1909. The bridge over the Red River was owned by the Shreveport Bridge and Terminal Co., a Cotton Belt subsidiary.
23. L & A Annual Reports, June 30, 1911, through June 30, 1914; Thompson, Brian, Narrow Gauge Railways in America (reprint of book by Howard Fleming), Oakland: Grahame Hardy, 1949.
24. ICC Reports 133, 687; Poor's Manual of the Railroads, 1917.
25. Poor's Manual of the Railroads, 1922. By this time the L & A had leased the Iron Mountain line between Wildsville Jct. and Vidalia. Ferry transfer at Natchez was provided by the Natchez and Louisiana Transfer Co.
26. O'Pry, Maude, op. cit.; KCS files.
27. KCS files.

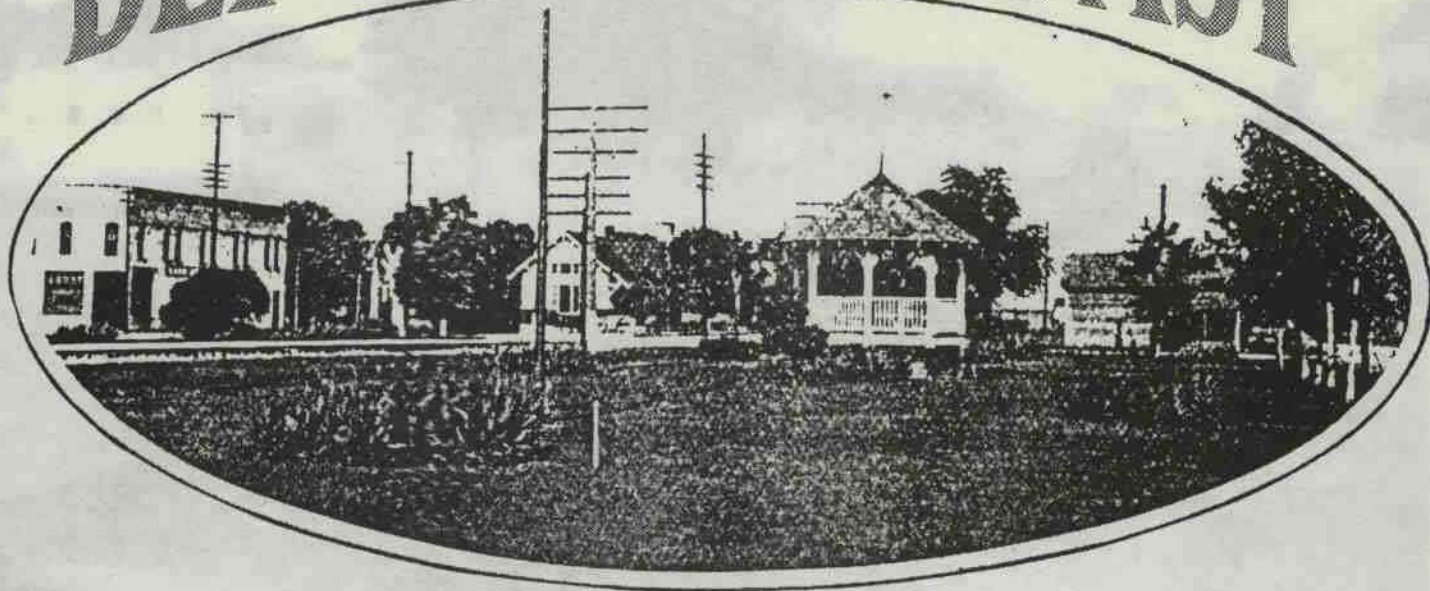


WILLIAM BUCHANAN, financial backer and early president of the Louisiana & Arkansas Railway, taken in later year. (James Fair collection)



