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The LIMEDALE NARROW-GAUGE RAILROAD just west of Batesville, Arkansas hauling calcium carbonate (limestone) between the Arkansas Lime Company's quarry and its' kilns, a distance of 2.7 miles. See story by Frank A. Brooks, Jr. beginning on the next page. Photo taken by Ken Ziegenbein on May 16, 1985.



Sitting forlornly in Riverside Park in Batesville, Arkansas, this steamer once worked on the Limedale Narrow-Gauge Railroad near Batesville. It was donated to the Park in 1950. (Photo by Ken Ziegenbein).

THE LIMEDALE NARROW-GAUGE RAILROAD

A talk given by
Frank A. Brooks, Jr.
to the
Independence County Historical Society
April 22, 1985

The Limedale Railroad, a 2.7 mile main line narrow-gauge railway which operates trains between the Arkansas Lime Company's quarry and kilns is almost certainly the last narrow-gauge line still running in Arkansas. It is located to the west of Batesville at the Arkansas Lime Company, a subsidiary plant of Rangaire Corporation. The distinguishing characteristic which makes a narrow-gauge railway different from a standard-gauge one is that the distance between the rails on a narrow-gauge is 3 feet, whereas on the standard-gauge it is 4 feet 8 1/2 inches.

The production of commercial lime began in this area in 1887 when a small operation was begun at Denieville, on the Cushman Branch of the Missouri Pacific Lines. From that beginning the present operation at Limedale is directly descended, although the plant's precise location as we know it today dates only from 1924. During that year the new plant was built exactly 2.5 miles from where the Cushman Branch left the White River Division of the Missouri Pacific's main line. At the time the plant was built, the three-foot gauge railroad was also built. It's first locomotive was a gasoline powered engine.

Early in 1925 the plant's three verticle kilns were completed, equipment was installed to produce hydrated lime, or "quick lime" as it is commonly called, and George Weigart became president and general manager of operations. By the end of 1927 there were 150 employees working at an operation near Sylamore called "Ruddells" and the one near Batesville. The Ruddells plant shut down in 1930, at which time the equipment was dismantled and largely moved to Batesville. By 1933 there were a total of six kilns in operation at the Batesville plant, which we shall refer to hereafter in these remarks as "Limedale". These kilns were fired with wood. A newspaper article from the 1940's stated that the company was using 50 cords of oak wood in "burning" the lime. All of the wood was purchased from individuals locally. Therefore many area men provided work by cutting wood and hauling it directly to the plant. Coal was tried as fuel in 1941, but it wasn't as efficient as wood. In 1942 the system changed over to natural gas for its fuel. With natural gas, production increased significantly.

The Rangaire Corporation first started buying stock in the Limedale plant in the mid-1950's. In 1962 the Limedale operation, Batesville White Lime Company, became a subsidiary of Rangaire. Today the plant is officially the Arkansas Lime Company, a subsidiary of Rangaire.

The raw stone which is mined at Limedale is calcium carbonate. The area where it is deposited in the earth is drilled, blasted and then hauled to a crusher where the stone is loaded onto the narrow-gauge train and hauled the 2.7 miles from the quarry site to the vertical kilns, dumped into the kilns, and over a 24-hour period, the rock is heated to an extreme heat which causes the driving away of carbon dioxide and moisture.

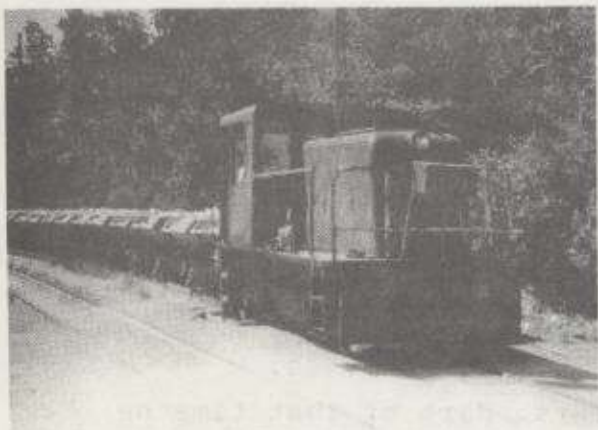


The Limestone pits at Limedale where the raw stone is mined and shipped to the crusher.

What then remains is calcium oxide - "quick lime". This substance has been around at least since the Roman times. When mixed with water, it immediately generates an extremely hot temperature. . . . In former times, much quick lime was sold in pebble state for the purification of water. Now it is used widely for soil stabilization, in aluminum processing and by paper mills as a part of their log de-barking process. Quick lime is also commonly reduced to a fine talcum consistency and used extensively by chemical factories, notably as fillers in plastic products.

With regards to the quarry process, the blasting and fracturing operations also create an abundance of small material which is undesirable for putting in the kilns. This material is rock 4 inches or less in diameter. It is either disposed of or processed to become such things as paint fillers, asphalt fillers and additives for animal feeds. It is possible to see several miniature "mountains" of this material fairly near the quarry at Limedale.

Trains operate frequently on the narrow-gauge Limedale Railroad. There are an average of three trips each way over the 2.7 mile main line between the quarry and the kilns every hour. Actually, there are two distinctive trains in regular operation. One train normally hauls 15 cars of raw limestone to the kilns, while the other one normally pulls 8 cars of the smaller rock. The raw limestone becomes calcium oxide or "quick lime" at the kilns. The smaller rock is fed into the hammer mill for processing into the other products we've mentioned. Loads on the 15-car train average two tons per car, while loads on the 8-car trains average seven tons per car.



