



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

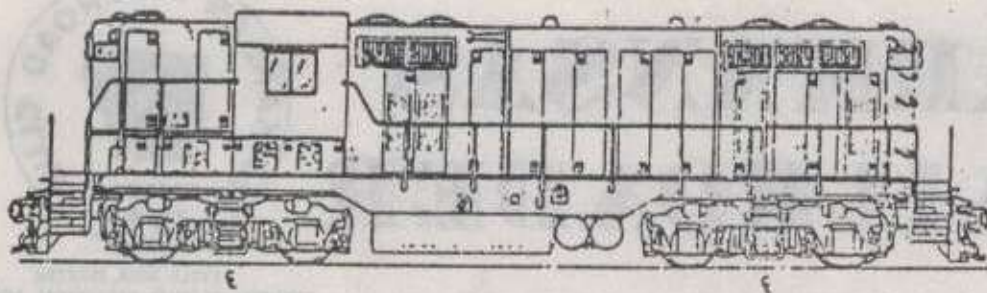
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This abandoned Rock Island depot in Bauxite, Arkansas is indicative of the once-thriving community in which it sits. Both the Rock Island Railroad and much of the town of Bauxite have given way to past memories. Not all is past glory, however, as there's still a hub of activity at the local Bauxite and Northern Railway office. (See story on page 3).
(Photo August 1985 by Ken Ziegenbein)



GENERAL NEWS

SUMMARY OF SEPTEMBER MEETING - The September 8th meeting of the Arkansas Railroad Club was well attended. Some topics covered were: 1) The SSW 819 is now 81% complete with the engine possibly ready to run by late this year or next Spring; 2) Bill Bailey thanked everyone in the club for the \$500 donated to the 819 Project; 3) Mike Adams had no NRHS report but stated that the next meeting of the Missouri Pacific Historical Society will be held October 12, 13 in North Little Rock; 4) Plans were made to take a Club trip to Eureka Springs on October 26 via bus to ride and eat on the Eureka Springs and North Arkansas Railway.

SOCIETY TO MEET - The Cotton Belt Rail Historical Society will have a meeting in Pine Bluff on October 10. This date coincides with the scheduled inspection by Federal inspectors of the 819. As it now stands, the 819 could be ready to run by sometimes late in the year or early next year if it passes the inspections and if enough money is raised to complete the work. The engine is now 81% complete.

FIRST OF A BREED? - Member Matt Ritchie recently saw and photographed (on September 29) four brand new engines of the Missouri Pacific. He saw these near Kensette, Arkansas about 4:15 PM southbound on what was possibly the CHZ. The units were numbered 9005, 9007, 9002 and 9003 with an older 4803 in the lead. These new engines (possibly C36-7's) were painted UP yellow with Missouri Pacific printed on the sides. The train arrived in North Little Rock at 5:30 PM.

MISSOURI PACIFIC HISTORICAL SOCIETY TO MEET - This meeting, the 5th one in the Society's history, will be held at the Holiday Inn in North Little Rock the weekend of October 12 and 13, 1985. The MOP Historical Society has about 400 members nationwide and has met before at St. Louis, Little Rock, Fort Worth, Kansas City and this year at North Little Rock. Registration will begin at 9 AM on October 12. A swap meet will be held as well as a tour of the MOP yards in North Little Rock. (Thanks to Mike Adams)

MISSOURI AND ARKANSAS RAILROAD MUSEUM will hold its annual meeting on October 26th at Beaver, Arkansas at 2PM. The meeting will be held in the railroad passenger car at the Beaver Station.

PROTESTING NUCLEAR CARGO - Several protesters were in the area of the Burlington Northern Railroad crossing on Caraway Road in Jonesboro, Arkansas at 2 AM on September 12 to protest the railroad's moving of about 192 nuclear warheads through the city. No violence was noted. (JONESBORO SUN)

KANSAS CITY SOUTHERN PIGGYBACK EXPANSION ANNOUNCED - The Kansas City Southern recently announced the expansion of piggyback shuttle service from Fort Smith, Arkansas to New Orleans effective October 1. Expanded operations will include service between Kansas City and New Orleans on a 36-hour schedule and intermediate service will be provided to Neosho, Missouri, Texarkana and Shreveport, Louisiana.