TOP - A small section of the Rock Island was left in place through a park in Hazen, Arkansas while most of the rest of the Rock was scrapped in Arkansas in the early 1980's. The Hazen depot is in the upper left of photo. **JUST ABOVE** - Closeup of Hazen depot, which is being renovated and turned into a museum. I'm standing in the middle of where the tracks used to run (see cover for same scene a few yards farther west). Club member L. T. Walker has been keeping us informed of the depot's progress and says to contact him if you want to donate railroad items to the museum. The Union Pacific is expected to donate track to re-lay in front of the depot as well as a caboose. The line that ran through Hazen was the Rock Island's main east-west ("Sunbelt") line from Memphis to New Mexico. (Ken Ziegenbein photos, June 4, 1989)

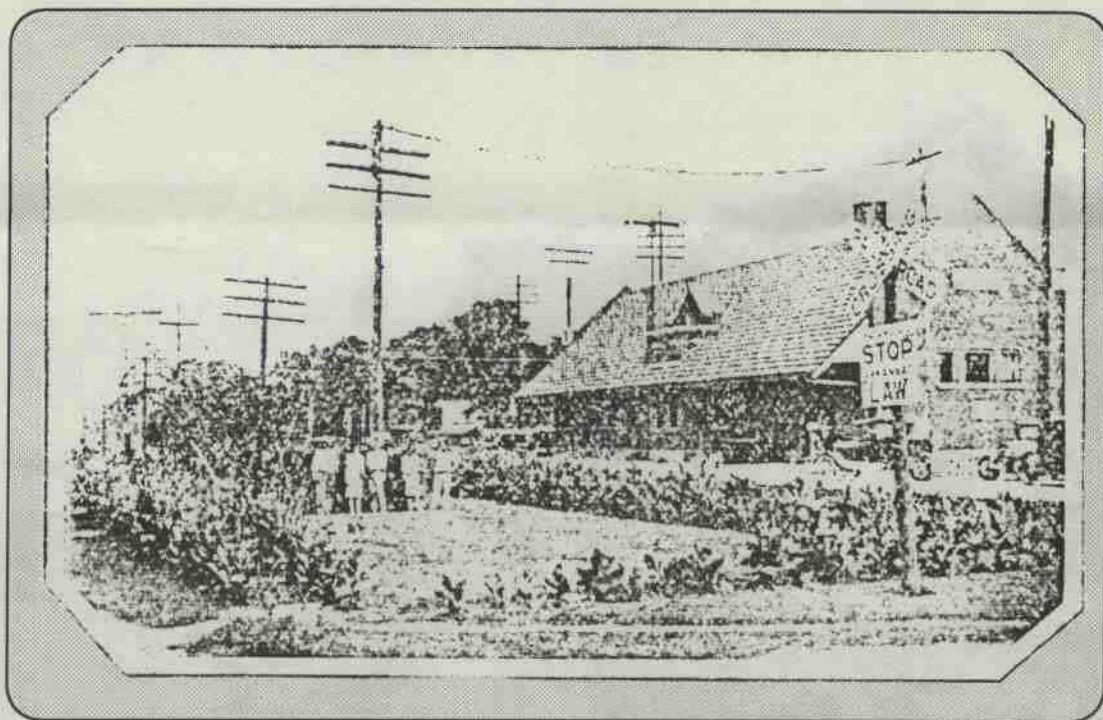
DEPOTS IN THE PAST



This idillic scene is the depot park at Hazen, Arkansas on the Main Line of the Rock Island.
Circa 1921. The depot is in the background to the left of the gazebo.

From the Rock Island Lines company magazine.

Collection of John Martin



The Lawn in front of the Station at Lonoke, Arkansas
Circa 1925 from the Rock Island Company Magazine

Collection of John Martin

(NOTE...The following list was put together and typed by Bill Church)

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ARKANSAS RAILROADER:

Ken Ziegenbein. Editor.

Membership list correct as of May 1989

THAT MIDNIGHT RUN OF FRISCO 1522

Listen my children and you shall hear
Of the midnight run of 1522.....

During April, 1989, the St. Louis Steam Train Association faced a problem--they had to install new rod brasses on Frisco 1522 after last October's excursion. That modification required a new break-in run.