One of the little trains arriving at the kilns on May 16, 1985



View of the kilns after a load of crushed stone arrived.

There is a railroad foreman who oversees the general operation. There are five engineers and five brakemen currently running the trains. It is obvious that the Limedale Railroad is an efficiently managed facility. While narrow-gauge railroads have been generally phased out in America, Arkansas Lime has no current plans for doing away with its operation. The company is proud of its 60-pound rails, sturdy trestles, clean right-of-way, fine repair shop, impressive fleet of diesel locomotives and good, dependable rolling stock. There are two passing tracks which bring the total mileage up to about 3.5 miles. There are also 4 or 5 switches.

A study was made a few years ago to investigate the possibility of replacing the railroad, but it was determined that the railroad was the most efficient means of transporting the stone to the kilns. As it happens, the Limedale Railroad crosses the same creek five times and each trestle is more than 100 feet in length. The management concluded that it would be very expensive to build a roadway for heavy dump trucks to parallel essentially the same route the railway already travels. Therefore the future for the "pint size" three-footer seems good, at least for the foreseeable years to come.

Since steam locomotives are of particular interest to me, I have been interested in the era when steam was king on the Limedale narrow-gauge. One of the persons who was associated with the Limedale railroad for many years during its steam operation was the late J.T. "Carl" Low of Bethesda. Before his death, Mr. Low told me that in the late 1920's he began some trial work for the MoPac by firing on a couple of runs. Before full-time employment was started, prospective workers back then were required to experience a 30-day waiting period after the trial work was completed. It was during this waiting period that he came into contact with the narrow-gauge line of the Batesville White Lime company and decided to take a job with it. The time was June, 1928

Mr. Low remembered that at that time, most of the equipment was secondhanded. Over the years there were 2 steam locomotives bought new which were built in Davenport, Iowa. The company also purchased a new Whitcomb diesel at one point, and during the 1940's an 18 ton diesel was bought from the Iron Mountain Mining Company in Chattanooga and brought to Batesville for overhauling. Mr. Low led in this effort which included a new set of tires and extensive work on the transmission - all of which increased the locomotive's ability to haul up to 50 tons per trainload.

About 1934 Mr. Low remembered the employees of Limedale working 13 hours every day of the year, with the exceptions of taking $\frac{1}{2}$ day off for Christmas and $\frac{1}{2}$ day off for a funeral. He himself worked 13 hours every day by serving as engineer 12 hours and cleaning the locomotive and getting it ready for the next day the 13th hour.

Prior to that time, during the "depression years" things weren't always so busy. Mr. Low recalled that there were times when employees worked only 1 or 2 days a week. But conditions could have been worse, he said, because, at that time, many of the employees lived in company housing at Limedale and they supplemented their income by curring wood, helping local farmers, and even doing such odd jobs as cutting hair! At one time there were approximately 30 houses in which employees lived. There was also a commissary from which employees purchased groceries and supplies

Mr. Low remembered that the first steam locomotive came to Limedale from the Bauxite operation at Sweet Home in Saline County. It was brought here on a truck and had to have extensive work including the firebox rebuilt, new flues, rusted iron replaced, new pistons and rings in the steamchest. All of this work was done at Limedale and mostly by Mr. Low and Ollie McGuffie. There were times when 3 steam locomotives were in operation at once. Their whistles were like whistles on regular standard gauge steam locos, Low recalled. However, certain local narrow-gauge engineers sometimes hunted up their own whistles for their engines. Mr. Low remembered going to the North Little Rock MoPac shops once and getting a whistle. Those whistles were usually made of brass.

Mr. Low ran a steam locomotive 8 to 10 years. Part of that time he was the engineer, and part of that time he was the "second man". The second man had to fire and do other chores related to the locomotive - like when the sandbox was not working properly, he had to ride the front end to distribute sand on the tracks! Wet sand was always a problem in the sandbox, but when it was good and dry, it would reach the tracks properly to insure good traction.

Carl Low said the grade on the line between the quarry and the plant just past the creek bridge on the approach to the kiln is a 4½ to 5% grade. That being true, during steam days, it was not unusual at all for the second man to sit on the front bumper routinely and distribute sand on the tracks by hand as the loaded train tried to accomplish that grade. Engineers tried to have the little steamers "batting" pretty well when they approached that last hill. Nevertheless, there were plenty of times when the engine and part of the train would have to go on to the kiln, then back up and pick up the rest of the train in a second effort.

In addition to the problems of the actual grade, the tracks sometimes got slippery from oil which drained from the car journals onto the rails. Therefore, sand was a much-needed commodity on the little engines. The steamers were retired in the 1950's. Mr. Low retired in 1972.

Another retired locomotive engineer I enjoyed visiting is Mr. Ralph Mitchell who lives just outside Batesville. He started working on the Limedale narrow-gauge line in 1933 and his first locomotive was the Whitcomb diesel engine we referred to earlier. He piloted that engine for 7 or 8 years. Mr. Mitchell said it was about 1940 before the first steam engines arrived on the scene. Therefore we have a fairly unusual situation in that diesels preceeded steam!! There was also a little gas powered locomotive used as the yard switcher in the 1930's. It was brought to Limedale when the Ruddells plant ceased operations.

