



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

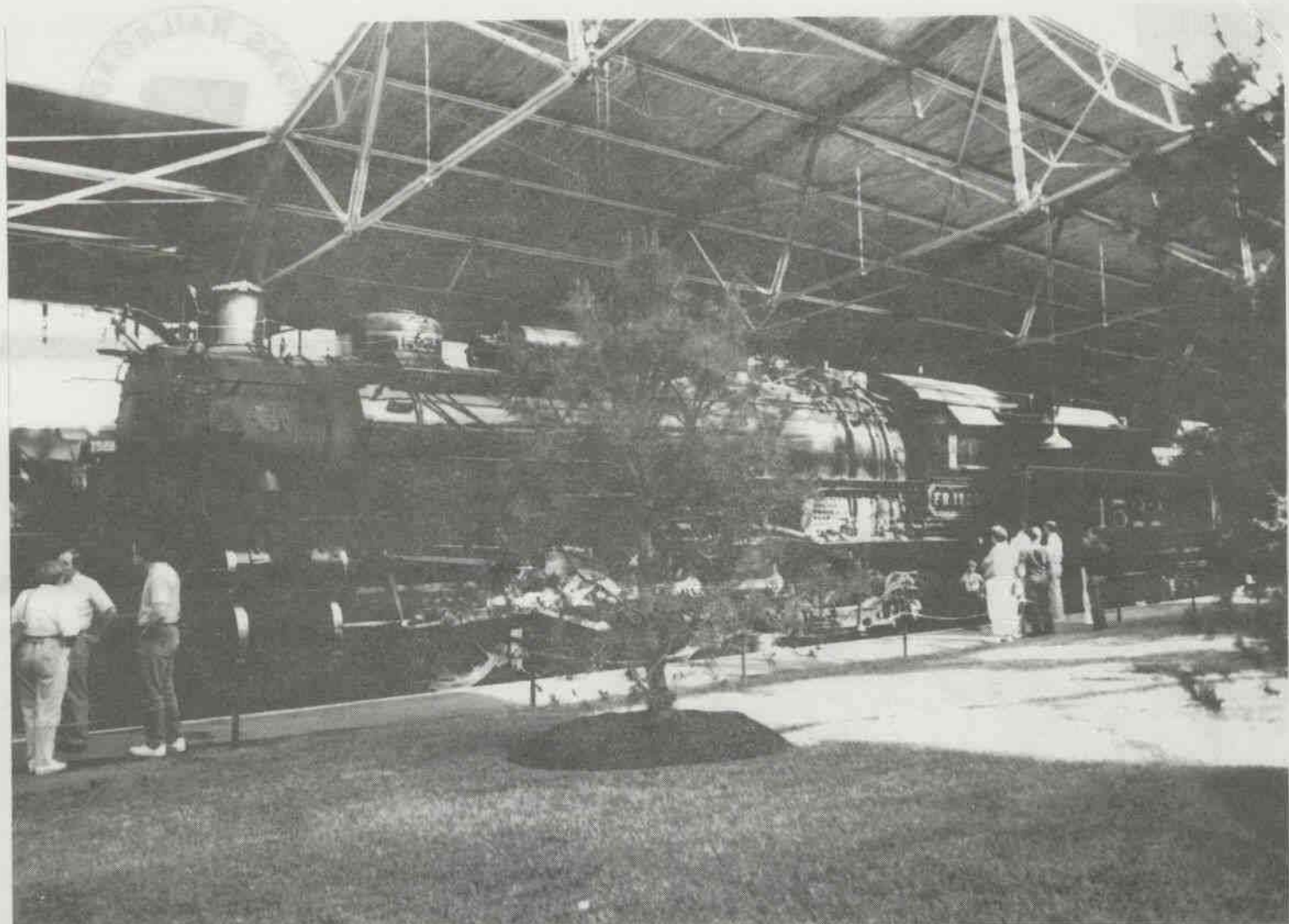
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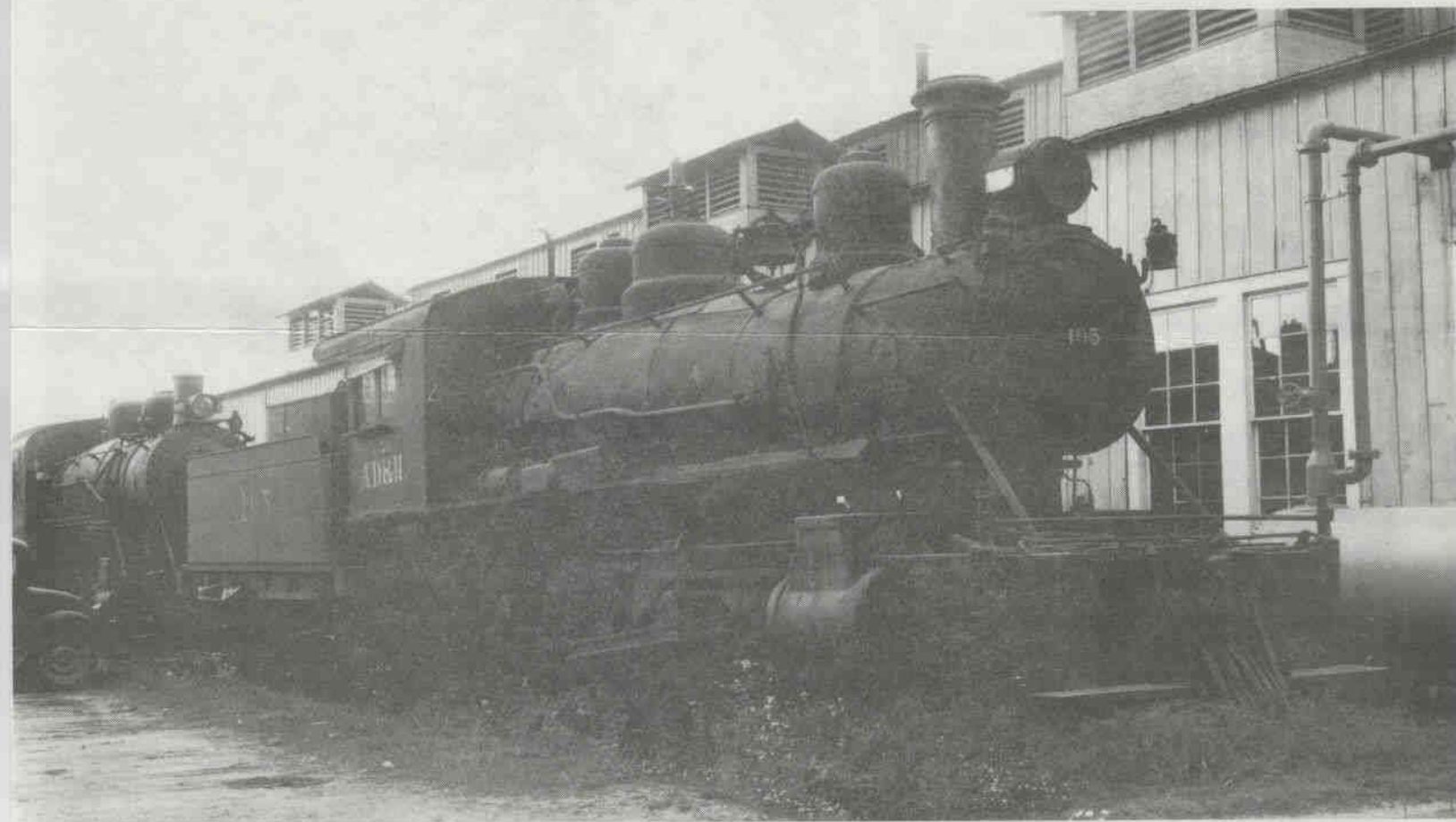


Aboard the D&RGW's "California Zephyr" in 1953, taken from a Vista Dome. Ahead are 3 tunnels in Gore Canyon, Colorado, along the famous Moffat Tunnel Route.  
(Photo by P.B. Wooldrige)





\* \* \* \* \*



***TOP** - Frisco #1522 at Union Station in St. Louis on May 28, 1988, five months before it ran its first excursion out of St. Louis in October of 1988. (Ken Ziegenbein photo). **BOTTOM** - Ashley, Drew & Northern #105, location unknown. Judging from the old car to the left, appears time was the 1930s or 1940s. (David Briggs collection)*



## THE DAY THE MISSOURI PACIFIC HALTED

by: Gene Hull

At 9:30 a.m., 16 May 1946, every train on the Missouri Pacific Lines stopped rolling; brakes were set on every switch engine; not one car moved; every machine was still; every employee stopped work; the Missouri Pacific was in suspension.

Lewis Warrington Baldwin was dead.

Lewis Warrington Baldwin was the Missouri Pacific.

What was the Missouri Pacific Railway before Baldwin? The beginning was the PACIFIC RAILROAD, incorporated by the state of Missouri 12 March 1849. It was authorized to build from St. Louis to the western state line. This company laid the first iron rails in the United States west of the Mississippi River. The track began at the west side of 7th Street in St. Louis, and on 23 December 1852 it reached Cheltenham, 5.22 miles west.

An act of the legislature on 24 February 1853 authorized the track to extend beyond the state line, and in September 1865 rails were laid into Kansas City. They reached the Missouri-Kansas line in April 1866.