Norfolk Southern was contacted but they replied they do not do break-in runs.

Burlington Northern has had a no-steam policy since the 1960s.

Chapter member and SLSTA member Jeff Schmid, a BN employee, wrote a letter to the BN president explaining the problem. Permission was granted, but on condition that no prior announcement be made. The break-in had to be completed before May 1 when liability insurance expired.

So on Friday, April 29, 1522 departed Union Station about 8:30 PM arriving at Lindenwood Yard about an hour later.

At about 10:15 PM, the 4-8-2 hooked on to a 27-car freight train and blasted out of Lindenwood, heading down the former SL-SF Springfield line. It ran to Valley Park and crossed the Meremec River to turn on the wye at the Chrysler plant.

According to eyewitness reports, it was a scene reminiscent of Wagnerian opera. While thunder rumbled and lightning flashed, the 4-8-2 attacked the 1 percent grade with fury, creating a storm of its own, even gaining speed and momentum on the grade. As it emerged from the cuts west of I-270, it created an explosion of sound, with every beat of the exhaust echoing from the cliffs. Some Kirkwood residents mistook it for a tornado.

The engine completed her test about 1 AM with flying colors. SLSTA President and chapter member Bob Meir reports: "It was indeed a class act."

(Taken from the June, 1989 "Gateway Railletter" of the St. Louis Chapter NRHS)

(CLUB NEWS continued from page 2)

ANOTHER THANK YOU - In June's "RAILROADER", I thanked the many of you who have written stories for the newsletter. Another special thank you goes out to BILL MERCK, who has written many stories over the past year (as well as being the newsletter editor before I took over).

WORKED WITH CASEY JONES, JR. - Club member William C. Harris of North Little Rock worked with Casey Jones, Jr. in the shop at the Southern Engine Boiler Works at Jackson, Tennessee in 1917. Casey Jones, Jr. was killed in an auto wreck in late 1917 or 1918. The Southern Engine Boiler Works is located on North Royal Street in Jackson, Tennessee. Mr. Harris got a picture of this place the last time he visited there.

ARKANSAS RAILROAD CLUB T-SHIRTS/CAPS FOR SALE - Arkansas Railroad Club 20th Anniversary T-shirts (white with red logo, black letters) are for sale. Also, club caps are for sale. The T-shirts are \$6 each, plus \$1 postage. The caps are \$4 each, plus \$1 postage. If you can pick them up at a club meeting, you don't, of course, pay the postage. Please contact Matt Ritchie at the address below if you want one, as they may not always be in stock at one of our meetings. Allow 2-3 weeks for delivery if you order by mail. Jackets will also be available, but the price with monograms wasn't exact at the time of this printing (probably \$25-\$27).

Matt Ritchie
111 Tenkiller
Sherwood AR 72116

(501)-834-4449

The money raised from these goes to club projects/trips/newsletter expenses/restoration work, etc.

☆☆☆ PROGRAM ☆☆☆

The next program/meeting of the Arkansas Railroad Club will be Sunday, July 9, 1989 at the Twin City Bank on Main Street in North Little Rock. Matt Ritchie will give a presentation on our Arkansas & Missouri trip last October, plus scenes of the Eureka Springs & North Arkansas Railroad. Also included will be part of the trip we took aboard the 819 from Fordyce to Pine Bluff last April. See you there.

ARKANSAS RAIL NEWS

819 NEWS - 26,000 square feet of roofing awaits being put on the building the 819 is housed in. Also, two more cars are on the way to the museum, both former cars of John Brigham ("Big John"), one ex-Santa Fe Pullman and one chair car. Both are road serviceable.

The operators of the 819 are currently writing an operating rules book for the engine. If anyone wants to be part of the crew, engine or cars, come to the meetings on Saturday mornings at 10 AM at the museum in Pine

Bluff. Call ahead first, however (501-541-1819). You may learn something.

