



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 23 NUMBER 6

JUNE 1992



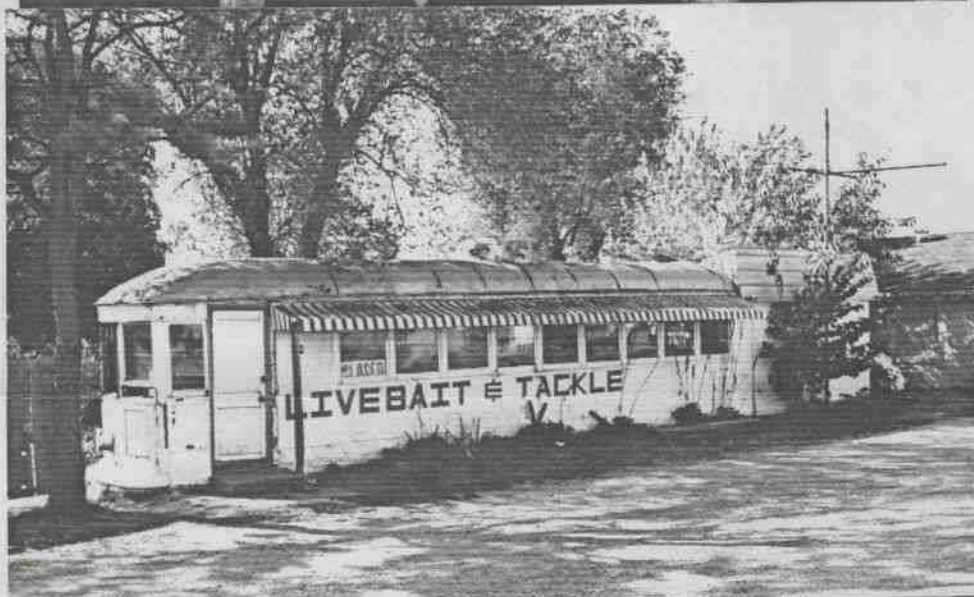
COTTER, ARKANSAS, April 3, 1992. A Union Pacific crew prepares to take the southbound (east) local out of Cotter to Guion. Cotter is a crew change point on this former Missouri Pacific line, the old White River Division. The line was put up for sale in April. *(Ken Ziegenbein photo)*



LEFT - GENE HULL and BILL CHURCH being honored as authors at our December 14, 1991 Christmas party. JAMES R. FAIR, JR and MIKE ADAMS were also honored at the dinner for their many writings.



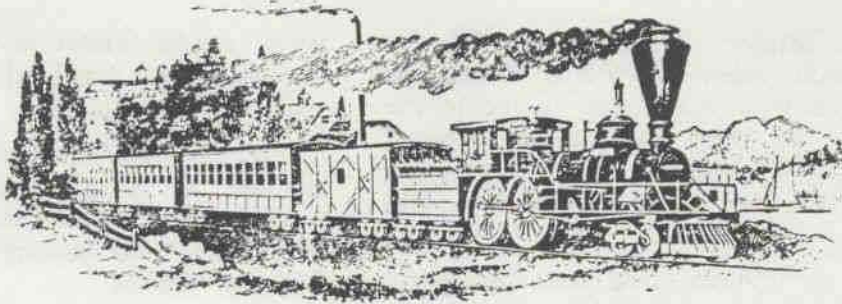
LEFT - Club member L.T. WALKER wearing his Rock Island conductor's uniform at the December 14 dinner. Mr. Walker has written many stories for the "Railroader."



LEFT - Former Webb City interurban car at Berryville, Arkansas off US 62, October 18, 1991. Now the Berryville Live Bait & Tackle Shop. (David Briggs photo)



LEFT - Another former Webb City interurban car at Berryville, part of the same Bait & Tackle Shop, taken October 18, 1991. (David Briggs photo)



THE IRON MOUNTAIN'S FIRST MAIN TRAIN

(A Civil War Story)

by: William Church

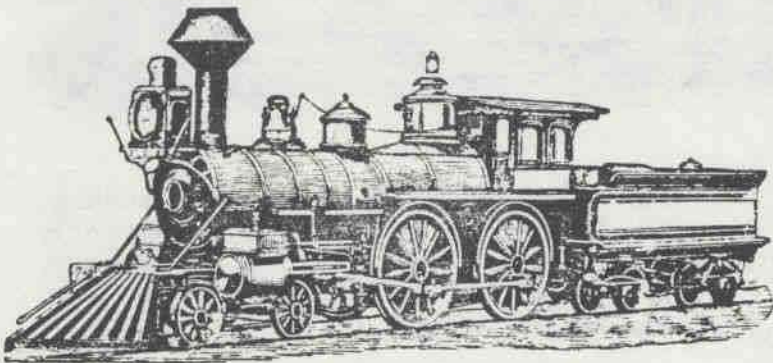
It very well could be that the very first "Main Train", military code for a troop train, in the Civil War, or in fact, the history of railroading, could have been operated over the Union Pacific, then known as the St. Louis Iron Mountain Railroad.

The Iron Mountain, a five-foot six-inch gauge railroad, ran from St. Louis to Pilot Knob, Missouri, a distance of eighty-six miles and was the prime hauler of lead, iron ore and timber from the ore-rich mineral belt of Southeast Missouri.

The Iron Mountain got off on a flying start in the summer of 1853 when grading crews, following survey stakes from a point near the United States arsenal in St. Louis that had been made by the Army Engineers in 1849, graded south along the west bank of the Mississippi River.

According to the State of Missouri laws, the St. Louis and Iron Mountain was a five-foot six-inch gauge like its sister railroad, the Pacific.

First locomotives used by the Iron Mountain were leased from the Pacific. The Iron Mountain's first locomotive was built in 1856 by a St. Louis Locomotive Works, Palm & Robertson. This locomotive was a wood-burning "American Type" 4-4-0 — had 60" drivers and 16x20 cylinders, was officially numbered as No. 1 and named "Carondelet." The "Carondelet" was followed by No. 2, the "Potosi" erected in October 1856 and No. 3, the "St. Louis" in November. No.'s 1,2,3 were all of the same type and specifications.



In June 1857 the infant Iron Mountain had 33 miles of track in operation and that very same month Palm & Robertson built another locomotive for it. Numbered 4, named "Comet," it was designed for passenger service. A 4-2-0 with 12x20 cylinders and 60" drivers, it pulled passenger trains between "Carondelet" and St. Louis, a distance of six miles.

By June of 1857 the track-laying gangs were following the new survey made by the Iron Mountain's Chief Engineer, Mr. James H. Morley.

Mr. Morley had left army survey of 1849 at the small settlement of Illinois located on the west bank of the Mississippi, now Riverside, and followed a level route for 15 miles to DeSoto where the first major grade was encountered, a four-mile 1.33 percent grade to the crest of Copper Mine Ridge. Here the only tunnel on the line was bored through 791 feet of limestone.

From the tunnel after a five mile descent of 0.99 percent, Mr. Morley's line was run over a sharp 1.43 percent grade for eight miles to a crossing of Big River in a valley for a sharp six-mile pull of 1.38 percent grade to Birmarck. Then on to Iron Mountain then down into the Arcadia Valley and the town of Pilot Knob.

