



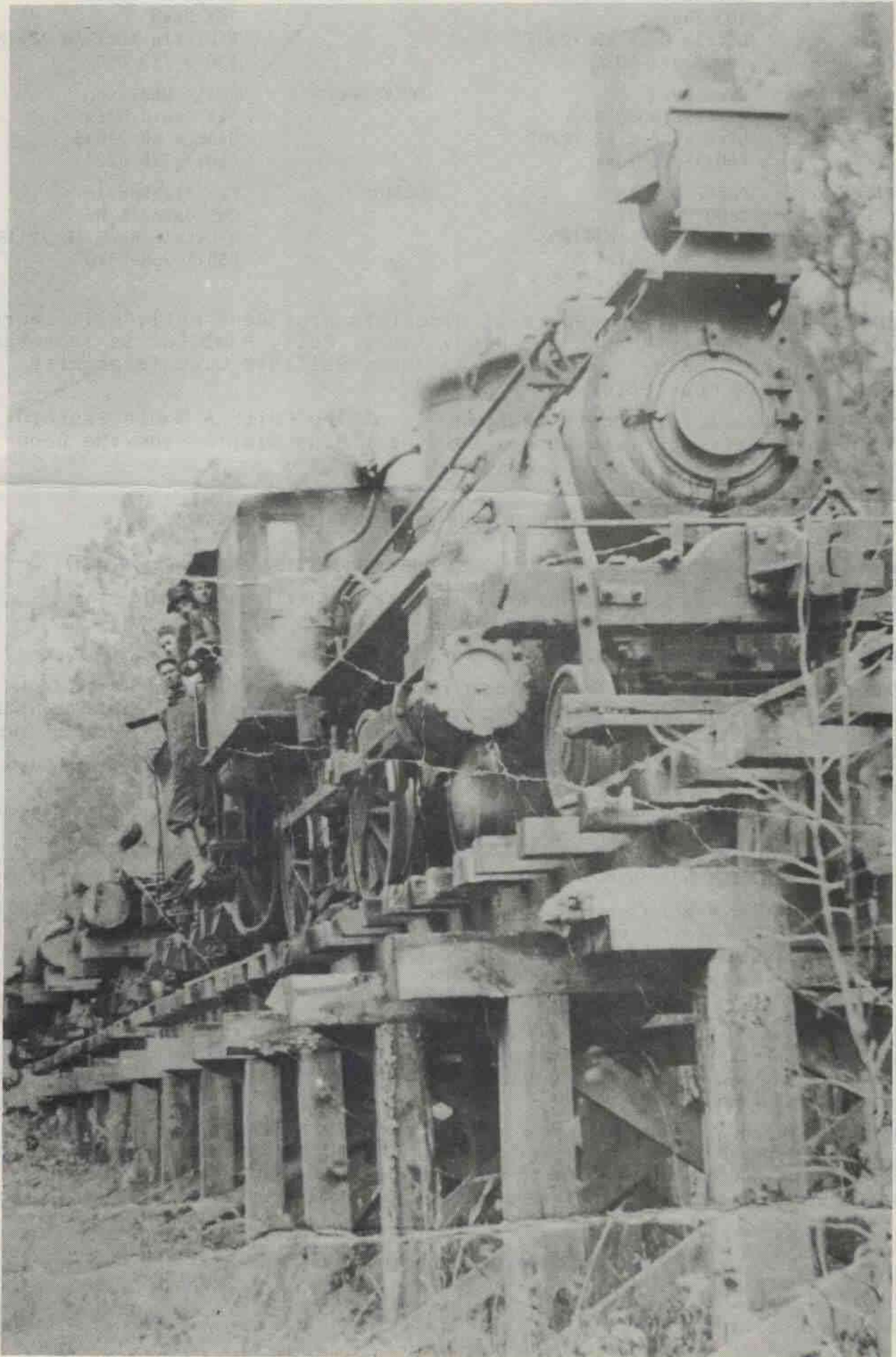
ARKANSAS RAILROADER

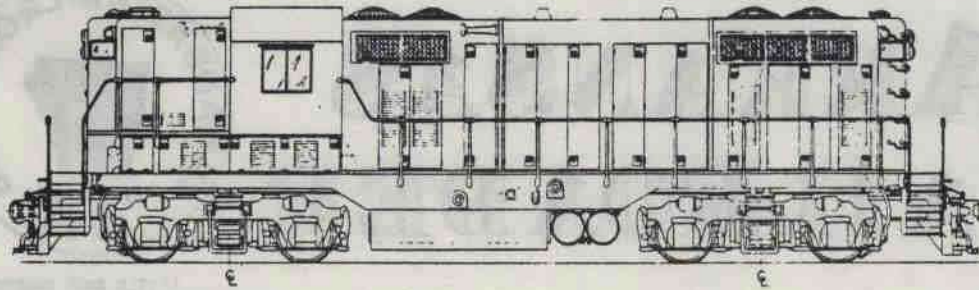


LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 3

MARCH 1988





GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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BOARD MEMBERS - Current Board of Directors are: Gene Hull, Bill Church, Bill Bailey, Dusty Rhodes and Randy Tardy. Polly Hamilton is secretary of the board. The By-Laws of the Arkansas Railroad Club is printed later in this newsletter.

COVER - This picture, date unknown, is of the Faith & South Eastern Railroad (Herre & Helvie Lumber Co.) near Pine Bluff. From the Gene Hull collection.

ARKANSAS RAILROAD CLUB EUREKA SPRINGS EXCURSION

DATE: Saturday, April 30, 1988 **DEPARTURE:** 7:00 AM (on Greyhound)
FROM: Twin City Bank parking lot, north side, North Little Rock. Could stop at Conway to/from Eureka Springs.
BACK IN NORTH LITTLE ROCK: About 7 or 7:30 PM same date.
FARES: \$35.47 per person. Fare includes: round trip charter bus from North Little Rock/Conway, meal on Eureka Springs and North Arkansas "Lunch Train" behind diesel, and a trip on the ES&NA steam train. This is the "Full Package" fare.
IF a member does not desire to dine on the "Lunch Train", the cost for the bus trip and steam train will be \$21.84.
IF a member does not desire to ride the steam train but wants the lunch train only, the cost for the bus trip and "Lunch Train" will be \$30.47.
IF a member desires just bus transportation with no lunch train or steam train, the cost will be \$16.84.

The above fares are figured on 40 passengers on the bus, 7 or more for the lunch train and 20 or more for the steam train. The ES&NA's first lunch train leaves at 11:30 AM, returns 12:30 PM. Steam train leaves 1:00 PM, returns 2:00 PM. The 2nd lunch train leaves 1:30 PM, returns 2:30 PM.

It was decided at the February 14 meeting that the club treasurer pay Greyhound and the ES&NA Rwy the costs of transportation and lunch and that all individuals make their checks out to the Arkansas Railroad Club so the club gets paid back. At least 30 must sign up, or the trip will be cancelled. The club will underwrite any loss if less than 40 sign up.

DEADLINE: March 31, 1988. Have your reservations made by that date. Let Bill Church know at the March 13 meeting or write him at 5619 Bel Caro Place, North Little Rock AR 72118. If you desire to drive to Eureka Springs but want to partake in some of the excursions, let Bill know that also. That would be fine.

