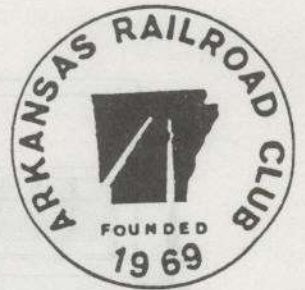




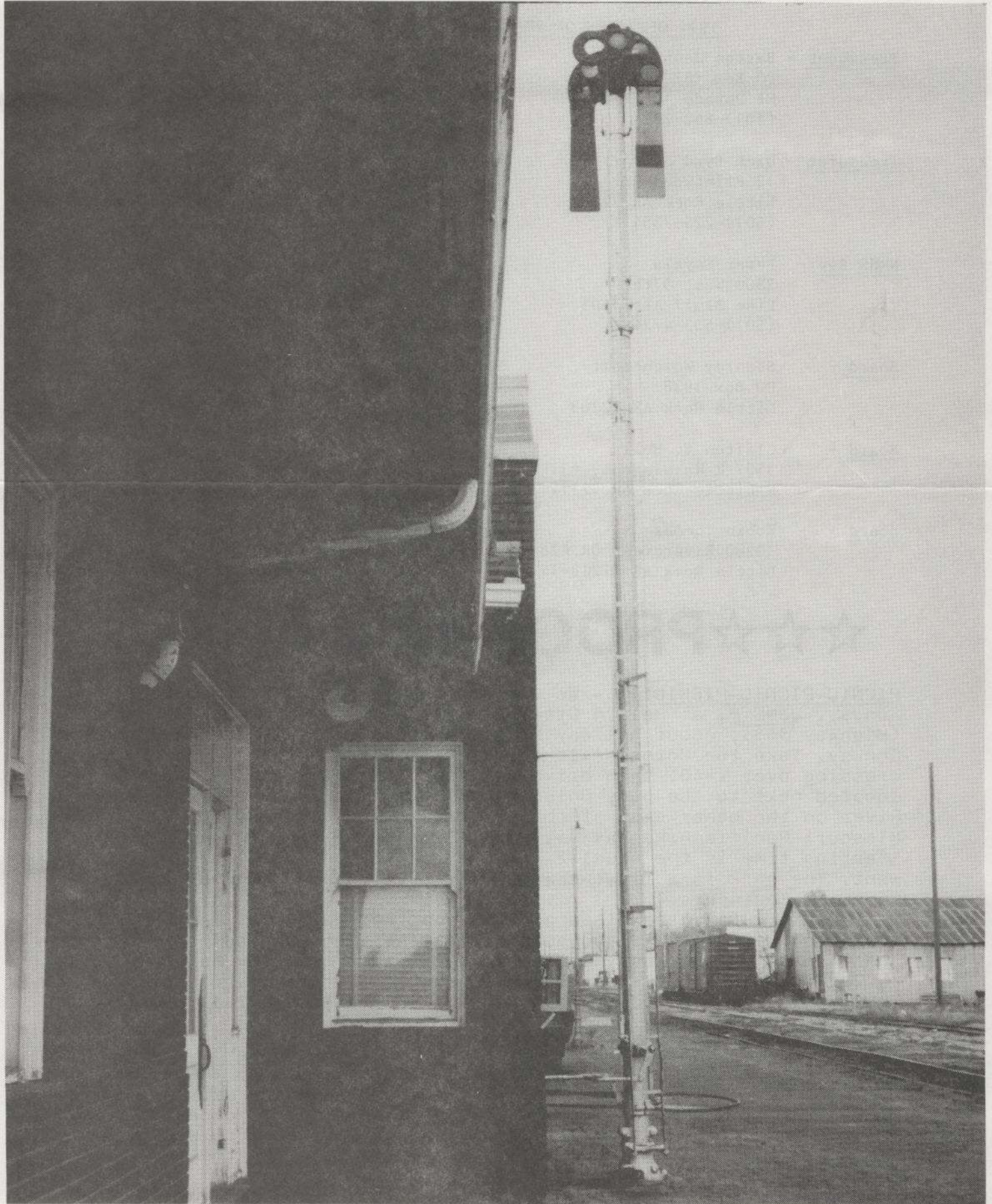
# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

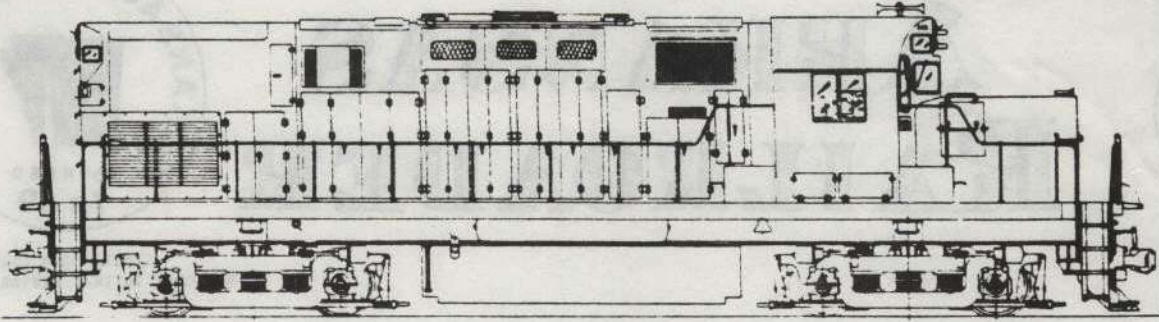
VOLUME 22 NUMBER 6

JUNE 1991



FRISCO DEPOT, Springdale, Arkansas taken in November, 1978 by Gene E. Bailey.  
A short story on this depot appears inside.





## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

<u>President</u> - Barton Jennings PO Box 187 El Dorado AR 71731 (501)-862-2724	<u>Vice-President</u> - John Hodkin, Jr. 506 Gorden St N Little Rock AR 72117 501)-945-2128
<u>Treasurer</u> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<u>Secretary</u> - Polly Hamilton 20 Dell Hot Springs AR 71901 (501)-321-2696
<u>NRHS Rep</u> - Peter Smykla 2800 West 37th Pine Bluff AR 71603 (501)-535-4724	<u>Editor</u> - Ken Ziegenbein 905 Valerie Drive N Little Rock AR 72118 (501)-758-1340
<u>Board</u> - Stanley Wozencraft PO Box 1938 Little Rock AR 72203	<u>Board</u> - Bill Bailey 8318 Reymere Drive Little Rock AR 72207
<u>Board</u> - Clifton E. Hull 3507 E Washington, #31 N Little Rock AR 72114	<u>Board</u> - William Church 5619 Bel Caro Place N Little Rock AR 72118
<u>Board</u> - Robin Thomas 10980 Rivercrest DR #26 Little Rock AR 72212-1412	<u>Honorary Board</u> - Matt Ritchie 111 Tenkiller Sherwood AR 72116

## ☆☆☆PROGRAM☆☆☆

**PICNIC-PICNIC-PICNIC!!!** - We will be having a CLUB PICNIC on Sunday, JUNE 9, at Palarm Creek Park, off the old Conway Highway (Highway 365), about halfway between North Little Rock and Conway. Take the Morgan exit from Interstate 40, turn left, crossing over I-40, then drive 4 miles. The park is conveniently located next to the busy Union Pacific tracks with the Arkansas River on the other side of the tracks. This is on the old Missouri Pacific Arkansas Division. Bring your own lunch. Starting time is the usual 2 PM, but you may come earlier if you want. The park is a first-come, first-served park owned by the Corps of Engineers.

