



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

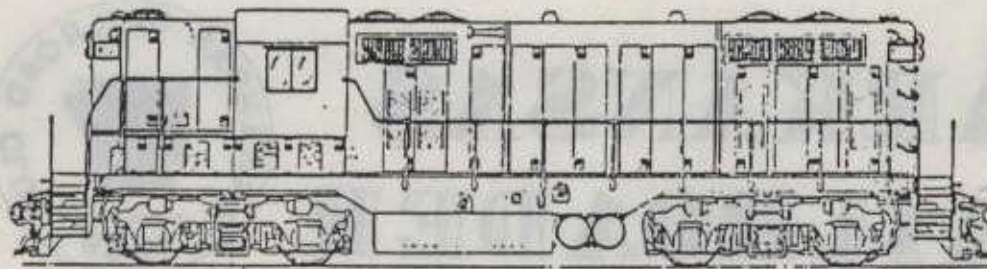
VOLUME 16

NUMBER 11

NOVEMBER 1985



The POSSUM TROT LINE in the woods...the Reader Railroad's daily Summer train coming off the wye to the station at Adams Crossing, Arkansas on August 2, 1985. About a dozen people were on board. Also inside, CLASS III RAILROADS OF ARKANSAS - Part 4 - the Dardanelle & Russellville Railroad -- the beginning of the end??



GENERAL NEWS

NOVEMBER 23 TRIP TO EUREKA SPRINGS ALMOST A SELLOUT - A bus will run from North Little Rock to Eureka Springs on November 23 to ride the Eureka Springs and North Arkansas Railroad and eat in their dining car, the "Eurekan". The bus will leave at 8:00 AM. You are urged to bring your money to cover the cost of the meal (\$25) to the next meeting. The Club will pay for the bus. Return trip leaves Eureka Springs at about 6:30 PM. It takes about 4 hours to get up there, but the company will be great!

CHRISTMAS PARTY SET - The Arkansas Railroad Club's annual Christmas Party is set for Friday night, December 6, 1985 at the Coachman's Inn, just off Interstate 30 in Little Rock. There will be no program, only companionship and good fun. Cost will be \$9.55, and you can either pay at the door that night or pay at the November 10 meeting. Also, a count is needed by the November meeting so reservations can be made.

NO MORE ENVELOPES PLEASE - Since we went to a non-profit mailing rate and since I try to mail out the RAILROADER's earlier than before, I no longer have the need for envelopes (nor the desire for them). They really did save time and money before, but no longer (thanks to all of you who sent them!!)

If you still feel you want the security of having the RAILROADERS mailed First Class via envelopes, I will still do it, but be sure to put at least .39¢ on the envelop (the last one cost .56¢ to mail First Class as opposed to .06¢ via the non-profit rate).

So far, delivery of the RAILROADERS at the 3rd Class rate has been within a day or so in North Little Rock and 2-3 days in Little Rock. On at least two occasions, it was delivered the next day to people in Prescott and most receive it within 4 days in Arkansas. (Please let me know if you have problems). Mailing date for this issue is October 30.

THANKS TO members David Briggs of Warren Michigan and John Harvey of Batesville, Arkansas for sending me pictures and by-lines. I promise some of these will be used soon. (Editor, Ken Ziegenbein)

ROCK ISLAND SUNBELT LINE'S FINAL DAYS - The former Rock Island line between Perry, Arkansas westward to the Oklahoma border through such towns as Danville and Booneville is about to be taken up for scrap. L.B. Foster Co. will begin the dismantling on November 1, 1985 (this date was confirmed by three sources). From what I could gather, the interested parties in Arkansas fell through a crack in the dirt and the state of Arkansas is playing dead on the issue (after spending \$20,000 of taxpayer's money on a feasibility study which showed the line could make a profit as a short line).

Since we seem to have some people in State Government who want to put their heads in the sand along with the potential buyers, there's not much we as rail-supporters can do but get some last minute pictures. Let's face it, western Arkansas is dead so far as any chances of economic growth is concerned if the railroad line is taken up. Perhaps a town along the line can buy a segment of the track to preserve it so future generations can see that there was once a mighty transcontinental railroad in their town - the ROCK ISLAND LINE - Rest in Peace.

(GENERAL NEWS continued on page 13)

Meals will be served in Dining Car on this Line as follows:

GOING WEST
 DINNER, - - from 12 to 2 P. M.
 SUPPER, - - from 5 to 7 P. M.

GOING EAST
 BREAKFAST, from 7.30 to 9 A. M.
 DINNER, - from 12 to 2 P. M.

All Regular Meals, 75c.

All well-known brands of Imported Wines, Ales, Liqueurs and Cigars can be obtained of the Steward.

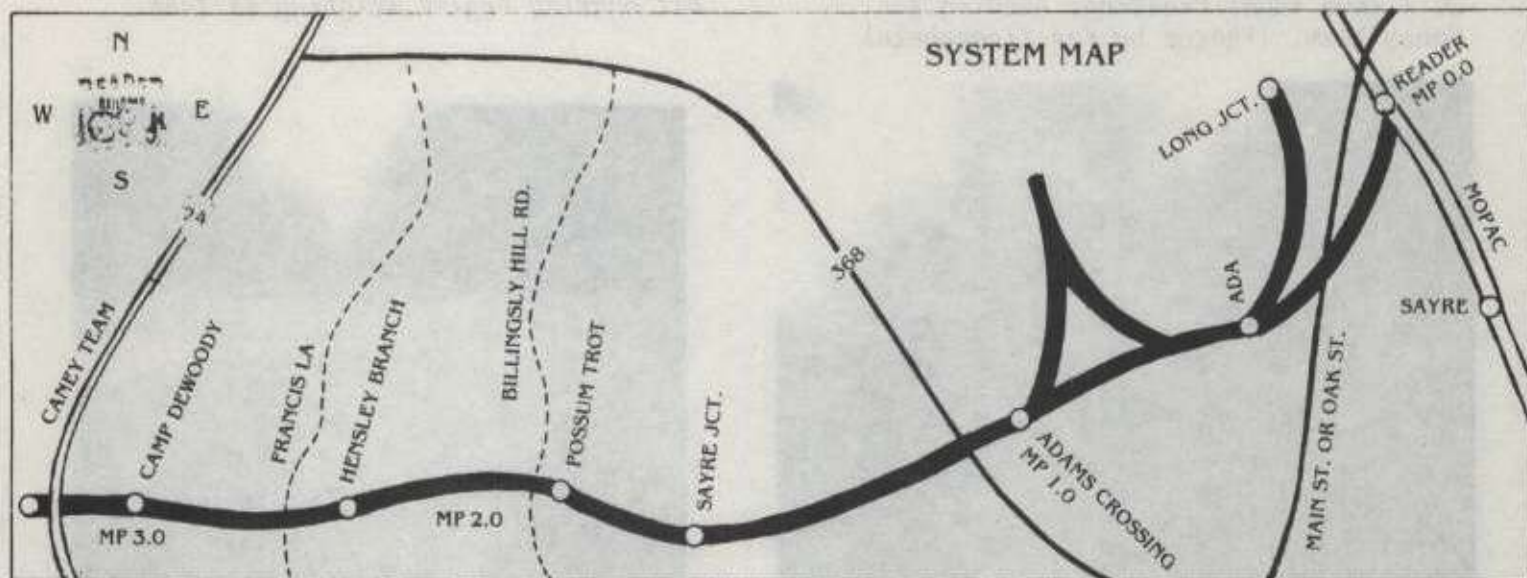
Meals provided in the diners of an early day Golden State Limited. One price: 75c.

A VISIT TO THE READER RAILROAD - - *the POSSUM TROT LINE*

The Reader Railroad, a steam-operated tourist line located near Reader, Arkansas (southeast of Prescott), operates daily throughout the Summer and on weekends in the Spring and Fall. They have occasional night excursions which include meals, the next (and last one of the season) to be held November 2. Most every evening run includes live entertainment and a bonfire. Lighting in the old coaches is provided by kerosene lamps, making you feel you are back to the turn of the century.

Generally, over 100 people ride these night excursions and many, if not most, come from out of state.

The Reader Railroad is currently 3.4 miles long, but used to be much longer (22 miles), going down to Waterloo, Arkansas. It now runs from Reader southwestward to Caney Team (just across Highway 24 in Nevada County). A system map is shown below. The line from Caney Team to Waterloo was taken up in 1973.

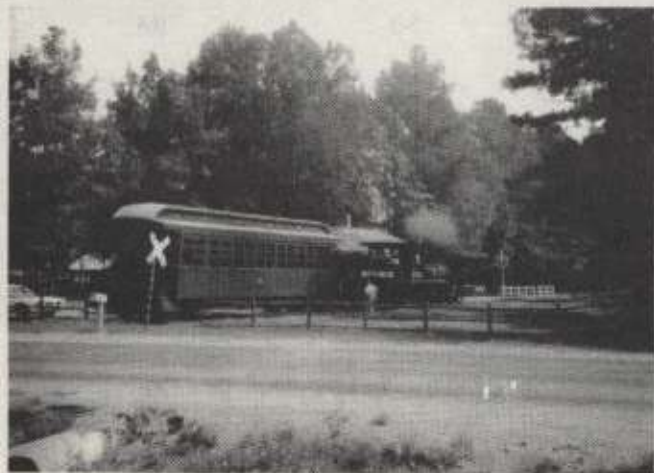


The Reader Railroad was first constructed as the Sayre Narrow Gauge in 1889, making it 96 years old this year. It has more or less operated continuously since that time.