BLACK SMOKE? - Requests for BLACK smoke from the 819 should be limited since black smoke causes problems for the engine. Thus, black smoke will be cut back on future runs. Club member Eakles Hille, who



ran steam locomotives many years, also said that black smoke ruins steam engines. In his 50+ years with the Missouri Pacific, he's ridden with good and bad engineers and you could tell the good ones sometimes by how little black smoke they caused from their engines.

It was also mentioned by Rudy Gandy at the Show & Sale that a leased diesel numbered 819 is in Pine Bluff. This could be an interesting shot.

KATY ENGINES ALL-IN-A-ROW - (North Little Rock) - Your editor saw and photographed 23 Katy (M-K-T) engines on a track next to the Union Pacific engine repair facility (Jenks Shop) in North Little Rock June 17. Could someone tell me what will be done with them? I've heard they are for sale, but some were really run down. Their numbers are 113, 146, 175, 217, 109, 112, 123, 103, 110, 120, 107, 119, 101, 91, 116, 3037, 108 and 104 plus 5 others I couldn't get close enough to read. There will be a picture in the August RAILROADER.

D&R RADIO FREQUENCIES CORRECTED - Member Bill Pollard of Conway, Arkansas sent in a correct frequency for the D&R RR (president of which is Bill ROBBINS, with two B's). They are: Channel 1 - 160.635; Channel 2 - 161.280. Also, Bill said D&R #19 (ex-F&P #622) made its first revenue run on the D&R June 12th.

KIDNEY FOUNDATION AUCTIONS CABOOSE - (North Little Rock) - Richard McKeown, a helper of the National Kidney Foundation, said that a U.P. caboose, built in 1976, was to be auctioned off on June 10 with proceeds given to the Kidney Foundation. I haven't heard any results, but I saw the caboose on a side track at fourth street June 17. In case it wasn't auctioned off and you're interested, call 501-372-0833.

DARDANELLE & RUSSELLVILLE RR MAKES IT OFFICIAL - (Russellville) - D&R President and Arkansas Railroad Club member Bill Robbins, on May 24, officially got a \$300,000 federal grant for rehabilitation of the 5.2 mile D&R rail line from North Dardanelle to Union Pacific tracks in Russellville. He said about 10,000 crossties will be replaced and 9,700 tons of ballast added. The work should be completed in August.

Robbins said the line was built in 1883 and that historians say it is the oldest short line in the state. Robbins, a former Rock Island conductor, bought the troubled D&R in May 1988 from Richmond Tank Car Company of Houston, Texas. He said in his first year of ownership, he has made the line profitable. (RUSSELLVILLE COURIER DEMOCRAT, May 25, 1989 and May 19, 1989 and member George D. Jones of Pottsville)

SMALL DERAILMENT - (Kensett) - Two flatbed rail cars carrying I-beams derailed in Kensett on May 24. The Doniphan, Kensett & Searcy train split a switch as it attempted to negotiate a curve. The train was taking the I-beams to Searcy Steel. Union Pacific, who owns the DK&S, estimated damage at only \$1,000. (SEARCY DAILY CITIZEN by Sharon G. Miller, May 25)

BAUXITE & NORTHERN ENGINEER RETIRES - (Bauxite) - Tom Franklin Melvin of Benton recently retired after completing 33 years as locomotive engineer for the Bauxite & Northern Railroad. (BENTON COURIER, May 23)

RAILROAD SEMINAR? - Here's an idea that our club might undertake. The Northwest Arkansas Chapter of the NRHS scheduled a two-day workshop called "Working on the Railroad." This workshop for ages 7-14 was to discuss railroad history, technology and safety. Bob Oswald, a member of the Northwest Arkansas Boston Mountain Chapter, will teach the workshop, scheduled for June 29 and 30 in Springdale. Youngsters will visit the Arkansas & Missouri depot in Springdale and various locations along the A&M line. Fee was \$6. Could our club do likewise? Any suggestions?

