



ARKANSAS RAILROADER



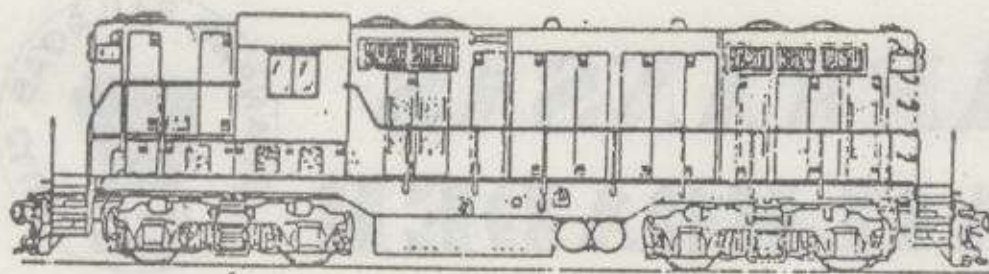
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 17 NUMBER 11

NOVEMBER 1986



East Camden & Highland Railroad Company's engines number 457 and number 60 await further orders at road's El Dorado Division yards. They are used on an as-needed basis to serve a particleboard plant at Lillie, Louisiana along the former Rock Island line.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

\$ \$ DUES \$ \$

JUST A REMINDER - 1987 dues are due the first of the year and now would be a good time to send them in to avoid that last minute rush. Dues are \$10/year if you live in Arkansas and \$7.50/year if you live out of state. Use the coupon on the last

page to mail them in or give them to Dick Byrd at the November 9 meeting. His address is: 12 Flintwood Drive, Little Rock, AR 72207. THANKS!!

CHRISTMAS PARTY SET - Club President Jim Wakefield has announced that the Annual Arkansas Railroad Club's Christmas Party will be held Friday, December 5 at 7:00 PM in the Paddock Room of Coachman's Inn on I-30 in Little Rock. Cost will be only \$10 per person, which includes the tip. Reservations should be made by December 1 to the club's treasurer, Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207.



RAILROADER TO BE MICROFILMED - The Arkansas History Commission wants to obtain all back issues of the ARKANSAS RAILROADER so they can microfilm them. Your editor is in the process of getting the back issues organized and will take them to the History Commission soon. This would be a great way to preserve them against possible loss and make them available to a wider audience. Cost is free.

ELECTION AT NOVEMBER 9 MEETING - The membership will vote to recommend the following as officers of the Arkansas Railroad Club at the November meeting: President, Peter Smykla; Vice-President, Carol Sue Schafer; Treasurer, Dick Byrd; Secretary, Polly Hamilton; NRHS Representative, Mike Adams. We will also vote on another Board member - Bill Bailey has been nominated. The five officers are for 1987, the Board member for 6 years. Apparently, legally, the membership actually votes only for Board of Director members, who appoint the officers for the coming year. However, the membership can indicate to the Board who they want as officers, and that is what this election is about. See you there.

BRASS SWITCH LOCK OBTAINED BY LAST MOPAC AGENT IN CAMDEN - Carl E. Barner of Camden, Arkansas obtained a brass switch lock with LR&M engraved on it recently in Canton, Texas. Until he read the story by Gene Hull in the October RAILROADER about mass transit in Little Rock, he didn't know what the LR&M stood for. The story referred to the Little Rock & Memphis Railroad east of Little Rock, and this apparently is where the lock was from...it could thus be well over 100 years old. Mr. Barner closed out the Camden MOPAC station by being its last agent.

DONATION TO OLD STATE HOUSE MUSEUM - William Church, retired MOPAC conductor, has donated his grandfather's train conductor's box, as well as a kerosene lantern and a pin and link coupler to the Old State House Museum in Little Rock as part of their exhibit "Railroad Standards: Building Plans 1884-1916."

HOGTRAIN TO OPERATE - Hogtrain will operate a football excursion to Dallas for the Arkansas-SMU game on November 22-23. For further information, contact Bill Eldridge, 8615 Chicot Road, Little Rock, AR 72209. His phone number is (501)-565-6656.

☆☆☆ PROGRAM ☆☆☆

EAST OF SUEZ - That's the name of the program to be presented by William Church at our next meeting of the Arkansas Railroad Club, NOVEMBER 9. Time will be the usual at 2:00PM in the Twin City Bank Building on Main Street in North Little Rock. This program will help honor veterans, being about soldier-railroaders in the Persian Gulf Command (Iran) during World War II. "East of Suez" is also a feature story in this issue of the ARKANSAS RAILROADER, so read it and then come and enjoy the show. Refreshments will be served. ("Arkansas Rail News" begins on Page 11). HAPPY THANKSGIVING!!

NOTICE! The round-robin Amtrak trip Little Rock-New Orleans: CANCELLED



EAST CAMDEN AND HIGHLAND RAILROAD COMPANY'S Number 62 sits near one of many plants it serves in an industrial park northeast of Camden, Arkansas on a bright, sunlit August 5, 1986.

CLASS III RAILROADS OF ARKANSAS

Part 16 - The East Camden & Highland Railroad Company

The East Camden & Highland Railroad Company (EACH) is both an industrial park railroad (East Camden Division) and a line haul railroad (El Dorado Division). It's two operations are separated by the distance between Camden and El Dorado, Arkansas.

The main money-making end of the system is that 63.0 miles of track in and around the Highland Industrial Park northeast of Camden. This is where they haul various commodities, such as: rubber, plastic, oils, pulpwood, scrap iron, and of course (to go with the scrap iron) diapers.



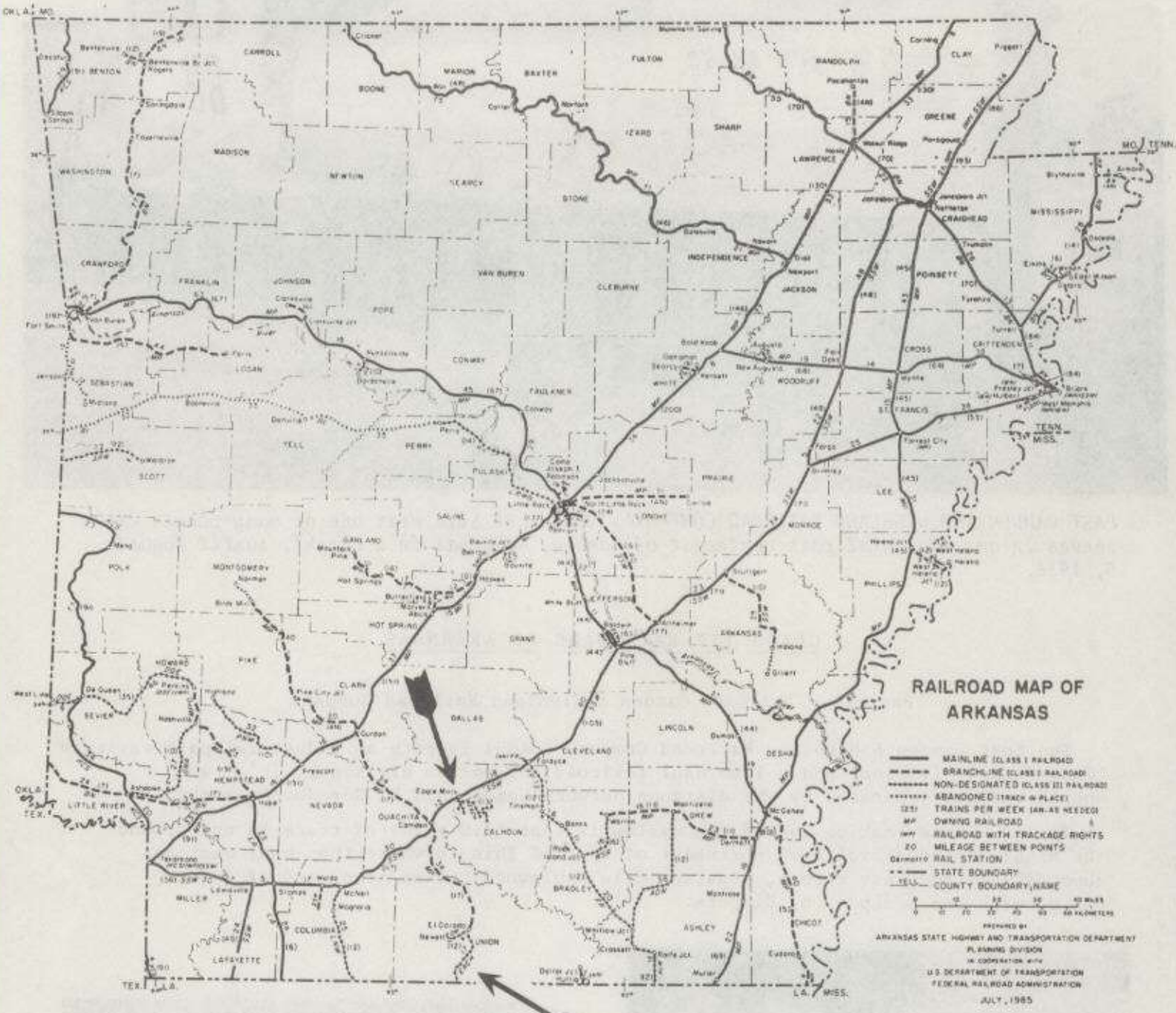
EACH shares this large office building with its owner, HRI Resources (formerly Highland)