The line was built mainly to move timber from points south of Reader to the sawmill on the St. Louis, Iron Mountain and Southern Railroad (Missouri Pacific) at Reader. In 1910, the line was relaid to standard gauge by the Valley Lumber Company and extended farther southward. In 1921, the line was purchased by A.S. Johnson and became organized as a regulated common carrier in 1925.

Newly discovered oil fields near Waterloo caused the line to be extended to there in 1925. The Reader continued to haul timber and freight, until the Mansfield Hardwood Lumber Company, the parent company, was dissolved in the early 1950's. The new owner T.W.M. Long, went to work to upgrade the facilities and promote the freight and passenger traffic. However, with the advent of the energy crisis in 1973, the little refinery at Waterloo was closed forcing Mr. Long to file for abandonment.

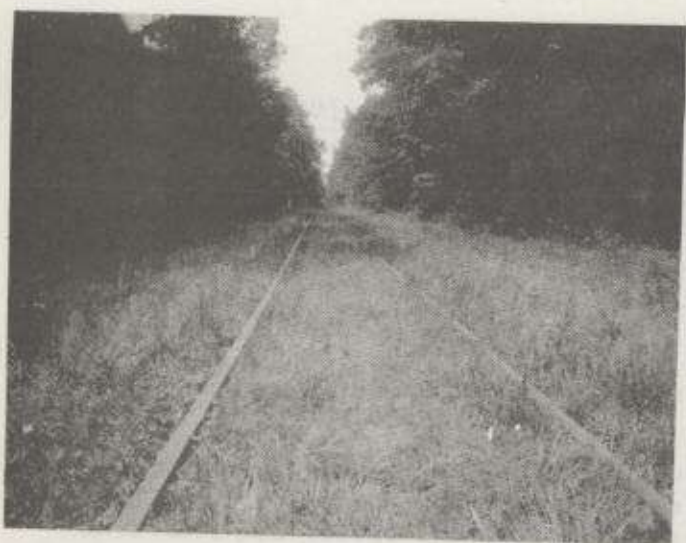
The railroad was then sold to a group of area businessmen who worked to preserve the remaining portions of the railroad. In 1980, the Reader was sold again to the present owners and efforts to emphasize the history and natural beauty of the area were intensified. Richard Grigsby is the current General Manager of the Reader. He's an Arkansas Railroad Club member, also.



Train time! It's about 11 AM on a sunny August morning in 1985 as the Reader pulls in to the station at Adams Crossing.



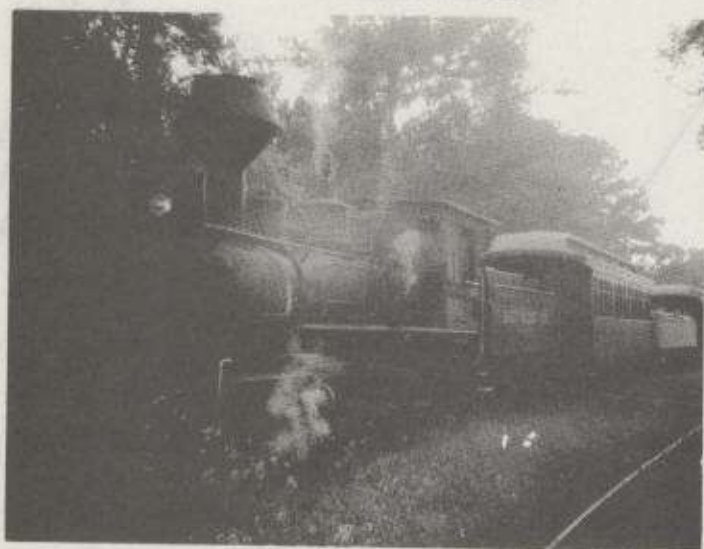
Several new buildings were nearing completion at Adams Crossing this August day. The one on the left will be a shop.



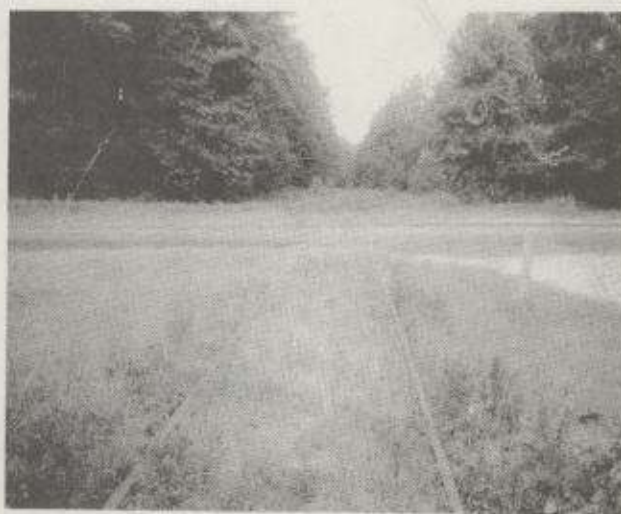
The tracks of the Reader. You're looking west from Adams Crossing, heading for Caney Team. (Photos by Ken Ziegenbein)



Engine #4, a 2-6-2 built in 1913, an oil burning engine weighing 68 tons.



ALL ABOARD!! The night excursion is almost ready to depart Camp DeWoody for Adams Crossing on October 5, 1985.



End of the line -- the tracks end just on the other side of the road (Highway 24). The remaining 19 miles to Waterloo were taken up in 1973.

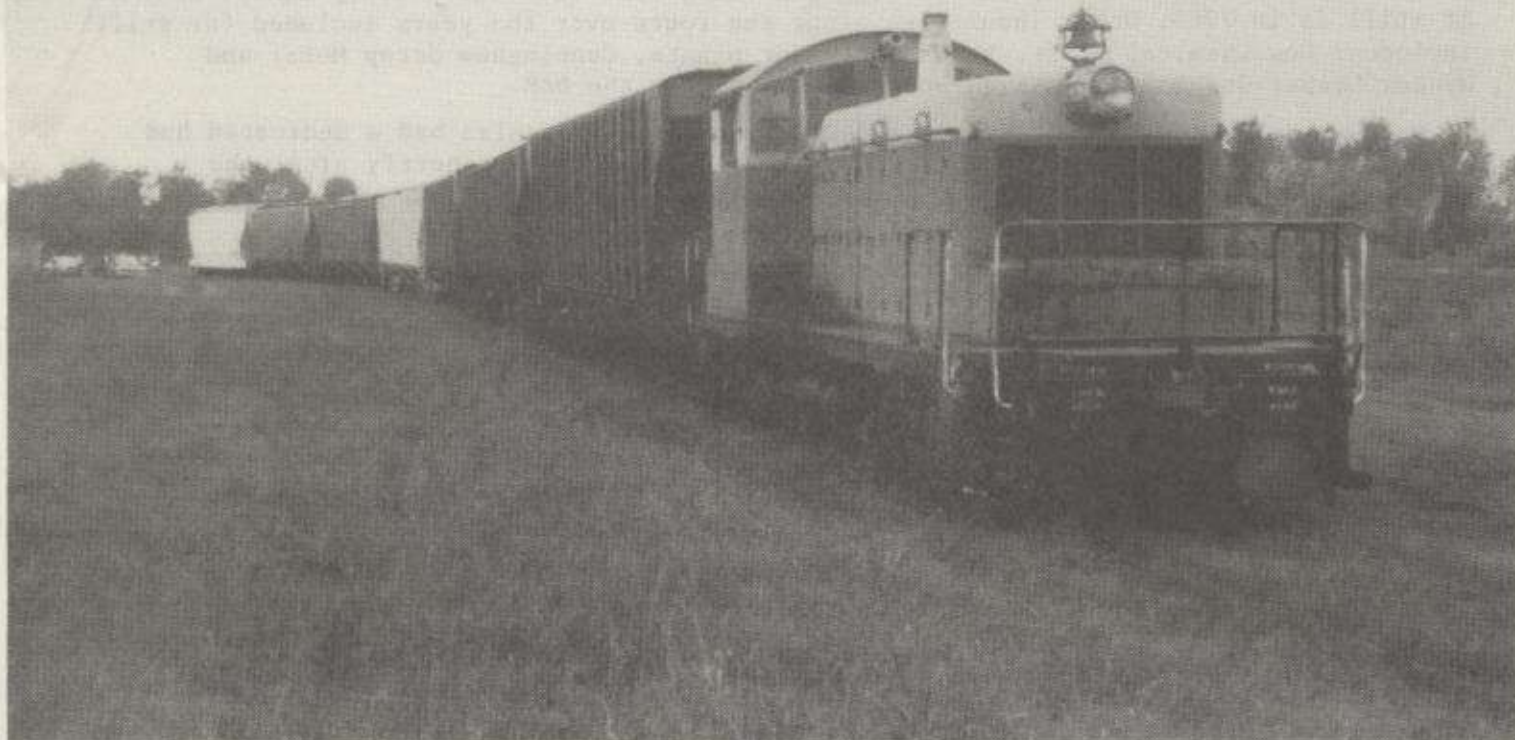
The rolling stock of the Reader includes Locomotive #2, an oil burning 2-6-0 built in 1907, weighing 53 tons; oil burning 2-6-2 #4, built in 1913, weighing 68 tons; and wood burning 2-6-2 #7, built in 1907, weighing 55 tons.