This will take the place of our usual second Sunday meeting, and, hopefully, it will be an annual event. Meet at the park, don't come to our usual meeting place at the Twin City Bank.

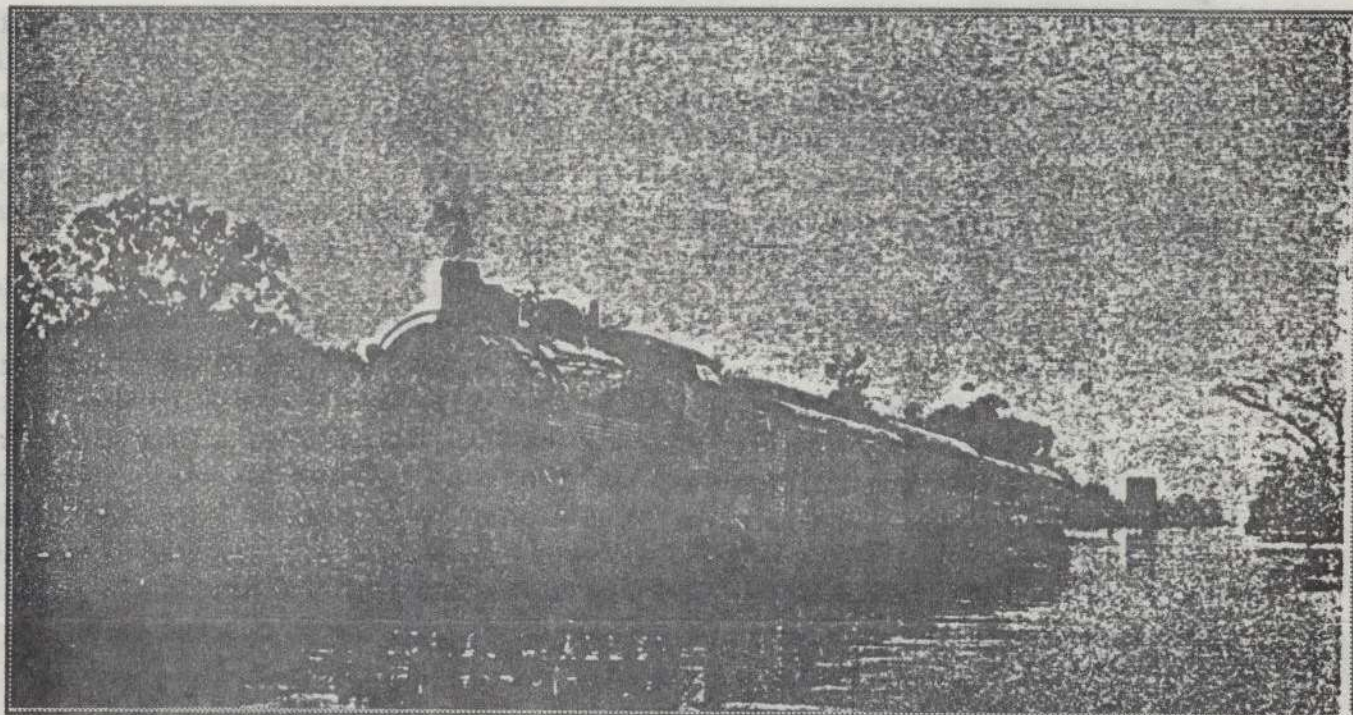
Looking ahead, the July 14 meeting will feature David Johnson from Memphis with a program on Memphis and Tennessee railroads.

**65TH WEDDING ANNIVERSARY** - Mr. & Mrs. EAKLES A. HILLE will observe their 65th WEDDING ANNIVERSARY on Sunday, June 30, 1991. A reception is planned for Sunday, June 30, from 2 to 4 P.M. at the Pleasant Valley Living Center, 12111 Hinson Road, Little Rock, 72212. Friends are invited to join them on this occasion. (I will have to be in Atlanta on June 30 on business, so would someone PLEASE get some pictures at the reception for the newsletter? Thanks - Ed.)

(CLUB NEWS continued on Page 9)



# Through the Waters of '27



Rock Island Train #603 "navigating" the flood waters east of Palestine, Ark. Rock Island Lines Photograph.

Much is known and has been written, of the Missouri Pacific's loss of the Arkansas River Bridge during the disasterous flood of 1927, but little has been written of the Rock Island's efforts during this distaster. The following is a reporduction of an article in the Rock Island Magazine, June, 1927, Collection of John Martin: (Typed by John Martin)

Picture, if you can, a work train loaded with sand bags standing wheel deep in water; ahead of the train a gang of men, ranging from the superintendent down to the section men, working shoulder to shoulder waist deep in swirling muddy water, bolstering up the weak places along the dump. It is night and the glow from the headlight of the engine plays on the rushing flood waters ahead: pieces of demolished houses, carcasses of dead animals, debris of all kinds and trees and logs on which cling huge water moccasins, pass in review. But the men work on shoulder to shoulder, unmindful of these things: they work frantically — heroically, the minds fixed upon one objective — the saving of the railroad.

If you can picture this situation, you will have just a faint idea of the gallant work done by the men down on the Arkansas-Louisiana division to keep the main line from Little Rock to Memphis intact during the disastrous Mississippi Valley flood which engulfed hundred of square miles of territory and rough havoc and destruction to towns and country side.

## Aided in Relief Work

*At Forrest City, Ark.,  
refugee camp, two babies  
were born and christened,  
respectively, "Overflow"  
Johnson and "Highwater"  
Jones.*

The heroic efforts of these men not only saved many of the bridges and much of the railroad from being washed away, but also played a big part in the rescue and relief work among the thousands of refugees in the Rock



Island flood-stricken territory.

On Sunday morning, April 17, it was discovered that the Mississippi river was cutting badly at the end of Rock Island bridge No. 5, which is located five miles west of Memphis. A large gang of section men and several hundred sacks of sand were rushed to this point and some frantic work saved the railroad at Hulbert and that whole vicinity. Had one the Mississippi cut through that levee there would have been an entire sea of water from Memphis to Forrest City. As it was there was water all the way from Mounds, 13 miles west of Memphis to Milepost 51. From April 17 to May 5, trains were operated between Memphis and Brinkley with water two feet over the rails, in some instances.

On April 17, when the water began to rise still higher, it was necessary to move the refugees on the Rock island side tracks, as their homes had been washed away. To meet this situation 345 boxcars were hurriedly set out at the various inundated towns to shelter the homeless. Monday, April 18, the food supply began to get short and it was necessary to move the refugees in to Forrest City where the Red Cross was establishing a refugee center. The Rock Island hauled about 6,000 refugees out of the bottoms into Forrest City and several hundred were hauled into Brinkley where the Red Cross established another refugee camp.

### Special Train Rescues Refugees

The Rock Island was notified about 9:30 one night that the water was getting up around the refugee cars at Round Pond and unless the cars were pulled out quickly the people would be left to the mercy of the flood waters. Immediately a special train was sent out from Brinkley to Round Pond, and distance of 35 miles, and as rapidly as it was safe to do so, 14 cars of refugees were brought into Forrest City, each car containing five or six families. Refugees were also handled to passengers trains Nos. 603 and 604, which never discontinued service between Brinkley and Forrest City. Superintendent McDougal

*Near Memphis, Tn., bootleggers built their stills in treetops and peddled their ware by boat, until the authorities seized their outfits.*

issued special instructions that all passengers were to be carried whether they were able to pay their fares or not. At high places between Hulbert and Forrest City where refugees had food enough to remain, box cars were furnished for

them to live in. There were 30 cars occupied by refugees at Widener, 10 at Mounds, 9 at Edmondson, 8 at Heth, 7 at Blackfish, 60 at Madison, 12 at Brasfield, and 10 at Biscoe. All of these cars had two or three families living in them. Many other refugees were hauled into Brinkley or Forrest City where they were sheltered and fed at the Red Cross Centers.