By July 1857 the Iron Mountain reached DeSoto and in September of that same year the rails reached Pilot Knob.

Palm & Robertson built another 4-4-0 with 14x20 cylinders and 60" drivers in December 1857 and on delivery was numbered their No. 5 and named "Mineral Point."

At this time engines No. 1,2, and 3 were rated for 300 tons on the heavy southbound grades. No. 5 was assigned to the St. Louis-Pilot Knob passenger train.

After completion of the road in September and the increase of traffic from new mines along the line, new orders for motive power went out to Taunton Locomotive Works of New Jersey.

The first Taunton, No. 6 "St. Francois" erected December 1857 followed by No. 7 "DeSoto"

and No. 8 "Col. Leigler" in January of 1858 gave the Iron Mountain seven servicable locomotives but far short of what was needed to handle the heavy business. The three new Tauntons were of the "American Type" 4-4-0's with 60" drivers and 15x22 cylinders but heavier locomotives were needed.

In February of 1858 the Iron Mountain ordered another 14x20 4-4-0 with 60" drivers and became No. 10 "Black Forest". No. 9 "Meramee" was a Taunton 4-4-0 with 16x22 cylinders and 60" drivers was built and shipped in March 1858 followed by No. 11 "Ozark", a 14x22 4-4-0.

May of 1858 two new Tauntons No. 15 "Arkansas", No. 16 "Memphis", both 4-4-0's with 60" drivers and 14x22 cylinders plus one Palm & Robertson 4-4-0 with 60" drivers and 14x20 cylinders numbered No. 12 "Black Mingo", graced the St. Louis and Iron Mountain's roster of locomotives.

By June of 1858 it was evident to Iron Mountain officials that they had an operating problem.

Pilot Knob was located in a valley and the six-mile grade from there to Iron Mountain was too much for even their larger 4-4-0s with the 16x20 and 16x22 cylinders. Even the construction of a spur at the end of the steepest pull that was used to set out a part of a northbound train and go back for the remainder of the train did not solve their problem. The only solution was larger locomotives.

In June 1859 Palm & Robertson constructed a 4-6-0 "Ten Wheeler" for the St. Louis and Iron Mountain. No. 13 "Iron Mountain" had 18x22 cylinders and 48" drivers. She proved to be a mountain climber. Satisfied with the "Ten Wheeler" Palm & Robertson duplicated No. 13 and it became No. 14 "Pilot Knob."

In the summer of 1858 a three-mile branch connecting Potosi with the main line at Mineral Point, 61 miles from St. Louis, was opened for service.

Potosi in the center of the lead-mining district of Missouri had three lead smelters, plus the fact it was the county seat of Washington County, the town supplied the Iron Mountain with much passenger and freight revenue. No. 2 "Potosi" was assigned to the Potosi Branch and pulled four mixed trains daily between Potosi and Mineral Point.

By 1860 the sixteen locomotives, 10 coaches, 3 baggage cars, 17 box, 8 stock, 154 flats for ore loading and 30 gravel cars were generating revenue for their owner, the St. Louis and Iron Mountain.

Eleven passenger trains a day, pulled by the "Comet", brought passengers from Carondelet into St. Louis and returned them home. No. 5 "Mineral

Point" and her sister No. 12 "Black Mingo" powered the daily St. Louis-Pilot Knob, Pilot Knob-St. Louis mail and express.

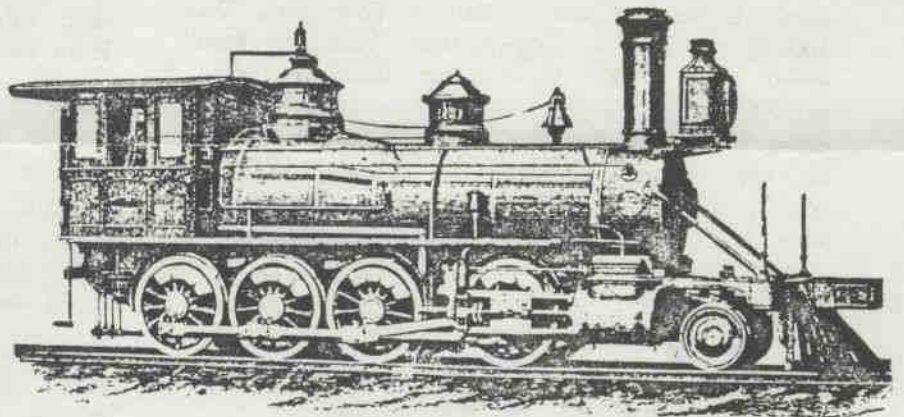
The two "Ten Wheelers" No. 13 "Iron Mountain" and No. 14 "Pilot Knob" were the heavy power on the Pilot Knob freights, while the other 4-4-0s did local hauling and switching and extra passenger service.

Missouri in 1861 was a divided state. Coming into the union as a slave state it had a southern heritage. But the huge migration of Germans, Irish and easterners had turned the state into anything but a southern stronghold. The pro-confederacy people, mostly farmers with roots in Kentucky and Tennessee, felt the German, Irish and easterners were out to take their way of life from them and were seeking a tie to the Confederacy. The German and Irish as a whole were anti-slavery and like those from the east, did not want to get out of the Union of States.

Located in downtown St. Louis near the St. Louis and Iron Mountain freight yard was the United States Army arsenal in charge of Capt. Lyon of the 2nd US Infantry. As increasing numbers of US arsenals in the south had been taken over by state militia of those states, Lyon was afraid his command in St. Louis would be on the list for a takeover by pro-Confederacy state militia in Missouri.

Applying to Col. L. Thomas, Adjutant General of the US Army for authority to enlist loyal citizens of St. Louis into a Army Reserve Corps and getting same, he enlisted, sworn in and armed 3,436 men and 70 officers within one weeks time.

To compound matters for the union commander, the Governor of Missouri, like others in southern states, ordered the Missouri State Guard to



Camp Jackson in St. Louis for spring training. With the 639 men and 50 officers commanded by General Frost MD S.V. camped on his doorstep, the commander of the US Arsenal, Capt. Lyon, grew even more nervous.

Reports coming into Capt. Lyon's headquarters confirmed the worst of the Union command fears

that the U.S. Arsenal in St. Louis was a target for pro-confederate followers in Missouri. On the morning of 9th May 1861 Lyon received a report from pro-union citizens that the evening before that the steamer J. C. Swain from Baton Rouge had arrived at 9:00 PM with a cargo believed to be arms captured at the United States Arsenal at Baton Rouge by troops of the Louisiana State Guard.

This shipment under suspicion had been crated, marked as farm machinery and billed to Cairo, Illinois, for the Illinois Central Railroad delivery to Greely and Gale at Tamora, Illinois, had been unloaded immediately on arrival of the Swain in St. Louis and disappeared.

Captain Lyon on contacting the firm of Greely and Gale, who were well known as pro-union men, found out much to his alarm they did not know of this shipment. Their answer gave Lyon the idea that General Frost of the Missouri State Guard had something to do with this shipment, and if Lyon was not wrong, the St. Louis Arsenal, when Frost armed the pro-confederates in St. Louis, was on the list to fall into the hands of the confederacy.