A sample of the many buildings in the industrial park northeast of Camden that the East Camden & Highland serves.

The EACH (East Camden Division) interchanges with the SLSW (Cotton Belt) at Camden. It is owned by HRI Resources (formerly Highland Resources).

The other segment of operation is at El Dorado on former Rock Island trackage. Highland Resources, Inc. (now HRI Resources) bought that portion of the Rock from Tinsman, Arkansas to El Dorado to Lillie, Louisiana on November 17, 1983 and began operations January 6, 1984 on that part of the line from El Dorado to Lillie. A lignite coal plant once hoped for in Calhoun County (northeast of El Dorado) fell through, so the line from El Dorado to Tinsman was scrapped a couple of years ago. (See map below)



- INDEX TO RAILROADS**
- 40V ASHLEY DREW & NORTHERN
 - 41W ARKANSAS & LOUISIANA MISSOURI
 - 42W ARKANSAS WESTERN
 - 43W AUGUSTA
 - 44V BURLINGTON NORTHERN
 - 45V BARKITE & NORTHERN
 - 46V DONIHAN, KENDRICK & Searcy
 - 47V DE QUIN & EASTERN
 - 48V DARDANVILLE & RUSSELLVILLE
 - 49V DELTA VALLEY & SOUTHERN
 - 50V EAST CAMDEN & HIGHLAND
 - 51V EL DORADO & WESSON
 - 52V CONROY & FRIZZELL
 - 53V ORAYSON, MASHVILLE & ASHDOWN
 - 54V HELINA SOUTHWESTERN
 - 55V KANSAS CITY SOUTHERN
 - 56V LOUISIANA & ARKANSAS
 - 57V LOUISIANA & NORTH WEST
 - 58V LITTLE ROCK PORT AUTHORITY
 - 59V LITTLE ROCK & WESTERN
 - 60V MISSOURI PACIFIC
 - 61V PRESCOTT & NORTHWESTERN
 - 62V CHICAGO, ROCK ISLAND & PACIFIC
 - 63V ST. LOUIS SOUTHWESTERN
 - 64V HARKY & SALINE RIVER

Meanwhile, the line from El Dorado to Lillie received a facelift. In fact, in 1985 major rehabilitation of track took place between El Dorado and Catesville, Arkansas to serve the Greak Lakes Chemical Plant at Catesville. This included new track, ballast and ties (Catesville in only a couple of miles south of El Dorado).

The EACH operates southward out of El Dorado on an as-needed basis to Lillie, averaging twice a week. They operated the day I was there, August 5, 1986. The crew drove from the headquarters in Camden to El Dorado to take the El Dorado engine to Lillie for a switching job. They serve a particleboard plant in Lillie, also a Georgia Pacific plant just south of El Dorado.

The EACH connects with the Union Pacific at El Dorado.

The old Rock Island tracks in northern Louisiana between Junction City and Lillie are fascinating. Through Junction City (on the Arkansas-Louisiana state line), the tracks go through people's front yards and city parks, almost like an amusement park.

setting. In Lillie, you drive through "town" and suddenly you see this cross-buck. But wait! This can't be right - there are toys and lawn chairs parked next to it with the road ending up in a garage. You keep driving, and sure enough, you cross the tracks and you're on private property. Imagine having your own private road crossing of a railroad track and a cross-buck in your front yard!

From this vantage point, the tracks disappear around a curve to the south into a thick clump of trees. This is the territory the EACH goes through twice a week.



The track from El Dorado to Lillie was once operated (in the early 1980's) by another shortline called the South Central Arkansas Railroad. When Rock Island trustee Gibbons wanted to sell the track in 1983, the SCAR didn't want to buy it (they just operated it under the trustee), so the EACH bought it instead (plus that other part northeast of El Dorado to Tinsman which was scrapped later).

South Central's locomotive, a GP7, was sold to the Louisiana & Northwest Railroad in early 1984 and became L&NW No. 52.

Going back to Camden and the East Camden Division of EACH, they were the first shortline established in Arkansas in more than three decades when they became certified as a common carrier August 21, 1972 (it received its Arkansas charter in December of 1971). Up until that time, the Cotton Belt switched the industrial park.

In fact, the Cotton Belt fought the application until December 1971. However, the Arkansas Industrial Development Department said that the industrial park at Camden had "stagnant growth" with Cotton Belt controlling the trackage, so the new line was approved.

The Rock Island sought to intervene in the fall of 1971 contending that the new charter would reduce its revenues, but the ICC did not allow this intervention.

The organizers of the East Camden & Highland Railroad (Highland Resources, Searcy W. Harrell, Jr. and Allen P. Roberts) said that the SLSW provided service to the park on an unprofitable basis and that the new railroad's costs would be less because only 3 crewmen were required on shortlines whereas the Cotton Belt required 6 crewmen on their trains. The state's "full crew" law was blamed for making the Cotton Belt keep so many per train, thus making their operations to the industrial park unprofitable.

At Junction City, the EACH runs through on an as-needed basis on its way to Lillie and a particleboard plant. The TOP picture shows the former Rock Island trackage through Junction City. This very track was used by an EACH locomotive only 4 hours prior on this August 5, 1986. BOTTOM - Lillie, Louisiana is where the EACH tracks end. Williamette Industries, Inc's plant is at the end of the line.

Ironically, the Cotton Belt, which had supported repeal of the "full crew" laws, took the position in its opposition to the shortline that the new line's three-man crew would be unsafe.