The people of Biscoe, Brasfield, Brinkley and Forrest City joined hands with the Rock Island in doing everything humanly possible to meet the greatest calamity the country has ever known and render an invaluable service in time of dire need. The Rock Island not only handled refugees on its trains free of charge, but also handled Red Cross relief equipment and supplies free of charge.

### 46 Houses on Track

There were 46 dwelling houses lodged on the Rock Island track between Brasfield and Brinkley, a distance of ten miles. In order to remove these houses from the track, it was necessary, in many instances, to demolish them. For this purpose the Rock Island built a boat at Brinkley some 18 feet long and 4 feet wide on which was installed a motor. This boat, in addition to hauling 10 men and 1,000 pounds of tools, pulled three small boats full of carpenters and bridgemen out for the purpose of removing the houses. It took four days, working 14 hours a day, to remove these structures from the track, making it possible when the water receded to go right ahead with the work of putting the track back on the dump.

The major washouts were between DeValls Bluff and Brinkley. The breaking of the White River levees on April 18th, caused the water to rise rapidly between these two points. A gang was immediately organ-

*Near Macon Ridge, La. deer and wild turkey marooned by the flood, fought for food, while other deer and fawn entered the refugee camps where they were made pets by the children there.*



ized to protect bridge ends and weight down track with sand bags and ballast. All men available were marshalled and work furiously between Brinkley and Brasfield as well as to sand bag the lowest part of the railroad near Dagmar. The water rose about six inches an hour and went over the ballast in the center of the track at almost midnight on April 18th. The last train, No. 111, passed over this track about 12:35 a.m., April 19th.

### Work Train Marooned

A work train in charge of the division engineer backed up from Eden nearly to Brasfield to advise the section foreman at that point to stop all east bound trains to Brinkley, and then attempted to reach Brinkley. The work train reached Eden and picked up a number of women and children refugees and then backed up slowly toward Brinkley. About a quarter of a mile east of Eden a bad washout was encountered. The train was able to pull out and stopped on the highest ground available at Eden to await daylight. At daylight, a boat was secured and under the direction of the division engineer several section men rowed into Brinkley where they hired all available boats and brought them back to rescue the people on the work train. There were approximately 75 people on the work train including the superintendent, train and engine crews, section men and refugees, and they all reached Brinkley safely about 2:30 in the afternoon. The water rose steadily and for a distance of sixteen miles averaged from two to ten feet above the rails.

On Sunday, April 24th, it was noted that the water was at a standstill in the White and Cache river territory. Men and material were assembled at Mesa and put the line in operation at the earliest possible moment. The water was down enough to start work on the morning of April 30, and by some speedy efforts it was possible to open the line the next day at 12:15 p.m.. This was accomplished by bridging over

one of the washouts, using tie cribs and sand bags, it being possible to drain the water back and place the track on the ground. By May 2nd, the operation on the main line was practically back to normal, but with considerable congestion, as several other lines were detouring over the Rock Island between Little Rock and Memphis.

### Other Washouts

In addition to the trouble on the main line there were some bad washouts on Hot Springs line and also on the line between Booneville and Little Rock. Most of the water on the Booneville line was back water and as it fell rapidly some little damage was discovered. There were slides both in cuts and fills and tracks were out of surface due to soft track and loss of ballast which was carried away by streams rushing down sides of mountains. A passenger train was caught in the high water in the neighborhood of Pinnacle, the water getting as high as the seats in the coaches. Rock Island men were on the job as usual, however and all passengers were taken out in perfect safety and transported to Little Rock.

### Rock Island Highly Commended

The Rock Island was lauded highly by Red Cross officials and businessmen for the way it responded to the appeals for help along its flood-stricken territory. Superintendent J. A. Mc Dougal, who was on the job in the flooded area from April 16 to May 2, had the following to say about the men who battled the flood water:

"It was a job for real men, and one that required plenty of 'intestinal fortitude.' Every Rock island man on the job put everything he had into it and is entitled to be called a hero. It was one of those occasions when men forget themselves and with grim determination battle for the safety and welfare of others.

\*\*\*\*\*

---

*From the Rock Island News Digest, June, 1927, Arkansas-Louisiana Division News:*

Secretary of Commerce Herbert Hoover and party, occupying a private car, moved Forrest City to Little Rock via the Rock Island Lines on May 12. Mr. Hoover is in Arkansas relative to flood conditions.

Traveling Passenger Agent Chas. H. Rohrer, who rode the first train operated between Little Rock and Memphis, after the flood on May 1, reports there was great rejoicing by the citizens of Brinkley, Ark., over the restoration of train service. They had not seen a train for ten days and the entire community met the train in automobiles and extended No. 46 a most rousing



welcome.

Although the Arkansas-Louisiana Division was seriously handicapped in the operation of trains on account of the worst flood in the history of the state, when it came to getting its patrons to their destinations, the Rock Island was not to be daunted by the high water and arranged schedules for them. The Little Rock and New Orleans Baseball Clubs were marooned in Little Rock with a game booked in New Orleans on Saturday, April 23, and the Rock Island routed them in this manner: autos to Haskell, regular train service Haskell to El Dorado, special train El Dorado to Alexandria, special train via the T&P to New Orleans. They left Little Rock at 2:00 p.m. April 22, and arrived New Orleans 8:40 a.m., April 23, playing their game on schedule time that day. City Passenger Agent Neal Clayton went with the party as far as Haskell.

Two Chicago - Hot Springs sleepers reached Memphis the morning of April 20. The Memphis to Hot Springs line being out, Assistant Passenger Agent H.H. Hunt, who was marooned in Memphis on that day arranged their routing via the Y. & M. V. to Ruston, thence Rock Island to Hot Springs. They left Memphis at 5:00 p.m., April 20, arriving in Hot Springs 2:30 p.m., April 22, after traveling a distance of 1,105 miles instead of their regular 720 miles. There were about 31 people in the sleepers. T. R. Penn, City Passenger Agent, Memphis, Tenn. made the trip with them.

Business is very good at this time. Train service is normal again since the high water. Conditions are very much improved.

