



ARKANSAS RAILROADER



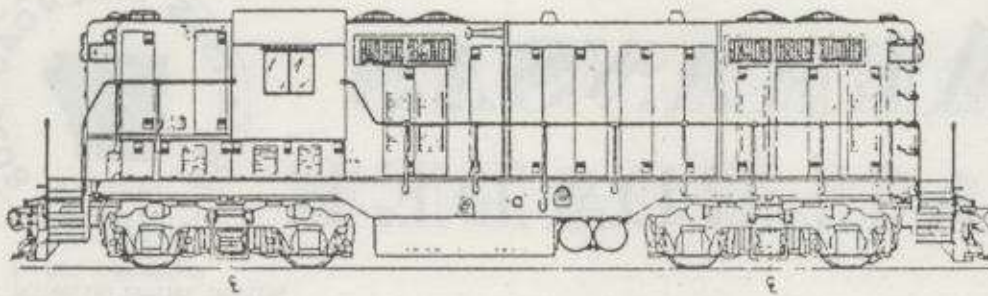
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 16 NUMBER 3

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ROCK OF AGES - This old majestic Rock Island bridge sits across the Arkansas River on a snowy February 4, 1985, possibly never to see a train again. The tranquil setting is just north of the Rock Island Choctaw Depot on East Second Street in Little Rock.



GENERAL NEWS

LARGE ISSUE - As you can see, this issue of the ARKANSAS RAILROADER is rather large, due mostly to the fine story about Little Rock's Streetcars by James Fair. As a result, other articles and stories will be put off until future months, including articles by Bill Merck, Mike Adams, William Church and photos by Jim Johnson, as well as the PASSENGER TRAIN OF THE MONTH (which, this month will be the streetcars). Also a reminder that the deadline for the APRIL RAILROADER will be Monday, April 1. Thanks.

SHOW & SALE - The Arkansas Railroad Club's Show & Sale will be held on Saturday, March 30 from 9:30AM till 4PM at the Fischer Armory in North Little Rock. Admission is \$1.00 for anyone 12 and over.

ABOUT CABOOSES, again - The Cotton Belt is now operating a number of trains without a caboose, including the Memphis Blue Streak. The rear car of the trains have the Trailguard feature. (Thanks to Bill Merck)

MINUTES TO BE INCLUDED - While space does not permit putting it in this issue, future RAILROADERS will include the minutes from the last meetings as a service to those of you not able to attend. Ross Holt's minutes will be the ones used.

AMTRAK SUBSIDY - As all of you know, there's to be no money for Amtrak in the next Federal budget while other modes of transportation get hefty subsidy, including airlines (i.e., the air traffic control system). Some of you may have read my editorial in the ARKANSAS GAZETTE recently on this subject. Please write your Congressmen and Senators about this.

BOARD MEETS - On January 13, the Board of Directors of the Arkansas Railroad Club met with the following resulting: President Fillers expects to conduct the business of the club more through the Board, leaving the monthly meeting time more to social matters and programs. He also feels that the property in North Little Rock is of little benefit to the Club and would like to give up the space to the Model Railroad Club. Mr. Fillers also does not believe the two passenger cars at the club building were of much value and is, with the Board's blessing, investigating the possible sale of the cars.

TRAINLINKS PURCHASED - UP System has purchased 125 electronic end-of-train monitors called "Trainlinks" to replace cabooses on approximately 50 system trains. The equipment includes a radio signal receiver located in the locomotive cab. MP is using the equipment on trains between St. Louis and Kansas City and Chicago and Ft. Worth. The railroad is using the \$4,000 devices to replace cabooses, which now cost \$80,000 new. MP will soon be operating up to 25 road trains with the new equipment. (INFO NEWS)

INCOME INCREASED - Union Pacific Corporation reported net income of \$494 million in 1984 - up 66 percent from the \$297 million in 1983. (INFO NEWS)

RAIL WELDING FACILITIES TO MOVE - Present rail welding facilities at North Little Rock on the MoP will be moved to Biddle Yard this year at a cost of \$3.6 million. Also planned in the UP System are 1,856,000 tie replacements at a cost of \$73.1 million. The siding will be extended at Yellville, Arkansas, plus there are many other system-wide improvements being planned this year with Capital Spending totals of \$578 million. (INFO NEWS)

RUMOR MILL - I have heard that there may soon (within a year or so) be two new "Fallen Flags" - the Katy and the KCS. Rumors have it that the Burlington Northern is eyeing the KCS and that the Union Pacific/Missouri Pacific is looking at the Katy. Although this is strictly rumor, it wouldn't hurt to get pictures now of these two roads for future posterity.

NMRA CONVENTION will be held in Little Rock June 6-9, 1985. The actual meeting place will be in North Little Rock at the Community Center Complex, Pershing and Willow Sts. Tours of MoPac, etc. will be provided. If you are a model RR person, contact Tom Shook, 1716 Alberta Dr. Little Rock, AR 72207 if interested.

AMTRAK ECONOMICS AT A GLANCE:

	NORTHEAST CORRIDOR	NATIONAL SYSTEM
NUMBER OF RINKS	50X	50X
REVENUE PASSENGER-MILES	20X	80X
REVENUE	25X	75X
FIXED COSTS	6X	31X
OPERATING COSTS	50X	50X
ROUTE MILES	2X	95X
CAPITAL INVESTMENT	80X	10X
LONG TERM GROWTH	0	20X

The above comparisons raise the question as to whether the \$4 billion investment required to purchase and upgrade the Northeast Corridor was a prudent decision. Should not a larger portion of Amtrak's resources be diverted to the National System which has manifested significant growth potential with a minimal investment?

