



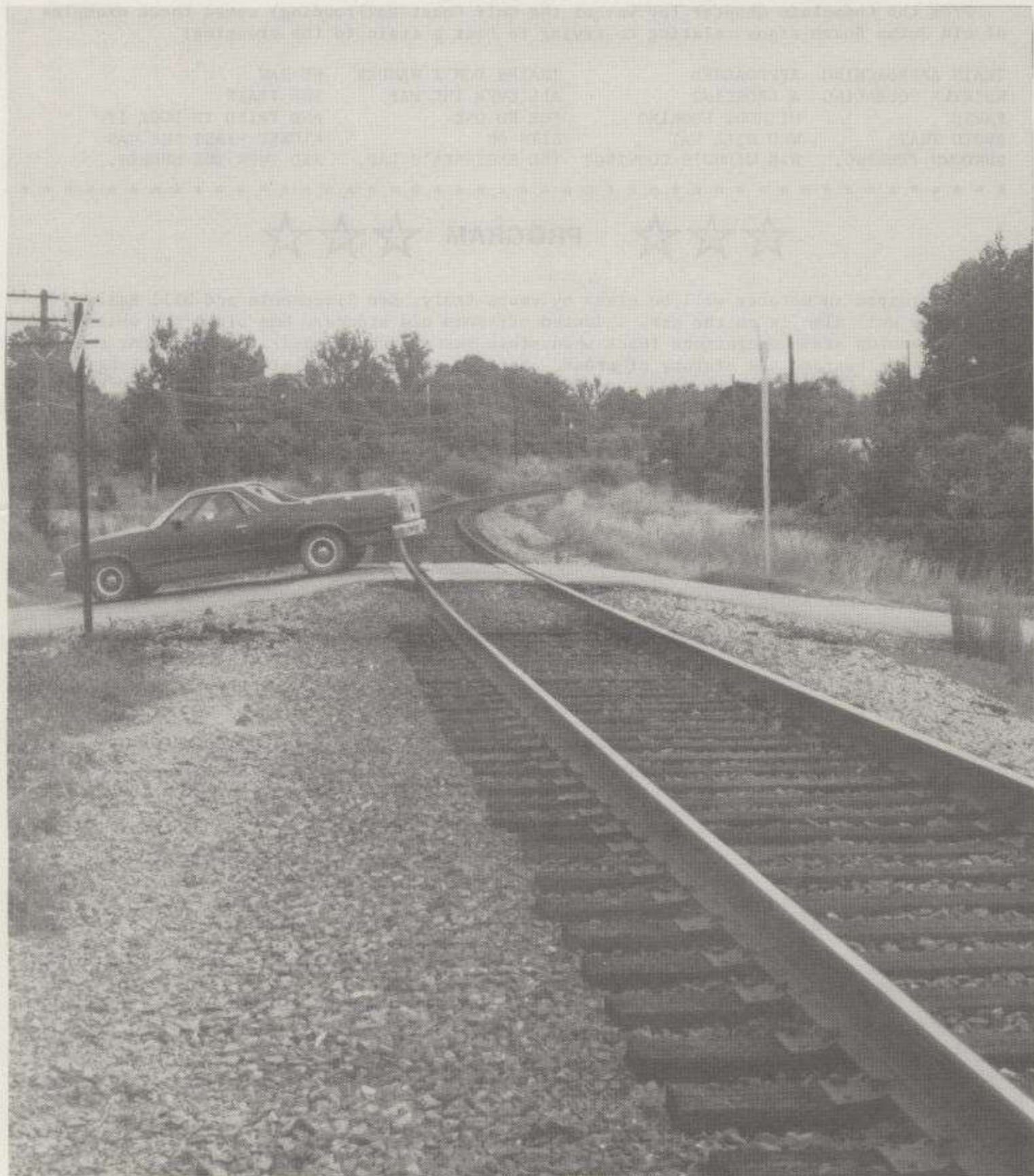
# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 15 NUMBER 10

OCTOBER 1984



DEATH AT A RAILROAD CROSSING - 8:55 AM, September 20, 1984 - a 19 year old man lost his life at this crossing on the Missouri Pacific's Little Rock-Fort Smith line a few miles west of North Little Rock. Can such tragedies be avoided? (See story on "Operation Lifesaver" on next page). Photo taken September 28 by Ken Ziegenbein.



OPERATION LIFESAVER-OPERATION LIFESAVER-OPERATION LIFESAVER-OPERATION

OPERATION LIFESAVER is a project by several railroads that has attempted to inform the public through educational materials of the dangers which exist at railroad crossings. It has existed since 1977.

A special train ran in Missouri between Kansas City and St. Louis on October 1 consisting of 6 locomotives and 6 special cars to help educate the public to railroad crossing threats. Arkansas Railroad Club member Jim Bennett rode the special, along with many reporters.

The first engine on the train, called the "Show-Me Special", was equipped with a TV camera, showing what the engineer saw to all passengers inside.

From the Champlain Chapter (by way of the Gulf Coast Railroading) comes these examples of old Burma Shave signs relating to trying to beat a train to the crossing:

TRAIN APPROACHING	APPROACHED	TRAINS DON'T WANDER	HE SAW
WHISTLE SQUEALING	A CROSSING	ALL OVER THE MAP	THE TRAIN
PAUSE	WITHOUT LOOKING	FOR NO ONE	AND TRIED TO DUCK IT
AVOID THAT	WHO WILL EAT	SITS ON	KICKED FIRST THE GAS
RUNDOWN FEELING.	HIS WIDOW'S COOKING?	THE ENGINEER'S LAP.	AND THEN THE BUCKET.

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☆☆☆ PROGRAM ☆☆☆

The program in October will be given by yours truly, Ken Ziegenbein and Bill Bailey with Gene Hull also in on the act. I dusted off some old standard 8mm black and white movies I have showing steam operations (back when steam was all there was!). These silent movies will sort of retrace the history of steam, starting off with "Western Trains of Long Ago" - and I mean LONG ago, like the turn of the century. Following will be "September Days of Steam", showing the last legs of steam, including some scenes in Arkansas I believe. Then I'll show a color silent movie of some first generation diesels, many of which are U.P.

Following this Bill Bailey will show slides of modern-day operations on the KCS, bringing us back into the Space Age, railroadwise.