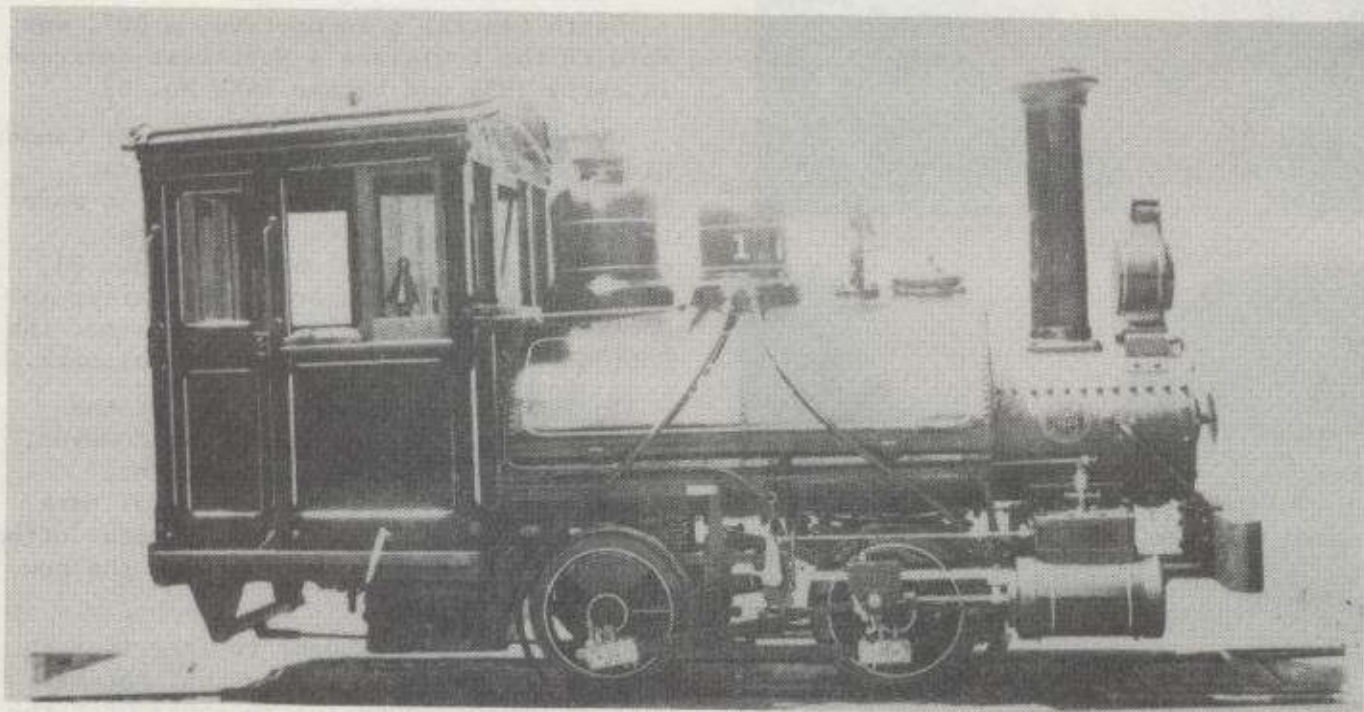
The tracks in the Highland Industrial Park (which includes at least 25 industries plus Arkansas's Police Training Academy and Fire Training School and various Defense Department contractors) were laid by the Navy in World War II and the Korean War. The park used to be the Shumaker Naval Ordnance Depot.

In the late 1960s, it was auctioned off and Highland's predecessor purchased the 65,000 acres from the Texas Railway and Equipment Salvage Company, who first got it at auction. Miles and miles of track were taken up (everything was served by rail in the park), but 63 miles remain today. (In 1983, 20 miles of track were leased from another source, making EACH's total operated track of 63 miles in this park).

As of August 5, 1986, EACH had 11 employees and hauled about 120 carloads a week. Current Vice President is George R. O'Connor who took over the reigns of Don Ghent, who retired January 1, 1986.

The Each Camden & Highland owns 6 locomotives, 3SW12's, 2 NW2's and 1 GP7. Number 60 was formerly Pittsburg & Lake Erie #8746 built by EMD at LaGrange in March of 1949. This engine operates the El Dorado Division to Lillie, Louisiana and is stationed in El Dorado along with #457, a GP7 not currently running. Three SW12's switch the Camden park along with another NW2, #62 (formerly Chicago & Northwestern #31 built in 1945). They lease about 736 cars from ITEL.

- END -



AN ORPHAN RAILROAD

by: Clifton Hull

Near Portland, Maine, there was an orphan railroad owned by the S. D. Warren Paper Co. It had no name, was 2-foot gauge, did not cross a state or county boundary nor did it cross a railroad or highway. The Interstate Commerce Commission did not know it existed, and neither did the Public Utilities Commission of Maine. It was built to connect with a spur off the Mountain Division of the Maine Central. Maine Central crews shoved long strings of loaded pulp wood cars down the spur. These racks were transferred to the narrow gauge cars, two cords of wood per car.

The narrow gauge trains were hauled away to the Warren mill by one of two little teakettle engines owned by S.D.W. Co. they were No's 1 & 2, built by Baldwin in 1895, with 7-inch x 12-inch drivers, Tractive Effort 2,500 pounds, weight 14,000 pounds. Each engine carried 200 gallons of water in her saddle tanks, and 200 pounds of coal under each seat box, so no tender was required. When the fireman needs to put in a fire, the engine stopped and he climbed down on the ground to do it. There was a rumor that he put water in the boiler with a medicine dropper. Engineer Joseph Gravvel denied it.

The road's equipment included 110 pulpwood cars. The mill used 90 carloads a day, at 2 cords per car, so the little 0-4-0 was kept pretty busy.

- END -

EAST OF SUEZ

by: William Church

(From the book "My Love Affair With the Blue and Gold" by Church, a retired Missouri Pacific conductor)

Like the British Tommys in Kipling's "Road To Mandalay", I too shipped East of Suez for that mysterious Middle East, where I spent 31 months as a soldier-railroader in World War II operating the Iranian State Railway in Iran.

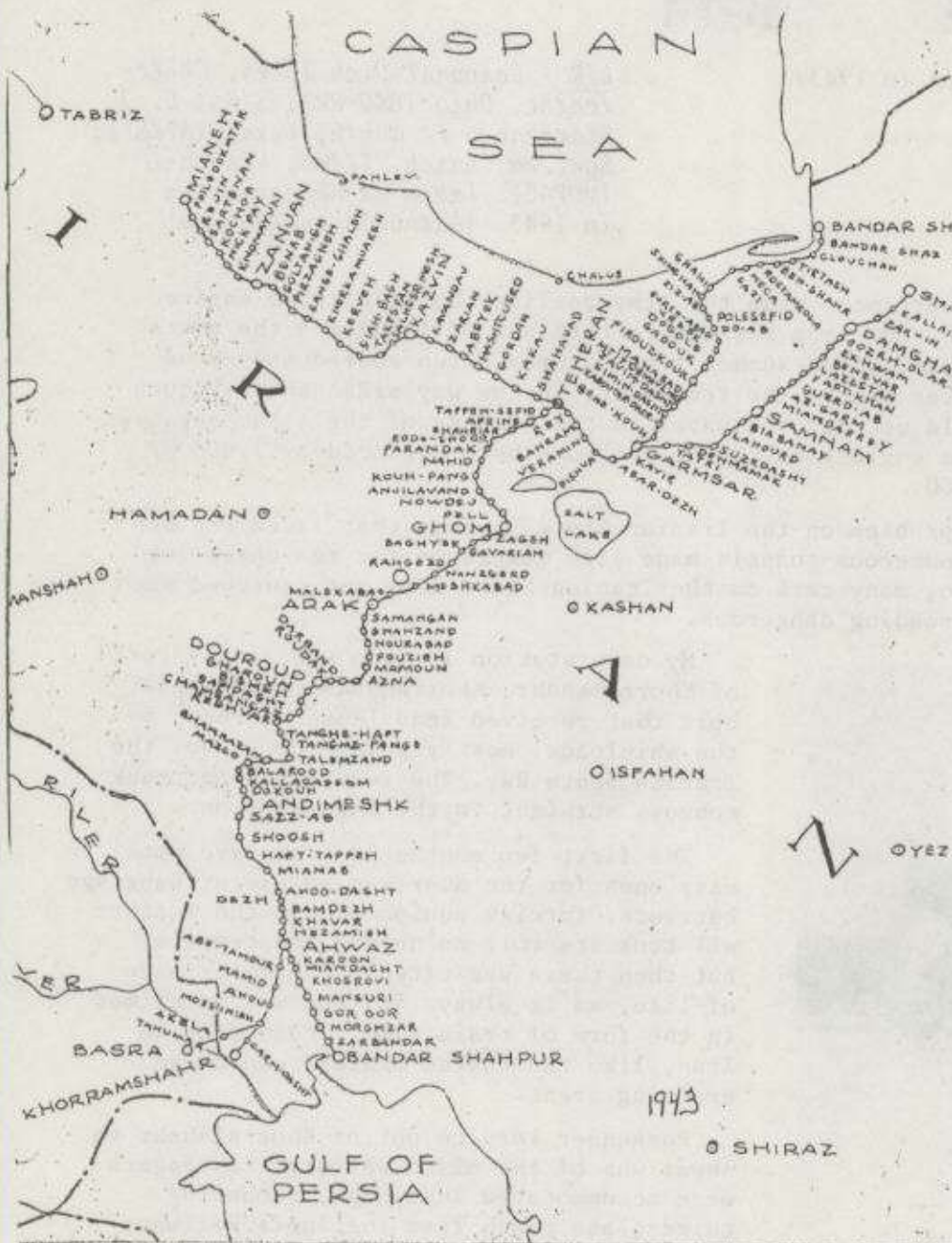
By the summer of 1942 the German Legions had hammered Marshal Stalin's Red Army down to its knees. The Third Reich's submarine fleet had destroyed millions of tons of Allied shipment in the North Atlantic. As a result, it was next to impossible for Russia to receive the much-needed Lend-Lease war supplies from England and the United States that was essential for them to stay in the war. It was evident by the first of 1942 that an all-weather overland route was needed by the Allies if Russia was to survive.

