



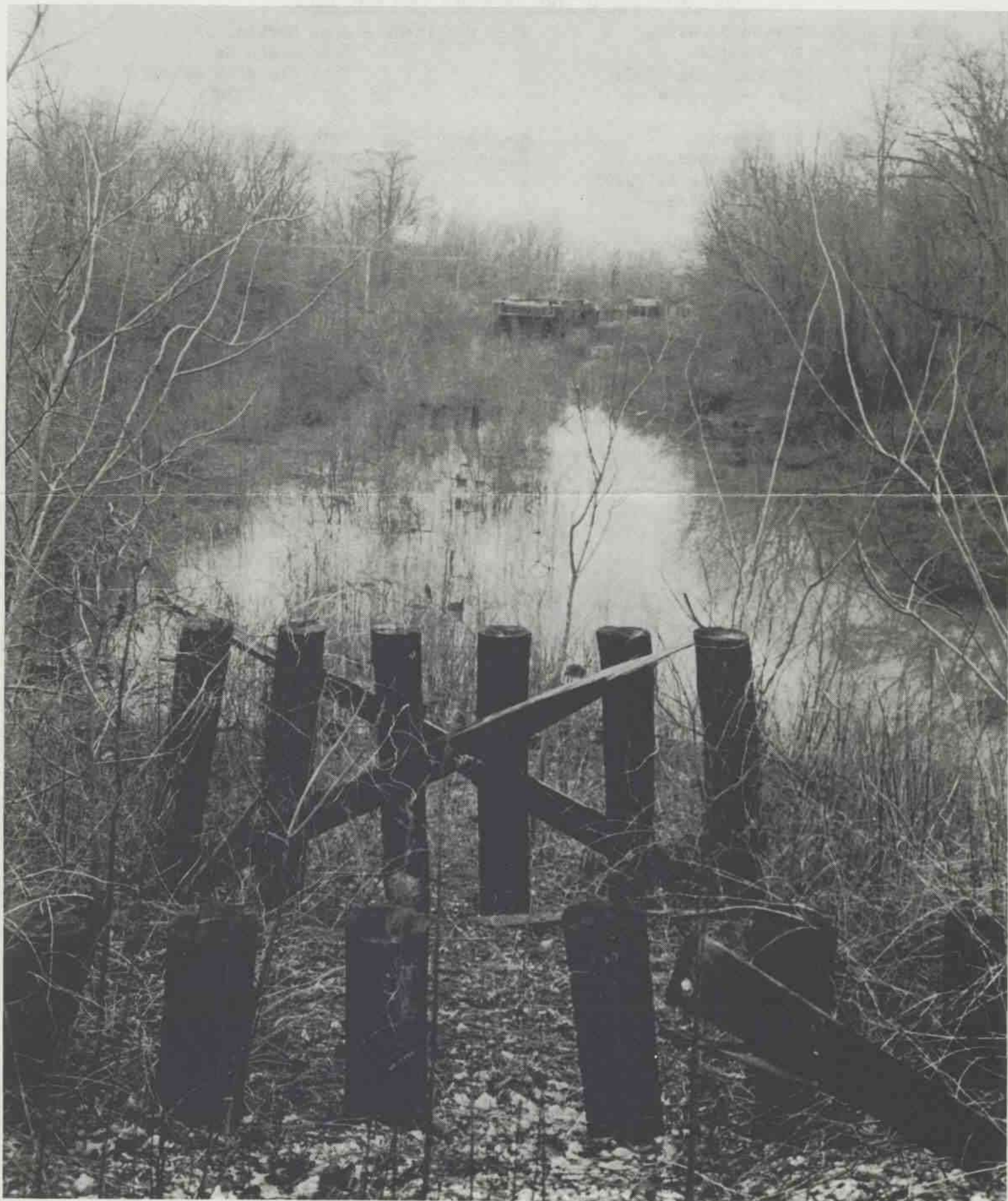
ARKANSAS RAILROADER



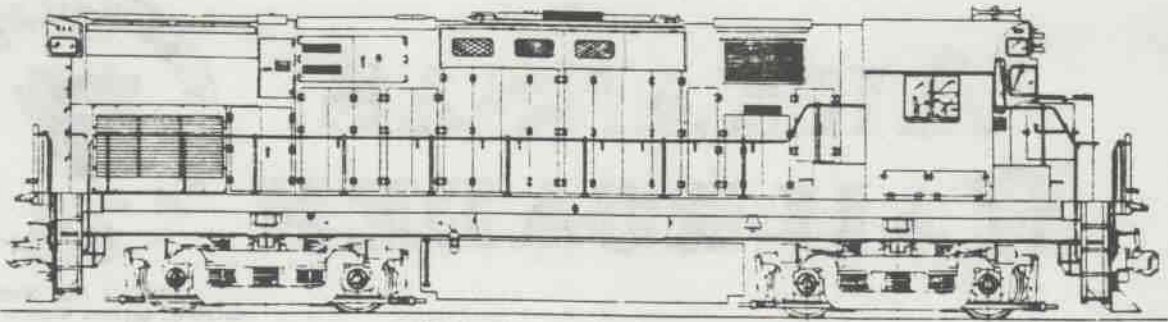
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 22 NUMBER 5

MAY 1991



Abandoned ROCK ISLAND approach to the White River at De Vall's Bluff, Arkansas, looking west, as seen by your editor and former Rock Island conductor L. T. Walker on February 9, 1990. There are three Rock Island stories inside (by L.T. Walker and Gene Hull) as well as a story on "Scoop Fever" by William Church. (Photo by Ken Ziegenbein)



CLUB HAPPENINGS - ANNOUNCEMENTS

1991 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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

☆☆☆ PROGRAM ☆☆☆

The next program of the Arkansas Railroad Club will be held on SUNDAY, MAY 5 at the usual place, the Twin City Bank Building on Main Street in North Little Rock, 3rd floor. It will begin at 2 PM. The program will be given by GENE HULL. He will show a collection of 65 black and white slides of old train/locomotive scenes around the U.S. (1850-1910) and will tell what happened to the various rail segments over the years.

NOTICE THE DATE CHANGE! Because our regular meeting date on the second Sunday is Mother's Day, we moved the meeting up one Sunday to May 5.

Our Vice-President, John Hodkin, is asking for help in planning other programs through the year. If you can give a program or know someone who can, please call him at 945-2128 or write to him at the address at the top of this page.

KCS RAIL CHASE SET - On SUNDAY, MAY 19 there will be another railchase, this time from Texarkana northward to chase the Kansas City Southern. This should be a very scenic trip.

Contact Matt Ritchie at 834-4449 if you'd like to go on this KCS chase. Come to the meeting on May 5 for more details.

MEMORIAL DAY BASH - On Monday, May 27, we will have another all-day rail bash at our regular meeting place, Twin City Bank in North Little Rock. This will be the same as we had on January 1. Bring your slides, videos, etc. to share with others. Over 30 attended the January 1st event.

(CLUB NEWS continued on Page 7)

S C O O P F E V E R O

by

William Church

The Fireman on the Missouri Pacific's big Mike helper was earning his pay the hard way. The white stains that covered her dirty jacket about the steam dome revealed that she had been foaming badly. The numerous times he had blown her down since leaving the Annapolis tank suggested that she still had an unsettled stomach. Thick black smoke belched from her short stubby stack in cannon-roaring proportions.

Any one could see that the hogger was working the old gal over. Our speed made it clear that he was earning his pay by helping us over the grades without loss of running time.