On 29 June 1872 the Pacific Railroad was leased to the ATLANTIC & PACIFIC RAILROAD. A mortgage of \$4,000,000, dated 10 July 1875, was executed, using bonds of the Pacific Railroad as security. There was a default on the payment of interest, and on 6 September 1876 the Pacific Railroad was sold to James Baker for \$3,000,000.

The MISSOURI PACIFIC RAILWAY was formed in Missouri on 20 October 1876, and four days later James Baker conveyed to that company the former property of the Pacific Railroad. There was a consolidation of several companies on 11 August 1880 to form the MISSOURI PACIFIC RAILWAY

COMPANY. In 1881 this company purchased the entire stock of the ST. LOUIS, IRON MOUNTAIN & SOUTHERN RAILWAY.

On 29 May 1909 a new consolidated MISSOURI PACIFIC RAILWAY CO. was incorporated in Missouri, Kansas and Nebraska. There were 21 subsidiaries.

In 1915 the company defaulted on mortgage payments, and on 19 August the Commonwealth Steel Co. of New Jersey, filed a complaint in District Court of the United States for the Southern District of New York, Second Judicial Circuit, and Circuit Judge Adams, in the U.S. District Court for the Eastern District of Missouri, Eastern District, appointed Benjamin F. Bush, President and Chairman of the Board of the Missouri Pacific Ry. Co., as receiver of the company, to continue operating the company. This receivership included the St. Louis, Iron Mountain & Southern. It was planned to unite the properties of the Mo.P. and Iron Mountain in a single ownership.

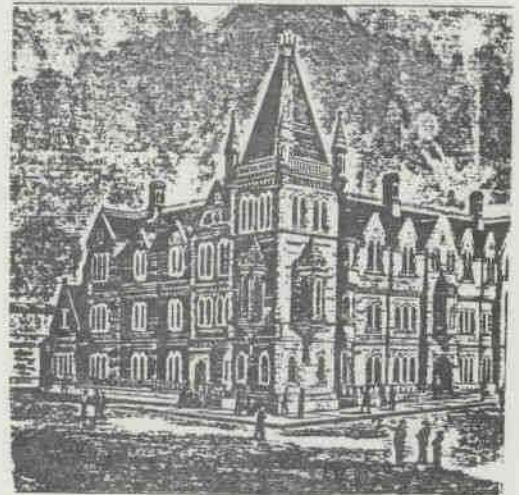
On 5 March 1917 the MISSOURI PACIFIC RAILROAD COMPANY was incorporated to acquire and operate the Mo.Pac. Ry. Co. and the St. Louis, Iron Mountain & Southern. These two companies were in receivership until the new company took over 1 June 1917.

In April 1923 the Gulf Coast Lines and International-Great Northern subsidiaries were absorbed, forming the MISSOURI PACIFIC LINES, which also included the Texas & Pacific Railway. Service had been extended into Missouri, Kansas, Colorado, Arkansas, Oklahoma, Louisiana and Texas.

This was the empire to which L.W. Baldwin fell heir.

Who was Lewis Warrington Baldwin?

He was born 26 February 1865, on a plantation at Waterbury, Anne Arundel County, Maryland. His father was a pioneer plantation owner in Maryland, and his mother was the daughter of an influential clergyman, Rev. Henry Furlong, of Baltimore. Lewis was raised on the plantation and attended country schools around Waterbury. He graduated from St. Johns College at Annapolis with a Bachelor of Science Degree in 1893. From there he went to Lehigh University at South Bethlehem, Pa., graduating in 1896 with a degree in Civil Engineering. While at Lehigh, he played two years as right guard on the football team.



During vacation at college Baldwin worked as a surveyor on a railroad construction project. Upon graduation in 1896 he went to work as a chainman for an Illinois Central engineering crew. The next year he became a rodman. Soon after this he was instrumentman and resident engineer on the IC branch between Fort Dodge, Iowa, and Omaha.

In 1900, Baldwin became track supervisor on the Springfield to St. Louis division. The next year he was a division engineer on the Yazoo & Mississippi Valley railroad, a subsidiary of the I.C. In May 1910, he became engineer in charge of maintenance



of way for the IC and Y&MV. In 1913, Baldwin asked for the position of superintendent of the Kentucky division of the I.C. He had decided he wanted to learn the operating end of the railroad business. Early in 1915 he became general superintendent of the Southern Lines of the I.C., and in November he was appointed general manager of the Central of Georgia railroad, another subsidiary of the IC. He served there until 1918, when he was appointed assistant regional director for the Southern region with headquarters at Atlanta, Ga.

In June 1918, he was transferred to Philadelphia as assistant regional director of the Allegheny region, becoming regional director in October 1919. This last two years of service was for the U.S. Railway Administration during World War I. On 1 March 1920 the railroads of the country were returned to private ownership, and Baldwin returned to the IC as vice president in charge of operations.

Baldwin knew the railroad business from ballast to board room.

In April 1923, Lewis Warrington Baldwin resigned as vice president of the Illinois Central to become president of the Missouri Pacific Lines.

Baldwin's promotion days were over. He had found his railroad, and the Missouri Pacific had found its president. No changes were ever needed.



Baldwin's reputation had preceded him to the Mo. Pac. The people had heard he was a "real railroader." Word soon spread over the line that not only was his reputation well founded for being a forceful, efficient and constructive leader, but that he was thoroughly and sincerely democratic and had a genuine interest in the health, success and welfare of the men and women of the railroad. He regarded the management of the railroad as a public trust, and often said railroads existed solely for the purpose of providing the public with the best possible service at the lowest possible cost.



Baldwin's effort to "make a good railroad a better one" was a never ending task. He believed the Missouri Pacific could not fulfill its mission and render proper service, be a real benefit to the communities it served, provide regular and profitable employment, and make a fair return to its securities holders, unless it was constantly improved and maintained. It was through his efforts the Mo.Pac. proudly displayed the slogan "A SERVICE INSTITUTION" on its buzzsaw emblem.

Because of his firm belief that "a man's judgement is no better than his information" Baldwin always sought an intimate knowledge of the railroad. He was seen along every foot of the line, and he knew it from the ground up. He had an unusually keen memory and a seemingly limitless capacity for details. He could discuss traffic problems with shippers and officers with as much clarity as he could talk of operating, engineering or mechanical problems. He knew and could talk with section men as well as the officers of the

various departments. Baldwin's democratic manner and reputation for integrity, honesty and fair dealing endeared him to everyone of the Missouri Pacific family. His was a blunt and unpretentious manner, and an ability to get things done without a waste of time or words.

One of his first endeavors on the railroad was to create active industrial and agricultural development, and to encourage employee organizations to take a personal interest in rendering improved service and increasing traffic. Much of his time was spent traveling over the 10,000-mile system. He became acquainted with the railroad's principal patrons, and most of the nation's business and industrial leaders became his friends.

As head of the Missouri Pacific, Baldwin made one of the most notable successes in the history of railroad operation in this country. The task was a difficult one. When he took over the road, it was truly run down. Much of the equipment was old and in poor repair. There was little heavy rail, the roadway was rough, and the morale of the whole organization was at an all-time low. Traffic had been steadily declining.

When Baldwin took over, many improvements began immediately. One of his most important accomplishments was extending his railroad into the rapidly developing area of the Southwest through acquisition of the Gulf Coast Lines and the International-Great Northern Railroad. The actual ownership of these lines came in December 1924. This was a tremendous benefit to the Missouri Pacific.

Baldwin believed the employees were the company's most valuable asset. One of the greatest satisfactions he derived was the success of the system of Booster Clubs he helped to organize, in which he maintained a deep personal interest. The Booster Clubs reflected his firm belief that loyal, well informed and



courteous employees were the most important factors in producing and selling good railroad service. The American Business magazine conducted a poll among its readers, and Missouri Pacific employees were named as the nation's most courteous railroaders.



This unusual president was an ardent and enthusiastic supporter of the Missouri Pacific Hospital Association. It was organized several years before Baldwin came to the railroad, but he directed its greatest era of growth.

This man personally initiated the organization of the Forty Year Veteran's Association. As a veteran railroader, he recognized the need for an organization that would provide veteran workers closer ties with each other and the railroad they served. He personally arranged for a room in the general office building in St. Louis to be set aside as headquarters for the secretary of the organization.

His true qualities of leadership were forcefully demonstrated during the devastating flood in 1927. He personally directed railroad forces in fighting floodwaters and reopening seriously damaged track. He also directed the work of strengthening levees, rescuing marooned people, providing housing, and, as the water receded, he helped stave off hunger by making possible the planting of new crops.

Three years later nature reversed itself. There was a devastating drought in 1930, which threatened disaster to farmers and stock-raisers throughout the west and southwest. Baldwin was chairman of the Missouri Pacific Drought Relief Committee.

The St. Louis Symphony Orchestra found itself in financial difficulty in 1927, and Baldwin took over as its president and put it on a sound basis again.



In June 1938, Baldwin received from Lehigh University, his alma mater, an honorary degree of doctor of engineering, in recognition of his noteworthy contributions to the technique and economics of railway operation. He also served on the executive committee and as a member of the board of directors of the Association of American Railroads.

One of his chief interests was the Boy Scouts of America. For nearly twenty years he was a member of the executive committee of the National Council.

On 6 May 1930, the Missouri Public Service Commission granted its approval for the Alleghany Corporation to obtain control of 27.03 percent of outstanding preferred stock, and 63.12 percent of the outstanding common stock of the Missouri Pacific Railroad. This was 46.37 percent of the total voting stock.