---

---

**CHICAGO ROCK ISLAND AND PACIFIC RAILROAD  
STEAM LOCOMOTIVES IN EXISTENCE AS OF  
FEBRUARY 1, 1953**

275	0-6-0	2645	2-8-2	5100	4-8-4
277		2681		5101	
280				5102	
282		2708	2-8-2	5103	
283		2709		5104	
284				5105	
		4017	4-8-2	5106	
300	0-8-0	4045		5107	
301		4052		5108	
302		4055		5109	
303				5110	
304		5032	4-8-4	5111	
305		5060		5112	
306		5064		5113	
307				5114	
308				5115	
309				5116	
				5117	
887	4-6-2			5118	
892				5119	
896					
898					

905 4-6-2  
916  
922  
938

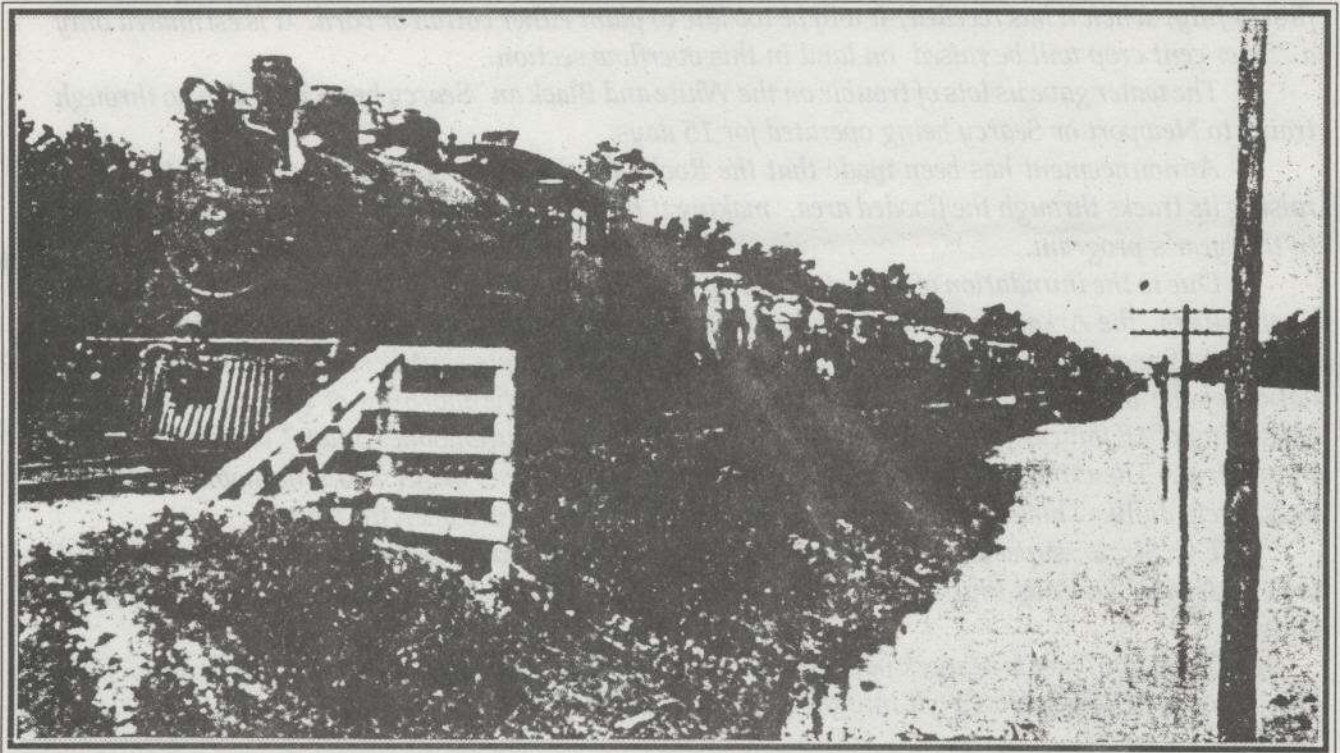
2107 2-8-0

February 1st, 1953.



# The Flood Came Back In 1928!!!

Rock Island Lines Photo



*The Rock Island Shuttle Train, operating over flooded territory. A Consolidation leads astring of flat cars and passenger coaches, taking motorists and their cars across the flooded area. On one trip 45 autos were unloaded at DeValls Bluff in 36 minutes!*

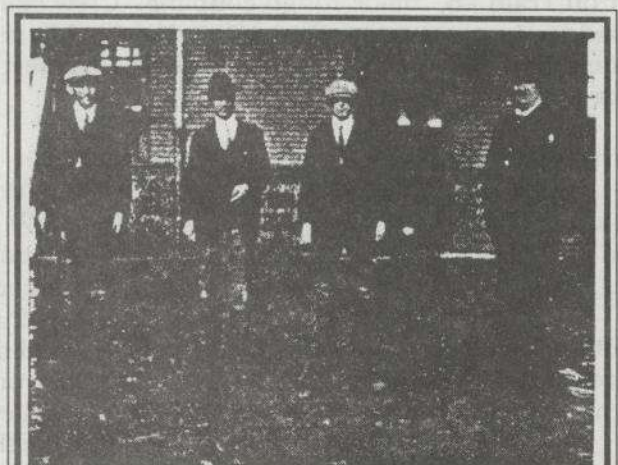
*The great flood of 1927 was rough on the people of Eastern Arkansas. But by 1928 no solutions were put into place and the highways fell prey to massive flooding again in July of 1928:*

The Rock Island came to the rescue of the the automobile driver in Arkansas in a novel service, when a shuttle train of 10 flat cars was operated over the lines of the Arkansas division, on which automobiles and their occupants were transported for a distance of 15 miles between Brinkley and DeVall's Bluff, through the section where state highways were flooded by the heavy summer rains.

The service was established on July 2, and for the week ending July 9, a total of 1,360 automobiles and 2,623 passengers were transported on these shuttle trains, thus keeping the main highway between Memphis and Little Rock open for automobile traffic. The floods did not interfere with the regular railway traffic in that section, and the shuttle trains were operated so as not to interfere with the usual passenger and freight service.

The shuttle service was established following a conference between Rock Island

representatives and representatives of the commercial bodies in Forrest City, Brinkley, DeVall's Bluff, Hazen, Hot Springs, Little Rock and Memphis, and members of the Arkansas Highway Commission, as well as representatives of the American Automobile Association. The shuttle trains were operated only during daylight hours. In order to accomodate this demand it was necessary for



Biddle Shops at Little Rock, Ark., flooded by back water from Arkansas river. Left to right in above picture taken in front of master mechanic's office are: F. L. Coles, general foreman; C. L. Sharp, master mechanic; G. M. Israel, assistant roundhouse foreman, and C. A. Welch, roundhouse foreman



the railroad to construct loading platform facilities and employ special train and engine crews.

*Division News:*

*Considerable effort was made during June to hold the tracks between Brasfield and Brinkley on account of the high water, it lacking only 3 feet 5 inches of being over the tracks.*

*Breaks in the levees along the Cache and White Rivers flooded the bottom land, ruining the growing crops, and the situation is serious, for although the water has been slowly falling since the first of July, when it has receded, it will be too late to plant either cotton or corn. It is estimated only a 25 per cent crop will be raised on land in this overflow section.*

*The water gave us lots of trouble on the White and Black and Searcy branches; also no through trains to Newport or Searcy being operated for 15 days.*

*Announcement has been made that the Rock Island will spend approximately \$146,000 in raising its tracks through the flooded area, making it the largest single improvement in flood control in this year's program.*

*Due to the inundation of a short section of highway No. 70 by flood waters from the White and Cache rivers, the Arkansas Motor Club and Chambers of Commerce of Brinkley and DeVall's Bluff appealed to Superintendent McDougal that the Rock Island operate shuttle service for the accommodation of the motoring public. This service was established the morning of July 3rd, the train consisting of 18 flat cars and 2 passenger coaches, hauling 37 automobiles and 92 passengers on its initial trip. The crowds have increased until the train handled about 200 automobiles and 500 passengers daily. This service will be continued until the roads are open for travel.*

*T.C. Straw, supervisor of Welfare Activities, Chicago, was in Little Rock July 11th. He went to Brinkley and DeValls Bluff to see Superintendent McDougal and view the operation of the shuttle train.*