UNION PACIFIC REVIEWS BIDS TO REMOVE OVERPASSES - (North Little Rock)

- U.P. is making progress in removing four abandoned overpasses in North Little Rock. U.P. spokesman Mark Davis said the project is expected to begin in July. The demolition of the bridges could take more than a year. The bridge over the Arkansas River could take 12 months (the former Rock Island bridge - the group that wanted to buy it and turn it into a restaurant backed out). The overpasses scheduled for removal are on East Broadway, Ferry Street, Washington Avenue and U.S. 67. (ARKANSAS DEMOCRAT, June 3, by Rachel O'Neal)

UNION PACIFIC TO BUILD TOYOTA DISTRIBUTION CENTER - (West Memphis) - Union Pacific plans to build a \$2.2 million Toyota distribution center in West Memphis. U.P. trains will carry about 15,600 cars a year from the west coast to West Memphis for distribution by Toyota to mid-South Toyota dealers. Completion is scheduled for November. U.P. got this business in West Memphis from Burlington Northern. (ARKANSAS DEMOCRAT, June 3, by Owen Proctor)

GENERAL RAIL NEWS

SOO LINE TO SP? - Rio Grande Industries confirmed June 2 that it is engaged in negotiations with the Soo Line to purchase about 500 miles of Soo Line tracks from Chicago to Kansas City.

UNION PACIFIC SPINS OFF ANOTHER LINE - (Austin, Texas) - The U.P. will sell 107 miles of the former Texas and New Mexico Railroad from Monahans, Texas to Lovington, New Mexico. This line was built as a subsidiary to the T&P in 1928. (MPHS "Eagle")

SP UPGRADES THE RABBIT LINE - (Shreveport) - Work began June 4 on a \$28 million project to upgrade SP's 230 mile line between Shreveport and Houston, known as the Rabbit Line, with welded 136-pound rail. The work will be completed by the end of 1989. An average of 10 trains a day operate on this line between the Gulf Coast and Pine Bluff, Memphis and East St. Louis. (SP UPDATE, June 6)

LARGE KANSAS U.P. ABANDONMENT - A total of 233 miles of former Missouri Pacific track is slated for abandonment in south Kansas, one of the largest single abandonments of rail lines in Kansas history. The largest segment being given up is the 95-mile Stafford Branch between Conway Springs and Hardtner. (MPHS "Eagle")

RETIRES AFTER 40 YEARS/17 CHILDREN - (Lafayette, Louisiana) - Abraham Lincoln Phillips retired recently after 40 years with Southern Pacific. Phillips dropped out of school in the 1940s to support his family and he vowed his children would never have to do that. They never did. Phillips and his wife, Ruby Lee, had 17 children and EVERY ONE of them finished high school and went on to college. At a retirement party on his last day, Phillips said: "I made my living and raised my children with SP. The railroad doesn't owe anybody a living -- it offers the opportunity to earn a living..." (SP UPDATE)

AMTRAK TO RESTORE 'MONTREALER' JULY 18 - (Washington) - Amtrak will resume operation of the popular Washington-Montreal "Montrealer" July 18, 1989. The daily overnight train between Washington, New York and Montreal was suspended in April 1987 because of bad track. Claremont, New Hampshire will be a new station stop on the run, being the first Amtrak service ever in New Hampshire. (Note...I just received a LARGE shipment of news from Amtrak and this will appear in the August "RAILROADER" along with much other news which I will delay printing for a month due to the length of the current newsletter).

NEWS UPDATED through June 17, mailed June 21 or 22.

(See interesting story about the May 16 #819 trip on the next page)

CONFESSIONS OF A FIRST TIMER

by: Douglas Duncan

I have always heard it said: "Confession is good for the soul." So please allow me to bare mine, as I can no longer contain myself. I have had an affair! I was enticed by the charm and rugged beauty of a graceful belle from Pine Bluff. She is six years my senior, and miles upon miles wiser than I.

