



# ARKANSAS RAILROADER



VOLUME 23 NUMBER 7

JULY 1992

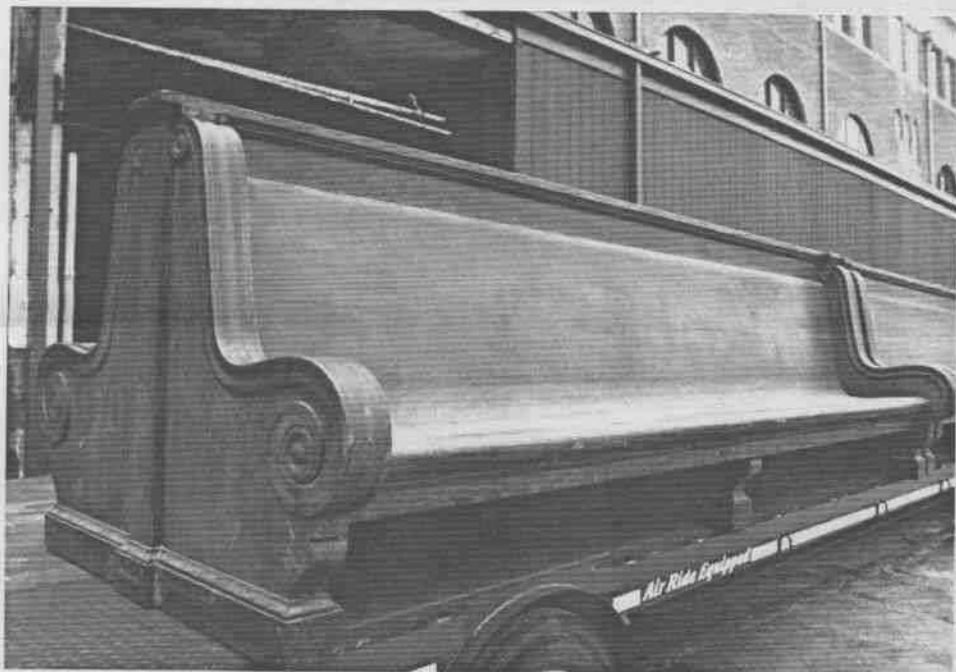
LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY





*FRONT PAGE:* Missouri Pacific PA 8030 going south from the Baring Cross bridge to Union Station in Little Rock, about 1950. (*Gene Hull collection*)

**CHANGE OF JULY PROGRAM** - Disregard the program listing on page 11. The real July 12th program will be given by MATT RITCHIE called "The Best of KCS." Gene Hull will be out of town that weekend.



On June 19, 1992, six waiting-room benches were moved from Central Station in Memphis to Union Station in Little Rock. These photos show the six being unloaded at 2:45 p.m. that day as several look on, including Union Station owner John Bailey. Note the Union Pacific freight moving past in the lower photo.



The benches were moved into the new Amtrak station being built, located just to the right of the truck on the ground floor of the building. Amtrak should be in the new facility in July or August.

Mr. Bailey gave me a tour of Union Station the day before and a more complete description and photos of that tour will be in the August *RAILROADER*. He has also agreed to give a tour to our club at the August 9th meeting and is looking for photos of the facility in bygone days.

He and his associates have done a great job in preserving this historic structure and is to be commended. It looks great!

(All photos by Ken Ziegenbein, June 19, 1992)





Since 1934  
**DELTA VALLEY & SOUTHERN RY. CO.**  
 WILSON, ARKANSAS

MICHAEL E. WILSON, PRESIDENT  
 M. A. DAVISON, VICE PRES. GEN'L. MGR.



APR. 1 1989

THE OFFICIAL RAILWAY EQUIPMENT REGISTER

**DELTA VALLEY & SOUTHERN RAILWAY COMPANY**

Reporting Marks and ACI Nos.—DVS - 0 193  
 Uniform Alphabetic and Numeric Code—DVS - 193

GENERAL OFFICES: P. O. Box 308, Wilson, AR 72395 (501)655-3431

GENERAL OFFICERS

M. E. Wilson, President..... Wilson, AR 72395  
 M. A. Davison, Vice-President & General Manager..... Wilson, AR 72395  
 S. A. Wilson, Vice-President..... Wilson, AR 72395  
 Mrs. R. E. L. Wilson, Secretary-Treasurer & Auditor..... Wilson, AR 72395  
 S. Yankaway, Jr., Master Mechanic & Superintendent..... Wilson, AR 72395

Miles of Road: Operated, 2. Equipment: Locomotives— diesel-electric, 1.

**FREIGHT EQUIPMENT**

Cars are marked "DVS" and are numbered and classified as follows:

Line No.	A.A.R. Mech. Desig.	DESCRIPTION	A.A.R. Car Type Code	NUMBERS <small>Change from Previous Issue</small>	DIMENSIONS										CAPACITY		No. of Cars	
					INSIDE			OUTSIDE					DOORS		Cubic Feet Full	Lbs. (000)		
					Length	Width	Height	Length	Width	Height from Rail		Side						
		<small>See Explanation Pages for Abbreviations &amp; Symbols</small>			ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.			
1	XP	Box, Stl.	A402	5500-5593	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	150	23
2	XP	Box, Stl.	A402	5502, 5552, 5556	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	151	3
3	XP	Box, Stl.	A405	5506	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	149	1
4	XP	Box, Stl.	A405	5507, 5508, 5516, 5525, 5543	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	150	5
5	XP	Box, Stl.	A402	5510	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	149	1
6	XP	Box, Stl.	A402	5518, 5550, 5558, 5560, 5572, 5578, 5585, 5593	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	140	8
7	XP	Box, Stl.	A405	5533	50 6	9 4	9 10	60 5	9 6	10 8	13 7	14 5	15 1	10	9 10	4926	140	1
Total																		42

Report movements and per diem and make remittances to XTRA, Corp. Rail Products Division, Three Oaks Plaza Bldg., Eight Victory Lane, Liberty, MO64068. (816)792-8525 Ed Bliggs: (816)792-8524 Diane Thrasher.  
 Send bills for repairs to cars, requisitions for material and reports of damaged cars to E. C. Esch, Assistant Vice President Mechanical, XTRA Inc., 1650 South Amphlett Blvd., San Mateo, CA 94402. Telephone (415)572-1656.