("Club Happenings" continues on page 7)

Steele's reply on the 26th of August had some good and some bad news in it for Hurlbut. The bad news was that account of high water it would be impossible to build between Madison and DeValls Bluff. The good news was the railroad and its rolling stock was in good condition and a supply line could be established between DeValls Bluff and Huntersville, and he was making DeValls Bluff headquarters for his supply route.

With a part of his supply problem solved, General Hurlbut now informed General Halleck that he was sending two locomotives and ten cars to DeValls Bluff by river boat and that the Memphis and Little Rock Railroad's western division would be his main supply route between the White River at DeValls Bluff and the Arkansas River at Little Rock.

On September 10 1863 General Steele notified his commander in Memphis that Little Rock was taken. The western district of the Memphis and Little Rock Railroad had joined the Union Army for the duration of the war.

DeValls Bluff became a fortified town with huge supply depots and stock pens for cavalry horses. The Second Division of the Seventh Army Corp established headquarters at the Bluff. General C. C. Andrews USA being in command of the installation.

A need soon arose for a Cavalry Remount Depot for the command and the town of Brownsville, some twenty miles from the White River at DeValls Bluff, was established and garrisoned by hundreds of soldiers.

The ever increasing demand for supplies and the decreased use of the Arkansas River soon made Steele realize that his little railroad needed more motive power and rolling stock.



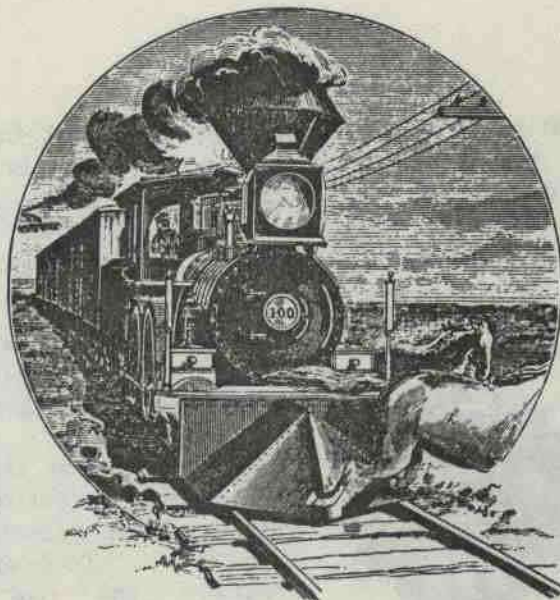
Soon his Manchester and Tauton built 4-4-0's, the "General Steele" and the "General Reynolds", were joined by two Mason built 4-4-0's, the "Memphis" and the "Little Rock." These four locomotives along with the one Memphis and Little Rock engine Steele found when he captured the railroad, kept a constant flow of supply trains from the White River at DeValls Bluff to Huntersville on the Arkansas River.

It seemed that General Steele never fully appreciated his little railroad's value as a supply line. Once after a rise on the Arkansas River, a convoy of supply boats that had been stranded for weeks by low water below Pine Bluff, wrote General Hurlbut of the arrival of the supplies by river: "I received more supplies today by boat than I received all week by rail."

The Federal Army not only had a supply problem in Arkansas, but they also had a problem of the Confederate Cavalry who was a constant threat that was ready to strike the railroad and its garrisons at most any time they so chose to do. One of the major engagements fought along the Memphis and Little Rock gave Steele a little taste of what Hurlbut got on the M.C. Railroad in Tennessee.

With the exception of a few hit and run attacks on the railroad, Steele's supply line to Little Rock and Fort Smith was without major incidents.

But all of this changed in the summer of 1864 when General Sterling Price's Cavalry Command made ready to invade Missouri on what was later called Price's Missouri Raid. The noose was being closed around the Confederate's supply lines until they no longer received the supplies they needed from east of the Mississippi River. The only place that that command could get their equipment was off of Federal units that stayed too close to their lines and were overpowered by them.

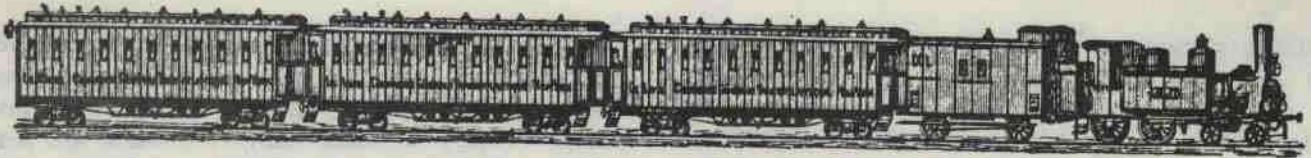


On the morning of August 25th, 1864, the 7:00 A.M. Huntersville-DeValls Bluff train, like it had done so many mornings since the Memphis-Little Rock RR came under Federal control, departed for Brownsville. Although incoming reports to General Steele's Headquarters brought warnings that an attack on Little Rock and Pine Bluff by General Price was coming, no word of any action between Huntersville and DeValls Bluff had been received. Although the telegraph line had been out of service for a couple of days, incoming trains had no reports of any movements of Confederate troops.

General C.C. Andrews, Commander Headquarters Second Division Seventh Army Corp at DeValls Bluff had dispatched a message to the telegraph office on the morning of the 24th addressed to Little Rock informing Capt. Dyer on General Steele's staff that a Mrs. Jones who lived just below the confluence of Bayou Meto and Bayou Two Prairies had overheard a conversation on the 22nd that the forts at Little Rock and DeValls Bluff were to be attacked at the same time that the railroad was to be cut. Because the telegraph was out of service, this message was not delivered to Little Rock or stations along the railroad.

General Andrews acting on this intelligence put his garrison at DeValls Bluff on the alert for a possible attack. Because of a possibility of an attack on Arkansas Post, Andrews ordered a scout of 200 men from the Third Brigade of Cavalry under Col. W. F. Geiger to move from DeValls Bluff to Arkansas Post with four day rations to bring in information on Confederate action in that direction.

To supply forage for the Cavalry troops stationed at DeValls Bluff and Brownsville, civilians were hired to cut and bale hay on the Grand Prairie



THE MEMPHIS-LITTLE ROCK RAILROAD

IN THE CIVIL WAR

Compiled by William Church

Railroads and their operations to General Hurlbut USA, the commander of all Union troops in the Memphis, Tennessee district of the Civil War, was just one big pain in that well known part of man's anatomy so often associated with irritating problems of command.



General Hurlbut complained bitterly to his superior, General Halleck, about the number of combat troops needed to guard railroads in eastern Tennessee against Confederate Raiders who took a great delight in coming up from Mississippi and destroying rail lines in his district. "If I could get rid

of these useless railroads", wrote Hurlbut to Halleck, "I would have enough troops to invade, capture and hold the entire state of Mississippi."