Passenger cars number 7 on the line. They are:

<u>CAR NUMBER</u>	<u>TYPE</u>	<u>WEIGHT-TONS</u>	<u>CAPACITY</u>
301	Open Excursion-wood construction, rebuilt in 1971.	25	42
302	Enclosed Excursion-wood construction, rebuilt in 1971.	25	42
303	Open Excursion-wood construction, rebuilt in 1971.	18	36
503	Stove-heated steel chair coach, former Rock Island #2549 built in 1926.	50	88
512	Stove-heated wooden combine, built in 1897.	36	67
404	Stove-heated wooden caboose, built 1910	18	20
405	Stove-heated wooden caboose, built 1915	18	20

Some of these coaches and locomotives will be seen in an upcoming ABC-TV miniseries "North and South" to be aired this Fall. The Reader was used in this production last Summer. A replica of a Baltimore & Ohio RR Station was constructed for the movie and will be used on the November 2 excursion as one end point of the trip. The Cracker Barrel meal (featuring hoop cheese, sausage, crackers, coffee, hot chocklate, etc) will be served in this building.

For more information about the Reader, contact them at P.O. Box 9, Malvern, AR 72104.



A Dardanelle & Russellville Railroad trainload of grain heading for the Tastybird feed mill in North Dardanelle, Arkansas. These cars were picked up at the D&R's connection with the Union Pacific at Russellville. The train is passing the Dow Chemical plant in North Dardanelle. (Photo by Ken Ziegenbein, October 18, 1985)

CLASS III RAILROADS OF ARKANSAS

Part 4 - The Dardanelle & Russellville Railroad

The 102-year old Dardanelle & Russellville Railroad continues daily operation between Dardanelle and Russellville (5.2 miles) in western Arkansas but a big change is about to take place. A major feed mill (Tastybird, owned by Tyson - known formerly as VALMAC) is moving from North Dardanelle to a new mill along the main line of the Union Pacific in Russellville, taking away 70 to 90 percent of the D&R's business. This move is expected to be completed in November or December of this year (1985), so I decided to hurry and run this story on the D&R before they curtailed operations.

The immediate impact of the move on the D&R will be a reduction in its employees from 12 in October of 1985 to 8 in November or December. However, even with losing up to 90% of its business, there are no plans to stop operations, at least as of October 18th when most of this information was obtained.

The office of the D&R Railroad had no history of the line available, so some of the following history was gathered from other sources, as explained by footnotes.

The Dardanelle & Russellville Railway was incorporated on February 13, 1883, to be built at a cost of \$50,000. It actually began running on August 15, 1883. Starting in the Spring of 1891, a pontoon (floating) bridge was built across the Arkansas River to Dardanelle from North Dardanelle to haul freight and passengers across the river, where the D&R RR then hauled the cargo north to Russellville. This pontoon bridge was replaced by a permanent bridge in January, 1929.

The name was changed to the D&R Railroad in 1900 (also at that time, the road's President made \$1200/year while firemen made \$360/year).

The first engine owned by the D&R was a 0-4-4-T Porter, No. 7, ready for service in July of 1883. In May, 1892, a 4-4-0 was obtained, No. 8. A third locomotive was bought in 1918, Mogul No. 9, as well as a gasoline-powered motor-car.

In 1920, Mogul No. 10 was purchased while the original Porter was sold.¹ The last steam engine left the D&R in the late 1960's.³ Today the D&R owns four locomotives: #14, a 60 hp GM SW-1 weighing 202,000 pounds, built in 1937 (ex-MOPAC #9001); #15, a 60 hp EMD SW-1 weighing 200,000 pounds, built in 1949 (ex-Galveston Wharves #201), came to the D&R in April 1967; #16, a 600 hp EMD SW-1 weighing 200,000 pounds (ex-Chicago & Eastern Illinois #99), came to the D&R in March 1968; and #17, a 1200 hp EMD SW-7 weighing 246,720 pounds, built in 1950 (ex-Chicago Heights Terminal Transfer #1208), came to the D&R in 1976.¹ All D&R locomotives are orange and yellow.

Cotton was a major reason for the railroad to start to begin with, but by 1905, coal became the major commodity hauled (the road hauled 87,243 tons of coal in 1919). Coal finally ran out, and by the 70's, grain became the railroad's money-maker, as it still is in 1985. Other industries along the route over the years included (or still includes) Dow Chemical Plant, Paper Container plants, Cunningham Scrap Metal and Wickes Lumber Company. Crossties are also shipped on the D&R.

Passengers were once hauled on the D&R Railroad and they also had a dedicated bus service between Dardanelle and Russellville. In October, 1929, shortly after the permanent bridge was placed over the Arkansas River, there were four roundtrips possible daily (except Sunday) by train or bus:

Train No. 3, left Russellville 6:45 AM, arrived Dardanelle 7:10 AM
Train No. 1, left Russellville 12:40 PM, arrived Dardanelle 1:05 PM
Bus left Russellville at 4:00 PM, arrived Dardanelle 4:25 PM
Bus left Russellville at 5:05 PM, arrived Dardanelle 5:30 PM

Train trips left Dardanelle as follows:

Train No. 4, left Dardanelle at 6:15 AM, arrived Russellville 6:40 AM
Train No. 2 left Dardanelle at 11:05 AM, arrived Russellville 11:30 AM
Bus left Dardanelle 3:20 PM, arrived Russellville 3:45 PM
Bus left Dardanelle 4:30 PM, arrived Russellville 4:55 PM

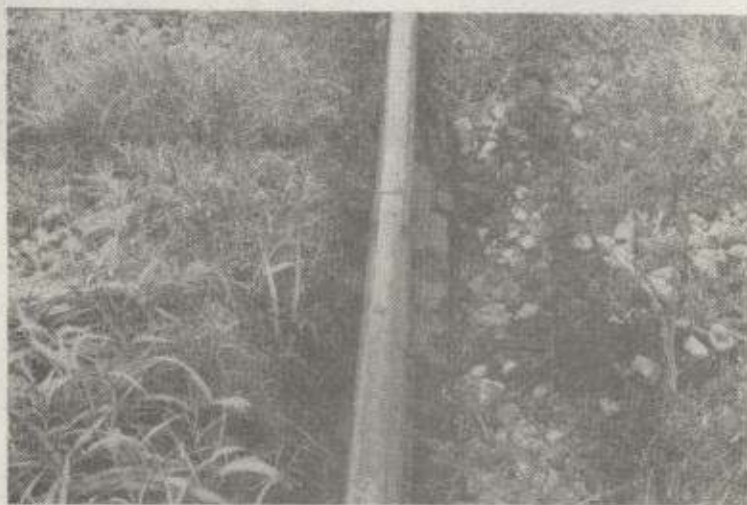
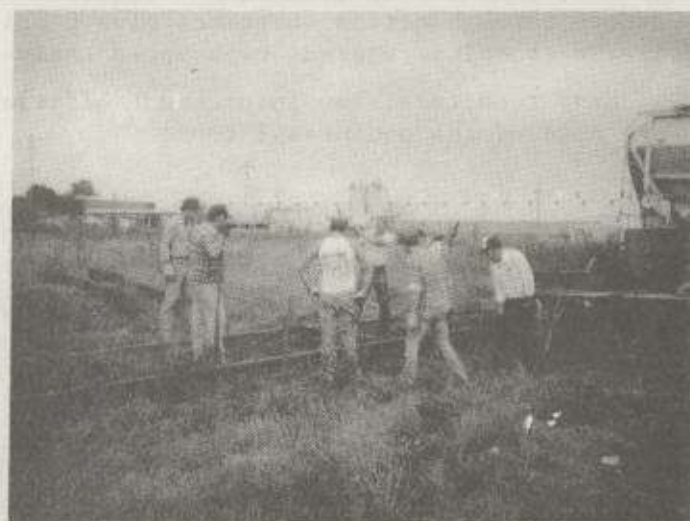
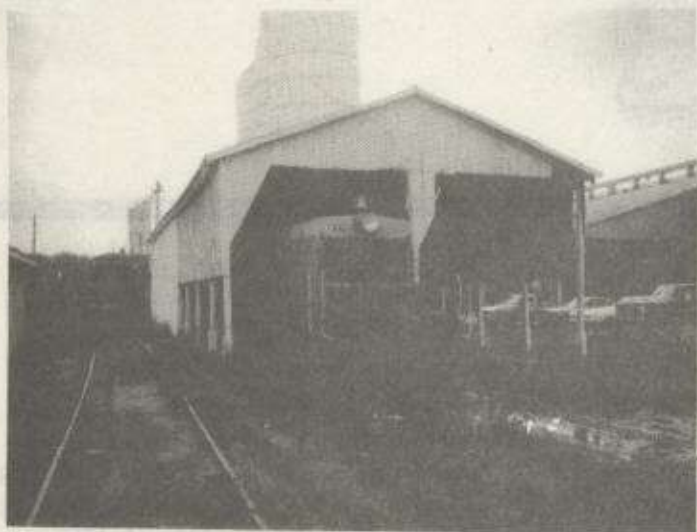
Passenger service ended on the D&R Railroad about 1950.