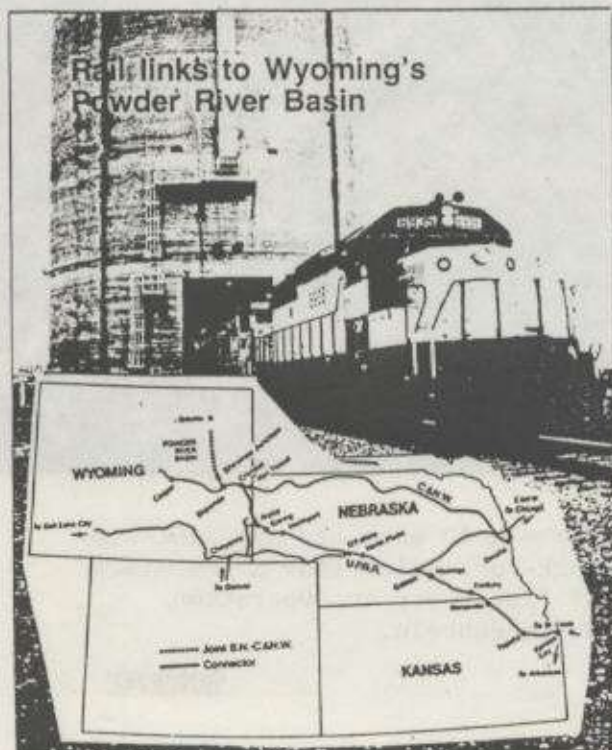
Gene Hull will show slides of he and Naomi's recent trip to Colorado, where winter set in early. Needless to say, trains will be a part of the presentation.

MEETING PLACE will be the same, the TCB Building just across the Arkansas River from Little Rock on Main Street in North Little Rock. TIME will be 2 PM, SUNDAY, OCTOBER 14. BE THERE!

Club President Randy Tardy will preside over the business meeting but then will be flying to Denver to meet with UP officials for a tour of coal mining facilities and ride a coal train from Lusk, Wyoming on the White River Division to the Independence Coal Power Station generating plant at Newark, Arkansas (near Batesville). This trip will be on America's newest railroad line, 107 miles of which have been recently reconstructed or recently built from scratch (the new line being in Wyoming).

The reconstruction and building of this new coal line was undertaken by both the UP and the Chicago and Northwestern Railroads. By 1985, the two railroads will be hauling more than 12 million tons annually on the line because of coal contracts with AP&L, Wisconsin Public Service Corp. and Northern States Power Co. The coal will go to power plants in Arkansas, Wisconsin and Minnesota.

A map of the new line is shown below:



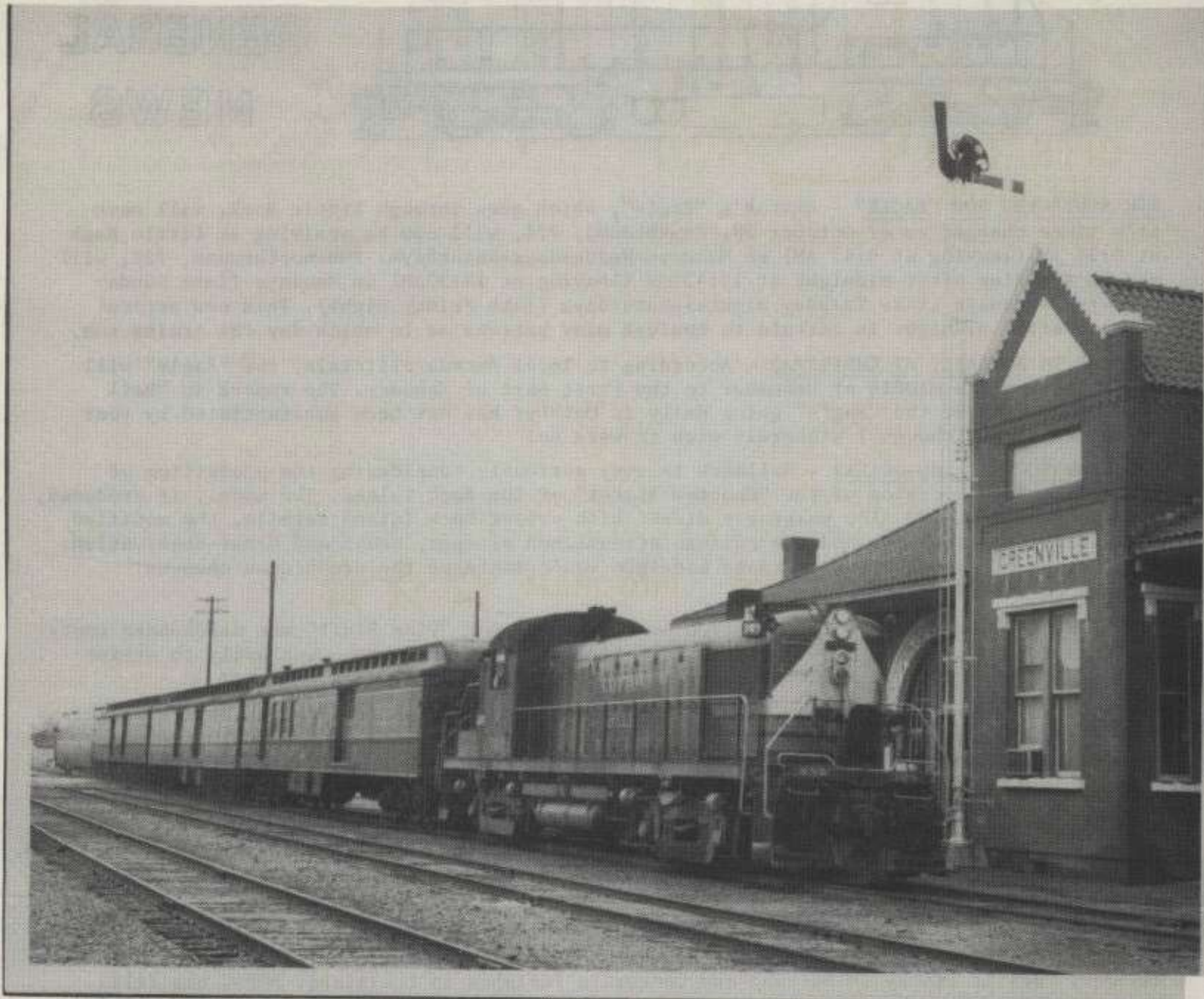
OBITS

MR. ROY FILES

Born 1903 - Died Oct 1, 1984

MR. N.E. PINNEO

Died Aug, 1984



NO GLAMOR QUEEN...Cotton Belt Passenger Train No. 108, making its daily afternoon stop at Greenville, Texas on February 19, 1956. This train was the Dallas-Mt Pleasant Stub and the power is RS-3 #309. Bringing up the rear is one of the Cotton Belt's "American Flyer" chair cars. After arrival at Mt. Pleasant, No. 108's equipment will be switched into Train No. 8 up from Tyler, which will then be enroute to St. Louis.