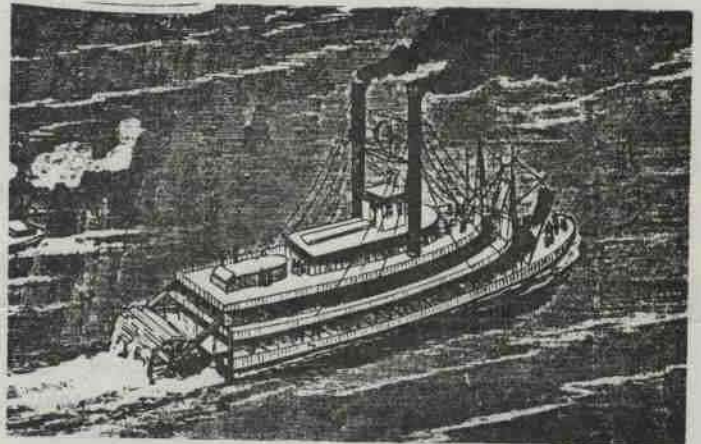
So it might seem to some that General Hurlbut had changed his mind about railroads when General Steel, Commander of the Arkansas Expedition, reported from DeValls Bluff, Arkansas in August 1864, that the Memphis and Little Rock Railroad from that point into Huntersville, just across the river from Little Rock, was in operational condition. General Hurlbut without waiting for Halleck's authority, sent to DeValls Bluff, via river boat, locomotives and cars.

This was not to be the first military duty for the Memphis-Little Rock Railroad. This five foot gauge line had been in operation all through General Holmes CSA months of command of the Arkansas District. General Holmes made frequent use of the line to send troops to his outposts in the upper part of the state and he used it to move Fagan's Brigade from Little Rock to the White River for his assault on Helena on the past 4th of July.

It is not exactly clear why Holmes when retreating from Little Rock did not destroy the Memphis-Little Rock Railroad. Maybe Holmes, like Hurlbut, considered railroads a pain and did not think it was worth the men and time to destroy it. Of all Holme's many blunders in the war, this was one of his greatest.

Holmes' blunder gave General Steel and his Union troops an all year around supply line from the White River into Little Rock. Actually the

use of the Memphis and Little Rock Railroad did not figure into General Hurlbut's plans to supply his command while in Arkansas. His plans called for a two river supply route. The Arkansas River to Little Rock and the White River to Des Arc with an overland wagon trip from the latter port to Little Rock was his major thought on how to get supplies to his army. But somehow the White and the Arkansas Rivers did not fully cooperate with him.



The White often was not open account of low water from DeValls Bluff to Des Arc. And for weeks at a time the Arkansas River was shut down for the same reason. Then in periods of wet weather the wagon road that ran from Des Arc to Little Rock was made impossible to travel account of mud. So one good thing history can say about Hurlbut is that he knew a good thing with he saw it, and it was the Memphis and Little Rock Railroad that he saw as the answer to his supply problem for his Arkansas troops.

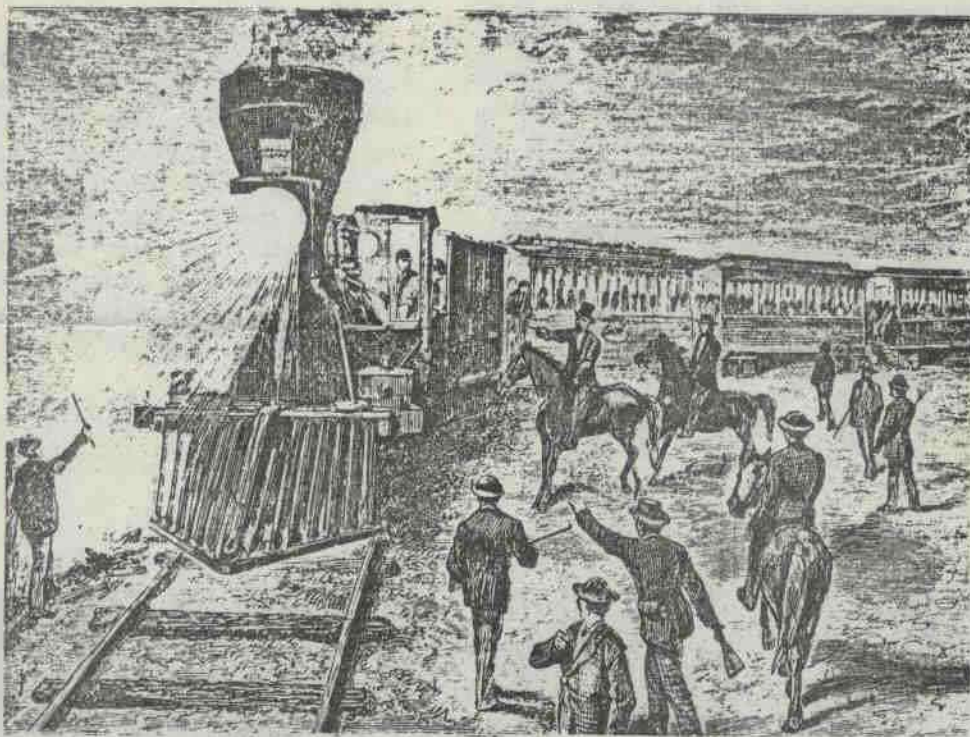
On the 18th of August 1863 General Steele's invasion forces were in DeValls Bluff and he notified Hurlbut that the railroad was in good condition and he was making DeValls Bluff his headquarters.

The Union Commander seized upon this bit of news of the Memphis and Little Rock Railroad as a ray of hope for an all season supply line from Memphis to Little Rock. The eastern division of the Memphis and Little Rock Railroad could be put into service for the Union Army from Hopefield, just across the river from Memphis, to Madison on the west edge of Crowley's Ridge. The middle section from Madison to DeValls Bluff could be completed and low water on the White River would no longer be a problem. Hurlbut wired his Arkansas Commander to make a survey of the Memphis and Little Rock Railroad and see if it was possible to build from Madison to DeValls Bluff.

between the station named Prairie and the town of Brownsville. To guard this hay cutting detail the 54th Illinois Infantry acted as a guard against any Confederate troops who might seek to destroy this supply of hay.

Six companies of the 54th were quartered at Ashley's, while the rest of the regiment was stationed at the five forts guarding the railroad between Prairie and Ashley. An additional two companies were assigned to the section between Brownsville and Ashley. The commander of the troops Ashley east was Col. Mitchell, while Lt. Col. Chapman with seventy-five men guarded Ashley west.

August 25th, 1864, was to be pay day for the Federal troops stationed along the Memphis-Little Rock Railroad. Col. Geiger's troopers who were mounted up and ready to depart for Arkansas Post that morning were allowed to remain at DeValls Bluff until the arrival of the Huntersville train with the pay master. Little did the Federal commander know that General Joe Shelby's Confederate Raiders had planned a party for them on the 25th and before the day was over they would see much hard riding and lots of action.



Brig General Joseph O. Shelby, CS Army, was one of General Price's best cavalry commander. Shelby's command was made up of the Missouri State Guard who had followed Price into the Confederacy. They were long on experience and courage but short on supplies. Now, where else were they to get the non-existent supplies that Shelby's forces were often wanting? The Federal Supply Depot, of course.