The Middle East, rich in oil deposits, had another valuable asset in the form of an all-weather rail line from the warm water ports of the Persian Gulf in Iran to the Caspian Sea on the border of Russia and Iran. The standard gauge Iranian State Railway was this all-weather line.

The Iranian State, a 927 kilometer (576 miles) railway connecting the capitol of Iran with the warm water sea ports on the Gulf, further connecting the capitol with the Russian Railways to the north via a rail ferry across the Caspian Sea at the port of Bandar Caspian, became the major overland supply route to Russia from the United States. (See map to left).

While the Americans were organizing and training Battalions of Railway Troops to operate railways in war zones, the British sent two railway companies to Iran in the early part of 1942 to take control of the Iranian State Railway from the Gulf port of Bandar Shahpur to Teheran. The Russians sent railway men and women to operate all lines north out of Teheran. Iranian Nationals who were already trained in railway work were kept in service along with hundreds of others that were ready to be trained.

The first American Railway Battalion to arrive in Iran was the 711 Railway Engineers who had just completed building the Claiborne and Polk Military Railroad at Camp Claiborne, Louisiana. By the end of December 1942 the 711 Railway Engineers took control of the Iranian State from Bandar Shahpur on the Gulf and Khorramshahr on the Shatt El Arab River to Douroud, some 773 kilometers of main line. This take-over included operating three major



ports and terminals plus two intermediate terminals from the Gulf, across the Iranian desert through the Zarango Mountains. By January 1943 other railway troops arrived and by February the United States Army was operating the entire line from the Gulf of Persia to Teheran.



*Khorramshahr to Ahwaz mixed train in 1943.
(Author's collection)*



L/R - Corporal Dick Ivler, Chillicothe, Ohio (B&O RR); S/Sgt E. J. Blackerby, Ft Worth, Texas (AT&SF); Sgt. Wm Church, Illmo, Missouri (MOPAC). Taken at Khorramshahr in 1943. (Author's collection)

Weather conditions in the desert soon made the Army realize that the steam engine would have to be replaced on the runs from the desert terminal of Ahwaz and the ports of Khorramshahr and Bandar Shahpur, where summer temperatures often soared above the 150 degree mark. Such temperatures heated the feed-water in the way side tanks to such a degree that the injectors would not put the water in the boilers of the steam engines. So, by mid-summer 1943 all steam engines on the desert runs were replaced by 1,000 HP six-axle MU diesels built by ALCO.

The desert was not the only problem on the Iranian State Railway that faced the men of the 711. The mountains with numerous tunnels made life miserable for men operating steam engines through them. Also, many cars on the Iranian State were not equipped with air brakes making mountain railroading dangerous.



My duty station in Iran was at the Port of Khorramshahr. Khorramshahr was a major port that received lend-lease material by the shiploads, mostly going north over the Iranian State Rwy. The rest moved in truck convoys straight to the Russian front.

The first few months in Iran were not easy ones for the American soldiers. Language barriers, foreign equipment and the weather all took its toll on nerves and tempers. But then there was often the lighter side of life, as it always is, and was sometimes in the form of train time. Train time in Iran, like the United States, can be an exciting event.

Passenger service out of Khorramshahr to Ahwaz was of the mixed variety. Passengers were accommodated in a huge, lumbering third-class coach from the India Railways that was coupled onto the rear of the afternoon departure of the Ahwaz-Khorramshahr civilian goods train. This car dubbed

Jack O'Melia (Albany, New York) is seen holding a type of automatic coupler at Khorramshahr, Iran in 1943. (Author's collection)

by Khorramshahr switch crews as "Noah's Ark" was the only authorized method of travel by the Iranian State Railways for Iranian Nationals who wanted to travel by train out of Khorramshahr, and usually carried a large number of passengers daily.

As the modern Country-Western singers sing today, "All The Girls Get Prettier At Closing Time", so did the girls in Iran, especially after some months stationed in Khorramshahr, turning the G.I.'s into A.W.O.L.s'. The term A.W.O.L not meaning "Absent Without Leave" but "A Wolf On The Loose". And the Khorramshahr detachment of the 711 Railway Engineers had its share of A.W.O.L.s'.



ABOVE - "Lovers?"--"Somewhere East of Suez"; TOP RIGHT - Russian Crew, Teheran-Bandar Caspian. Engineer Iseav Issayov, Fireman Mm. Valeyina Verbanova, Conductor (Iranian) Aziz Bidar. Taken July, 1944. BOTTOM RIGHT - American crew, unknown names, Andimeshk to Douroud. (Author's collection)

One hot, dusty, dry day a family of an undetermined number, herded by a bearded turbined Iranian set up house-keeping on the shady side of the yard office while waiting for the departure of the Daily Mixed Train.

While the head of the tribe bargained with Mr. Arab Pour (Son of Arab), the Iranian station master, over countless cups of tea and numerous pipes of tobacco about the proper charge to be made for passage of the family, the rest of the family, which consisted of several wives and children, went about their duly assigned chores.

The lowly duty of carrying water for household use was assigned to the youngest wife, who had to make numerous necessary or unnecessary trips to the water hydrant located just outside the yard office door.

Much to the enjoyment of all of the A.W.O.L.s, who managed to be on hand every time this dusky lass would draw water, she would lift the huge water pot to the crown of her head, steadying it with one hand, holding her veil with the other, but not before giving the audience a sly glance, then walk off with an enchanting swing that only comes with years of walking barefoot carrying bundles on a head. "Ball-bearing action", as one G.I. called it.

As was the custom, just before departure time, Sgt. "Ding-Ding" Hilton shoved "Noah's Ark" to the passenger loading area and the milling crowd of passengers made for the train.