*On July 5, while at work painting the railroad bridge across the Arkansas River here, J. G. Garrett on B&B gang No.13 fell into the river and was drowned.*

*News from the Passenger Department:*

*At the Present time passenger earnings are being considerably augmented by the shuttle service between DeVall's Bluff and Brinkley for the accommodation of motorists on account of the highway being impassable owing to the high water in that section. Three trips a day in each direction are made, the train carrying an average of 14 to 15 flat cars and two coaches. Three automobiles and driver are handled on each flat car. \**

---

---

**Wire: Missouri Pacific Lines  
Collection of John Martin**



All Concerned:

About 1201 a.m. date, Little Rock Union Depot Yard Engine #1295 Foreman Yielding, Engineer Livingston, while handling Lake Charles - St. Louis Sleeper Car 1321 from train 32 and while putting car on Train #6, made rough coupling. Crew claims as joint was about to be made, engine gave a sudden lurch causing rough joint. No. 6 held until 12:45 a.m. to get Claim Agent Thornton to ride train out of Little Rock to get statements from several people in sleeper claiming injury. Train 6 in charge of Conductor Burluson. Treadwell 8:00 a.m.

Further:

Engine tied up at 6:45 a.m., August 8 at depot. I had engine brought to Diesel shop about 10 a.m.. Before checking anything on engine G. W. Day, Machinist Wells, and myself got on engine and had Hostler Wallace move engine several times forward and reverse on track outside ramp. Engine surged slightly one time in reverse position.

I had engine stopped and removed cover off field control switch to see if contacts were sticking, while engine was being moved. Several moves were made and contact were not sticking. Throttle was working smooth and did not surge or jump. I then had Hostler make several moves with a dead engine on ramp and throttle continued O.K..

Nothing found on engine that would make throttle rough, it is possible field control contacts stuck causing slight surge. One time while we were testing engine and throttle, however, we were unable to make contacts stick on switch on test stand.

H. Thornton Gen'l Foreman.

Additional:

Diesel unit 1295 is a Baldwin, Model S-12, equipped with an air throttle. This unit had been working at Union Station with no report of any trouble and was relieved at 6:45 a.m., Aug. 9th, and taken to the shop for testing.

G. W. Niemeyer



1993 NRHS BOARD MEETING TO BE HELD IN LITTLE ROCK! - The Spring 1993 Board of Director's meeting of the National Railway Historical Society will be held in Little Rock. Thanks in large part to several members of our club, who pursued this event vigorously, the NRHS Board voted at their May meeting to have the 1993 event in Little Rock. The vote was 29 for Little Rock, 26 for Portland and 16 for Las Vegas. Now its up to us to get everything together...and as soon as possible. You know how fast time flies.

Although many people in our club were instrumental in getting this event, special thanks goes out to Dick Davis, who wrote the initial letter, and to club president Barton Jennings, vice-president John Hodkin, Jr., Matt Ritchie and Peter Smykla along with all the officers of the club.

MIKE ADAMS' NEW BOOK - About June 1, a new book is scheduled for release by our own club's WALTER M. "Mike" ADAMS. It is called THE WHITE RIVER RAILWAY and is a chronological history of the building and operating of the former White River Division of the Missouri Pacific from 1901 until 1951. Background history of the Ozark and White River region is talked about, as well as competitive rail lines, some even projected but not built. An epilogue is included to trace the end of passenger service and the present status of the railroad under Union Pacific.

The book is soft cover, 190 pages. You can order one from Mike himself: Mike Adams, 3609 Lakeshore Drive, North Little Rock AR 72116. The cost is \$15.50, plus \$1.50 shipping with Arkansas residents having to include 4.5 percent state sales tax.

HELP NEEDED FOR SHOW & SALE - If you get this newsletter in time, call Matt Ritchie if you can help out at the June 1 Show & Sale. Help is still needed in various areas.

MEMORIAL DAY REMINDER - On Monday, May 27, we will once again be having an all-day "show-a-thon" at our usual meeting place, the Twin City Bank in North Little Rock. Bring your favorite slides, movies, videos, etc for a good time. Come anytime after 8 or 9 in the morning.

NEWS WANTED FOR YOUR TOWN - As some of you are doing, I still need you to send in rail news from your area, either via newspaper clipping or just a note. That is the only way we will be able to know what's happening in your neck of the woods these days regarding railroading. I will give you full credit. Thanks in advance. -Ed.

LABELS - We're accumulating another good stack of Shurfine, Valu-Check and Hyde Park brand labels. We can turn these in for 3 cents each. Thanks to all for sending them in.

NRHS NATIONAL CONVENTION - The next national convention of the National Railway Historical Society will be held August 7-10, 1991 in Huntington, West Virginia. Several steam excursions are planned. For more information, call the Collis P. Huntington Chapter NRHS at 304-522-6140 or if you'd like a complete, copied brochure of the event, write to me at 905 Valerie Drive, North Little Rock AR 72118 and I'll send you one. Steam engines in the event are NS 611, NKP 765 and Pere Marquette 1225.

*At the end of 1988, there were 1.3 million freight cars in the U.S., enough to form a train more than 12,000 miles long!*

- KIAMICHI KORNER



ERNIE DEANE

BORN: 1912

DIED: May 7, 1991 in Fayetteville.

Ernie Deane, a long-time member of the Arkansas Railroad Club, was the writer of the "Arkansas Traveler" column, ARKANSAS GAZETTE between 1955 and 1965. In his last column he wrote "If by chance I am accused of over-praising home folks, the people of Arkansas, I plead not guilty to the charge, for they deserve it all." Recently he was writing a column for the MORNING NEWS at Springdale.

ARKANSAS RAIL NEWS

RAIL EXCURSIONS IN ARKANSAS - The BOSTON MOUNTAIN RAIL EXCURSION COMPANY is running Saturday rail trips between Rogers and either Exeter, Missouri or the Winslow Tunnel in Arkansas over the lines of the Arkansas & Missouri Railroad (former Frisco, BN).

Departure is from the historic Rogers downtown passenger depot at 1:01 p.m. On the first, third or fifth Saturdays, the train goes to Exeter; on the second and fourth Saturdays, the train goes to the Winslow tunnel. You can also get a full lunch on the trips.

FARES are: First-class dome car \$35; First-class Observation car \$30; First-class coach \$30; Standard coach adult \$24, child 12 and under \$17.50. The full lunch is \$5.97 extra.

For tickets, contact the Rogers Chamber of Commerce, PO Box 428, Rogers AR 72757-0428 or call toll-free 1-800-364-1240 or their local number 501-636-1240. (Thanks to Raymond W. Toler of Springdale for sending me the official excursion brochure).

Another rail excursion being offered, also on the Arkansas & Missouri Railroad, but on opposite ends, is on the OZARK SCENIC RAILWAY. There are two round-trip excursions, each one departing Van Buren, Arkansas, running every Saturday and Sunday through November 17th. Excursions leave the historic Van Buren Frisco depot.

There is a one-hour excursion departing at 1 p.m., an 18-mile round-trip from Van Buren to Rudy. Ticket price is \$12. Then there is the longer 70-mile, 3-hour excursion from Van Buren to Winslow and return, departing at 2 p.m. Ticket price is \$24.50. This one passes through the 1/3-mile long Winslow tunnel, the highest point of rail service between the Alleghenies and Rockies.