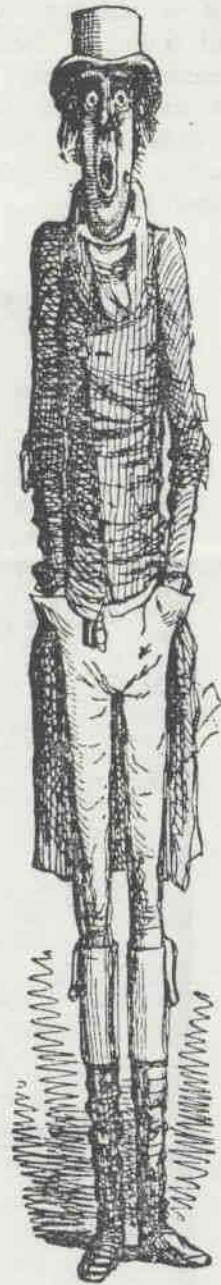
To Lyon there was no time to ask for an O.K. from Washington, D.C. for authority to act against the Missouri State Guard. On May 10, Lyon with a large force of union troops marched on Camp Jackson and demanded General Frost to surrender all of his command and their arms. Frost protested Lyon's demands but being out-numbered, did as Lyon ordered.

The loss of Frost's command and some 1200 rifles of late U.S. manufacture, tents and camp equipment plus twenty-five kegs of powder plus six pieces of artillery put a crimp into any plan Frost might have had of striking a blow for the confederacy.

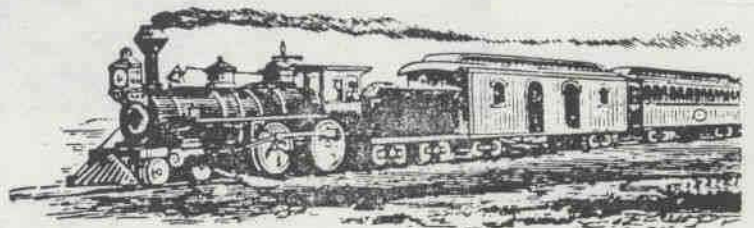
The Missouri State Guard was disbanded and sent home by Lyon and their arms were issued to pro-union men of North St. Louis who were for the most part German and Irish.

Captain Callender and Lieutenant of the Second U.S. Infantry, who were in charge of the detail of distributing these arms, had their command attacked by a mob of southern sympathizers who fired into the ranks of the Federal troops. This fire was returned by the U.S. Army men and all told on both sides twelve were killed, two were United States troopers.

While the pot was boiling over in St. Louis, down in Washington County's seat of government, the town of Potosi, located on the Iron Mountain's Potosi Branch, sixty-four miles south of St. Louis, pro-confederate forces, keeping a low profile, were getting ready to ship a large number of pig lead south. The leader of the pro-confederacy group, working in secret, had already assembled 325 pigs of lead, a quantity of uniform material, some already made into uniforms, and were enlisting men for the southern cause.



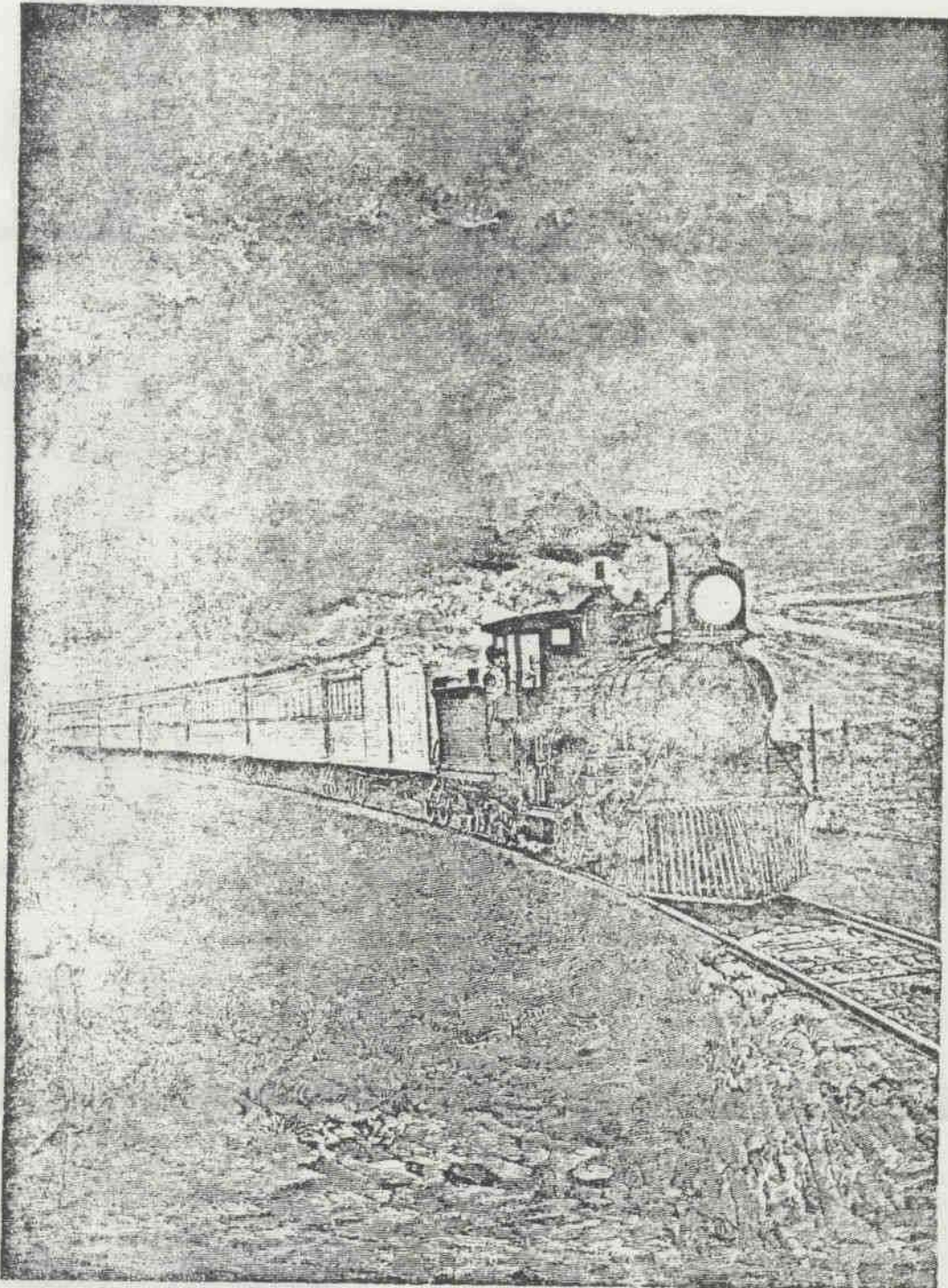
On the morning of 15 May 1861 a pro-union citizen of Potosi arrived in St. Louis on the morning Iron Mountain train bearing documents containing the names of the rebel leaders, their followers and plans and delivered them to Captain Lyons.



After reading the detailed plans of the lead shipment to the armies of the confederacy, Lyon knew he must take immediate action in that part of Missouri and the Iron Mountain was to be securely in the union's hold. It would take too long to march overland to Potosi and the

secret of a surprise raid on the pro-southern stronghold would be lost, which to be a secret was paramount if they were to be successful. Lyon had one choice, that was to move troops by rail under the cover of darkness down the Iron Mountain to Mineral Point then over the Potosi Branch to Potosi.