COTTON BELT RAILROAD GENERAL YARDMASTER RETIRES - After almost 45 years of helping guide trains through Texarkana, Arkansas, L. David Hamilton retired from his position as the Cotton Belt's yardmaster in Texarkana on August 30. He began working for the railroad in May 1941. Hamilton said Texarkana was a main terminal for the Cotton Belt until just the past few years, when trains which used to pass through Texarkana began going through Kansas City instead. "Time was when we had 25 to 30 Cotton Belt trains a day pulling through Texarkana," Hamilton said. "Now I think we only have eight trains a day." Hamilton also said Texarkana used to be the "home" of hundreds of hobos, but not anymore. (TEXARKANA GAZETTE)

UNION PACIFIC PREPARES STORAGE LIST - The Union Pacific Railroad is making a list for the city of North Little Rock of the items it stores in the Missouri Pacific Lines yard. The purpose is to detect any potentially hazardous substances.

("General News" continued on page 9)



CLASS III RAILROADS OF ARKANSAS

Part 3 - The Bauxite and Northern Railway Company

The Bauxite and Northern Railway Company was organized November 9, 1906 and incorporated November 13, 1906 for a period of 50 years under the general laws of the State of Arkansas.

The purpose for which the carrier was incorporated was to construct a railroad from Bauxite, Saline County, to a point or junction with the St. Louis, Iron Mountain and Southern Railway (now Missouri Pacific Railroad); also a branch line forming a connection with the Chicago, Rock Island and Pacific Railway Company, a total distance of about 3 miles, to provide railroad facilities to serve the American Bauxite Company plant.

The right-of-way between the Missouri Pacific Railroad and the Chicago, Rock Island and Pacific Railway Company was acquired prior to April, 1907, and property belonging to the American Bauxite Company, lying between the Chicago, Rock Island and Pacific Rwy Company and the plant of the American Bauxite Company, was used for right-of-way purposes until August 31, 1911, at which time it was purchased.

Construction of the road started in November, 1906, was completed in October, 1907 and the accounting completed in June, 1908.

When the road was turned over to operation, there were three culverts with less than 5-foot spans, one culvert with a 5-foot to 12-foot span and an overhead bridge carrying the Bauxite and Northern Railway Company over the right-of-way and main line of the Chicago Rock Island and Pacific Railway Company. One locomotive was purchased and 100 cars ordered, but the car order was later cancelled.

Although the road was completed in 1907, formal agreement with Chicago, Rock Island and Pacific, covering the construction and maintenance of the overhead bridge, was not consummated until December 1, 1909. This agreement also contained provisions for the construction and maintenance of an interchange track between the two carriers.

On June 10, 1913, the Bauxite & Northern Railway Company and the Rock Island entered into a supplemental agreement wherein all the provisions pertaining to the overhead crossing, mentioned in the agreement of December 1, 1909, were retained. However, each carrier, at their



B&N bridge over the now-scraped Rock Island tracks in Bauxite. (September, 1985 photo)

respective expense, agreed to remove the connecting track constructed under the original agreement and construct a new connecting track.

A second-hand locomotive was purchased in 1913. In 1915, a new locomotive was purchased, and the locomotive purchased in 1907 was sold to the Alton and Southern Railroad. In 1915, a loss of \$18,500.00 was sustained, due to the cancellation of the 100-car order placed in 1907.

In 1917, the Bauxite and Northern Railway Company purchased a triangular piece of ground in Section 9 from the American Bauxite Company, to eliminate an encroachment upon American Bauxite Company property. Several yard tracks and industrial tracks had been constructed by the railroad upon land owned by the American Bauxite Company and, in order to establish a line of demarkation between tracks that should be owned by the railroad, certain parcels of land were leased from the American Bauxite Company on which the tracks to be owned by the railroad were situated and tracks to be owned by the American Bauxite Company were sold to it. The Interstate Commerce Commission took a physical inventory of the property as of June 30, 1918.

The physical property and business of the carrier increased beyond all expectations in 1944. The length of tracks operated increased to about three times the length operated in 1938 (from 4.78 miles in 1938 to 12.36 miles in 1944). At the same time, the tonnage of freight hauled increased 14 times.