Today I am a conductor on the MoPac, but at that time I was temporarily firing the road engine, a 36-year-old hand-bomber, a Baldwin built Consolidation. Built for the MoPac as a heavy freight engine, she was fresh out of the shops and working her way to Bismarck, Mo., for duty. With her tank of Illinois coal and a belly full of Missouri water, she was steaming well.

My hogger was taking it easy by working a light engine, mostly because of my inexperience. He let the big Mike helper pull her guts out over the hills.

Reaching up, I opened my injector and rammed my head out of the cab. I kept looking down at the overflow pipe until the water stopped running from it and the hum of the injector told me that the pump was pushing water into the boiler, shutting it off when the glass told me that the boiler was half full.

Then swinging my right leg off the seatbox and firmly planting my buttocks against the cushioned cab, I stood spraddled legged as I prepared to put in a fire to bring the steam back near the pop mark. Thus I got the feel of the engine's movement. Bending over, I thrust the scoop deep into the coal before pulling it out. Then, twisting my body to the left and slightly turning on the heel of my left shoe and the ball of my right foot, with my left shoe hovering over the pedal of the air-door, I brought the scoop into the face of the firebox.

My toe pressed lightly on the pedal. With a hiss of air, the butterfly door opened, scorching me with a red-hot blast. I raked the butt of my scoop against the lip of the door. Then, giving my right wrist a slight twist, my gloved hand turned the scoop and sprayed the coal into the right corner of the firebox.

While withdrawing my scoop and repeating the process on the left side of the firebox, I was well aware of the hogger's glance. The steam pointer stood at 198. I'd been careful never to let her pop. I had heard that the mark of a good scoop fireman was to keep an engine hot but never let her pop.

After a dozen or more of repeated thrust into the firebox, I sank back onto my seat, and glanced over to the hogger. A smile and a nod told me, "You are doing OK, kid."

Although I felt sorry for the fireman on the big stoker-fired Mike because of the tussle with his engine, I settled back to enjoy the music of the double-shotted steamers as they rocked the mountains with their exhaust.

You see, I wasn't a regular employed fireman, but a brakeman with "scoop fever." I'd been pressed into service when the fireman's extra board ran out of men. Every since I began working on the MoPac at Poplar Bluff, I had been giving the fireman a little help on hand-bombers until I reached the point that I could do a fair job of firing.

The spring rush of strawberries was on. All regular freight and passenger trains were running in sections, making the extra board do flip-flops. This was fine with me, except of late it had interfered with my budding romance. A poet wrote, "In the spring, a young man's fancy turns lightly to thoughts of love." At 21 I was no exception. For several weeks the object of my conquest was a petite blonde with tantalizing blue eyes, Cupid's-bow lips, and more curves than the Mo. Division of the Mopac Railroad.

She stuck out just right in front and just right in back. Her name was Dixie.

I would sit by the hour at a table in the Rainbow Cafe at Poplar Bluff, where Dixie worked as a hash-slinger, drinking coffee galore and playing up to her. I learned that she "just adored" Clark Gable and wanted to see "Gone With the Wind", which was then billed at the local movie house. Well, I bought two reserved seats for that film. Then, over a steaming cup of black coffee, I broke the news.

"You have a date with me tonight, Dixie, to see Gone With the Wind."

She fairly squealed with delight, "Oh Billy, you really have tickets to Gone With the Wind?"

"Sure thing, honey. Tonight at seven. Is it a date?"

"It is," she said sweetly. "Thank you."

Anticipating her acceptance, I had slipped the night caller, Warren Crawford, a buck to mark me off duty that night. Dixie moved away, taking orders and serving other hungry rails. I sat nursing my black coffee dreamily.

"Billy!" The trainmaster, Jim Gregg jerked me back to reality.

"Yes sir," I replied.

"What are you doing marked off?" he demanded. "Are you sick or just lazy?"

"I-I-," I stammered, "I have tickets for the show tonight and I wanted to be sure I'd be in town to use them."

The T. M. eyed me quizzically, "Billy, they tell me you've been doing a little firing on the road."

"Yes, sir," I said proudly.

"Do you think you could keep an engine hot between here and Bismarck?" He explained that a fireman was needed for a spot engine that would take a Berry Train to Bismarck, where a turn would take it on to St. Louis, while the train and engine crew of the Berry Train would deadhead back to Poplar Bluff. "You could get home on No. 25

tonight in time for the show if you like

I wasn't too enthusiastic. "Well," I said, "I've got things to do today, having laid off and all that."

"Since you don't care to go firing"-the trainmaster's cold eyes bored into me-"I guess you have a few hours to spare. I want to talk with you about your shoving those cars over the derail at Iron Mountain."

"On second thought, Mr. Gregg," I said quickly. "I believe I could go to Bismarck and back on 25 tonight."

The trainmaster smiled. "I thought you'd see it my way, Billy."

An hour later we were highballing it north. I was firing for a fat fellow named Oscar Nunn, with my buddy, Mitch Marvel, as head brakie. Along the Black River we glided. I had little trouble keeping the big spot engine hot. We rolled over the easy grade to Piedmont. Lucky me, I had it in the bag! At Piedmont we'd get a helper then run to Bismarck. Finally we'd deadhead home on No. 25 and I'd snuggle up to Dixie in the darkness of a movie theater.

But alas, fate decreed otherwise! Of all days, the local had steam failure at Piedmont. When we arrived at Arcadia at the foot of Pilot Knob grade, our helper was ordered to cut off and go back to Piedmont to help the local over the mountains.

Pilot Knob is the hardest grade on the division from which to make a standing start. While we were under the tonnage, it was going to be a hard pull. With a student fireman and with the time lost cutting off the helper, it was doubtful if we could make Bismarck in time for train 25, and maybe we couldn't climb the hill without doubling.

The hogger and I glanced at each other. Right then I knew that our friendship had ceased. From then on out, he would be an enemy. It was up to me to keep enough steam in the old gal to pull the grade. And if we hung up and had to double, and if we laid out No. 25-well, "A MoPac crew just doesn't lay out a passenger train by doubling a hill."

Those words made me panic-stricken. I doubted that I had the know-how to keep the old gal hot up the hill. My first impulse was grab the scoop and start swinging. Suddenly the wise words of an old black fireman came back to me. "Boy, don't let her know you are scared of her. Just sweet-talk her. Pet her with your scoop and she will love you, but let her know you are scared, and she will throw you."

Fighting my fears I picked up my scoop. Glancing at the water column, I noticed it was well down the halfway mark, and I cursed under my breath for being so dumb while coming down the mountain and not filling the boiler. We had lost a couple pounds of steam, but I was in good shape. So I tried to regain what we needed before I put on the injector.

Although on previous occasions, I had ridden up Pilot Knob grade on the cushions, leisurely taking in the mountain beauty and breathing the cool air, this time I was facing the white-hot blast from the firebox as I tickled the spot engine in the right places.

Three to the right corner! Two down the right side! One down the middle! Two down the left side! Thus I worked my way across the firebox.

"Keep your back corners full, and the front end will take care of it self," was the advice I had been given by some scoop firemen.

With regular routine, sweating like the devil, I stoked the old gal. Using my choice words on her begging, pleading and hoping that I was doing the right thing.

But where I was begging her, Oscar Munn was beating the hell out of her. As the grade became more pronounced, he begin to drop her down and I was praying that she'd hold the rail. A slip now would send my fire out of the stack.

I gave the water glass another glance, it was falling slowly. The hogger reached up and pulled his injector on. The steam pointer took a nose dive. Then the old gal hit a slick spot and lost her feet. She spun several times before the engineer shut her off and dropped her down another notch and opened her up again. I increased my tempo with the scoop and

caressed her faster, trying hard to keep my wits about me.