Our dusky beauty, the water carrier, gathered her assigned household possessions and hoisted them to her head, and before drawing her veil completely over her face, gave a quick glance to the small group of G.I.s who were taking in the main event of the day. Then with that enchanting swing, strutted down the platform to "Noah's Ark", where Sgt. "Ding-Ding", with all the manners of a well trained passenger conductor, boosted her up the steps.

"Damn," said Dick Iuler to Sgt. Blackerby and me, "she is the very picture of Hedy Lamar."

"I don't think so Dick. She is the very picture of Rita hayworth."

"Hell's Bells," roared Staff Sergeant Blackerby in his best close order drill voice. "Are you two yard birds bucking for a section eight?"

"I thought she was a dead ringer for Betty Grable."

"Oh my aching G.I. back."

So move over Mr. Kipling, here is what one G.I. Railroader thought about your country "East of Suez."

Somewhere in Iran, where the Sun is like a curse.
And every day is followed by another slightly worse.
There the brick red dust is blowing thicker than the shifting desert sand.
While G.I.'s dream and wishes for greener, fairer lands.

Somewhere in Iran where all the women are unseen,
Where the sky is never cloudy and the grass is never green.
There the jackals howl at night, robbing men of blessed sleep.
And there isn't any whisky and beer is never cheap.

Somewhere in Iran where the nights are made for love.
And the yellow moon's a spotlight, with silver stars above.
Sparkling like a diamond necklace in the vasty tropic night.
There is a shameful waste of beauty, for there ain't a girl in sight.

Somewhere in Iran, where the mail is always late.
And a Christmas card in April is considered up to date.
There we never have a payday and we never owe a cent.
But we don't miss the money, cause we couldn't get it spent.

Somewhere in Iran, where the snakes and lizards play,
Where a hundred thousand sand flies replace the one you slay.
Oh! take me back to the USA, let me hear the factory bell.
For this GOD FORSAKEN COUNTRY is just a substitute for HELL.

(Author unknown, written in the Persian Gulf in 1943)



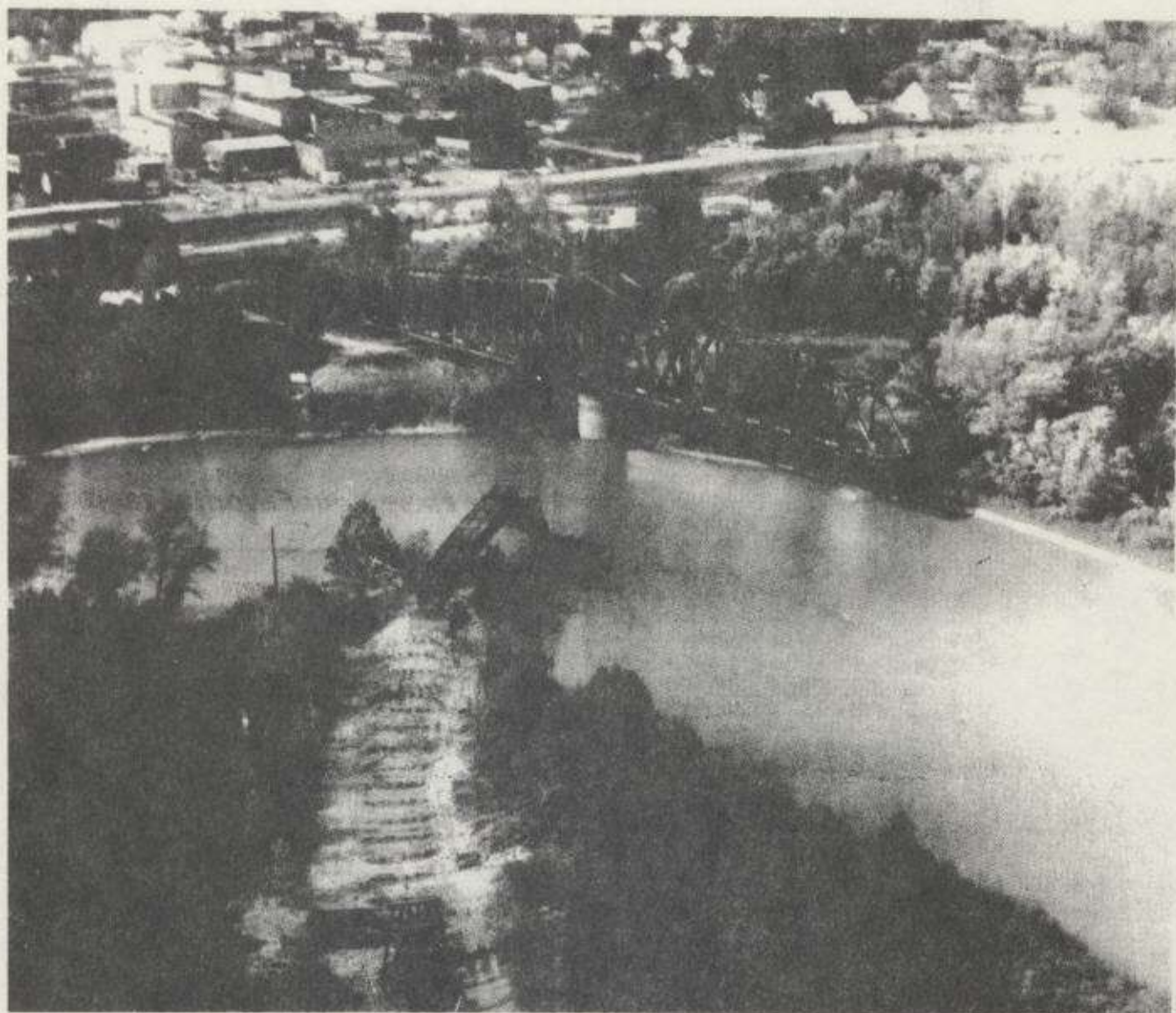
Northbound train through Azna, Iran, 1943. (Author)

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- 10 -





The old Frisco rotating railroad bridge in Pocahontas, Arkansas was rotated for the first time since 1947 the week of October 1, 1986, prior to its being pulled down and demolished on October 3. The Frisco ne. Burlington Northern spur tracks into Pocahontas were abandoned in 1985. (POCAHONTAS STAR HERALD photo by Randy O'Donnell, used with permission). The old Frisco depot can be seen in the upper part of the picture. For many years, life in Pocahontas centered around the depot and the bridge.

BATTLE FOR TRAIN BRIDGE LOST! - (Pocahontas) - The big railroad story in Arkansas the past month was the demolition of the old Frisco Railroad turning bridge over the Black River in Pocahontas on October 3. This bridge was built in 1912 and was at that time the longest single-span bridge in the world, 425 feet long. (It was the second longest in 1986). It has not been used as a railroad bridge since the summer of 1985 when the Burlington Northern (formerly Frisco) abandoned its spur into Pocahontas. Efforts to save the bridge as an historical landmark were too little and too late.

Southwest Salvage Company of Malvern was responsible for getting the bridge down. They will sell the 1,000-ton bridge as scrap to a St Louis firm (Shannon Salvage Company) for \$70 a ton.

The bridge was much harder to bring down than anticipated - taking 4½ days to fell instead of one. To get it down, dynamite had to be used eventually in the center pier, on which the bridge was rotated.

Hundreds of people came down to the river to witness the old bridge's last days. To quote Edd Ross, 82, of Pocahontas (as taken from the JONESBORO SUN), "I watched them build it and I kind of wanted to see it torn down. I'd like to keep it up myself. I know a lot of others who would love to see it stay." Ross said he walked across the bridge in 1915 when the flood swollen Black River slogged against the railroad ties. "I've seen kids climb to the top, too", he said. "One time the fire department had to rescue one who was scared to come down."

She was a strong ole girl and didn't want to leave us!