As any information concerning Lyon's plans would spread like wildfire in dry timber among St. Louis citizens and those along the railroad by telegraph to every station on the Iron Mountain, thus alerting friend and foe alike that something big was in the making, Mr. Phelps suggested no one on the railroad, not even the train dis-



Seeing his best chance to break up the confederates plans was to send a body of troops from St. Louis by rail, Lyon sent a message to Mr. James A. Phelps, Superintendent of the Iron Mountain to come to Army headquarters on the next train from Carondelet.

After hearing Captain Lyon's request for a troop train move by rail to Potosi and for what purpose, Mr. Phelps, who was also a well-known union man, agreed to cooperate.

patchers know of the final destination of the train until it arrived at Mineral Point where the branch line from Potosi connected with the main line. Only the conductor and engineer, who were hand picked by Mr. Phelps, were to have this knowledge.

From the newly formed federalized troops Capt. Lyon picked Captain N. Cole of the 5th Regiment MD Vols. USA to be in command and Captain L. E. Konozuki 1st Rifle Bat. MD Vol. USA

as second in command. Two staff officers, Surgeon E. G. Franklin and his assistant Surgeon S. H. Melsher, plus 176 hand picked men from the 5th Missouri and the 1st Mo. Rifle Bat. known for their declared union loyalty, to form the force to put down the threat in Potosi.

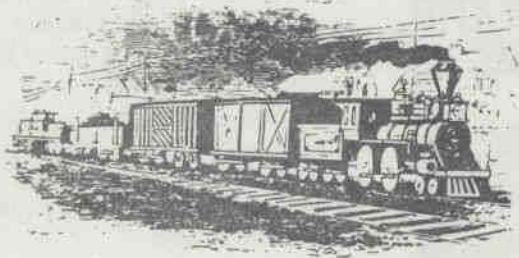
Under the cover of darkness Captain Cole's command assembled at the St. Louis Arsenal and by 10:00 PM they had marched the short distance from the assembly point to the Iron Mountain yard where they boarded the special.

Lyon's plan worked like a charm. After a five hour run from St. Louis, Captain Cole's command arrived in Potosi. So secret had all plans been that no one in the sleeping town knew that the special train had arrived.

By 3:00 AM on the morning of the 15th troopers from the 5th MO and the 1st Rifle Bn had surrounded the town and posted sentinels around the homes of all persons who had been named in the intelligence Captain Lyon had received.

At a prearranged signal the inmates of each home were arrested and marched to the court house where they were held for questioning. In all, fifty-six men were arrested. Forty of the arrested men took the oath of allegiance to the United States, the remainder were placed under a special guard, removed to the Iron Mountain depot to be returned to St. Louis.

The information Lyon had received proved to be correct. At the lead smelters and the railroad station 425 pigs of lead were found and promptly loaded on board the troop special.

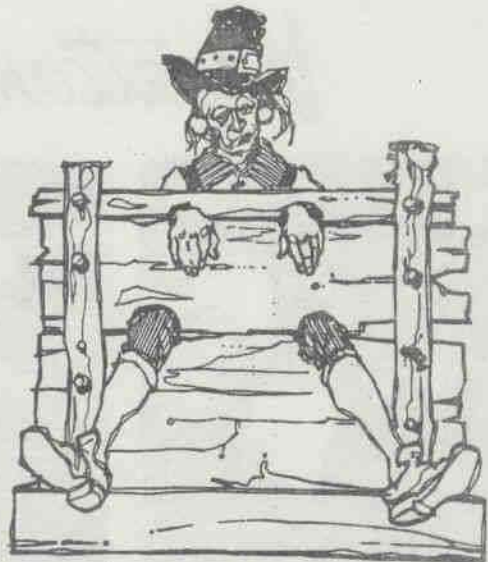


At various establishments in town a large store of uniforms of confederate color was found plus a number of arms, all ready to be shipped into the confederacy with the lead.

By 12 o'clock noon the lead, arms and uniforms loaded, the pro-confederates under heavy guard on the train, the troops departed for St. Louis.

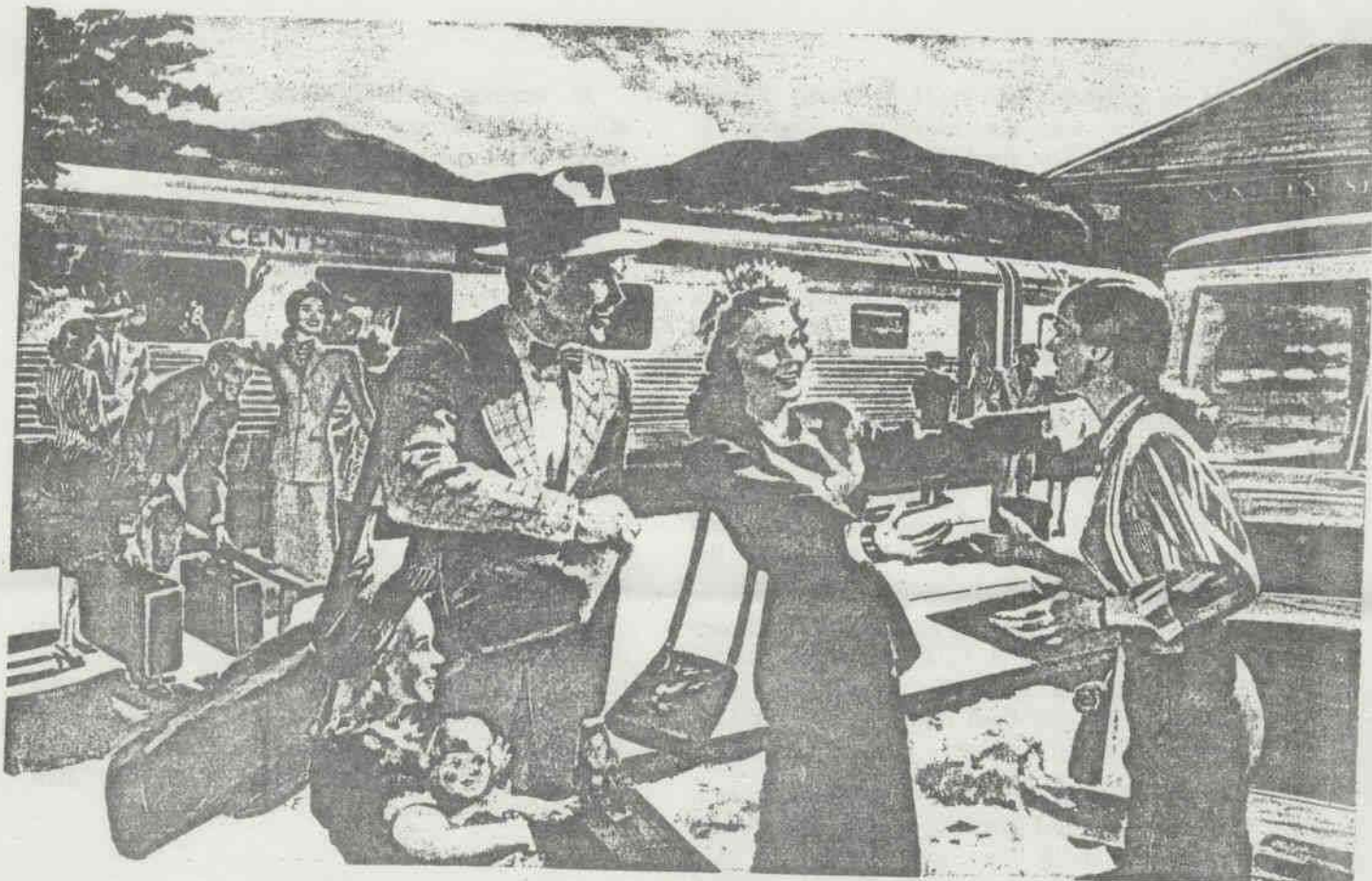
At DeSoto, the union command broke up a recruiting meeting that had been planned to raise troops for the south. On a plea from the pro-union citizens of DeSoto to save them from anti-union acts of the pro-confederates, Lt. Murphy of the 1st Rifle Bn with thirty men were assigned to DeSoto to help keep the peace.