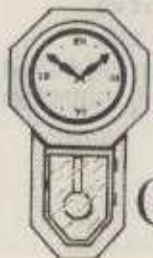
At the date of this photo all Cotton Belt passenger service was nearing the end of the line. The "American Flyer" equipment was sent to parent Southern Pacific who used the cars for sometime in San Francisco-San Jose commute service. After their days in this service ended, the cars were scrapped with the exception of one, which, an unconfirmed report had it, was sold to an individual who had it converted to a roadside diner. If this is true, this one's fate was better than its sister cars who all met the torch in the scrapyard. A very sad ending for some fine passenger equipment.

Although the Cotton Belt never had the passenger service like competitors MoPac, KATY, FRISCO, etc., generally it is not known that the line was first in the southwest to use streamlined chair car equipment upon the purchase of the "American Flyer" cars and they were very highly advertised as such. They could have very easily been nicknamed "The Low Level Superliner" of their day.

(Photo by R. S. Plummer from the collection of Bill Merck).

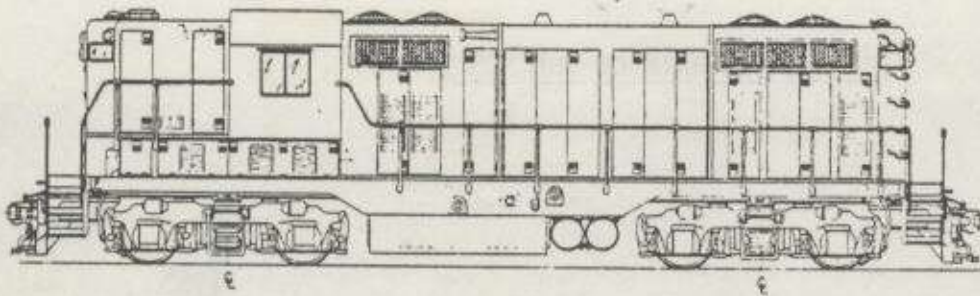
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Don't Forget to move your  
clocks back one hour on  
Saturday night, October  
27.



TIME  
CHANGE





## GENERAL NEWS

NEW SCHEDULES FOR "EAGLE" - Amtrak's "Eagle", which goes through Little Rock, will have it's times changed as of October 28. Southbound, #21, will now be arriving at Little Rock at 6:38 AM (leaving at 6:45 AM) on Mondays-Wednesdays-Saturdays. The northbound, #22, will now be arriving after midnight at 12:43 AM (leaving at 12:50AM) on Mondays (late Sunday night)-Wednesdays (late Tuesday nights)-Saturdays (late Friday night). This new arrival time of after midnight is certain to confuse many patrons as to which day the trains run.

"EAGLE" TO BE DAILY AT CHRISTMAS - According to local Amtrak officials, the "Eagle" will go daily from the middle of December to the first part of January. The rumors in "Rail Travel News" about the "Eagle" going daily in October has not been substantiated by your editor so far, although I sincerely wish it were so.

"CHOCTAW ROCKET", HO-SCALE? - Hallmark is very seriously considering the production of a HO-scale brass version of the "Choctaw Rocket" of the Rock Island. The model, if produced, will include a DL-109 Alco passenger diesel with proper Rock Island details, the modified heavyweight baggage-RPO, and the Pullman streamlined sleeper, coach and diner-observation. Expressions of support from Arkansas modelers would increase the production chances. (Thanks to Bill Pollard).

BUSINESS CAR "PINE BLUFF" SEEN - Cotton Belt Business Car "Pine Bluff" was deadheaded empty on train PBSAK on August 30, 1984 from Pine Bluff, headed westward, eventually to arrive at the Oakland, California shops of the Southern Pacific for repairs.

OTHER COTTON BELT NEWS - It has been learned that, as of September 1984, there are "talking" hotbox and drag detectors on some freights. Also, some trains are now beginning to use red lights on the rear of certain runs (instead of cabooses).

AUCTION HELD IN NORTH LITTLE ROCK - Union Pacific System auctioned off equipment from the old Missouri Pacific Railroad diesel shop on September 11. The old MOPAC diesel shop was recently replaced by the new Downing B. Jenks Shop complex. Sale items included machine tools, metal working tools, overhead cranes, drill presses, welders, air pumps, and an assortment of other tools and equipment. Understand the turnout was good.

MOPAC ABANDONMENT? - The president of Louisiana Midland Railroad met with Mississippi and Louisiana officials on September 4 to discuss the possibility of acquiring ownership of the Missouri Pacific tracks in Natchez and Concordia Parishes in Louisiana. MOPAC has filed an application with the ICC to abandon its tracks in Natchez and Concordia Parish, including the rail ferry. Government officials in Adams County and Concordia Parish have protested this abandonment.

"EAGLE" TO STOP AT ARKADELPHIA FOR SURE! - Amtrak's "Eagle" will begin stopping at Arkadelphia, Arkansas Monday morning, October 29. The train leaves Little Rock at 6:45 AM destined for the new Arkadelphia stop. This should prove a very fruitful stop for Amtrak, since two major universities are located in the town. Your editor plans to be there for the big occasion. Anyone else want to make the trip?

LATEST RIDERSHIP FIGURES - The "Eagle" carried 10,821 passengers in August, 1984, down slightly (by 8%) from the same month in 1983. Overall, Amtrak carried 1,842,676 passengers in August, up 1.2% from the previous year.