Our city's 75-year-old turning train bridge lies in a crumpled heap beside the pier upon which it had rested the past three-quarters of a century, and its conquerors are now attacking its superstructure like ants on fallen prey. In a few days, our familiar landmark will be no more.

But, she didn't go down without a fight! Her stubborn will to survive required a Malvern salvage company crew a week to do what it had hoped to do in a day. -- And when "Old Faithful" finally went down she had certainly won their respect!

Day after day, as her antagonists attempted new tactics to bring her down, and cable after cable was snapped, the number of spectators grew in such number that the riverside easily became our city's most popular spot. Business slackened for many as stores were left with skeleton crews in order that all who wished to witness the death of giant could be there. For many, comfortable chairs were brought in the early morning, a "picnic" was enjoyed at noon, and the spectators didn't leave till dark drove them homeward.

Some of the spectators soon found that bridge watching was better than going fishing. To some, the demise of the bridge was somewhat painful. Others, perhaps really didn't care.

As days passed and the stubborn old girl refused to topple, crowds became larger, and as many different tactics were employed, it became something of a game with many who knew that death was near. And after a week of watching, they didn't want to leave the site for even a minute for fear they'd miss the grand finale---the actual collapse of the bridge.

Like a sturdy old soldier, the bridge was still obviously well in control at the end of the fourth day, at which time the salvage crew announced that it would try dynamiting the pier upon which the bridge rested, and preparations began.

By this time, all who were witnessing the struggle realized that the bridge had seemed to assume character as if it had life and were saying to all: "I was destined to be here always; I refuse to die!"

The morning of the fifth day dawned and many of our townspeople must have felt as Francis Scott Key did when he wrote the Star Spangled Banner and looked through the mist and saw that our flag was still there.---When we looked Friday morning, our bridge was still there!

Holes were drilled and 20 sticks of dynamite were placed into the pier; wires were readied and the big moment finally came. Onlookers withdrew and sought safer vantage points. All was quiet as a worker detonated the fuse. But nothing happened! A giant cheer went up from the crowd and there was a wave of applause. The tenacious lady had won again!

And, one thing was now established. The crowd was now strongly in support of the bridge. At this point, many were heard to say that they hoped the gallant old survivor would stay where she was forever!

But, the bridge's last victory was short-lived. After rewiring by the demolition crew, another attempt was made,---the blast sounded; the pier cracked; a backhoe added the coup de grace, and our fine old landmark finally toppled, twisting and popping its mammoth-sized rivets as if met the ground.

The stubborn tenacity with which the old bridge hung onto life has made us regret deeply that we didn't make more effort to save it. A drive was mounted in recent weeks to preserve the structure, but it was too little and too late.

Perhaps, however, we have learned a lesson. Perhaps, when our community is again faced with relinquishing an item of historical significance we will manifest more interest and move with more haste to preserve the few such landmarks we have remaining.

Just about one week before the railroad bridge was demolished, a new Highway 67 bridge over the Black River was opened, just a short distance downstream. (POCAHONTAS STAR HERALD)

\$2.6 MILLION SUIT FILED AGAINST SOUTHERN PACIFIC - (Forrest City) - The wife of a former Forrest City council alderman who died earlier this year in a train-car collision, has filed a \$2.6 million lawsuit against Southern Pacific Railroad and engineer J. M. Holdford. The accident, which occurred at the S. Rosser railroad crossing, happened in July. The suit also refers to the crossing as abnormally dangerous. A Forrest City police department spokesman said a warning bell at the crossing was operational at the time of the accident. There were no warning lights at that crossing. (FORREST CITY DAILY TIMES-HERALD)

FIRE DESTROYS TRESTLE - (Jonesboro) - Fire destroyed a trestle on the Union Pacific just south of Jonesboro September 29. The wooden bridge was a total loss with rails being bent and distorted by the heat. A railroad crew had passed across the trestle just hours before the blaze broke out and reported seeing minor smoke at that time. (JONESBORO SUN)

UNDER STEAM - (Pine Bluff) - SLSW 819 moved over the rebuilt crossing at the Cotton Belt's Pine Bluff shops Wednesday, October 15 to its usual location between the two buildings. Although the whistle was blown very low, due to the stillness of the wind and unusualness of the sound, it was heard as far away as 65-B near the new Pines Mall-Admiral Benbow area.

LACK OF FUNDS MAY SLOW MARKING PATMOS CROSSING - (Patmos) - Marking the Louisiana/Arkansas railroad track crossing state highway 355 where four teenagers were killed in a car-train collision last April may take another year. Due to a backorder of crossing supplies and lack of Federal funds, the project may take another year to complete. However, when supplies do finally arrive, it will take only about three weeks to install the signals. (TEXARKANA GAZETTE)

ANOTHER ACCIDENT - (Morton) - Three youths were killed October 11 as a train struck their car at the highway 269 crossing at Morton (Union Pacific). A sixteen-year old girl was driving. The accident killed her 12 year old sister and 8 year old brother and seriously injured her 6 year old brother and her mother. The family name was Huddleston.

FREIGHT TRAIN STALL TRAFFIC - (Prescott) - A Union Pacific freight train held up traffic for around an hour September 25 in Prescott. The train was losing its air pressure and had to stop to repair the lines. (NEVADA COUNTY PICAYUNE)

NEW ARKANSAS & MISSOURI RAILROAD OPERATING - (Springdale) - Since September 1, the Arkansas & Missouri Railroad (which took over the Burlington Northern from Monett, Missouri to Fort Smith, Arkansas) has been operating at a slower than normal pace due to gauge problems. A&M's owner, J. A. Hannold, said on October 1 "When Burlington Northern knew it would sell the branch it stopped maintenance. Now we're frantically trying to correct gauge problems on the track in order to prevent derailments. There is also a commitment to begin replacing 20,000 ties. Another problem facing the A&M is the erratic interchange of cars from BN. Some days they have 12 cars to pick up, the next day they'd have 120.

In railroad management for 20 years, Hannold operated three lines before purchasing the BN track in Arkansas. He also owns the Delaware & Maryland RR on the east coast.

Hannold said that the first traffic on the new road will be sand from Fort Smith to Rogers, relieving some of the heavy truck congestion on Highway 71.

When the BN sold the line to the Arkansas & Missouri, about 70 employees were affected. A number were offered jobs with the A&M and despite rumors of lower wages to be paid by the new owner, 24 chose to accept the new jobs. Ninety-five percent of A&M's train crews are former BN employees.

In discussing wages, Hannold said that he felt his train crews are paid fair wages according to the prevailing local rate. Although they are paid \$9 to \$10 per hour as opposed to about \$14 per hour paid by BN, they also participate in a 30 percent profit-sharing program. The average hourly pay for truckers in this area is \$8 per hour.

Headquarters for the Arkansas & Missouri is in the former BN depot on Emma Avenue at Commerce Street in Springdale, Arkansas. A dozen diesels are operated by the A&M. Much of the local market involves poultry. About 50 percent of the inbound traffic is grain. (SPRINGDALE NEWS)

AWARD NOMINEES ARE ANNOUNCED - (Pine Bluff) - A total of 153 nominations were made at Pine Bluff for nine community service awards to be handed out October 23 at the Pine Bluff Convention Center. Sixteen civic organizations were nominated, including the Cotton Belt Rail Historical Society's Project 819.