As we trundled up the grade, the seconds went by like minutes, the minutes like hours, and the feet like miles. With each jarring beat of the big engine my fire danced like a troupe of Spanish girls doing the Mexican Hat Dance.

To me it seemed like a losing battle even before the first mile of the six-mile grade was behind me. I was sweating profusely, with every muscle in my body calling for relief. I found it harder to take careful aim on the firebox. A little lurch of the engine made me spill coal all over the deck. I begin to stagger a little between each thrust at the fire.

The pointer stood about 15 pounds off of the pop line now, and was slowly sinking. I increased the tempo of my scoop. Each toss of the scoop moved what seemed to be a ton of coal from the tender into the hungry fire. I lost all track of time.

Our engine whistle blasted at the mile board at Middlebrook. We were not going to make Bismarck for No. 25 and we had less than a mile to go before we could reach the top of the grade. Just a little bit further, and if I could only hold on!!

My pal, Mitch, left the doghouse. His motions shoving several tons down for a closer reach. And without any comments, he walked over the running boards to the pilot to race for the switch so we wouldn't have to stop.

Suddenly I was aware that the old gal wasn't laboring as hard as before. Oscar Munn was beginning to hook her up. We had won the pull! I jammed the scoop deep into the coal and dragged my limp body onto the seat box, too tired to speak. I had won my fight.

But the effort had cured of my "scoop fever". Never again would I want to fire a locomotive. Oh yes, I missed the connection with train 25 that would have taken me back to Poplar Bluff in time to see Gone With the Wind and make love to Dixie, after a fashion, in the blessed darkness of a movie theater.



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(Jim Bennett collection)

L.N. GAINES, JR - EMPLOYEE OF THE MONTH - (Pine Bluff) - Club member Lynn Gaines, Jr., was named employee of the month for March by the Cotton Belt Safety Awareness Committee. This award was given for his actions on February 12, 1991, when he observed an auto-transport rig hung up on the crossing at Fourth and Beech Streets in Pine Bluff. The incident happened at night on that piece of joint track used by UP and SSW. After seeing the rig hung up, he immediately notified the Yardmaster at the Pine Bluff Gravity Yard. His quick action prevented an accident.

Mr. Gaines has been employed by the Cotton Belt since August 6, 1949 as Agent/Telegrapher/Clerk. Lynn will eventually get a plaque for being employee of the month.

CERTIFICATE OF MERIT - LYNN GAINES, JR. also received an award in March for working 41 years with no accidents or injuries on the Cotton Belt. He received a framed certificate signed by Superintendent W. H. Tanner and Terminal TM Charles L. Alexander.

CORRECTION TO CAPTION - The photo of Ronald Reagan getting off a train in St. Louis on Page 20 in the April RAILROADER was from the collection of DALE WALKER of St. Louis, NOT Stephen Eudy. Sorry for the mixup.

ANOTHER CORRECTION - It was brought up by Jim Wakefield at the April 14 meeting that in Barton Jennings's article on depots in Arkansas, the depot at Reader was actually from Waterloo, not Reader.

SHOW & SALE JUNE 1 - The annual Arkansas Railroad Club's Show & Sale, named the "ANNUAL RAILROAD ANTIQUES & COLLECTIBLES SHOW AND SALE" will be held Saturday, June 1 at the Arkansas State Fairgrounds on U.S. 70B in Little Rock. This year there will be a consignment table, meaning you can sell personal railroad-related items on this table without having to rent a table of your own. The Arkansas Railroad Club will keep 20 percent of all the sales from this table, however. It is asked that you bring any items you wish to sell to the table by 9 that morning and take them away by 5:30 that afternoon. Please mark your NAME and PRICE CLEARLY on the items.

For rental information, or if you wish to have something on the consignment table, send a large stamped envelope to the ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119-9151.

Doors open to the public at 9:30 AM and close at 5 PM. Admission will be \$2.00 (children under 12 free). It is air-conditioned! We will be in the Arkansas Building.

Call our president Bart Jennings to volunteer to help at the event. His number is 501-862-2724.

LABELS - LABELS - Remember, if you go to a store that sell ShurFine, Valu-Check or Hyde Park brands, keep the labels and bring them in or mail them to the club. We, as a non-profit organization, can get 3 cents each for them. This has added up to over \$18 already. (Just got another large batch from member Stephen Eudy of West Des Moines, Iowa - Thanks).

ARKANSAS RAIL CARRIER/SHIPPER MEETING - On Tuesday, May 14, the Arkansas Rail Carrier and Shipper Association will meet at the Warren Country Club in Warren for their regular spring meeting. This group, organized in 1928 as the Arkansas Passenger & Freight Association, meets a couple of times a year for golf and a banquet. It was formed "to discuss problems relating to freight and passenger traffic and to promote social intercourse among its members."

Ray Johnson, General Manager of the East Camden & Highland Railroad in East Camden, said that any Arkansas Railroad Club members were welcome to attend. If you'd like to attend, write to Ray Johnson, East Camden & Highland RR, PO Box 3180, East Camden AR 71701.

Mr. Johnson has all the files on this organization since it was formed. Many of the railroads that used to be represented are the MOPAC, T&P, IC, NP, N&W, SSW, RI, ATSF, SOU, SCL, B&O, MN&S, GN&A, WSR, SP, DQE, A&S, P&NW, A&PW, W&SR, SLSF, C&O, NYC, EL, L&N, CNGT, DRGW, ACY, UP, RDG, CP, CNW, GM&O and MKT. How many of these are left?

ROCK ISLAND CLUB FALL MEETING - The annual Fall get-together for the Rock Island club in Little Rock will be held on September 24 at Burns Park in North Little Rock this year. You might want to plan ahead to attend this function, with bands, picnic, and lots of Rock Island railroad talk.

T-SHIRTS/CAPS/ETC - The Arkansas Railroad Club is once again offering club T-shirts, caps and jackets for sale. Here is the price list. Please state the size you want and whether or not you want the jackets monographed.

T-SHIRTS --- \$6, plus \$1 postage on EACH
CAPS ----- \$4, plus \$1 postage on each
JACKETS (non-monogrammed) --- \$25, plus \$2 postage each
JACKETS (first name-only monogram) --- \$27, plus \$2 postage

NO COD'S, please! Money raised will go to club functions and newsletter expenses made out to the ARKANSAS RAILROAD CLUB to:

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

NOTICE - - - We have caps in stock, but the T-shirts and jackets will have to be run off again, so it may take several weeks to receive your size. Be patient. We will get them out as quickly as possible.

819 SETBACKS - There will be no 819 trip to Fordyce this April. Although the Southern Pacific brass gave approval; it was only three weeks prior to the event and there was no time to sell the needed tickets to make a profit (SP now charges \$20 a mile to run the excursions). Also...the new staybolt caps received for the 819 were not usable, so a new batch has had to be made.

Other bad news...Southern Pacific turned down the planned Houston trip because it would serve no corporate purpose. That decision is being appealed. The Cotton Belt Rail Historical Society was still waiting for the O.K. to run a trip to Tyler in the Fall as of April 14.

At any rate, no firm trips were planned for the 819 this year as of mid-April.

WASHINGTON D.C. CHAPTER WANTS HELP - A letter to NRHS Rep Peter Smykla from the NRHS chapter of Washington, D.C. asked for donations to help get new Amtrak-approved trucks for its 1923 heavyweight Pullman "Dover Harbor." Unless this is done, it will no longer be allowed behind Amtrak. The "Dover Harbor" is the only restored heavyweight Pullman sleeper/lounge car available for public use.