SDP-40's TRADED - Remember the SDP-40's which used to pull the "Inter-Americans" through Arkansas and elsewhere? A number of stored SDP-40s are now being traded to the Santa Fe for engines to be used as switchers in the Northeast Corridor. (RAIL TRAVEL NEWS).

MARSHALL, TEXAS PASSENGER STATION TO BECOME A MUSEUM - This grand passenger station, along the route of the "Eagle", will be renovated as a Texas Sesquicentennial Project and will house a proposed railroad museum. A contract has already been signed. (TEXAS NATIONAL DISPATCH via GULF COAST RAILROADING)

STONE SLEEPERS DISCOVERED IN NEW JERSEY - Hundreds of stone sleepers (ties) used on the first New Jersey railroad, the "Camden & Amboy", in 1831 have been found intact and in place near Trenton. The 1-foot thick, 100-200 pound stones were found where abandoned in the 1840's, some still in line. Twenty-six of the stones will be used by the Smithsonian as part of the "John Bull" display. (AP, PHILADELPHIA INQUIRER via GULF COAST RAILROADING)

MODEL-T INSPECTION CAR DONATED TO SMITHSONIAN - The Columbus & Greenville has donated the only remaining Model T Ford inspection car to the Smithsonian Institution. One of two ever built, the C&G had the car specially built in 1927 for \$867.34. The Model T was replaced in 1948 by a Buick, which is still in use by the Columbus & Greenville Railroad. (AP, HOUSTON POST via GULF COAST RAILROADING)



At approximately 3:00 PM on Monday, December 4, 1978, Cotton Belt's southbound PBDA7 train derailed three engines and twenty-two cars at milepost 279 near the Highway 54 road crossing, south of Pine Bluff in Jefferson County, Arkansas. Cotton Belt trains were rerouted over the Arsenal track to Baldwin where they entered Missouri Pacific rails for the trip to Texarkana, via Little Rock.

The first train over the repaired Cotton Belt tracks, the APLAA (Chicago to Los Angeles Auto parts Train), departed Pine Bluff yard at 9:36 AM on Tuesday, December 5, 1978. The APLAA was held at South Pine Bluff for the maintenance of way crews and the work train to clear. APLAA was cleared for southwest movement at 11:15 AM and was photographed on the approach to 34th Street in Pine Bluff at 11:20 AM. APLAA's power consisted of IC 8064 (GP10), ICG 6070 (SD40), and GMD 714 (GP38-2). This consist represented the pre-merger paint schemes of both the Illinois Central and the Gulf, Mobile and Ohio, and the post merger Illinois Central Gulf. (Photo by Danny Pennington).

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TRACTIVE FORCE REQUIRED TO MOVE CARS BEHIND #819

The resistance of car movement varies with the weight of the car, the speed, the curves and the grade. Average resistance of a car weighing 70 tons, with doors closed, on a straight, level track, is 3.00 pounds per ton at speeds up to 30 MPH. Now, if the grade and the curves added 6.00 pounds per ton, thereby making the total resistance 9.00 pounds per ton, 4-8-4 #819 would haul:

$$\frac{61,564 \text{ Tractive Force Lbs}}{9 \text{ Lbs/Ton}} = 6,840 \text{ Tons or, } \frac{6,840 \text{ Tons}}{70 \text{ Ton avg per car}} = 98 \text{ cars.}$$

From this example, it is easy to see there are many factors in determining the tonnage a steam locomotive would haul, including Cotton Belt's #819. As the maximum tonnage is approached, it becomes important that the locomotive be in top mechanical order and efficiently operated by the crew in the cab.

By: Bill B. Bailey

NARROW GAUGE AND OTHER NEWS

by: Clifton E. Hull

On August 1, 1984, Colorado Governor Richard Lamm dedicated the rebuilt Georgetown Loop Bridge (there may be an illustrated story on this spectacular structure in a later edition of the Railroader). The original bridge was completed in 1884, and was an engineering marvel of its time. It was built by the Georgetown, Breckenridge and Leadville, a subsidiary of the Union Pacific. Two trains of seven cars each, pulled by little narrow gauge steam locomotives, were ready to cross the new bridge. Gov. Lamm climbed aboard, and as the train approached the 75-foot high bridge a pair of wheels on one of the cars derailed, causing a half-hour delay on the run from Georgetown to Silver Plume in Clear Creek Canyon west of Denver. Trains operated through Labor Day.

Rumors have been heard that owner Charles Bradshaw was going to sell the Durango and Silverton Narrow Gauge. Bradshaw has put the rumors to rest and traffic is increasing over last year. Passenger counts are impressive:

Aug. 7 - 1,597	Temperature	72° - 35°
Aug. 10- 1,583	Temperature	75° - 36°
Aug. 14- 1,605	Temperature	73° - 36°
Aug. 18- 1,246	Temperature	74° - 39°
Aug. 21- 1,185	Temperature	65° - 42°
Aug. 25- 870	Temperature	59° - 43°
Aug. 28- 952	Temperature	74° - 33°

The passenger count and temperatures were recorded at Silverton, Colorado. This is what makes a fellow grab a coat and head for narrow gauge country!

(Editor's note...At least one Arkansas standard gauge steam operation, the Eureka Springs and North Arkansas Railway Co of Eureka Springs, Arkansas also has impressive ridership, approaching and even surpassing the Durango and Silverton's figures on some dates. On many days last summer, the ridership on this short Arkansas line exceeded 950).