The cause of the phenomenal increase was the World War which began on September 3, 1939 when Great Britain and France both declared war on Germany. Succeeding events, detrimental to the welfare and freedom of our country, resulted in preparations for defense of the nation. Those preparations were greatly accelerated and changed to the production of war materials with which to destroy our enemies, when, after the Japanese attack on Pearl Harbor on December 7, 1941, the United States declared war on Japan, Germany and Italy.

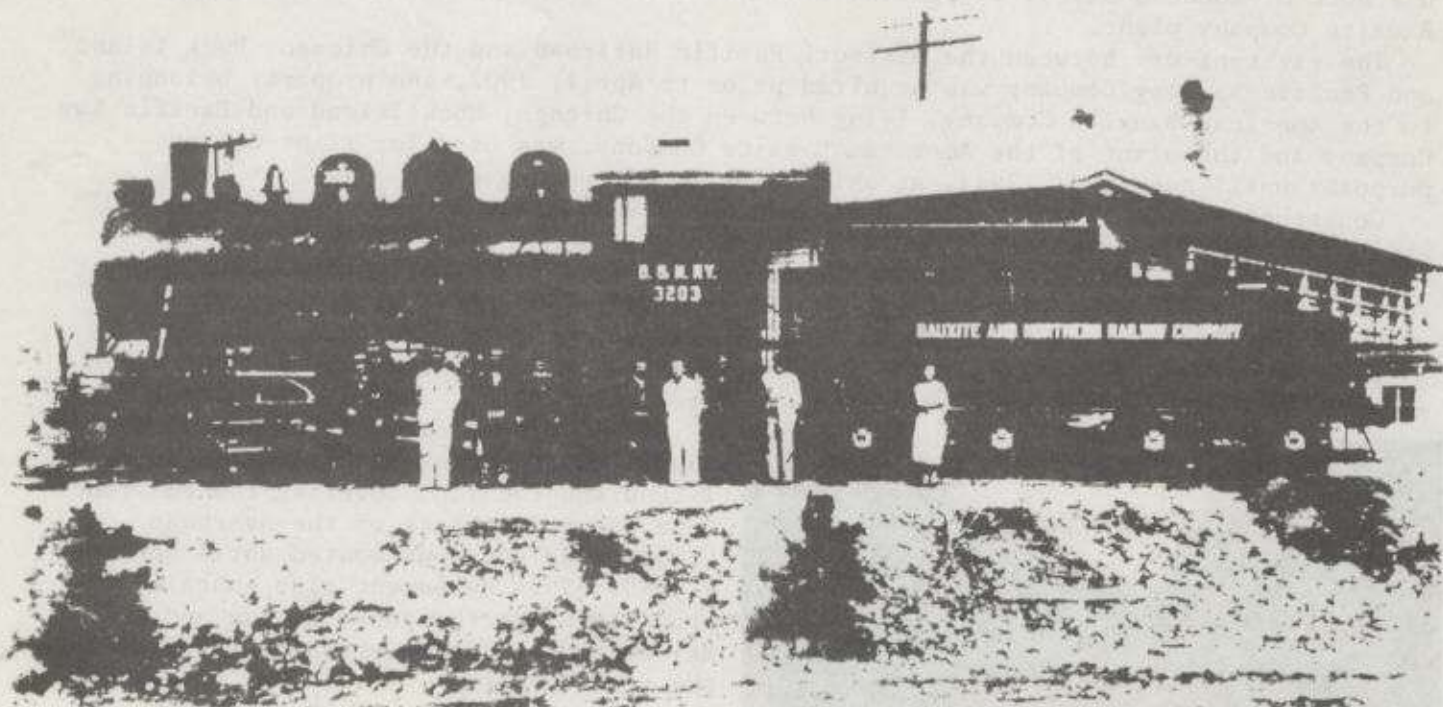
It was the job of the Bauxite & Northern Railway Company to haul, from the mines to the connections with the trunk-line carriers, enormous tonnages of bauxite; to serve the Defense Plants Corporation, in constructing the large Hurricane Creek plant for the production of alumina (Al_2O_3); and later to haul the alumina to the connections with the trunk-line carriers.

To accomplish those things and the things incident thereto, Bauxite & Northern Railway Company was required to replace rails on its main track; build an extension to the Hurricane Creek plant; enlarge interchange track facilities at the connection with Missouri Pacific Railroad and at the Chicago, Rock Island and Pacific Railway. Four additional steam locomotives were purchased, together with a locomotive crane.

