



ARKANSAS RAILROADER



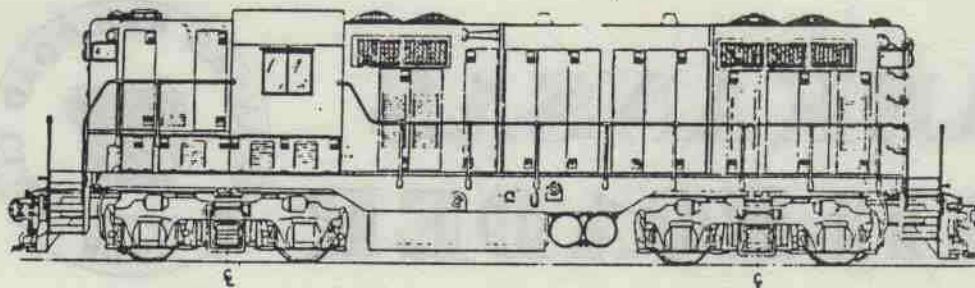
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 20 NUMBER 6

JUNE 1989



OH, THAT'S LOUD!! as the boy in the foreground holds his ears shut during the runby of Cotton Belt 4-8-4 #819 at Saline, Arkansas April 21, 1989. The special was on its way to the annual Fordyce-on-the-Cotton Belt festival in Fordyce from its home in Pine Bluff. Arkansas Railroad Club members got to ride behind this famous engine on its return trip to Pine Bluff two days later (see photos and story inside - photo by Ken Ziegenbein)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1989 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Fred Fillers
28891 Bandy Road
Little Rock AR 72211
(501)-821-2026

Vice-President - Matt Ritchie
111 Tenkiller
Sherwood AR 72116
(501)-834-4449

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

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

NRHS Rep - Peter Smykla
2800 West 37
Pine Bluff AR 71603
(501)-535-4724

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

Board - Bill Bailey
8318 Reymere Drive
Little Rock AR 72207

Board - Clifton E. Hull
3507 E. Washington, #31
N Little Rock AR 72114

Board - William Church
5619 Bel Caro Place
N Little Rock AR 72118

Board - Dusty Rhodes
P.O. Box 852
Fordyce AR 71742

Board - Randy Tardy
226 Englewood Road
Little Rock AR 72207

Board Tres - Polly Hamilton
522 South Main
Benton AR 72015

SHOW & SALE - The 9th annual Arkansas Railroad Club Show & Sale will be held Saturday, June 17, 1989 at the Fisher National Guard Armory, 2600 Poplar Street, North Little Rock, from 9:30 AM until 3:00 PM. Admission will be \$2.00 per adult. Tables are still available for \$17 each. If you want one, or if you need more information, contact:

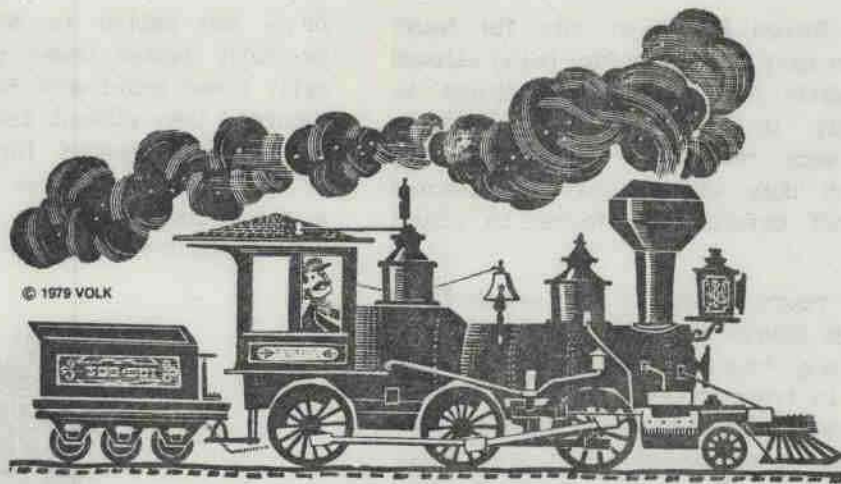
E. A. Hille
224 Dennison
Little Rock AR 72205
(501)-374-5383

William Church
5619 Bel Caro Place
North Little Rock AR 72118
(501)-753-4582

If you'd like to help out in organizing/setting up this event, there will be a meeting June 3 at Matt Ritchie's house, 111 Tenkiller, in Sherwood. Call him at 834-4449 for time and other information.

CLUB T-SHIRTS/CAPS DISCUSSED - A plan to make and sell Arkansas Railroad Club 20th Anniversary T-shirts and caps was discussed at the May 21 meeting. Some caps will be for sale at the June 17 Show & Sale with possibly a few T-shirts on display for ordering. Ads for these will be in a future RAILROADER as soon as exact price and postage is established. The club should make money on these handsome looking T-shirts. It was voted not to spend more than \$300 on obtaining the initial run of 100 or so caps.

(CLUB NEWS continued on Page 14)



RAWHIDING, A La RAILROADING

by: William Church, retired MOPAC conductor

One of the first expressions a new railroad man hears on his new job is "Rawhiding", or "Rawhide."

The American College Dictionary defines "rawhide" as untanned cattle or animal skins, or to whip with a raw hide. Rawhide, as most railroaders know, probably came about when they compared the aggravations of their job with the pain suffered by a person being lashed with a piece of raw hide. One physical pain, the other mental, but nevertheless, pain.

Although the dictionary meaning of rawhiding has faded away into history as a means of punishment, the terms, rawhider, a person who applied the raw hide lash to the subject, is now applied to a person, usually one in charge, who by either design or ignorance, or a combination of the two, made life miserable for those coming into the area of their command or with whom they worked.

Railroading is full of conditions that breeds its' own special brand of "rawhiding." Sometimes a certain run in a freight pool, such as the "short load", that operated over the MoPac's (Union Pacific) Hoxie Sub between North Little Rock and Poplar Bluff, earned the title of a "rawhiding run," especially when a crew was run around three or more times enroute doing chores that the local-way-freight failed to complete.

Then again maybe a built-in aggravation like a "cross over switch" in the North Little Rock's Downing B. Jenks Yard is the subject. This certain switch is so awkward and unhandy to use that Yard Master George Williams gave it the name "The Rawhide."

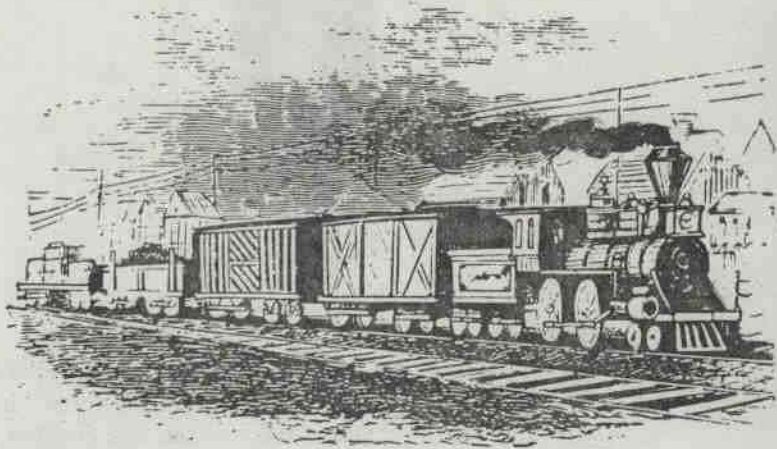
Rawhidiers come in all forms, shapes and sizes on the railroad. If firemen had a difficult time operating a certain coal chute, to them the coal chute earned the title as a "rawhider."

A brakie who either by design or custom gave such poor signals that the "Eagle Eye" (engineer) only knew one thing for sure, which was, he wanted him to do something, but what?, you can

bet one thing for sure: that brakie earned the title "rawhider."

Just let an agent give instructions to a crew that amounts to a "left handed move", no offense to the southpaws, such as pulling all of the cars on spot at the team track to get at an empty, when there was one of the same grade, class and owner first out on the house, that agent usually won the title: "rawhider of the day."

From the early days of railroading, it was a "rawhide game." Long hours on duty, poor equipment and unsafe working conditions set the stage for long years of strife between the employee and his employer. Such strife often broke out into long battles and bloody clashes. As the years progressed the Federal and State Governments often had to step in to protect the public by passing legislation to regulate working conditions of employees on the railroad.



After long years of suffering by men in train and engine service from unsafe equipment, long hours on duty and "rawhiding" conditions in general, the Safety Appliance Law made it mandatory that all rolling stock be equipped with air brakes and automatic couplers. Boiler inspections became mandatory by law and the open frog at switches were declared unsafe and had to be replaced.

The long hours on duty was a major victory for the men. Where before a train and engine

crew would be forced to be on duty for hours that covered two days or more before being allowed time off for meals and sleep, then subject to call immediately upon arrival at terminals, now the crews were restricted to how long they could remain on duty without rest and assured so much time off before being forced to return to duty.

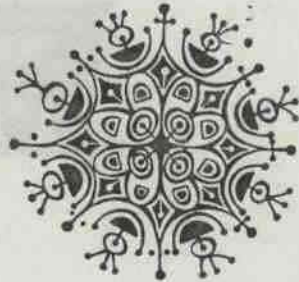
Although the "Hours of Service Act" was designed to eliminate the operational practice of keeping crews on duty long hours without rest, it was fought by some in train and engine service because it cut their pay by not allowing them to work all of the hours they wanted to in one day or days. The so-called "Sixteen Hour Law" was thus nicknamed the "Hog Law", as it curbed the so-called mileage hogs who fought for long hours for more pay.