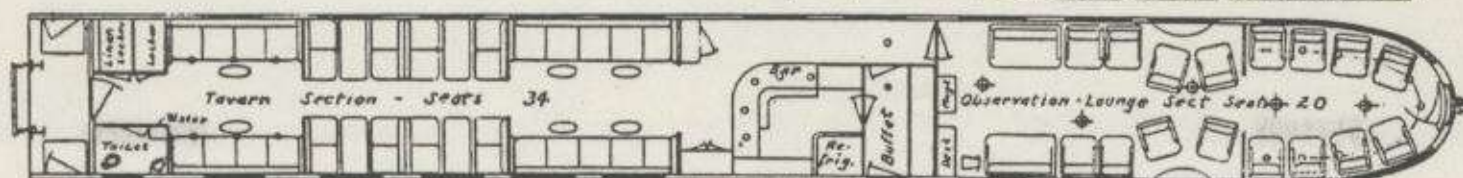
The Denver and Rio Grande Western Monarch Branch was abandoned 1 September 1984. The road was completed 28 September, 1883, running west from Salida, Colorado, 21.58 miles to the limestone quarry near Garfield. Two switchbacks were needed to keep the grades to 4.5%. From Salida the rails were laid on a 2.3% grade up the valley of the South Arkansas River to a 24-degree horseshoe curve to begin the switchback climb to the Monarch quarry at an elevation of 10,000 feet. U.S. Highway 50 follows this line and continues on to Monarch Pass at 11,312 feet elevation. The branch line was made standard gauge in 1956. The last narrow gauge passenger run was made by the Rocky Mountain Railroad Club on 24 May, 1950 with outside-frame 2-8-2 No. 489. For 101 years, minus four weeks, limestone and high grade gold ore were hauled down the mountain. Trainloads of limestone went to the Colorado Fuel and Iron smelter at Pueblo. Steel production declined and the last limestone train came down the mountain about three years ago.

This was a perfect place to watch some real mountain railroading. The leg of the switchback limited each movement to a locomotive and six or seven cars. Engine exhaust echoed back and forth across the narrow South Arkansas valley and clouds of smoke billowed into a brilliant sunlit sky as the little Mikado lifted her train of empty gondolas up the stair-step rails. Coming down the mountain with heavy loads, speed was restricted to 8 MPH with all retainers turned up to the 20-pound position. The train was shrouded in a fog of brakeshoe smoke, and on a quiet summer day the smell of hot metal lingered for an hour or so. Its now gone forever.

The Colorado Department of Local Affairs has awarded one million dollars to Elbert County to upgrade the Rock Island track between Limon and Falcon. A new corporation, Western States Properties, was formed by people from the Cadillac and Lake City RR to operate the line. They have offered to pay \$1 million for the 68-mile line.

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Tavern-Lounge-Observation GOOD CHEER was delivered by Pullman-Standard in 1940 to the Kansas City Southern for service on that line's premier Kansas City to New Orleans train, the SOUTHERN BELLE. In 1948, the GOOD CHEER was rebuilt by ACF to the present configuration when the SOUTHERN BELLE was partially re-equipped. The car is maintained in very fine condition by members of the Gulf Coast Chapter, NRHS. From GULF COAST RAILROADING.



Gulf Coast Chapter's GOOD CHEER floor plan.

## EARLY CLEVELAND COUNTY MILLS AND RAILROADS

The following story is a reprint of two articles from the Cleveland County Arkansas newspaper, Cleveland County Herald. It has been submitted to the Arkansas Railroader by Lynn N. Gaines, Jr. with permission of Mr. Sadler. From -- Footprints on the Sands of Time by Harold D. Sadler.

No history of Cleveland County would be complete without reference to the large contribution which the sawmills made to the development of the county. The county was literally covered with virgin pine, oak and hickory, and for a long period there were several large mills and many smaller ones in operation. There were several stave mills making the whiteoak into staves and heading for barrels.

I well remember four saw mills large enough to have TRAM RAODS, that is a RAILWAY over which log trains ran to bring logs to the mills. They were all located along the Cotton Belt Railroad. They were: Draughon Lumber Co. at Draughon between Kingsland and Saline River; J. I. Porter Lumber Co. at Rison; Bluff City Lumber Co. at Clio, just five miles north of Rison, and the Kendall Lumber Co. at Cabool, a short distance north of Clio. There were large mills at Kingsland, Poole, Sadie and Tyrone.

The Draughon Lumber Co.'s tram road reached below New Edinburg to Glynn in Bradley County where it made connection with the Warren & Ouachita Valley Railroad which ran into Warren. For many years they ran passenger trains in and out of Draughon where connection was made with passenger service on the Cotton Belt. The Kendall tram had its terminal in Jefferson County and the Bluff City tram road reached into Grant County. The Porter tram ran south east of Rison down into Harper township.

The one I remember best was the Porter Lumber Co. at Rison. E. W. Farrar was the general superintendent and J. F. Swanson was in charge of logging operations. They and their families were prominent in the church, social and civic life of Rison for many years. Mrs. Sid Glover, who was Louise Farrar, is the only member of either of these families now residing in Rison.

It was always fascinating to me to have the opportunity to see the Porter log train pull into the mill with a long string of cars loaded with huge logs. The track ran along the levy of the log pond and the logs were rolled from the train into the pond and were pulled from the pond into the mill by a chain conveyor. After the Porter mill ceased operations there was a hickory mill on the site. This mill cut hickory for use as wagon wheel spokes.

As far back as my memory goes there was a saw mill just back of the Cotton Belt Depot in Rison. It was first owned by W. S. Amis, then by F. W. Culpepper and later by Charles L. Walker. The site was last used by the J. L. Sadler Lumber Co. until 1953. There were many other mills in the county. One of the earliest was Choellmire & Emmerson of near Rison. Among those I recall are: Buster & Griffin Lumber Co., five miles west of Rison, Dave Cash at the Calmer crossing on Big Creek; Sallee & Ray, Robertson & Ray; Bert England, England & Tate; Garner & Knowles; Davis & Sadler; J. F. Doster, Garner Brothers at New Edinburg which was later C. L. Garner & Son and was moved to Rison; J. L. Williams & Sons; W. D. England, Horne-Gray Lumber Co.; Anthony-Williams Lumber Co.; Rison Lumber Co.

Starting after World War I many small sawmills with tractor power were operated in the county.

As a child I heard the big whistle of Porter's mill many times each day and would hear their log train whistle from time to time on leaving the mill or returning from the woods.

For years after the Porter mill ceased to be, the huge sawdust pile remained. We children delighted to go there on Sunday afternoons to romp and play. These footprints are still on the sands of time.

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Last week I mentioned the fact that at one time there were six railway lines operating in Cleveland County and that now there are only two lines. These installments, taken from the records in the vault of the Cleveland County Courthouse are an effort to put into print for the first time a small picture of the growing business activities of another day in order that those who came in since that time may glimpse in some small way the progressive movements in the business world before their time.