**FREIGHT CONNECTIONS AND JUNCTION POINTS**

Burlington Northern  
 Delpro, AR

**M. A. "MACK" DAVISON**  
VICE PRES. - GEN. MGR.

DELTA VALLEY & SOUTHERN RY. CO.    GENERAL OFFICES  
 PHONES: 655-8311 RES. 655-8691    WILSON, AR 72395

**D. V. & S.  
 SWITCH LIST**

TIME \_\_\_\_\_ M. \_\_\_\_\_ 19\_\_\_\_

TRAIN OR TRACK No. \_\_\_\_\_ AT \_\_\_\_\_ EVADALE, ARK.

INITIAL	CAR NUMBER	CONTENTS	DESTINATION	TONS	REMARKS
					1
					2
					3
					4
					5
					6
					7
					8
					9
					10
					11
					12
					13
					14
					15
					16
					17
					18
					19

**Delta Valley & Southern Ry. Co.**  
 "Not so long but as wide as any"

PERENNIAL PASS      2100

PASS:  
 WAYNE PORTER

BURLINGTON NORTHERN RAILROAD  
 Between all two stations until December 31, 1992

Good on all passenger trains and freight trains when in DV&S box cars.  
 Valid when signed by Michael E. Wilson, President, or M. A. Davison,  
 M. A. Davison  
 Vice Pres. & Genl. Mgr.

Signed: *M. A. Davison*



By Wayne Porter  
 Lincoln, Neb.



The Delta Valley and Southern  
Railway Company main office  
in Wilson, Arkansas.



← The old roundhouse at the  
south end of the yard.  
Note the old engine inspection  
pit in the foreground.

Switching track for Producers  
rice mill. →



↗ Main yard track

This photo is looking north toward  
the BN. Note the new roundhouse in  
the background.



The following story was written April 25, 1992 by Wayne Porter of Lincoln, Nebraska, an Arkansas Railroad Club member. The pictures on previous and subsequent pages were laid out by Mr. Porter and printed as received.

Wilson is a picturesque community in the northeast part of Arkansas. It was named after its founder Lee Wilson and at one time was the heart of the Wilson plantation. Buildings around the city square are of the English tudor style and makes for an attractive and pleasant looking community. Through city ordinances and home owners pride, the town is very clean and well maintained. It is truly refreshing to visit Wilson. The town citizens are very outgoing and friendly and at the local restaurant, the "Wilson Cafe," you can spark conversation with locals who are proud of their heritage. This is also a favorite eatery for Burlington Northern switch crews and track employees.

Wilson is the location of the home office for the Delta Valley & Southern Railway Company (DVS). The DVS was purchased from the Frisco Railroad in 1934. The DVS should not be confused with the Wilson Branch of the old Jonesboro, Lake City & Eastern Railroad (J.LC&E).

When the Frisco owned this line it was the Evadale Branch of the Memphis Subdivision (the mainline between Springfield and Memphis). The Evadale Branch originated at the town of Deckerville, this is about six miles south of Tyronza, and ran 18.1 miles Evadale Jct or Delpro siding on the Frisco River Subdivision (the mainline between St. Louis and Memphis). The DVS now originates at Delpro siding on the BN, this is called Evadale on the DVS. Evadale is two miles south of Wilson on highway 61. Although there is an exit on I-55, there are no signs that mark the location of Evadale. There is no town, just industry buildings.

From Delpro siding the DVS has about 200 feet of 90 lb. mainline track, then there is a yard limit sign just before it crosses highway 61. This is the only public crossing on the DVS. From the yard limit sign there is a main yard track that extends southwestward for two miles. During the war days of the '40s, sixteen miles of track were taken up for scrap iron and sold to the John Deere Tractor Company. Today the DVS track and roadbed is in fair condition for industrial track. Most of the main yard track appears to be 75 lb. rail from the Illinois Steel



Company and was rolled in 1894, the other yard track is a mixture of 56 and 65 lb. rail most of which is from NCRM Steel Company and was rolled in 1883 to 1900.

The DVS is a prosperous railroad whose main shipments are rice and cotton or their byproducts. The industries located on the DVS are Wilson Cotton, Producers Rice Mills, Inc. and Gilster-Mary Lee Corp.

Switching is done with a black and yellow (the old Frisco colors) diesel engine number 50. It was purchased new by the DVS in 1954 (GE diesel electric locomotive, class B-B-100/100 2 GE733, 300 hp, builder number 32129, May 1954, Erie PA.). The switch crew works daily Monday through Friday, starting at 7:00 a.m. and switching until work is completed --- usually around 11:00 a.m. This is a two-man switch crew. The engineer is Sammy and JT is the switchman.

The DVS has a rolling stock of 177 boxcars. Most of them are 50-foot cars leased from Chryster Rail Corp. Their reporting marks are "DVS." In November 1991 a new roundhouse was constructed, close to highway 61, this replaces the old one, that is still standing. The old roundhouse was in need of repairs and was in an unfavorable location. I visited with Mack Davison\*, Vice President/General Manager, who is extremely knowledgeable of modern railroading and a keen enthusiast of railroading of the past. He shared with me stories of the J.LC&E as well as their relationship with the Frisco. Mack, even though he is a V.P., is the type of person who can talk railroading over a cup of coffee and if needed can go to the yard to be hands-on maintainer or work in the office to manage the affairs of the DVS. He is also a key person in the community who has a deep-rooted love for the town of Wilson.

After visiting this small, but important railroad and its employees, it gives you a feeling of admiration for this short line railroad of Arkansas -- **THE DELTA VALLEY & SOUTHERN RAILWAY COMPANY**

\*Mack Davison is a member of the Arkansas Railroad Club





Burlington Northern  
main track south to  
Memphis at Delpro  
siding.



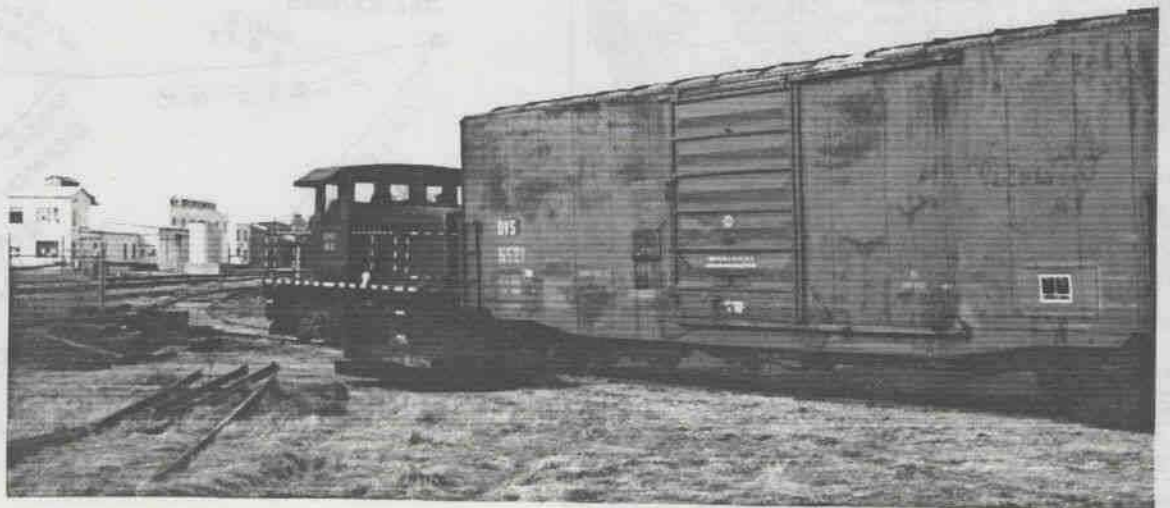
DVS box car is on the  
DVS mainline at Evadale.  
The highway is US-61.  
The center track is a  
interchange track.