Believe it or not, trains run daily over this track in North Dardanelle. Although still in alignment, this picture shows why speeds are limited to around 5 to 7 MPH on the D&R. You can see the train up the track, going toward North Dardanelle. (An engine always operates on both the front and rear of every D&R train to avoid wyeing or switching problems). (Ken Ziegenbein photo October 18, 1985)



PREVIOUS PAGE: LEFT - The interchange between the Dardanelle & Russellville RR and the Union Pacific (MOPAC) in Russellville. UP's main line is to the left. RIGHT - D&R's office building in North Dardanelle.



UPPER LEFT - D&R's engine shop in North Dardanelle. UPPER RIGHT - The lonely, forelorn grass-covered EMD SW-1 #14 sits behind D&R's engine shop. MIDDLE LEFT - Grass-covered roadbed of the D&R. MIDDLE RIGHT - Work crew replacing some ties near the Dow Chemical Plant on October 18, 1985. LOWER LEFT - So who needs ties/ballast? LOWER RIGHT - This VALMAC feed mill will close soon, leaving the D&R stranded. (Ken Ziegenbein photos)

Thanks to D&R Railroad personnel for their help. I wish to especially thank club member George Jones of Pottsville, Arkansas for taking me around to all the good D&R viewing spots on October 18 and for loaning me various magazines and histories of the line.

- END -

- 1) From Clifton Hull's story "Dardanelle & Russellville Railroad: Some Things Never Change" in the March 1980 edition of RAIL CLASSICS.
- 2) From Clifton Hull's book SHORTLINE RAILROADS OF ARKANSAS.
- 3) From Ed Strauss's story "Arkansas Double-Header" in the September 1976 edition of RAILROAD MODELER.



OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER OPERATION LIFESAVER

On October 8, 1985, I was privileged to ride aboard the "Arkansas Traveler" special Operation Lifesaver train from Van Buren to Pine Bluff, Arkansas and return. The trip was made to give attention to the many needless grade crossing accidents in this state each year and to tell people to STOP LOOK and LISTEN.

Here are some accident statistics: Over the past four years, 75 persons died and another 325 were injured in railroad crossing accidents in Arkansas; nationwide, 59% of the accidents occurred during daylight hours; 54% of the accidents occurred at crossings equipped with warning devices; in 85% of the accidents, the train was moving less than 40 MPH; trains weigh, on the average, about 12 million pounds. It was heard that slow orders through cities sometimes give people a false sense of "I can beat that train to the crossing" whereas high speed trains would not be challenged so quickly.

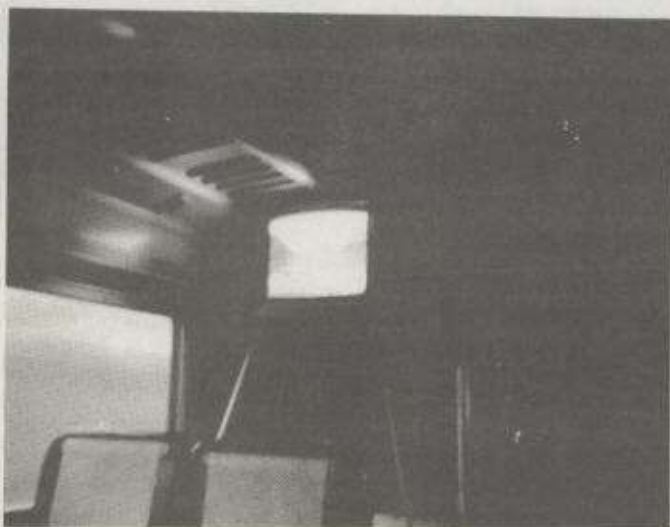
Many reporters, law enforcement officials and railroad buffs were on board. Following are some of the pictures I took:



Jim Burnett, chairman of the National Transportation Safety Board gave speeches at each stop, this one in Van Buren.



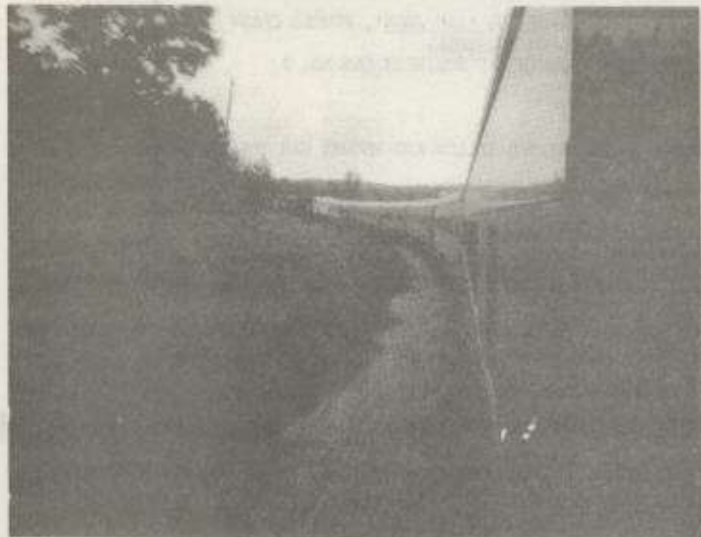
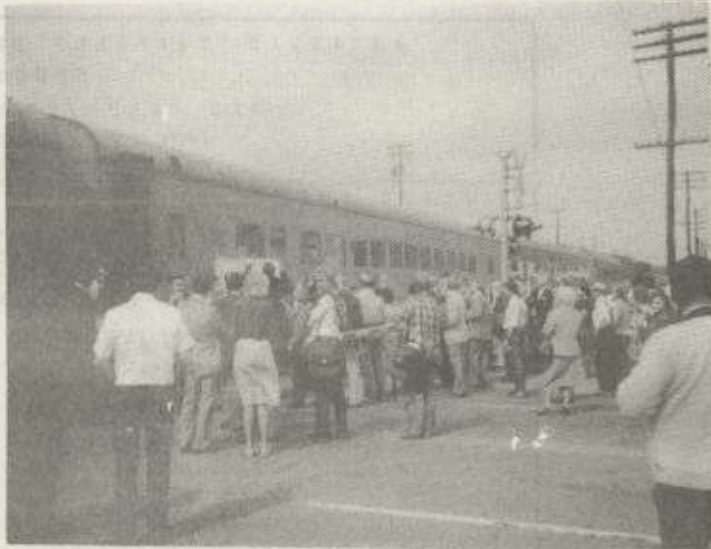
The southbound train, led by UP Engine #3091, SP #6564, BN #2305 and KCS #755 waits for departure at Van Buren, 9 AM.



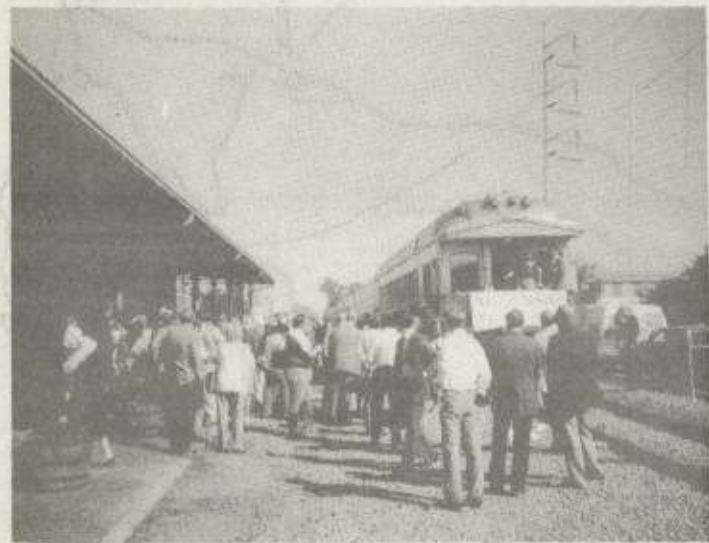
TV monitors were in each car showing what the engineer saw enroute. A camera was mounted on the front of the engine.



A free meal was served to all the guests. Recognize anyone in the serving line? There was plenty to go around.



TOP LEFT - "Arkansas Traveler" at Russellville, 11:15 AM; TOP RIGHT - The train stopped at Conway across Main Street about 1 PM; BOTTOM LEFT - The train speeds toward Little Rock, almost entering North Little Rock southbound about 1:30 PM; BOTTOM RIGHT - A large crowd plus a band was on hand at Little Rock.



TOP LEFT - At Pine Bluff about 3:00 PM; TOP RIGHT - Club members Ross Holt and Bill Merck on board; BOTTOM LEFT - Naomi and Gene Hull and Bill Bailey in lounge car; BOTTOM RIGHT - Elizabeth Gaines and Don Craig in the buffet car.