Evidently Mrs. Jones, who had informed General Andrews of the DeValls Bluff Garrison, of the forthcoming attack, had the correct information. General Shelby in his report to Lieut. Col. J. F. Blanton, CS Army, Camden, Arkansas, made note that he moved against the railroad to assist General Price in his attack on Little Rock.

Shelby, after a hard march from Jacksonport to within twenty-four miles of Little Rock, crossed Big Cypress on a bridge near Austin for the Grand Prairie, to attack the railroad on the morning of the 24th, catching the Federal troops off guard Ashley's Station.

When Shelby attacked the station, the 54th Illinois took shelter in a fort built of mud, logs and hay. Shelby gives credit for the surprise on the garrison to the fact his columns were marching well closed up and the white covered wagons and the artillery looked like a Federal expedition.

Shelby's command of 2500 men charged the surprised Federals who had been guarding the hay-making details, surrounded the fort and the defenders and soon opened up with his artillery. The point blank range of Shelby's artillery forced the men in the fort to surrender and as a result, 150 men, 200 small arms and a large quantity of supplies were captured.

While Shelby's command was attacking Fort No. 1, a trooper from the 1st Nebraska Cavalry, who was on picket duty, seeing the advancing Confederates massing an attack on the railroad, rode hell bent for leather for DeValls Bluff and reported to General Andrews of the attack on Ashley's Station.

At least one thing went right for Andrews

that day. Col. Geiger's command of cavalry were assembled waiting for the Pay Master before taking off on their scouting trip and were able to move out immediately for the battle ground shortly after the trooper from the 1st Nebraska Cavalry had arrived with the news of the attack.

Several hours went by without any news of the front reaching Andrews. About 2:00 P.M. a messenger from Col. G. M. Mitchell came in from the battle with a dispatch informing Andrews his situation was serious. He was not only badly outnumbered at Ashley's, but his men at the stockade were not accounted for.

In spite of this bad news from Mitchell, there was a little encouraging intelligence from Mitchell's troops between Ashley and Brownsville, they had escaped capture by Shelby's men.

The 7:00 A.M. train from Huntersville had arrived Brownsville shortly after Shelby had attacked the fort at Ashley's and after paying off the troops there, departed for DeValls Bluff.

A short distance out of Brownsville the train was met by Lt. Col. Chapman and his two companies of the 54th Illinois who had been guarding the stockade. Chapman informed the Pay Master of the danger ahead and suggested that the Pay Box be put on the locomotive and be put in the fire box in the event that Shelby's men attacked the train.

While the attacks on Forts one, two and three went as Shelby had planned, Forts four and five did not give in as easy as he had expected. The sturdy defenders held on five precious hours of Shelby's timetable that threw the attackers way off base.

Finally in a charge by dismounted troopers under Colonel Shanks, while a strong reserve of cavalry held the rear, forced the defenders out of the fort. The reserve force of cavalry charged after them and overtook them when they were within 500 yards of the approaching Federal Cavalry who were then just riding up from DeValls Bluff.

Federal help arrived too late to help the 54th Illinois. Shelby received a report that a strong force of cavalry coming up from Brownsville and the one from DeValls Bluff already engaged, made a situation that even Shelby did not want to stay around and see what he could do about it. Taking his prisoners he retreated from the field, fighting a rear guard action all of the way back to Cypress. There he left Col. A. S. Dobbins in command of an Arkansas Cavalry Regiment to hold off Geiger's

Union Cavalry who was hot on their heels. Geiger knowing he was greatly outnumbered did not follow Shelby across the Cypress but fell back on DeValls Bluff.

Shelby's day's work was costly for the Federals. Ten miles of track destroyed, five forts, 300 bales of hay burned, twenty hay machines destroyed, 500 stands of small arms and 577 prisoners captured, plus a large supply of equipment such as clothing, blankets and a number of horses. All of which came in handy on the forthcoming Missouri raid. The prisoners were later turned loose as Shelby did not have the means to contain them.

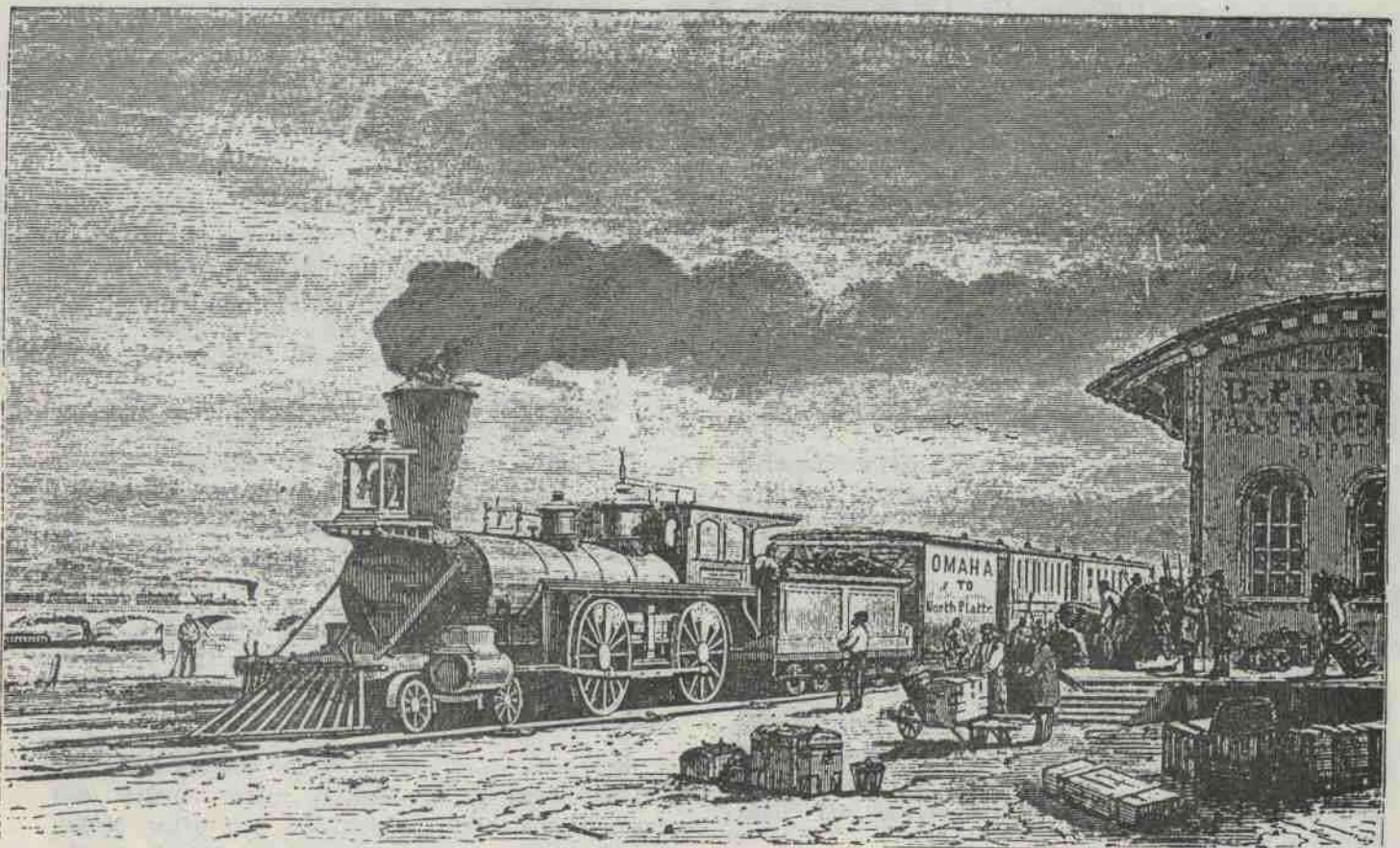
Col. Geiger's Union Cavalry lost six killed and forty-two wounded. Several days later scouts in and around the country could not make contact with the raiders, presuming they had left the country.