To send donations, mail to Dover Harbor Fund, Dr. James E. Chapman, 3023 Castle RD, Falls Church VA 22044-1908.

GREAT TRAIN SHOTS - On Saturday night, March 23, I happened to see a movie on the CBS station in Little Rock, Channel 11, called "Where the Hell's That Gold!!?" and was pleasantly surprised to find great run-by shots of the Cumbres & Toltec Narrow Gauge. In fact, it seemed that almost every other shot was of this railroad (as the story took place on the train). I'd recommend seeing it for that reason, if nothing else. It starred Willie Nelson and Jack Elam. It was sort of corny, except for the train scenes.

STORIES ACCEPTED - Even though the "Big Three" (Bill Church, Gene Hull, John Martin) have given me enough stories to last for years (many of which have already been printed, by the way), I would very much like it if others would also send in stories. While continuing to alternately run "Big Three" stories, I will get yours in also, usually within two months (like I did with April's story by James Fair, Jr. and this month's L. T. Walker story). So, send in those stories! (Are you listening Eakles Hille and Mike Adams and any others who might want their story told?) Unlike some other publications, I don't require that you type your stories, just be sure I can read your writing. I'll do the typing and editing. I use WordPerfect 5.1 software and a Royal Electronic typewriter as a printer.

SEND IN THE NEWS - If you hear of any rail news in your area, remember that you are the source for the RAILROADER. Pretend you are a voluntary reporter. I'm sure others would like to hear of railroad news from your locale. For those of you who have sent in stories/clippings/etc. THANKS! They will be used! Send all news/clippings/stories to the ARKANSAS RAILROAD CLUB, PO Box 9151, North Little Rock AR 72119-9151 OR you may send them directly to me: Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118-3160.

ARKANSAS RAIL NEWS

RAIL STRIKE LOOMING - In Arkansas, as well as across the country, Tuesday night, April 16 was the deadline for a possible nationwide rail strike. Local trucking companies, such as H. B. Hunt, were saying that they were getting calls from rail customers worried about the strike and some were asking if the trucks to take over some of the slack. As I went to press (April 16), no strike was occurring yet, but it was supposedly imminent. President Bush was making it his number one priority the past weekend.

My own personal opinion: I am both for and against the strike (for good reasons). I'm for it because it appears that some of the major railroads are not bargaining with the unions in good faith. With the unions giving many concessions over the past few years (like smaller crews, longer runs, etc), some of the railroads are making big bucks (like U.P. with its \$618 million profit in 1990, CSX with \$416 million). How can these big money makers fail to give larger raises, benefits? On the other hand, some railroads are losing money, and increased salaries/benefits would hurt them (like possibly SP). Maybe there should be separate contracts with various roads.

I'm against the strike because it will give trucks more and more of railroads' business, which may never get returned. Now is not the time to give any more concessions to trucks. Our roads are bad enough as it is and it would probably make their case of allowing triple-trailers easier to swallow for politicians. Also, a prolonged strike would effectively kill off any marginal Class I lines and spur-lines. The rail industry would lose, both management and labor.

This is my own, unprofessional opinion, having never been in on any of the bargaining sessions. But it seems that both the players in this case are getting ready to shoot each other in the foot.

TRAIN TOURIST ARTICLE - The Sunday, March 31 issue of the ARKANSAS GAZETTE had a full-page story in its "Travel" section about Arkansas's tourist rail lines. Mentioned were the EUREKA SPRINGS & NORTH ARKANSAS RAILROAD, PO Box 310, Eureka Springs AR 72632; the BOSTON MOUNTAINS RAIL EXCURSION CO. running out of Rogers, call 501-636-1240; the READER RAILROAD, PO Box 9, Malvern AR 72104; and the ARKANSAS & MISSOURI RAILROAD, PO Box 924, Rogers AR 72757. (These numbers and addresses were from the article).

TRAIN DERAILS, 65 EVACUATED - (Levesque, near Wynne) - Twelve cars, one carrying the chemical bromine, of a 130-car Union Pacific train derailed on April 1 at 1:15 AM near Levesque, in eastern Arkansas, prompting the evacuation of 65 nearby residents. Some people in the area, located on the New Madrid fault, thought they had an earthquake. One person said she would now like to know what kind of chemicals are being hauled on all trains that come through the town (talk about having anxiety attacks!! - ed). The cause of the derailment was a broken steel bar that fell between the cars. The cost was estimated at \$170,000. The last time a derailment occurred in this area was in 1976 (but another derailment followed close to this one less than a week later - see other story later). (ARKANSAS GAZETTE, April 2 and ARKANSAS DEMOCRAT, April 3)

In 1980, the geometric center of population in the lower 48 United States was located about 1/4-mile west of De Soto, Missouri. That means you have just as many people east of this point as you do west and just as many north as you do south. The geographic center is located near Lebanon, Kansas. (The geographic center of Arkansas is located 12 miles northwest of Little Rock; of Missouri 20 miles southwest of Jefferson City; of Tennessee 5 miles northeast of Murfreesboro; of Mississippi 9 miles west-northwest of Carthage; of Louisiana 3 miles southeast of Marksville; of Texas 15 miles northeast of Brady; of Oklahoma 9 miles north of Oklahoma City.)

- WORLD ALMANAC and Book of Facts

FATAL ACCIDENTS RISE - According to an article in the April 9 ARKANSAS GAZETTE, nationwide crossing accidents had a fatality rate increase of 50 percent since 1981. This was according to the group "Citizen Action." The group attributed the higher fatality rates to higher speeds of trains (what kind of dummy heads this group, anyway?? -ed). Those that keep up with such things know that most of the accidents occur when people BREAK THE LAW and run around crossing signals. The speed of the train has nothing to do with it.

The Federal Railroad Administration said that "Citizen Action" cooked up the numbers. It said the group had ties to trial lawyers trying to prevent railroad companies from replacing existing liability coverage for rail workers with a form of worker's compensation. The "Action" group also has funded studies critical of the railroad's transporting of hazardous chemicals. (Would they rather all the chemicals be hauled on triple-trailer trucks intermixed with VW's?? - ed).

In Arkansas, fatality rates per 1,000 railroad crossings was 14.8 in 1989-90 with only Florida higher with 15.5.

This is another example of someone doing a study with a pre-conceived idea of its results...meaning the study is a piece of junk. It's amazing how easy these people get access to the press.

ACE TRUCKING MOVES - (Batesville) - In a move not directly related to railroads, but could mean that business opportunities are shrinking in Batesville, Ace Trucking Company closed its Batesville operations April 11, throwing 300 people out of work. Union Pacific runs through Batesville with a local or two a week and with major closings like this, it means that the writing is on the wall about future business opportunities the railroad might have. (ARKANSAS DEMOCRAT, April 12 by Libby Powers with comment by the editor)

WYNNE DEPOT - (Wynne) - A committee has been formed to save the Wynne depot and to restore it in some way. Union Pacific has offered the city of Wynne both the depot and a lease on the land it sits on. They are toying with getting the state involved somehow and of putting the depot on the National Register of Historic Places list. May 12-18, Historic Preservation Week, they are inviting people to bring old photos and rail things to the depot. (THE CROSSROADS, April 10, sent in by member John Hale).

ANOTHER DERAILMENT - (Wynne) - For the second time in a week, a Union Pacific train derailed near Wynne, this time close to the old Wynne depot. It occurred on April 6, but only involved auto rack cars. The train was attempting to turn east on the Coal Chute "Y" onto the Memphis main at the time of the derailment. The train's engineer was Johnny Cash. (THE CROSSROADS, April 10, sent in by John Hale of Forrest City).