The needs for bauxite and alumina decreased by August, 1944 and efforts were started to dispose of two of the locomotives, which were indispensable only a few months earlier.

The war in Europe came to an end on May 7, 1945 when Germany signed the terms of an unconditional surrender. War in the Orient came to an end on August 10, 1945 when Japan surrendered. There were very few changes affecting the property of the B&N RR between 1944 and 1947 other than the expected decrease in business activity.

The Hurricane Creek alumina plant of Defense Plants Corporation was sold to Reynolds Metal Company in January, 1946.



Bauxite & Northern Locomotive #3203 purchased in 1937. (Photo from the Bauxite & Northern files)

A complete transition of type of motive power was made by the end of 1948 with steam locomotives being retired from service in favor of Diesel-electric units. Two Diesel-electric locomotives were acquired in 1948 and miscellaneous Diesel servicing equipment added. Today there are still two EMD diesels at the B&N, painted black and red. The current diesels (EMD 1500 horsepower) were built in 1974.



Bauxite & Northern's #15 and 16 in the B&N's shops near the Missouri Pacific/B&N interchange at Bauxite Jct, Arkansas. (August 3, 1985)

A 19,000 gallon capacity fuel-oil storage tank was erected in 1950 and an addition was made to the locomotive house to provide for air compressor and fuel-oil pumping equipment. An air compressor was purchased and placed in service.

The one remaining coal-fired steam locomotive was sold in 1949 or 1950, completing the historical transition of steam to Diesel-electric motive power. Incidental to the transition of motive power, the coal bin was retired.

The tie-treating facilities belonging to the railroad were retired before the end of 1950. When the treating plant was constructed, the railroad treated its own ties. It was found to be more economical to purchase ties that were already treated.

The dwelling that was rented by the railroad for occupancy by the Operating Vice-President was in a neglected and

deteriorated state. The lessor (Alcoa Mining Company) would not make necessary repairs to the dwelling. It was, therefore, purchased, repaired and remodeled to provide for the Vice-President and lodging for other company officers and employees at Bauxite.

Several major changes took place affecting the property of the railroad between January, 1951 and December 31, 1952.

Early in 1951, Aluminum Ore Company announced that an alumina plant would be built at Bauxite. Grading for the tracks which serve the new plant began in May 1951. The main spur track (4,879 feet in length) was completed in August of the same year, and a second track connection (2,073 feet in length) was completed in February, 1952.

In July, 1951, Alcoa Mining Company ceased operation of its plant #2 and shipments of bauxite to East St. Louis were stopped.

The first car of alumina was shipped from the new plant on October 1, 1952. In December, 1952, the plant was operated at about 50% capacity and was expected to be in full operation in May, 1953.

In July, 1952, the railroad began handling inbound bauxite to Reynolds Metals Company which was being imported from Jamaica.

The inbound-outbound traffic was increased by the addition of the two plants, in spite of the loss of shipments of bauxite to East St. Louis. The number of revenue cars handled increased 47% in 1951 and 64% in 1952 over that hauled in the year 1950.

The newly-constructed alumina plant of the Refining Division of Aluminum Company of America reached 100% of capacity during the year 1954 with the B&N handling 38,138 cars that year. American Cyanamid Company began constructing a clay-refining plant adjacent to the main track of the Bauxite & Northern in 1955. Rates charged shippers increased 18% from 1955 to 1957.

Some important changes in physical properties of the railroad occurred during the year 1957. An embankment which had washed out at the main track was replaced and culvert pipe was added through the embankment of the main track to relieve pressure of an accumulation of excessive rain water in an excavation pit, which resulted from bauxite mining operations.

A track was constructed to serve American Cyanamid Company in Mile 2, Bauxite Jct, Arkansas. This was also done in 1957.

Today, the railroad operates a single track extending from Bauxite to a connection with the Missouri Pacific (UP) at Bauxite Jct and a branch line from Bauxite to a connection with the Chicago, Rock Island and Pacific Railway Company at Gibbons. However, they only connect with the MOPAC since, of course, the Rock Island went out of service in 1980.