Shelby's raid knocked the M & LR Railroad out of action for a few days, but before the month was over, trains were running on schedule once again. On the very eve of the battle, Col. Chapman had a crew repairing the telegraph line and a new infantry regiment replaced the 54th Illinois.

Despite raids from Confederate troops until the end of the war, the railroad kept supplies running to Huntersville and after the war was over it was returned to civilian control who then proceeded to build from Madison to DeValls Bluff and connect the two sections and make one through rail line from the Mississippi to the Arkansas. (This line later became the Rock Island's Sunbelt Line, now partially abandoned and taken up in Eastern Arkansas.)



- END -



☆☆☆ PROGRAM ☆☆☆

GENE HULL will be presenting the March 13 program. His show will be on the development of the Cumbres & Toltec Railroad, its first 8 years. It will last about 40 minutes. The date is Sunday, March 13 at 2:00 PM in the Twin City Bank on Main Street in North Little Rock. Refreshments will again be served and we have the BEST refreshments of any railroad club in the country!

SHOW & SALE TIME - The 8th Annual Arkansas Railroad Club Show & Sale will be held Saturday, March 26 from 9:30 to 4:00 at Rick's National Guard Armory, 4700 West 8th Street, Little Rock. Note the change in location. Rick's Armory is between Markham and I-630, relatively close to War Memorial Stadium and Ray Winder Field (where the Arkansas Travelers play baseball). For more information, contact Bill Pollard, P.O. Box 10222, Conway, AR 72032. Phone 501-327-7083 7-10PM, weekends.

MORE ON EUREKA SPRINGS TRIP - Bill Church reminds us that the bus is filling up fast. Also...the ES&NA Rwy needs a deposit to confirm reservations on the lunch train. It is very important that those who desire the lunch train give Bill his or her reservation on or before the March 13 club meeting along with a 25% deposit for the lunch itself (or \$3.41 deposit). It would be preferred, however, that you pay the entire amount of the excursion with one check. Again, make checks out to the "Arkansas Railroad Club" and make your reservations as soon as possible. Bill Church's telephone number is (501)-753-4582. Contact him for cancellation policy.

ROCK ISLAND INFORMATION NEEDED FOR BOOK - Arkansas Railroad Club member James Fair (who wrote "North Arkansas Line") would like any information regarding the Rock Island in Arkansas. He's writing a book on the RI from Memphis to New Mexico. If you have anything you think he could use, contact Tom Shook, 1716 Alberta Drive, Little Rock AR 72207. He will forward the data to Mr. Fair.

KANSAS CITY SOUTHERN RAIL HISTORICAL SOCIETY TO MEET - This society will have a two day convention in Mena, Arkansas June 17th and 18th, 1988 at the Best Western Limetree Inn in Mena. Of interest to Arkansas Railroad Club members is a plan to set up a KCS black & white photo display in the restored KCS Mena depot on Saturday, June 18. They welcome all Arkansas Railroad Club members to attend this display as well as to bring along their own items and photos to share with the KCS Historical Society. (A picture of the restored Mena KCS depot is printed later in this newsletter). Thanks to Bill Bailey.

819 NEWS - The engine will be steamed up March 19, a Saturday, if anyone would like to see it. -- Next meeting of the Society will be March 10. They will also have a table at the Arkansas Railroad Club's Show and Sale March 26. The Region IX convention of the National Association of Railroad Passengers will have a convention in Little Rock March 26-27 and will tour the 819 facilities by bus March 27.

The 819 will run to the Fordyce on the Cotton Belt festival in Fordyce again this year. Date of this festival will be April 18-24 with the 819 trip on Friday, April 23. Johnny Cash may visit this festival this year, like he did in 1982.

About 12,000 square feet of roof have been repaired and all contributions to this effort are appreciated.



\$ \$ DUES \$ \$

1988 dues are past due. If Treasurer Dick Byrd has not received your dues (\$10 in Arkansas/\$7.50 out of state) by MARCH 15, you will be dropped from the mailing list.

BY-LAWS

OF

ARKANSAS RAILROAD CLUB



ARTICLE I

NAME, EMBLEM, SEAL

Section 1; Name.

The name of the organization shall be "THE ARKANSAS RAILROAD CLUB".

Section 2. Emblem.

The Arkansas Railroad Club Emblem is depicted on Inclosure 1 to these By-Laws. The Board of Directors of the Club shall have authority to revise or replace the Club emblem.

Section 3. Seal.

The seal of the club is of the form and design reproduced below, and as approved by the State of Arkansas. The seal shall remain in the possession of the Secretary of the Club.



ARTICLE II

MEMBERS, DUES AND PRIVILEGES

Section 1. Classes of Membership.

(a) Regular member. Any resident of the State, or officer, or employee of a railroad operating in the State, over sixteen years of age is eligible for membership upon application and as long as such person continues to be a resident of the State, or officer, or employee of a railroad operating in the state, and in good standing, he or she shall be deemed a regular member of this Club.

(b) Charter member. Any regular member whose name appears on the Roster of the Club dated December 31, 1970, shall be deemed a charter member of this club so long as the charter member shall continuously maintain his membership and meet all requirements of Section 1(a). Rights, privileges and benefits of charter members shall be identical to those of regular members.

(c) Associate member. Upon notification to the Club by a regular or charter member that he or she is no longer a resident of the State, nor office or employee of a railroad operating in the State, such regular or charter member shall become an associate member. Any other non-resident of the State of Arkansas shall be eligible for membership in this Club as an associate member and such associate members shall be entitled to all the rights, privileges and benefits enjoyed by regular or charter members with the exception that associate members will not be allowed office holding or voting privileges. Associate membership is not open to residents of the State of Arkansas.

Section 2. Membership Records.

(a) Membership cards. The Secretary shall provide each member with a membership card. Membership cards shall be issued each year, on the payment of initial or annual dues, and shall be valid until the end of the fiscal year of the Club, as indicated in Article X of these By-Laws. The membership card shall indicate the date on which it is no longer valid, the class of membership, and the name, number and address of the member. The membership card shall be signed by the President and Secretary of the Club. Cards indicating the regular membership class shall be marked MEMBER.

(b) Membership list. The Secretary shall maintain and issue a membership list. The membership list shall contain the names of all members, with the address and membership number of each. Membership in the National Railway Historical Society shall also be indicated. Home and office telephone numbers are optional. Names shall be arranged in alphabetical order. Membership class shall be indicated by the letters M for regular members, C for charter members, and A for associate members, followed by the member's number. Numbers shall be unique only within membership classes. The membership list shall be issued at the end of the fiscal year and six months following the end of the fiscal year. One copy of each membership list shall be furnished each member, on request.