It appears that four steam locomotives were bought and put into service to inaugurate the steam era. Three of them were second-hand engines which had worked previously on logging railway operations in Louisiana. The fourth one was one of the ones Mr. Low mentions being built by the Davenport Locomotive Works. All four of these engines were "water tank" affairs. They did not have separate tenders for carrying coal. Instead, each engine was a self-contained unit which carried its water supply and about 400 pounds of coal.

Although Mr. Mitchell was an engineer on gasoline and diesel powered locomotives at various times over his working years, he was emphatic in his preference for steam. He said "they could pull twice as much' as the gasoline locomotives. As for diesels, Mr. Mitchell said he "wouldn't give one steam engine for all the diesels you could tie together". He conceded that diesels were "nice", but they "just didn't get the job done!" When I asked Mr. Mitchell how he remembered what the whistles on the steam engines sounded like, he said they sounded "kinda like a Frisco whistel - a three-tone sound". Mr. Mitchell owned one of the bells from a Limedale steam locomotive and had it mounted proudly on a sturdy post in front of his house. A passerby once offered \$300.00 for the solid brass bell, but Mr. Mitchell didn't want to sell it. A few days later somebody stole the bell.

Everyone who visits Batesville's Riverside Park sees on display there the little steam locomotive sleeping away the years. This locomotive is one of the ones which worked on the narrow-gauge Limedale Railroad. It happens to be one of the ones which worked previously on a logging railway in Louisiana and which came to Limedale second-hand in the early 1940's. Mr. Mitchell said, "It wasn't much good when it arrived. The flues leaked and there were other problems. Nevertheless, it was used some. Finally a tractor-trailer trucking rig moved it from Limedale to the park, probably about 1950".

Mitchell recalls that the steam locomotives were kept in good repair and all the work was done right there at Limedale. This work included repairs to flues, boilers and tires. Boilers were required to pass a full inspection every 30 days. The coal which fired the engines was normally shipped to Limedale from Texas mines, although Arkansas-mined coal was used occasionally. Coal arrived at the plant in hopper cars via the old "Cushman line". It was then unloaded into dump trucks and stored in coal houses on the site.

As far as Mr. Mitchell remembers, there has been only one bad train wreck. Quarry "B" had been opened in addition to the regular quarry. Mr. Mitchell and his brakeman, Harry Rowlett, had taken the quarry foreman and shovel operator to "B". It was about 11:45 and John Griffin, who was operating another locomotive, decided the tracks were clear and that he had time to make the run to "B" with a flat car loaded with lumber, being pushed in front of his engine. Mitchell and Rowlett were ready to return but before leaving "B" they asked where Griffin was. They were advised, that, due to the hour, he was probably at his noon meal. The

inevitable happened - the two trains wrecked! The flat car between them caused the two engines not to meet head-on, but Griffin tried to jump anyway. His pants's cuff got entangled and he suffered the loss of a leg. Mitchell's locomotive left the tracks and went through an adjoining fence. It was wonderful that nothing more serious happened. Mr. Rowlett lives in West Batesville today.

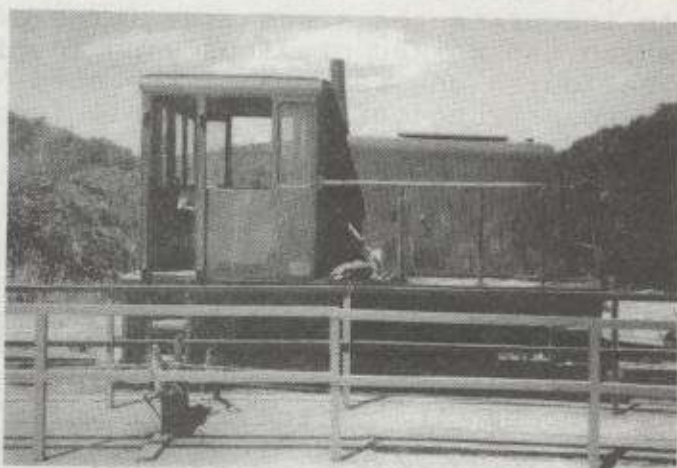
It is probable that only another railroad enthusiast would understand the joy I experienced when I discovered the little steam locomotive in Riverside Park shortly after moving to Batesville in 1969. My joy turned into ecstasy when I learned that the narrow-gauge railway on which that locomotive worked is still nearby and actively hauling tonnage every single day. It was a dream too good to be true! In my opinion, the narrow-gauge Limesdale Railroad is a most unusual bit of history which has defied trend and tradition by continuing to live on and on into our day and time. it is a unique and delightful phenomenon.

END

THE AUTHOR: Dr. Brooks is a minister of Batesville's First Presbyterian Church.



The Whitcomb and Plymouth engines at the quarry.



A General Electric engine at the kiln.

GOLD COAST RAILROAD MUSEUM TO SOON BEGIN EXCURSION SERVICE

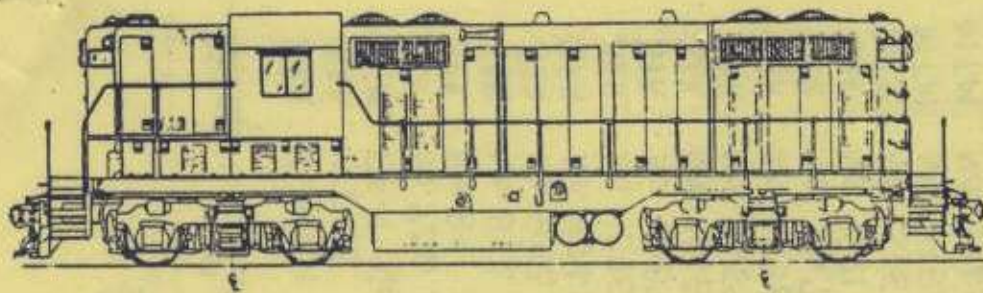
by: Daryl Stout, Arkansas Railroad Club member

The Gold Coast Railroad Museum is planning to soon begin passenger excursion service between Homestead and Miami, Florida. The service is planned to run three months in both Summer and Winter each year; and it's scheduled to begin as soon as they receive their operations permit from the Seaboard System Railroad.