ARKANSAS TRAVELER OPERATION LIFESAVER SPECIAL
SPECIAL TRAIN

VAN BUREN/PINE BLUFF/VAN BUREN

(WITH STOPS AT RUSSELLVILLE, CONWAY AND LITTLE ROCK)
(OCTOBER 8, 1985)

MOTIVE POWER:

MISSOURI PACIFIC NO. 3091 DIESEL LOCOMOTIVE (YELLOW)
SOUTHERN PACIFIC NO. 6564 DIESEL LOCOMOTIVE (GRAY)
BURLINGTON-NORTHERN NO. 2305 DIESEL LOCOMOTIVE (GREEN)
KANSAS CITY SOUTHERN NO. 755 DIESEL LOCOMOTIVE (WHITE)



OPERATION
LIFESAVER

CONSIST:

NUMBER	TYPE	BUILDER	DATE	REMARKS:
UNION PACIFIC NO. 6206	LOUNGE	ACF	1949	FORMER 'FORTNEUF RIVER' (MEDIA-TV)
UNION PACIFIC NO. 5468	CHAIR CAR	ACF	1953	44-SEAT CHAIR CAR
UNION PACIFIC NO. 6203	LOUNGE	ACF	1949	FORMER 'COLORADO RIVER'
UNION PACIFIC NO. 5015	DINER-COUNTER-ING	StLC	1959	FOOD SERVICE CAR
UNION PACIFIC NO. 5482	CHAIR CAR	ACF	1953	44-SEAT CHAIR CAR
UNION PACIFIC NO. 5474	CHAIR CAR	ACF	1953	44-SEAT CHAIR CAR
BURLINGTON-NORTHERN BNA-10	'COMO' LOUNGE	ACF	1951	FORMER GREAT NORTHERN CHAIR NO. 1209
(*) SOUTHERN PACIFIC NO. 151	BUSINESS CAR 'PIKE BLUFF'	PULLMAN	1914	EX-SP 104 'SAN JOSE', FORMER SPASW COACH NO. 105L.
(**) MISSOURI PACIFIC NO. 10	BUSINESS CAR	PULLMAN	1928	FORMER T&P BUSINESS CAR NO. 2

(* OPERATED VAN BUREN-PIKE BLUFF

(** OPERATED PINE BLUFF-VAN BUREN (IN MO-PAC BLUE; TO BE PAINTED YELLOW AND BECOME CAR 'DALLAS')

COMPILED BY:

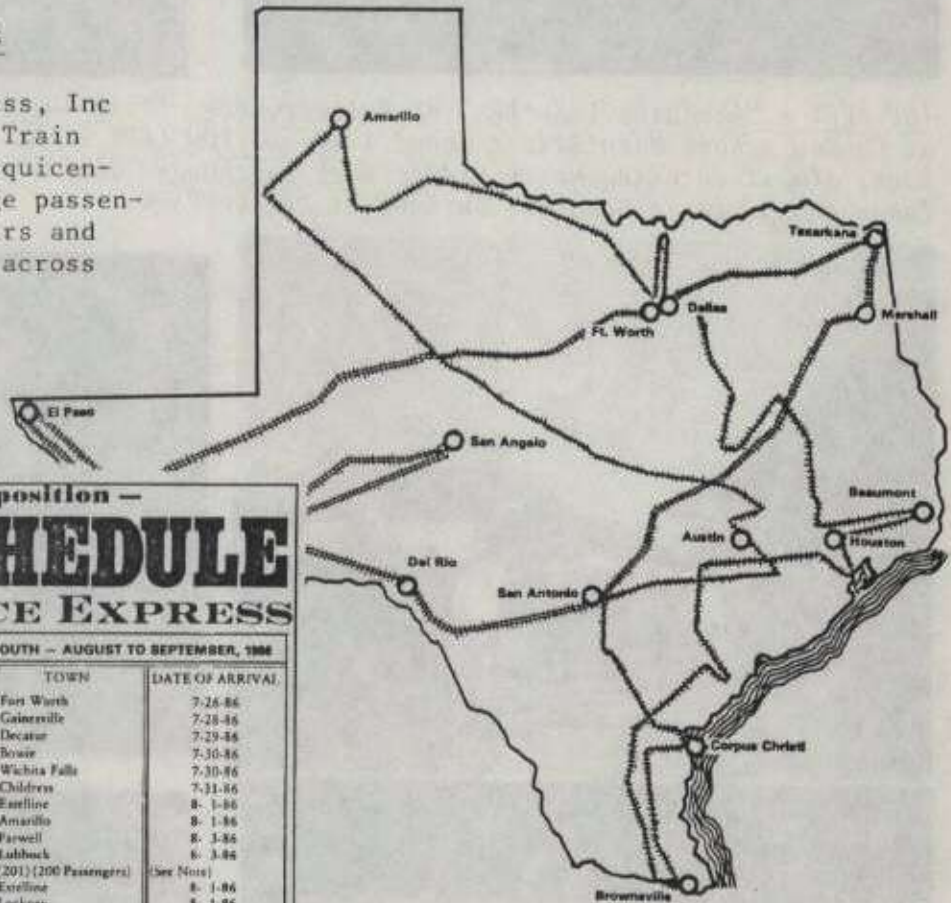
JIM BENNETT
1602 STRAIT PLACE
Stuttgart, Arkansas 72160

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TEXAS INDEPENDENCE EXPRESS

The Texas Independence Express, Inc is arranging a traveling Steam Train Exposition for Texas's 1986 Sesquicentennial. It will pull 22 vintage passenger cars, 5 historic baggage cars and a US Mail car over 5,000 miles across Texas as shown by the proposed schedule.

Texas & Pacific engine #610 and Texas State Railroad's #201 will pull the trains.



- Steam Train Touring Exposition -

PROPOSED SCHEDULE
TEXAS INDEPENDENCE EXPRESS

WEST TO EAST - MARCH TO APRIL, 1986			NORTH TO SOUTH - AUGUST TO SEPTEMBER, 1986		
MILES	TOWN	DATE OF ARRIVAL	MILES	TOWN	DATE OF ARRIVAL
0	Fort Worth	2-23-86	0	Fort Worth	7-28-86
51	Weatherford	2-25-86	62	Gainesville	7-28-86
152	Abilene	2-25-86	142	Decatur	7-29-86
219	Big Spring	2-26-86	168	Bowse	7-30-86
329	Midland-Odessa	2-26-86	214	Wichita Falls	7-30-86
364	Monahans	2-27-86	318	Childress	7-31-86
399	Pecos	2-27-86	334	Eastline	8-1-86
484	Van Horn	2-28-86	356	Amarillo	8-1-86
554	Ft. Hancock	2-28-86	430	Farwell	8-3-86
579	Fabens	2-28-86	721	Lubbock	8-3-86
614	El Paso	2-28-86		(201) (200 Passengers)	(See Note)
794	Marfa	3-6-86	116	Ectorville	8-1-86
884	Ft. Stockton	3-7-86	182	Lockney	8-1-86
929	McCamey	3-10-86	148	Lubbock	8-2-86
949	Rankin	3-10-86	802	Snyder	8-5-86
979	Big Lake	3-10-86	830	Sweetwater	3-5-86
1044	San Angelo	3-11-86	937	Brownwood	8-6-86
1120	Santa Anna	3-13-86	1051	Temple	8-7-86
1141	Brownwood	3-14-86	1133	Brewer	8-10-86
1238	San Angelo	3-15-86	1157	Nacacosa	8-11-86
1403	Alpine	3-17-86	1229	Seely	8-11-86
1633	Del Rio	3-18-86	1257	Eagle Lake	8-12-86
1793	San Antonio	3-20-86	1367	Jegus	8-12-86
1823	New Braunfels	3-24-86	1404	San Antonio	8-13-86
1841	San Marcos	3-25-86	1443	Pleasanton	8-14-86
1871	Austin	3-25-86	1447	George West	8-14-86
1896	Georgetown	3-28-86	1513	Corpus Christi	8-17-86
1921	Taylor	3-29-86	1569	Kingsville	8-18-86
1976	Hays	3-31-86	1669	San Benito	8-18-86
2065	Palentine*	4-1-86	1689	Brownsville	8-19-86
2128	Kilgore	4-3-86	1715	Hallinger*	8-20-86
2138	Longview	4-3-86	1832	Robstown	8-21-86
2158	Marshall	4-4-86	1916	Placedo	8-22-86
2309	Dallas	4-6-86	1930	Port Lavaca	8-22-86
	Marshall	4-8-86	1986	Cuero	8-23-86
60	TEXARKANA	4-7-86	2004	YOAKUM	8-23-86
113	Mt. PLEASANT	4-8-86	2034	Flonoma	8-24-86
137	SULPHUR SPRINGS	4-9-86	2134	ROSENBERG	8-24-86
165	GREENVILLE	4-10-86	2166	Houston	8-26-86
190	Rockwall	4-11-86	2208	Galveston	8-28-86
201	CARLAND	4-12-86	2250	Houston	9-1-86
233	DALLAS	4-13-86	2291	Liberty	9-1-86
			2333	Beaumont	9-1-86
			2418	Houston	9-5-86

*Special run w/Engine #201
(Note: Bold type indicates overnight stop)

Engine 610 was retired in February 1950 after accumulating 1,152,872 miles but was restored and used back in 1976 to haul the American Freedom Train through Texas. It has since been nicknamed "The Texan".