Officially, the B&N operates 2.91 miles of main line track in 1985 along with 11.85 miles of yard tracks and sidings - total mileage being 14.76 miles. They haul mainly alumina and clay.

The B&N serves principally the Aluminum Company of America (ALCOA), American Cyanamid Co., and Reynolds Metals Co. They also served the Norton Company years ago. The railroad is a wholly owned subsidiary of the Aluminum Company of America.

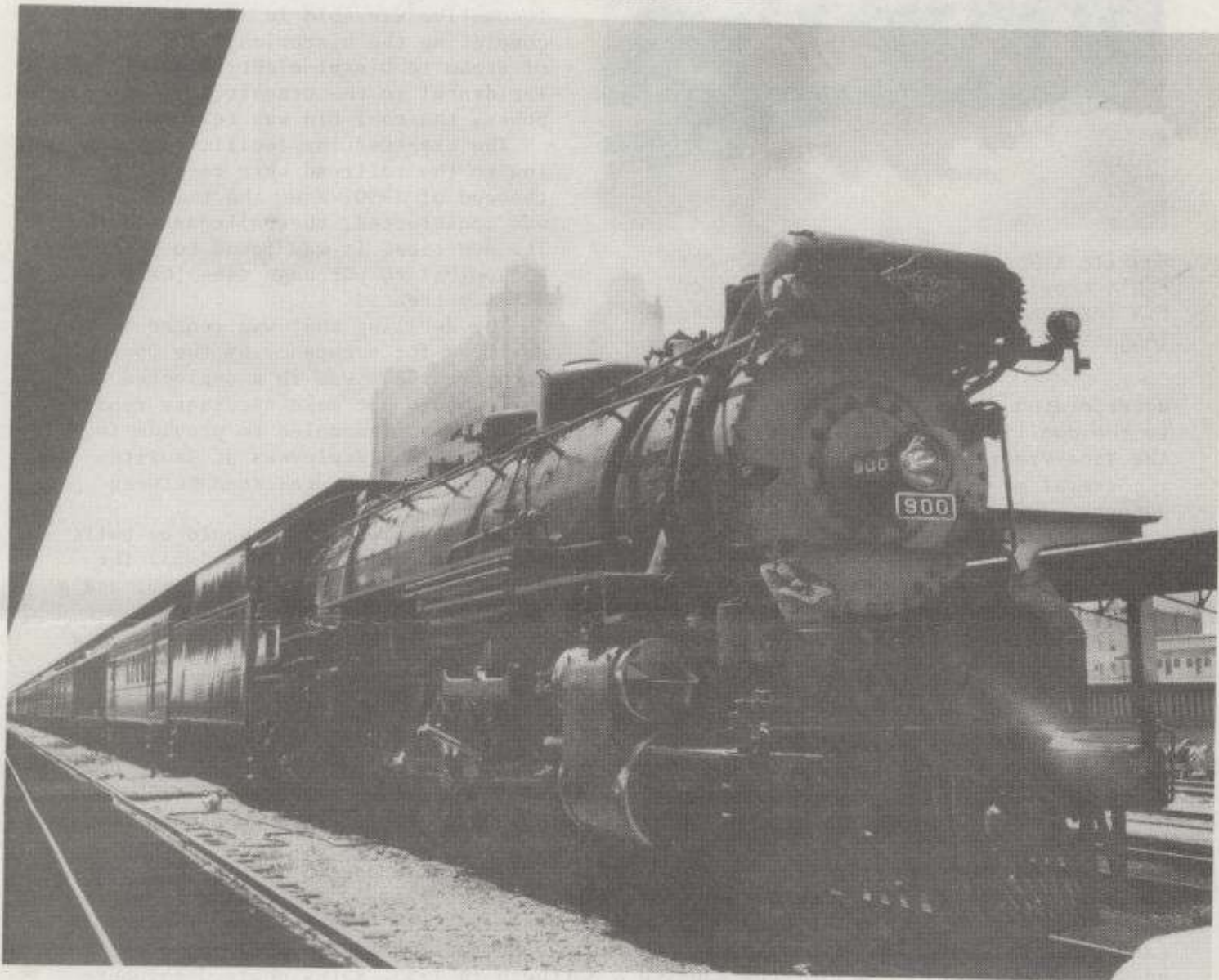
The offices of the Bauxite & Northern Rwy were moved from Bauxite to Bauxite Jct in August 1983 because it was more convenient for the crew. Their work force is down to 15 people due to the lack of business, compared with about 30 people as recently as 1977.