At 6:00 PM the troop special was back in the Iron Mountain yard at Lesperance Street, the troops marched back to the arsenal and dismissed, after what may have been the Iron Mountain's first Main Train, or maybe the first Main Train in railroad history in the life of the United States.



- END -

DID YOU KNOW that the human brain is an electrical device that emits radio waves in the extra-low frequency range of 1 to 30 hertz? **ALSO**, did you know that the earth itself emits radio waves in this same 1 to 30 hertz range? It is also possible that some animal's brains emit at the same frequency, which could explain why certain animals react to an upcoming earthquake days in advance or why birds fly south in the winter. Food for thought.



Vacation all the way—



Space to Spare at a low coach fare... with 12,000 more luxury seats now available daily in New York Central's three miles of gleaming new streamlined, post-war coaches.



Laze and Gaze at the scenic Water Level Route from the streamlined *coach* observation cars of such famous trains as *The Pacemaker*, *The James Whitcomb Riley* and *Empire State Express*.

on New York Central's new luxury coaches

STEP ABOARD the world's largest fleet of post-war luxury coaches, and you step straight into the midst of a glorious vacation. Shut the door on summer heat, and relax in air-cooled comfort.

You'll like the lean-back seats, panorama windows, and the up-to-the-minute luxuries of New York Central's new coaches. And they're here *now* to make your 1947 holiday a vacation *all the way!*



FREE 1947 Vacation Guide

Colorful booklet describes Holiday territories in "Central" land. Write to Room 1334Y, New York Central System, 466 Lexington Ave., New York 17, N. Y.

Name.....
Address.....
City..... State.....

1947 is
spotlighting
the NEW in...

NEW
NEW YORK CENTRAL
The Scenic Water Level Route

Explore Central's 11,000 scenic miles
at LOW COACH FARES

(Ken Ziegenbein collection)

CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - John Hodkin, Jr.
506 Gorden St
N Little Rock AR 72117
(501)-945-2128

Vice-President - Jonathan F. Royce
2100 Rebsamen Pk Rd #426
Little Rock AR 72202-1603
(501)-661-0292

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

Secretary - Polly Hamilton
Board Tres - 208 Dell
Hot Springs AR 71901
(501)-321-2696

National - Dick Davis
NRHS Dir PO Box 240
Austin AR 72007-0240
(501)-843-9658

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

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

Board - Stanley Wozencraft '95
PO Box 1938
Little Rock AR 72203
(501)-664-3301

Board - Peter Snykla '97
2800 West 37th
Pine Bluff AR 71603
(501)-535-4724

Board - Clifton E. Hull '94
3507 E Washington, #31
N Little Rock AR 72114
(501)-945-5556

Board - William Church '93
5619 Bel Caro Place
N Little Rock AR 72118
(501)-753-4582

Board - Robin Thomas '96
10980 Rivercrest DR #26
Little Rock AR 72212-1412
(501)-225-1952

Hon. Board - Barton Jennings '92
1600 Capitol Ln
Knoxville TN 37931-4505



P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday **JUNE 14** at the usual meeting place, the Twin City Bank on Main Street in North Little Rock - third floor. A special surprise video containing some great old railroad equipment still in operation will be shown. Time of the meeting will be 2 PM and refreshments will be served. The public is invited.

3985 TRIP UPDATE - Those of you who sent in requests for information and a stamped envelope should have received (by May 18) an order blank for tickets on the Little Rock to Van Buren steam excursion to be held September 1, 1992. Over 300 requests have been received so far (through May 15) and we continue to get 10-15 more requests each day in the mail, many from the *TRAINS* Magazine ad. So, it is advised that you order your tickets as soon as possible, as this trip is almost sure to be a sellout.

We had to revise our ticket prices upward a little due to increased costs. They are now as follows: ONE-WAY COACH - \$102.50; ONE-WAY DOME - \$132.50; BUS TRIP BACK TO LITTLE ROCK - \$15. A box lunch will be provided to all ticket holders. The dome seating will be reserved.

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

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

A coupon is located on the last page of this newsletter and we have lots of additional ones to mail out. Pick some up at our June 14 meeting and distribute. This will be a good money-maker for the club, so help out if you can.

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

NRHS BRIEFS - Recent National conventions had mixed results in generating revenues. The Tri-State 1988 convention in New Jersey reported a net loss of \$44,962, while the one in St. Louis had a profit of \$77,000 and the Huntington convention netted \$35,000. As you know, our club will be hosting a NRHS Board of Director's meeting in the Spring of 1993, which should prove interesting. Hopefully, we will have several special trains running.

The dates of our 1993 NRHS meeting is March 26-28. **DICK DAVIS** is chairman of the meeting committee, **MATT RITCHIE** is vice-chairman, **JOHN HODKIN, Jr.** is treasurer, and **PETER SMYKLA** is the excursion planner.

HELP WANTED - **DAVID L. BRIGGS**, 7526 Gingerblossom Drive, Citrus Heights CA 95621 would like some help. 1) Does anybody know details on the heavyweight steel cars on the A&M? 2) Anybody know more details of the combine (ex-M&NA) at Searcy? Know who lives there? Car number? 3) Details on the M&NA car used as a residence at Kensett? Is it still there? (Mr. Briggs has a nice history of this car, built in 1888, but doesn't know if it still is in existence). 4) Does a former Ft. Smith, Subiaco & Rock Island doodlebug frame exist in a park in Parks, Arkansas? Anybody know its whereabouts? History? 5) Are the three former Rock Island cars still used as businesses in Russellville? He wants photos of this set if they are still there. Write to him at the above address.

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

ROCK ISLAND CLUB always meets on the second Monday. The next meeting will be on June 8 at Wyatt's Cafeteria in Southwest Mall in Little Rock at 11:30 AM. L.T. **WALKER** has been active in this club for years and invites all interested in the Rock to attend the meetings.

ARKANSAS RAIL NEWS

GN&A TO BECOME CLASS I - (Nashville, Arkansas) - One of Arkansas's oldest shortline railroad, the Graysonia, Nashville & Ashdown Railroad, apparently will be bought by the Kansas City Southern Railway. KCS announced on April 22 that the company had signed a letter of intent to buy the 31.5 mile line from Holnam, Inc., a cement company (The GN&A was owned by Ideal Cement Company, a Holnam

predecessor, since 1927). The GN&A interchanges with both the KCS and Kiamichi Railroad at Ashdown. While cement used to be the GN&A's biggest commodity, now it is poultry feed for Tyson at Elberta. Some 5,000 to 6,000 cars per year move on the line, said GN&A president Jack Gathright. Most cement now moves by truck.