(table at right from CLEARANCE CARD)

☆☆☆ PROGRAM ☆☆☆

William T. Church will give this month's program entitled "Narrow Gauge Legacy". It will be about narrow gauge railroading in the Rockies. **DATE:** Sunday, March 10; **TIME:** 2:00PM; **PLACE:** Twin City Bank Building, North Little Rock, on Main Street across the river from Little Rock. BE THERE for a good time!

The Street Railways of Little Rock, Arkansas

The 1930-1936 Era

James R. Fair



Gene Hull collection

The street railway system of Little Rock, Arkansas, has been gone for over thirty-five years, and there has appeared a generation of traction enthusiasts without direct memories of trolley car service in and about the city. Some accounts of the early history of the system have appeared in local newspapers, and at least two articles in magazines have dealt with the rolling stock. However, very little appears to have been written on the mode of operation and the more physical characteristics of the system. Hence this present effort, where I shall draw on a combination of research and personal reminiscences to give the reader a view of what some might call the declining years of Little Rock street-cars, but which to me were the glory years when service and trackage were at their peaks.

This account begins in October 1929 when my family moved into a house at 16th and Schiller, directly on the Fifteenth Street car line and only a block from the Park Avenue connecting line that ran in front of Little Rock Senior High School. I noticed immediately the bouncy single truck cars, painted in a nondescript grey-green with red trimlines. These cars, of course, were the Birney Safety Cars that had begun service in 1926 and thus were relatively new at the time. I also noticed that at

about 3:00 p.m. on schooldays a half-dozen larger (and older) double-truck cars lined up in front of the high school as specials for the students. I would learn later that most of these cars went out to Pulaski Heights via the Fair Park line (inbound) and the Victory Street cutoff to the Heights line. At least one of the cars would head for downtown via the Fifteenth line, however, and if I managed it right I could get a ride on what seemed to be the more interesting double-truck units. After all, I could use school tokens, and they came at the attractive price of 2½ cents each! A significant discount from the regular fare of six cents. ¹

In 1929 the system extended for about 27 miles, mostly on city streets but also on private right-of-way toward the ends of the Fair Park and Pulaski Heights lines. Over half of the distance, about 15 miles, was double track, giving a total route trackage of some 42 miles. With sidings, car barn tracks, etc., the total mileage came to nearly 44 miles. Six routes were used, covering some 32 miles, as shown in the following table.

Route-Miles, 1929

(One way)

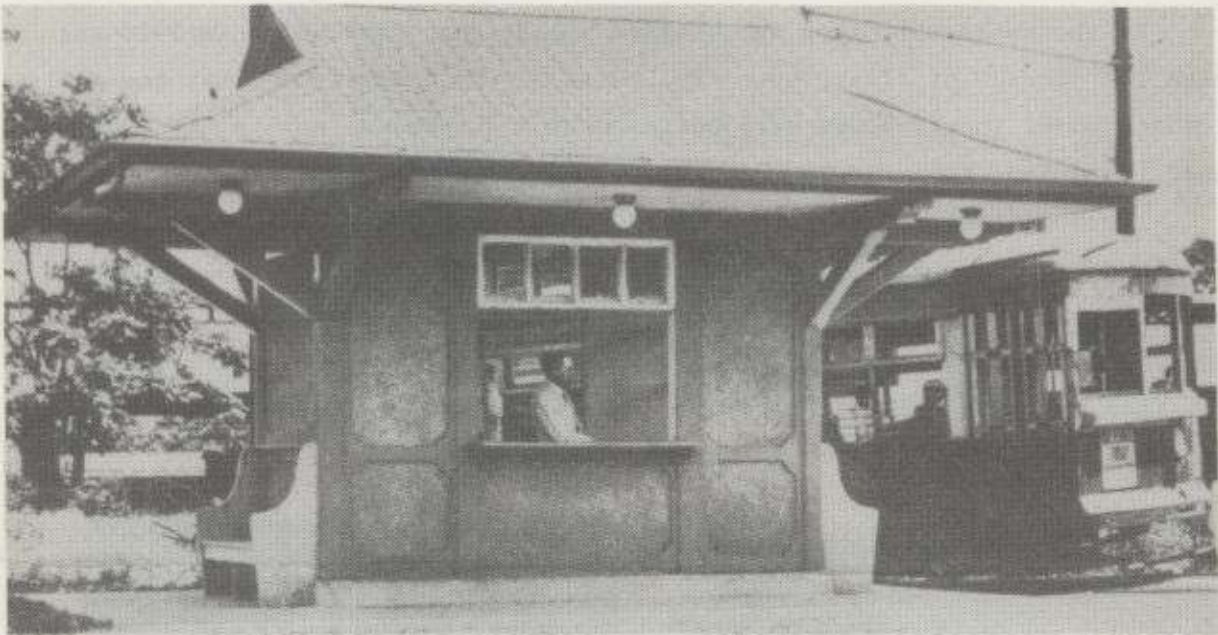
	<u>Double</u>	<u>Single</u>	<u>Total</u>
South Main/Pulaski Heights	6.8	1.5	8.3
Fifteenth St./Mo. Pac. Station	3.5	0.7	4.2
South Highland/East Fourteenth St.	2.8	2.9	5.7
Fair Park/East Ninth St.	5.4	1.1	6.5
Biddle Shops/Main-Markham Sts.	1.3	1.4	2.7
West Ninth/Rock Island Station	2.3	1.9	4.2
Totals	22.1	9.5	31.6



Birney 317 is crossing Broadway and is eastbound on Markham from the Missouri Pacific station. The Model A Ford indicates an early 1930's scene. Thirty of the Birney cars were received from American Car Company in 1926. (Author's collection)

¹) The fare had gone from 5¢ to 6¢ in May 1920 and remained at this amount until the end of operations in 1947.