Question...do you think that Cotton Belt #819 could match up with the 610 at Texarkana in 1986? I might even take off work to see that one!!

THE CALL BOY AND HIS DOG

by: William Church, retired MOPAC conductor from his book, "My Love Affair With The Blue and Gold".

My father, R.W. "Bob" Church, was a railroader from 1907 until his retirement in 1960 from the Cotton Belt as a conductor, and had many a thrilling experience in his 53 years of service. But to me, one of his most unforgettable experiences occurred when he was a teenage crew caller for the Frisco in Chaffee, Missouri.

His father, W. H. "Bill" Church, had moved from Kennett, Missouri after giving up a local way-freight between Kennett and Leachville, Arkansas to take a passenger run out of Chaffee, then a newly established terminal on the Frisco. Dad took a job as crew caller under the guidance of W. D. Moore, the General Yardmaster, a few days after moving to Chaffee.

In the first half of the first decade of the twentieth century, southeast Missouri was a vast swamp. Chaffee had been founded on a slight rise in the middle of this swamp, bordered by high limestone bluffs on the east, the rest of the town surrounded by overflow land. The railroad was built on a high dump and was the only exit or entrance to the town in high water time, and often in the period of heavy rains, wild animals from the country would come up to the edge of the town seeking dry ground.

Shortly after Dad started to work he was assigned as the night caller. As a call boy, it was his duty to summon crew members from their homes to duty on the various runs out of Chaffee, the rule being that all employees had to live within one mile of the Yard Office or make other arrangements at their own expense to be summoned to work. His duty as a caller called for him to be out into the town at all hours of the night to call the crews for duty.

One of the employees, a fireman on a regular night run out of Chaffee, carved for himself a small homestead on the bluffs east of town. Although it was not inside the city limits, it was still within calling distance, so Dad had to walk to this small homestead, passing through wilderness enroute, to call this man for his run.

A wet spell caused the overflow of the creeks and rivers in southeast Missouri shortly after Dad started on the night shift, and warnings went out to all Chaffee residents to be on the lookout for wild animals who were coming out of the swamps seeking higher ground.

Dad was on his midnight rounds calling crews, when near the fireman's homestead on the bluffs he had an encounter with a huge dog. After a few minutes studying each other, Dad pulled out a sandwich from his lunch and offered a part of it to the animal. This started a friendship between the call boy and the dog.

Henceforth after, each night the dog would wait for the call boy at the trail leading to the fireman's home, receive his share of the boy's lunch, plus scraps from home that he saved from the table. Soon the dog allowed a friendly pat on the head and a rub on the ears, and later followed the caller as he made his rounds on the outskirts of town. A bond of friendship soon developed between the two.

Soon the dog lost most of his timidity around humans and followed the call boy into the railroad yard right into the Yard Office, causing all Hell to break loose.

A switch crew at their midnight lunch break scattered through the door, and one of the yard clerks, who had carried a gun to work with him to protect himself from wild animals that just might roam in the yard, started firing his side arm at the big dog, missing the mark at all shots but making the dog flee out into the night.

Much to Dad's surprise, he learned his friendly dog was a giant timber wolf that had moved out of the swamps on account of the high water into town, and had been the object of a search by farmers and townsmen alike as a killer wolf.

The wolf disappeared into the dark and Dad never met his friendly big dog after that when he made his rounds calling crews.

Old time rails around Chaffee for years told the story of the call boy who brought a timber wolf into the Yard Office and lived to tell the tale.



R.W. Church (right) receiving 50-year Gold Service Emblem from W.R. Ware, Supt. of Cotton Belt, on October 10, 1959. Service on Cotton Belt was from February 1909 to February 1959. Presentation was made at the Hotel Vandervoort in Paragould, Arkansas.

MAGNETIC LEVITATION TECHNOLOGY

by: Lynn N. Gaines, Jr.

Anyone out there interested in Magnetic Levitation Technology? Wheel-on-Rail technology, contactless transport technology, specifically that concentrated in France and Germany.

In 1978, the Federal Republic of Germany instructed the Federal Minister of Research and Technology to begin trials of this technology. Shortly thereafter, the Magnebahn Transrapid Consortium, under the management of MBB (Messerschmitt), was established, with six other firms in addition to MBB involved.

What does this mean---all these big words? Well, they have their experimental vehicle "Transrapid International #06" built, track of about 8 KM under construction and test, Emsland Transrapid Centre built, and power system and supply operational.

Speed trials began in March 1984, near Breadman. Speeds of over 300 MPH are expected. The #06 has 192 seats and is 54.2 Meters in length. (How does this compare with the speed of American passenger service?).

When completed, the RofW will include about 8 KM straight track, with a loop at each end, which will total about 20 KM. Concrete piling holds up the concrete or steel track carriers. This elevated track clears the ground 4.7 Meters in order to clear agricultural vehicles (about 15-20 feet).

Space limitation here dictate no discussion of the electrical power system.

Speed trials should have been completed in 1984. At their completion, the MTV Consortium will have completed its main task and activities will be taken over by MVP, whose partners are German Federal Railway., German Luffhansa and IABG.

This action of the Federal Republic of Germany is in sharp contrast to the negative attitude towards AMTRAK and rapid transit in Washington, D.C., by the President of the greatest, richest nation known.

In a recent advertisement "Transrapid International" indicated that their electromagnetic suspension and guidance system with its electric propulsion reduces fuel use and dependence on uncertain oil supplies. They also mentioned that routing was flexible and was optimally adapted to the lay of the land. They further stated that since vehicles levitate, noise nuisance caused by rolling wheel action is no longer a problem to travelers. They indicated that before the end of the century, a traveler from Hamburg would be able to set out for a morning, have a comfortable ride to Munich, do business there 6 hours, and be home in time for supper --- without the necessity to change trains, without long waits, direct to the center of the city.

- END -

RAILROAD BLUES

by: Bill Merck

Right off the beautiful lobby of the Peabody Hotel in Memphis is an equally beautiful dining room. At the south end of the dining room are several framed songs adorning the wall, all by the famous late composer and author W. C. Handy. It was Handy you will recall who wrote the "Memphis Blues" and the "St. Louis Blues". One of the pieces in a frame is one called THE YELLOW DOG RAG. In the frame it sort of looks like this:

THE YELLOW DOG RAG

XX

HE'S GONE WHERE THE SOUTHERN CROSSES

THE YELLOW DOG

by: W. C. Handy
Composer of "Memphis Blues"

XX

from: "DELTA ROUTE - A HISTORY
OF THE COLUMBUS & GREENVILLE RAILWAY

Any excerpts from book due author Louis
R. Saillard

The crossing in question was and presumably still is at Moorhead, Mississippi. It is not protected by any sort of signals and at one time was probably better known than any other part of the C&G.

I never heard the "Yellow Dog Rag". Perhaps you have. I bet its a dilly.

- END -

SO LONG ROCK - The last office of the once proud ROCK ISLAND LINE has been closed. The Silvis, Illinois office has been used by the road's corporate successor, Chicago Pacific Corp., to facilitate the ROCK's liquidation. (TRAFFIC WORLD)

JOIN NOW PRESERVE AN ERA



PROJECT 819

Cotton Belt Rail Historical Society, Inc., is a non-profit organization dedicated to the restoration of No. 819, the Cotton Belt's last 4-8-4 Steam Engine built in Pine Bluff, Arkansas. Your Membership in the organization will help us accomplish that and other planned projects to preserve an era for future generations.

FOR MORE INFORMATION OR A
MEMBERSHIP APPLICATION WRITE TO:
COTTON BELT RAIL HISTORICAL SOCIETY, INC.
P.O. BOX 2044
PINE BLUFF, ARKANSAS 71613

819 UPDATE - The boiler and tender passed the important Federal inspection October 10. The Federal Railroad Administration will look at the wheels, etc. before it can operate. As of October 19, the SSW #819 was 75% + complete. It is now in the stage of putting superheater tubes back in the boiler and the firebrick in. The TARGET OPERATION DATE IS JANUARY 1, 1986. (Thanks to Bill Bailey)

819 PROJECT NEEDS USED MOTOR OIL - According to Bill Bailey, if you have any used motor oil or know of someone who does, please contact the Cotton Belt Rail Historical Society, Inc at the address at left. They need as much as they can.

WAYNE COUCH TO MOVE - Club member Wayne Couch, once very active, has moved in with his daughter in Mississippi for health reasons. Mr. Couch misses each of you in the club very much and sends you his warmest regards. His new address is: W.E. Couch, 1320 West 2nd, Apt 3, Clarksdale, MS 38614

ASHLEY, DREW & NORTHERN RAILROAD OFFERED FREE RIDES - The Ashley, Drew & Northern Railroad of southeastern Arkansas, between Crossett and Monticello, gave free rides to anyone on their train as part of the 2nd annual Drew County Forestry Fest held Saturday, October 5. There were long lines. (Be anticipating an article on the AD&N in the months ahead as part of my "Class III Railroads of Arkansas" articles). (ADVANCE MONTICELLONIAN)

MORSE TAPE TELEGRAPHERS CLUB WANTS YOUR MEMBERSHIP - A group of active current and former Morse Telegraphers engages in keeping alive the most dependable means of electrical communication ever invented. They have no officers or dues and use standard cassette tapes made either in sound or tone for communicating with each other. For more information contact: Wayne Baldwin "ND", P.O. Box 130, Botheel, Washington 98041.