The OZARK SCENIC RAILWAY excursions use a vintage, fully restored 1899 passenger car. This car was purchased by A&M president Tony Hannold in 1965 for renovation. Almost 150 gallons of paint remover were used to unveil the original fine African mahogany woodwork in the car. The reproduction toilet room is authentic in every detail, from the mahogany paneling and a marble sink to the turn-of-the-century toilet and glue-chip skylight. This historic car will be donated to the Smithsonian Institution when Mr. Hannold retires.

For tickets, contact the Van Buren Chamber of Commerce, PO Box 652, Van Buren AR 72956 or call 501-474-2761. (Thanks to Arthur McCoy of Van Buren for sending me the official excursion brochure).

You've heard the slogan "Support your local sheriff?" Well, railfans, this could be reworded to say "Support your local rail excursion." Sounds like we Arkansans have a lot of choice to ride trains, from Amtrak to excursions. Lets do it!



AND...two other excursions come to mind...each years old and fully part of Arkansas's rail history. The READER RAILROAD near Prescott usually runs on weekends in the summer, but I have heard nothing from them this year. Anyone know if they are still in business?

The EUREKA SPRINGS & NORTH ARKANSAS RAILROAD is running hourly trips from Eureka Springs, plus dinner trains.

DERAILMENT - (Muldrow) - Six tank cars derailed on the Kansas City Southern on April 18, 1991 near Muldrow in western Arkansas. The tankers were empty. Cause was either the track or one of the cars. Concrete ties were in use along parts the this stretch of track. (Fort Smith SOUTHWEST TIMES RECORD, April 19, sent in by A.D. McCoy of Van Buren)

LAST MOPAC LOCAL AGENT GONE - (Russellville) - The last freight agent in Arkansas on the Union Pacific (MOPAC) was eliminated around April 21. Gerald Stall of Russellville, the agent, will be moved to another location. Now all shipper inquiries are handled via the St. Louis customer service center through an 800 number. One service Stall provided was liaison with the Dardanelle & Russellville RR. With this closure, the Arkansas State Highway Commission has approved the termination of all agent positions in the state. It was mentioned that the St. Louis center employs 850 staff members. (Russellville COURIER DEMOCRAT, April 21, 1991, sent in by member George Jones of Pottsville)

CONTROVERSIAL TRAIN - (Little Rock) - On April 29, a train carrying 2,400 tons of contaminated soil rejected by landfills in three states passed through Arkansas on its way to Utah on the Union Pacific. The 32-car train left North Little Rock at 830 a.m. and was out of the state by late afternoon. A picture of this train going past Palarm Creek was on the front page of the April 30th ARKANSAS GAZETTE.

MOPAC ARKANSAS BRANCHES SOLD - The four Union Pacific branchlines that were put on the market in Arkansas last year have been sold, pending final approval, to Pinsley Railroad Company. The lines, totaling about 130 miles, run to Hot Springs, Gurdon, Carlisle and Helena. Arkansas's own D&R Railroad was a bidder on the lines. The Pinsley Railroad is headquartered in Westfield, Massachusetts and owns 5 other short-lines: two in Florida (one being the Florida Northern), one in Mississippi, one in South Carolina (the Greenville & Northern) and one in Massachusetts.

KIAMICHI RR BLUE CHIP - (Hugo, Oklahoma - Ashdown, Arkansas) - On April 30, the Kiamichi Railroad was named one of four national Blue Chip Enterprises in ceremonies in Washington DC. This award is presented to small companies that succeed against the odds. Over 800 small businesses entered the competition. (RAILS, May 3)

OPERATION LIFESAVER DAY - May 15, 1991 was designated Arkansas Operation Lifesaver Awareness Day. All Arkansas railroads participate in the program. There were 775 presentations made to groups in 1990 in the state. In 1990 there were 135 accidents in Arkansas at rail grade crossings, with 17 deaths, down from 36 deaths in 1989.

#### GENERAL NEWS

SHORT STRIKE - On April 17, 1991, all unionized railroad workers went on strike, stopping all the nation's major railroads. However, that same night, Congress ended the strike by forming another review board (which will consider the recommendations of the original Presidential Emergency Board appointed earlier this year). President Bush signed it after midnight, meaning the railroads went back to work on April 18.



The new board must act within 65 days of April 17 (by the end of June) and, following publication of the new board's report, the parties will have an additional 10 days to see if they can negotiate voluntary agreements. If not, the new board's recommendations will automatically become binding on both management and labor. The late-night April 17th legislation provides that there is NO APPEAL either to the Congress or to the courts from the second board's recommendations.

According to Mike Walsh, Chairman of Union Pacific, U.P. did not believe the second board was required, but they will abide with its decision. He also said that both the carriers and labor negotiated in good faith. (Any U.P. employee out there who disagrees with this, or who wants to make their case known without being identified, please let your editor know by writing Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118. I'll put your response in the next RAILROADER).

On April 17, Amtrak's "EAGLE" was stopped in Little Rock and the passengers bussed to the west. The train sat at Union Station that whole day and left the next morning at its regular time. Apparently, even though the strike did not affect Amtrak directly, Union Pacific said they could not operate any trains safely with so few management employees, so they stopped the "EAGLE" in its tracks.

According to an April 17 article by Randy Tardy in the ARKANSAS DEMOCRAT, part of the problem on labor's side was a proposed change in work rules. The "incidental work rule" would mean that there would not any longer be a real distinction between crafts. Everybody could do everybody's job. Also, according to Terry Ginocchio of the International Brotherhood of Fireman and Oilers in North Little Rock, union members were asked to pay insurance coverage for dependents, costing about \$100 more a month out of their salary (which hadn't been raised in several years). He said that Union Pacific had record earnings in 1990 and that they were, in effect, asking union members to take a pay cut.

On the Pat Lynch radio show of April 17, a union member called in saying that another reason for the strike was the potential displacement, without pay, of members who had 20-30 years of service. Apparently, it had been earlier negotiated that job losses would be by attrition and voluntary retirement, but that Union Pacific scrapped that agreement, meaning that veterans of the railroad could be let go without any recourse or retirement.

Both Little Rock newspapers gave statistics on freight hauled by rail. Most goods go by rail (37.3 percent), followed by truck (25.5 percent), ship (15.5 percent), pipeline (21.3 percent) and air (0.3 percent). Randy Tardy of the ARKANSAS DEMOCRAT broke it down by commodities as follows: Coal, 60 percent moved by rail; Automobiles and transportation, 67 percent; Paper products, 68 percent; Lumber, 53 percent; Chemicals, 53 percent; Food products, 45 percent; Building materials, 32 percent.

According to the AAR, as reported by David Smith in the ARKANSAS GAZETTE on April 18, average wages of rail workers in 1989 were as follows: Executives \$60,233; Engineers, others on train \$47,094; Dispatchers, others off trains \$37,355; Administrators \$35,311; Rail maintenance workers \$33,547; Equipment maintenance workers \$33,256.

*Even the woodpecker owes his success to the fact that he uses his head and keeps pecking away until he finishes the job he starts.*

DOUBLE EAGLE SERVICE STARTED - Union Pacific is now running dedicated double stack trains between Chicago and Mexico City,



through North Little Rock. The "Double Eagle Double Stack" trains leave Chicago 6 mornings a week at 515 AM, reaching Mexico City in 98 hours (a 2,160-mile journey). The articulated cars carry more than 30 APC containers loaded with parts for Chrysler's light truck assembly plant in Mexico City. No inspection of the containers is required at the border crossing. (INFO, April 1991)

SOUTHERN PACIFIC MOVES JOBS - (Denver) - About 360 Southern Pacific jobs are expected to move from the Sacramento Locomotive Works to Denver this year. Notices were posted in early March. The jobs are being moved to Burnham Shops, which will now handle heavy locomotive repairs.