GENERAL RAIL NEWS

LINE ABANDONED - (Lufkin, Texas) - On March 16, 1991, Cotton Belt was given permission to officially abandon its Lufkin branch line from Milepost 553.0 near Tyler to the end of the branch at Milepost 594. Stations which are now embargoed are (all in Texas): Bullard, Nag Park, Dialville, Pomona, Gresham, Rusk, Jacksonville and Tinimax. These stations and the SSW station in Lufkin are in the process of being deleted from the list of open stations.

TIRED OF JUNK MAIL? Well, there may be a solution to your problem. In the April edition of UTU RETIREE NEWS (donated by L.T. Walker), there is an address you can write to to have your name removed from some large mailing lists. It is Mail Preference Service, Direct Marketing Association, 6 E 43rd St, PO Box 3861, Grand Central Station, New York, NY 10163.

COTTON BELT SOLD LINES - (Dallas) - In January, the Dallas Area Rapid Transit (DART) completed its purchase of 54 miles of Cotton Belt right-of-way between Wylie and Fort Worth, Texas. This adds to its previous purchase of 34 miles between Dallas and Plano. SSW will continue to provide freight service on the line through trackage rights. Also, Southern Pacific will sell 68 miles to various San Francisco Bay Area counties for their use as commuter lines, including the old 47-mile commuter line between San Francisco and San Jose. This 47-mile line began service on January 16, 1864 and is older even than San Francisco's cable car system. Today, about 22,000 riders board 52 trains that operate each weekday on the line.

Some 87 short lines connect with Southern Pacific throughout its system, generating nearly \$200 million in revenues.

- Southern Pacific Bulletin

NOT EVERYONE GOES TO DISNEY WORLD - Although your editor is an avid Disney fan and visits Disney World every couple of years or so, not everyone would have that as his top priority, including an Oregon boy named Seth Trimpey. Seth has had 21 heart surgeries since birth and also suffers from other physical difficulties. Well, his wish to the organization "Make-A-Wish," which specializes in granting wishes to sick children, wasn't to go to Disney World like most of their clients, but instead to go to the Tennessee Valley Railroad Museum! While there, his mother stated that Seth would like a real caboose to put in his yard near Eugene, Oregon. Apparently, he wanted to put a model railroad in it. Well, Southern Pacific obliged and on December 18, 1990, Seth got his wish. (SOUTHERN PACIFIC BULLETIN, February 1991)

CONDUCTOR GETS TICKET - (New Sarpy, Louisiana) - In mid-March, an Illinois Central conductor got a ticket for blocking a road intersection too long in the town of New Sarpy, preventing firetrucks from reaching a burning house. Apparently, the train blocked the road for 15 minutes. Blocking a railroad crossing longer than 5 minutes in St. Charles county in Louisiana can have a fine up to \$100 and 30 days in jail. (New Orleans TIMES-PICAYUNE, March 16, 1991 sent in by member Thomas Coulson)

BULLET TRAIN IN TEXAS? - A hearing in April on the proposed high-speed train that will one day run from Houston to Dallas to San Antonio was almost blocked by Southwest Airlines, fearing competition from the proposed line (the hearing was held anyway). Apparently, Southwest feared the German or French line would make it lose money in the future, after all airlines are the bane of free enterprise and should not have unfair "subsidized" competition, right? The attempted injunction was seen by many to be simply a delaying move. And about the subsidizing, how many times have you seen a Southwest Airline snowplow on the runway in Dallas and how many SW employees are in the control towers? Sure sounds like they're subsidized to me. (ARKANSAS DEMOCRAT, April 1, 1991 by Randy Tardy with comment by your editor)

HOUSTON MONORAIL - Speaking of new train systems, a Houston committee voted to go with a monorail system for its mass transit system instead of other high-speed trains.

METRO LINK PAY AS YOU GO - (St. Louis) - The just-begun construction of Metro Link in St. Louis will have no turnstiles and no ticket-takers. Instead, everyone will get their tickets from a vending machine with uniformed agents roaming the 12 trains at random to check passengers for tickets. If you get on without one and get approached by an agent, you will be fined from \$50 to \$250 for a first offense. Regular price will be \$1.15. (ST LOUIS POST-DISPATCH, February 14, sent in by Stephen Eudy).

AMTRAK NEWS

NO NEWS from Amtrak this month. I will resume the news listing in the next issue should I receive the Amtrak mailing.

NEWS UPDATED through April 15...probably will be mailed April 25. Deadline for the May RAILROADER is May 15.

THE COLD NIGHT NO. 88 DERAILED

by: L. T. Walker, retired Rock Island conductor

No. 88 was called to go on duty at Hot Springs, Arkansas for 3 PM in the winter of 1970. The crew consisted of engineer W. L. Armstrong, fireman Foy Kuhn, head brakeman O. A. Wagoner, swing brakeman K. W. Biggs, rear brakeman or flagman W. K. Robbins, and conductor L. T. Walker, this writer.

I received the waybills and train orders while the rest of the crew were getting the engines ready to do what switching we had to do around Hot Springs (which was working the Horner Cement track and the Horner warehouse, then down to the wye to pull the loads out of wood yard and the butane track, also the paper dock). The weather was a light mist falling. Next stop to check the register at M.P. Jct. and register out for No. 88. Then the cable track and glue house., Then on to Union Carbide or the vanadium plant. Then to General Cable plant. Then to Jones Mill, the Reynolds Aluminum plant, which always took about two hours to switch out the loads and empties.

On to Butterfield, where we made a big pick up which was very heavy with lots of tonnage. The Malvern road switcher had everything lined up for No. 88 to pick up but it was lined up in two or three tracks, with cuts for Louisiana and El Dorado, Fordyce, Tinsman and Little Rock.

After getting part of our train together, we waited for the night. The Malvern road switcher would come over with a cut of cars for us. We had no walkie talkie then, just had to spread out and pass signals by hand. We had radios in the engines and caboose, that was all. We had two EMD diesel engines, but Butterfield was on a hill and you could not shove a very large cut of cars with lots of tonnage up the hill to couple up our train, so when the Malvern switcher arrived, he helped us put our train together.

I figured up the tonnage and with both loads and empties we had 118 cars, including the caboose, weighing some 8,480 tons. The conductor was required to make a switch for the Louisiana conductor to make his pick up at Haskell, and also the wheel reports. I was a very busy man trying to get my writing done.

By the time we got to Haskell, which was only 12 miles from Butterfield, the speed

was 35 MPH. About five miles out of Butterfield, I was sitting at the desk writing (had a pocket full of pencils). Brakeman Bill Robbins was up in the cupola watching the train. By then the mist began to freeze. Then all of a sudden the train went into emergency, knocking me up against the desk, breaking the pencils in my pocket. I heard glass crack in the cupola. Brakeman Robbins was knocked up against the back glass window. After the first run in here came a second one.

We first thought it might be a busted air hose. Brakeman Robbins took off with his flagging kit, for we had no protection orders. I got a wrench and air hose and started toward the head end. I called the head end and they did not know what had happened. I walked about half way up our train and found a large pile of cars just stacked on top of each other and even off the right of way in the woods. I started to try to get the numbers of them so I could make out the report. After getting the numbers I noticed that two cars were sitting on the track. Being dark I thought it was the end of it.