Last week I wrote about the Anderson & Saline River Railway Co. whose rail lines ran out of Clio into Grant County. Now I wish to mention another such line. It was the Saline River Railway Co., which was a subsidiary of the Draughon Lumber Co. which had a large sawmill operation at Draughon on the Cotton Belt Railroad two miles northeast of Kingsland. The Draughon Lumber Co. was chartered in 1893 and the charter was recorded in the office of Woodson Mosley, clerk and recorder, by J. D. Overton, deputy clerk. The Saline River Railway was an extension of services which grew out of the logging operations of the Draughon Lumber Co. The directors of the railroad were: J. H. Draughon, J. W. Draughon, A. N. Draughon, L. C. Draughon and Jno. D. Burke. The charter of the railway was filed for record February 3, 1897, in the office of N. B. Chowning, clerk and was recorded by J. M. McMurtrey deputy clerk. The record states that the railway lines shall begin at Draughon on the Cotton Belt Railroad. They shall be authorized to construct one or more tracks for a distance of 25 miles connecting with the Warren Branch of the St. Louis, Iron Mountain and Southern Railroad west of Warren, Arkansas. "Said Corporation shall have successive and corporate existence for and during the full term of 99 years to establish and maintain proper freight and passenger depots to construct and maintain telegraph and telephone lines." This line made New Edinburg a railroad town for many years.

Frank E. Chowning, long a prominent attorney in Little Rock was reared in Rison. I have heard him relate his boyhood experiences in riding the passenger train of the Saline River Railway Co. Mr. Chowning told me that often he, with his mother and two sisters would visit relatives in Redland township. He said they would leave Rison on an afternoon Cotton Belt passenger train for Draughon where they would find the Saline River Railway passenger train waiting for passengers. They would board the train at Draughon and leave the train at a rural dirt road crossing in the Hebron community and would then walk to the homes of their relatives. On their return trip they would come to this crossing where the train would stop and pick up passengers. This was a great convenience which saved them a long tiresome journey using a horsedrawn vehicle.

E. A. "Bud" Hartsell was for many years the superintendent of the Draughon Lumber Co. sawmill operations. The mill ceased operations about 1912 or 1913. As a matter of course the Saline River Railway Co. soon ceased to exist despite a charter for 99 years. The old concrete dry kiln may still be seen in the woods where several hundred people once resided. This is a silent reminder of those who made footprints on the sands on time.

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Flashback - - The Saline River Lumber Co. at Draughon is getting along nicely with the work on its railroad running out to New Edinburg. We are informed by Mr. Emert, the superintendent, that the steel was now laid over half way and that they expected to be running trains into New Edinburg by the first of December. (Cleveland County Herald, Oct. 31, 1901.)

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If only the woods could talk. What interesting history they could tell.

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The following information on the Saline River Railway was recently gathered by Bill Pollard and is printed to go along with the stories above. Dr. Pollard gathered his information from a survey of the Saline River Ry. Annual Reports:

The Saline River Railway was incorporated on January 20, 1897. During the line's first few years of operation, a 9 mile route was constructed from Draughon to New Edinburg. The Cotton Belt's station was used by the tap-line at Draughon, with maintenance expenses being split between the two lines. The agent was a joint agent, receiving a monthly salary of \$55.00, of which the Cotton Belt paid \$12.50 and the Saline River Railway paid the remainder, less 10% commission on the sale of Cotton Belt tickets. The 1906 annual report indicated that the line operated 3 locomotives, 1 combination baggage-passenger car, 6 boxcars, 1 tank car, and 26 logging cars. Only one locomotive was equipped with train air brakes or automatic couplers in 1906, although by 1909 all three locomotives on the roster had been equipped with these safety appliances. The logging cars had no brakes of any type, and had only link and pin couplers. A caboose, equipped with a hand brake only, presumably allowed the crew to stop the rear of the train (eventually) in the event of a separation.



In fiscal year 1909, the railroad sold one locomotive and acquired another, with the old locomotive (a Heisler) being traded in on a Brooks built 2-6-0 which had been reworked by Southern Iron & Equipment Company, an Atlanta used rail equipment dealer. On May 21, 1910, the railway acquired 10.2 miles of additional trackage from New Edinburg south to Glynn. This trackage had been constructed several years earlier, and had been operated as private logging trackage by the parent corporation, Saline River Lumber Company. Glynn was a station on the Warren & Ouachita Valley, and the lumber company enjoyed trackage rights over segments of the W&OV to reach additional Saline River Lumber spurs branching off from the W&OV.

The inauguration of common carrier operations over the trackage south of New Edinburg was encouraged by the Rock Island, which was anxious to obtain at least a portion of the lumber traffic outbound from the mill at Draughton. The segment south of New Edinburg was initially operated for freight service only, but effective February 12, 1911 daily passenger service was inaugurated from Draughton to Glynn, making connections with Cotton Belt trains at Draughton and with Warren & Ouachita Valley trains at Glynn. The original combination car was retired, and a larger combination car was purchased in connection with this expansion of service. The mail contract, which had been previously in effect between Draughton and New Edinburg was extended to Glynn, with sacks being transferred from Cotton Belt R.P.O.'s to the Saline River's closed pouch service at Draughton.

At Draughton, the sawmill and planing mill of the Saline River Lumber Company was served by a side track jointly owned by the Cotton Belt and the tap-line. The Cotton Belt placed the empty cars for loading as required, and switched the loaded cars of lumber from the mill. In exchange for the tap-line's hauling the logs from the woods to the mill, the Cotton Belt allowed a division of the through rates of from 1¢ to 2½¢ per 100 pounds. [By considering the cutting point in the woods as the originating point of the shipment--even though the shipment was later transformed from logs to lumber--the tap-line was able to claim this rate division by virtue of being the originating carrier.] The Rock Island was able to compete against this rebate from the Cotton Belt by offering a larger division (5¢ per 100 pounds) on shipments routed to Glynn, then over the W&OV to the Rock Island connection at Banks. Of this rebate, 1½¢ went to the W&OV, and 3½¢ went to the Saline River Railway.