Section 3. Dues.

(a) Initial and annual dues shall be determined from time to time by resolution as adopted by the Board of Directors.

Section 4. Privileges.

All members, both regular, charter and associate, of the Club shall be equally entitled to all privileges of this Club except as set forth in Section 1 (c) of this Article.

Section 5. Resignation and Expulsion.

(a) Resignation. Any member may resign from the Club by directing such notice to the Secretary and his resignation shall be effective immediately.

(b) Expulsion. Any member may be expelled for violation of the Club's rules or any other just cause; however, prior to expulsion, a member may submit his defense in writing or in person to the Board of Directors. Expulsion shall be by a majority vote of the Board of Directors upon the written recommendation of any officer or director of the Club. Appeal of the decision of the Board of Directors may be made at a monthly meeting of the members.

ARTICLE III

MEETING OF MEMBERS

Section 1. Meetings.

A meeting of all members of the Club shall normally be held once monthly at a time and place to be determined by resolution as adopted by the Board of Directors. The Board of Directors, or membership, may suspend a single monthly meeting, or not more than two consecutive monthly meetings.

Section 2. Quorums.

To transact regular business eleven members holding regular or charter memberships will constitute a quorum.

Section 3. Voting.

(a) In all voting for election of members of the Board of Directors and amendments of the Articles of Incorporation and By-Laws, such election shall require a majority of the votes cast by the regular and charter members either in person or by proxy.

(b) For other business matters, voting shall be done at a regular or special meeting and will require a majority of the votes of the members actually present, except as otherwise provided in Article VII of these By-Laws.

ARTICLE IV

OFFICERS AND ELECTION THEREOF

Section 1. Officers.

The officers of the Club, to be elected annually by the Board of Directors, shall be a President, a Vice President, a Secretary and a Treasurer.

ARTICLE V

BOARD OF DIRECTORS AND ELECTION THEREOF

Section 1. Number of Directors.

The Board of Directors shall be composed of five persons. The Board of Directors shall be elected as provided in Section 2, below. The Board of Directors shall meet as provided in Article VII, Section 3, and on the call of the majority of the Board of Directors or the President. The Board of Directors shall elect a Chairman every year by majority vote who shall preside at all meetings of the Board of Directors. No Board member shall serve as an officer.

Section 2. Election of Directors.

(a) The directors shall be elected to six year terms by majority vote of the membership of the Club. One director shall be elected each year, except 1971 and each sixth year thereafter.

(b) The initial Board of Directors shall be appointed in the Articles of Incorporation.

(c) At least sixty days prior to the annual meeting of the Club, except prior to the 1971 meeting and each six years thereafter, the President shall select a nominating committee whose duty shall be to nominate a candidate for election to the Board of Directors for the ensuing six years. The nominating committee shall be composed of three regular or charter members of the club and no member shall be eligible to serve on the nominating committee who is at the time a member of the Board of Directors. The nominating committee shall nominate a regular or charter member for the position on the Board of Directors regularly to be filled. At least thirty days prior to the annual meeting the nominating committee shall report to the Secretary the name of its candidate for election to the Board of Directors with said name being read to the members of the monthly meeting at least thirty days prior to the annual meeting of the club. At the annual meeting the nominating committee shall first place in nomination its candidate for election to the Board of Directors, following which other nominations may then be made and seconded from the floor. If more than one person is nominated for the position the election shall be held by secret ballot and the candidate receiving the highest number of votes on the first ballot shall be thereby elected.

(d) Any vacancy created on the Board of Directors by death or resignation or otherwise may be filled by majority vote of the Board of Directors. In the event of a tie vote the President shall vote as a member of the Board of Directors.

ARTICLE VI

THE DUTIES OF OFFICERS

Section 1. President.

The President shall preside at all meetings of the members and officers and shall perform all duties commonly incident to his office and shall have general supervision of the affairs of the club. He shall be a Chief Executive Officer of the Club.

Section 2. Vice President.

The Vice President shall have and exercise all duties and powers of the President in case of his absence or inability to act.

Section 3. Secretary.

The Secretary shall be responsible for all minutes of meetings and all correspondence. The Secretary also shall have custody of the corporate seal of the Club and shall be responsible for all records pertaining to the membership.

Section 4. Treasurer.

The Treasurer shall have custody of all money and assets belonging to the Club, shall make required disbursements with the authorization of the President and/or the Officers of the Club, and shall secure an annual audit of the books.

ARTICLE VII

POWERS OF THE BOARD OF DIRECTORS

Section 1. General Powers.

The Board of Directors shall have control of the property, business and conduct of the corporation and by the affirmative vote of the majority of the directors in attendance at any regular and special meeting shall have the authority to authorize any action in behalf of the Club which the Club is authorized to perform by the provisions of Section 7 of Act 176 of the Acts of the State of Arkansas for the year 1963, and any amendment or amendments thereto, except that the corporation shall not be liable for any amount beyond the funds in possession of the treasurer, unless the debt be authorized by a vote of the members of the Club at

a regular or special meeting called for that purpose at which not less than the majority of the regular members are present in person or by proxy. The Board of Directors, however, shall have the authority to obtain short term financing or create short term indebtedness which does not require any hypothecation, pledge or mortgaging of the club property.

Section 2. Sale of Properties.

Provided further, the Board of Directors shall have the authority to sell, exchange and/or lease all or substantially all of the properties and assets of the corporation only if the Directors shall have been previously authorized to do so by two-thirds of the majority vote of the regular members present, in person or by proxy, at a regular or special meeting called for such purpose at which the majority of all the regular members are present in person or by proxy, providing a two-thirds vote is at least a majority of the members having a right to vote.

Section 3. Regular Meetings.

A regular meeting of the Board of Directors shall be held on the 2nd Sunday during the months of January and July of each year. A special meeting of the Board of Directors may be called by the President of the Club by written notice as to the time, place, purpose or purposes of the meeting mailed to each Director at least two days prior to the meeting. The majority of the Directors shall be necessary to constitute a quorum.

Section 4. Place of Meeting.

Each regular meeting of the Board of Directors shall be held at any office of the Club designated in notice of that meeting.

ARTICLE VIII

COMMITTEES

Section 1. Standing.

All Committees shall be appointed, at the discretion of the officers, from the regular members. Any rules and regulations promulgated by the committee shall not conflict or supersede the Articles of Incorporation, Constitution or By-Laws. Standing committees shall be publications, program, membership and curator.

Section 2. Temporary.

Temporary committees shall be appointed by the President as required and shall serve until discharged by the President.

Section 3. Reports of Committees.

All Committees (standing and temporary) shall give a report to the President upon his request and at all annual meetings.

ARTICLE IX

LOCATION REGULATIONS

Section 1. Formation of the Club.

This Club shall be formed and operated in accordance with Articles of Incorporation and these By-Laws.

Section 2. Reports.

The Treasurer and Secretary of this Club shall be responsible for the preparation of the annual financial and business reports to be submitted to the Board of Directors and Executive Officer at the end of each fiscal year.