The town of Bauxite itself has all but disappeared, with much of the area now excavated for mining. The haunting abandoned depot of the Rock Island on the front cover remains as a reminder of a once-thriving community.

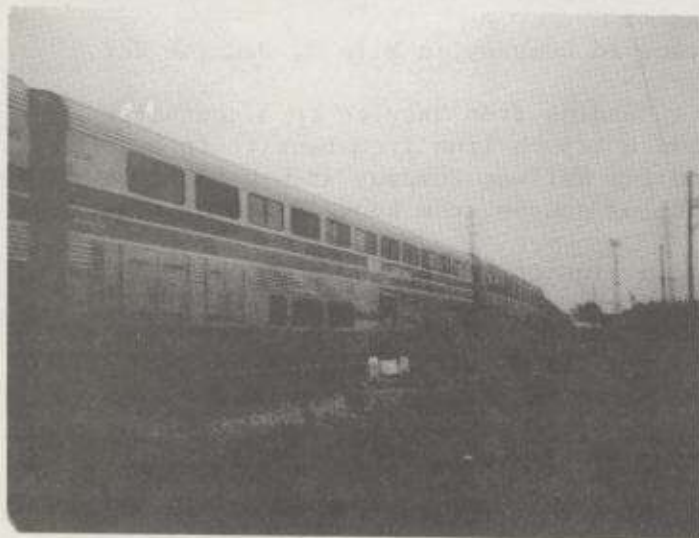
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(Your editor wishes to thank General Manager C. L. Rule and his co-workers (especially Clifton Sheridan) for their help in getting this history of the B&N together)

PASSENGER TRAIN OF THE MONTH



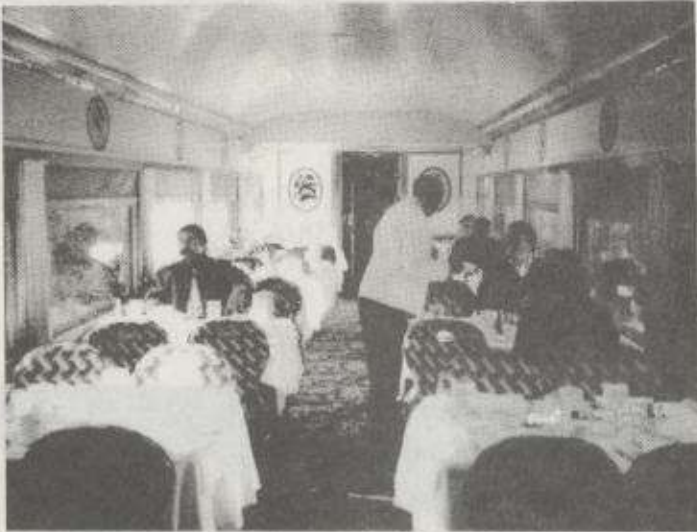
Texas & Pacific Train #2, the SUNSHINE SPECIAL, ready to depart Fort Worth circa 1941. (T&P photo from the collection of Mike Adams)



SPECIAL TRAIN (sort of) was this Amtrak "EAGLE" (#21) the morning of September 14, 1985. At the end of the 15-car train were Amtrak's two new inspection cars, #10002 and 10001. Total consist was Engines 372, 298, 319; Cars 1176, 2988, 39923, 32040, 39975, 34077, 34065, 38016, 32031, 32042, 33024, 39931, 2923, 10002, and 10001. As you can see, the end of the long train was still on MOP's main line. Location is at Union Station in Little Rock. Train was going south toward Dallas.

FIRST CLASS ALL THE WAY

On Saturday, September 28, 1985, the Cotton Belt Railroad ran a special passenger train from Memphis to Pine Bluff and return, carrying over 100 members of the Lexington Group (an informal group of about 425 historians, economists, railroaders, librarians and others interested in transportation history). The following pictures are from that trip (all taken by Ken Ziegenbein):



The diner (#290) was classic. The linen was heavily starched.



A setting like this is not to be found on Amtrak today nor in most restaurants.