DVS engine number 50  
300 hp GE switch  
engine built 5-54.



Switching car on the rice mill track.  
The building in the background is  
Gilster-Mary Lee Company.



PLACE SPECIAL SERVICE PASTERS HERE

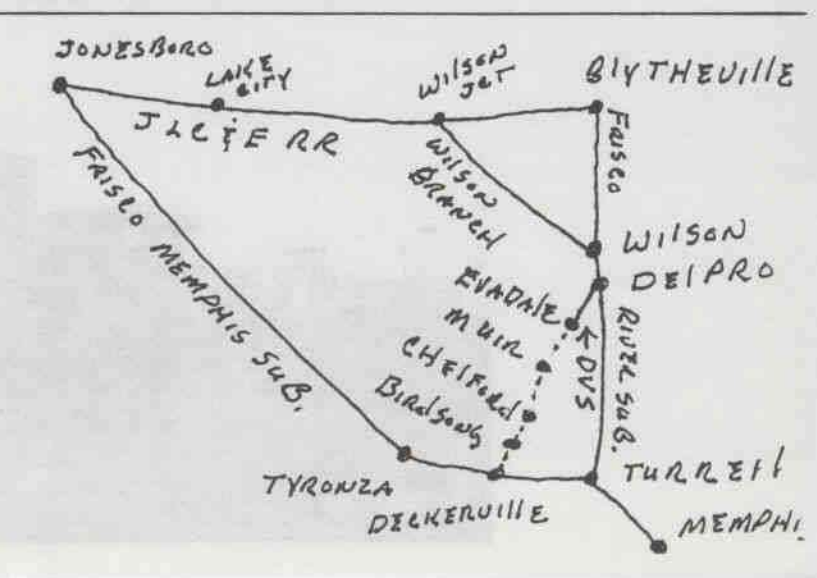
# 193—DELTA VALLEY & SOUTHERN RAILWAY CO.—193

## FREIGHT WAYBILL

<b>STOP</b> this Car of For CAR INITIALS AND NUMBER C. L. Transferred to	WEIGHT IN TONS			LENGTH OF CAR		MARKED CAPACITY OF CAR	
	Gross	Tare	Net	Ordered	Furnished	Ordered	Furnished
TO STATION STATE	FROM STATION STATE			DATE		WAYBILL No.	
RECONSIGNEE TO STATION STATE	(50) <b>EVADALE, ARKANSAS</b> P. O. WILSON, ARK. 72995 D. V. & S. Railway Co. — Phone 501-655-8311			FULL NAME OF SHIPPER		CODE NO.	
Authority ROUTE (Show each Junction and Carrier in Route Order to Destination of Waybill) <b>D. V. &amp; S.      DELPRO      BN</b>	Show "A" if Agent's Routing or "S" if Shipper's Routing			Origin and Date, Original Car, Transfer Freight Bill and Previous Waybill Reference and Routing when Rebillied.			
CONSIGNEE AND ADDRESS	CODE NO.			WEIGHED			
FINAL DESTINATION AND ADDITIONAL ROUTING	COMMODITY CODE NO.			AT			
INSTRUCTIONS (Regarding Icing, Ventilation Heating, Milling, Weighing Etc. If Iced Specify to whom Icing Should be Charged)	DESCRIPTION OF ARTICLES AND MARKS			GROSS			
DESTINATION AGENT'S FREIGHT BILL No.	Additional Junction Stamps and all Yard Stamps to be placed on back of Waybill.			TARE			
Outbound Junction Agent WBI Show Junction Stamps in Space and Order Provided.				ALLOWANCE			
Destination Agent Will Stamp Herein Station Name and Date Reported.				NET			

WEIGHT	RATE	FREIGHT	ADVANCES	PREPAID

193—DELTA VALLEY & SOUTHERN RAILWAY CO.—193







*Brooklyn, Bath & Coney Island Railroad, 10 locomotives moving the Brighton Beach Hotel in 1888. (Gene Hull Collection)*

## HIGHBALL THE HOTEL

by: Gene Hull

That big island jutting into the Atlantic Ocean eastward from New York, about 100 miles long, is appropriately named Long Island. In the early 1800's it was a remote, peaceful area of secluded homes, farms and fishing villages. The Long Island Railroad was chartered 24 April 1834 to run from Jamaica (five miles south of Flushing) 84 miles east to Greenport, on the northeast tip of the island. Passengers were taken from New York (Jamaica) to Greenport by rail, then they rode Commodore Vanderbilt's ferries across Long Island Sound to Stonington, Connecticut. From there they rode to Boston on the Old Colony Railroad after its charter was granted in March 1844.

In the 1870's parts of Long Island became ideal vacation sites. They were so popular, and so well patronized, that the Brooklyn Flat Bush & Coney Island Railroad was built 7.5 miles from the station on Atlantic Avenue to Brighton Beach, using 56-pound rails. To promote the beach area the BFB&CI railroad built the four story, 460-foot long Brighton Beach Hotel.

For some reason the venture wasn't profitable. On 2 September 1887 the

Brooklyn & Brighton Beach Railroad was chartered, and bought the BFB&CI on 27 October at a foreclosure sale.

The terrible blizzard of 1888 was preceded by an equally devastating spring. Storms blasted the east coast repeatedly, rain fell in torrents, the winds blew furiously, and the ocean tides rose up to chew away the sandy beaches. The waves began to attack the foundation of the big hotel. The course sand was swept out to sea. The Brighton Beach Hotel was doomed.

Engineering experts were called upon, and there was nothing they could do. There was no way they could move the enormous structure, and they couldn't stop the pounding attack of the tide. Andy Marshall came from New York City to take a look. He made a thorough inspection. This smart-aleck housemover said he would move the hotel anywhere the owners wanted it, and guarantee no damage!