The Sacramento Locomotive Works dates back to SP's earliest days when the Central Pacific was formed to build the western half of the transcontinental railroad. Some of the brick buildings were constructed in 1867 and 1868. (SOUTHERN PACIFIC BULLETIN, April 1991)

LOSES AT SP - Southern Pacific was the only Class I railroad with operating losses over the past two years. In 1989, SP spent \$1.03 for every \$1.00 it took in in revenues. While SP was losing 3 cents on every dollar, Norfolk Southern made 22 cents for every dollar, UP made 17 cents and BN made 14 cents. (NS even runs steam excursions and still it makes more money than all other Class I railroads...imagine that! Maybe SP should take note of the potential good public relations/publicity it would get should it approve more 819 trips. Just a thought. - Ed.)

Other 1989 profits per dollar spent were: ATSF, 8 cents; Conrail, 13 cents; CSX, 11 cents. (SOUTHERN PACIFIC BULLETIN)

CORNERSTONE DEMOLISHED - (Des Moines, Iowa) - A backhoe operator busted up the original cornerstone of an old Des Moines depot on April 29 as he was excavating a parking lot. District Judge Rodney Ryan saw it being broken up from the old courthouse across the street and immediately told the operator to save any additional artifacts he might find. (DES MOINES REGISTER, April 30, 1991 sent in by Jim Johnson)

SANTA FE SELLING LOTS OF LINES - (Kansas) - In mid-April, the Santa Fe Railway put up over 800 miles of its track in Kansas for sale to shortline operators. Deadline for bids was to be May 17. Santa Fe said that the shortline operators could serve the local communities and feed into SF's main line (hmmmmmm...seems to me like the Class I railroads are sort of using short lines as their "local agents," which they are so fond of getting rid of. Could that possibly be??? Naa. - Ed.) (Information sent in by Jim Johnson)

*To accomplish great things, we must not only act but dream, not only plan but also believe. - Anatole France*

NEARBY STATES EXCURSIONS - The PRAIRIE DINNER TRAIN in Baldwin, Kansas (near Kansas City) runs dinner trains Fridays, Saturdays and Sundays. It is run by Arkansas Railroad Club member Frank Dillenkoffer, using some of his private cars. For more information, call 816-358-8707 or write Prairie Pioneer Dinner Train, PO Box 9386, Kansas City MO 64133.

Another tourist line is in Southeast Missouri at Jackson. The ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY runs trips on Saturdays and Sundays, leaving from Jackson. They also run dinner trains. Call 314-243-1688 for more details, or write to the St. Louis Iron Mountain & Southern Railway, PO Box 244, Jackson MO 63755. On July 20-21, the railway will be host to the famous



Silver Dollar City Craft Guild Tour with hundreds of crafts and dozens of craftsmen.

**SWAP MEET** - (Chatsworth, Illinois) - There will be a swap meet and model railroad display presented at Chatsworth, Illinois on July 27-28 in conjunction with the Chatsworth Heritage Days and the Toledo, Peoria & Western Railroad Historical Society. Free admission. Call 708-967-7352 for more information.

**OVERNIGHT STEAM EXCURSION** - (Lexington-Chattanooga) - The "Thoroughbred Limited" will be an overnight excursion October 5 and 6 between Lexington, Kentucky and Chattanooga, Tennessee. It is sponsored by Norfolk Southern and the Bluegrass Railroad Museum. The trip lasts 11 hours each way, overnighiting in Chattanooga. Power will be the N&W's 1218. For reservations, call 800-755-2476. Roundtrip tickets, hotel and meals is only \$250 for single occupancy.



**MOPAC HISTORICAL SOCIETY'S NEW HOME**

- The Missouri Pacific Historical Society has a new home for its archives. The archives are now located in a donated MOPAC caboose (#13546, built 1972 - pictured at left) at the National Museum of Transport in St. Louis. Dedication ceremonies were held April 20th. (Dale Walker)

(Photo by Ray Meyer, April 20 1991. M.P. Caboose #13546.)



AMTRAK NEWS

**NEW CAR ORDER OFFICIAL** - On April 22, Amtrak formally placed its order for 140 new Superliner cars costing \$340 million. Cars ordered include 38 coaches (34102-34139), 12 transition-dormitory cars (39000-39011), 15 lounge cars (33025-33039), 20 dining cars (38039-38058), 49 sleepers (32070-32118) and six deluxe sleeping cars (32500-32505).

With these cars, plus the anticipated order for low-level "Viewliner" cars, the old Heritage Fleet (ne. 1940s-1960s) cars



may be at the end of their line. (Philadelphia Chapter's CINDERS, May 1991)

TEXARKANA'S AMTRAK STATION won the Station of the Year in the San Antonio district in mid-April for having the most sales on a per capita basis. Agent Larry Doyle credits more public awareness of Amtrak in the Texarkana area. He said school tours using Amtrak gave more business when the students told parents about their good experiences while on the tour. (TEXARKANA GAZETTE, April 16, sent in by member David Echols)

AMTRAK RIDERSHIP BY ROUTE/AREAS

	<u>FEB 90</u>	<u>FEB 91</u>	<u>% CHANGE</u>
NE CORRIDOR	830,843	827,565	-0.4%
SHORT DISTANCE	343,626	365,486	+6.4%
LONG DISTANCE	391,273	422,947	+8.1%
"Eagle"	13,952	13,306	-4.6%
"Sunset"	7,016	6,485	-7.6%
"City N Orleans"	13,996	14,163	+1.2%
SPECIAL TRAINS	10,728	4,588	-57.2%
<u>TOTAL</u>	1,576,470	1,620,586	+2.8%

Amtrak had an average of 161.8 passengers on its trains at any one time in FEB 1991. (The "Eagle"/"Sunset" had an average of 156.4 passengers on board).

Amtrak was on time 84.3 percent of the time in FEB 1991 (The "Eagle" was on time 78.6 percent of the time).

	<u>FISCAL YEAR THROUGH FEB 90</u>	<u>FISCAL YEAR THROUGH FEB 91</u>	<u>% CHANGE</u>
NE CORRIDOR	4,561,438	4,551,274	-0.2%
SHORT DISTANCE	1,857,656	2,015,497	+8.5%
LONG DISTANCE	2,116,841	2,298,576	+8.6%
"Eagle"	56,995	79,540	+39.6%
"Sunset"	39,735	35,453	-10.8%
"City N Orleans"	74,176	79,955	+7.8%
SPECIAL TRAINS	26,975	26,597	-1.4%
<u>TOTAL</u>	8,562,910	8,891,944	+3.8%

NEWS UPDATED through May 15. Mailed May 17. Deadline for the next RAILROADER is June 15.

JUNE IN RAILROAD HISTORY

Speed of 127.06 MPH - fastest ever recorded on an American railroad - attained by a New York-Chicago passenger train near Ada, Ohio, June 12, 1905. - \*\*\* - June 15, 1855 - California's first locomotives arrived in San Francisco Bay aboard a sailing vessel after a voyage around Cape Horn. - \*\*\* - Andrew Jackson, first United States President to ride a railroad train, made 12-mile trip from Ellicot's Mills to Baltimore, Maryland, June 6, 1833. - \*\*\* - First locomotive to enter Indian Territory ran from the Kansas line near Chetopa to a point near Blue Jacket, Cherokee Nation, I.T. (now Oklahoma) on June 6, 1870. - \*\*\* - 'Official Guide of the Railways' - in daily use by railroad men the country over - was first issued as the 'Travelers Official Guide of the Railways.' It is the world's largest monthly publication (is or was?)  
- (Thanks to James O'Neal for the above)



## Railroad Widow

Appearances can be deceiving.