Formerly located in Fort Lauderdale, the facility is now on the site of the former Richmond Naval Air Station, located adjacent to the Miami Metrozoo in southwest Miami. The Gold Coast Railroad Museum primarily does the work of restoring old railroad passenger cars, steam engines, etc. After the restoration work is completed, the cars are rented back to Amtrak, private railroad clubs for use in excursion runs, etc.

Some of the equipment on display at the Museum included the "Ferdinand Magellan" private car (used by President Reagan in his whistle-stop election campaign last year); an observation car from the "California Zephyr"; a classic "Southern Railroad" Pullman car; and an old "Seaboard Air Line Railroad" red caboose.

(Mr. Stout recently completed a trip to Miami via Amtrak from Little Rock)



GENERAL NEWS

FORDYCE ON THE COTTON BELT SUCCESSFUL - With the help of Gene and Naomi Hull, Dusty Rhodes, Bob McManus, Russell Tedder, Phil Schueth, Don Puckett, Joe McCullough, Peter Smykla, Jake Commer, Bill Bailey, Lynn Gaines and Jim Wakefield, we had a very successful show and sale at the Fordyce on the Cotton Belt Festival April 26 and 27. The gross at the sale was \$529.00. We had very nice facilities and much help from the employees of the Fordyce and Princeton Railroad. We do appreciate the efforts made to insure our having an enjoyable weekend. (Thanks to Elizabeth Gaines)

COTTON BELT FAMILY DAYS JUNE 1 - The Family Days will be held at the Cotton Belt Shops in Pine Bluff, the same place as last year. The Arkansas Railroad Club will have displays in the same building with the 819. The club CANNOT SELL at this event, only display.

NBC TODAY SHOW TAKES THE TRAIN - The week of May 20-24, NBC's TODAY SHOW travelled by train from Houston to New Orleans to Memphis to Indianapolis to Cincinnati. The show was reminiscent of the "Real People" Express which crossed the country years ago, with hometown interviews across the land. The consist was three F40 Amtrak locomotives, four Superliner sleepers, Superliner diner, Superliner lounge, Superliner coach-baggage, transition dorm car, baggage car and an Amtrak business car. (RAIL TRAVEL NEWS)

AMTRAK IN PROSPECTIVE - \$15 billion is in the Federal budget in 1986 for highways (that would support 22 Amtraks); Aviation interests are getting \$5 billion (enough to support 7 Amtraks). Perhaps it's easier for budget cutters to cut small, weak targets than it is to cut the giants, right? (RAIL TRAVEL NEWS)

NEW STEAM ENGINE TO BE RENOVATED - Jim Bistline, General Manager of Steam Operations of Norfolk Southern, announced that Bob Claytor has decided to take N&W Class A (2-6-6-4) No. 1218 out of the Roanoke Transportation Museum and rebuild it for excursion service at the Southern's steam shop in Birmingham, Alabama. This locomotive was built in 1943 in the N&W shops in Roanoke (sort of the same generation as the 819). (NRHS NEWS)

OBIT - Arkansas Railroad Club member Lee O'Banion died May 12. He was from Pine Bluff and is survived by his wife, 3 sons, 6 grandchildren and 1 great-grandson.

FREIGHT AGENCY CLOSED - Missouri Pacific has closed their freight agency at Springfield, Missouri effective February 12, 1985. The freight station was built in 1910-1911 and will be torn down unless a new user can be found. Since abandonment of MP's Crane Branch in the early 1970's MP's entry into Springfield has been via the Frisco/Burlington Northern from Aurora, Missouri. (THE MIXED TRAIN)

819 IN TRAINS MAGAZINE? - David P. Morgan, editor of TRAINS MAGAZINE, THE magazine of railroading, has asked for the cover shot of the May issue of the ARKANSAS RAILROADER to possibly be included in that magazine's "Railroad News Photos" spread in a future issue. I gladly said O.K., so be watching future TRAINS.

READER RAILROAD TO BEGIN NIGHT EXCURSIONS SOON - The Reader Railroad, near Prescott, Arkansas, set the following dates for it's nighttime excursion through the woods: June 8, July 20, August 3, August 17, September 7, October 5 and November 2. A dinner of some sort will be included with each trip, which leaves at 6:30PM from Camp DeWoody each of those nights. The adult fare is \$15. If interested, contact the Reader Railroad at P.O. Box 9, Malvern, Arkansas 72104.

BURLINGTON NORTHERN BANS STEAM ENGINES - Burlington Northern officials in Vancouver, B.C. told officials of Expo 86 that they will not accept steam locomotives being worked or towed over its system. Burlington Northern said they couldn't take steam locomotives because their weight and configuration can damage signals, switches and equipment detectors. In addition, there is the real risk of mechanical breakdown on the road with equipment this old. "There is also the drawback that this equipment tends to delay other trains and we won't tolerate that. Our primary responsibility is to provide a transportation service using modern equipment". (THE TRAINMASTER and NEW YORK JOURNAL OF COMMERCE)

SUNBELT '85 NMRA CONVENTION TO BE HELD IN NORTH LITTLE ROCK - The dates are June 6-9, 1985 and the place will be the Community Center Complex at Pershing & Willow Streets. The convention will begin at 6PM on Thursday, June 6 at the Holiday Inn (Main & I-40). For more information, contact the convention chairman, Tom E. Shook at 501-225-8955 after 5PM.