Please understand that this was not just a one night stand, but rather an affair by design. I first met this lady at Camden, Arkansas in November of 1988. Although our encounter was brief, she had spun her web, and I was caught! From that moment on, I began to pray for a rendezvous of a more intimate and lasting sort. Call it luck, or fate, or by the grace of God, but on May 16, 1989 I realized my dream, when she scooped me in her tender embrace, and we traveled, together, to the very edge of heaven!

Would it shock, or surprise you to learn that I am a minister? Do you think that my marriage, and my pulpit are in jeopardy? I think not, as my wife simply smiled, and gave me a hug of encouragement, upon my revelation to her of my affair. And, to my wonder, the responses of my church elders were instant reflections of their own affairs, in an age not so long ago.

If, by now, you have read this far, I shall be completely honest and reveal the whole story. This lady in question is a proud and true Southern Belle, born at Pine Bluff, Arkansas in 1942, and born-again in 1986. Just to stand in her presence is to be dwarfed, and awed by her good looks and immense frame. At 737,500 pounds, and rising 15 feet, 10 inches, she is a lot of lady to love!

By now, you should know who my temptress is; she is the Cotton Belt 4-8-4 steam locomotive, number 819, hailed as the "Pride of Pine Bluff." But, number 819 is not just another locomotive. She is a rare work of art, saved from a static display and a forlorn fate, by the skilled and loving hands of many, who were mesmerized by her beauty long before myself. Number 819 is a piece of Americana brought back to life. Once she and her many sisters roamed this nation, from shore to shore, as sirens of the rails. Today she is counted among a lucky few survivors of her kind. But her ability to cast a spell upon all who yield their souls to her is not diminished.

Number 819 is a time machine through life. Just listen to my experience: "All Aboard!" With my punched ticket in hand, I climbed up and into history. "Choo...Choo...Choo...Choo!" With a slight

jerk we started, and I blinked my eyes. Gone were the air conditioners, satellite dishes, Toyotas and plastic toys. It was now a time of callused hands from hard, honest work, 5 cent cokes, and milk in glass bottles. A person was proud of his state and his country, and the flag was saluted. Respect and manners were taught alongside the A-B-Cs. Laughter came by way of radio, through Amos n' Andy, Benny, and others.

In the back yards we passed, I watched as the little black children danced to the music of 819's drivers. The sky was a deep and rich blue, void of jet trails and fluorocarbons. Number 819 added her calling card of dark and alluring smoke. Her heartbeat flooded my soul, as she labored passionately along the ribbons of steel. I feel the wind and grit in my face, her oily perfume fills my nostrils. Her whistle blows, my heart leaps, and I land back in 1989. We are somewhere between Little Rock and Pine Bluff.

We arrive at the Cotton Belt yards, and I step down onto solid ground, drained emotionally, yet gratified in my soul, as if a missing piece of my life had been found. I give number 819 one last look. The engineer reads my face and he nods knowingly. We are brothers now.

Thank you Cotton Belt Railroad, and city of Pine Bluff for your concern and commitment.

Thank you Cotton Belt Historical Society for your love and determination.

Thank you, number 819 and crew, for my first and grandest train ride. Truly an affair to remember!

(Douglas Duncan, of Kensett, Arkansas, is a member of the Arkansas Railroad Club and was a participant in the "Operation Lifesaver Special" on May 16, 1989 using the 819 as motive power. He is a volunteer spokesman for "Operation Lifesaver" through the Union Pacific Railroad and can be reached at P.O. Box 736, Kensett, AR 72082.



The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on JULY 9 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