He was told to get busy. Hydraulic jacks were placed under the hotel, and the building was carefully lifted off its foundation. In the meantime, a new foundation was quickly being erected. When



there was room for men to work under the hotel, 24 parallel railroad tracks were laid 595 feet inland from the shore. Andy then pushed 120 railroad flat cars under the hotel, and the jacks carefully let it down on the cars. Two miles of heavy rope was brought to the site. Andy then had six American Standard type locomotives from the old Flat Bush railroad brought to the job. The two miles of rope was used to hitch the little engines to those 24 strings of flat cars.

Everything was ready. Andy made a final inspection. If he was wrong the big hotel would be a pile of kindling wood. He found nothing wrong. Andy's wife had complete confidence in him. She had a rocking chair put on the front gallery, and began calmly rocking as the engines carefully took the slack out of the heavy lines. Wheels on the

flat cars began rolling and the massive building creaked as in fear and dismay. Mrs. Marshall rocked along.

Slow, whooshing exhaust came in uneven rhythm. Groans and squeaks from the building kept coming, flat car wheels kept rolling, the Brighton Beach Hotel kept moving, Andy's wife kept rocking. A large crowd of spectators watched and waited uneasily.

The strange train stopped, the hotel was jacked up, the flat cars were pulled away, and the building was lowered onto its new foundation. Andy's wife still was rocking. Not even a window pane was cracked.

Andy Marshall and the little Flat Bush engines had saved the famous hotel.

- END -

# whatever the weather

## depend on the EAGLES

It's always fair weather inside . . . when you travel on MO-PAC's famed EAGLES. Fast, dependable, all-weather schedules . . . comfortable, ultra-modern accommodations . . . at no extra fare.

- ★ THE TEXAS EAGLES overnight between St. Louis, Memphis and the principal cities of Texas. Through sleeping cars between New York, Washington and Texas. Planetarium-dome coaches between St. Louis and Dallas, Fort Worth, Austin, and San Antonio.
- ★ THE COLORADO EAGLE between St. Louis, Kansas City, Wichita, and Colorado. Planetarium-dome coaches between St. Louis and Denver daily.
- ★ THE MISSOURI RIVER EAGLE between St. Louis and Kansas City, St. Joseph, Lincoln, Omaha. Planetarium-dome coaches between St. Louis and Omaha.
- ★ THE VALLEY EAGLE between Houston, Corpus Christi, and the Rio Grande Valley.

### THERE'S NOTHING FINER THAN OUR EAGLE DINER!

MO-PAC's famed "Silver Platter" Diner Service will satisfy the most seasoned traveler. We serve especially selected fresh fruits, vegetables, and meats . . . prepared to your order by expert chefs, served by courteous waiters . . . with a side order of scenic surprises!



R. J. McDERMOTT  
General Passenger Traffic Manager  
1601 Missouri Pacific Bldg.  
St. Louis 3, Missouri





## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - John Hodkin, Jr.      Vice-President - Jonathan F. Royce  
506 Gorden St                      2100 Rebsamen Pk Rd #426  
N Little Rock AR 72117              Little Rock AR 72202-1603  
(501)-945-2128                      (501)-661-0292

Treasurer - Dick Byrd              Secretary - Polly Hamilton  
12 Flintwood Dr                      208 Dell  
Little Rock AR 72207                      Hot Springs AR 71901  
(501)-225-7354                      (501)-321-2696

National - Dick Davis              Editor - Ken Ziegenbein  
NRHS Dir PO Box 240                      905 Valerie Drive  
Austin AR 72007-0240                      N Little Rock AR 72118  
(501)-843-9658                      (501)-758-1340



Historian - R. W. McGuire  
114 Rice St  
Little Rock AR 72205  
(501)-375-1738

Board - Stanley Wozencraft '95      Board - Peter Smykla '97  
PO Box 1938                              2800 West 37th  
Little Rock AR 72203                      Pine Bluff AR 71603  
(501)-664-3301                              (501)-535-4724

Board - Clifton E. Hull '94              Board - William Church '93  
3507 E Washington, #31                      5619 Bel Caro Place  
N Little Rock AR 72114                      N Little Rock AR 72118  
(501)-945-5556                              (501)-753-4582

Board - Robin Thomas '96              Hon. Board - Barton Jennings '92  
10980 Rivercrest DR #26                      1600 Capitol Ln  
Little Rock AR 72212-1412                      Knoxville TN 37931-4505  
(501)-225-1952



## **P R O G R A M**

The next meeting of the Arkansas Railroad Club will be held on Sunday **JULY 12** at the usual place, the Twin City Bank in North Little Rock. The July program will be presented by MATT RITCHIE...the Best of the KCS. Gene Hull's program on narrow gauge railroads will be done later as the Hull's will be out of town that day. Refreshments will be served. Carhosts will be signed up for our 3985 trip.

Coming up at our August 9th meeting will be JOHN BAILEY, owner of Little Rock's Union Station. We are invited to Union Station that Sunday afternoon for a personal tour of the renovated facilities.

**MISSING STORY** - Back in March, Peter Smykla gave me some story on Australian railroading, but I can't find it anywhere. I will run it when found. I guess I was given several other pieces of information at the same time from others and that this piece got lost in the shuffle. Anyway, if you can find it, would you please re-submit it? Thanks.



**HELP ON UNION STATION** - JOHN BAILEY, head of Bailey Corporation, now owner and headquartered in Little Rock's Union Station, gave your editor a personal tour Thursday, June 18. It is amazing how much work they have done on the facility and how many rooms there are in the building. A new ground-level station for Amtrak, opening in July, will be first-rate. Plus there are plans for a Children's Museum of Arkansas close to the area where Amtrak's current waiting room is. An antique mall will be located on the ground level next to the new Amtrak station, where "Track's Inn" used to be. The rest of the station will house businesses. About 32,000 square feet have already been rented. New lights will be placed on the outside, and a sealant has been put on the outside bricks.

Mr. Bailey has graciously agreed to give a tour of the facility to our club at our regular club meeting in August. In the meantime, he'd like to know the following:

1) Where did the benches go that used to be in the main waiting room? He understood that some went to a church. Does anybody know? Six benches from Central Station in Memphis will be delivered to the new Amtrak station here June 19 (I plan to photograph them when they arrive), but Mr. Bailey would like to have some of the original ones that were here if possible.

2) He'd like to see pictures of the station when it was in its prime. Does anybody have any pictures of the station and tracks earlier this century? (I know Mike Adams does. Does anybody else?)