COAL SHIPMENTS UP - Coal shipments were up on the UP in the first quarter of 1985 compared with the same period last year. Nearly 200,000 carloads were hauled in 1985's first three months, up 21% from last year. (INFO MAGAZINE)

SOUTHERN RAILWAY "SENTIMENTAL JOURNEY" STEAM SPECIAL - MEMPHIS TENN. - TO - IUKA MISSISSIPPI & RETURN - APRIL 27, 1985

<u>INITIALS</u>	<u>CONSIST:</u>	<u>BUILDER</u>	<u>DATE</u>	<u>REMARKS:</u>
SRR	No. 4501 2-8-2 MIKADO ♯ TENDER	BALDWIN	1911	OWNED BY TENN. VALLEY RR MUSEUM - OPERATED IN Sou. Rwy. EXCURSION SERVICE- Aux. WATER TENDER (EX-L & N 2-8-4 No. 1915 TENDER). EX-CB ♯ Q No. 230; B-N No. 1586; DONATED BY B-N TO MEMPHIS TRANSP. MUSEUM
SRR	WT 53 WATER TENDER			
MTM	GP-7 No. 1586 DIESEL	EMD	1951	BUILT FOR CENTRAL OF GEORGIA "NANCY HANKS II" AS No. 390. Now NAMED <u>WILLIAM J. PURDIE JR.</u>
SRR	No. 726 LW COACH-BAGGAGE	AC&F	1947	
SRR	No. 841 LW COACH	P-S	1948	52- SEAT CHAIR CAR - RAN IN AMTRAK SERVICE AS No. 5294.
SRR	No. 842 LW COACH	P-S	1948	52- SEAT CHAIR CAR - RAN IN AMTRAK SERVICE AS No. 5295.
SRR	No. 843 LW COACH	P-S	1948	52- SEAT CHAIR CAR - RAN IN AMTRAK SERVICE AS No. 5296.
SRR	No. 4061 HW CONCESSION CAR	PULLMAN	1917	REBUILT TO EXCURSION SERVICE CONCESSION CAR NAMED <u>"QUEEN AND CRESCENT CLUB"</u> .
SRR	No. 1070 HW OPEN WINDOW COACH			90- SEAT OPEN WINDOW COACH (EX-1658) SLATED WOOD SEATS - NAMED <u>"W. GRAHAM CLAYTON JR."</u>
SRR	No. 1087 HW COACH			72- RECLINING SEATS (EX-1666)
SRR	No. 1068 HW COACH			68- RECLINING SEATS (EX-1640)
SRR	No. 3659 HW COACH			72- RECLINING SEATS (EX-1657)
SRR	No. 1086 HW COACH			68- RECLINING SEATS (EX-1670)
SRR	No. 1067 HW COACH			68- RECLINING SEATS (EX-1630) ^{RI No.}
SRR	No. 1081 HW COACH			EX-ROCK ISLAND 60-FT. MAIL (RPO) CAR. ^{RI No.}
MTM	No. 515 POWER-GENERATOR CAR (LW)	BUDD	1954	Now NAMED <u>"FEDERAL EXPRESS"</u> . (FOR HEP)
MTM	No. 3380 LOUNGE CAR (LW)	BUDD	1937	EX-SANTA FE No. 1372 <u>"PICURIS"</u> . Now NAMED <u>"DYERSBURG"</u> .
MTM	No. 2365 SLEEPER (LW)	P-S	1948	EX-SANTA FE 4-4-2 <u>"REGAL HILL"</u> ; AMTRAK 2365; Now NAMED <u>"ROSE ORGEL"</u> .
MTM	No. 2361 SLEEPER (LW)	P-S	1948	EX-SANTA FE 4-4-2 <u>"REGAL CITY"</u> ; AMTRAK 2361; Now NAMED <u>"WINSTON HOOVER."</u>
MTM	No. 2367 SLEEPER (LW)	P-S	1948	EX-SANTA FE 4-4-2 <u>"REGAL RIVER"</u> ; AMTRAK 2367; (NAMED <u>"REGAL RIVER" AS MTM CAR.</u>)
MTM	No. 769 DINER (LW)	BUDD	1949	EX-DELAWARE LACKAWANNA & WESTERN No. 469; E-L 769. Now NAMED <u>"RUTH PIDGEON"</u> .
MTM	No. 1600 RE. OBYs. LOUNGE (LW)	AC&F	1947	EX-WABASH No. 1600 BUILT FOR <u>"CITY OF KANSAS CITY"</u> . Now NAMED <u>"EVERETT PIDGEON"</u> .

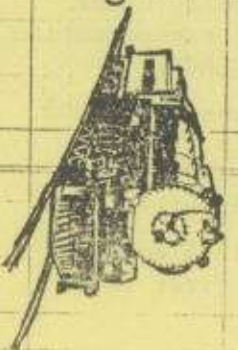
⊗ No. 4061 ORIGINALLY 16-SECTION PULLMAN "BRADGATE"
BUILT 1917 TO PLAN 2412F IN Lot 4484; THEN TO
TOURIST No. 3066; THEN TO BAGG. CAR 4061; THEN
TO CONCESSION CAR "QUEEN AND CRESCENT CLUB".