ARTICLE X

FISCAL YEAR

The fiscal year of the Club shall end on the 31st day of December of each year.

ARTICLE XI

SIGNATURES

The Treasurer and any one of the other officers shall be authorized to sign all checks. Two signatures shall be required.

ARTICLE XII

PARLIAMENTARY AUTHORITY

The rules contained in Roberts Rules of Order, revised, shall govern this club and all cases to which they are applicable, and which they are not inconsistent with the By-Laws or Special Rules of Order of this Club.

ARTICLE XIII

ADMINISTRATION

The Board of Directors and Officers of this Club shall be responsible for administering the activities and affairs of the Club.

The Board of Directors, by majority vote, may cause the Club to enter into service of administrative agreements with other parties, with one or more of the Directors, individually or with companies owned by one or more of the Directors should such agreements be deemed necessary by the Board of Directors.

ARTICLE XIV

AMENDMENTS

These By-Laws may be amended, altered, repealed or added to in any manner not inconsistent with the Statutes of the State of Arkansas, the Certificate of Incorporation, the provisions of this Club, by petition of fifteen members in good standing of this Club, subject to the approval of membership as provided in Article III, Section 3.

ARKANSAS RAILROAD CLUB
November 1, 1971

ARKANSAS RAIL NEWS

RETRACTION-FALSE STORY - (Springdale) - The story relayed from another railroad club publication in the February ARKANSAS RAILROADER regarding the Arkansas & Missouri Railroad having received a 60-day notice from the Federal Railroad Administration was TOTALLY WRONG. There were **NO** violations, no rules broken. The FRA's Regional Headquarters in Fort Worth knew nothing of an inspection, even. My apologies to the A&M RR for any embarrassment caused by this false story.

Almost all of A&M's train crews and maintenance-of-way personnel are old Frisco people with years of experience and they also retained the former BN-Frisco Chief Rules Examiner to handle training and testing. He is known to be one of the toughest and most knowledgeable in the industry.

MEGEHEE FIGHTS MOVE OF UNION PACIFIC LINE - (McGehee) - Mayor Rosalie Gould of McGehee says a plan to abandon a UP line that begins near McGehee and goes through Eudora to Vidalia, Louisiana would spell economic disaster to the area. A UP spokesman said, however, that there isn't enough business on the line to support it. UP has been trying to sell the line for several months but have been unsuccessful. However, according to sources in the area, the Pinsky Company may make an offer for the line soon. This is an Eastern U.S. short line operator. This line is the one that would be used for transportation to the proposed Yellow Bend Port and Great River Bridge. The bridge at Rosedale Mississippi would connect the arsenals in Alabama to those in Pine Bluff. (PINE BLUFF COMMERCIAL, January 28)



THE FIRST TRAIN pulled into the Mena Depot on August 19, 1896. The dust was ankle deep and the only refreshing spot was a cool spring offering fresh water to the weary travelers (currently Janssen Park). The depot was established December 1896 and rebuilt to the present structure in 1920. The depot was a passenger station offering excursions on the Kansas City, Pittsburg & Gulf Railroad line. Before the Kansas City line reached Mena,

there were more than 1,000 people camped along the railroad at the Denison station in Oklahoma. Public interest intensified and 5,000 tickets were sold to the Mena station in one week. The depot is no longer in use as a station, but is now a Tourist Center housing the Mena Chamber of Commerce and gift shops featuring local arts and crafts. The depot was restored in 1987 by donations and labors of love by the citizens of Mena!

(Thanks to Bill Bailey for the above clipping)

NATIONWIDE MOVE BY UNION PACIFIC CLOSES NORTH LITTLE ROCK PLANT - A move by by UP to subcontract maintenance work phased out the railroad's Concrete Products Yard in North Little Rock. UP has taken the position that it is in the transportation business, not the construction business. The yard built concrete bridges and girders. A union spokesman said it would cost more to contract out this work than to upgrade the facility and keep the business in-house. The union is also worried about future contracting out. (ARKANSAS DEMOCRAT, Bruce Kinzel, February 4, 1988)

SIGHTED IN PINE BLUFF'S COTTON BELT YARD recently were MLRC 46 diesel locomotive enroute from Vicksburg to Chicago from the MSRC RR. Also in late January EMD/GM test unit #5 which left CB/SP last fall, back for further testing.

CULTURAL CENTER - (Helena) - The historic Union Pacific (MOP) depot at the end of Cherry Street in Helena is to become the home of the proposed Delta Cultural Center in the near future. The building was donated by Union Pacific. (PHILLIPS COUNTY PROGRESS, January 30, 1988)

\$27 MILLION LAWSUIT IN DERAILMENT NEAR PINE BLUFF IN '85 SET FOR TRIAL - (Pine Bluff) - The trial will cover three different suits which have been consolidated. 35 plaintiffs are seeking \$27 million in damages. The suit stems from the June 9, 1985 derailment of 42 cars of a Cotton Belt freight carrying hazardous materials. The train derailed about 3 miles southwest of Pine Bluff. The suit claims, among other things, that the railroad was negligent in that the train was operated by the fireman instead of the engineer, was exceeding the speed limit, that International Technology failed to completely remove the hazardous materials. The suit claims the families have been advised to undergo regular medical testing and that they may be unable to obtain insurance. (ARKANSAS DEMOCRAT, February 1, Thomas Sissom)

LOCOMOTIVE MOVED - (Paragould) - The Harmon Park locomotive and coal car was moved out of Paragould in pieces about noon January 23, never to return. Workers with the St. Louis, Iron Mountain & Southern, who dismantled the engine, plan to restore the 1930 locomotive to running condition and operate it on a 60-mile shortline between Jackson and Oran, Missouri. (PARAGOULD DAILY PRESS, January 25)

MORE MONEY FOR PASSENGER CARS - U.S. and Canadian passenger train operators in 1987 spent more than \$1 billion for new rail cars, "Railway Age" Magazine reported. A total of 1,040 new passenger cars were delivered in 1987 at a cost of around \$1 million apiece. Last year's \$1 billion purchase was about twice the amount railroads spent for new freight cars. That's a reversal of the pattern of just a few decades ago. In this area, Dallas Area Rapid Transit likely will order 12 light rail cars between 1989 and 1993. DART will need 210 cars for its 92-mile system. In St. Louis, 31 light rail cars will be ordered between 1989 and 1993. Amtrak hopes to place a large order for new equipment in 1990. Florida has proposed a private developer to build a high-speed line connecting Miami with Orlando and Tampa. In central Arkansas, results of a \$29,400 study released in late January indicated that Little Rock is ready for commuter rail service between downtown and the airport. (ARKANSAS DEMOCRAT, Randy Tardy, February 1)

LITTLE ROCK PORT AUTHORITY RAILROAD traffic was down from 1986 to 1987. In 1986, 4,805 cars passed through the port facilities. In 1987, that figure fell to 4,338 cars.