Except for the South Main/Heights and Biddle lines, the Birney cars provided regular service. Thirty of these cars had been received from American Car Company in early 1926 and were numbered 300-329. They were not only single truck, they were also single end. To accommodate them it was necessary for Arkansas Central Power Company, which in October 1926 became the reorganized continuation of Little Rock Railway and Electric Company, to obtain an amendment to its city franchise so that "Birney loops" could be constructed at the ends of the Fifteenth, West Ninth, Rock Island, South Highland, East Fourteenth, and East Ninth lines. At each loop a shelter was provided, in some cases also including a vending stand or store. The Birneys seated 33 people, were 28 ft. 6½ in. long, weighed nine tons, and had the usual safety features that had become standard at the time.

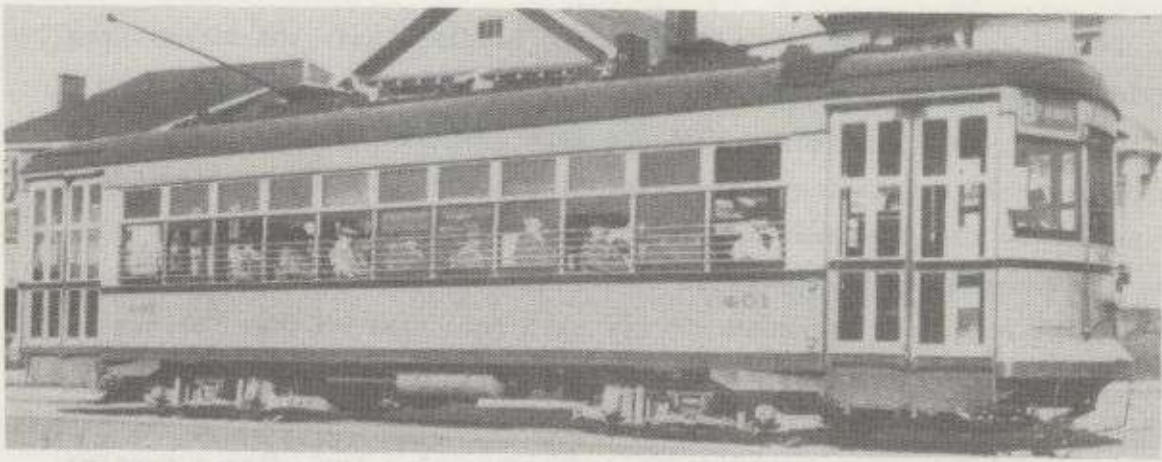


Shelter in the center of a Birney loop, this one including also a newstand. The location is on East Second, across the street from the Rock Island Depot. (Author's collection)

Pulaski Heights Line

This was the premier route, It was the longest, most scenic, best patronized, and to it was assigned the most attractive and best maintained cars on the roster. There were eight double-truck lightweight steel cars, Nos. 400-407, assigned to this line and except for rush periods they were able to cover the needed headways. They had been received from American Car in 1924, were very well proportioned, were 42 ft. 6 in. long, and weighed 16.5 tons. They did not have the sway that was characteristic of the Birneys or of the older double-truck cars. For a young lad such as myself, it was a genuine thrill to ride them all the way to the large loop at White City, earlier known as Forest Park.

The Heights line had been extended to Forest Park (a property of the street car company) in 1904. For the formal opening on June 6 of that year curtain time of the opera presentation "The Mikado" was delayed 20 minutes because of a derailment on the line and also because heavy rains had removed some of the grease on the flangeways at curves, requiring slower movement. As a result, the normal running time of 30 minutes (from Fifth and Main) was lengthened to 45 minutes.



This view from a 1928 issue of ELEC RY JOURNAL shows one of the 400 series double-truck cars in what appears to be a South Little Rock setting. Eight of these cars were received from American Car Company in 1924. (Author's collection)

At the White City loop was located a large car barn which in 1929 was used for storage of older, open-type cars. I could only note that the rails leading under locked doors were quite rusty and appeared not to have been used for a long time.

There was private right-of-way location of the Heights line tracks, from the entrance to Prospect Terrace to the end of the line. For the most part this was side-of-the-road with the gravel ballast at a level such that one could drive an automobile onto the tracks quite easily. After making the loop at White City the cars were designated "No. 1, South Main", and a description of that line follows.



This view of Main Street is to the north at about Seventh Street and is taken from a 1928 issue of ELECTRIC RAILWAY JOURNAL. A mixture of Birneys and older double-truck cars is in evidence. (Author's collection)



View at left is modern-day Main Street in downtown Little Rock looking north from Seventh Street. Most of Main Street is now the Metro-Center Mall. Many of the old streetcar tracks were uncovered while this Mall was built in the late 70's. (Ken Ziegenbein photo, Feb. 1985)

South Main Line

There was nothing in particular to distinguish this line. It ended in a large loop that encompassed 25 standard-size city blocks between 23rd and 28th streets. As the cars left the Missouri Pacific station and traveled east on Markham, then south on Main, some of the best trackage of the system was traversed. Because of rebuilding in the 'twenties, the paving was of smooth blacktop and the girder rail had its own flangeways (as far south as Fifteenth Street). The downtown route carried several other car lines, as can be noted from the map.