I had took the numbers of 15 cars that I could find, then I saw a light out in the woods and it was brakeman Biggs. I said to him we have 15 piled up here. They sure are a mess. He said "L. T., come up here and see this pile up here." I walked by the two cars sitting on the rails and there was another pile of 16 cars, so I tried to get the numbers of them. While copying down the numbers, I found a long box car bent double almost.

We got to the head end after checking if there were others on the ground, but there were not anymore. I got brakeman Robbins, relieved from flagging. He had put torpedoes down and had come back toward the caboose so I called him to bring my grip and waybills and list to the head end and we would come to get him. I made the report to the dispatcher and as I was calling off the car numbers, he stopped me and said, "Tilly, you have given me two cars with the same number." Then after checking the cars at the derailment, I discovered that I had checked off the long box car at both ends.

But we still had 15 on the rear and 16 on head end. When we finally got brakeman Robbins he was cold and about give out. He

said that old conductor grip must weigh 50 pounds.

We made our setout at Haskell, and setout and picked up at Bauxite, Green Spur, Burger, Pieser, and on to Biddle Yard. No. 87 most of the time would line up our pick up at Burger Spur. They would work it on the way to Hot Springs. After getting to Biddle, I had to talk to all the officials from Chicago to Little Rock about the derailment, which was caused by a broken rail. The cars were loaded with egg cartons, lumber, brick, ballast, aluminum bars and cable. When the wrecker crew got there they did not salvage many of the cars. They were in such bad shape they were cut up and sold for scrap.

I am sure that many of you railroad men

have had the same experience we did that cold night. Reporting a wreck and filling out all the papers that you were required to do was no pleasure job. At least no one was injured much. I had a sore chest and I am sure brakeman Robbins had a sore head.

The crew are all living. Engineer Armstrong, retired; Fireman Kuhn is now engineer on the Union Pacific; O. A. Wagoner is Assistant Trainmaster on the Little Rock & Western; K. W. Biggs is engineer for Ross Switching Service in a plant in Texas; W. K. Robbins is owner and President of the Dardanelle & Russellville Railroad and the Ouachita Railroad out of El Dorado, Arkansas; the writer L. T. Walker is retired and enjoying life, but I still like to see and hear trains, except that little box on the back of trains does not replace the caboose, even though men have told me it is full proof.

MAY IN RAILROAD HISTORY

First steel rails manufactured in the United States, rolled at North Chicago, Illinois May 25, 1865.

First continuous railroad from Atlantic waters to the Great Lakes opened May 15, 1851. Daniel Webster, at his own request, made part of the trip in a rocking chair fastened to a flat car "to better view and enjoy the fine country."

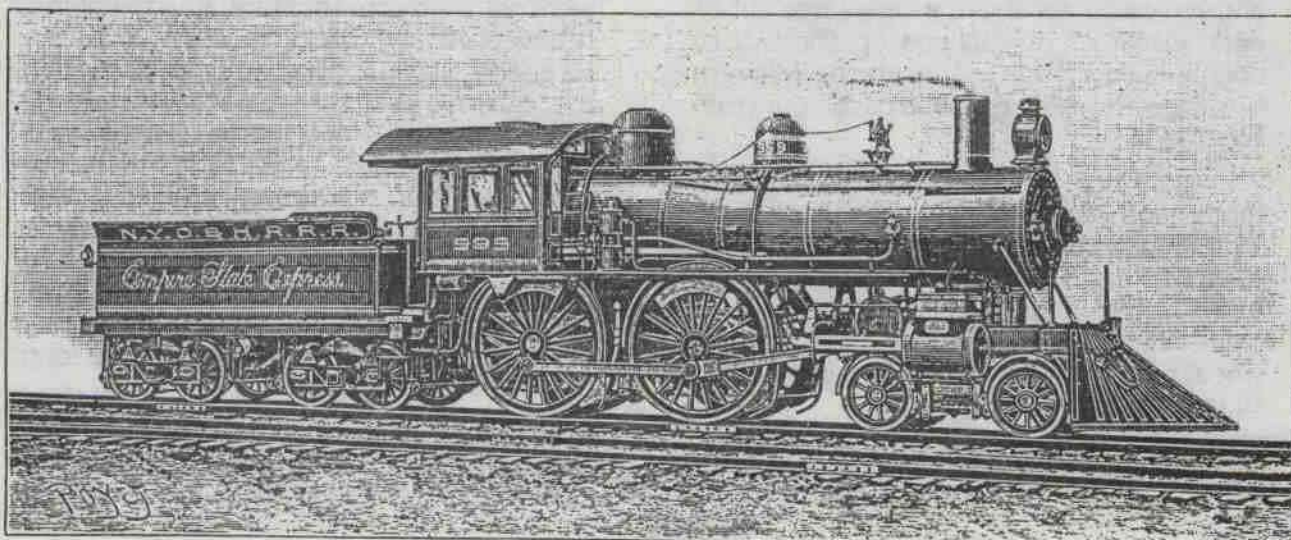
Man first travelled faster than 100 miles an hour on May 10, 1893, when a passenger train attained a speed of 112.5 MPH near Batavia, New York.

The "Stourbridge Lion" - first English-built locomotive operated in America, arrived in New York May 13, 1829.

Rails joined May 10, 1869, at Promontory, Utah, marking completion of first transcontinental rail route in the United States.

Eighteen-hundred miles of track on a southern railroad were changed from broad to standard gauge in a single day - Sunday, May 30, 1886. More than 8,000 men were engaged in carrying out the stupendous project. Several other southern railroads changed their gauge on the same day.

-- The above is from a 1954 Association of American Railroads publication called "Highlights of American Railroad History," sent in by James O'Neal, retiree of the East Camden & Highland Railroad.



THE CHOCTAW STATION

by: Gene Hull

The last spike of the Memphis & Little Rock Railroad, Western Division (De Valls Bluff to the north bank of the Arkansas River opposite Little Rock, 49 miles) was driven 20 February 1862. Service to Little Rock was by steam ferry. Due to financial difficulties the name of the railroad was changed several times, finally becoming the Little Rock & Memphis Railroad on 1 September 1887. The road was constructed in various segments, and direct rail service between Huntersville (opposite Little Rock) and Hopefield (opposite Memphis) was begun 11 April 1871, when the final spike of the last segment was driven.

In the early 1890's, a subsidiary of the Rock Island, the Choctaw Coal & Railway Co., built a line of rail from Wister, Indian Territory, westward through large coal fields to McAlester, I.T., and a connection with the Missouri, Kansas & Texas RR. On 3 October 1884 the company was sold under foreclosure to the Choctaw, Oklahoma & Gulf.

In 1898 the Choctaw & Memphis Railroad was incorporated on 15 September to acquire the property of the Little Rock & Memphis. On 6 January 1899 the C & M was leased to the Choctaw, Oklahoma & Gulf.

The CO & G decided the ferry across the Arkansas River at Little Rock was too inconvenient, and the Little Rock Bridge Company was incorporated in May 1899 to build a bridge. It was completed in December 1899, and placed in operation in January 1900. On 22 June 1900 the bridge company was transferred to the Choctaw, Oklahoma & Gulf.

A rail connection was needed between Little Rock and the end-of-track at Wister, I.T. The Choctaw & Memphis completed it and put it in operation in 1900.

The expanding development in Arkansas by the CO & G included a fine passenger station at Little Rock. The site was at the present East 2nd and Byrd Streets, ten blocks east of Main Street. The CO & G purchased a large two-story brick structure with an impressive mansard roof, which provided a third floor. It was the St. Vincent Infirmary. Bishop Fitzgerald of the Roman Catholic diocese had bought the place in 1888 to establish the Charity Hospital.