Three years later, on 31 March

1933, the Missouri Pacific filed a petition in the District Court of the United States, Eastern Division, Eastern Judicial District of Missouri, at St. Louis, under Section 77 of the Bankruptcy Act as amended 3 March 1933, stating it desired to effect a plan of reorganization.

On 9 May 1933, the court issued an order restraining creditors, and on 22 June 1933, appointed Marion C. Early, St. Louis, Missouri, Special Master to receive claims against the company.

On 1 July 1933, L. W. Baldwin and Guy A. Thompson were temporarily appointed as Trustees of the railroad, and on 25 July 1933, Judge C. B. Faris made the appointment permanent. On 26 December 1935, Baldwin resigned and Guy Thompson was the sole Trustee. L. W. Baldwin continued as president of the company.

During more than 20 years under his direction, capital expenditures for improvements and betterment totaled more than \$300 million, but not until he was satisfied it was being wisely invested. He truly was an unusual man.

On the morning of 14 May 1946 Lewis Warrington Baldwin died at the age of 71. This was a numbing shock to everyone on the railroad.

Six men, who at various times had served as secretary to "the boss," slowly carried Baldwin in his casket to the altar of St. Peter's Episcopal Church in St. Louis. It was 9:30 a.m. on 16 May 1946, and more than 40,000 employees brought the Missouri Pacific Railroad to a halt.

Baldwin's railroad mourned his passing.

The winds of change were blowing across America, and the Missouri Pacific was never the same. The Missouri Pacific died.

- END -

to

# DALLAS FORT WORTH SAN ANTONIO

## The Sunshine Special

*Example*  
Lv. St. Louis ..... 6:30 pm Sun.  
Ar. Dallas ..... 12:15 pm Mon.  
Ar. Ft. Worth ..... 1:15 pm Mon.  
Ar. San Antonio ..... 7:50 pm Mon.

*Deluxe parlor observation (shower, valet, fountain, lounge, radio) St. Louis to Dallas and Ft. Worth — Cafe Lounge observation Longview Jct. to San Antonio — Drawing Room Compartment sleepers, through coach, chair car without change and dining car service.*

## The Texan

*Example*  
Lv. St. Louis ..... 1:40 pm Sun.  
Ar. Dallas ..... 7:45 am Mon.  
Ar. Ft. Worth ..... 8:40 am Mon.  
Ar. San Antonio ..... 4:20 pm Mon.

*Observation Service to Dallas and Ft. Worth — Drawing room compartment sleepers to Dallas, Ft. Worth and San Antonio — Chair car, coach and dining car service.*

### P. J. NEFF

Assistant Vice President  
1601 Missouri Pacific Building  
St. Louis, Mo.

*Finest Table D'Hote  
A La Carte Meals*

**NO EXTRA FARE  
NO CHANGE OF  
STATIONS**

*thru*

**THE ST. LOUIS  
GATEWAY**

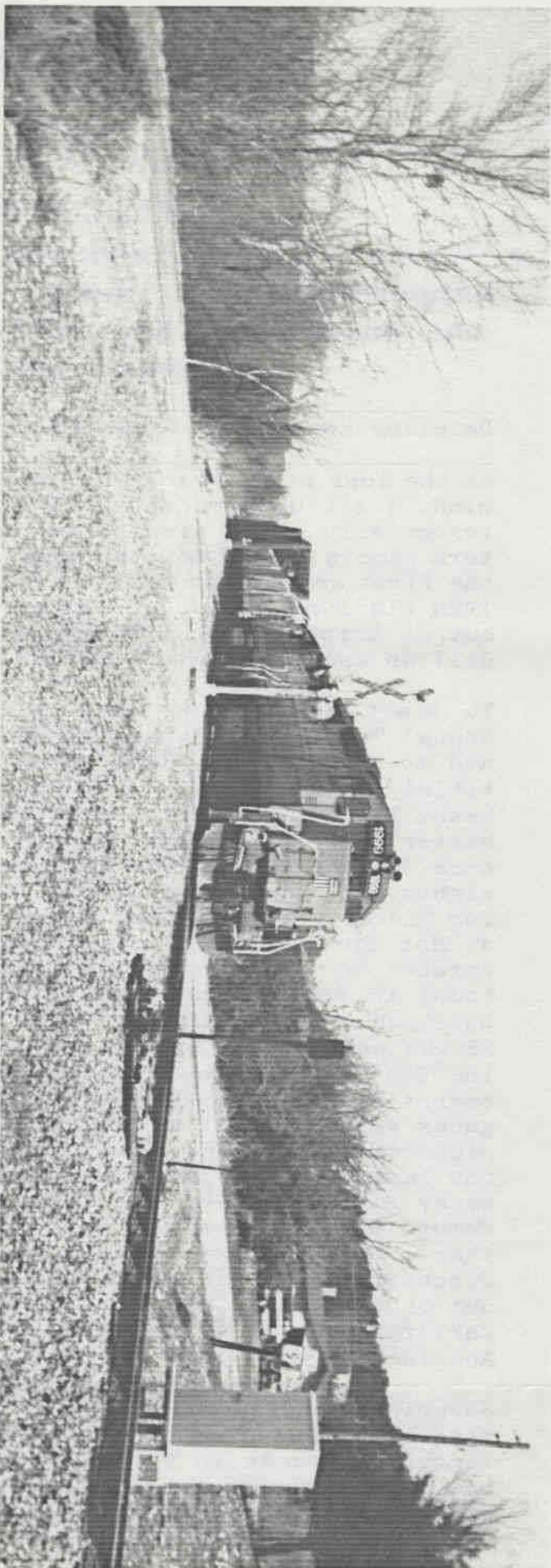


**MISSOURI  
PACIFIC  
LINES**

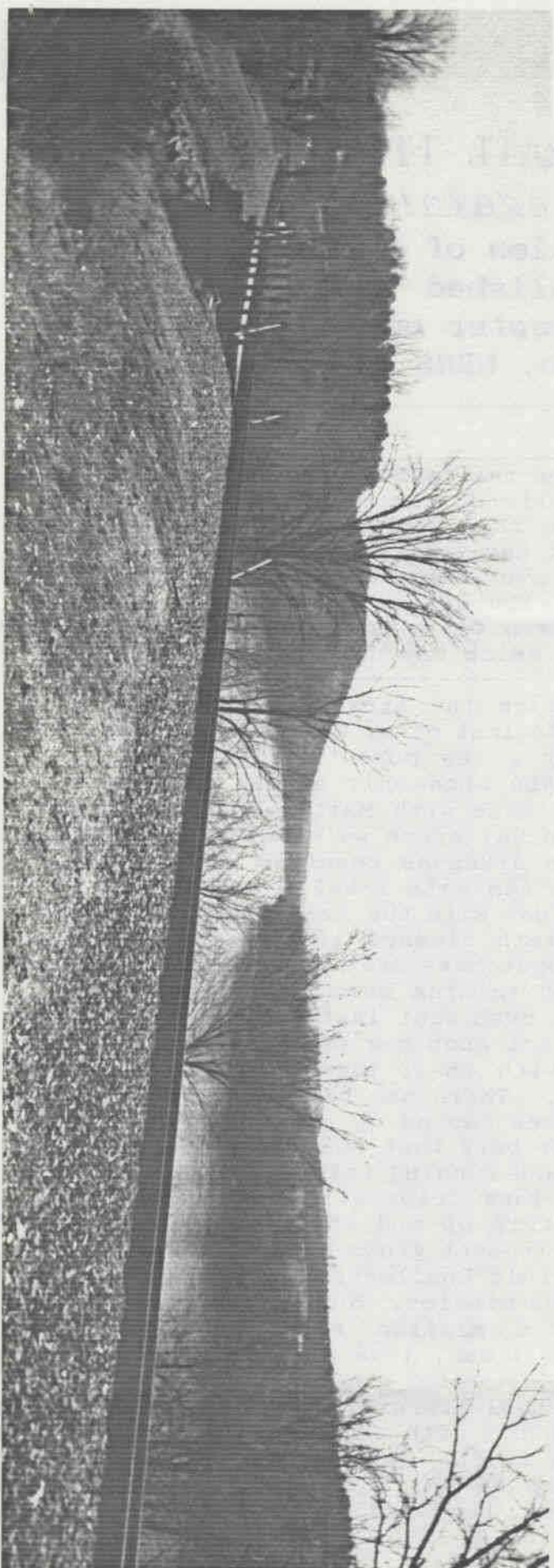
"A SERVICE INSTITUTION"

(Jim Bennett collection from March 1933)





**LEFT** - A Union Pacific local southbound through Norfork, Arkansas on Friday, April 3, 1992. This line was put up for sale by UP on April 10. It's on the famous White River Division of the former Missouri Pacific.



**LEFT** - A panoramic view of UP's (ne. MP) White River line through Calico Rock, Arkansas, April 3, 1992. I used a Kodak disposable "Stretch" panoramic camera. (Both photos by Ken Ziegenbein)



## OVER THE DERAIL III

### *What? Not Again!*

A disorganized collection of thoughts, happenings, and ideas. Published by accident by the unofficial Knoxville Chapter of the Arkansas Railroad Club, NRHS

Dateline Knoxville, Tennessee

April 5, 1992

As the loss of an hour of prime weekend railfanning time attacks my mind, I sit down to see if I can really do three of these things (especially tough since I've been on this machine all day doing term papers). And now the news. What has the Ark. RR Club done to the first weekend of May? It's crazy over this way those two days. TVRM 610 running out of Chattanooga, 290 out of Atlanta, N&W 611 out of Bristol, So. 4501 out of Johnson City, and Cass doing its Railfan weekend. Which way do I go? Which way do I go?