3) Track's Inn had some Vulcan ELECTRIC stoves they used to cook steaks. These stoves are now stored at the station. Mr. Bailey wants to know if anybody would like to buy these.

There will be a complete story with photos in the August *RAILROADER*. In the meantime, if you know any of the answers above, please write to John Bailey, Bailey Corporation, 1400 W Markham St - Suite 202, Little Rock AR 72201-1822 or write to your editor. Thanks.

**GEORGE W. HILL**

Died April 20, 1992

*Mr. Hill passed away at St. Vincent's Medical Center after a year's battle with stomach cancer. A friend of his, Joseph B. Musgrove, said George loved trains and that the Arkansas Railroad Club was his most favorite group. Mr. Hill's main interest was trains.*

**3985 TRIP UPDATE** - Those of you who sent in requests for information and a stamped envelope should have received an order blank for tickets on the Little Rock to Van Buren steam excursion to be held September 1, 1992. Over 400 requests have been received so far (through June 15) and we continue to get more requests each day in the mail, many from the *TRAINS* Magazine ads. So, it is advised that you order your tickets as soon as possible, as this trip is almost sure to be a sellout. As of the June 14 meeting, there were ONLY 14 dome seats left.

Ticket prices are as follows (also see ad on last sheet of newsletter):  
**ONE-WAY COACH - \$102.50; ONE-WAY DOME - \$132.50; BUS TRIP BACK TO LITTLE ROCK - \$15.** A box lunch will be provided to all ticket holders. The dome seating will be reserved (almost sold out). Through June 14, we sold over \$12,000 worth of tickets so far.



We are now signing up for car hosts. Remember the car host rules: 1) **Must be an Arkansas Railroad Club member.** 2) **Must be active in the club.** 3) **Workers at our Show & Sale will have first priority.** 4) **Must be able to help clean up the cars after the trip and be able to help people on and off the train.** 5) **Should help with ticket sales.**

Write to or call ROBIN THOMAS if you'd like to be a carhost. His address is: 10980 Rivercrest Dr #26, Little Rock AR 72212 or call 501-225-1952.

Car hosts will be **REQUIRED** to attend a pre-trip meeting with Steve Lee, Union Pacific's person in charge of steam. You will also need to get educated on various points of interest along the route, how to deal with an emergency, how to keep people in line during the run by's, etc.

A coupon is located on the last page of this newsletter and we have lots of additional ones to mail out. Pick some up at our July 12 meeting and distribute. This will be a good money-maker for the club, so help out if you can.

**CHALLENGER** history: Challenger 3985 (4-6-6-4) was built by Alco between 1942 and 1943, along with 44 others engines of similar design, for the Union Pacific.

Union Pacific's fleet of dome/coaches as of April 29, 1992: **DOMES:** *Columbine, Challenger;* **LOUNGES:** *Walter Dean, Harriman, Sun Valley;* **DINER-LOUNGES:** *Overland, City of Denver;* **DINER:** *City of Portland, City of Los Angeles;* **COACHES:** *City of San Francisco, Portland Rose, Sunshine Special, Texas Eagle, City of Salina;* **SLEEPERS:** *Wyoming, Omaha, Columbia River, North Platte, Green River, Powder River, Portola. (THE MIXED TRAIN)*

**CAPS FOR SALE** - We have a good supply of Arkansas Railroad Club caps for sale at \$4 each, including postage. If you'd like one, send your check for \$4 to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**EARL SAUNDERS NEGATIVE COLLECTION** is now available for use at the University of Arkansas at Little Rock. You must sign in and tell them which negative you want a print from. GENE HULL has indexed the negatives, and this index will always be in the hands of our club president, currently JOHN HODKIN, JR. Contact him if you want to see the index.

**ST. LOUIS & NORTH ARKANSAS RR INFORMATION WANTED** - John Matrow, 2753 N Pershing, Wichita, KS 67220, editor of the Rock Island Technical Society's newsletter, recently came into possession of some material from the Rock Island at Herrington. Why some was with the Rock was a mystery to him. He found payroll records for the Allegheny Improvement Company for part of 1902, some of the forms were printed for the St. Louis & North Arkansas Railroad Company of Eureka Springs, Arkansas and have that marked out and hand written Allegheny Improvement Co., Harrison, Arkansas. Total weight of the material is 22 ounces.

Mr. Matrow wants to know if anyone knows anything about the St.L&NA or Allegheny Improvement Company and why these records went to the Rock Island in Herrington? Write him if you have any information. He plans to donate these items to the Eureka Springs & North Arkansas group at Eureka Springs unless he gets a better suggestion.

### ARKANSAS RAIL NEWS

**EXPLORER POSTS TAKE COURSE** - (Russellville) - Law Enforcement Explorer Posts 210 and Hector Career Explorer Post 171 recently completed an Operation Lifesaver course conducted by Larry Breeden of the Union Pacific. Apparently, this is the first time the course was completed by Explorer Scout groups anywhere in the United States. UP engine 2192 was visible in the photo complimenting the story. (*Russellville COURIER DEMOCRAT, May 14, 1992 sent in by George Jones*)

**COTTON BELT CLUB NEWS** - The Cotton Belt Rail Historical Society will be moving former Cotton Belt steam engine #336 from Lewisville to Pine Bluff in pieces soon. Apparently, it will be a display model only.



**A&M EXCURSIONS** - The Arkansas & Missouri Railroad itself is running public excursions this summer and fall. One departs from Van Buren at 11:15 a.m. Saturdays only, going through the Winslow tunnel, returning to Van Buren at 2:15 p.m. No reservations required. Get on at the old Frisco Depot in Van Buren.

The other excursion is an all-day affair, leaving from Springdale at 8:00 a.m. on Wednesdays and Saturdays through the second week in November (Fridays also June-August), going to Van Buren, returning to Springdale by 5:00 p.m. Reservations are required on this trip. (The ad I saw was in the May issue of the Scrambler and showed no address, but I suspect it is the Arkansas & Missouri Railroad, 107 Commerce St, Springdale AR 72764 could give you more information and where to make reservations.