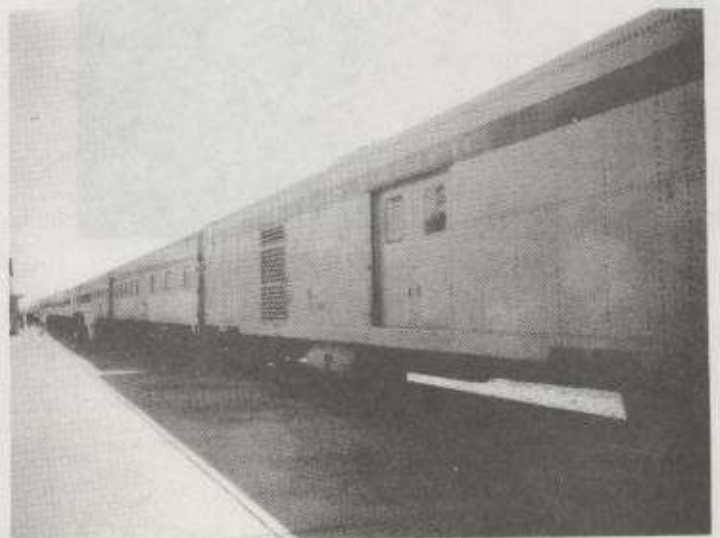
Inside SP Lounge Car #291. The "City of Angels" lounge is the next car down.



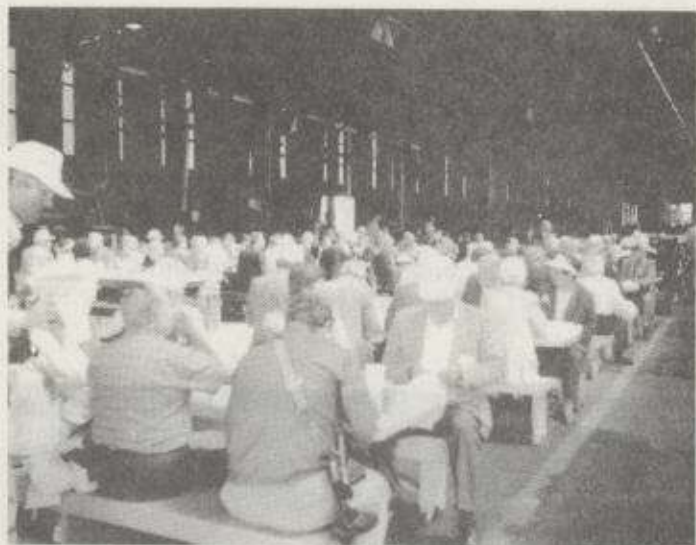
David P. Morgan, editor of TRAINS, was one of the passengers.



SP engines # 3201 and #3207 pulled the train.



The train (at Pine Bluff) consisted of 8 perfectly matched cars (#295, 292, 290, 291, 289, 293, 151 "PINE BLUFF" and 99 "HOUSTON").



Lunch at Pine Bluff was an "Arkansas Luau" (alias, catfish with all the trimmings). All food was provided by the Cotton Belt free of charge.



SSW Steam engine #819 is being restored in this building. On this date, the locomotive was 81% complete.



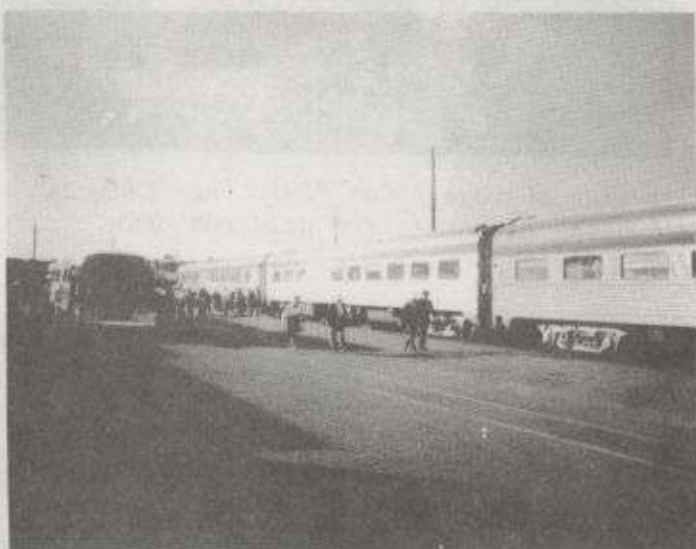
The 819 tender is ready to roll.