RAIL COMBINING SET FOR NOVEMBER 1 - Consolidation of the Cotton Belt and Missouri Pacific Railroad tracks on Fourth Avenue in Pine Bluff, Arkansas should begin about November 1 if contract details questioned by the Missouri Pacific can be worked out. The construction specifications were prepared by engineers from the Cotton Belt Railroad and apparently there has been some lack of talk between the SSW and the MOPAC on this project. The consolidation will move the Cotton Belt tracks now on Third Avenue to Fourth Avenue with the existing MOPAC tracks. (PINE BLUFF COMMERCIAL)

BIG ROCK QUARRY IN LITTLE ROCK HAS A NEW SWITCHER - Their old blue locomotive #400 (ex MP #1023) was stored at the south end of their trackage, near 65th street crossing. A new bright red switcher (no # except on headlight) was working the rock crusher, and was probably an ex-MP unit. The old switcher was originally built in July of 1937 as MOPAC #9000...one of the MOP's veryfirst diesels. (Bill Pollard)

TOLER NEW UNION PACIFIC SAFETY CROSSING MANAGER - Glenn D. Toler has been appointed manager of grade crossing safety for the Union Pacific System, Southeastern District in North Little Rock.

NEW PAINT SCHEME - Southern Pacific and Santa Fe officials have adopted a new color scheme for the merged railroad's locomotives. Starting November 1, 1985 locomotives on both lines will be painted exactly the same. The sides are SP scarlet; the roofline, underframe and pilot are black; the trucks are silver; the nose is Santa Fe Yellow and the letters are yellow. The numbers below the engineers window are scarlet. SP locomotive 7551 - an SD-45 - was given the new look this past summer.

COAL BUSINESS UP ON THE U.P. - Coal continues as Union Pacific System's leading commodity group with the year's carloadings approaching 636,000 by mid-September, 1985, an increase of 20 percent from last year's results for the same period. (UP's INFO NEWS)

THIRD QUARTER EARNINGS UP - Santa Fe Southern Pacific Corporation (more than just a railroad) reported third quarter net income of \$151.4 million, up from \$137.4 million recorded in 1984. Operating income for the quarter of \$261.5 million was 16.6% higher than 1984, largely due to improved results from the real estate group. (SP UPDATE)

MORE UNION PACIFIC INFO - There are 6,500 UP computer terminals which have access to central computer systems. The company also owns, operates and maintains 17,500 radios. (INFO NEWS)

TAX-FREE COMPANY? - An article in THE DEQUEEN BEE from DeQueen, Arkansas states that Santa Fe-Southern Pacific was one of 10 companies last year that paid no Federal Taxes. Their profit from 1981-1984 totaled \$2.8 billion and they actually got back \$133 million in refunds. Burlington Northern also got back money and paid no taxes those three years.

Arkansas Division Profile

Headquarters	North Little Rock, Arkansas
Employees	1,800
States Served	Arkansas, Louisiana, Mississippi, Missouri, Tennessee
Track Miles	1,575
Major Cities	Ft. Smith and Pine Bluff, Arkansas; Monroe, Louisiana; Memphis, Tennessee.
Superintendent	L. A. Roach
Ports Served	Mississippi River ports are: Helena Port, Arkansas; Lake Providence Port, Louisiana; Memphis Port, Tennessee.
Yards, Shops & Facilities	Yard, one-spot car and locomotive facilities at Memphis, Tennessee. Car repair facility at McGehee, Arkansas.
Primary Branch Lines	Hot Springs Branch: Malvern to Hot Springs, Arkansas. Nashville Branch: Hope to Perkins, Arkansas. Gurdon Branch: Gurdon to El Dorado, Arkansas. Warren Branch: Dermott to Warren, Arkansas.
Industries	Forest and petroleum products, chicken processing and feeding, grain, coal, paper and chemicals.
Major Shippers	International Paper, Weyerhaeuser, Humko, Owens-Corning Fiberglas, Tasty Bird Foods, Alcoa Aluminum, Banquet Foods, El Dorado Chemical, Cross Oil.
Terrain	Farmland, forests, Mississippi River delta, bayous and mountainous areas.
Climate	Weather varies from winter lows of 30 degrees Fahrenheit to summer highs in the 90s. Winters generally are mild, except for occasional ice storms. Summers are humid.
Geographical Features	Louisiana bayous, Arkansas Ozarks and hot springs, Ouachita National Forest, Ft. Smith Historical Park.
Construction Projects	New ties have been installed on the Hoxie, Little Rock, and Van Buren subdivisions; tie gangs are scheduled to work on the Nashville, Hot Springs and Norman subdivisions in late 1985.

THE UNION PACIFIC ARKANSAS DIVISION - it encompasses 1,575 track miles and serves the states of Arkansas, Louisiana, Mississippi, Missouri and Tennessee. There was a good article on this important Division in the October, 1985 edition of INFO MAGAZINE.

Since I work for the National Weather Service as a weather forecaster (both public and aviation), the climate portion of the chart at left does not necessarily tell it like it is in the winter. Winter lows in Arkansas are much lower than 30 degrees (last year it was 8 below zero at Little Rock one day and almost always gets to zero or below in north Arkansas along the White River Division each winter. Also, 100 degrees in the summer is relatively common on some parts of the Arkansas Division. (Ed.)

SP EMPLOYMENT DOWN - The employment of Southern Pacific Transportation Co. declined by 9.97% between August 1984 and August 1985. SP said systemwide employment totaled 30,298 in August versus 33,617 in August 1984. (ARKANSAS DEMOCRAT - Randy Tardy)

PINE BLUFF COUPLE SUES COTTON BELT - A Pine Bluff couple is seeking \$700,000 from the Cotton Belt in a 1982 accident in which the husband fell from a Cotton Belt railroad car.

FIRST ARRIVAL - The arrival of the first Chicago & Northwestern-Union Pacific coal train at J.T. Deely Power Plant near San Antonio, Texas occurred August 28, 1985. City Public Service officials said that lower C&NW-UP rates would save electrical consumers an estimated \$300 million over the 20-year life of the contract. The average residential customer will save \$25 during the first year of the lower coal transportation charges. (INFO MAGAZINE)

NEW PIGGYBACK TRAINS FOR SP - SP has inaugurated four new piggyback trains between California and Oregon. Each train has guaranteed second morning arrival using a three-person crew - an engineer, conductor and brakeman - under special agreement between SP and railroad unions. (SP BULLETIN)

SP TIMETABLES/RULES TO CHANGE NOVEMBER 1 - On November 1, 1985, two big changes will come to the SP system. First, train and engine crews on both the eastern and western lines will begin operating trains according to a new rule book called the GENERAL CODE OF OPERATING RULES. Second, three new regional timetables will debut, replacing all ten division timetables. (SP BULLETIN)

AMTRAK HAPPENINGS - Lower Amtrak fares became effective October 10. The All Aboard America fare is lowered from \$325 to \$275 for three zones, and from \$250 to \$225 for two zones. Round trip fares will be only \$7 more than one-way if the trip costs over \$50. -- The Senate Appropriations Committee in October surprised rail supporters by okaying \$616 million for Amtrak - only a 10% cut. -- Amtrak's total revenues for August, 1985 set a record with almost \$83.7 million being taken in. This was only the second month when over \$80 million was taken in (July being the other month).

-- Amtrak's AUTO TRAIN continues in full swing. On October 1, for example, one of these trains consisted of three F-40 engines, 19 passenger cars, 17 bilevel carriers and 10 tri-level carriers-a 46 car train. (As you know, AUTO TRAIN carries passengers and their cars between Washington D.C. and Florida. -- Amtrak's ridership soared in August. System totals saw 2,015,008 passengers hauled, an increase of 9.4% over August 1984. Amtrak's "EAGLE" which comes through Arkansas carried 12,693 passengers, an increase of 17.3 percent over last year. (RAIL TRAVEL NEWS)

2,000 AXED? - Santa Fe VP Jim Fitzgerald confirmed rumors in September that with the completion of the merger of Santa Fe and Southern Pacific, all 2,000 SP employees at the San Francisco headquarters will be transferred or fired. (RAIL TRAVEL NEWS)

OTHER STEAM ENGINES ACROSS THE COUNTRY - The following are either ready to haul excursions or are being restored: PRR K4 Pacific in Pennsylvania; CB&Q 2-8-2 #4960 in Rock Island, Illinois (wonder which railroad it will run on?); N&W #1218, a 2-6-6-4 out of Birmingham, to steam in mid-1986; L&N #152 at Kentucky Railway Museum; Nickle Plate 2-8-2 #587 out of Indianapolis' restored Union Station by April, 1986; ATSF 4-8-4 #3751 is being restored for the World's Fair in Vancouver out of San Bernardino, California; D&RGW Narrow Gauge K-36 #480 is running on the Durango and Silverton in Colorado; Reading T-1 4-8-4 #2102 in Pennsylvania. (GULF COAST RAILROADING)

PHASING OUT OF FIREMEN RECOMMENDED - A Presidential emergency board, set up in an effort to avert a national rail strike, recommended phasing out the job of fireman on most of the nation's railroads. Major carriers were pressing for elimination of the firemen as a cost-control measure. The ruling came down September 26.