Fifteenth Street line

This was my favorite route, since I saw so much of its action and also rode it much of the time. In earlier days it had also been one of the most heavily patronized lines. In 1929 it was serviced by Birneys. In late 1934, however, construction on 25th Street, at the point where the cars turned, blocked off the loop and it was necessary to switch to double-end, double-truck cars of the 200 series. To my pleasant surprise the loop was not reinstalled with the opening of the Roosevelt Road traffic cutoff and thus the larger cars continued in use. The inbound cars carried the designation "No. 2, Missouri Pacific Station" and used the single-track loop starting at Markham and Chester and passing within a block of the car barn on North Street.

Fair Park Line

This was the only line that was double tracked to its very end. It followed in part the location of the original dummy line and in earlier days served West End Park (present location of Little Rock Central High School), Kavanaugh Field (Travelers baseball) and Highland Park at Thirteenth and Valentine. In 1923 it terminated at Eighth and Lewis, adjacent to the grounds of the State Hospital for Nervous Diseases, when Mayor Brickhouse and other city fathers persuaded the Arkansas State Fair Association to develop a permanent home in the west end of Little Rock. By the time the fair opened in October 1924 an extension of the Highland line was in place and the cars were able to run directly to the fair gates inside the grounds. A large three-track loop was provided at this point and had a capacity of 40 cars. The extension from 11th and Lewis had cost \$150,000 and was dedicated on October 3 with a special, decorated car that was piloted from Markham and Broadway by none other than Mayor Ben Brickhouse.

The state fair was a victim of the great depression and ran for the last time in October 1930, so this justification for the extension of the line, now called Fair Park instead of Highland, was lost. However, in April 1932 the new Travelers Field opened with its main entrance adjacent to the Fair Park loops, and through the years a great many fares were generated by this particular entertainment enterprise. ²

The extension had been built largely on private right-of-way and remained that way until its end in 1947. In walking this section I noted that crushed stone ballast had been used and that reasonable efforts were made at weed control. In 1929 there was no paving from 13th and Lewis to the loops as well as on 11th between Wolfe and Park. As mentioned earlier,

2) The author attended the first game played in the new Travelers Field, an exhibition game between Little Rock and the Chicago White Sox, April 2, 1932.

special cars used this line for carrying high school students to and from Pulaski Heights. Specials also ran for events at the high school, and the cars could be stored on the Park Avenue cutoff. If turning was required, this could be done at Park and 13th as well as at Park and 16th.

East Ninth Line

This was the inbound designation for the Fair Park cars, which turned south at Main and Capitol Avenue and then east at Ninth Street. This line had a significant amount of double track and served City Park (later renamed MacArthur Park) and the industrial east end of the city. It included the only railroad grade crossings, the double track main line of the Rock Island (where a watchman was stationed) and spurs of the Missouri Pacific. The terminus was at the Weil Packing Plant at East Sixth and Townsend Streets.

Biddle Shops Line

This was a sort of maverick line that left the South Main line at 21st and Main and proceeded east and south to its end on Confederate Boulevard a few paces from the Rock Island crossing at Biddle. There was no turning loop and elderly monitor-roof cars (in the 200 series) were used. For about half of its route this line followed dirt roads or what amounted to private right-of-way. ³

Inbound cars were designated "Main and Markham" and were reversed using the short stretch of double track just east of the Main/Markham intersection. While I do not recall the schedules, my car watching told me that the headway times for the Biddle cars were quite a bit longer than those for the Fifteenth line (12 minutes during off-peak periods). When the West Ninth cars were replaced by busses, the Biddle cars continued east from Main and Markham to the Rock Island station.

West Ninth Line

This line ran west from Ninth and Main, traversing the "Harlem" section of Little Rock. It had only one real turn, at Ninth and High, and the line continued south on High Street to Braddock's Park (earlier, Wonderland Park) at 35th Street. The park was on a bluff overlooking Fourche Bayou valley and the Rock Island tracks, and by 1930 it was essentially defunct. For diversion, I would ride this line outbound to 16th and High, then transfer to the Fifteenth line.

Rock Island Station Line

This was a relatively short line that included some double track. Its terminating loop was just at the top of the steps from the Rock Island station platform and for me was convenient because after watching the Hot Springs Limited depart eastbound I could still get home in about 20 minutes, if the connections were right. Rock Island Station was the inbound designation for the West Ninth cars.

3) The Biddle line was built in 1914 at a cost of \$35,925.75 (Cantrell, Communication). The Biddle shops of the Rock Island was built shortly after the completion of the line from Oklahoma in 1899.

South Highland Line

This line left the Fair Park line at 13th and Woodrow, following Woodrow south to 19th Street and then turning west and south to terminate at Nineteenth Street Pike (Asher Avenue) and 29th Street. It utilized a combination of unpaved streets and private right-of-way. Its name came from the Highland district, the older Highland Park and the designation of Highland for the later Fair Park line. Its inbound designation was East Fourteenth Street.

East Fourteenth Line

This line turned east at 14th and Main and served a residential district, the Little Rock High School (until 1927, when it became East Side Junior High) and Oakland Cemetery. Its loop was located at 18th and College Streets. To me it was not one of the more interesting lines of the city.