DEPOT SAVED - (Earle) - Earle, Arkansas's old Missouri Pacific depot will be restored as a county museum. The Crittenden County Museum Board has been elected to do just that. Work will begin this fall. Meanwhile, the old Rock Island station in North Little Rock (the Argenta station) will be the site of one of many "haunted houses" this Halloween season sponsored by KKYK radio and the JayCees. (WEST MEMPHIS EVENING TIMES)

UNION PACIFIC HONORS MAN FOR HELP IN AVERTING TRAGEDY - (Batesville) - Ray Dean Wright, a former Missouri Pacific engineer, reported a railroad trestle near Bethesda (outside of Batesville) was destroyed by fire May 6. "His action saved the lives of the people on the front of the train and undoubtedly prevented a major derailment," said Larry Hardin, Union Pacific assistant trainmaster at Cotter. Wright said he immediately phoned the railroad's chief dispatcher at North Little Rock as well as the Bethesda Fire Department. Via radio, a train was stopped only eight miles from the burning bridge. For his action, Mr. Wright was presented with five shares of Union Pacific stock, which closed at \$57 3/8 on October 1. (BATESVILLE GUARD)

MOTIVE POWER OF THE NEW ARKANSAS & MISSOURI - (Springdale) - Here's what's running as of September, 1986: Five ex-SBD Alco C-420's (A&M #44, 46, 48, 56, 58); ex-CR GP-40's #3083 and #3165 (to become A&M #60 and #62); ex-MDDE Alco T-6's #12 and #14, RS-1 #22, RS-3 #42, C-420's #52 and #54. (THE SHORT LINE, issue #80, September 1986)

GENERAL RAIL NEWS

TRIVIA QUESTION - What company owns the cars with the reporting initials "CB RY"? The answer is not Cotton Belt - their reporting marks are SSW. These cars are sometimes used in service between Seguin, Texas (near San Antonio) and Port Elizabeth, New Jersey. The answer is unknown to the submitter - if anyone knows, please let your editor know.

CURRENT ROSTER OF ENGINES OF THE KANSAS CITY SOUTHERN RAILROAD (as submitted by Bill Bailey):

<u>MODEL</u>	<u>KCS NUMBERS</u>	<u>YEARS BUILT</u>	<u>HORSEPOWER</u>	<u>QUANTITY OWNED/LEASED</u>
F-7	(70-76)	(1949-1951)	1500	3
F-7	(4054-4064)	(1949-1951)	1500	8
SD-40	(600-636)	(1966-1971)	3000	30
SD-40-2	(637-692)	(1972-1980)	3000	56
SD-40-X	(700-703)	(1979)	3500	4
SD-50	(704-713)	(1981)	3500	10
GP-40	(748-795)	(1966-1968)	3000	45
GP-40-2	(796-799)	(1979-1981)	3000	4
GP-38-2	(4000-4011)	(1974-1978)	2000	12
SLUG	(4050-4080)	(Various)	SLUG	18
GP-30	(4101-4119)	(1962)	2000	14
NW-2	(4125-4229)	(1938-1948)	1000	24
NW-2-ACMU	(4203-4214)	(1946-1948)	1000	3
SW-7	(4300-4315)	(1950-1951)	1200	13
SW-1500	(4320-4362)	(1966-1972)	1500	43
MP-15	(4363-4366)	(1975)	1500	4

This roster was valid as of July 1, 1986. The KCS numbers represent the first and last number in the series and may not always add up to the exact quantity owned or leased.

SP-SANTA FE MERGER - The proposed merger of the Southern Pacific and Santa Fe is far from dead. On October 9, the ICC said it would give SP-SF Corporation 60 days to develop evidence in support of its petition to reopen the merger case. (As you know, the merger was denied by the ICC on July 24). John Schmidt, SFSP Chairman, said an important step toward correcting perceived anticompetitive impacts of the original merger proposal was reached September 22, when SFSP and the Denver & Rio Grande Western entered into a memorandum of intent and settlement agreement resolving their differences in the merger case.

Also, the Department of Defense is getting into the act. DOD Secretary Casper Weinberger says the ICC should consider the economic health of SP and Santa Fe before rejecting the proposed merger. In a letter to Rep. John Slattery of Kansas, Weinberger said the SP and Santa Fe make up about 25 percent of the nation's strategic rail transportation network. Because of this, he said, the DOD "is certainly concerned when carriers in the network are economically failing."

Weinberger said, "In view of the substantial portion of the strategic rail network operated by Santa Fe and Southern Pacific, and the importance of the military installations they serve, we have decided it would be beneficial for the Department to advise the ICC of national defense concerns." The DOD will ask the commission to "consider the economic ability of the applicants individually or collectively, to continue uninterrupted service over the rail lines designated important to national defense prior to making a final decision in this matter," he said.

According to GULF COAST RAILROADING of the Houston chapter of the NRHS, a major item of dispute in this matter is the health of Southern Pacific. Southern Pacific, as a railroad, is in a severe retrenchment. The number of employees has been reduced by 28 percent since 1980. According to the 1985 Annual Report, the road's operating ratio, the percentage of revenue that is cost, was 99.4%. That means that, as a whole, SP was not making any money. The only industry that comes close to that performance is super-market chains, where cost is often 98% of revenue.

On October 10, the ICC issued its formal written decision denying the merger of SP and SF. The impact of the proposed merger, according to the decision, would be most anticompetitive in the southern corridor, for business between California and the Gulf/Southeast and between California and Phoenix/Southeast/Gulf. "...that area must be assured of continued rail competition comparable to that now available before the consolidation could be approved", the commissioners said.

The decision said that the Union Pacific/Missouri Pacific southern corridor trackage rights would appear to solve the competitive problems, but that they "would insert SPSF's strongest competitor into the heart of its system."

The Commission acknowledged that SP is not in good financial shape but refused to accept the argument that SP's financial failure is imminent. (THANKS TO SP UPDATE for most of the above)

THE LAST WORD - A recent Southern Pacific derailment in Grover City, California has created a stir in the community. Some loaded tank cars were among those that derailed, but there were no leaks or injuries. It was the first derailment in memory at Grover City and prompted several outraged letters to the editor of the local newspaper.

Into the fray stepped SP engineer Steve Grab. In a letter to the editor responding to the outcry, Grab states the apparent unconcern of motorists "flying down the freeway inches apart from trucks bearing toxic chemicals or two-trailer loads of gasoline..." He also mentioned two recent highway accidents, one that killed several people, and says, "I did not note any concerned citizen letters in your paper protesting the potential disaster." Grab said the train accident was apparently caused by a failed journal on a Canadian boxcar.

(SP UPDATE)

AMTRAK MUSINGS - October 26 timetable changes affecting Little Rock is the slight change in times of the "Eagle". The northbound, #22, now arrives at Union Station at 11:57 PM on Tuesdays, Fridays and Sundays (instead of at 12:27 AM). The southbound, #21, arrives Mondays, Wednesdays and Saturdays at 6:11 AM instead of 6:52 AM. Still those midnight trains in Little Rock, however. -- Rumors are that a new train is being thought of between the "Crescent" at Meridian, Mississippi and the "Eagle" at Marshall, Texas. Also being considered is changing the routing of the "Eagle" between Fort Worth and El Paso, taking it straight west out of Fort Worth on the Union Pacific. A separate train would operate south of Fort Worth to San Antonio. Pipe dreams? Daily service?

OPERATION LIFESAVER TRAIN IN AREA - A special "Operation Lifesaver" train visited Texas and Louisiana in August, promoting rail-crossing safety and highlighting the dangers of trying to beat the train to a crossing. This train was called "Lone Star Limited" while in Texas and "Cajun Crescent" while in Louisiana. It's consist was famous UP E-9 #951, UP 95 (GP40X), KCS 702 (SD40X), cars UP 903009 (billboard car), UP 205 power car, UP 302 tool car, UP 1610 "Sun Skies" sleeper, UP 5716 baggage, UP 6206 lounge, UP 5000 cafe, UP 5480 coach, SP 293 coach, SP 289 "City of Angels" lounge, UP "Houston" business car.