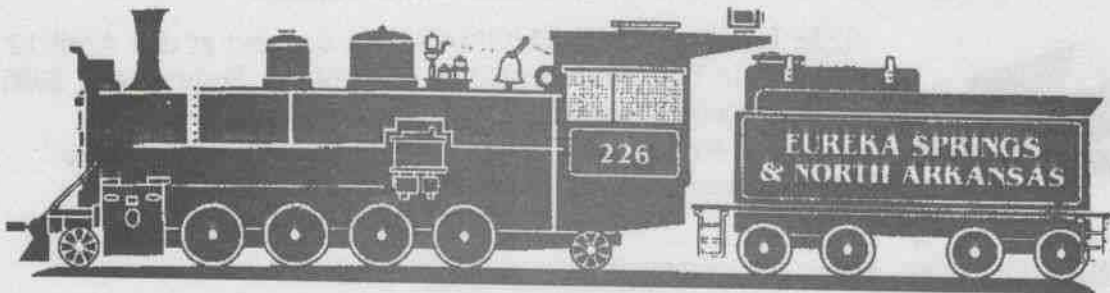
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To start off with we have a report on the Knoxville Chapter's annual "trip to Arkansas to pick-up the last of my train belongings and to stop off in Nashville to buy a few more." What a trip title! We got to see a similar "maybe once only annual trip to Nashville to not sell train videos" chase with Matt and John and better halves. Anyway, it must be annual since we've all done it once in one year. Our fast stop in Arkansas resulted in a few sights of a passenger special on the A&M with 2-RS1's and 4 cars for the tourist folks and a part of a day with the Arkansas Midland at Hot Springs. Oh, also had my teeth cleaned if that excites anyone! By the way, the CSX and NS dispatchers are having a contest today to see who can keep my scanner talking more. Tomorrow we have sun promised so out I go. Sarah even went last week when the NS was providing a bit of activity! Not much new stuff to report, the CSX has been out testing rail with their hirail truck, the Sperry finally finished up on the NS. There has been a number of gangs working track so trains have been backed up at times making pickings easy. Does everybody know or care that ex-Reader 1702 is now in my backyard in North Carolina and running trips on the Great Smoky Mtn RR. They are doing some long trips with it in June. Rumors are flying about a NS steam trip up and down Saluda this year. That could be a show! Also excitement grows about a rumored discovery of a long forgotten Clinchfield Challenger that will pop out of Huntington, WV, on a Santa Claus mission. Someone got their Christmas wish! Can you picture 5 million railfans on an Appalachian dirt road driving 90mph. I can, I've seen it.

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Surprises continue to pop up at the school library. Old ICC reports have been found from the 1920's and 1930's with stuff on all of the larger railroads in the US. Amazing stuff. Anyone need to know how many passengers per mile road the M&NA? Hope this stuff is entertaining. Enjoying the Railroader. Bart and Sarah

*Bart*







CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- |  |  |
|--|--|
| <u>President</u> - John Hodkin, Jr.<br>506 Gorden St<br>N Little Rock AR 72117<br>(501)-945-2128     | <u>Vice-President</u> - Jonathan F. Royce<br>2100 Rebsamen Pk Rd #426<br>Little Rock AR 72202-1603<br>(501)-661-0292 |
| <u>Treasurer</u> - Dick Byrd<br>12 Flintwood Dr<br>Little Rock AR 72207<br>(501)-225-7354            | <u>Secretary</u> - Polly Hamilton<br>208 Dell<br>Hot Springs AR 71901<br>(501)-321-2696                              |
| <u>National</u> - Dick Davis<br><u>NRHS Dir</u> PO Box 240<br>Austin AR 72007-0240<br>(501)-843-9658 | <u>Editor</u> - Ken Ziegenbein<br>905 Valerie Drive<br>N Little Rock AR 72118<br>(501)-758-1340                      |
| <u>Historian</u> - R. W. McGuire<br>114 Rice St<br>Little Rock AR 72205                              |  |
| <u>Board</u> - Stanley Wozencraft '95<br>PO Box 1938<br>Little Rock AR 72203                         | <u>Board</u> - Peter Smykla '97<br>2800 West 37th<br>Pine Bluff AR 71603   |
| <u>Board</u> - Clifton E. Hull '94<br>3507 E Washington, #31<br>N Little Rock AR 72114               | <u>Board</u> - William Church '93<br>5619 Bel Caro Place<br>N Little Rock AR 72118                                   |
| <u>Board</u> - Robin Thomas '96<br>10980 Rivercrest DR #26<br>Little Rock AR 72212-1412              | <u>Hon. Board</u> - Barton Jennings '92<br>1600 Capitol Ln<br>Knoxville TN 37931-4505                                |



**P R O G R A M**

There will be NO REGULAR MEETING in May because of the Show and Sale on the 2nd and 3rd.. We will call the Show & Sale our meeting. Please come to the show and help out. You'll meet lots of nice folks.

Although we won't have a formal meeting in May, we will once again have our All-Day informal get-together at our usual meeting place, Twin City Bank in North Little Rock,



on MEMORIAL DAY, MAY 25, beginning at around 8 AM and lasting until around 5 or so. Bring your slides, photos, video, papers, etc. to share with anyone who happens to be there. Come and go as you please. Chit-Chat to your heart's content.



1985 TRIP - ROBIN THOMAS gave a report at our April 12 meeting in Pine Bluff regarding costs of our September 1 1985 steam excursion between Little Rock and Van Buren. Although we still didn't have the official contract as of the meeting, costs will be as follows:

ONE-WAY COACH - \$90

ONE-WAY DOME - \$120

BUS VAN BUREN-LITTLE ROCK - \$15

We will be sending out the final figures and information as soon as possible, so if you've sent in the stamped/addressed envelope, you will automatically be notified. DO NOT SEND IN ANY MONEY YET! There will be an official application in a future newsletter, the same application that will be sent out to the hundreds who've sent in the stamped envelopes. (Of course, if you did send in one of these envelopes, you'll be the first to get the application). We expect a sellout of over 400, so get your stamped envelopes in as soon as possible.

At this time, we are in need of carhosts. Carhosts will get free rides on the excursion, which will, we are told, include runbys. Qualifications to become carhosts include:

- 1) MUST BE A CLUB MEMBER - You will have to have your \$15 dues paid to the Arkansas Railroad Club.
- 2) MUST BE ACTIVE IN THE CLUB - This means you must either attend meetings on a somewhat regular basis, if possible, OR do other work around the club from time to time.
- 3) MUST WORK AT OUR SHOW & SALE - Workers at our show will have first priority in becoming carhosts.
- 4) MUST BE ABLE TO HELP CLEAN UP/GET PEOPLE ON-OFF THE TRAIN. Carhosts will also rarely have time to sit down.
- 5) SHOULD HELP WITH THE TRIP'S TICKET SALES, if possible. Contact Robin Thomas if you can help in this respect.

APRIL MEETING HUGE SUCCESS - The April meeting of our club in Pine Bluff was a huge success. Over 75 attended the meeting, many from around the Pine Bluff and surrounding areas, including the County Judge of Jefferson County among other dignitaries. Most of our "regulars" from the Little Rock area also attended.



We were treated to gobs of food...food...food, thanks in part to ELIZABETH GAINES (who helped coordinate the treats and got Union Station set up) and SYLVIA SMYKLA (who had sandwich materials, brownies, Easter-colored deviled eggs, etc. ready for us at her and Peter's home after the meeting). A group also went to see the Arkansas Railroad Museum, where the 819 is stored.

Apparently, meeting in Pine Bluff, at least once a year or so, is what our members want to do, so we might do this again.

COLLECTION SHOWN - L. T. WALKER

took a bunch of his railroad collection, such as lanterns, keys, etc., to the Layman Library's annual Children's Department "Collector's Showcase" held March 22. He reported at the April meeting that he had many requests about how to join the Arkansas Railroad Club and that interest in railroading was great.







**1993 NRHS MEETING** - It's less than a year away! That being the NRHS Board of Director's meeting that will be held here in Little Rock in the Spring of 1993 on March 26-28. If you'd like to serve on a committee, contact the chairman of the meeting committee, DICK DAVIS, at PO Box 240, Austin, AR 72007.

*Maturity is the stage of life when you don't see eye to eye but can walk arm in arm.*

**NEWS WANTED FOR YOUR TOWN** - Please keep sending in news clippings from your town regarding railroads. This is my primary source of information on local rail happenings. THANKS to LEON ENDERLIN of Manchester, Connecticut for sending me several old railroad ads from magazines such as *LIFE* and *SATURDAY EVENING POST*. They will all be used eventually.

**CASEY JONES FACTS** - According to member Thomas Coulson, the famous wreck of Casey Jones' train in 1900 was not Casey's fault. Instead, it was the fault of a "short-flag" (meaning the flagman didn't go back far enough to warn Jones' train to stop). Apparently, the Illinois Central exonerated Casey of any blame in 1975. However, the official brochure of the Casey Jones Museum in Vaughn, Mississippi still states that Casey ignored several warnings to stop (torpedoes). Simm Webb, his fireman, also didn't blame Casey. We will never know the exact cause, I suppose.