The North Little Rock Lines

The Argenta Street Railway Company was organized in 1906 and by 1914 had become the Intercity Terminal Railway with some five miles of track.⁴ It had no physical connection with the Little Rock system until 1924 when the new Main Street bridge was completed (before that, bus transfer had been used).⁵ In 1929 there were three routes: Main Street, Washington Avenue, and 18th/Pike. There were no loops at the ends of these lines, and antiquated single-truck cars (older Little Rock system cars, 100 series, leased) were used. The inbound cars from all three of these routes ran across the bridge on double track that changed to single track a block north of Main and Markham.

The Main Street line ran out to to 22nd Street and was double-tracked as far as 13th Street. In earlier days there had been a carbarn on the southeast corner of 8th and Main, but with the bridge tie-in the Little Rock barn on North Street was used. The Washington Avenue line ran to Hazel Avenue; reports in the 1914 issues of Street Railway Journal indicated that the line was extended to 4th and Beech Streets, to serve the Argenta station of the Rock Island, but there is some question as to whether this materialized.⁶ The line out Pike Avenue served the Missouri Pacific shops and made bus connections with routes to Fort Roots and Camp Pike (later Camp Robinson).

4) The town of Argenta was incorporated in 1871 but was annexed by Little Rock in 1890. In 1903 the citizens voted for separation and Argenta came back into being. In 1917 the name of the city was changed to North Little Rock. In 1914 the Argenta Railway was taken over by C.C. Kavanaugh (son of the president of the Little Rock system and a director of that system) and associates (ELEC RWY JOURNAL 43, 1230 (May 30, 1914) and the name was changed to Intercity Terminal Company (ELEC RWY JOURNAL 43, 60, January 14, 1914).

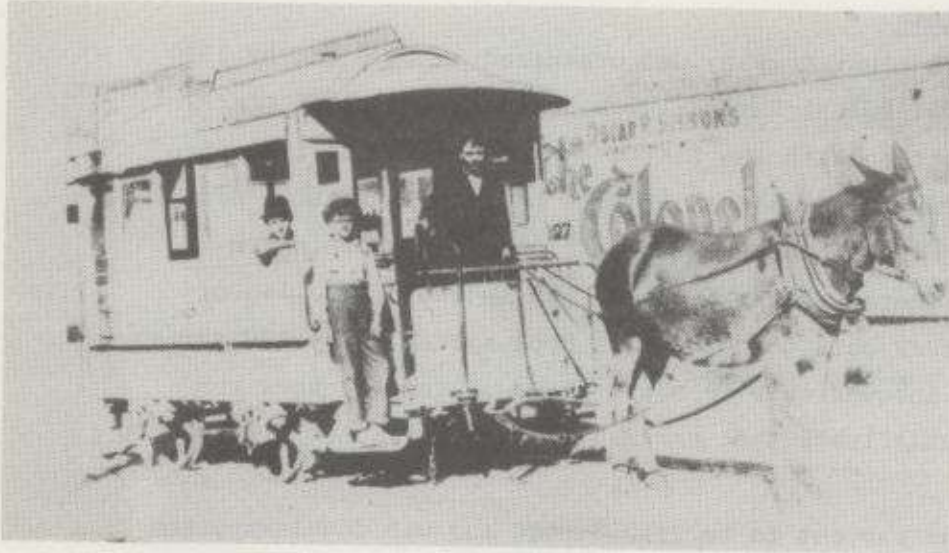
5) The new Main Street bridge was dedicated May 22, 1924 (GAZETTE, May 23, 1924). The first car from North Little Rock, festooned with banners, was piloted by the general manager of Intercity, A.R. Koonce, who later was general manager of the Little Rock system.

6) This mileage checks with published reports, Blaisdell's official map of Argenta, with the approximate date of 1911, shows an additional route, running east from Main on Seventh to Olive, north one block to Eighth, and then east to Walnut (Ninth Avenue). If this line ever existed, it was gone by the mid 20's.

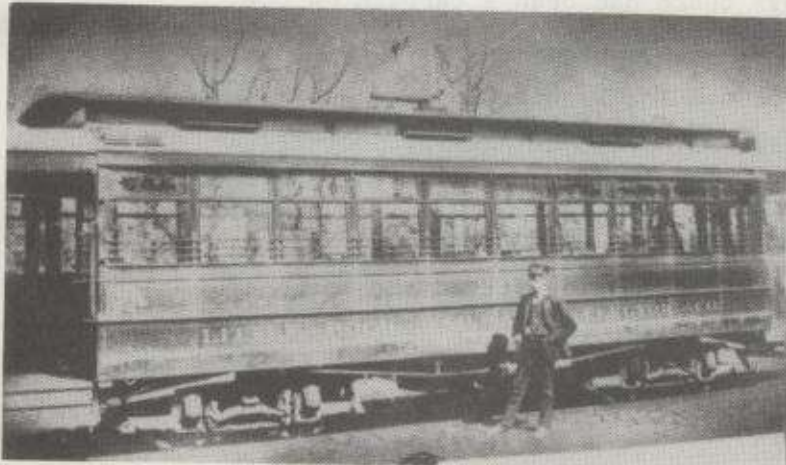
The loading/unloading zone at Main and Markham was on single track, and for an additional two cents one could transfer from a Little Rock line to a North Little Rock line. Cars moving to the Little Rock barn turned east at Main and Markham, reversed ends, and then proceeded west on Markham.