My grandfather, William H. "Bill" Church, did not serve out his career as a conductor on the "Iron Mountain RR" because of excessive hours on duty. After twenty-six hours on duty, his flagman fell asleep at his post and allowed a "strawberry special" to run into the rear end of his train. Although grandfather had sent his flagman back to protect and he himself was assisting the rest of the crew chaining up a drawbar, he was dismissed and sought railroad employment elsewhere and when he retired was a conductor for the Cotton Belt at Illmo, Missouri.



The "Hours of Service Law" had built in flaws that often rawhided a train or engine crew in a legal way. At the time that the law was enacted, engineers and firemen had regular assigned locomotives and seldom if ever an engine crew was deadheaded. At the same time all conductors had regular assigned cabooses, in which they kept a well-stocked pantry and each crew member had their own trunk. When a freight crew was called to deadhead he rode in his caboose and slept in his own bed until he was called to work. Passenger crews were allowed berths in sleeping cars when called to deadhead on night trains. Considering these conditions, a crew

or a man called to deadhead was considered to be fully rested under the law and subject to a call. A man could work fifteen hours and fifty-five minutes, then without leaving the company property, could be deadheaded for eight hours and forced to go back on duty as a fully rested man. Such a "raw hide" situation came my way one December between World War Two and the Korean War.



As an extra conductor working out of St. Louis, I was protecting all jobs manned by the Missouri Division conductor's extra board, which called for trips between Dupo, Illinois and Paragould, Arkansas, or trips to Poplar Bluff, Missouri on freight trains.

With Christmas two days away, every regular man and most extra men too, made arrangements to be home for that holiday. I was called on the 23rd to fill a conductor's vacancy in the Dupo-Paragould freight pool. It being the 23rd I had a good chance of being home all day Christmas as it usually took two days to make a round trip, which should put me home no later than Christmas Eve or early Christmas Day.

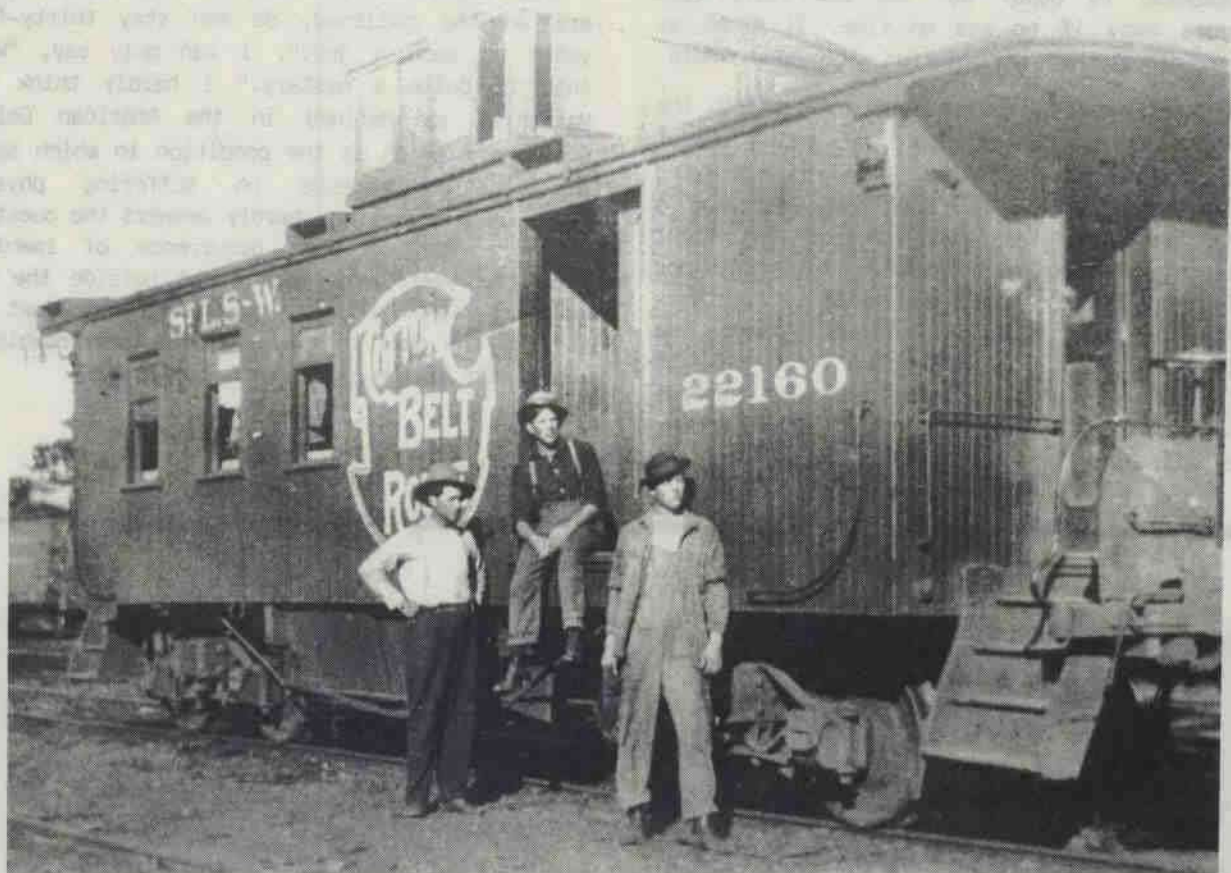
On reporting for duty, I found that a crew had been called to deadhead with us to Paragould, making seven men and their luggage in a small thirty-foot caboose. As an effort to help the wartime shortages of cabooses, the conductors in the Dupo and Alexander, Louisiana freight pools had agreed to give up their regular assigned cabooses. This allowed cabooses to be used on any train at any time regardless of what conductor was called for the run. Seeing that we would be seriously cramped for space all of the way to Paragould, I asked for an additional caboose for the deadhead crew to use.

"No way," was his curt reply. So the hind end crew and the full deadhead crew crowded into the caboose for the 229 mile run to Paragould.

Right from the start the "rawhiding" started. We had orders to move cars from one point to another, work usually assigned to the local way-freight. We were to fill out with local and through tonnage and had some seven tonnage breaks before reaching Gale, Illinois.

By the time we arrived at Gale, which was the half-way point on the run, we were over ten hours old, having just six hours to make Paragould for the "Hog Law." On leaving Gale and then running on the Cotton Belt, time was indeed getting short for us. And short it did become.

Up ahead a derailment had blocked the main



Although not of the time period of the story...this Cotton Belt caboose, ca. 1910, was probably still being used on some lines. The location of this caboose is unknown. Note flags on rear instead of markers. Was used on the Jonesboro to Malden, Missouri local. (Collection of William Church)

line and the Cotton Belt dispatcher headed us in a passing track and gave us instructions to go off duty and call the deadhead crew to take over.

For some six hours we waited for the main line to clear up. After we started heading for Paragould, seven tired, hungry and sleepy men crowded together like peas in a pod in the caboose.

Twelve hours after turning my train over to the deadhead conductor, my crew and I were at the Cotton Belt depot in Paragould, ready to head for the local hotel and cafe for a much belated meal and bed, only to be stopped by the Missouri Pacific call boy.

"You are called right now to take a train of empty hoppers to Gorham," the caller informed us.

All of this was legal as we had been off duty over ten hours and regardless if we had not been to bed, we had to go.

"We will report as soon as we eat," I informed the Caller.

"You had better report now," the Caller advised me, "the Chief Dispatcher said he wanted that train moving immediately upon the crew's arrival."

It had been a long time between meals and would be a much longer time if we took the

train to Gale before eating, so I hotly told the Caller, "To Hell with the Chief Dispatcher's orders," and we went to eat.

On reporting back to the yard office I was handed a message from the Chief Dispatcher. It read in part: "Why did you delay your train by eating when instructed not to do so?"

My reply was short and to the point: "Hungry."

Now if you think you can do that and get away with it you are badly mistaken. The Chief, who may or may not have been a "rawhider", held all of the cards.

By the time we arrived at Gale, ate and had our engine serviced we were over four hours ahead of the Cotton Belt's passenger train that we should deadhead to St. Louis on from Gorham. As our instructions out of Paragould had been to tie up at Gorham and deadhead in, a Christmas Day with the family was assured. But as I said, "you don't get by with giving a Chief Dispatcher smart answers."

Our first hint that we were going to get a first-class job of rawhiding came when we picked up a message at BB Jct, a telegraph station about a twenty-five minute run from Gorham. We knew immediately that the old rawhide game was starting when we read: "Head in passing track Gorham and call the Dispatcher."

Following orders the dispatcher informed me to let No. 906 by and put our engine on the pit

and deadhead to Dupo. No. 906 was still some two hours away if he was on time. It seems as if the dispatcher was having the last word.

Some forty-eight hours after accepting the call for the run to Paragould and being absent from a bed all of that time, I was on a swaying street car in St. Louis bound for home and a belated Christmas feast. The person in front of me was reading a newspaper that contained a full page advertisement on the evils of "feather-bedding" by the railroad workers. "Maybe we should have an ad on 'Rawhiding'," I said to myself as my blood pressure went up several points at the thought of the advertisement by the railroad companies.

For those who ask "Why if such circumstances are on the railroad, do men stay thirty-forty years on such a job?", I can only say, "Well, that is quite a mystery." I hardly think that Masochism as defined in the American College Dictionary which is the condition in which sexual gratification depends on suffering physical pain and humiliation, hardly answers the question, although the repeated occurrence of rawhiding over the years may make those outside the game give it some thought. Maybe it was just the love of the game that made us stay and "rawhiding" was a part of the life on the railroad.