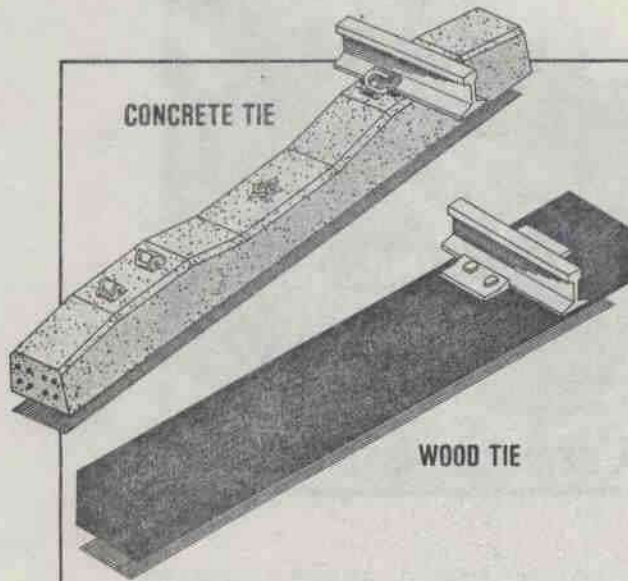
GENERAL RAIL NEWS

YOUTH DERAILS TRAIN - A 7-year old boy is apparently responsible for derailing an SP train January 16 at Sulphur Springs, Texas. SP police say the youngster tampered with a switch that caused 16 cars of the Pine Bluff to Dallas freight to derail. Total damages were about \$340,000. (SP UPDATE)

SP'S 1987 EARNINGS - Southern Pacific finished 1987 on a high note with railroad operating income of \$90.0 million compared with \$14 million in 1986. This was the railroad's best year since 1980.

SP SALE - The ICC will issue a decision on the Denver & Rio Grande's planned purchase of Southern Pacific six months after Rio Grande Industries files an application. That means that the sale could be approved by the fall.

Meanwhile, the Henley Group, which is the largest shareholder of Santa Fe-Southern Pacific Corp., said that the company is selling the wrong railroad. They believe that SFSP Corp. should have sold off the Santa Fe Railway, which is stronger than SP, and keep and strengthen the Southern Pacific, which could greatly be improved. (SP UPDATE and PINE BLUFF COMMERCIAL)



Concrete Tie Comparisons

	WOOD TIE	CONCRETE TIE
Avg. Tie Replacement	10 - 15 years	up to 50 years
Ties Per Track Mile	3,000	2,640
Cost Per Tie	\$20 - \$25	\$40 - \$50
Weight Per Tie	180 - 200 lbs.	635 - 780 lbs.
Size	7"x 9"x 9'	10"x 12"x 8' 6"
Tie Spacing	19 inches	24 inches

(Above from INFO MAGAZINE of the Union Pacific)

ZAPP!! - At any given second, there are about 100 lightning strikes hitting the earth around the world. That amounts to 8,640,000 strikes per day.

NATION'S SCENIC RAILROADS - An interesting article appeared in the Spring 88 issue of "Discovery" Magazine regarding the country's best scenic tourist railroads. Thanks to L.T. Walker for the article.

NEWS updated through February 15, mailed February 22 or before. Deadline for the April issue is March 15.

The Scenic Route to Western Wonderlands

The SCENIC LIMITED

DAILY SCHEDULE

Lv. St. Louis	2:02 pm Sun.
Lv. Kansas City	9:35 pm Sun.
Ar. Pueblo	11:05 am Mon.
Ar. Colorado Springs	12:25 pm Mon.
Ar. Denver	2:45 pm Mon.
Ar. Glenwood Springs	10:10 pm Mon.
Ar. Salt Lake City	11:30 am Tue.
Ar. San Francisco	5:45 pm Wed.

"Rock Face" in
Rocky Mountain
National Park

Observation, drawing-room compartment sleeper to Pueblo, Colorado Springs, Denver, Pueblo to Salt Lake City - San Francisco. Drawing-room sleepers to Salt Lake City and San Francisco. Reclining chair cars and coaches. Dining car for all meals.

Latest Departure from St. Louis on "The Missourian"

Leave St. Louis	11:59 pm
Arrive Kansas City	7:35 am

Thence "The Westerner" on schedule shown below. thru drawing-room sleeper. Cafe-lounge car serves mid-night luncheon and breakfast.

The WESTERNER

DAILY SCHEDULE

Lv. St. Louis	10:10 pm Sun.
Lv. Kansas City	9:00 am Mon.
Lv. Memphis	3:30 pm Sun.
Lv. Little Rock	8:55 pm Sun.
Lv. Wichita	2:15 pm Mon.
Ar. Pueblo	*1:30 am Tue.
Ar. Colorado Springs	*4:30 am Tue.
Ar. Denver	7:15 am Tue.
Ar. Glenwood Spring	6:45 pm Tue.
Ar. Salt Lake City	8:30 am Wed.
Ar. San Francisco	5:45 pm Thur.

*Sleeper may be occupied until 7:30 am.

Observation - Drawing-room sleepers to Pueblo, Colorado Springs and Denver. Reclining chair cars and coaches. Dining car service for all meals.

"The Westerner" effects connections at Pueblo with the "Panoramic Special" of the D. & R. G. W., affording daylight trip thru the heart of the Colorado Rockies.

Drawing-room sleepers from St. Louis, Memphis, Little Rock and Wichita to Colorado.

Write for illustrated, descriptive literature.

A. D. BELL
Passenger Traffic Manager
MISSOURI PACIFIC RAILROAD CO.
Railway Exchange Bldg., St. Louis, Mo.



"A SERVICE INSTITUTION"

(Thanks to Gene Hull for this month's passenger train advertisement)

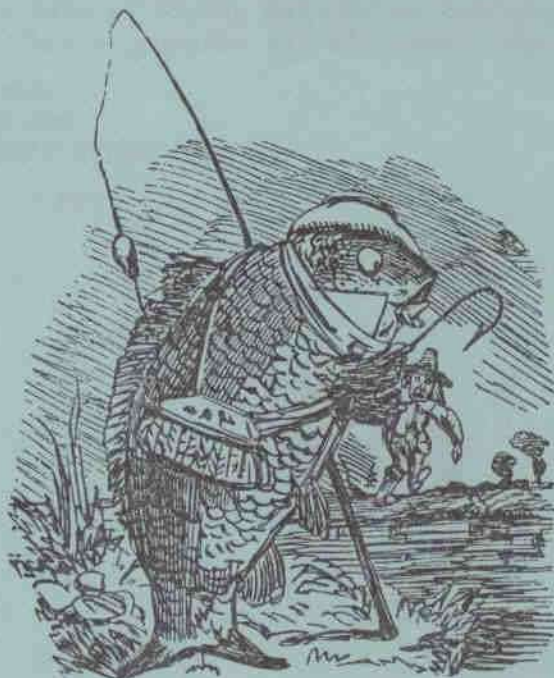


HEY, DAD! BILLY'S HERE WITH HIS DAD AND 2 UNCLES THAT I SAID YOU COULD LICK.

He gave man speech, and speech created thought,

Which is a measure of the universe.

Shelley



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$9.00 additional per year (total payment for Arkansas residents \$19.00).

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

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

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 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 to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/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 (including stories, pictures, diagrams, news, address changes, etc.):

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



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