**JIM JOHNSON STILL ALIVE** (as at Southern Pacific) - Although Jim Johnson used to be public relations manager for the Cotton Belt in Kansas City, that job was eliminated at the end of February and he is now the "grade crossing safety planner" for SP. His work over the years with Operation Lifesaver allowed him to still be a part of SP's family and not get laid off, as he previously thought.

**SAN JOSE CONVENTION** - The 1992 national NRHS convention will be held at San Jose, California on July 22-26. Seminars and steam rail excursions are planned (the events look great). There will be four mainline steam excursions powered by three steam engines that have never before been to NRHS conventions, namely UP's 3985, SP 4449 and newly restored SP Pacific 2472. The excursions include: San Jose-Stockton and return (3985); 100-mile circle trip of San Francisco (SP 2472); San Jose-Sacramento and return (4449); Coast Daylight trip with various options (4449). There will be a night photo session with JIM BOYD.

For more information or to send in your \$20 registration fee, write to Central Coast Chapter NRHS, PO Box 36301, San Jose, CA 95158-6301. If you'd like an official application, write to me (Ken Ziegenbein, 905 Valerie Drive, North Little Rock AR 72118, and I'll send you one).

### ARKANSAS RAIL NEWS



**WHITE RIVER LINE** - Union Pacific's (ne. Missouri Pacific) line through northwest Arkansas called the White River Line could be in its last days as part of the Union Pacific System.. Recently, Richard Allin's column in the *Democrat-Gazette* (March 28) talked about a hyrail trip he and North Little Rock Mayor Pat Hays and club member Mike Adams took along the line, compliments of North Little Rock Superintendent Jerry Lang. Why a hyrail trip? Probably because the line may be sold soon, if U.P. gets its way (there's little business on certain segments of the scenic line and major bridge and tunnel work would be needed to make the line a through-line again).

According to what Mark Davis, UP Public Relations head, said in an interview by me on April 15, here's what UP wants to do:



Union Pacific is seeking bidder(s) from short-line railroads to operate 522 miles of Union Pacific branchlines in Western Missouri, North Central Arkansas and Southeast Kansas. The package includes leasing 228 miles of UP's Carthage Sub from Pleasant Hill, Missouri to Bergman, Arkansas...selling 145 miles from Bergman to just west of Newark (through Batesville)...and leasing 11 miles from Newark (the coal-generated power plant) to Diaz (on UP's main north-south line). The operators would have trackage rights over UP between Kansas City and Pleasant Hill and between Diaz and Newport.

Other branchlines in the deal to be sold would be: Well City-Atlas, Missouri (6½ miles); Carthage-Joplin, Missouri (17 miles); Clinton-Fort Scott, Kansas (former KATY) (78 miles); Springfield-Wallis, Missouri (6 miles).

All employees now on the line (headquartered in Cotter and operating at least 3-days a week) would be able to exercise their seniority rights to work at other locations according to their union collective bargaining agreements. There would be NO interruption of service between now and the time a new operator began. Davis said that UP will assist the new operator by providing railcars, computer support, marketing, etc. (Union Pacific seemed to really want to make this sale). Mr. Davis said there would be NO STEAM ENGINES operated on the line. (Mike Adams said a possible reason for this may be the condition of the interior of tunnels).

On Friday, April 3, your editor made a driving tour of this line from Bergman southward to Batesville. It is indeed scenic. A rail chase would be possible between Cotter and Calico Rock through Norfolk. You can barely beat the 10:15 southbound local to Calico Rock from Norfolk, then the highways turn away and/or to dirt.

Mike Adams reminded me that his book on the White River Line ("*The White River Railway*") is still available. You can get it directly from him by writing: Mike Adams, 3609 Lakeshore Drive, North Little Rock AR 72116. Cost is \$15.50 plus \$1.50 postage and 4.5% Arkansas sales tax.

Since a shortline railroad may purchase the White River line, you might also want to obtain Gene Hull's book directly from him called "*Shortline Railroads of Arkansas*" by writing Gene Hull, 3507 East Washington, Box 31, North Little Rock AR 72114. Its cost is \$25.

**OLD BOXCARS GONE** - (Little Rock) - The three old boxcars that used to be used as a the old Track's Inn restaurant at Union Station have been sold to the Dortch family, to be stored at their Eureka Springs & North Arkansas Railroad in Eureka Springs. The boxcars were old Missouri Pacific ones. (*Richard Allin's "Our Town" column, Arkansas DEMOCRAT-GAZETTE, April 7, 1992*)

**DERAILMENT** - (Kenwood) - Twenty-one of 95 cars of a Union Pacific freight derailed early on March 28 near Kenwood, 6 miles northwest of Morrilton. This is the busy coal train route of the U.P. A faulty journal apparently cause the derailment.

*On March 24, 1927, Cotton Belt's "Lone Star" passenger trains were reinstated. (CLEVELAND COUNTY HERALD, March 25, 1992)*

**DERAILMENT- 2** - (Texarkana) - On April 3, a Union Pacific freight derailed in the yards at Texarkana, overturning 3 boxcars, some containing hazardous material, including tear gas. Nothing escaped, however. The train was switching cars. (*TEXARKANA GAZETTE, April 3, via David Echols*)

**TOURIST LINE NO MORE** - (Rogers) - The Boston Mountains Rail Excursion Co. will no longer run scheduled train service from its Rogers depot along the Arkansas & Missouri (former Frisco) tracks to Van Buren. BMRR President Sean Reed said April 7 that the company is ending its service due to a dispute with the A&M Railroad. Reed said the A&M offered to only run the excursions on Sundays, but advertising had already gone out to run on Saturdays, when most would ride. So, Reed and company decided to cease operations instead.



Randy Hannold, AMRR's chief mechanical officer, said he sent Reed a letter last year which told Reed his contract would not be renewed due to mechanical deficiencies in their equipment. The BMRR hadn't had a contract since December 16, 1991 and had not addressed the mechanical problems of their equipment, Randy said. Reed said the mechanical corrections had already been made of 4 of 5 cars.

A&M President Tony Hannold told Reed on March 15 that BMRR could not run on Saturday, regardless of the equipment's corrected conditions, according to Reed.

The Boston Mountains Rail Excursion Co. will continue to offer excursions on a case-by-case basis. (By the way, both the Boston Mountains Rail Excursion Co. (Sean Reed) and the Arkansas & Missouri Railroad (Tony Hannold) are members of the Arkansas Railroad Club). (*THE SCRAMBLER, Arkansas Boston Mountains Chapter NRHS, April 1992*)



**TOURIST LINE STILL GOING STRONG** - (Eureka Springs) - The Eureka Springs & North Arkansas Railway is still going strong, operating trains each hour from the old M&NA depot in Eureka Springs. They also operate a dinner train. They've recently put an ad in the *DEMOCRAT-GAZETTE* advertising this service. For more information, write them at the ES&NA Railway, PO Box 310, Highway 23 North, Eureka Springs AR 72632 or call them at 501-253-9623.

**ARKANSAS RAIL CARRIER MEETING** - (Warren) - On May 13, the spring meeting of the Arkansas Rail Carrier/Shipper Educational Committee will meet at the Warren Country Club at 11:00 AM. Golf and food will be available at your cost. Arkansas Railroad Club members have been invited to this get-together. If you'd like to go, write to Ray Johnson - General Agent, East Camden & Highland Railroad, PO Box 3180, East Camden, AR 71701.

### GENERAL RAIL NEWS

**MKT DEPOT PUT ON REGISTER** - (Checotah, Oklahoma) - On September 5, 1991, the 1890 Checotah Missouri-Kansas-Texas depot was put on the National Register of Historic Places. (*The DISPATCHER via MISTLETOE LEAVES*)



**TOPEKA STATION BURNS** - (Topeka, Kansas) - Late Sunday night, March 29, a section of the old Union Pacific depot in Topeka, Kansas burned. The old "cabin room," which was situated right above the old baggage room, was the section that burned. The room was used for meetings and contained a pastel mural depicting a sunrise on the Kansas plains that wrapped around the room. This section was west of the grand lobby, which has a 50-foot ceiling.

Although not totally destroyed, Union Pacific (which spent \$80,000 to remodel the depot in 1985) now doesn't know what it will do with the structure. Organizers of the Topeka Railroad Days were investigating turning the station into a museum until now.

The fire in the abandoned building was started by transients to keep warm. (*Topeka CAPITAL-JOURNAL, March 31, 1992 via Jim Johnson*)

**GROUP BUILDING OWN RAILROAD** - (Huntsville, Alabama) - The North Alabama Railroad Museum of the NRHS is well underway to building its own railroad, laying rails along an abandoned right-of-way. The line has been finished between Chase and Normal, all done with volunteer labor. There has been some problems with vandals and a subdivision developer, who apparently thinks he owns part of the roadbed. (*WHITE FLAGS & FULL STEAM, March 1992*)





**SANTA FE/KCS DEAL?** - (Garland, Texas) - According to the March 20 *RAILS*, Santa Fe is negotiating with the Kansas City Southern to buy 25 miles of KCS between Garland and Farmersville, Texas. At the same time, Santa Fe is talking with Union Pacific about trackage rights between Fort Worth and Sweetwater. Should these deals go through, Santa Fe's line between Fort Worth and Brownwood would be up for sale.