END



TICKETS ANYONE?? - This drive-in theater just outside of Helena, Arkansas has seen better days, but I wonder just how many people met and dated at this theater in its heyday, and of those who might have become life-long partners, how many of them rode trains such as the "Delta Eagle" out of Helena on their honeymoon? (Picture taken July 18, 1986 by Ken Ziegenbein)

A Locomotive with T 0-0000-0000-0000-0 Damn Many Legs!

By C. B. "Cats" Hall

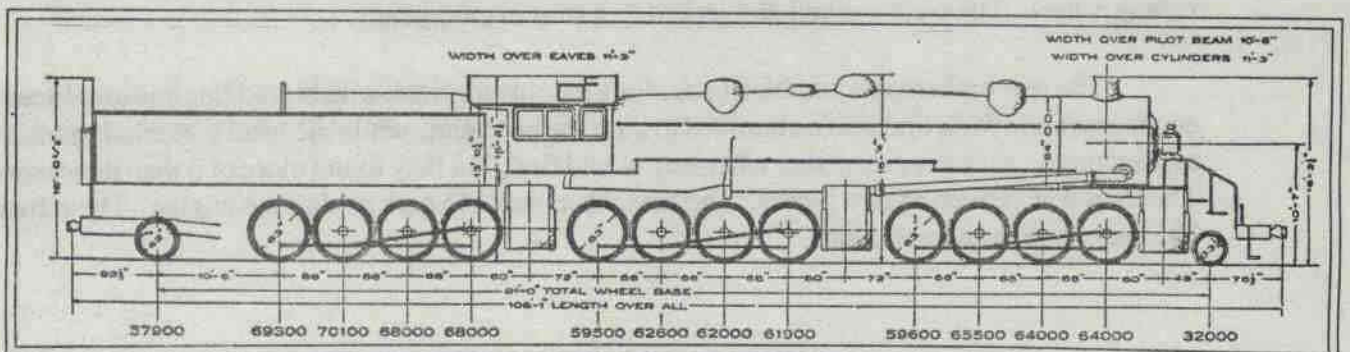
In Northeastern Pennsylvania the land is very rough and wrinkled when shown on a relief map. The many tributaries of the Delaware and Susquehanna Rivers have eroded their way deep into the rocky earth. Into this land came the locating engineers of the Erie Railroad in 1841 (it was known as the New York & Erie at that time). At the summit of a lofty ridge, which separated the watersheds of the two rivers, the surveyors found a narrow notch. Here was a natural pathway for a railroad through the Randolph Hills. This was where a deep cut was excavated to allow the rails to descend westward toward Starrucca Creek and the little town of Susquehanna. This notch was called the Gulf Summit, and was a half-mile long and 200 feet at its deepest point — truly a snow catcher in winter.

It was the steep grades between Starrucca Creek and Gulf Summit which persuaded the motive power department of the Erie to ask Baldwin Locomotive Works to erect an experimental type locomotive.

In the early years of the 20th century F. D. Underwood was vice president of the Erie and was forever doing the unexpected. The lengths of freight trains, and the resulting tonnage was steadily increasing. There was talk about an experimental locomotive design by G. R. Henderson, the consulting engineer of Baldwin Locomotive Company. He had received a patent for a very unusual steam distribution system. Underwood requested, in September 1913, that Baldwin design and build the largest steam locomotive ever constructed. It would have 24 driving wheels powered by six-cylinders! The wheel arrangement was 2-8-8-8-2, and it would have the steam distribution system designed by George Henderson. Fuel would be fed to the firebox by a Street stoker.

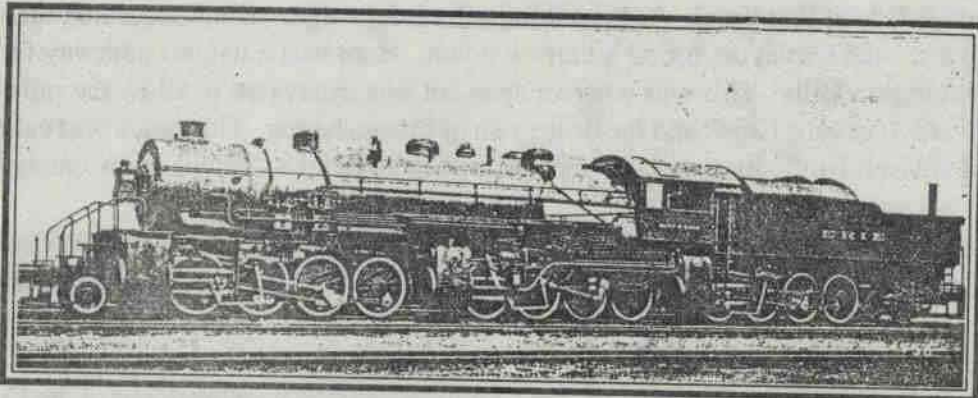
The stoker was one of the first to use the steam-jet system of coal distribution. Another unusual feature was an endless chain belt running in a tubular conveyor housing which followed generally the boiler backhead contour. The chain belt carried suitable buckets and moved the coal from the delivery end of the tender conveyor to the right and left openings in the firebox back head for the distributing steam jets. (This stoker was introduced about 1910 and functioned very well for a beginner, but leakage of coal dust from the belt conveyor housing and the noise from the bucket chain belt working in the housing were so objectionable that it wasn't used much after 1920..C.E.H.).

This monstrous locomotive was essentially a Mallet with a set of cylinders and driving wheels under the tender. The boiler had unusually large dimensions. Expanding from 94-inch diameter at the front end to 180-1/2 inches at the dome, it was triple-riveted at all circumferential seams, sextuple-riveted at longitudinal seams, and contained 326 two-and-one-quarter inch tubes and 53 five-and-one-half inch superheater flues, all measuring 24 feet in length. A four-and-one-half foot combustion chamber had been provided and a squat dome housed a Chambers throttle valve. The Schmidt superheater was the largest ever used on a locomotive, having 1584 square feet of heating surface.



The steam distribution system was also unusual. All cylinders were the same size - 36 inch diameter and a 32-inch stroke. Two cylinders were located directly below the dome of the boiler and received superheated steam at full boiler pressure of 210 pounds per square inch. Steam from the left cylinder was exhausted to the two front ones, making them low-pressure ones. Steam from the right cylinder exhausted to the TWO cylinders under the tender, which were also low-pressure. Exhaust from the front cylinders went up the smokestack to provide draft for the firebox. Steam from the rear cylinders was carried through a feedwater heater in the tender. This heater was a drum in the tender containing a bundle of 31 two-and-one-fourth inch tubes about 24 feet long. After the steam passed through the tubes, heating the water around them, it was exhausted through a pipe rising at the rear of the tank.

This peculiar monster produced a tractive force of 160,000 pounds! She weighed in at 860,350 pounds, including the tender. With her 63 inch driving wheels, she could move any train coupled to



her. The engine was completed in April 1914 and Baldwin put number 2603 on her sand dome. On the side of cab below the window was lettered the name *Matt H. Shay*. This name was in honor of a widely known veteran engineer on the Erie. Mat-

thew H. Shay died at his home in Cleveland, Ohio, July 1, 1915 at age 74. He ran on the Erie more than 50 years and was active in the Brotherhood of Locomotive Engineers.

When the engine was delivered it was to be used as a helper for eastbound trains up the steep grade to Gulf Summit. To demonstrate her hauling capacity the Erie officials had a few 50-ton hopper cars cut out of a coal train passing through Binghamton, N.Y., west of Starrucca. They were stored on a yard track until there were 250 of them. In the fall of 1914 the *Matt H. Shay* was coupled to this string of loaded hoppers. A couple of switchers were coupled to the rear end of the train to reduce the chances of ripping out some drawbars.

Hogger George Ball was handling the throttle and Don Conners was called to do battle with that noisy, contrary Street stoker. Those two switchers were 1.6 miles behind the 24-wheeled giant, and there were 17,912 tons of weight between them. Ball pulled the whistle lever down and the monstrous engine bellowed twice to prove she was ready for the challenge. From the rear came the quavering, muffled answer. Ball opened and closed the throttle quickly to fully charge the steam drypipe, then gently pulled back on the inverted throttle lever. A rumbling wave of sound traveled back along the train as couplers drew taut, the slack ran out and booming exhaust of three laboring engines bounced and echoed against the forested hills. The train slowly began the 23-mile test of brute force to Susquehanna as the helpers were cut off at the rear.

A dynamometer car was coupled directly behind the big triplex and was recording a maximum speed of 15 m.p.h.. Twisting and turning, following the deep, beautiful valley of the Susquehanna eastward, as the river flowed in the opposite direction, the huge engine dragged her train up the ascending grade of 0.09%. She had covered 15 miles and everything was working perfectly. Suddenly there was a rushing roar of exhausting air from the train brake line and every brake shoe grabbed a rolling wheel. The train bucked and jerked to a stop in emergency.

The rear brakeman scrambled back along the curving track with his red flag and torpedoes. The conductor and swing brakeman stumbled toward the head end, while the head brakeman started back to meet them. All were pretty sure what they would find, but they found more of it than they expected. The train was broken in two places. The first place was 145 cars behind the engine. The remaining 105 cars were in two segments.

They were only eight miles from Susquehanna, so the angle cock in the train line was closed and the engine grumbled into town with her puny 145-car train. They found Jim Tigue with his Mallet No. 1830 rolled westward to pick up the 105 stranded hoppers. There was no fault found with the *Matt H. Shay*.