PERISHABLE TRAFFIC - Railroads own about 12,000 refrigerator cars and that's about 20,000 fewer than they owned in 1950. Today trucks carry almost 90% of the fresh perishable traffic in the U.S. and last year, SP lost \$10 million handling this business. Says SP - "The mechanical refrigerator car is largely obsolete. (SP UPDATE)

CROSS-ARM - Thomas Gray invented the familiar cross-arm sign found at railroad crossings. He did it while working at SP's car repair shops in San Francisco. The first sign was used to mark a crossing in San Francisco in 1884.

TENNESSEE VALLEY RAILROAD & MUSEUM has filed for protection under Chapter 11 of the Federal Bankruptcy Act due to owing \$1 million on their property and having that amount come due. They would otherwise face foreclosure. (NRHS NEWS)



HALLEY'S COMET TO RETURN

compiled from Astronomy and Sky & Telescope magazines by Ken Ziegenbein

COMETS - All comets have tails which always point away from the sun. They are composed of ice, dust, stones, carbon monoxide and ammonia. Their nucleus is only a few miles across, but they look much bigger due to the length of their tails.

There are literally billions of comets circling the Sun in an orbit well outside the Solar System. Only a few can be seen from the earth and Halley is one of the brightest and most famous. It last appeared in 1910.

The first time Halley was visible and recorded was in 240 B.C. It has returned every 76 years since then and will start to make an appearance again this Fall (the last time was in 1910). Some people believed Halley's Comet foretold the destruction of Jerusalem in 66 A.D.

The only place to see Halley's Comet this time around is out in the dark country. You must get away from city lights. You won't see it when there's a full or large Moon. There shouldn't be any clouds. It will be a dimmer comet compared to its 1910 appearance because of its angle to the earth, so don't give up if you can't see it at first!

To see Halley's Comet best, there will be four "windows" of best viewing when there won't be any Moon in the sky and when Halley's will be brightest. These "windows" are:

- 1) December 1-15, 1985; 2) January 1-25, 1986; 3) March 8-21, 1986; 4) April 2-13, 1986

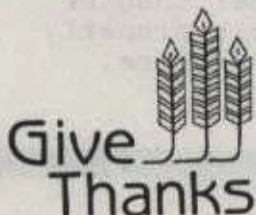
Here's how and when to find Halley's Comet and where to look:

<u>DATE:</u>	<u>WHERE TO LOOK:</u>	<u>TIME OF DAY TO LOOK:</u>
<u>November, 1985</u>	Can possibly be seen with binoculars, looking south, just below the Pleiades bright star cluster, pretty high in sky.	1 to 1 1/2 hours after sunset.
<u>December 1-15, 1985</u> (1st of 4 best "windows")	Barely visible to the naked eye. Still high in the south part of the sky.	1 to 1 1/2 hours after sunset.
<u>January 1-25, 1986</u> (2nd of 4 best "windows")	Very dim. Look southwest, about 20° above horizon. It will be located just up from the bright planet Jupiter and to the right.	Just as darkness falls. Must be well out of city lights to see it.
<u>February, 1986</u>	Not able to see because the Sun will be between us and Halley's.	
<u>March 8-21, 1986</u> (3rd of 4 best "windows")	Southeast sky, just barely above the horizon. Comet gets brighter all the time.	Just before the first light of dawn (about 5:00 AM CST - the sun rises at 6:30 AM on March 8).
<u>April 2-13, 1986</u> (best viewing)	Southeast to south sky, <u>barely</u> above the horizon. Comet will be <u>brightest</u> it will get. Need clear view of the southern horizon.	Starting about 1 1/2 hours before dawn (about 4 or 4:30 AM CST - the sun rises at 5:55 AM April 2)
<u>May, June, 1986</u>	Fades rapidly. Disappears once again into deep space by early Summer, to return again in 2061. Will you be there??	You must get out earlier each night in April to see the comet before it sets (about 4:00 AM on the 2nd, 2:00 AM on the 8th and midnight on the 12th).

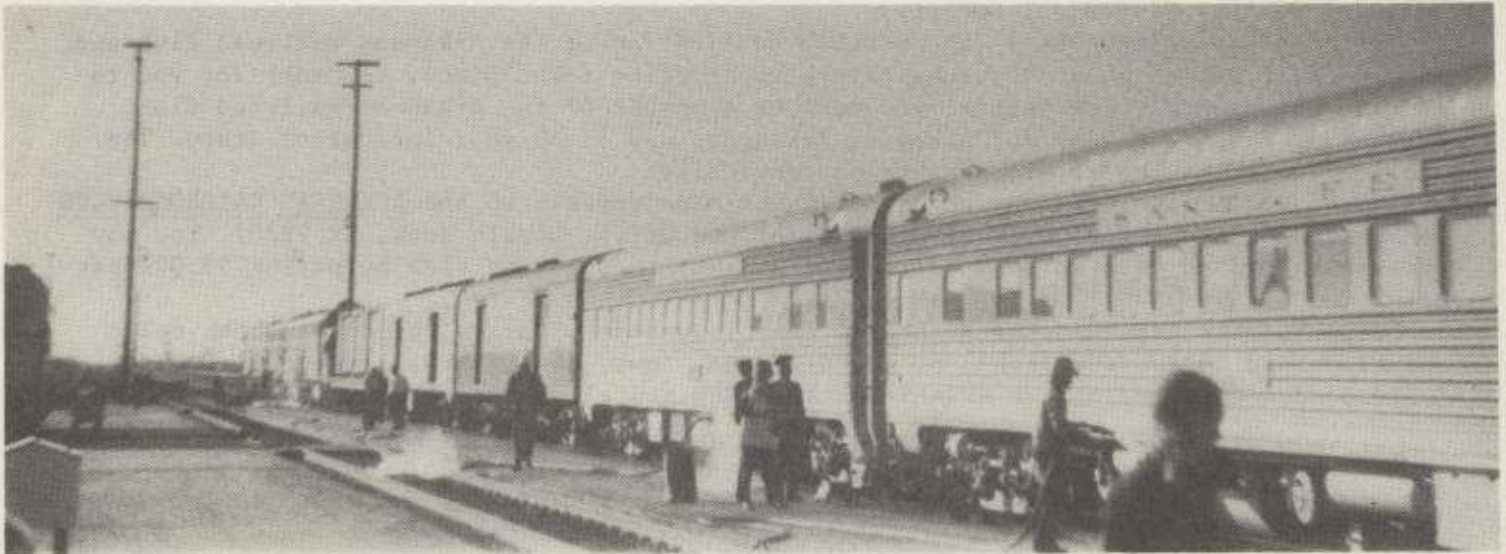
For more information, the U.S. Naval Observatory has established a long-distance telephone number you can call to get Halley's Comet's updates. It's 1-202-653-0258. The call will cost you regular long-distance rates.

SPECIAL THANKS to my wife Sarah and to my good friend Cammy Howell who help me fold and staple the RAILROADER each month. This saves me hours of time.

ADDITION TO THE D&R STORY...The Dardanelle & Russellville Railroad is now owned by the Richmond Tank Car Company.



PASSENGER TRAIN OF THE MONTH



The "San Francisco Chief" of the Santa Fe eastbound at Winslow, Arizona in June 1967.
(Photo by Bill Church)

☆☆☆ PROGRAM ☆☆☆

There will be no formal program at our next Arkansas Railroad Club meeting, Sunday, November 10, 1985 at the Twin City Bank Building on Main Street in North Little Rock. Time of the meeting will be 2:00 PM and we will have a "SHOW AND TELL" event. You are invited to bring anything you want to show and tell about. We will also discuss the upcoming trip to Eureka Springs November 23 and the Christmas party December 6. New 1986 officers will also be discussed, so lets have a large turnout.

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

RENEWAL

NEW SUBSCRIPTION

YOUR NAME _____

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

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

For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

WELCOME ABOARD!!!

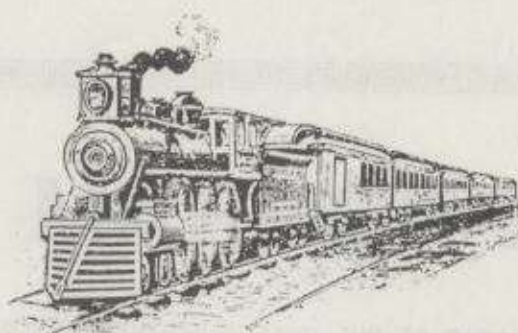
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed about 1½ weeks before the meeting takes place. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed to all members automatically.

If you would like to join, send your check made payable to the ARKANSAS RAILROAD CLUB to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Stories, pictures (both color and black and white, any size), poems, diagrams, news, etc., are all welcome! Send all correspondence regarding the ARKANSAS RAILROADER and all material contributions to:

KEN ZIEGENBEIN
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