The structure had been built in 1858 by John Martin George, a wealthy plantation owner, for his son, Alexander George. Young Alexander desired to provide the finest standard of living possible for his family.

There was no greater civilizing influence than music. There was no finer music than that produced by a piano. Alexander asked a good friend in Germany, Heinrick Steinweigs, to construct the most magnificent instrument the fellow had ever built. It was sent to America by steamship, accompanied by a German music teacher to instruct Alexander's children. A few years later the piano manufacturer changed the spelling of his name to Steinway.



Elegant music was heard in the fine home with walls 15" to 24" thick of brick faced with plaster on the inside.

In 1898 the structure was purchased by the CO & G as its central office location. A few yards to the east was the location of the proposed impressive station. This was where Alexander George had the slave quarters and other outbuildings for his plantation.

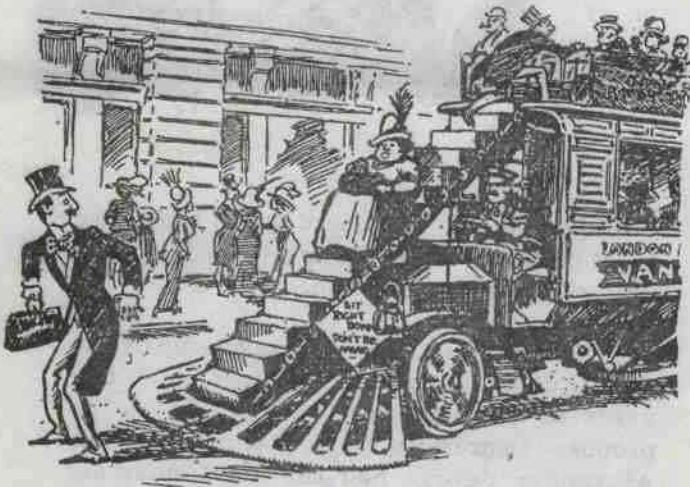
The architectural plans for the Choctaw depot were drawn in Philadelphia, PA. They arrived at Little Rock on Saturday, 28 October 1899. It soon was learned there was some kind of a mistake on the plans, and they were returned for correction. In the meantime a temporary frame depot was erected by 1 December. A bridge was being built to carry East 2nd Street across the CO & G track, which extended southward from the new iron bridge across the river, and curved westward around the south side of town, on the way to Wister in Indian Territory.

The general offices had been established in the infirmary building. Each of the three floors was divided at the center by a north-south corridor. On the first floor at the left were the offices of Gen. Mgr. Henry Wood,

having two rooms. Across the hall was the traffic department, with Traffic Manager J. F. Holden in the front room. General Freight Agent H. W. Morrison and three assistants occupied three rooms. Two other rooms served Treasurer and Purchasing Agent H. E. Yarnell.

The west side of the 2nd floor was for J. S. Hayden, auditor, who still was at McAlester, I. T. Across the hall at the rear was space for Gen. Passenger Agent George H. Lee. At the front was General Solicitor Honorable J. W. McCloud. On the 3rd floor, surrounded by the mansard roof, was Chief Engineer F. A. Molitor.

The very handsome passenger station was two stories of pressed brick and terra cotta, 160 feet long and 56 feet wide. A concrete platform 15 feet wide ran all the way around. The track was on the east side, and on the west was a wide public drive paved with vitrified brick. The structure cost \$42,000. There was ample room for omnibuses and express wagons to drive up and discharge passengers and baggage.



On the south end was a 27' x 56' baggage room, with double doors on the east and west. A 12' door on the north (interior) side opened into a corridor to the general waiting room. West of the baggage room was the ladies' lavatory and toilet 10' x 21' opening into the ladies' waiting room 20' x 21', which opens into the general waiting room on the north.

East of the baggage was the men's lavatory and toilet 8' x 16' opening into a smoking room 16' x 22', with doors to the outside platform beside the track, as well as to a corridor to the baggage room and general waiting room.

Between the ladies' waiting room and the smoking room steps lead up to the 2nd floor, and to the basement, where was located the steam heating apparatus.

In the general waiting room there was a news and cigar stand 11' x 13' in the southeast corner. On the opposite side of the waiting room was the 11' x 13' ticket office, and a 20' passage to the east platform. The waiting room was 38' wide, extending the full 56' width of the building. There were an entrance and exit to the platform on the west side, as on the east. On the south side of the waiting room at 12' arched opening led to the corridor to the baggage room. A similar arch led to the lunch room on the north side. The African waiting room 20' x 21' was north of the ticket office, opening onto the east platform. This room also had a 9' x 20' lavatory.

A restaurant was on the west side north of the waiting room. It was 21' x 30' with a 12' arch into a 10' corridor from lunch room to restaurant. The kitchen was in the northwest corner 22' x 25'. It was fitted with all modern culinary appliances. The lunch room 18' x 31' was in the northeast corner, opening to the east platform.

On the 2nd floor was the 16' x 24' office of General Superintendent John H. Harris in the southwest corner. The trainmaster's office, the same size, was in the southeast corner. Between them was the 19' x 24' dispatcher's office. On the north side of the office was a 6' x 56' hall, in the center of which was a stairway to the lower floor. There was a window in the wall of the dispatcher's office through which trainmen received their orders. A balcony looked out upon the east platform. The transportation department had two offices on the north end of the building on the second floor, 23' x 30' and 23' x 24', with a 7' lavatory between.

The main waiting room was open to the ceiling of the second floor.

The roof was of slate, and the east, train-side platform, was covered by a tin canopy supported by cast iron posts. Space between windows was filled with moulded brick and terra cotta trim. The name THE CHOCTAW ROUTE was set above the upper windows on the east and west sides, formed with large letters cut from stone.

The station was erected by contractor C. W. Clark under the supervision of Chief of Bridges and Buildings' Holt.

The first train westward to Indian Territory departed at 4:24 a.m. 10 December 1899.



TOP - "The Choctaw Route" Rock Island depot in Little Rock, as seen in this 1940s or 1950s scene. ABOVE - The old St. Vincent Infirmary, built in 1858, which became the Choctaw, Oklahoma & Gulf's central office location in 1898. The Choctaw (Rock Island) Station was located a few yards to the east (right) of this building. (Gene Hull photos)

VANISHING REMNANTS OF THE ROCK

by: Gene Hull (written in March 1991)

On 11 January 1853, Arkansas Governor Elias N. Conway approved an act of the state legislature granting a charter to a company to construct a railroad from the Mississippi River opposite Memphis to Little Rock. The Memphis & Little Rock built various sections of the road as funds became available. It suffered devastation during the Civil War, then staggered westward under several different corporate names.

In 1856, grading began at both ends, at Hopefield, opposite Memphis, and at Huntersville, opposite the "point of rocks," for which the town of Little Rock was named. This was near the north end of the present Rock Island bridge. It also was the site of a pontoon bridge giving access to Little Rock.

The last spike in the Western Division, between De Vall's Bluff and Huntersville, was driven about ten miles east of Huntersville on 26 January, 1862. Other segments of the M&LR were operated by stagecoach and riverboat. Rails were laid over the entire route by 11 April 1871.

There were a few bankruptcies and name changes, and on 15 September 1898 the Choctaw & Memphis Railroad was incorporated to acquire the Little Rock & Memphis, and to build to the boundary line of Arkansas-Indian Territory. On 6 January 1899 the road was leased to the Choctaw, Oklahoma & Gulf.