Apparently, the GN&A was put up for sale in February and had several bidders. Included with the sale will be 90 acres of land east of Nashville. The KCS will now have access to Pilgrim Foods in Nashville, in direct competition with Union Pacific. Holnam also may close the cement plant in Okay.

While most Class I railroads are selling lines, KCS is taking a different approach. It was mentioned that the Norfolk Southern also recently tried to buy a shortline, the Corinth & Counce Railroad, but MidSouth Corp won out. (*RAILS, May 1*)

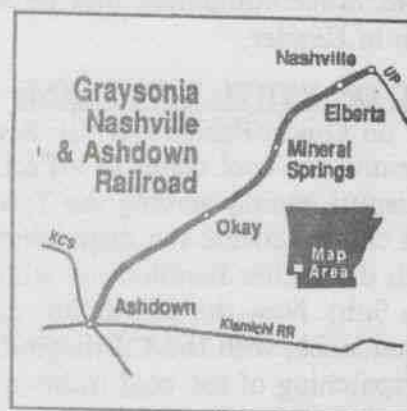
ENGINE 819 NEWS - The Cotton Belt Rail Historical Society reports that the steam engine 819 has been invited to attend the 1993 Annual Convention of the National Railway Historical Society in Chicago. This will be held July 21-25, 1993. Also invited to attend are UP's 3985 and N&W 1218. The 819 is scheduled for an official convention excursion on July 25th, a Sunday, from Chicago to Bloomington, Illinois. From there the engine and train will continue on south back to Pine Bluff. This would be, should Southern Pacific approve, the longest trip yet for the 819. Meanwhile, the 819 passed another boiler inspection last March.

At the Arkansas Railroad Museum itself, SP's (Cotton Belt's) CTC machine has been donated and is on display in the newly restored museum area. This CTC board was moved to Pine Bluff from Illmo in 1954 and was used to control trains between Illmo and Texarkana until a couple of years ago, when SP moved all dispatchers to Houston. They will eventually have the lights hooked up as well.

From the past: In May 1916, workers moved the old passenger depot in Russellville to make room for a new Iron Mountain depot. The old station was moved between River and St. Mary's Streets and the new depot was erected on the same site as the old. The new station was similar to the one at Conway. Also it was stated that automobile drivers of that time seemed to delight in making all the noise they could while driving through crowded areas or by churches by removing their mufflers. An editorial stated that the muffler cut-out ordinance should be enforced. (Russellville COURIER DEMOCRAT, May 3, 1992 sent in by member George D. Jones)

DOODLEBUG DAYS - (Booneville) - On May 15, the Doodlebug Country Headquarters was opened in Booneville to honor the Rock Island's famous Rail-Diesel-Cars of that name. These self-powered cars ran over the Rock's Sunbelt line between Memphis and Amarillo from the late 1940s to 1964. The line itself was taken up in Booneville in the early 1980's. The headquarters is located on 23 West Main Street. Jane Woolley, chairwoman of the Doodlebug steering committee, has instigated the move to remember the little train. "We're like a town that didn't let the little train die. I wrote to the Chamber of Commerce that I would like to see the name Doodlebug for the summer festivals because I remember as a girl the train would blow its whistle when it arrived in Booneville at 4 p.m. That's when my grandfather knew it was time to feed the cows. It's just a special memory to me," Woolley said. The first festival, the Doodlebug Funfest, will be held in Booneville June 27. (*SOUTHWEST TIMES RECORD, May 4, sent in by member Michael E. Bigler*)

READER RAILROAD NOT DEAD - According to owner Richard Grigsby, the Reader Railroad near Reader, Arkansas, may still have life in it. He said Number 7 may be ready to run (and pass FRA inspections) by July of this year. If so, some excursions could be



possible. Some equipment may be sold to a company in Dallas, but the railroad would remain in Reader.

MORE ON WHITE RIVER LINE - JOHN HARVEY of Batesville states that the only traffic on Union Pacific's White River line through Batesville is the locals from Diaz to Cotter and the coal trains to AP&L's Independence Station. (Another train runs Cotter to Missouri, mainly serving the Tyson chicken plant at Bergman, Arkansas). A most recent change covers the dispatching of the line. Until a few months ago, the Carthage Branch dispatcher handled the whole line (the Carthage dispatcher also handles the Van Buren Sub). Now the Hoxie Sub dispatcher works the line from Diaz Junction to Independence, with the Carthage dispatcher working north of Independence. This leaves the dispatching of the coal trains with one man from North Little Rock to the plant. Mr. Harvey is looking forward to the upcoming changes should the line be sold as UP wants (see the May *RAILROADER*), since UP has not done any heavy work on the line for years.

TRAIN TRAVEL TIPS - Reserve a seat in the center of a car to avoid the wheel's vibrations; it is customary to tip sleeping car attendants about \$5 per person. (COMPUSERVE Magazine, May 1992)

NEW YORK GARBAGE - (Stuttgart) - Residents living in south Stuttgart in late April were complaining about the stench coming from boxcars full of garbage sitting on a Cotton Belt siding. The garbage, from New York state, was waiting to be transferred to a landfill in nearby DeWitt. The 100-plus tons of garbage routinely sit on this siding for a week or more before being unloaded, causing a bad order in Stuttgart (the duck capital of the world, by the way). Arkansas Waste Services, Inc. own the landfill and plan to provide a railroad spur next to the landfill in DeWitt by July, eliminating the stinky transfer. The solid waste, from Star Recycling in Brooklyn, New York, is what remains from recyclable products. (*ARKANSAS DEMOCRAT-GAZETTE*, April 23, 1992 by Jake Sandlin)

TEN-YEAR-OLD KILLED - (Mandeville) - A 10-year old boy was killed April 25 when he was struck by one train and thrown into the path of another train. The boy, Tremayne Gladney, was walking on Union Pacific's tracks (in violation of the law, by the way) when he was struck by a northbound train, which knocked him into the path of a southbound train, which ran over him. The boy was walking with 3 other boys. Union Pacific said the boy was struck only by one train. He was standing between the two tracks. (*TEXARKANA GAZETTE*, April 26, by Christy Busby sent in by David Echols)

GENERAL RAIL NEWS

BN TO START SELLING LINES - The May 1, 1992 issue of *RAILS* stated that Burlington Northern will begin selling branch lines to short line operator again, after a 5-year lapse. A memorandum stated that BN will begin to " 'shortline' every line throughout its system which does not handle at least 3 to 5 million gross ton miles per year." The program will begin this spring or summer. First lines to be sold or leased will be those in Minnesota, North and South Dakota, Montana, Idaho and Washington. BN will only deal with a limited list of bidders. Unlike UP and Santa Fe, BN will not offer packages of lines. Most deals will be single lines of 50 to 200 miles. BN will continue to market the lines as if they were operated by BN. In effect, BN will be granting a haulage right to the shortlines. (Here in Arkansas, the Arkansas & Missouri Railroad runs on Burlington Northern tracks. As I understand it, the A&M leases the line. Am I right?)