In May 1912, the Interstate Commerce Commission ruled that most tap line rate divisions with trunk lines were excessive and illegal. The commission ruled that the origin of the lumber shipments began at the mill, not in the woods. Since Cotton Belt performed all service for the mill at Draughton, the ICC ruled that the larger line could make no allowance at all to the tap-line in the form of rate divisions. The ICC cited the CRI&P division agreement as another abuse of common carrier privileges by the tap-line, recognizing that the lumber company was induced to back haul its outbound lumber shipments for a considerable distance simply to get the benefit of higher rate allowances from a competing trunk line. The legal rate division which the Rock Island was allowed to offer for lumber received from Draughton via Glynn and the W&OV to Banks was limited to a maximum of 2¢ per 100 pounds, which was to be divided between the W&OV and the Saline River Railway.

As with many other tap-lines, the rate divisions allowed by trunk lines made up a significant portion of the Saline River Railway's total revenue. The ICC's ruling eliminated all divisions from shipments outbound over the Cotton Belt, and reduced by 70% the divisions allowed for shipments via the Rock Island. As a result of this ruling, an intolerable amount of red ink appeared on the balance sheets and the annual report, reflecting deficits which could not be absorbed by the parent lumber company.

On June 7, 1913, the portion of the line between New Edinburg and Glynn was abandoned, with the rails being removed shortly thereafter. The railroad made application and received permission from the Railway Mail Service to cancel the mail contract as of this date. Between Draughton and New Edinburg, the railroad continued in regular operation, but the future of the line had already been decided. On November 20, 1913 regular operations were suspended, although intermittent operation continued until January 8, 1914, when passenger service was ended. A few carloads of freight were hauled to New Edinburg during February and March to accommodate former patrons of the railway, with these special trains being operated only when circumstances justified. On April 1, 1914, the line was permanently shut down, with no traffic of any kind being handled after that date. A note in the FY-1914 annual report states that "Financial assistance of the Saline River Lumber Company, which has sustained the credit of this road and enabled it to operate in the face of a deficit from year to year has been withdrawn."

Within three months of the shutdown, all equipment had been sold, scrapped, or transferred to other lumber operations controlled by C.J. Carter of Kansas City. [The Doniphan Kensett & Searcy was one such Carter operation which may have received a locomotive from the Saline River Railway.] When the railroad attempted to surrender its charter, the abandonment was opposed by the Arkansas Railroad Commission which refused permission to remove the rails. This opposition proved to be only a futile, temporary delay, and by mid-1915 the Saline River Railway had obtained federal court authorization to begin removing the last of the tracks. Ironically, within a matter of months after the demise of the Saline River Railway, the ICC's tap-line ruling was overturned by the U.S. Supreme Court.

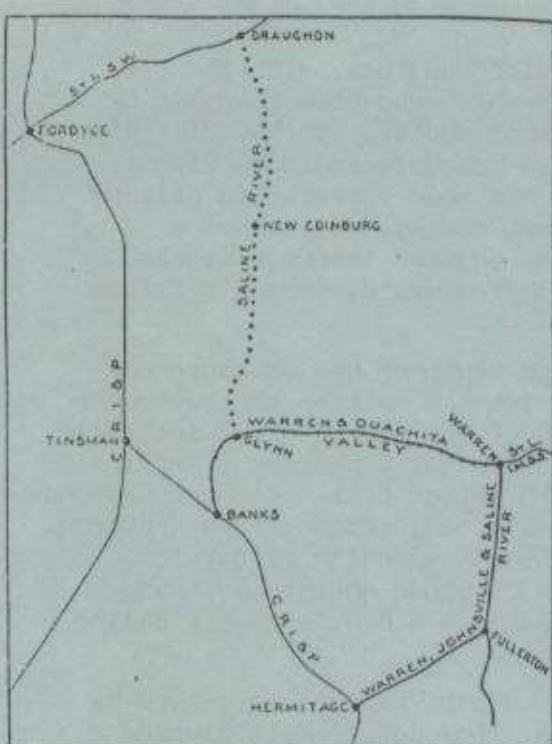
(See map of the Saline River Railway on the next page - - -).

Map at left is of the Saline River Railway in south Arkansas, which was abandoned in 1914 (the railway was abandoned, not south Arkansas). Again, thanks to Bill Pollard and Harold D. Sadler and Lynn Gaines, Jr. for the previous articles.

Let your editor take this opportunity to solicit more articles of this and other nature in the future. Pictures are also welcome. If you wish to save the club some money, you may have your contributed pictures screened (85 lines) beforehand, which they need to be before they'll print. Otherwise, I will screen them for you at some expense to the club. If you have them screened, be sure they're no larger than 6x8 inches (most places that do half-tones, that is, screening, will reduce prints down to whatever size you wish). At any rate, keep the articles and pictures coming!

I wish to also thank Elizabeth Gaines and Carol Fite for contributing money for postage, paper, etc at our last meeting. Also, the free use of the offset printing at Dick Byrd's place of employment (Enmar) is appreciated. I will endeavor to use this printing if my shifts allow.

And thanks to John Martin, assistant editor, for doing some half-tone work when he has time.



#### ROCK ISLAND --Sunbelt Route-- Update:

by Bill Pollard

For over three months, rumors have been rampant concerning the status of the Missouri-Kansas-Texas proposal to begin operation over a portion of the currently unused 'Sunbelt Route' between Memphis and Oklahoma City. As of early October, the reopening of the line seems to be making progress, albeit slowly. The MKT had previously set a tentative start-up date of July for the resumption of service from Oklahoma City to Memphis, with the assumption that negotiations with the Rock Island (now Chicago Pacific Corp.) trustee and with the present owners of segments of the line could be completed by that date.

Unfortunately, that date proved to be very optimistic. The MKT did arrive at a purchase price with bankruptcy trustee Wm. Gibbons for the segments still owned by the Chicago Pacific Corporation, but the negotiations for trackage rights over previously sold segments proved to be more of a stumbling block than was earlier anticipated. Each segment sold by the Rock Island trustee was sold with the agreement that the new owner would allow trackage rights over the segment in the event that a through operator of the route should later come forward. Regrettably, this trackage right clause did not specify the charges which the new owner could assess on the through operator, and these charges rather than the actual granting of trackage rights appear to be one of the major remaining stumbling blocks. In particular, the astronomical fee being suggested by the Missouri Pacific for usage of a short 30+ mile segment between Little Rock and Carlisle has temporarily stalled MKT plans to reopen the line. [MP has made no significant improvements to the line east of Little Rock, other than necessary maintenance required for branchline operation. A substantial open-deck girder bridge with concrete pilings has been constructed near Union Station as part of a new connection to the Little Rock & Western, and it is possible that the price quoted reflects the utilization of this new construction.]