DALLAS RAIL - The Dallas Area Rapid Transit Board adopted a revised rail plan on August 28 that calls for building 93 miles of rail lines by 2010. This action paved the way for DART to begin construction within three years. This system will eventually serve 16 cities in a 900-square mile area. (RAIL TRAVEL NEWS)

ROADRAILER - Benefiting from excellent cooperation of both the United Transportation Union and the Brotherhood of Locomotive Engineers, SP along with Cotton Belt and Burlington Northern, completed a highly successful test run of the RoadRailer train - a concept involving truck trailer equipment which, equipped with retractable rail wheels, can be quickly converted for highway use or vice versa, thus eliminating the necessity of loading it onto a flatcar - at 6:25 AM June 30 when the Chicago-originating train arrived at Los Angeles. The train was operated with a two-man crew over many divisions and was caboosless (34 cars long). It was a test train for General Motors!?!? The Cotton Belt operated the

RoadRailer (CHGMQ) between Kansas City and Tucumcari. Arrival in El Paso was nearly four hours ahead of schedule. (COTTON BELT GOLDEN EXPRESS NEWS)

INTERMODAL FOR REAL - Union Pacific and Overnight Transportation have combined. Overnight Transportation is mainly a trucking firm located in the East while UP is mainly in the west. This would mean that UP can have direct competition with other eastern railroads, using trucks. Another wave of the future?

UNION PACIFIC CARLOADINGS UP - Union Pacific carloadings were 3 percent ahead of last year's through September, 1986. Through August, over 2 million carloads of goods moved over the U.P. system, including more than 526,000 cars of coal. The bad news, however, is that for the month of August itself, carloads were down 12 percent. (INFO MAGAZINE)

"TOUGH GUYS" NOW SHOWING - This movie, made by Disney and starring Kirk Douglas and Burt Lancaster used the famous SP #4449 "Daylight" engine, ne. American Freedom Train, is now showing at theatres across the nation, including Arkansas. I understand that good train shots abound throughout.

FIVE-MAN CAB LOCOMOTIVES ON THE SOUTHERN PACIFIC - In the early Fall (late September 1986) there are about 100 SP locomotives equipped with 5-man seating. An additional 25 units are in the process of being equipped to accommodate five men and expect a total availability of 125 units before the end of the year. Locals requiring five-man cab locomotives in this area of the country are:

SAN ANTONIO DIVISION (5 units)

Gonzales	SA 31 R	Gonzales Local
Dallas	SA 06 L	KcKinney Local
Hearne	SA 47 L	Hearne-Giddings Local
San Antonio	SA 21 L/SA 88 L	Kerrville Branch/Rockport Line
Sanderson	SA 96 L	Sanderson-Valantine Turn

HOUSTON DIVISION (7 units)

Houston	HO 60 L	Millican Turn
Houston	HO 21 L	Sciba Local
Eagle Lake	HO 32 L	Eagle Lake Switcher
Nacogdoches	HO 52 R	Nacogdoches Switcher
McAllen	HO 54 L	McAllen-Harlingen Local
Harlingen	HO 55 L	Harlingen-Brownsville Local
Gregory	HO 52 L	Gregory Switcher

LAFAYETTE DIVISION (9 units)

Avondale	LF 54 L	53/54 Local
Schriever	LF 51/52/53 L	Lockport/Napoleonville/Houma Local
Baldwin	LF 30L	Bayou Sale Switcher
Baldwin	LF 31 L	Cypremort Branch Local
Lafayette	LF 25 L	56 Local
Lafayette	LF 26 L	519 Salt Mine/Midland Branch Loc
Lafayette	LF 23 L	Opelousas turn
Orange	LF 16 R	Orange Switcher #1
Baytown	LF 05 R	189/190 Local

PINE BLUFF DIVISION (9 units)

Malden	PB 09 L	Malden Road Switcher
Jonesboro	PB 07 L	Jonesboro-Paragould Road Switcher
Jonesboro	PB 06 L	Jonesboro-Brinkley Road Switcher
Memphis	PB 20 L	Memphis Road Switcher
Pine Bluff	PB 30 L	Fargo Turn
Stuttgart	PB 45 L	DeWitt Turn
Camden	PB 11 R	Camden Road Switcher
Mt. Pleasant	PB 79 L	Mt. Pleasant Road Switcher
Commerce	PB 71 L	Greenville Dodger

ACCIDENT RISKS - Car drivers aged 45 to 74 have the lowest risk of being in a car accident. Those under 24 are most likely to have one. Why not take the train and enjoy life? Says John D. Horachek of the Indiana Transportation Museum, "People have a jet-set mentality today. They don't want to enjoy traveling, they want to be there yesterday instead of tomorrow."

AAR OFFERING REWARD FOR RETURN OF CHILD - (Washington) - The Association of American Railroads is offering a \$25,000 reward for information leading to the safe return of 8-month old Christopher Abeyta, who was taken from his parents home in Colorado Springs, Colorado on July 14. Persons having information concerning the location of this child should contact the Colorado Springs police department at 303-578-6908 or the National Center for Missing and Exploited Children at 1-800-843-5678.

SSW WINS SUIT - The Cotton Belt has won a multi-million lawsuit filed in connection with the death of a man killed in a truck-train accident at Malakoff, Texas in 1984. The jury ruled the victim was responsible for his own death. The panel also awarded the Cotton Belt \$2.5 million plus \$500,000 interest for damages it suffered when the train derailed after impact. The railroad sought damages from the victim's estate and employer. The accident occurred March 30, 1984 when a dump truck collided with the SSW train. The driver, Robert McCool's widow sued Cotton Belt for \$3.5 million in damages and \$10 million in punitive damages. (Ed. note - more verdicts like this and maybe we'd have fewer crossing accidents!)

UNION PACIFIC CUMTOMER SERVICE - U.P. is establishing a centralized Customer Service Center (CSC) in St. Louis that will become the single point of contact for all customers in transacting their day-to-day business with the railroad nationwide. The national CSC will consolidate 40 regional units over the next 18 months. Each month, additional regional CSC's will relocate to St. Louis until the program is complete (in early 1988). (UP UPDATE)

ABOUT MUSEUMS OF THE RAIL KIND - Craig Presler of the Indiana Transportation Museum said this recently about railroad museums and refurbished rolling stock: "You're touching items that were a way of life, the care and concern of people who are now dead. You're reminded of how many people have gotten on and off these trains, what their lives were like. It's a time period during which America became a world power through the use and development of the machinery we are preserving." (NORTHWEST ARKANSAS MORNING NEWS)

NEWS updated through October 23. RAILROADER mailed in North Little Rock October 28. Will run the picture from Bill Merck in later issue. Also the 1930 map of the Rock Island's facilities in Camden from Andrew Thompson will be shared soon. And new residue labeling explained. Thanks to all.

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.

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

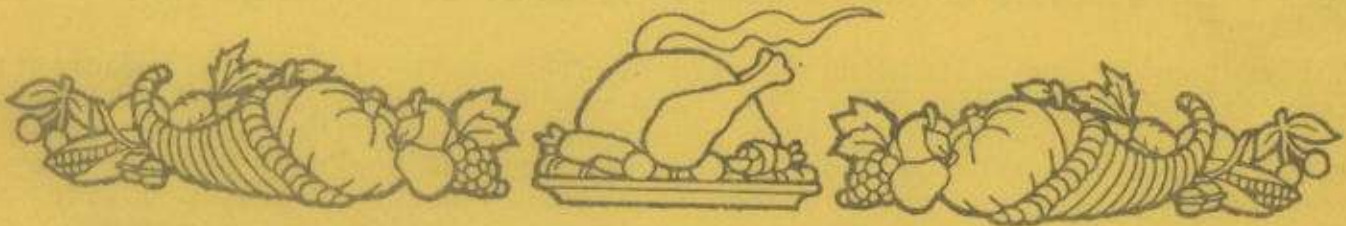
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents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

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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