SHORTLINE FAILS - (Cherokee, Oklahoma) - Part of former Santa Fe's line between Cherokee and Thomas, Oklahoma (the North Orient Line), now owned by the shortline Texas & Oklahoma, has been put up for abandonment. The 79-mile line did not have the

support of shippers in the region. Meanwhile, the southern part of this line, the South Orient Line, in southwest Texas, is doing better business than anticipated. Through April, this line has exceeded last year's traffic when the line belonged to Santa Fe. The South Orient is owned by the same people in Hugo, Oklahoma who own the Kiamichi Railroad. (RAILS, May 1)

CIRCUS, CIRCUS - (Venice, Florida) - The Ringling Brothers Barnum & Bailey Circus will not be able to rehearse its 1993 show in its traditional winter quarters at Venice, Florida for the first time in 32 years because of bad track conditions on the Seminole Gulf Railway, which runs into Venice. The state may help repaid the line, but costs could be prohibitive. (RAILS, May 1)

OPERATION LIFESAVER SYMPOSIUM - (New Orleans) - On July 12-16, there will be a bi-annual Operation Lifesaver symposium in New Orleans featuring FRA Administrator Gilbert Carmichael and "Family Ties" actor Michael Gross (he used to be a fireman while in college). The event will focus on the volunteer effort underway to keep crossing accidents down. (The Louisiana Lifesaver, Spring 1992 via Jim Johnson)

METHANE AND GREENHOUSE EFFECT - Methane stays in the atmosphere about 12.5 years before dissipating. Methane is thought to be a major cause of the so-called Greenhouse Effect, but man's influence is not as much as most believe. The major causes of methane are: natural wetlands, rice cultivation, emissions by domestic animals (cows), termite emissions, landfills and industrial venting.

PCC CARS OUT - (Philadelphia) - According to the May 1992 CINDERS (Philadelphia Chapter), SEPTA, the mass transit company of Philadelphia, budget cuts will force them to eliminate all the older PCC streetcars by mid summer. They will be replaced by trackless trolleys (sounds like Little Rock 50 years ago!). Twenty of the cars will be sold to San Francisco to be rebuilt.

ICC RECORDS - The original 1917 ICC valuation of the nation's railroads are available for viewing at the Washington National Records Center in Suitland, Maryland. Should you ever visit this center, you will be assigned an archivist to help you. However, all railroads in the country were valuated at that time. They are located at 4205 Suitland Road, Suitland Maryland. Their number is 301-763-7410. (CINDERS, May 1992)

1522 TRIPS - (St. Louis) - Frisco 1522 recently had a Burlington Northern family days trip between St. Louis and Springfield, Missouri (returning to St. Louis on May 17). This trip was not open to the public, but it did run on the BN again!

The 1522 will have a public excursion on June 27 and 28 between St. Louis and Coffeen, Illinois. For more details, contact the St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131 or call 314-838-5145.



SOUTHERN PACIFIC IMPROVES - First quarter earnings increased \$48 million to \$691,595,000 in 1992 compared with 1991, up 9.1 percent. SP's losses were dramatically reduced from \$64 million to \$23 million. SP operates 15,000 miles of track in 15 states.

Meanwhile, other railroads also showed improvements in the first quarter of 1992. BURLINGTON NORTHERN had a first quarter profit of \$80 million (\$1.19 billion in revenue, up 5 percent); SANTA FE \$30.4 million profit (\$616.9 million in revenue, up 9.2 percent); UNION PACIFIC \$136 million profit, up 6 percent; NORFOLK SOUTHERN \$139 million profit (\$1.1 billion revenue, up 39 percent); CSX \$164 million revenues, up 19 percent; KANSAS CITY SOUTHERN \$20.8 million income, up 29 percent. (RAILS, May 1, 1992 and SP news release)

SP OPENS NEWER LOCOMOTIVE REPAIR FACILITY - (Denver) - In a April 28 news release, Southern Pacific announced it opened a refurbished locomotive overhaul facility in Denver at its Burnham Shops. The state-of-the-art overhaul center can repair an

engine in 5 days instead of 30. It operates 24-hours a day, 7-days a week. Locomotive undergo a major repair every 5 years. SP invested \$15 million to modernize this shop.

Some interesting stats: Number of parts replaced in a rebuilt locomotive: 5,000; Manhours needed to overhaul an engine: 2,100; Heaviest part: a truck frame. Smallest part: a spring keeper (wire); Cost to overhaul an engine: \$200,000; Cost of new engine: \$1.3 million.

D&RG NAME DISAPPEARING - It was announced in April that the Denver & Rio Grand logos and paint will soon disappear from bridges, stationery and eventually engines to be replaced by Southern Pacific paint and logos. This has raised the ire of many in Colorado, who don't like to lose their D&RG identity. (*WESTWORLD, April 28, sent in by Jim Johnson*)

WABASH TUNNEL REVISED - (Pittsburgh) - The 3,450 Wabash Tunnel through Mount Washington may once again see trains, this time commuter type, as the city is planning to expand its system. The tunnel was opened in 1904 by the Wabash Railroad, but has not been used since 1946 when a fire destroyed several trainsheds. (*THE COAL BUCKET, Horseshoe Curve Chapter, June 1992*)

PITTSBURG DEPOT - (Pittsburg, Texas) - The Cotton Belt Depot in Pittsburg, Texas has been turned into the North Texas Rural Heritage Center Museum. (*The Clearance Card, April 1992*)

ATSF 4-8-4 #3751 may make a trip over the Santa Fe in September from California to Topeka. Meanwhile, the Paris, Texas Santa Fe station has been boarded up and all yard trackage taken up. (*The Clearance Card, April 1992*)

J.B. HUNT TRUCKS ON TRAINS - J.B. Hunt Trucking Company has made ANOTHER agreement with a major railroad to haul its trucks piggyback, this time with Conrail to haul the Arkansas firm's trucks to the prosperous Northeast. The company also announced in late April that it had a similar agreement with Union Pacific to ship intermodal freight to Mexico. J.B. Hunt also has contracts with Burlington Northern to run to the Pacific Northwest and with Southern Pacific and the Florida East Coast. Seems the trucking line knows economy when they see it. (*ARKANSAS DEMOCRAT-GAZETTE, April 30, 1992*)



AMTRAK NEWS

CONTRACT COMMUTER SERVICE - In a speech at the American Public Transit Association's Commuter Rail Transit Conference on April 13, Graham Claytor, Jr., Amtrak's president, said that there could be 25 new commuter rail systems in the United States during the next 15 years. He also said that by the end of 1992, Amtrak will carry as many or more passengers on commuter rail systems operated under contract by Amtrak as the company's 22 million inter-city riders today.

AMTRAK WINS SUPREME COURT CASE - In March, the Supreme Court voted 6-3 to uphold Amtrak's authority to condemn and resell 49 miles of Guilford Transportation lines in Vermont and New Hampshire. This decision should strengthen Amtrak's hand in renegotiating its trackage rights with the nation's freight railroads by the 1996 deadline. (*CINDERS - Philadelphia Chapter, May 1992*)

"SUNSET" TO BE EXTENDED - Amtrak's "Sunset Limited" will be extended from New Orleans to Florida in October 1992 and will probably go all the way to Miami as a single train. Apparently, New York to Florida trains cannot handle the extra cars should the train be terminated in Jacksonville.