MKT officials have indicated that negotiations for trackage rights are still underway, and it has been noted that it required almost 3 years for the MKT to complete the deal for acquisition of the Rock Island's north-south line from Kansas to Dallas. In the meantime, the weeds continue to grow taller along the Hazen to Brinkley and the McAlester to Perry segments of the line.

Although the operation of segments in Arkansas (by LR&W, Mopac, and Cotton Belt) has not changed, several notable changes have recently taken place along the Sunbelt Route in Oklahoma. MKT just recently completed the purchase of the segment between McAlester and Oklahoma City. This segment had been used by the MKT to gain access to Oklahoma City since the mid-1970's, and the line has been continuously operated by MKT since the Rock Island's demise. At Oklahoma City, the MKT connects with the MKT subsidiary operation -- Oklahoma-Kansas-Texas -- which operates from Oklahoma City to El Reno (and also the north-south line previously purchased). From El Reno westward to Elk City, the line has been purchased by the State of Oklahoma to insure that the trackage is preserved. The segment from El Reno to Bridgeport is operated by the North Central Oklahoma Railroad (NCOK), while the segment from Hydro to Elk City is operated by Farmrail, Inc. A bridge is washed out between Bridgeport and Hydro, so there is no present connection between the two shortlines. Farmrail also leases approximately 30 miles from Elk City, through Sayre, to Erick directly from the Rock Island trustee. Previous attempts to extend service to Shamrock Texas were unsuccessful.

Between the Oklahoma-Texas line and Amarillo, the scrap contractor is presently removing signals, highway flashers, and the pole line. Rail removal is expected to begin almost immediately on this segment. West of Amarillo, trackage is already gone, except for a short segment near Amarillo which was purchased by Burlington Northern. Hopefully the remaining Arkansas segments will not face a similar fate.

Following pictures are from the October, 1952 issue of Rock Island Lines's NEWS DIGEST:  
 (Thanks to W.T. Church for the magazine).

### ARRIVALS OF TWO ROCKETS BROUGHT CHEERING THROUGHS TO SEE THEM





On our front cover we have shown a study in contrast between two types of locomotives — the old steamer and the modern diesel. Here, note the difference in dress and custom when the first Rocket chugged into Joliet, Ill. pulling six tiny, beautifully painted coaches behind. The horse and buggy era was in full swing then and practically every resident of Joliet and nearby towns came down to the station to cheer the arrival of the first train and to usher in an entirely new concept of travel and living.



Now, 100 years later, the Rock Island has a fleet of diesel powered streamliners which criss cross the heart of America — From Chicago to Los Angeles on the Golden State Route; Chicago to Denver and Colorado Springs on the Rocky Mountain line; Minneapolis to Houston on the Mid-Continent Route and from Memphis to Amarillo on the Choctaw Route. First Rocket streamliner was placed in service on August 29, 1937 between Fort Worth and Houston, Texas. Other Rockets followed in succession. The last addition to the Rocket fleet is the Corn Belt Rocket, operating from Chicago to Omaha. It was placed in service on Nov. 23, 1947.

Reprinted from THE DISPATCHER (Central OK chapter).


**THE CHICAGO, ROCK ISLAND & PACIFIC RAILWAY CO.**  
 SPECIAL EXCURSION TICKET  
 Restricted Coupon. Good only for Continuous Fareless-  
 to-Go Excursions.  
**OKLAHOMA CITY, O. T.**  
 Station Stamped on Back  
See the indicated conditions.  
In consideration of this ticket being good as a railroad pass, it will be subject to the usual rules of the Rock Island Lines. Tickets leaving for Shawnee will be valid only on the train.  
 Form L. Ex. 90  
  
Gen. Pass. Agt.

#### WE WONDER WHAT HAPPENED BY LAWRENCE GIBBS

A fellow came in, the office the other day with a railroad ticket. A likeness of which is printed above. Looking at it, however, the ticket brought up more questions than it answered.

Study the ticket for a while. The only fact that is hidden is the station that is stamped on the back. It was Shawnee and the ticket validator had the imprimatur of the Choctaw, Oklahoma & Gulf.

Now you know all the facts. As we can see, this was a special Rock Island train, an excursion, on April 29, 1906. Promoters (or maybe the railroad) wanted a big crowd, because the tickets were sold at a reduced rate. It cost less this day to ride roundtrip Shawnee to Oklahoma City than usual.

Apparently the event took place about noon or in the afternoon. Since this was the returning coupon part of the ticket good on the special train leaving OKC at 8 p.m., the purchaser must have left Shawnee that morning.

And no baggage was checked. This train was just for folks spending the day at the big event. Whatever it was! It was pretty important, though, because the Rock Island had these tickets printed up special. The typeset coupon lists the date April 29, 1906; it isn't typed in or lettered in or punched in. The tickets were printed!

This excursion train must not have started out in Shawnee. Otherwise the town would have been printed on the front of the ticket. No, these tickets were sold up and down the line with the home destination stamped on the back.

But why is this return coupon still in circulation? Why wasn't it collected by the conductor on the return trip? Was the purchaser of this ticket on the train home? Maybe the celebration was so much fun he missed his train. Maybe he over-indulged and spent the night in the slammer while the rest of his party went back to Shawnee.

Perhaps the festivities aboard the train were too much for the conductor. Did he throw up his hands and stop trying to collect tickets? Maybe he joined in the fun and forgot his obligations.

Just what was it that happened April 29, 1906, in Oklahoma City? This ticket has caused us to wonder!



ARKANSAS RAILROAD CLUB

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.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed first class one or two weeks before the monthly meeting. 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 automatically to all members. If you would like to join, send your check, made payable to the Arkansas Railroad Club, to Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein, with John Martin assistant editor. Stories for publication are welcome as well as pictures. Send all correspondence regarding the ARKANSAS RAILROADER to:

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ARKANSAS RAILROADER  
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