Not long after that, Andrew Goobeck was firing the triplex in helper service out of Susquehanna. Hooking onto the rear of an eastbound freight, George Ball, the hogger was on the way to do battle with the mountains. Rumbling across the 18-arched Starrucca viaduct, the giant engine was leaning all her power against the rear of the crummy. Darkness of night seemed heavily condensed in the river valley and quickly absorbed the roaring exhaust.

Just as the many-legged giant crossed the stone viaduct the contrary Street stoker suddenly grew silent. The chain bucket conveyor was busted! They were only 20 minutes ahead of the *Southern Tier Express*. They could either delay the varnish or Goobeck could try to feed that monster with a scoop shovel! George Ball had closed the throttle and whistled for brakes immediately. The conductor and swing brakeman swarmed into the huge cab, concerned about plugging the pet varnish. Goobeck said he believed he could keep enough steam to get up the hill, if the brakie and the "brains" would pass coal from the tender forward to where he could reach it. He grabbed the scoop and began to bank coal into the back corners of the 90-square-foot firebox, then covering the wide grate. Ball turned on the injector, turned loose two-roaring blasts of the whistle, and they started up the hill.

About half way up the hill there was X. R. Siding where they could duck out of the way. The steam gauge showed 200 pounds at X. R., so they kept rolling. At Gulf Summit the big engine cut off on the run and headed into the siding while the freight gained speed down the east slope. The *Southern Tier Express* was not delayed that night, but Goobeck was dripping sweat and trembling on his seat box.

Many of the enginemen didn't like the huge engine, but the Erie seemed satisfied. They ordered two more from Baldwin in 1916. The *Matt H. Shay* was numbered 5014, and her sisters were given numbers 5015 and 5016. There was some apprehension about putting the big engine on Starrucca viaduct at the same time with another train. The slender arches of this giant stone structure had been constructed back in 1848. The maintenance-of-way crew timorously experimented until they found the viaduct could stand the weight. Later, even two of the triplexes crossed at the same time. The venerable old structure was equal to the test.

For experimental engines, these three giants did pretty well. They were retired in 1927. No. 5014 was scrapped October 1929; No 5016 went in March 1930; and No. 5015 in February 1933.

One of the old Erie hoggers, who looked the monster engine over when it first arrived, said, in a cryptic reply, "Too damn many legs, if you ask me!"

A FORECASTER'S EXCUSE

Take a large, almost round rotating sphere 8,000 miles in diameter. Surround it with a murky, viscous atmosphere of gases mixed with water vapor. Tilt its axis so it wobbles back and forth with respect to a source of heat and light. Freeze it at both ends and roast it in the middle. Cover most of its surface with liquid that constantly feeds vapor into that atmosphere as the sphere tosses billions of gallons up and down to the rythmic pulling of a captive satellite and the sun. Then try to predict the conditions of that atmosphere over one small area with a 5 mile radius for a period of one to five days in advance.

NEWEST AND GREATEST
OF A DISTINGUISHED
SERIES OF
Speedliners



1939 Hiawatha
AHEAD OF THE TIMES

AGAIN the traveling public proves its thorough appreciation of new developments in the science of rail transportation. So whole-hearted has been their reception of the 1939 HIAWATHA that this great train is further consolidating its position as a national favorite.

There are dozens of reasons why this new HIAWATHA should enjoy such remarkable popularity. With the lowest center of gravity of any train, with hydraulic shock absorbers, triple coil springs and anti-sway stabilizers it offers the *smoothest, softest, quietest ride on rails!*

Among the host of brilliant refinements embodied in the HIAWATHA are air conditioning and heating of a new, improved type . . . non-glare focused lighting . . . specially designed reclining chairs and contrast-

ing color schemes in alternate cars. Completely new in design and conceptions are the delightfully modern dining car, the popular Tip Top Tap, and the observation-lounge of the beaver tail parlor car. Beverages and light refreshments are served in the Tap; appetizing 50¢ luncheons and 65¢ dinners in the dining car.



**CHICAGO • MILWAUKEE
ST. PAUL • MINNEAPOLIS**

No change in schedule—Central Time

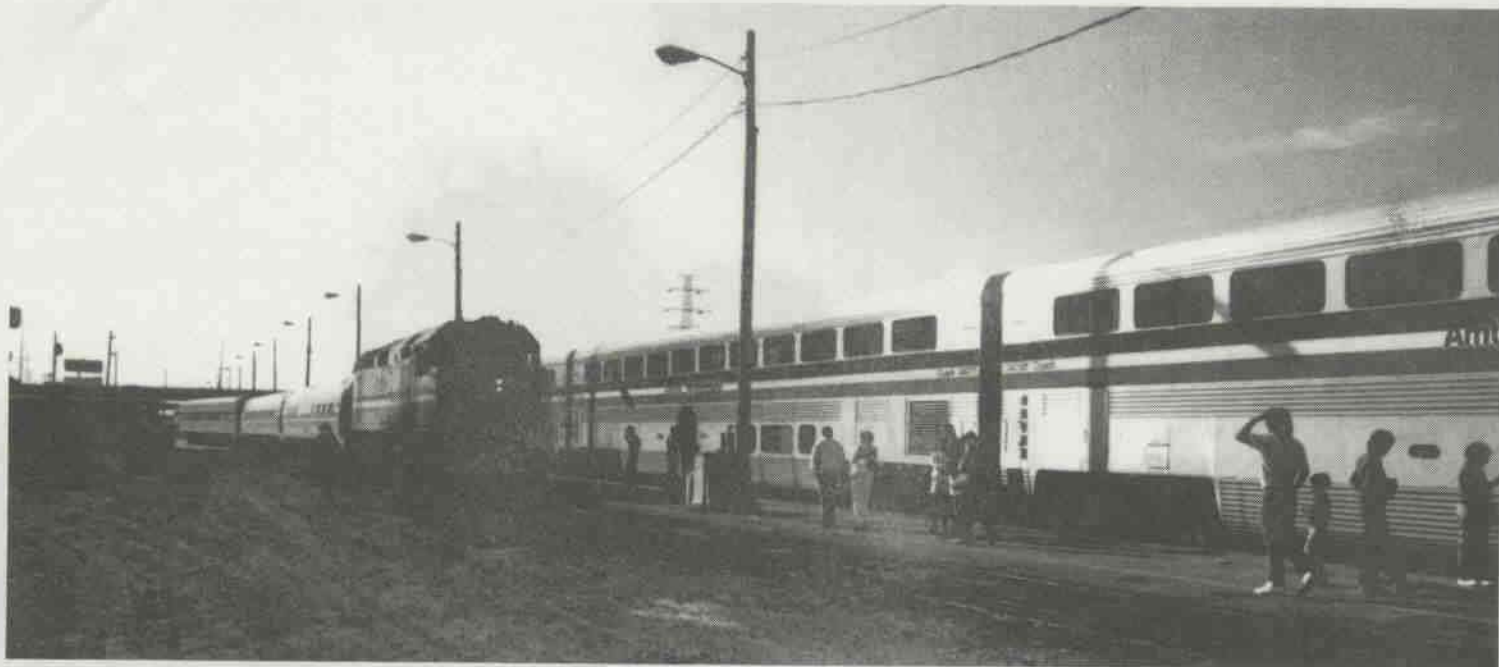
READ DOWN	Union Station	READ UP
1:00 pm Lv. . . .	Chicago . . .	Ar. 7:30 pm
2:15 pm Ar. . . .	Milwaukee . .	Ar. 6:10 pm
7:30 pm Ar. . . .	St. Paul . . .	Lv. 1:00 pm
8:00 pm Ar. . . .	Minneapolis .	Lv. 12:30 pm

Beaver-tail Parlor car . . . two
Drawing Room Parlor cars . . . Dining
car . . . four Luxury coaches . . .
Tip Top Tap.

The Only Double-Tracked Route **NO EXTRA FARE!**
F. N. HICKS, Pass'r Traf. Mgr. Chicago H. SENGSTACKEN, Gen'l Pass'r Agent

THE MILWAUKEE ROAD

(Jim Bennett collection)



ABOVE - Amtrak's "EAGLE" (right) arrives in St. Louis early in the morning on May 28, 1988 from points south, including Little Rock and Dallas. The train on the left is the "KANSAS CITY MULE" about to depart for Kansas City. BELOW - Cotton Belt's passenger extra "PINE BLUFF STAR" arrives back in Pine Bluff from Fordyce on April 23, 1989 unloading 52 Arkansas Railroad Club members, among several hundred other guests. This train was pulled by the SLSW 819 Northern 4-8-4. Recognize anybody in the photos? (Both photos by Ken Ziegenbein)





*TOP - The 819 pulled an Operation Lifesaver special from Pine Bluff to Little Rock on May 16, 1989. It is shown in the rain at Little Rock's Union Station about 12:30 PM. **JUST ABOVE** - Waiting for departure at Pine Bluff earlier that day. Notice the anticipation on the face of the boy, lower left. The train returned to Pine Bluff at 5:15 that afternoon. (Ken Ziegenbein photos)*

WINDING THE TURNTABLE

by

Earl Harris

The following story was told to me by an elderly (to me then) gentleman friend of mine.

As a lot of smoke has "gone up the stack" since then, details have grown fuzzy in the old memory bank.

Somewhere around the early 1900's two innocent youths of the Wolf Lake, Illinois Area (on the MoPac Valley Division) decided to leave all behind and become railfaring men

As near as I can recall the two job seekers landed in Illinois, Mo. at the Cotton Belt's roundhouse area.

Approaching someone there, they inquired if any jobs were open.