In May 1899, the Little Rock Bridge Company was incorporated to span the Arkansas River. The bridge was constructed between June and December, and was put in operation in January 1900. The bridge was placed at an elevation adequate to permit riverboat passage. This required earth embankment about nine feet high at the north end point of the bridge, and decreasing to about one foot high in about 1,000 feet north and east. Steel and concrete structures were required by 1907 to cross East Washington, East 2nd and East Broadway streets.

The Choctaw, Oklahoma & Gulf was acquired by the Rock Island on 24

March 1904. Rock Island trains rolled over this track for the next 76 years.

The track had been relocated to run along the north side of East 4th Street in North Little Rock, then curving south to reach the bridge. Before the bridge was built, the track extended westward through town to connect with the St. Louis, Iron Mountain & Southern and crossed the river on the Baring Cross bridge to reach the Union Station in Little Rock.

A small wooden depot was built at Fourth & Main Streets in North Little Rock. This connection track and depot were no longer needed after the CO&G bridge and a fine brick station in Little Rock were constructed in 1899. Then a small wooden depot was built north of the bridge at about East 4th & Walnut Streets. A small freight yard was built north of the main line, about 1,500 feet between Vine and Smothers Streets, with connections with the Missouri Pacific and Cotton Belt. In 1913, a fine brick depot was built on the south side of the main track between Hazel and Beech Streets.

Directly beneath the present Interstate 30 highway at East 5th Street, the Choctaw, Oklahoma & Gulf built a 12-stall roundhouse with several auxiliary structures. The locomotives were coal burners at that time, and a large coal chute was located eastward between the roundhouse and depot.

As the years passed, block signals were installed, passenger service declined and a large classification yard was built in Little Rock. The roundhouse and associated buildings were dismantled. The North Little Rock depot began to deteriorate. A stone nameplate set in the west wall bore the name ARGENTA, as the town was known from 1866 until October 1917.

Hard times came to THE ROCK by 1980. Gradually other railroads began operating segments of the track. Then, parts of THE ROCK were sold. The last train on the Memphis-Little

Rock segment of the Southern Division left Memphis at 9:45 p.m. 23 March 1980 as Extra 4436 west.

At 12:01 a.m. 24 March this track would become controlled by the Cotton Belt. The train reached Widener, 38.5 miles west of Memphis, at 11:50 p.m. Here, the crew received Cotton Belt order No. 202 for Rock Island engine No. 4436 to operate to Brinkley. Order No. 203 was picked up at Brinkley to run to Little Rock (Biddle of the Rock Island). In 1982 the Union Pacific took over 42 miles of this route from Little Rock to Hazen.

THE ROCK was bankrupt.

On Monday, 7 November 1983, Rock Island locomotive No. 829 ran from Little Rock to Mesa, 47 miles, where there were dozens of derelict freight cars. Recovering all salvageable, roadworthy cars, the engine ran westward 10 miles to Screeton and tied up for the weekend.

On Monday, 14 November, cars stored at Screeton were added to the consist, and No. 829 headed west at a snail's pace. At about 4:00 p.m. the train rolled into the siding at North Little Rock. Engine No. 829 moved across the bridge and on to the Little Rock yard, leaving its train north of the river.

The Rock Island was dead east of Little Rock.

All tracks at North Little Rock were gone by April 1988. The North Little Rock History Commission acquired the old 1913 red brick depot for preservation. In 1990, the roadbed embankment from the north end of the Arkansas River bridge to about 300 feet north of East Broadway, about 1,000 feet, was purchased by Edward Epperson, a house mover in North Little Rock, and Harvey Townsend of Little Rock, for \$120,000 from the Union Pacific. The overpasses were removed.

The last remnants of THE ROCK are disappearing at North Little Rock.



This red brick depot, with a roof of bright red tile, was built in 1913. The stone name plate on the west end bears the name ARGENTA, the name of the city at that time. When the name was changed in 1917, a new surface-mounted plate was installed on the east end, as shown in this photo. When the Rock Island moved out, the empty depot began to deteriorate. The Union Pacific took control of 42 miles between Little Rock and Hazen. The depot was donated to the North Little Rock History Commission for preservation. Deterioration continues. (Gene Hull, March 1991)



TOP - The North Little Rock (Argenta) depot as seen just before the rails were taken up. Photo taken in 1987 or early 1988 by Ken Ziegenbein. ABOVE - A dark and rainy spring day in 1989 looking west over what used to be a busy Rock Island rail yard in North Little Rock. Notice the Argenta depot in the distance. (Ken Ziegenbein photo)



In the foreground the signal control box is empty and rusty, the fallen skeleton of a telephone-telegraph pole lies where it fell. The deteriorating brick depot with its red tile roof is home for ghost railroaders. The few remaining poles, one with a sagging crossarm, resemble an ancient, snaggle-tooth grin. The North Little Rock (Argenta) area of THE ROCK is a sad scene, indeed. (March 1991 by Gene Hull)



At Rock Island Main Line Southern Division milepost No. 132 (North Little Rock) the one-lens, three color signal for eastbound (to Memphis) trains is now a lifeless eye staring into space, where trains have rolled into history. (Gene Hull, March 1991)



TOP - This heavy earth-moving equipment is quickly removing all vestiges of the Rock Island embankment in North Little Rock north of the Arkansas River bridge. (Gene Hull photo, March 1991). ABOVE - Just south of East 2nd Street in North Little Rock the Rock Island track embankment was about nine feet high. This material was sold to Edward Epperson, a professional house mover, and Harvey Townsend. As heavy, earth moving equipment began loading and hauling the material, this hummock revealed the upper two feet was composed of cinders from early coal-burning locomotives. (Gene Hull photo, March 1991)



Circular No. 2787.
(Superseding No. 2690, January 1st, 1891.)

SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

GENERAL FREIGHT OFFICE.

SAN FRANCISCO, CAL., July 7th, 1891.

To AGENTS AND CONNECTIONS:

The attention of all interested is called to circular issued 1st inst. from office of General Superintendent of this Company as follows:

“On account of the large number of freight cars coming to us not equipped with automatic brake, our expenses have been largely increased; and the additional risk that we assume in allowing these cars in our trains has been the cause of many serious accidents.
“It has been decided that on and after August 1st, 1891, we cannot receive on our line, at any of our connections, freight cars not equipped with the automatic brake. Cars that we have heretofore taken into our trains piped, so as to work the air through them to the cars equipped with the automatic brake, will hereafter be rejected.”

The foregoing will cancel G. F. O. Circular No. 2690, of January 1st, 1891.

C. F. SMURR,
General Freight Agent.

RICH'D GRAY,
General Traffic Manager.

Stephen Eudy

JOIN THE ARKANSAS RAILROAD CLUB

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

- RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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

WELCOME ABOARD!!!

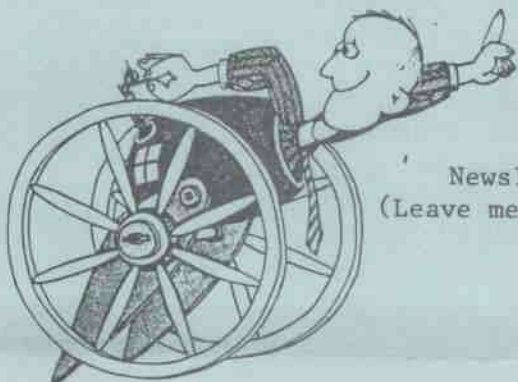
The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, MAY 5 at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 \$10/year for Arkansas residents and \$7.50/year for out-of-state. The RAILROADER is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

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



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

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



Attn:Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
905 Valerie Drive
North Little Rock AR 72118-3160

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