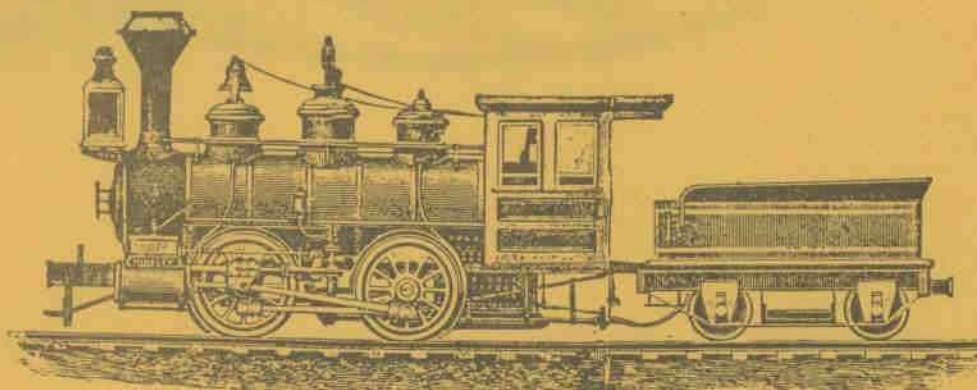
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state.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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below, such as stories, pictures (prints only, color or black & white, any size), diagrams, ADDRESS CHANGES, etc:

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JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents \$22.00).

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

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

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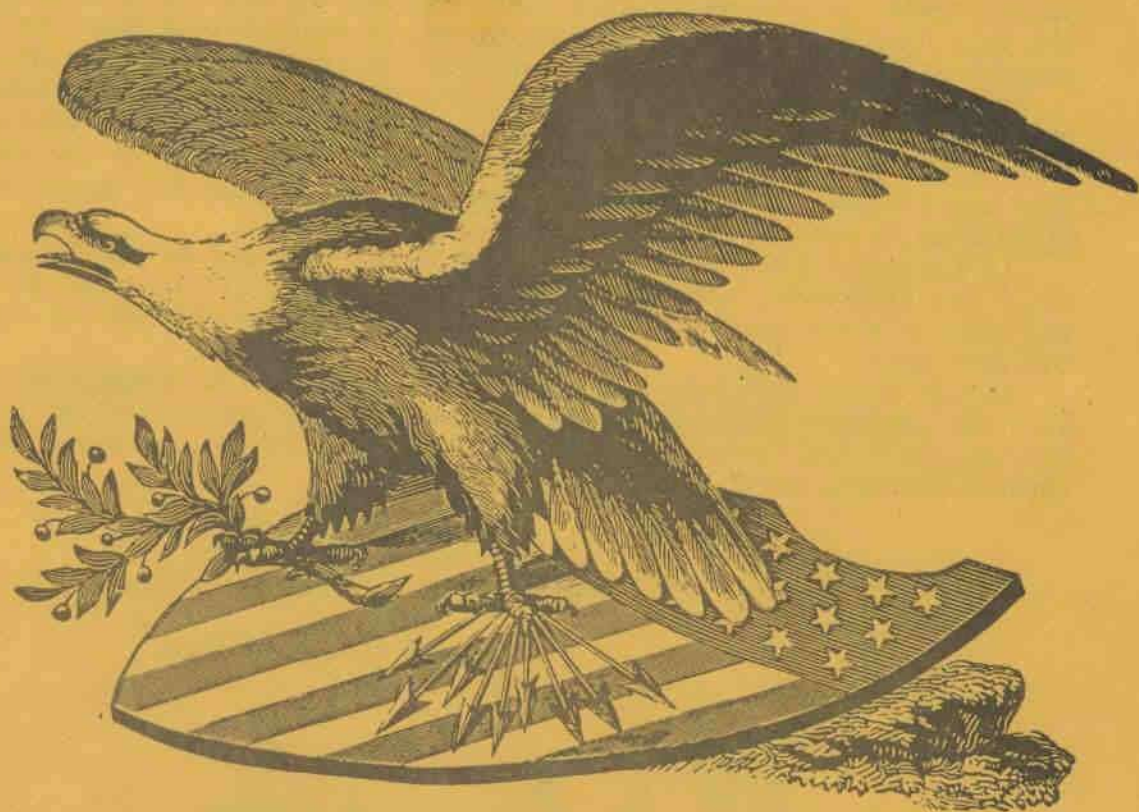
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12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

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

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905 Valerie Drive
North Little Rock, AR 72118

WELCOME ABOARD!!!



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JULY 1989



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