The Master Mechanic or whoever, gave them a big hello and hired them on the spot.

With little (if any) paper work (and nothing else) the 2 railfaring aspirants found themselves employed in short order as "Winders of the Locomotive Turntable" at the roundhouse.

At this early date, many small yards used muscle power to turn locomotives on a turntable.

The "joker" who hired them, told them the turntable was powered by a giant spring and had to be wound tight to turn locomotives using the device.

So these two job seekers laid into the task of turning an empty turn table round and round, skipping nimbly over the many rails of the roundhouse and other tracks found in those days.

Just how and when these two "heroes" finally came to the conclusion they were victims of a practical joke, I can't recall.

A couple or three hours of hot, hard work were expended at least.

Seems as if the railway job seekers finally "saw the light" and slunk away.

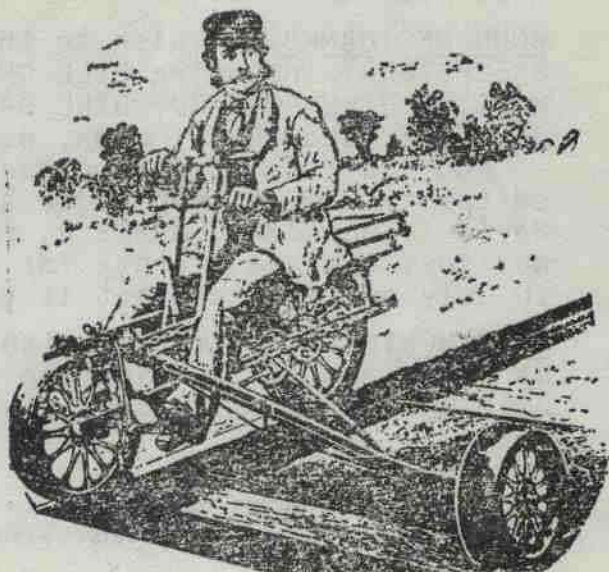
The names of the "job seekers" I've long forgotten at this point in time.

I do recall these two men never became railroad men, but pursued other avocations.

Of course the above tale got told in the Wolf Lake, Illinois area somehow.

They were I'm sure subjected to many jokes of winding the turntable, for years after the incident.

As I write this, I can wonder, how many non rails of today's United States population could tell us the use of a locomotive turn table, cinderpit, roundhouse or a water plug.



Earl Harris is one of many members of the ARKANSAS RAILROAD CLUB who live outside the State of Arkansas. We appreciate Earl and many other of our members who contribute to the "ARKANSAS RAILROADER"

THE END

#####

TRIPS DISCUSSED - The flurry of recent rail trips the club took was discussed at the May 21 meeting. Thirty-nine went to Eureka Springs May 6 to ride the Eureka Springs & North Arkansas Railroad and 52 went to Fordyce April 23 for the Cotton Belt 819 trip back to Pine Bluff. Bill Church, our Tour Director, said the Eureka Springs trip income covered all but 95 cents.

A letter of thanks will be sent to Bob Dortch of the ES&NA and to Jim Johnson of the Cotton Belt for their courtesy regarding these trips.

TRIP NOTIFICATION SERVICE - The Fordyce 819 trip had so little advance warning that telephone notification was the only way to get the word out (THANKS Bill Church), although I mailed the RAILROADER a week early to cover it locally. A letter by member Mia Mather of New York, who would have liked to ride on April 23 but didn't get word in time, has prompted tour director Bill Church and I to come up with the following idea:

We will start a Trip Notification list. If you want to be notified of Club rail trips (especially if you're out of state) via a COLLECT telephone call, send your name and telephone number to:

Bill Church
5619 Bel Caro Place
North Little Rock AR 72118
(501)-753-4582

Bill will then call you COLLECT and tell you of all our confirmed trips as soon as he knows.

BRING SHURFINE LABELS - It was decided at the May 21 meeting to begin collecting Shurfine grocery labels from cans and cartons and bring them to the monthly meetings. These labels are worth 2 cents each to our non-profit club.

MISSOURI PACIFIC HISTORICAL SOCIETY will have their fall meeting in Little Rock the first weekend in October, according to Mike Adams. The Arkansas Railroad Club is invited to participate.

B.B. MORGAN of Couch, Missouri wrote to Bill Church recently that he enjoys the RAILROADER each month and that he just returned from a rail trip in Mexico. On that trip, their camper was placed on a flat car and hauled on Mexico's west coast. Mr. Morgan even got to run the train at one point.

WORD OF THANKS - I wish to thank the many who write stories for the RAILROADER, including BILL CHURCH, GENE HULL, L.T. WALKER, JOHN MARTIN, BILL POLLARD, BILL BAILEY, EAKLES HILLE, EARL HARRIS, BARTON JENNINGS, and ROBERT WINN, among others.

And I'd like to also personally thank DAVID P. MORGAN, retired editor of TRAINS, who wrote a story especially for the RAILROADER in May's issue and to JAMES R. FAIR (who wrote "North Arkansas Line"), who just sent me a story for the RAILROADER (probably to be printed in July as soon as I get it ready). Ken Ziegenbein - Editor

THIS MONTH - "Locomotive with Too Many Legs" by Gene Hull, was typed by John Martin. "Winding the Turntable" by Earl Harris, was typed by Bill Church. Other stories/news typed by your editor.

The Arkansas Railroader is currently mailed to 27 states and to Canada and Australia.

☆☆☆ PROGRAM ☆☆☆

The next program of the Arkansas Railroad Club will be held Sunday, June 11 at 2 PM at the Twin City Bank in North Little Rock. The program will be given by Tom Shook, who will show slides on Missouri Pacific passenger trains. See you there.

ARKANSAS RAIL NEWS



819 NEWS - April and May were big months for the 819 and friends. The locomotive made two trips, one on April 21 to Fordyce (returned April 23) and the other on May 16 from Pine Bluff to Little Rock and return (Operation Lifesaver trip). The engine ran perfectly on both occasions.

Arkansas Railroad Club members had two chances to ride behind this engine. A chartered bus took members from North Little Rock to Fordyce on Sunday, April 23 where they caught the train from Fordyce to Pine Bluff. The bus then picked them up in Pine Bluff. Fifty-two partook of this special trip (too late, unfortunately, for announcement in the RAILROADER, but many were contacted via telephone by Bill Church, our tour director).

Members, individually, had another chance to ride behind the 819 on May 16 from Pine Bluff to Little Rock and return. However...very few participated. Your editor did ride this trip, however, and here are my comments.

The train (run in conjunction with Operation Lifesaver's series of grade crossing safety workshops, the first one of which was held in Little Rock May 16-17) left Pine Bluff's Union Station about 9:30 AM May 16 after speeches by various personnel on crossing safety. The train made a stop at Redfield, where a photo runby was held. There were many children at Redfield.

Although scheduled to arrive at Little Rock's Union Station shortly after 11 AM, the train and its 8 cars sat almost an hour in Biddle Yards waiting for a Union Pacific unit coal train to fix a problem with a drawbar. Arrival was finally at 12:30 PM. (Understand some people waiting at Union Station were told that the 819 had "broken down" and that's why it was late, but it was the stuck U.P. coal train that held us up).

All the passengers got off the train at Little Rock where many went to the two restaurants and one snack bar in Union Station. There was no lunch served onboard the train. Many hurried to eat so as not to miss the return trip to Pine Bluff. We were told the train would leave as soon as Union Pacific turned the train, supposedly 45 minutes to an hour after arrival. However, as any regular railfan knows, these optimistic schedules hardly ever verify, especially when two railroads are involved.

Sure enough, instead of turning the train in an hour, it took two and a half hours. The train got back to Union Station from U.P.'s yards about 3 PM, where it still had to be watered and fed fuel oil. It finally left shortly after 3:30 PM, arriving in Pine Bluff (after another short stop at Redfield) at 5:15 PM (it was scheduled to arrive back about 2 PM). It was a great trip, nonetheless, with the time delays not at all unexpected for us regular train nuts (it took a little explaining to first-time riders, however).

Anyway, thanks Cotton Belt (especially Jim Johnson, who recently had eye surgery and was not really feeling up to par on the May 16 trip), thanks Cotton Belt Rail Historical Society, Union Pacific and Operation Lifesaver. We all enjoyed it.

On a recent visit to the Arkansas Rail Museum, where the 819 and coaches are stored in Pine Bluff off 2nd Street, I noticed that it "looked" much more like a museum than previously. It sort of looks

like a car repair facility on one side and museum on the other. There is now a wooden Cotton Belt caboose plus many artifacts from railroading's past. The roof is getting repaired slowly. Donations are still very much wanted. If you'd like to become a member of the Cotton Belt Rail Historical Society and/or donate to the group, here's the address:

COTTON BELT RAIL HISTORICAL SOCIETY
P.O. BOX 2044
PINE BLUFF AR 71613

Dues are \$10 per year, but they'll take more.

HAZEN DEPOT OPEN HOUSE - There was an open house at the newly refurbished Hazen Rock Island depot May 20. Club members L. T. Walker and Berdene Mullen attended and reported that it was a festive occasion with the Rackensack Band playing much of the day. Mr. Walker said that the inside of the depot has been restored almost to its original splendor. The old ticket counter wood looked like new.

Inside, the museum has all sorts of railroad artifacts, including insulators (Bill Bailey note), an old calculator, telegraph keys, etc. The women's room has been redone and is working. A motor car has been donated and is sitting on original Rock Island tracks that were left 100 yards or so from the depot. They will also get a donated Union Pacific caboose.

The outside of the depot has been sandblasted but still needs work.