**NS REROUTE?** - According to the Order Board of the Central South Carolina Chapter, Norfolk Southern is considering rerouting its famous line between Spartanburg and Asheville, North Carolina to avoid the Saluda Grade. A final decision will be reached by the end of 1992.

**METRO-LINK NEWS** - (St. Louis) - Construction of St. Louis's Metro Link commuter rail line is on time and on budget. Construction is about half completed. A two-mile stretch will begin testing some of its new railcars this summer, with the whole system being in operation by the summer of 1993. However, as of late February, the Bi-State Development Agency, who will operate the system, didn't have the money to run it (just construct it). Hopefully, this dilemma will be solved. The 18-mile line will run from 5th Street and Broadway in East St. Louis to the airport at Lambert Field west of St. Louis, including stops at Busch Stadium, Union Station and the University of Missouri-St. Louis. Total cost is expected to be \$330 million (a fraction of the costs of a new airport or new roads). (*St. Louis WEST COUNTY JOURNAL*, February 26, via *Glen Lindberg*)

**NATURAL GAS LOCOMOTIVES?** - Union Pacific and Burlington Northern are experimenting with using natural gas (LNG) in some of their locomotives. UP is ordering fourth generation diesels fueled by LNG. According to Mark Davis, UP Public Relations, UP will eventually order 50 EMD (GM) engines capable of using both diesel fuel and natural gas. Two will be available next year. Using natural gas will create cleaner exhausts, the only problem being facilities to fuel the engines. Davis said UP has spent \$1 billion for new locomotives since 1988. Burlington Northern's SD40 #7890 is being tested for using LNG. (*ARKANSAS DEMOCRAT-GAZETTE*, April 13, by *Randy Tardy*)



**NEW IMAGE FOR THE SP** - "The New SP" is a slogan Southern Pacific is taking to shippers across the country in a special trail this spring. On March 23, "The New SP" train began its trip in Portland, Oregon and will stop at 20 cities in several states through May 22. The special is made up of 3800 HP GM GO-60's #9727 and 9728, TOFC trailer, Bulkhead Flat, covered hopper, open hopper, mechanical reefer, 50' boxcar, 50' RBL, 50' High Cube, baggage car #298, Power car #295, Dining Car #290 (*Audobon*), Lounge Car #289 (*City of Los Angeles*), Lounge Car #291 (*French Quarter*), Business Car (*Kansas*), and Business Car #150 (*Sunset*). It will be in Houston April 24, New Orleans May 4, Dallas May 6, St. Louis May 11, Springfield, Illinois May 12, Chicago May 13-15, Kansas City May 18, Denver May 20, and Salt Lake City May 22. (That means it should pass through Pine Bluff around May 7, right?) (*Thanks to Jim Johnson for the above*)

**TEEN TRAIN ROBBERS** - (Houston, Texas) - Two teen-agers robbed a Union Pacific freight crew at gunpoint at noon April 1 in northeast Houston of about \$75. They just walked right up the engine's steps while the train was waiting to enter a rail yard. (*HOUSTON CHRONICLE*, April 2, 1992 via *Jim Johnson*)

**DEDICATED INTERMODAL** - (Atlanta) - Southern Pacific has joined with Norfolk Southern to offer dedicated intermodal service between Dallas and Atlanta. This service began March 17, operating five days a week. (*DESERT RAILS*, *Arizona Chapter*)

**BN'S CABOOSES** - Burlington Northern has budgeted for the rebuilding of 75 cabooses in 1992. The road says it now needs 450 cabooses for its everyday operations. (*THE COAL BUCKET*, *Horseshoe Curve Chapter*)



**MEMPHIS'S CENTRAL STATION** - (Memphis) - In mid-March, Memphis mayor W. W. Herenton went to Washington to tour Union Station there and try to find help in getting funding to get Central Station in Memphis transformed into a similar shopping/transportation hub. The Washington D.C. station contains 120 shops and has Amtrak and Metro service with 60,000 people a day going through the facility. Memphis wouldn't have nearly that many, but the area could be a nice hub of activity anyway. At least Mayor Herenton is a lot more pro-rail than was the previous mayor.  
(COMMERCIAL APPEAL, March 13 via David M. Johnson)

### AMTRAK NEWS

**ST. LOUIS-CARBONDALE LINK THREATENED** - (St. Louis) - Amtrak is beginning to consider cancelling its link between St. Louis and Carbondale, Illinois. This link is a continuation of the "River Cities" train that runs between Kansas City and St. Louis. The link connects with the "City of New Orleans" at Carbondale, and usually has only one car, averaging 23 passengers. Amtrak is saying "use it or lose it."  
(St. Louis POST-DISPATCH, February 27 via Glen Lindberg)

**TILT TRAINS** - Amtrak will be experimenting with a new train on the Northeast Corridor of Swedish design called the X2000. This train can go around curves at 125 MPH.  
(The COAL BUCKET, Horseshoe Curve chapter)

**CAPITAL IMPROVEMENT FUND** - Amtrak wants Congress to set aside 1¢ from the 2.5¢ Federal fuel tax to establish a \$5 billion capital improvement trust fund. Meanwhile, Amtrak's revenues for January 1992 were \$103.6 million, up 1% over last year.  
(CINDERS, Philadelphia chapter)

**AMTRAK POLICE** have set up a toll-free nationwide number to report incidents along Amtrak's lines. It is 1-800-331-0008.

**RIDERSHIP STATS** will return as soon as I get another mailing from Amtrak. I haven't gotten one since January. Has anybody else?

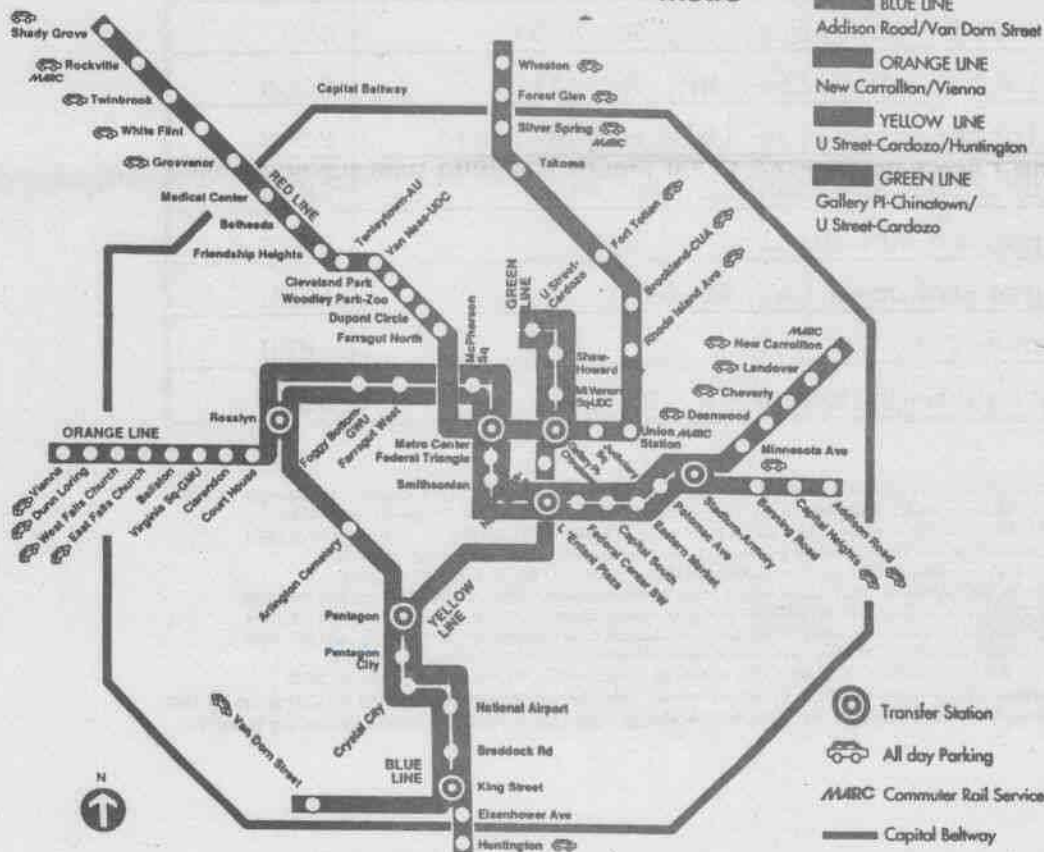
**NEWS UPDATED** through March 15...mailed the last week of March. Deadline for the June issue will be MAY 15.

## Metrorail System Map



### Legend

- RED LINE  
Wheaton/Shady Grove
- BLUE LINE  
Addison Road/Van Dam Street
- ORANGE LINE  
New Carrollton/Vienna
- YELLOW LINE  
U Street-Cordazo/Huntington
- GREEN LINE  
Gallery Pl-Chinatown/  
U Street-Cordazo



While in Washington, D.C. lately, I rode the Metro frequently and it was very easy to use. The Metro's map is printed to the right. It takes 53 minutes to get from Shady Grove to Wheaton, so one could spend a whole day riding.