"PINKY" DIES - (Dallas) - Railfan, Amtrak fan Pinky Epperson died in January. She had been known for years by Amtrak passengers and crew as they went through east Dallas with the "Eagle." She would always wave at them from her backyard and was the unofficial greeter of all rail passengers entering the city of Dallas. She was once featured on the *CBS Evening News* by Charles Kuralult. Spotting Pinky, standing outside her pink trimmed house, waving a pink handkerchief, and usually dressed in pink, was one of those things you naturally did while riding the *Texas Eagle*. Pinky was always the first Dallasite to welcome you home from a long rail journey and one of the only ones to wave goodbye after you left the station.

Since 1982, at the urging of Conductor Zeb Love, passengers lined the windows to return Pinky's waves. After Zeb's retirement in 1988, other Amtrak personnel kept the tradition. Pinky's contribution to the hobby will be missed.

Your editor remembers an Amtrak trip from Dallas in the mid 80s when she detrained the eastbound "Eagle" in Dallas, had her son race her home so she could wave at us as we left town a few minutes later. She beat the train and was running up to the tracks as we passed. People like this is what gives railfanning a good name. (*The Clearance Card*, April 1992)

NEW AMTRAK HISTORICAL SOCIETY - A new society devoted to Amtrak history has been formed, taking the place of the one formed in Arizona in 1990. The new society is headed by Jeffrey Kocar, an Amtrak dining car steward. It issues a quarterly publication called "The Observation Car." Memberships in the society are \$10 a year. Write to the Amtrak Historical Society, 5250 N Broadway, Suite 171, Chicago IL 60640.

AMTRAK RIDERSHIP BY ROUTE/AREAS

	FEB 91	FEB 92	%CHANGE
NORTHEAST CORRIDOR	827,565	762,071	-7.9%
SHORT DISTANCE	365,486	368,091	+0.7%
LONG DISTANCE	422,947	422,626	-0.1%
("Eagle")	13,306	12,885	-3.2%
("Sunset")	6,485	7,255	+11.9%
("City of New Orleans")	14,163	13,374	-5.6%
SPECIAL TRAINS	4,588	4,300	-6.3%
TOTAL	1,620,586	1,557,088	-3.9%

	OCT 90- FEB 91	OCT 91- FEB 92	%CHANGE
NORTHEAST CORRIDOR	4,551,274	4,156,091	-8.7%
SHORT DISTANCE	2,015,497	1,930,306	-4.2%
LONG DISTANCE	2,298,576	2,285,650	-0.6%
("Eagle")	79,540	73,448	-5.1%
("Sunset")	35,453	38,111	+7.5%
("City of New Orleans")	79,955	75,196	-6.0%
SPECIAL TRAINS	26,597	22,678	-14.7%
TOTAL	8,891,944	8,394,725	-5.6%

Amtrak had an average of 159.3 passengers on its trains at any one time in FEB 1992 compared with 171.5 on board in FEB 1991, a decrease of 7.1%. (The "Eagle" had an average of 153.6 on board at any one time in FEB 1992 compared with 156.4 in FEB 1991, a decrease of 1.8%).

Amtrak was on time 85.7% of the time in FEB 1992 compared with 84.3 percent in FEB 1991. The "Eagle" was on time 89.7% of the time in FEB 1992 compared with 78.6% in FEB 1991, quite an improvement, almost 90% on time!!.

NEWS UPDATED through May 15, mailed at the end of May. DEADLINE for the July newsletter is June 15.

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 14 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

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 \$14/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.

Arkansas Railroad Club mail should also be sent to the address below..

**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)



JOIN THE ARKANSAS RAILROAD CLUB

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

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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

WELCOME ABOARD!!!

The Arkansas Railroad Club presents
THE RIVER CHALLENGER

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

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

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

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

The Arkansas Railroad Club cannot assume responsibility for missed travel connections and ticket purchasers are to abide by all requirements and conditions of the Union Pacific Railroad and the Arkansas Railroad Club. We are not liable for any inconvenience caused by trip cancellations or delays or changes in equipment, including changes in motive power, or changes in schedule or anything else beyond our control.

REFUND POLICY: NO refunds will be made AFTER AUGUST 1, 1992 unless the trip is cancelled or unless we can re-sell your ticket(s)

PLEASE SEND _____ Train tickets (coach) from Little Rock to Van Buren @ \$102.50 \$ _____

_____ Train tickets (DOME) from Little Rock to Van Buren @ \$132.50 \$ _____

(May we substitute Coach for Dome if Dome is sold out?) YES/NO

_____ Return chartered, air-conditioned bus tickets to Little Rock @ \$15 \$ _____

TOTAL \$ _____

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE () _____

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

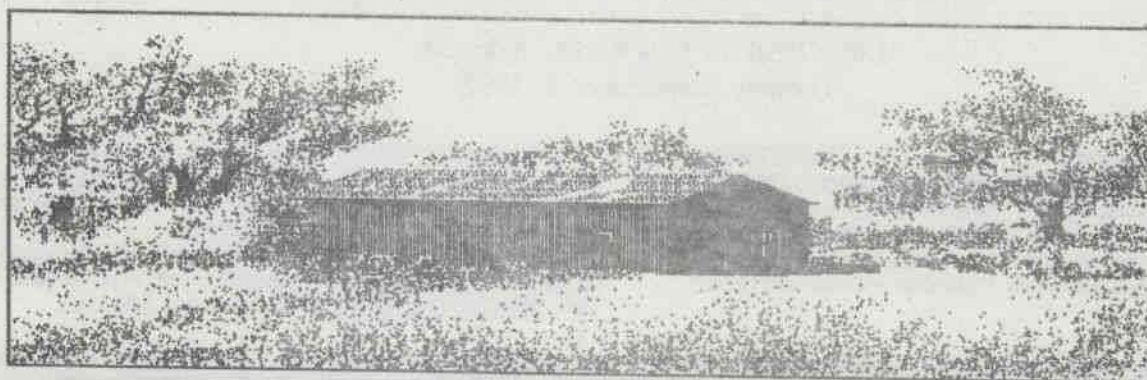


**ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119**

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

JUNE 6 - KCS railchase. Meet at Twin City Bank at 6 AM.	SEPTEMBER 1 - 3985 Little Rock-Van Buren Excursion.
JUNE 14 - Regular Club meeting, Twin City Bank, 2 PM.	SEPTEMBER 13 - Regular club meeting, Twin City Bank, North Little Rock, 2 PM.
JULY 12 - Regular Club meeting, Twin City Bank, 2 PM.	OCTOBER 11 - Regular Club meeting, Twin City Bank, North Little Rock, 2 PM.
JULY 19 - Burlington Northern railchase, meet at Twin City Bank about 6 AM.	NOVEMBER 8 - Regular club meeting, TCB, 2 PM.
AUGUST 9 - Regular Club meeting, Twin City Bank, 2 PM.	DECEMBER - Annual Christmas party, place TBA.

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



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

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

ADDRESS CORRECTION REQUESTED

JUNE1992

THRU 12/92
KENNETH W. ZIEGENBEIN
905 VALERIE DR
NORTH LITTLE ROCK AR 72118-3160