NOTES: No. 726 USED AS RECORDER CAR (BAGG. END).
No. 769 RAN IN "PHOEBE SNOW" SERVICE.

No. 1600'S FLUTED SIDING REMOVED; INTERIOR CHANGED.
4-4-2 (4 BEDROOM, 4 COMPARTMENT, 2 DRAWING ROOM SLEEPER).

COMPILED BY:

JIM BENNETT
1602 STRAIT PLACE
Stuttgart, Arkansas 72160



RAILROADS AT WAR

by: W.M. "Mike" Adams

With the current emphasis on the termination of World War II a long 40 years ago, it might be of interest to review the part played by the nation's railroads - one in particular.

In World War I the government took over the railroads and operated them, after a fashion, at a cost of \$2,000,000 a day. Instead of expediting traffic, government red tape caused traffic jams and bottlenecks that took weeks to overcome. In World War II the government left the railroads strictly alone and they paid the government \$3,000,000 a day in taxes! With one-third fewer locomotives than in World War I, one-fourth fewer freight cars and one-fourth fewer employees, in World War II the railroads moved 97 percent of all army and navy equipment and supplies - in time of emergency the nation fell back on the railroads!

The Missouri Pacific put 6,106 stars on its service flag of which 84 were destined to become gold. It served 43 army air bases, 31 major Army-Navy air training establishments, 26 camps, 4 large military hospitals, 8 war plants classified as "heavy" manufacturing and a large number of refineries, sythetic rubber plants, chemical plants and aircraft factories. The Missouri Pacific carried 6,964,613 members of the armed forces travelling on orders. Its diners served 2,594,351 meals on government meal orders. These impressive figures do not include personnel travelling on leave or furlough... The Missouri Pacific sponsored the 759th Railway Operating Battalion and helped train nine other such units as well as two railway shop battalions and the 706th railway Grand division.

Six days after Pearl Harbor the Missouri Pacific was called on to move the entire 35th Infantry division from Camp Robinson. In an unprecedented display of operating efficiency the division was moved in a total of 63 trains, dispatched at the rate of one every two hours! The writer was stationed at Camp Robinson at this time and on duty in Camp headquarters less than 100 yards from the Missouri Pacific's line into the area. I well remember the constant parade of double-headed SPOT engines fighting the two percent grade into the cantonment with long strings of passenger cars.

On one urgent occasion in 1942 the Missouri Pacific was called on to handle a troop train every thirty minutes for 48 continuous hours on a secondary main line... It was necessary to strip all branch lines to come up with the 22 extra telegraph operators needed to handle this staggering movement. On another occasion 300 soldiers showed up in St. Louis bound for Kansas City - with no warning at all. The Missouri River Eagle had just arrived and it was immediately dispatched back to Kansas City full of soldiers and then returned "dead-head" to St. Louis in time to be serviced and out on its regular run the next morning.

When the German submarines threatened to stop all oil out of the southwest to the east coast the railroads stepped in. In 1940 the Missouri Pacific handled 5,360,501 tons of petroleum and petroleum products. In 1944 this had built up to 17,161,654 tons, a daily average of 691 cars and with a like number of empties returning. At times the Missouri Pacific handled nearly 20 percent of all the oil cars in the United States.

Near Alexandria, Louisiana there were three large camps and an air base with another large camp 60 miles to the west near Leesville. On one memorable day, the Missouri Pacific handled 10,000 soldiers out of Alexandria in 24 hours! I was stationed at Camp Polk, near Leesville, most of 1943 and came to Alexandria on one occasion to catch the Missouri Pacific home for the weekend. It was one of those days - soldiers were lined up for blocks trying to buy tickets. The Missouri Pacific just added six coaches to Train 132 and put the ticket clerks on the train and had them set up an office in the dining car. By the time the train reached Little Rock they had sold every person proper transportation.

When you read of the exploits and hardships of World War II - just try to remember our railroads - all of them. The Rock Island, the Cotton Belt, the Frisco, the Kansas City Southern and the Louisiana and Arkansas and even the little Reader.... They all had a part in VICTORY!

Sic gloria transit.....

END



Scenic Passenger Train to Make Last Run Through Ozarks Monday

By NORMA CONNER,
(Democrat Correspondent.)
BATESVILLE—A 54-year era of
railroad passenger train service
for Batesville comes to an end

tomorrow when the Missouri Pacific Lines discontinues its Newport-Pleasant Hill, Mo., run. However, Batesville civic leaders, seeing the "handwriting on the

wall," turned their attention to another form of public transportation and began an all-out effort move than a year ago to secure airline service for Batesville.

The city, through co-operation with the Batesville Chamber of Commerce, in 1958 filed an application with the Civil Aeronautics Board to be included on a proposed air route between St. Louis and Little Rock via Batesville, Jonesboro and Poplar Bluff and Cape Girardeau, Mo., and another proposed route between Memphis and Little Rock via Batesville and Jonesboro.

MoPac nearly a year ago revealed that it planned to discontinue the Newport-Pleasant Hill passenger train through the scenic White River country.

Passenger business on the train had dwindled to a mere trickle. The train's equipment consisted of a baggage coach and one passenger coach.

Its schedule terminated as dead-ends at both Newport and Pleasant Hill, with passengers having a long wait at both points for other trains that would take them on to their destinations.