**KIAMICHI EXPLANATION** - In the June *RAILROADER*, it stated that the South Orient line in Texas was owned by the same people who own the Kiamichi Railroad. In a letter from James S. Shaffer of the Kiamichi, he states that, in fact, the South Orient Railroad Company, Ltd. is owned by a limited partnership controlled by several private investors who contracted "Rail Operators, Inc." to manage the rail line. Rail Operators, Inc. is a corporation controlled by Jack Hadley, who also happens to control the Kiamichi Railroad Company. The Kiamichi has no relationship with the South Orient Railroad Company, and Mr. Hadley is operating Rail Operators, Inc. and in turn managing the South Orient Railroad, completely independent of the Kiamichi. Neither the Kiamichi nor Rail Operators have any operating rights over the South Orient's rail line. (Thanks for the explanation)

**TRUCK-TRAIN COLLISION** - (Kingsland) - A Cotton Belt freight hit a stalled tractor-trailer at a crossing in Kingsland June 4, overturning one engine and 12 cars. No one was injured. (*CLEVELAND COUNTY HERALD, June 10*)

#### GENERAL RAIL NEWS

**OTHER 3985 EXCURSIONS** - In case you'd like to join the 3985 excursion in other states, sponsored by other clubs, here are a few you might be interested in:

**KANSAS CITY-COFFEYVILLE** - August 11, \$114, Union Pacific Historical Society, 1540 Routh Street, Lakewood CO 80215.

**COFFEYVILLE-McALESTER**, August 12, \$110, "Oklahoma 3985," 2936 Bella Vista, Midwest City OK 73110.

**McALESTER-FORT WORTH**, August 13, \$110, "Oklahoma 3985," 2936 Bella Vista, Midwest City OK 73110.

**FORT WORTH-HOUSTON**, August 14, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

**HOUSTON-SAN ANTONIO**, August 22, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

**SAN ANTONIO-FORT WORTH**, August 23, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

**FORT WORTH-LONGVIEW** - August 29, \$90, East Texas Challenger Tour 92, 804 S Commerce St., Overton TX 75684.

**LONGVIEW-LITTLE ROCK** - August 30, \$150, East Texas Challenger Tour 92, 804 S Commerce St., Overton TX 75684.

**LITTLE ROCK-VAN BUREN** - September 1, \$102.50, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

**VAN BUREN-PARSONS** - September 2, \$???, Howard Thornton, 2936 Bella Vista, Midwest City OK 73110.

**PARSONS-KANSAS CITY** - September 4, \$100, Smoky Hill Railway, 502 S Walnut, Belton MO 64012.



*In the NASHVILLE FLYER, newsletter of the Nashville Chapter, there was a story about a craftsman who places the ashes of dead hunters or fishermen in shotgun shells, fishing lures or other objects. The company, located in Des Moines, Iowa, will take cremated remains and for a price place them in a shotgun shell for shooting a deer, ducks, or what have you by friends of the deceased. They will also place the ashes in duck decoys or fishing lures, which family members can use the rest of their lives.*

**CITY ABANDONS SHORTLINE** - (Mineral Wells, Texas) - In 1989, the city of Mineral Wells, Texas bought a 22 mile line between Mineral Wells and Weatherford from Union Pacific to aid business along the line. However, after suffering two years of \$270,000 losses, the city in May decided enough was enough and abandoned the line. It seems that the primary user, Can-Tex, got a more attractive offer to transport its goods via truck. Can-Tex was recently bought by a Japanese firm. (Shreveport TIMES, sent in by T.W.M. Long)

**KCS BUYS ANOTHER LINE** - (Dallas) - Kansas City Southern Railway Company announced in early May that it will buy some former Santa Fe lines in the Dallas area, which will mean the railway will now have a direct rail link from Dallas to Shreveport for the first time in its history. Lines bought include Farmersville to Tenneson and Zacha Junction to Dalton Junction. (The KCS employs about 700 at Shreveport). (Shreveport TIMES, May 6, 1992, sent in by T.W.M. Long)

**TARANTULA STEAM TRAIN RIDES** - (Fort Worth) - The Fort Worth & Western Railroad of Fort Worth has been running steam excursions for over a year now and invite anyone to ride the line through southwest Fort Worth to the Stockyards. The train runs daily at various times. Tickets can be bought at the 8th Avenue Depot (at Elizabeth Blvd).

**BULLET TRAIN HEARINGS** - (Texas) - Hearings on the route of the proposed bullet trains between Houston-Dallas-Fort Worth-Austin were held in May and June throughout Texas. Many are opposed to this line because of it cutting across property lines. (New Ulm ENTERPRISE, May 14, 1992)

**FRISCO BRIDGE TURNS 100** - (Memphis) - On May 11, the Frisco bridge, the first bridge across the Mississippi south of St. Louis and also the third longest in the world at the time, celebrated its 100th anniversary. It was built in 1892. There will be celebrations of this event in July with possibly the governors of both Arkansas (Bill Clinton) and Tennessee (Ned McWherter) attending. At its original dedication in 1892, over 50,000 attended the opening, watching 18 steam locomotives cross it to see if it would fall down. The bridge remains in use today. It is 15,635 feet long. The Kansas City, Fort Scott & Memphis Railroad built the bridge in 1892 for \$3 million. The bridge is now owned by BN. The life of the bridge should last well into the 21st century because it was built with more metal than normal. (Memphis COMMERCIAL APPEAL, May 11, 1992 sent in by Don Weis)

**RUSSIA-USA RAIL LINK?** - On June 22, 23, an international conference was to be held in Washington D.C. to discuss the feasibility of building an interhemispheric tunnel and rail link between the United States and Russia via the Bering Strait. The idea is capturing imaginations around the world. The new tunnel would be a catalyst for economic renewal across all of the former Soviet Union by opening it up for investment in its mineral wealth. Want more information? Contact Fred Heinrichs, 4750 N Oracle Road - Suite 214, Tucson AZ 85705. (Sent in by member T. L. Wilborn of Alexandria, Virginia)

**PULLMAN LOUNGE FOR SALE** - Gulf Coast Community College of Panama City, Florida put its 1949 Pullman lounge car up for sale in June. It had been used as a conference room. Mail bids are accepted. Sorry, no exact address given. (Sent in by T.L. Wilborn)



**STOP IDLING ENGINES** - Conrail has been ordered to stop idling engines for more than 30 minutes in Massachusetts by a circuit court because of air pollution. Idling engines burn 2.5 million gallons of fuel a year in the state. (UTU NEWS, June 1992 via L.T. Walker)

### AMTRAK NEWS

**NEW LITTLE ROCK STATION** - Amtrak's new Little Rock station should be open in July of this year, or at least during the summer. It will be located on the ground floor, next to where Track's Inn was located.

**AMTRAK SUED FOR TOILET BLOWING UP** - An 84-year old man sued Amtrak in May after a pressurized toilet backfired, spewing his own waste and that of other passengers over his body. The incident occurred November 28, 1990!, on Amtrak's Auto Train between Lorton, Virginia to Sanford, Florida. The man had clean clothes in his car, which was on board, but could not get to it. The toilet was apparently bad-ordered, but the door wasn't locked in time. (Why did it take them 1 1/2 years to file suit?) (Arkansas DEMOCRAT-GAZETTE, May 20, 1992)

**RIDERSHIP** stats will be put back in the newsletter when received from Amtrak. These only come in every two or three months.