The approximate mileage of the North Little Rock system, circa 1930, was as follows:

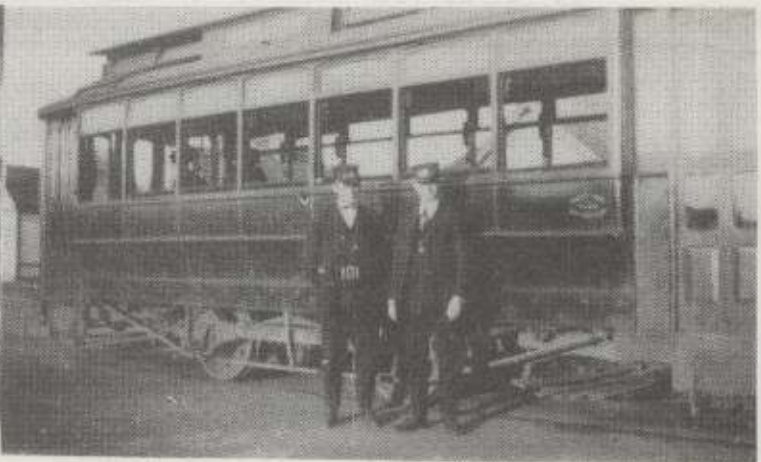
	Route	Double
Main/Washington to Main/23rd	1.45	0.81
Main/Washington to Washington/Hazel. . .	0.75	0
Main/Fourth to 18th/Pike	1.70	0
Main/Washington to Main/Markham[LR]. . .	0.45	0.40
	<u>4.35</u>	<u>1.21</u>



Mule-car in Little Rock, date unknown. (Gene Hull collection)



Double-truck car No. 221 in Little Rock, date unknown. (Gene Hull collection)



Car No. 203 on East 14th Street, date unknown. (Gene Hull collection)

General Observations

The Little Rock street railways appeared to be well-maintained and operated, and seemed to enjoy good working relationships with the city. I saw many evidences of street repair and improvement by the operating company, Arkansas Power and Light, in keeping with the terms of its franchise from the city. In the early 1930s there was a gradual repainting of the cars to "traction orange"; in the latter part of the decade the color scheme would shift to dark green with white trim. The motormen were pleasant and seemed to take in stride the pranks of greasing the rails on hills and knotting the trolley ropes so that the Birney bounces would cause a loss of connection. The transfer policy seemed quite liberal.

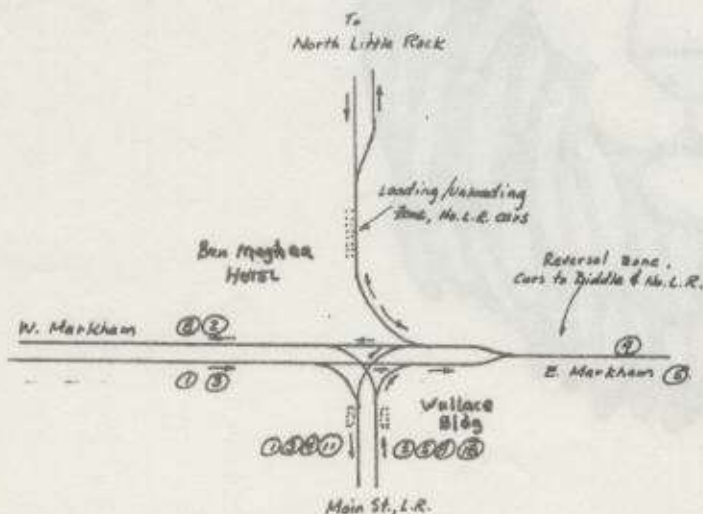
There was little that was unusual about the trackage. There was a minimum of "real" private right-of-way (tops of ties exposed, line well separated from the street) and there were few if any waiting shelters except at the Birney loops. The cars would pick up or discharge passengers at any street corner. There were waiting islands on Main between Markham and Eighth and on Capitol Avenue at Main. Single lines had passing sidings with block signals. Key switches could be thrown from the cars by the motormen. A downtown loop was provided by a single track line on Spring Street (between Markham and Capitol) but was seldom used. Crossover switches were provided at several points along double track, but these also received little use; in fact, it appeared to me that they could not be used without advance maintenance.

In summary, the system was well run - but fell victim to the automobile and the maneuverability of the gasoline or trolley bus. Still, the system had streetcars much longer than did many cities of the same or larger size as Little Rock.

Replacement by Busses

When the Fifteenth line loop was severed by Roosevelt Road and not replaced, there was a clear signal that Capital Transportation Company, which as a subsidiary of Arkansas Power and Light took over operations in 1935, envisioned a changeover to busses. In early 1936 three busses were ordered for the replacement of streetcars on the West Fourth (18th and Pike) line in North Little Rock. Later that year the City Council of Little Rock authorized conversion of the Fifteenth Street line, and the first busses operated on November 29. By 1937 the North Little Rock streetcars were gone, and late that year the company received permission to place busses on the South Main and West Ninth lines, the Heights cars then turning at Ninth and Main and the Biddle cars extending their runs to the Rock Island depot at Second and McLean. The next casualty was the Biddle/Rock Island route, so that by 1940 only the Pulaski Heights, South Highland, East Fourteenth, Fair Park and East Ninth lines remained. World War II prevented further conversions, but after that affair ended there were more cutbacks until on Christmas Day 1947 when the last car, inbound from Fair Park, rumbled to the carbarn and streetcar service in Little Rock became a thing of the past.