During the peak of passenger

traffic, the railroad operated three sets of Pullman cars, including a sleeper from Kansas City to Little Rock, one on Saturday and Sunday from St. Louis to Hollister and one from Memphis to Hollister.

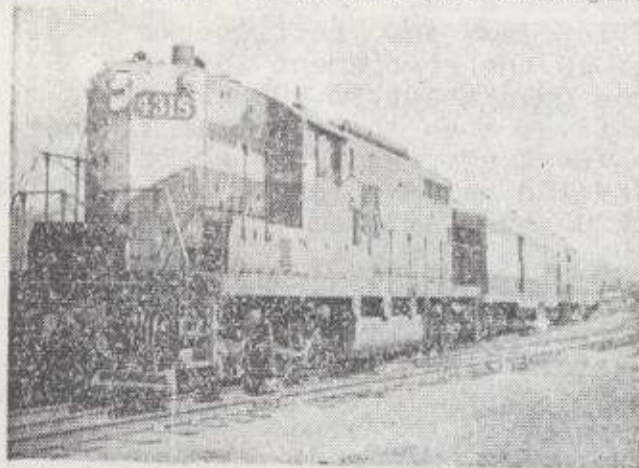
From a scenic standpoint, the White River route was a natural for dome coaches. The railroad line passes through some of the most rugged, remote and beautiful country of the Ozarks.

The route runs through Batesville, Cotter, Bergman, Hollister, Mo., and Crane to Carthage. From there it goes to Nevada and Pleasant Hill.

The railroad, incorporated in 1901, was finished in 1906 when the stretch between Reed Springs, Mo., and Berman was put in service. Within a year, the Missouri and North Arkansas to the south reached Helena with a line from Joplin, Mo., starting a long competitive battle between them for traffic.

Ultimately, the MoPac route won out with the final decision in 1946 when the M&NA was shut down by a strike. For 4 years MoPac supplied Harrison through its station at Bergman.

There is expected to be little or no "farewell ceremony" here for the last run tomorrow.



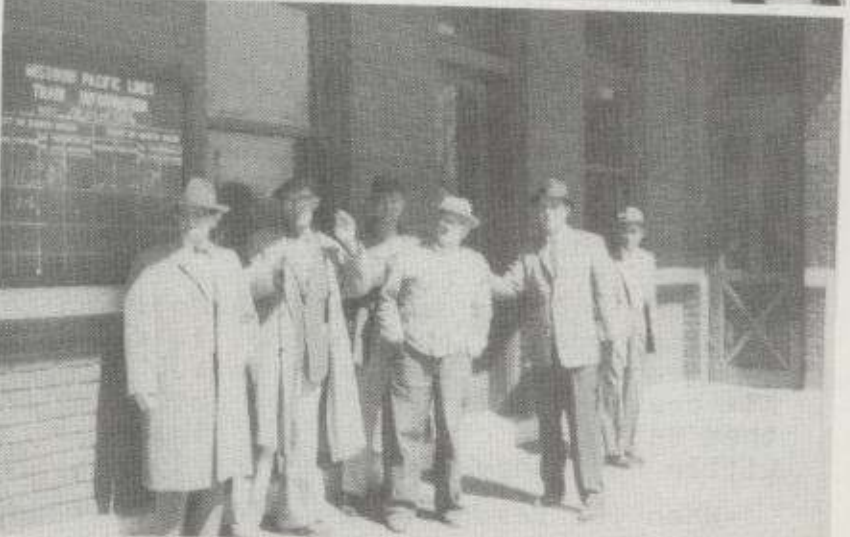
Democrat Photo by Moon.

END OF AN ERA.

... Doomed after 54 years.

TABLE 14		KANSAS CITY — NEWPORT	
Miles	210 221 Daily	Miles	232 211 Daily
0	Lv KANSAS CITY	0	Lv Newport
10	Lv Independence	3	Lv Diaz
23	Lv Lee's Summit	9	Lv Paroquet
28	Lv Greenwood	14	Lv Newark
34	Lv Pleasant Hill	20	Lv Sulphur Rock
34	Lv Harrisonville	24	Lv Moorefield
44	Lv Archie	30	Lv Batesville
57	Lv Adrian	43	Lv O'Neal
63	Lv Passaic	56	Lv Guion
68	Lv Butler	69	Lv Sylamore
72	Lv Rich Hill	78	Lv Boswell
84	Lv Horton	84	Lv Creswell
93	Lv Nevada	85	Lv Calico Rock
102	Lv Milo	101	Lv Norfork
109	Lv Sheldon	113	Lv Buffalo
116	Lv Irwin	125	Lv Cotter
121	Lv Lamar	125	Lv Flippin
128	Lv Jasper	130	Lv Yellville
139	Lv Carthage	136	Lv Pyatt
149	Lv Carthage	147	Lv Zinc
149	Lv La Russell	152	Lv Bergman
164	Lv Stott's City	159	Lv Cricket
170	Lv Heberg	176	Lv Hollister
178	Lv Aurora	189	Lv Branson
188	Lv Crane	191	Lv Reeds Spring
199	Lv Galena	203	Lv Galena
209	Lv Reeds Spring	212	Lv Crane
218	Lv Branson	222	Lv Aurora
230	Lv Hollister	233	Lv Heberg
232	Lv Cricket	243	Lv Stott's City
245	Lv Bergman	251	Lv La Russell
262	Lv Zinc	257	Lv Carthage
269	Lv Pyatt	273	Lv Carthage
274	Lv Yellville	273	Lv Jasper
285	Lv Flippin	283	Lv Lamar
291	Lv Cotter	294	Lv Irwin
296	Lv Buffalo	301	Lv Sheldon
296	Lv Norfolk	306	Lv Milo
308	Lv Calico Rock	313	Lv Nevada
320	Lv Creswell	320	Lv Horton
336	Lv Boswell	329	Lv Rich Hill
337	Lv Sylamore	332	Lv Butler
343	Lv Guion	344	Lv Passaic
352	Lv O'Neal	348	Lv Adrian
365	Lv Batesville	353	Lv Archie
378	Lv Moorefield	366	Lv Harrisonville
391	Lv Sulphur Rock	379	Lv Pleasant Hill
397	Lv Newark	389	Lv Pleasant Hill
401	Lv Paroquet	389	Lv Greenwood
407	Lv Diaz	393	Lv Lee's Summit
412	Lv Newport	398	Lv Independence
418		411	Lv Independence
421		421	Lv KANSAS CITY