**NEWS UPDATED** through June 18. Deadline for the next *RAILROADER* will be July 15. Thanks.

### OVER THE DERAIL V

#### *Gimme A Break!*

A disorganized collection of thoughts, happenings, and ideas. Published by accident by the unofficial Knoxville Chapter of the Arkansas Railroad Club, NRHS

Dateline Knoxville, Tennessee

June 8, 1992

Ex-Reader/Warren & Saline River 1702 lives! An entertaining ride from Dillsboro, North Carolina, to Murphy, NC (67 miles) proved it well. A bit of cab time showed that the old girl was working well. We did need a diesel helper to make the 5%+ grade at Iopton. The diesel and 1702 were having a contest to see who could put out the most smoke during the climb. Two cabooses, two coaches, and an open car were the load. We had several runbys and numerous photo opportunities as we stopped in several of the on-line towns. About 250 people rode Saturday and only about 70 road Sunday. Sunday, I chased the train, which had a diesel added to the consist for most of the trip, starting at the hill near Iopton. I got photos of the train at 32 different places on Sunday. Several antique cars were used in the chase making for some great photographs. Eight rolls of film were used during the two days. I'll bring a few to show when I come for the 3985 trip.

The first week of June I helped to teach a course on railroad track standards here at the University of Tennessee. We had several shortliners and state officials in attendance. We even had an official from the National Park Service's Steamtown operation here. His stories about what is going on were most interesting. It seems that they are trying to bring in some people from other parks to try to make a clean break with some of the past controversies. They are trying to figure out how to run the park right, actually doing things in a way which reflects actual railroad operations. I hope to be up there in August for a look, so maybe I'll see then.

And now the news: The eastern invasion has begun! SP and UP on CSX! Two SP's were in the 8-unit consist of CSX R548, the northbound local, on May 10th. Units were SP 9730 and 7309. On June 5th, CSX R583, a southbound general freight of some hotness, had UP 3817 as the third unit back. You don't think that they may have been new CSX paint schemes do you?...On Saturday, May 16th, I went to Asheville for the Southern Hist. Soc. convention. We toured the Haynes car shops at Spartanburg and then photographed an NS freight on Saluda. The NS worked things so we could have the train there that afternoon and watch it make three runs up the hill to get all of the train there....The NS has been using Grand Trunk 5861 here in town on the city locals....Got my 3985 ticket confirmation-good work on the packet folks!...NS has added more double stacks through town, much excitement here about that. See y'all. Bart

JULY 1992

*Bart*







my Report, because I think it might give our local Little Rock Chapter some ideas.

"The National Railway Historical Society announces the availability of a limited number of special grants in the areas of railway history and preservation of railway heritage. The Society is a non-profit organization with about 20,000 active members. There are over 160 local chapters in the United States which are active in promoting interest in railway history, collecting railroadiana and artifacts, operating or displaying railway equipment and models, operating Museums and exchanging railway information.

"Initial grants, which will be limited to \$5,000 or less, will be available to individuals and to organizations knowledgeable in railway history and operations. Awards will be based on:

- uniqueness of the project or subject
- contribution to railway history or railway heritage
- ability to cover the scope of the proposal
- potential interest to railway-oriented and the public at large
- ability to complete the project within a reasonable time
- evidence that the grant applicant(s) are knowledgeable in the application subject or field.

"Applicants for grants should understand that there already exist many collections, publications, museums, static displays, working equipment and models, restored structures and technical knowledge and data compilations of interest to railway enthusiasts, historians and economists. Further, there are available many documentations, pictures, recordings, video tapes and company records which cover the industry in general and specific components, types of railway operations; manufacture, operation, use and distribution of motive power, rolling stock and structures; historical and economic phases of industry development; aspects of railway labor and the railway labor movement. Therefore, applicants should be aware of these resources before selecting a project or subject believed to be unique.

"A grant application should contain:

- a short description of the project or subject
- a plan for use of grant funds and how the work will be completed
- statements explaining how the proposed project is unique and how its completion will add to railway history or railway heritage
- background information on the knowledge, experience and resources of applicant(s).

"Applications should be forwarded in duplicate to N.R.H.S., Box 58153, Philadelphia, PA 19102-8153."

In another report, we learned that the So-

ciety's film collection continues to grow. The Film Library has purchased 5 additional films. Thirty three (33) films have been donated by the French National Railways. Another 50,000 feet of film from the Howard P. Sell Film Collection have been donated to the Society and have been edited down to 35,000 feet with more editing to be done to remove personal family footage and non railroad related items. The footage was shot by Mr. Sell between 1940 and 1955. A note I missed on the above films from the French - 17 of these films are not listed in any other collection. Rare films are being copied to videotape to make them accessible to history researchers, scholars and local Chapters. (I would like to see our Chapter rent some of these for some of our meetings. Some are a little expensive, but we could put out a "donations jar" (like a lot of chapters and clubs do regularly) to pay for the use of them. John Hodkin and I, both, have copies of the catalog).

In another Committee Report, we learned that the Society Officers and Committee met, in an organizational meeting, with the Railway Heritage Trust which is modeled after the National Trust for Historic Preservation. This umbrella organization will support and publicize the entire railway preservation movement. Thru it, the NRHS will establish links with R&LS, RRE, ARM, TRAIN, AAPRCO, and several individual museums to promote our common interests. Because of or size, infrastructure, and public image, our Society will play a major role in this undertaking. (Special thanks to our Chairman, V. Alan Vaughn, for sending a copy of this Committee Report. His notes are much better than the ones I jotted down in Savannah.)

We were given a report by Richard B. Shulby, AIA (Director, Historic Railway Structures Survey) on the Procedures for Documentation of Historic Railway Structures. That report is too long to include in this Report so I will save it and other proceedings for the next Issue.

Now is the time for those of you who are wondering what The Bulletin, published by the Society is all about. For just \$7, you may join the Society for the remainder of 1992, or you may order a sample copy of The Bulletin for just \$1. We are including that information in this issue of the Report for your benefit and consideration.

I have received a copy of all NRHS members in Arkansas, including those who are not a member of any local Chapter. I will be communicating with them and ask them to join the Little Rock Chapter - perhaps sending them a copy of the Arkansas Railroader, which continues to receive much praise from others in the Society. Thanks, Ken Z!







WHAT CAN YOU DO IN THE NRHS?