The whole city of Hazen has been mixed up in the restoration and is to be congratulated. One sole farmer of the area whose farm the Rock Island ran through donated \$500 to the restoration work and many other people are donating time and money. There will be an Octoberfest held there next fall.

A key to the museum is kept in the library across the street from it, so if anyone wants to see it, just go to the library.

DARDANELLE & RUSSELLVILLE RR GETS NEW LOCOS - (Dardanelle) - Bill Robins, president of the Dardanelle & Russellville Railroad, reported at the May 21 club meeting that the D&R has obtained two Alco engines, an S1 and S3, which will be numbered D&R 18 and 19. These came from the Cadiz Railroad of Kentucky, and were their numbers 9 and 10 (#10 is an ex-Fordyce & Princeton). Mr. Robins also said that the radio frequencies for the D&R are 160.365 and 160.280.

Railroads use approximately 2 percent of the total energy consumed by all forms of transportation, while moving 36.3 percent of all intercity freight.

TEXARKANA'S UNION STATION SPRUCED UP - (Texarkana) - Railway passengers stopping at dilapidated Union Station often leave Texarkana with a bad impression, local Amtrak agent Muriel Hogue said. To help improve the city's image, Texarkana Jacees and Security Savings Association, the building's owner, have embarked on a refurbishment project around the Amtrak station in the east end of the building. Broken windows and peeling paint cover the south side of the building where about 1,200 Amtrak passengers momentarily stop every week.

"All these people get off the train and think this is what Texarkana is like," said Hogue.

Jacees will cover a large group of broken windows with a new sign welcoming travelers to Texarkana. The project will be limited to the east section of Union Station where the building's only tenant, Amtrak, is located. (TEXARKANA GAZETTE, March 15, 1989 by Jeff Zent)

NEW FREIGHT FACILITIES - (Little Rock, Pine Bluff) - Arkansas could get two new intermodal freight facilities through an agreement announced in early April between Southern Pacific and CSX. Both Pine Bluff and Little Rock would receive serious consideration, Jim Johnson, public relations manager for the Cotton Belt said. A bulk distribution terminal is a rail-to-truck load transfer facility. Cotton Belt already operates daily "run-through" trains with CSX from Memphis to Pine Bluff, Texas and the west coast. (ARKANSAS DEMOCRAT, April 3, 1989 by Randy Tardy)

READER RAILROAD READIES FOR SEASON - (Reader) - The Reader Railroad will open its 1989 season on Memorial Day. The winter months gave crews a chance to continue refurbishing the cars and locomotives. The Reader Railroad operates three antique steam locomotives on its Possom Trot Line in northeast Ouachita County. The line is one of only a few standard-gauge railroads in the country that have been in continuous steam operation since its beginning. Some lines that now use steam trains have switched back from diesel locomotives.

The Reader's main engine is No. 7, built in 1907, according to Richard Grigsby, the Reader's General Manager. The oldest locomotive by six months is No. 2 and the line's No. 4 engine was built in December 1913. Grigsby said No. 7 is used most because it is a woodburning engine and that fuel is easily available. No. 2 and No. 4 are both oil-burners.

During the summer season, the railroad asks 60 days notice to charter a train. "We are ready to run trains at any particular time," Grigsby said. He said they run for tour groups and senior citizens' groups.

The line was originally a subsidiary of Mansfield Hardwood Lumber Co. and hauled timber. Later, it became the property of businessman Tom Long, who used it to carry several kinds of cargoes. The current president of the railroad is George Ivey, and Grigsby is vice-president. Grigsby said the line has considered extending its season into the fall.

For more information, contact the Reader Railroad at P. O. Box 9, Malvern, AR 72104. (CAMDEN NEWS, March 23, 1989 by Greg Lower)

CHAMBER MEMBERS DONATE \$1000 TO HAZEN TRAIN STATION - (Hazen) - Members of the Hazen Chamber of Commerce donated \$1000 towards the continued restoration of the train depot at their regular monthly meeting April 10. Kathryn Orlicek reported that the lights had been cleaned and hung, cabinets stained and interior walls painted. It was suggested that a promotional drive, "Friends of the depot," be launched. Kathryn also said that delivery of the caboose and tracks from the Union Pacific have been delayed.

The Hazen depot is the former Rock Island depot. (HAZEN GRAND PRAIRIE HERALD, April 13)

SWITCH ENGINE TO MOVE FROM BATESVILLE? - (Batesville) - A committee of the Batesville Area Chamber of Commerce has expressed concern regarding Union Pacific's announced plan to remove its switch engine from that community. There is also the fact that U.P. has rerouted many of its through coal and other trains via Poplar Bluff and/or Fort Smith/Van Buren to White Bluff instead of over the White River Division, leaving only local trains on this northwest Arkansas route. (BATESVILLE GUARD, April 5, 1989)

BABY KILLED WHILE ON TRACKS - (Wickes, near DeQueen) - A Kansas City Southern train hit two 22-month old children who had wandered onto the tracks April 6, killing one and injuring the other. Polk County Sheriff Mike Oglesby said the accident occurred around 8:10 PM on the KCS tracks in downtown Wickes. Samuel Villegas, born June 18, 1987, was the baby killed.

Sheriff Oglesby said the children lived at a house about 100 yards from the place where the accident occurred. They had apparently

wandered away from the home and onto the tracks in the path of the southbound KCS train.

The engineer saw something on the tracks and applied the train's emergency brakes, the sheriff said. He was unable to stop before striking the children. It was almost dark at the time of the accident. (DeQUEEN BEE, April 13)

END OF THE DEPOT LINE? - (Siloam Springs) - The fate of the Siloam Springs Kansas City Southern depot in Siloam Springs is uncertain. Kansas City Southern has given notice that it wants to demolish the old depot July 1 unless it can be moved to an alternate site. City and Chamber leaders from Siloam Springs have been toying with ideas for the depot, but don't know if they can meet the deadline set by the railroad. KCS officials have said they would be willing to work with people in Siloam Springs if more time is needed to implement a plan.

The depot greeted trains and passengers for more than 70 years. In a letter dated March 28, 1989, Larry D. Fields, vice president of operations for the KCS, informed Mayor M.L. Van Poucke that the company has decided to tear down the building.

"Its location near KCS's main line and its current non-use are rendering it unstable and, thus, unsafe," Fields wrote. "Furthermore, as it continues to deteriorate, because of its current location, its future preservation will be impossible." KCS set a deadline of July 1 for the demolition of the building.

Also, in his letter, Fields said the railroad would be willing to donate the building if it could be relocated. If the railroad receives word that a plan is being worked on to find an alternate site and to move the building, then the deadline could be moved, he said. The railroad wants to build a smaller, more efficient office for its local agent and workers.

Gaye Bland, director of the Siloam Springs Museum Society, said she would like to see the depot remain where it is and restored, rather than moving it. "The cost of that would be worlds less than taking it apart and putting it back together somewhere else," she said. Even the depot's registration on the National Register of Historic Places can't save it from demolition. It was placed on that list January 28, 1988. Being on the list is absolutely no protection against the acts of a private owner. (Siloam Springs HERALD & DEMOCRAT, April 20, 1989 by Jeffrey J. Bielser)

There are more than 20,000 locomotives in service on major railroads in the U.S. In 1988, they handled nearly three times the revenue ton-miles that were handled 50 years ago, when there were about 40,000 locomotives. (SOUTHERN PACIFIC BULLETIN)

COTTON BELT SUED OVER RIGHT OF WAY FOR SEWER - (Paragould) - Paragould City Light & Water said the Cotton Belt is asking the utility to pay about \$22,000 for the right to lay pipe along the tracks. The city, however, thinks that \$3,200 is a more "fair and reasonable" value for the 5-foot-wide easement. They are suing the SLSW for the difference, saying the area is condemned property. (PARAGOULD DAILY PRESS, April 12, 1989)

EX-ROCK ISLAND OVERPASS INACTION QUESTIONED - (North Little Rock) - Recent accidents beneath an abandoned Rock Island (now Union Pacific) overpass have North Little Rock officials wondering what happened to the deal to remove it. Mayor Pat Hays said he has asked Community Relations Director Richard Smith to contact Union Pacific after the latest accident April 20. In that incident, a 35,000-pound crane on a tractor-trailer rig was ripped from the truck when it did not clear the 13-foot, 6-inch overpass on East Broadway. The crane struck a

1974 Ford pickup truck driven by William Cox of Little Rock. No injuries occurred this time, but a death occurred there in December 1988.

Union Pacific's Mark Davis said in March that plans to remove the overpass had been stalled because two unnamed companies want to buy the nearby right of way. However, those plans are now back in effect. Union Pacific on April 24 began soliciting bids to tear down four North Little Rock railroad bridges, including the East Broadway overpass where all the accidents have occurred. Mark Davis said the UP planned to remove the unused bridges on Ferry Street, Second Street and Washington Avenue.

In March, two companies were interested in buying the land surrounding the overpasses but the deal with the two unnamed companies fell through.

Bids were accepted until May 20. (ARKANSAS DEMOCRAT, April 22 and 25, by Andrea Harter)

SUSPICIOUS FIRE GUTS CABOOSE AT COTTER PARK - (Cotter) - The Cotter Police Department is offering a \$500 reward for information on the burning of a caboose at Cotter April 22. The caboose was donated to the city several years ago by the Missouri Pacific. Anyone with information about the incident may call 435-2122. (YELLEVILLE MOUNTAIN ECHO, April 26)

FAMILIES FILE \$2 MILLION LAWSUIT IN TEENS' DEATHS - (Texarkana) - A \$2 million lawsuit was filed April 10 on behalf of two families who lost relatives in a 1986 car-train collision near Patmos, Arkansas. Four teenagers were killed when the vintage Ford Mustang they were riding in collided with a train at the intersection of state highway 355 and the Louisiana & Arkansas RR at Patmos.