- END -



Trackage at Markham and Main Streets, Little Rock, 1930

Line Designations:

1. South Main
2. Missouri Pacific Station
3. Fifteenth Street
4. West Ninth
5. Rock Island Station
8. Pulaski Heights
11. Biddle Shops
18. Main and Markham

JR Fair

Table 1

STREET RAILWAY MILEAGE - LITTLE ROCK AND NORTH LITTLE ROCK, ARK.

January 1930

Mileage issues:

January 1, 1924, McGraw-Hill report:

Little Rock

	<u>Route</u>	<u>Double</u>
Main-Markham/23rd-Arch	1.85	1.85
South Main loop	1.45	0
Main-Markham/Victory-Markham	0.92	0.67
Main-21st/Biddle Shops	1.42	0.02
Victory-Markham/White City (P. Hts. line)	4.82	3.57
Main-5th/Victory-5th	0.90	0.90
Victory-5th/Fair Park loop	3.32	3.32
South Highland line	1.88	0.10
Main-15th/25th St. loop (Fifteenth St. line)	2.52	1.74
Main-9th/Braddock's Park (W. Ninth line)	2.95	1.70
East Ninth line	2.00	0.77
East 14th line	1.06	0.02
Rock Island Station line	0.72	0.35
Mo. Pac. depot loop	0.38	0
Car barn loop	0.17	0
Spring Street cutoff	0.30	0
Victory Street cutoff	0.13	0.13
High School cutoff	0.20	0.04
	<u>26.99</u>	<u>15.18</u>

Route miles	27.506
Second track	13.950
Sidings	1.566
	<u>43.022</u>

Between 1/1/24 and 1/1/29, track taken up on Pulaski between 5th and 8th (4 blocks), ca 0.4 miles.

Estimate from Table I on the left:

Route miles	26.99
Second track	15.18
Sidings*	1.57
	<u>43.74</u>

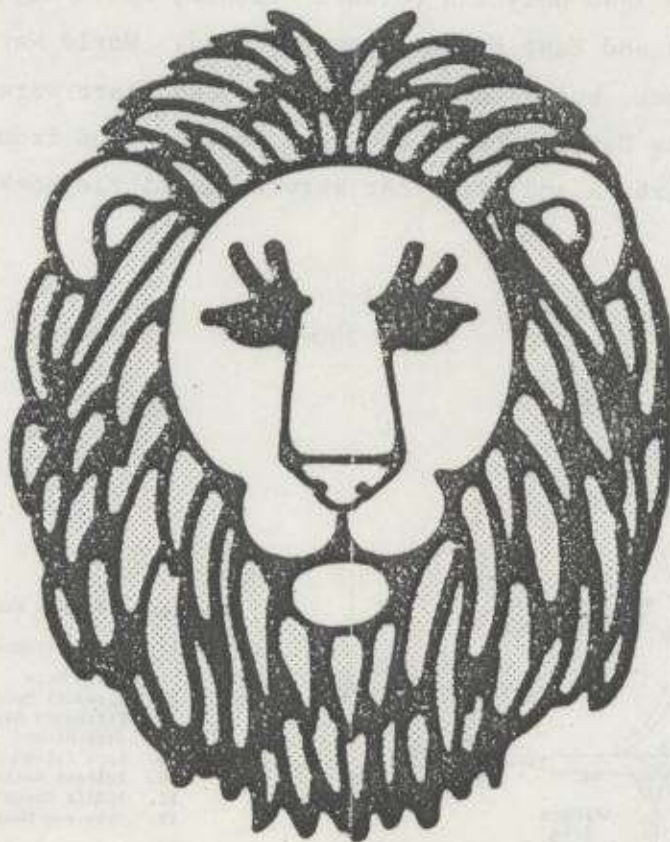
Based on maps, some additional second track was installed on 15th street line and on Pulaski Heights line, between 1924 and 1929.

Notes: Mileages scaled from maps.

Passing sidings not included as double track.

North Little Rock

Main-Washington/22nd St.	1.45	0.81
Main-Washington/Washington-Hazel	0.75	0
Main-4th/18th-Pike	1.70	0
Main-Washington/Main-Markham, LR	0.45	0.45
	<u>4.35</u>	<u>1.26</u>