SYSTEM MAP COURTESY OF WASHINGTON METROPOLITAN AREA TRANSIT

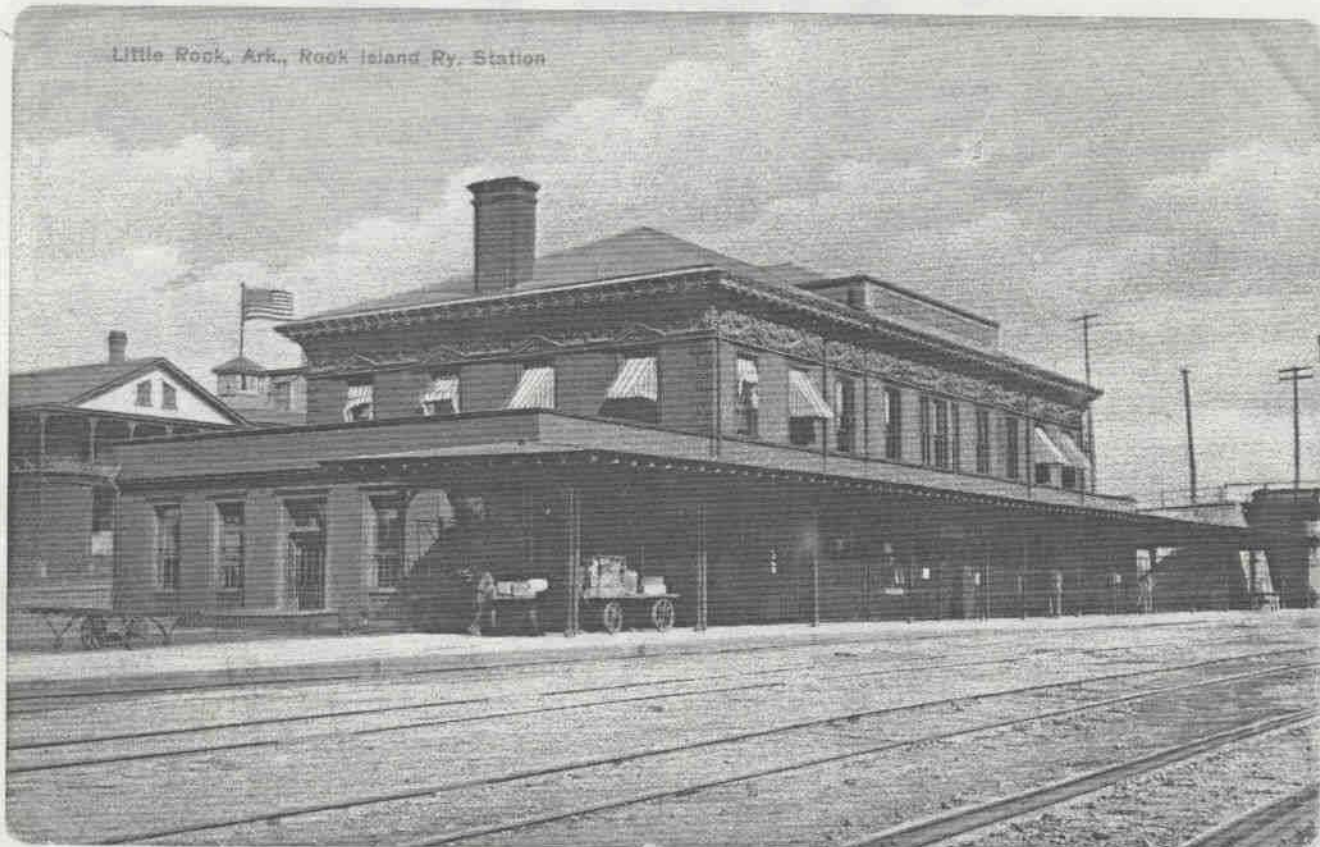


## NORFOLK SOUTHERN 1992 STEAM SCHEDULE

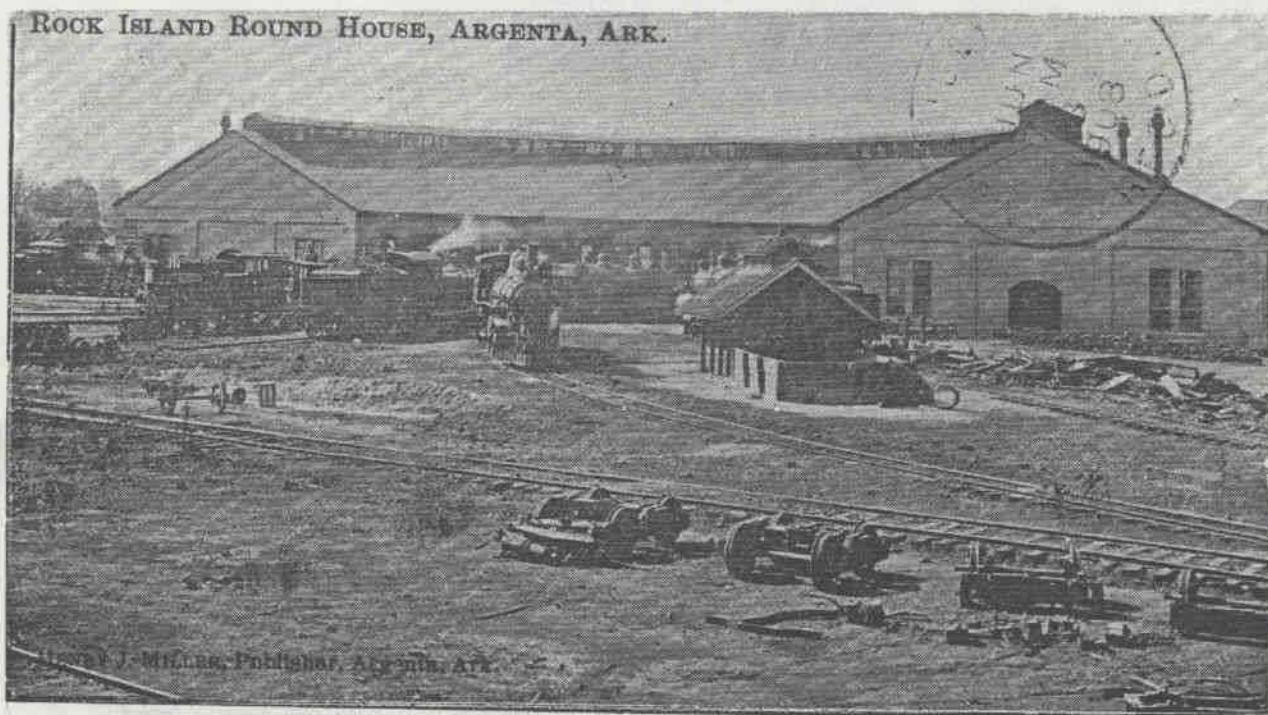
DATE	FROM/TO	SPONSOR
May 2	Bristol-Radford, VA, RT 611	WVC
May 3	Johnson City, TN-Asheville, NC, 4501	WVC
May 16	Bellevue, OH-Kenova, WV, one-way 611	MADR
May 17	Kenova, WV-Bellevue, OH, one-way 611	MADR
May 30-31	Columbus, OH-Kenova, WVA, RT 611	ORYM
Jun 6-7	Ft. Wayne-Peru-Lafayette, IN, RT 611	FWRH
Jun 13-14	Chicago-Ft. Wayne, RT 611	CNRH
Jun 20	Portsmouth, OH-Williamson, WVA, RT 611	CPH
Jun 27-28	St. Louis-Glen Carbon, IL, RT 1522	StLN
Jul 11-12	Detriot-Ft. Wayne, IN, RT 611	BWC
Jul 18	Buffalo, NY-Girard, PA, RT 611	NNRH
Aug 8	Erie-Rocky River, OH, RT 611/diesel	LSRH
Aug 15-16	Cleveland-Bellevue-Columbus, OH RT 611	MADR
Aug 24	Roanoke-Radford, VA, RT 611 (maybe)	RNRH
Sep 12	Asheville-TBA, RT 4501 (maybe)	ASHV
Sep 13	Asheville-Bulls Gap, TN, 4501 (maybe)	ASHV
Sep 19	Cincinnati-Muncie, IN, RT 611	CRC
Sep 20	Cincinnati-Danville, KY, RT 611	CRC
Sep 26	Lexington-Chattanooga, one-way 611	BGRM
Sep 27	Chattanooga-Lexington, one-way 611	BGRM
Oct 3-4	Huntsville, AL-Chattanooga, RT 4501	NARM
Oct 10	Roanoke-Walton, VA, RT 611	RNRH
Oct 11	Roanoke-Bluefield, WVA, RT 611	RNRH
Oct 17	Greenville, SC-Atlanta, RT 4501 or 611	GVN
Oct 18	Greenville-Columbia, SC, RT 4501	GVN
Oct 24	Charlotte-Asheville, NC, RT 611	PCCN
Oct 25	Charlotte-Asheville (via Saluda) 611	PCCN
Oct 31	Greensboro, NC-Roanoke, RT 611	GNRH
Nov 1	Greensboro-Asheville, RT 611	GNRH
Nov 7	Atlanta-Toccoa, GA, RT 611	ANRH
Nov 8	Atlanta-TBA, RT 611	ANRH
Nov 14-15	Birmingham-Chattanooga, RT 611	HOD