The defendants are Kansas City Southern RR, Louisiana & Arkansas RR, and Kansas City and Arkansas RR Co.

In a related lawsuit heard in federal court in December, 1988, a jury ruled the crossing was not unreasonably dangerous and the railroad was not negligent in the wrongful death of Gayla Mason, 14, of Bodcaw, Arkansas. She was also a passenger in the car. (TEXARKANA GAZETTE, April 11, 1989)

SUGAR CREEK DAYS HELD - (Bentonville) - Bentonville/Bella Vista's annual Sugar Creek Days was held May 5-7. This year's theme was "Clickity Clack Taking Us Back," emphasizing the importance of the railroad to the Northwest Arkansas area. Events included the Annual Vintage Fashion Show, square dancing, a parade (filmed for the upcoming Hal Holbrook movie "Staggerwing"), an old-fashioned cake-walk, a popular Cruise Night with vintage automobiles cruising Bentonville's streets for all to admire. Along with Cruise Night was a 50s and 60s street dance. Also, a Great Train Wreck Variety Show was held. (Hot Springs Village LaVILLA, April 19)

LUCKY CALL IN DERAILMENT - (Camden) - Six 140,000 gallon tank cars of a Union Pacific train derailed April 13 south of the Camden sewage treatment plant. Luckily, the cars were empty and posed no danger. (CAMDEN NEWS, April 14)

CONWAY CROSSING CONTROVERSY - (Conway) - The Conway City Council's Street Committee decided in early April on an alternative plan to make the Union Pacific RR crossings safer at Clifton Street and Hairston Avenue. The two crossings are only a few feet apart in a curve of the tracks and have been the scene of several accidents. Union Pacific originally proposed to the city in September, 1988, that it would assume the installation costs of drop arm signals at the Hairston crossing if the city would close the Clifton Street crossing. The plan drew opposition from several residents.

The Street Committee's alternate plan would instead close the Hairston crossing, with traffic on the east-west street being

rerouted south on Clifton and east on Independence. The proposal includes drop arm signals at crossings on Clifton and Independence. (LOG CABIN DEMOCRAT, April 11)

ACORN, OVERPASS ADVOCATES, MET U.P. REPRESENTATIVE - (Benton) - The Benton chapter of Arkansas Community Organizations for Reform Now met April 15 with a Union Pacific representative to discuss the need for an overpass over Market Street in Benton. ACORN issued a written statement saying ambulances, fire engines and police cars have all been stopped at the crossing. (BENTON COURIER, April 11)

ARKANSAS RAILROAD CLUB PULLMAN GOES TO FAYETTEVILLE - (Fayetteville) - The old Pullman passenger car that sat at the Arkansas Valley Model Railroad Club/Arkansas Railroad Club building for many years, may finally have a new home. The Bank of Fayetteville was supposed to take delivery of this car soon, to be placed next to a Cotton Belt caboose. End-to-end, they will become a drive-in branch of the bank. An architect will try to preserve the interior and the exterior of both cars in their original condition.

The passenger car was one of three 1912 Pullman-built, one-drawing room, 25-parlor chair lounge with open platform observation cars for the New York Central System's "Empire State Express." This car was named the "Empire State." During the Second World War the car was converted into a troop car, 3-tiered bunk car, the observation portion was removed at that time. Next the Missouri Pacific took it over as a Maintenance-of-Way car. Our club saved it from being scraped, but did nothing with it. An observation platform is expected to be reinstalled during the restoration and conversion for bank use. (THE SCRAMBLER, Arkansas-Boston Mountains Chapter, April 20, 1989)

MAJOR CHANGES ON MOPAC'S WHITE RIVER DIVISION - (Batesville) - The White River Division of the Union Pacific (Missouri Pacific) is undergoing significant changes. All through, non-stop trains were eliminated May 1, the coal trains being rerouted through Newport, and the traveling switch engine will no longer be in service in Batesville. Batesville will be served by a local freight from Cotter or Newport seven days a week. These local trains will be utilized for local switching and spotting.

Ken Packard, superintendent of transportation services for Union Pacific, explained the situation to Batesville railroad users at a meeting April 20. He said the changes are dictated by regional economics and changing technology. For example, trains are running more double-stack containers now and "these double-stacks are 22 1/2 feet high. You have not seen one on your line because they simply will not pass through the tunnels," according to Packard. (Arkansas Railroad Club member John Harvey from Batesville asks anyone if the quote above makes any sense - aren't tunnels more than 22 1/2 feet high? Anyway, what has that to do with rerouting coal trains?)

Mr. Packard predicted that the White River Division will continue to be a profitable operation under the new alignment, and that "it is safe to say that Batesville will have a railroad for a long, long time."

The first train carrying passengers to Batesville was on March 20, 1883.

Along the same MOP line, Union Pacific jobs at Cotter may be lost in this efficiency move. As of May 1, 1989, at least 39 train and enginemen working for UP at Cotter faced a job loss or a move to another location. This situation stemmed from UP's decision to remove all through trains from the division. This section of track runs from near Newport westward through Batesville, Cotter, Branson, Missouri into Carthage, Missouri.

After May 1, through trains were rerouted from Kansas City to Coffeyville, Kansas then to Van Buren and finally to Newark. This move resulted in the loss of about 82 jobs along the Carthage line.

Mark Davis, general director of public relations for the Union Pacific in Omaha, said "We actually have three parallel lines through that general area. The Carthage Subdivision is the most expensive to maintain and operate, so, while the track will not be abandoned, it will be used only for local traffic."

As of May 12, there were locals operating in each direction 7 days a week, one out of Newport and one out of Cotter. They meet around Batesville (usually Cushman siding) and continue north or south. Each crew operates NB one day and SB the next, running in the daylight. (John Harvey)

About 18 coal train per week were using the Carthage Sub tracks. The United Transportation Union is confused about what to expect. C. W. Crandall of the union says this is "the most confusing time I've seen since I've been connected to the railroad."

Union Pacific trainmaster at Cotter, Larry Harden, says he has been assured that the Carthage Subdivision will continue serving local traffic and will not be abandoned, as some people have feared.

Although this pledge of non-abandonment has been made, Club member John Harvey is not so sure. He wrote that there is not too much on-line business for this stretch of track and that he now knows how others feel, taking that echoing whistle for granted. (John Harvey of Batesville, BATESVILLE DAILY GUARD, April 21 and the YELLVILLE MOUNTAIN ECHO, April 26, 1989 by Ray Dean Davis)

WHAT TO DO WITH CONTAMINATED GROUNDWATER - (Pine Bluff) -

Contaminated groundwater leftover from the 1985 derailment of a 93-car Cotton Belt train near Pine Bluff has no place to go. The Pine Bluff Wastewater Utility agreed not to service the water disposal until more information could be obtained about what the effects of the chemicals on the treatment facility would be.

The action came after the company in charge of disposing the water requested to discharge the contaminated groundwater into the city's waste system. If accepted, the discharge would allow 10-gallons-a-minute to enter the city's system for about two years. The city is worried about the unknown. (PINE BLUFF COMMERCIAL, April 27, by Dawn Maxon)

FORMER HOXIE POLICE OFFICER CLAIMS HE WAS SPRAYED BY CHEMICALS -

(Hoxie) - A former Hoxie police officer has filed a lawsuit seeking at least \$1 million in damages against the Missouri Pacific for allegedly showering him with dangerous chemicals after one of its trains made a sudden stop near his police vehicle.

Also named in the suit are GATX Leasing, which owned the rail car, and Texas Aromatics, Inc., which was leasing the car. Charles W. Liscomb filed suit alleging that he was showered with the chemicals on February 13, 1988. In his complaint, Liscomb alleges that he was on routine patrol as a Hoxie police officer on the day of the accident and that he was operating his police car on Northeast Front Street when a southbound MOPAC freight passed the car.

He alleges that the train attempted a sudden stop and showered him with a noxious white, fog-like substance, which caused burning and irritation. Liscomb believes several harmful chemicals were contained in the spray, specifically benzene, toluene and zylene.

He claims a loss of lung capacity, injuries to his nervous system, and skin blisters as a result of his drenching and permanent loss of his ability to exercise and work at full lung capacity. He also claims an increased risk of cancer. (Walnut Ridge TIMES DISPATCH, April 28)

HULCHER SERVICE ADDS 19TH LOCATION - (Texarkana) -

Hulcher Services, Inc. announced it has expanded its service to the railroad industry from 18 divisions to 19. The company now will provide rerailling service to Southwest Arkansas, Northeast Texas and Northwest Louisiana from their new Texarkana division base. Hulcher will be

providing a RC100 Hi-Rail Mobile Crane with experienced personnel from Texarkana. The company has been responding to derailments for more than 25 years. (TEXARKANA GAZETTE, April 23)

DON'T ABANDON - The Arkansas legislature passed in late March a Resolution (No. 1040) which requests the Arkansas Congressional delegation to enact legislation which would encourage the sale of light density rail lines in lieu of abandonments, thus continuing rail service to rural Arkansas. The resolution recognizes recent federal court decisions have stopped such sales, making abandonments of light density lines more likely.