f—Stops on signal.
★—Stops to receive or discharge revenue passengers.



MOPAC TRAIN 221's last trip through Batesville, Arkansas March 21, 1960. ABOVE TWO - Batesville Depot and crowd on last day. (Photos by C.H. Warner from Frank Brook's collection). LEFT - 25 years later, a freight crew is still stationed at Batesville. Scene shows engine 4666 next to the freight depot on May 16, 1985. (Photo by Ken Ziegenbein). The March 20, 1960 clipping from the AR DEMOCRAT is used by permission.



THE LEGENDARY 819 STEAM WHISTLE

by: Bill B. Bailey

Any simple sound, such as a musical note, may be completely described by specifying three characteristics: pitch, loudness (or intensity), and quality. By general definition, a steam whistle is a device through which steam is forced into a cavity to produce a loud sound note or notes.

It's hard to say when whistles were first used on locomotives, but probably around 1833, when bells were introduced. It is a coincidence that the mounting base of the whistle is named the bell. The diameter of the SLSW 819 Steam whistle is six inches by seventeen inches in length. It is a fact that diameter of the steam whistle affects the sound volume, while the body length of the respective tube affects the pitch of its note. In conclusion, the 819 whistle will produce a long audible, low to medium note operating with 250 pounds per square inch (superheated steam) pressure.

The average steam used by a steam whistle is 280 to 420 pounds of steam per hour. To test the steam whistle, supply piping should constitute a separate supply line, used for no other purpose. It should be at least equal in size to the inlet connection of the whistle and proper operating pressure applied.

The law of physics establishes the speed of sound in dry air at a temperature of 32 degrees F at 1088 feet per second (about one-fifth of a mile per second). If the temperature is increased the speed of sound increases; thus at 68 degrees F the velocity of sound is 1129 feet/second. I estimate that a person down wind can hear the 819 whistle at a distance of seven miles with the 819 working in normal weather conditions.

Contrary to a number of persons' beliefs, a whistle that will blow satisfactorily on air may not do well on steam since steam is more dense than air and also, saturated steam isn't always dry, and if not superheated it often contains much free moisture. This has the tendency to spoil the voice of any whistle.

The throat is critical as to opening and adjustment, and a few thousandths either way can make quite a difference in the tone of the whistle. The best instrument used in steam whistle imitations is the harmonica. The lower notes of the harmonica approximates the locomotive Wah-Wah whistle sound effect.

Some of the famous manufacturers of whistles and types used on USA railroads are: Nathan MFG. Co. - 5 chime whistle, single bell whistle, improved chime whistle; Ashcroft's - four tone chime whistle; Crosby - single bell chime whistle; Star Brass MFG. Co. - chime whistle; The Lunkenheimer Co. - chime whistle; The Kinsley 1892 - 4 chamber bell; The Powell - single chamber; The Lonergan - single chamber; Buckeye Brass Works - single chime. Other types that are unusual are the Casey Jones famous hand made whip-poor-will whistle and the Kansas City Southern RY. Flying Crow whistle.

Many makes of locomotives whistles were unmarked, the 819 three-chamber whistle being one of them.

END

☆☆☆ PROGRAM ☆☆☆

The June program of the Arkansas Railroad Club will be held Sunday, June 9 at 2 PM at the usual place, the Twin City Bank (TCB) building on Main Street in North Little Rock (just across the Arkansas River from Little Rock). The program will be given by Eakles A. Hille on TRAIN ORDERS, how to collect them, read them, have fun with them, etc.

Let's have a good turnout, as usual. (As you read in the last newsletter, your editor will be out of town for this meeting, so anything you wish to donate for future publication in the RAILROADER has to be mailed to me. Thanks).

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed one or two weeks before the monthly meeting. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed automatically to all members. If you would like to join, send your check, made payable to the Arkansas Railroad Club, to Dick Byrd, 12 Flintwood Dr., Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. News items, full-length stories, smaller stories and photos all accepted gladly! Photos can be any size, color or black and white. Please have captions on the pictures. Mail any such contributions to:

KEN ZIEGENBEIN, editor
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118
(501)-758-1340

- - HAPPY RAILROADING!! - -

ARKANSAS RAILROADER
EDITOR-K. ZIEGENBEIN
905 VALERIE DR.
NORTH LITTLE ROCK, AR 72118



Kenneth Ziegenbein
905 Valerie Dr
N Little Rock AR 72118