ANRH = Atlanta Chapter NRHS, PO Box 333, Tucker GA 30085; ASHV = Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merrimon Ave, Asheville NC 28804;  
 BGRM = Bluegrass Railroad Museum, PO Box 1711, Lexington KY 40592; BWC = Bluewater Michigan Chapter NRHS, PO Box 296, Royal Oak MI 48068  
 CNRH = Chicago Chapter NRHS, 5246 South Newland, Chicago IL 60638; CPH = Collins F. Huntington Chapter NRHS, PO Box 271, Huntington WVA 25707  
 CRC = Cincinnati Railroad Club, PO Box 27050, Cincinnati OH 45227; FWRH = Ft. Wayne Historical Society, PO Box 11017, Ft. Wayne IN 46855  
 GNRH = Greensboro Chapter NRHS, PO Box 16745, Greensboro NC 27416; GVN = Greenville Chapter NRHS, PO Box 51, Greenville SC 29606  
 HOD = Heart of Dixie Chapter NRHS, PO Box 254, Birmingham AL 35201; LSRH = Lake Shore Railway Historical Society, PO Box 571, North East PA 16428  
 MADR = Mad River & NKP Railroad Society, 233 York St., Bellevue OH 44811; NNRH = Niagara Frontier Chapter NRHS, 4 Alabama Pl, Lockport NY 14094  
 NARM = North Alabama Railroad Museum, PO Box 4163, Huntsville AL 35815; NCTHC = North Carolina Trans History Corp, PO Box 44, Spencer NC 28159  
 NPC = North Florida Chapter NRHS, PO Box 16493, Jacksonville FL 32244; ORVM = Ohio Railway Museum, PO Box 171, Worthington OH 43085  
 PCCN = Piedmont Carolinas Chapter NRHS, PO Box 11753, Charlotte NC 28220; RNRH = Roanoke Chapter NRHS, PO Box 13222, Roanoke VA 24032  
 StLN = St. Louis Chapter NRHS, 11320 Colonnade Center, Des Peres MO 63131; TVRM = Tennessee Valley Railroad Museum, 4119 Cronwell Rd, Chattanooga TN 37421  
 WAJTC = Washington Area Joint Trip Committee, PO Box 278, Kensington MD 20895; WVC = Watauga Valley Chapter NRHS, PO Box 432, Johnson City TN 37605





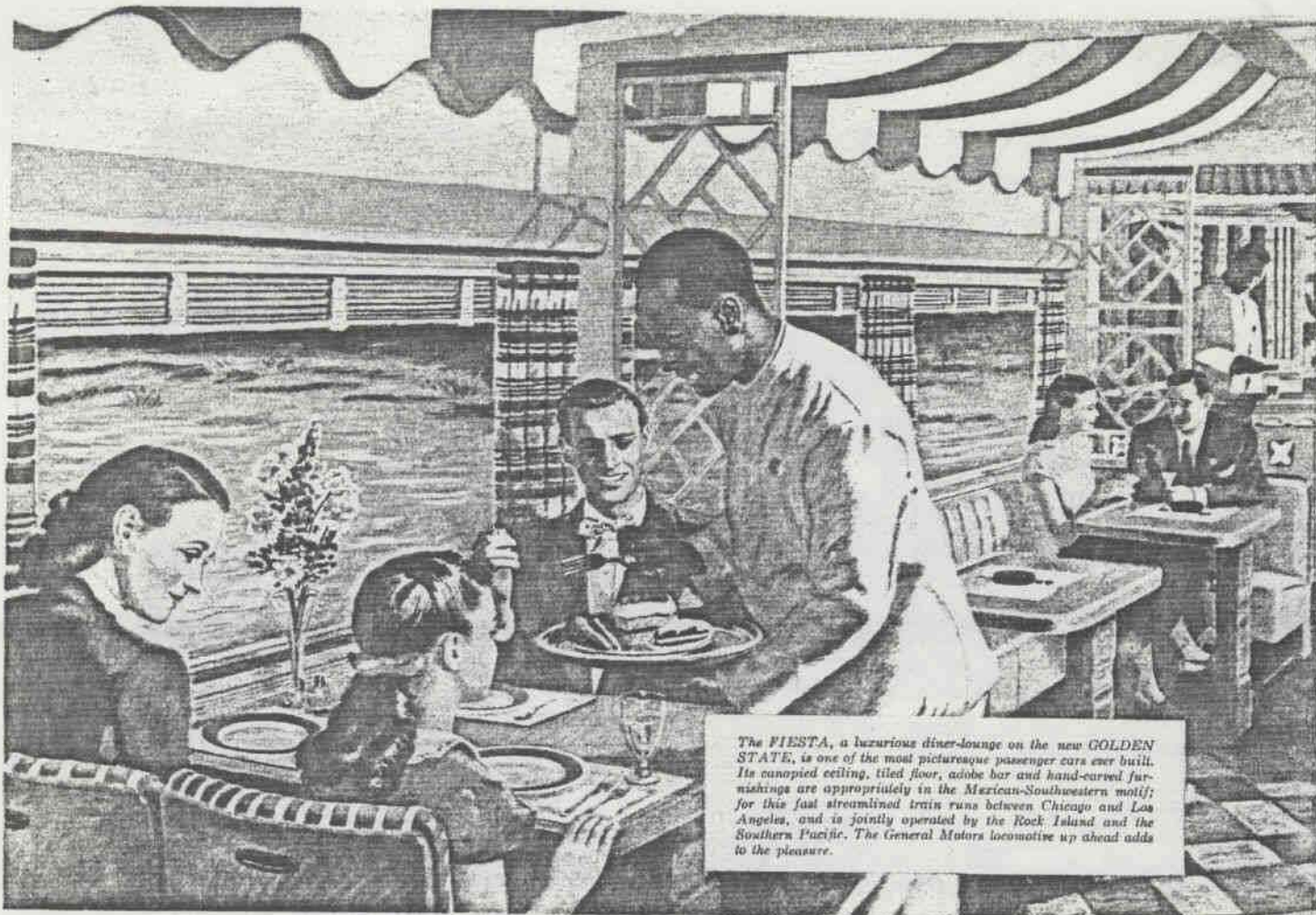
The Rock Island Choctaw station in Little Rock (now a Spaghetti Warehouse restaurant). Date of post card unknown.



*Your train was late, wasn't it.*

Postcard of the Rock Island Argenta roundhouse, Argenta (now North Little Rock), Arkansas, dated 1908. (Both postcards from the collection of Stephen Eudy)





The FIESTA, a luxurious diner-lounge on the new GOLDEN STATE, is one of the most picturesque passenger cars ever built. Its canopied ceiling, tiled floor, adobe bar and hand-carved furnishings are appropriately in the Mexican-Southwestern motif; for this fast streamlined train runs between Chicago and Los Angeles, and is jointly operated by the Rock Island and the Southern Pacific. The General Motors locomotive up ahead adds to the pleasure.

## Quiet Sunday dinner—100 miles an hour

WHEN a train powered by a General Motors Diesel locomotive glides into — or out of — a station, there's not even a ripple in the glass of water at your elbow.

You travel with a new smoothness — and a new speed, too. Often, on the straightaways, your train may make 100 miles an hour.

General Motors locomotives have also brought a new cleanliness to travel — no soot and cinders to mar your appearance; no clouds of smoke and steam to mar your view.

They have held, for several years, the records for on-time arrivals.

That's why it is easy to see why 200 of America's finest, fastest name

trains are headed by General Motors power.

Easy to understand why better trains follow General Motors locomotives.

See the Electro-Motive Exhibit at the Chicago Railroad Fair.

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS • LA GRANGE, ILL.

Home of the Diesel Locomotive



(Ken Ziegenbein collection)



The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. WE WILL HAVE NO FORMAL MEETING IN MAY! Our Show & Sale on May 2-3 will take the place of our regular meeting, plus we will meet informally on Memorial Day, May 25 all day at Twin City Bank. We are a chapter of the National Railway Historical Society. Programs are presented.

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

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

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

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

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

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

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**JOIN THE ARKANSAS RAILROAD CLUB**

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

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

RENEWAL       NEW MEMBER       CHANGE OF ADDRESS

YOUR NAME \_\_\_\_\_

YOUR ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER ( ) \_\_\_\_\_

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

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

**WELCOME ABOARD!!!**

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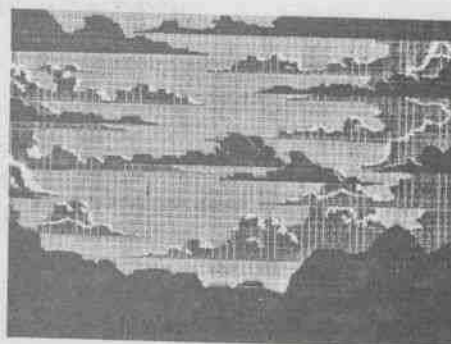


ARKANSAS RAILROAD CLUB  
 PO BOX 9151  
 NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<u>MAY 2-3</u> - Our club's annual Show & Sale at Hall of Industry, Fairgrounds, Little Rock. <u>HELP NEEDED.</u>	<u>JUNE 14</u> - Regular club meeting, Twin City Bank, North Little Rock.
<u>MAY 9</u> - Fayetteville Show & Sale.	<u>JULY 12</u> - Regular club meeting, Twin City Bank, North Little Rock.
<u>MAY 17</u> - Railchase. Cotton Belt. Leave TCB 6 AM.	<u>JULY 19</u> - Railchase along the Burlington Northern. Leave 6AM
<u>MAY 25</u> - All-day informal get-together, 8 AM til ? at Twin City Bank, N Little Rock	<u>AUGUST 9</u> - Regular club meeting, TCB.
<u>JUNE 6</u> - KCS chase, meet at TCB 6 AM.	<u>SEPTEMBER 1</u> - 3985 excursion Little Rock-Van Buren.

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



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

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