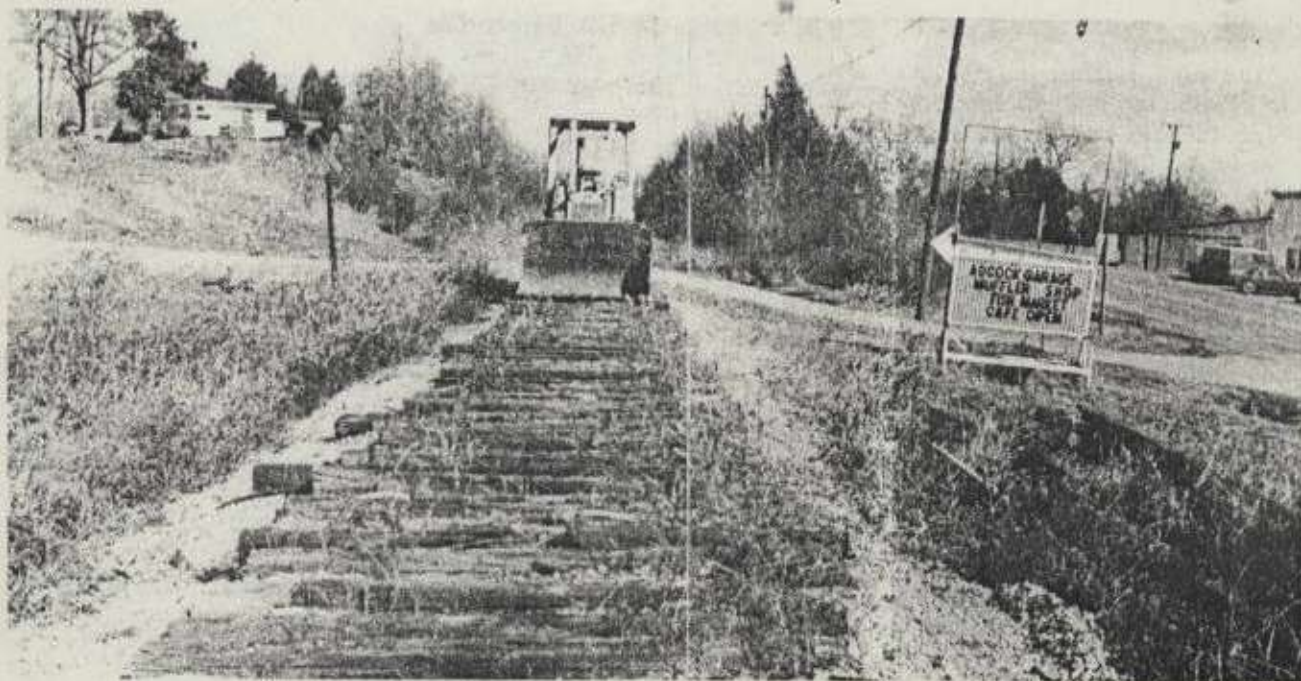
Members of the North Little Rock History Commission examine a map of the city's train system. The railroads, which have played a vital part in the city's development, will be discussed in a book the Commission is working on. Two members of the Arkansas Railroad Club are on this Commission, namely Gene Hull (standing, 2nd from left) and Mike Adams (seated, center).

The book will be part of the city's Sesquicentennial.
(Thanks to Gene Hull for the photo).

ROCK ISLAND SUNBELT NEWS

The scene below of the Sunbelt line being taken up between DeValls Bluff and the White River Bridge in Arkansas (eastern) is from the BRINKLEY ARGUS and was sent in by member Don Weis of West Memphis, Arkansas. Your editor will go to this scene as rails of the old Rock are taken up. The scene shown was taken in early February, 1985.

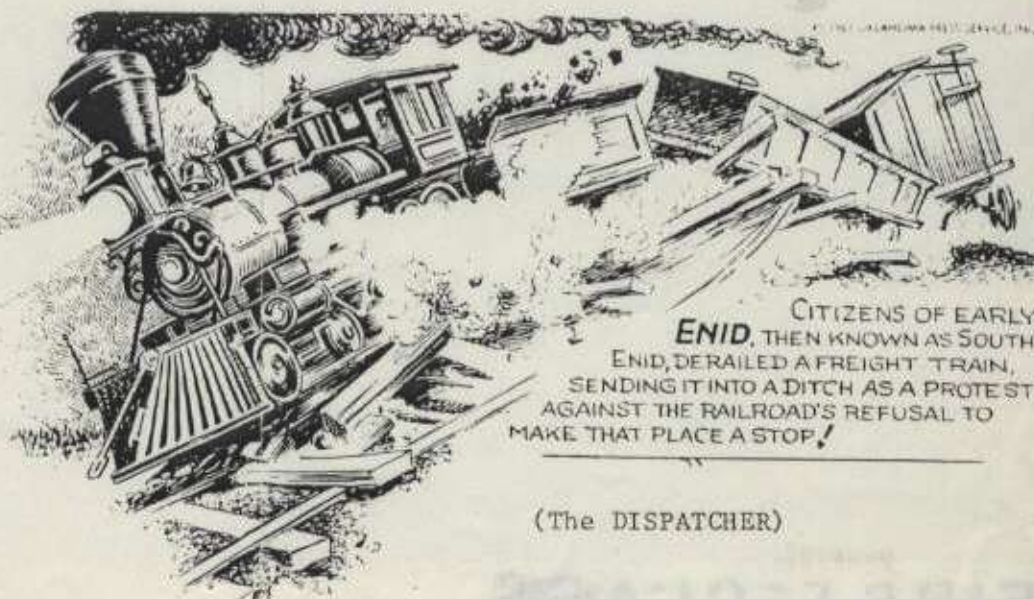
Reports have it that the rails being taken up here are being shipped to South America to be used in another railroad there.



EATING UP A RAILROAD TRACK: This was a scene this week on the Rock Island railroad tracks between DeValls Bluff and the White River bridge which is a mile or so beyond this big bulldozer. The machine is used to strip the steel rails from the ties

and pile the rails alongside the railroad dump. This week one of these machines was seen on the tracks in Brinkley, apparently headed east towards a meeting at White River.

As far as the old Rock tracks from Perry, AR westward, little additional information was gleaned. Parties were still working on keeping the line intact, but details were hard to come by. The deadline for it to be either bought or scrapped has not, apparently, been moved back, however. Scrapping could begin as soon as the first week of March.



CITIZENS OF EARLY ENID, THEN KNOWN AS SOUTH ENID, DERAILED A FREIGHT TRAIN, SENDING IT INTO A DITCH AS A PROTEST AGAINST THE RAILROAD'S REFUSAL TO MAKE THAT PLACE A STOP!

(The DISPATCHER)

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

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

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

Ken Ziegenbein , Editor
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North Little Rock, AR 72118
(501)-758-1340

- - HAPPY RAILROADING!! - -

ARKANSAS RAILROADER
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E.I.R.S. F. C. LAISIS