Five years ago when my husband and I eloped down the matrimonial path I thought I was marrying a cute, outgoing musician who happened to be a sheetmetal worker. Little did I know what lurked behind that "hip" facade was a man destined to discover the past; a super sleuth in stripes. Unlike most wives in America who complain of their couch potato husbands perennially glued to the big screen from September to Super Bowl Sunday, and who lament of their status as football widows, I am resigned to the fact that I am a railroad widow.

It began innocently enough. We used to take long Sunday drives out to the country, enjoying the sunny days and our conversation together. But every once in a while we would detour...driving aimlessly until we would stop and my husband would gaze wistfully at what I assumed was a bunch of overgrown blackberry bushes, or just wild grass. "Oh no!," my husband would exclaim, "That isn't just any grass with weeds in it! There used to be a railroad track right there!" Next, it would be humps in the roads. "Yep, the old trains used to run right down this street right here." "Yes, dear. That's nice," I'd mechanically reply as I looked up from my decorating magazines (I've since learned to carry a stash of them in the car...just in case).

Then, we would stop at places like Oaks Park, Woodburn, Vancouver, Maryhill, Garibaldi. Do you know what these places all have in common? Steam Engines!

I guess the last straw came when my husband had to show me the old Wilson River Highway that ran from Portland to Tillamook via Timber. We had to dodge broken gravel, potholes, and boulders for hours. Why? Because the railroad tracks were right beside us. I think I really saw my husband's true colors when he found an old access road up in the Coastal range that one of the members had told him about. It was supposed to lead to an old town called Cochran. We never managed to find it, but we did have a doozy of an argument. (Later, upon further investigation with a friend, he learned that we had driven right by it.)

Since that time, he has walked the rails for miles with his dog Maggie; explored bridges; hosted excursions; and restored old cars. Although I don't always share his enthusiasm for the Iron Horse, I am grateful for organizations such as the NHRS, which provide an outlet for railfans and their reluctant spouses to learn and enjoy such an important part of America's history. Yes, I am becoming more appreciative of the history of rail travel. Why, just the other day I was out riding with a friend of mine and spied a bump running the length of the street. She noticed my eyes glaze over as I said, "Look! Guess what? There used to be a trolley car that traveled here!"

-Tina Callanan

(Above is from the April 1991 TRAINMASTER, the official publication of the Pacific Northwest Chapter NRHS. Used with permission)





#### THE FRISCO DEPOT AT SPRINGDALE

by: Gene E. Bailey

The area where the present offices and shops of the Missouri & Arkansas Railroad in Springdale, Arkansas stand, is the location where the red brick Frisco depot used to stand. It was a typical Frisco depot with the "beaver skin" sign in concrete above the city name. This depot was built in 1923, replacing a frame structure at the same location. The story of this depot is a repeat of many across the country. After World War II and the rise in popularity of the automobile and decline in numbers of passengers, the depot slipped into disuse and deterioration. Passenger, mail, and express service ended on September 18, 1965. The Frisco was merged into the Burlington Northern system September 21, 1980. BN built a new smaller metal structure just to the south of the depot and the handwriting was on the wall. Early in December of 1982 demolition started, and by December 29, 1982 the tile-roofed, brick building was a pile of rubble and a memory. (The above photo was taken on Thanksgiving Day in 1978 by Gene E. Bailey)



The photo at left, taken by Jim Johnson, shows Southern Pacific's new lettering design for its locomotives.



# Mirage on the Santa Fe



Shades of Francisco Vázquez de Coronado on his search for the Seven Lost Cities of Cibola—and of Juan de Oñate and his stalwart band on their march across the sun-baked desert! Imagine the travel hardships they bore.

Dreams like these are called up best in the luxury and comfort of a modern streamlined train rolling through a region rich in romance from the past. And nowhere else on rails will you find greater luxury for travel and greater food for dreams than on the famous trains of Santa Fe through our colorful Southwest.

*There are soon to be even finer trains on the Santa Fe. Watch for an early announcement.*

**SANTA FE SYSTEM LINES . . . Serving the West and Southwest**



(Ken Ziegenbein collection)

THIS SHEET PRINTED ON RECYCLED PAPER



LAST MINUTE NEWS

Since this issue of the RAILROADER was mailed a little earlier than usual, the other pages were already printed before I got the following news:

AETN TO SHOW RAILROAD SHOW - Dick Davis has learned that AETN will show the Kalmbach series on trains called "TRACKS AHEAD." This series will begin at 5:30 p.m. on Monday, June 24 and be on every Monday evening until the series is completed. Dick was instrumental in getting them to run the show. It remains to be seen if we as a club will sponsor one or more of the shows for \$150.

UPCOMING STORIES -- Thanks to all of you who heeded my call of sending in stories, news recently. As you can see, this month GENE E. BAILEY sent in one on the old Frisco depot in Springdale. Others who sent in stories are EARL HARRIS of Lincoln, Illinois and a story and pictures from former Cotton Belt employee P. B. WOOLDRIDGE of Lewisville, Arkansas, plus other tidbits from STEPHEN EUDY of West Des Moines, Iowa. All these stories will be in July's RAILROADER. Thanks again...and more stories are welcome. I knew there was a goldmine of first-hand rail-related history out there just waiting to be seen by others. Now's your chance.

RAILROAD RADIO FREQUENCIES of various roads were gathered by myself and will be included in a future newsletter. Also...Bart Jennings has an updated list of industrial motive power, which I'll run soon.

SEE YOU at the June 1 Show & Sale, the June 9 picnic at Palarm Creek Park and May 27 at Twin City Bank in North Little Rock.

DELTA EAGLE REMEMBERED - JIM BENNETT sent in a commemorative story about the 50th anniversary of the inagural run of Missouri Pacific's streamlined "DELTA EAGLE" through eastern Arkansas. I'll run the whole story in the July RAILROADER. It was begun on May 11, 1941.

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are always due JANUARY 1 of each year. You may also join the National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents would be \$22.00). Membership entitles you to receive the monthly ARKANSAS RAILROADER for the term of your membership. The RAILROADER is mailed bulk rate, so if you move and don't let us know, your RAILROADER WON'T BE FORWARDED. So, please let us know immediately if you change addresses. Thanks.

- 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:

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

WELCOME ABOARD!!!



The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, JUNE 9 at Palarm Creek Park on the old Conway Highway east of North Little Rock for a picnic (see page 2 for details and how to get there). Bring your lunch.

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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. 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, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

ALL Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections).



ARKANSAS RAILROAD CLUB  
P. O. BOX 9151  
NORTH LITTLE ROCK AR 72119

Newsletter phone: (501)-758-1340  
(Leave message on recorder if I'm not there)



Attn:Ken Ziegenbein, Editor  
ARKANSAS RAILROAD CLUB  
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 1991

PICNIC JUNE 9TH!!

THRU 12/91  
KENNETH W. ZIEGENBEIN  
905 VALERIE DR  
NORTH LITTLE ROCK AR 72118-3160