- Ride trains on main lines and little-known branches.
- Photograph your favorite rail subjects.
- Visit railroad yards and shops.
- Get to know fellow railfans.
- Enjoy meetings and social activities with persons having similar interests.
- Hear knowledgeable speakers, from local hobbyists to railroad presidents.
- Collect lanterns, switch locks, timetables and other artifacts.
- Help write local newsletters.
- Be a car host on a rail excursion.
- Experience the thrill of a ride behind a huge steam locomotive.
- Restore equipment to its former elegance.
- Renovate a station and bring the luxury of the past into the present.

TWO GOOD REASONS  
TO BE A MEMBER  
of the  
NATIONAL RAILWAY  
HISTORICAL SOCIETY



Norfolk & Western locomotives #1218 and #611 performing for NRHS members at the 1987 NRHS Convention. Steve Barry photo.

FOR MORE INFORMATION PLEASE WRITE

NRHS  
P. O. Box 58153  
Philadelphia, PA 19102  
Or contact your local chapter. ----->

AND MORE REASONS . . . .

Little Rock Chapter  
N.R.H.S.  
P. O. Box 9151  
North Little Rock,  
AR 72119-9151  
(501) 843-9658

(DETACH HERE)

- Please tell me more about the NATIONAL RAILWAY HISTORICAL SOCIETY and about nearby chapters I can join.
- Also please send me a sample copy of the NATIONAL RAILWAY BULLETIN. I'm enclosing \$1.00 for postage.
- Enroll me as an Associate Member for one year. I'm enclosing \$ 15.00 (\$ 7.50 between June 1 & September 1 for a half year's membership.)
- Please enroll me as a Member thru the Little Rock Chapter. I am enclosing \$14 instead of the above amount. (\$7 between June 1 & September 1 for a half year's membership.)

MAIL TO:  
NRHS  
P.O. BOX 58153  
Philadelphia, PA 19102

MAIL TO: Little Rock Chapter, NRHS  
P. O. Box 9151  
No. Little Rock, AR 72119

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

(please print) \_\_\_\_\_

Signature (if joining) \_\_\_\_\_



**JOIN THE ARKANSAS RAILROAD CLUB**

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due **JANUARY 1ST** of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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 \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER ( ) \_\_\_\_\_

Make your checks out to the "Arkansas Railroad Club" and mail to:

ARKANSAS RAILROAD CLUB - Treasurer  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

The Arkansas Railroad Club presents  
**THE RIVER CHALLENGER**

Little Rock to Van Buren, Arkansas  
Tuesday, September 1, 1992

Come join us on a rare-mileage train excursion behind Union Pacific's famous #3985 (*4-6-4 Challenger*) on Tuesday, September 1, 1992. The trip will be over Union Pacific's freight-only Little Rock to Van Buren line, going through the Conway tunnel and along the scenic Arkansas River for part of the route. Photo run bys will be provided, so you can get off the train and photograph it as it moves past. The train will consist of Union

Pacific's yellow fleet of top-notch passenger cars, all air-conditioned, of course, plus a dome car and lounge car (dome car seating will be reserved and extra-fare). Union Pacific is known for its excellent passenger excursion equipment, the best in the industry.

Boarding location and exact departure time will be sent out with your tickets. A box lunch will be provided to all ticket holders, as NO COOLERS OR ICE CHESTS will be allowed on the train.

The Arkansas Railroad Club cannot assume responsibility for missed travel connections and ticket purchasers are to abide by all requirements and conditions of the Union Pacific Railroad and the Arkansas Railroad Club. We are not liable for any inconvenience caused by trip cancellations or delays or changes in equipment, including changes in motive power, or changes in schedule or anything else beyond our control.  
REFUND POLICY: NO refunds will be made AFTER AUGUST 1, 1992 unless the trip is cancelled or unless we can re-sell your ticket(s)

PLEASE SEND \_\_\_\_\_ Train tickets (coach) from Little Rock to Van Buren @ \$102.50 \$ \_\_\_\_\_  
\_\_\_\_\_ Train tickets (DOME) from Little Rock to Van Buren @ \$132.50 \$ \_\_\_\_\_  
(May we substitute Coach for Dome if Dome is sold out?) YES/NO \_\_\_\_\_  
\_\_\_\_\_ Return chartered, air-conditioned bus tickets to Little Rock @ \$15 \$ \_\_\_\_\_  
TOTAL \$ \_\_\_\_\_

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_ ZIP \_\_\_\_\_ PHONE ( ) \_\_\_\_\_

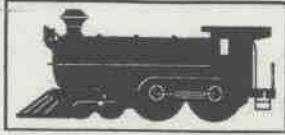
**SEND ORDERS TO:** Tickets - Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.  
Please include a stamped, self-addressed envelope. We will mail your tickets to you.



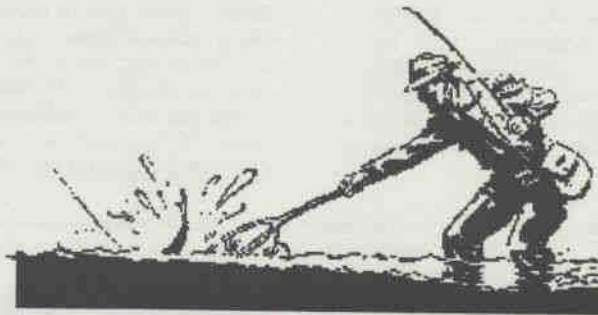


**ARKANSAS RAILROAD CLUB  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119**

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<b>JULY 12</b> - Regular Club meeting, Twin City Bank, 2 PM.	<b>SEPTEMBER 1</b> - 3985 Little Rock-Van Buren Excursion.
<b>JULY 19</b> - Burlington Northern railchase, meet at Twin City Bank about 6 AM.	<b>SEPTEMBER 13</b> - Regular club meeting, Twin City Bank, North Little Rock, 2 PM.
	<b>OCTOBER 11</b> - Regular Club meeting, Twin City Bank, North Little Rock, 2 PM.
<b>AUGUST 9</b> - Regular Club meeting, UNION STATION, 2 PM. A tour is planned	<b>NOVEMBER 8</b> - Regular club meeting, TCB, 2 PM.
	<b>DECEMBER</b> - Annual Christmas party, place TBA.

See inside for more detailed information on some of these activities. You may also call Matt Ritchie for more information (834-4449). Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Please be aware that some of these dates could change. Use as reference only. Thanks.



Attn: Ken Ziegenbein, Editor  
ARKANSAS RAILROAD CLUB  
PO Box 9151  
North Little Rock AR 72119-9151

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JULY1992

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