CABOOSE GIVEN TO HELENA - (Helena) - In late April, Main Street Director Peggy Sims in Helena had a phone call from Rep. Ernest Cunningham asking if she had "ordered" a caboose from Missouri Pacific. She had not, but was informed she now had one, and found this dated back to a request made by then Mayor Thad Kelly in 1978, when the abandoned depot first came into the picture. Scheduled to arrive in mid-May, it will be put on the South Cherry Street parking lot. The Historical Preservation Society requested the oldest type cupola-caboose available and that it be red. (PHILLIPS CO. PROGRESS, April 29, 1989)

GENERAL RAIL NEWS

WORLD'S LONGEST SUBWAY RIDE - (New York City) - Three subway buffs took advantage of the opening of three new stations on the New York City subway system to set a new record for the world's longest subway ride. The three new stations, located in Queens, bring the total number of stations on the system to 466 on 232 miles of track. Richard Temple, Phil Vanner and Tom Murphy passed through the turnstiles at the Jamaica-Van Wyck station at 6:20 AM on December 31, 1988, and completed their journey at the Columbus Circle station 29 hours and 47 minutes later. All for the cost of a single \$1.00 token! (NATIONAL RAILWAY BULLETIN, Number 1, 1989)

CIMARRON RIVER VALLEY SCENIC RAILWAY OFFERING TRAIN RIDES - (Hugo, Oklahoma) - Train rides over the former Frisco lines out of Hugo, Oklahoma is now being provided weekends. Runs depart the Hugo depot (now the home of the Choctaw County Historical Society) at 1:30 PM Saturday and Sunday. Trip time is about 3 hours. Costs are \$12 for adults, \$7 for children. The train runs over the Kiamichi Railroad, who bought the old Frisco (Burlington Northern) line a few years ago out of Hugo as well as out of Hope, Arkansas.

Beginning May 26, the trains will run Fridays as well. According to a schedule sent in by Bill Bailey, the excursions run every month of the year except January.

For more information and to make reservations (which are suggested), contact the Cimarron River Valley Scenic Railroad, Inc., P. O. Box 883, Hugo, Oklahoma 74743. Phone: (405)-326-7730 or (405)-751-4994.

U.P. ASKS SPEED INCREASE - (Atlanta, Texas) - Atlanta, Texas council members considered a city ordinance regulating the speed of trains through the city on April 17. Current city ordinance allows trains to pass through the city of Atlanta at up to 20 MPH. Union Pacific representative Jon Stephens asked council members to consider raising the speed limit. The outcome of this meeting was not known. (Amtrak's "Eagle" runs through Atlanta three times a week in each direction). (TEXARKANA GAZETTE, April 16, by Melanie Popplewell)

UNION PACIFIC MAY BUY FORMER ROCK ISLAND LINE - (Chicago) - On May 12, Union Pacific acquired the option to buy the Iowa Interstate Railroad, the operator of the former Rock Island between Chicago and Omaha. The UP wants this line to protect its Chicago & Northwestern

rail connection in Chicago. The C&NW uses the Iowa Interstate for its service from Omaha into Chicago.

The Iowa Interstate is about 533 miles long. (UP news release, sent in by Barton Jennings)

RUNAWAY TRAIN KILLS FOUR - (San Bernadino, California) - Like out of a movie, a 69-car Southern Pacific freight lost control while descending Cajon Pass in California, finally derailling and crashing into some homes when coming into San Bernadino. The accident occurred May 12 at 7:43 in the morning.

The train had four headend locomotives and two rear helpers. SP conductor Everett S. Crown, in the lead unit, was killed as was brakeman Alan R. Riess in the third unit. Two boys who were in their home were also killed when an engine hit their house. The runaway train may have hit speeds of 90 MPH on its way down the mountain.

SP estimated damage at \$3.8 million. The line was reopened May 16. (SP UPDATE, May 16)

U.P.'S BUSINESS GAUGE - The first quarter of 1989 saw 975,116 carloadings on Union Pacific, a 2 percent decline from the year before. The drop was blamed on severe winter weather. Grain saw a decline of 17 percent.

The last day without a traffic fatality in Texas was January 5, 1977

LAREDO EMBARGO - (Laredo, Texas) - UP embargoed shipments destined for Mexico through Laredo the last three weeks of April. The embargo, ending May 1, was begun to prevent further traffic congestion of UP rail traffic destined for Laredo. The embargo allowed for a systematic reduction of more than 3,000 cars held at San Antonio, Houston and Fort Worth.

"This gateway, which is the No. 1 rail border crossing, has reached the limit of rail freight handling capacity," said Raleigh Sheffield, general manager-international sales.

UP recently acquired 530 acres in Laredo to construct a \$25 million rail yard to handle current traffic volumes. (UP'S INFO MAGAZINE, April 1989)

BN BUYS BADEN YARD - (St. Louis) - Burlington Northern assumes control of Baden Yard in North St. Louis July 1, 1989. In addition, the \$2 million yard purchase from the Union Pacific/KATY in December of 1988 will give BN 85 acres of prime real estate. The purchase coincided with the Corps of Engineers decision to construct a new Lock and Dam Bridge south of the Alton bridge. The Corps gave BN \$13 million to remove their bridge and secure rerouting for rail traffic. Baden Yard meets this requirement.

BN operations will be more simple. The new routing will be from Venice, Illinois over the TRRA using their Merchants Bridge across the river up to their north belt to Baden Yard. At that point, BN crews will receive the train. BN operated 116 trains over this route last year. Once improvements are complete, the old Alton Bridge will be removed. (BN'S ON TRACK)

TEXAS STATE RAILROAD SHORTENED - (Palestine, Texas) - A flood struck the Texas State Railroad in March, washing out four bridges and 400 feet of track. All this damage happened on the Rusk end of the line so the engine facilities are isolated from the Palestine end. The TRS will operate a summer schedule, however, as they had one engine and a set of coaches on the Palestine end. Trains will operate from Palestine to the washed out area and return. (THE DISPATCHER)

PAULS VALLEY DEPOT DEFENDED - (Pauls Valley, Oklahoma) - A county judge issued a restraining order preventing the Santa Fe from

demolishing the old Pauls Valley train station. "The whole city was built around the depot," said Bill Humphrey, who organized a brief, peaceful protest recently of more than 100 people. "It's a point of reference for our city's history."

Humphrey said tearing down the depot would be "like taking out one of the cornerstones" of the town of 6,000. The restraining order came less than two days before the depot was scheduled to be torn down by the Santa Fe. The Pauls Valley station was built in 1901. (THE DISPATCHER)

MINI STEAM EXPO IN LOS ANGELES - (Los Angeles) - To help celebrate the 50th anniversary of Los Angeles' Union Station, two steam engines pulled special trains into the station in May.

SP's #4449 and UP's #8444 were the stars. The two trains were side-by-side and departed next to each other on May 8, going through the Cajon Pass alongside each other, to the delight of railfans everywhere. (SP UPDATE)

BUSH WANTS MX MISSILES ON RAIL CARS - President Bush last April called for the deployment of MX missiles in rail cars and Midgetmen missiles from the backs of trucks. Under the plan, the MX -- each with 10 targeted nuclear warheads -- would be launched from trains scattered from Washington state to Arkansas. The Midgetmen -- each with one warhead -- would be launched from trucks based in Great Falls, Montana. (SP UPDATE)

ICC SAYS RAIL RATES HAVE DROPPED - The ICC said in late April that rail rates have declined since the Staggers deregulation act was passed in 1980. Average, inflation-adjusted rates have fallen over 20 percent since passage of the act, the report said. Significant declines occurred in coal and farm product rates.

NEWS UPDATED through May 24, mailed Tuesday May 30.

MINOR'S RELEASE

Form 221
Revised April, 1907

Know all Men by these Presents: ~~and~~

That I, Mrs. G. J. Strong do hereby give my son,
John Strong now 18

years old, his full freedom and release from my parental control as if he were twenty-one years of age, and especially give my consent for him to take employment and to receive payment for his services from the LOUISVILLE & NASHVILLE RAILROAD COMPANY, free from all claims on my part to his services, or on account of loss of his services or other loss resulting from any injuries he may receive while in said employment, as fully as if he had arrived at the full age of twenty-one years, whether such loss shall result while he remains in, or after he shall quit, said employment; and his employment and payment shall constitute a full consideration for this contract.

Witness my hand this 15 day of March 1917

Witness: R. L. Hiley

Mrs. G. J. Strong

(Bill Bailey collection)



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 _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

Dick Byrd, Treasurer
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:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets once a month. This month the meeting will be held on June 11 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. See "PROGRAM" inside.

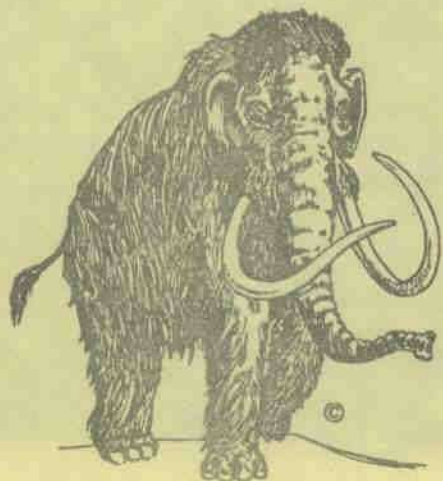
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be read before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state.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

KEN ZIEGENBEIN, Editor
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118-3160

Phone: (501)-758-1340



ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118-3160

ADDRESS CORRECTION REQUESTED

NON-PROFIT ORGANIZATION
U.S. POSTAGE PAID
NORTH LITTLE ROCK, AR
PERMIT No. 821

JUNE 1989

KENNETH ZIEGENBEIN
905 VALERIE DRIVE
N LITTLE ROCK AR 72118