SP private car "HOUSTON" while travelling 70 MPH over the Cotton Belt main between Pine Bluff and Brinkley, Arkansas.



Nearing the Mississippi River bridge at Memphis on the return trip. We sped at 60 MPH over portions of the line between Brinkley and Memphis (Ex-Rock Island "Sunbelt" line).



Members of the Lexington Group were bused back to the hotel after a 5 PM arrival. A great time was had by all.

The Cotton Belt/Southern Pacific really did an excellent job on this trip. Many thanks to Jim Johnson (Public Relations head of the SSW) and all the rest of the Cotton Belt employees involved.

UNION PACIFIC CUTS 30 JOBS IN McGEHEE - Union Pacific reduced the workforce at McGehee, Arkansas by 30 persons in September. Paul Watkins, public relations manager for Union Pacific, said the cuts will be made in the engine service division, carmen and some clerical workers. He also said that several projects planned for McGehee, including a track and fuel facility, have been put on indefinite hold. (DUMAS CLARION)

RAIL ACTIVITIES PLANNED FOR 1986 - The Arkansas Sesquicentennial Commission recently released its planned activities for 1986, including some rail-related ones. Some are: 1) A train of a different sort...a wagon train... will follow a 1500 mile route starting in Fayetteville March 1 and end up in Little Rock June 13, 1986; 2) Fordyce-on-the-Cotton Belt Festival to be held the fourth week of April at Fordyce, Arkansas; 3) SLSW 819 will operate as a passenger excursion train throughout the state. A rail festival and museum at Pine Bluff is also being planned; 4) Operation of a restored Fort Smith streetcar on track - a streetcar which operated from 1883 to 1933 will re-open as an historical museum on the tracks adjacent to the old Fort Museum and Judge Parker's Courthouse on November 15, 1986. For more information, contact the Commission at P.O. Box 1986, Little Rock, AR 72203.

NEW RESIDENT MANAGER FOR W&SR RR - Garland Bryant, a 27-year employee of the Warren & Saline River Railroad in Warren, Arkansas has been named resident manager of the shoreline common-carrier, replacing J.C. Spraggins who retired September 1.

DINING CAR RESTAURANT IN NORTH LITTLE ROCK? - Railroad car enthusiast George Alexander Brown has proposed locating a railroad dining car on Riverfront Drive in North Little Rock and a railroad-type shuttle vehicle to Hot Springs. Cajun food would be served at the restaurant. He said that North Little Rock may even consider a railroad park. Brown said the train trip to Hot Springs could possibly begin at the old Rock Island depot on 4th street and end up in Hot Springs where passengers could go to the races. (NORTH LITTLE ROCK TIMES) (Editor's note - There are also green mice on Mars!!)

OPERATION LIFESAVER OCTOBER 8 - Four major railroads serving Arkansas will operate a special "Operation Lifesaver" train from Van Buren to Pine Bluff on October 8 to give attention to the plight of highway/railroad crossing accidents across the state. The special train is scheduled to depart Van Buren Arkansas at the Missouri Pacific Depot early in the morning with stops at Russellville, Conway and Little Rock (scheduled arrival in Little Rock is 1:10PM on the trip down to Pine Bluff). The train will go both ways. Here's the exact schedule for all you camera buffs: Depart Van Buren at 9:00 AM (at 620 South 13th), depart Russellville 10:55 AM (MOP Depot), depart Conway 12:50 PM (Main Street) and Little Rock at 1:10 PM, arriving at the former Union Station in Pine Bluff at 2:20 PM. The train will return, arriving in Little Rock at 4:20 PM, Conway at 5:20 PM, Russellville at 6:25 PM and Van Buren at 8:05 PM. I'll have pictures in next RAILROADER.

LAWSUIT FILED AGAINST MISSOURI PACIFIC FOR \$105 MILLION - A 31-year old man from El Dorado, Arkansas and his wife have filed suit in U.S. District Court seeking \$105 million in damages for injuries suffered by the man when he was struck May 16 by a runaway railroad tank car. The suit was filed against General American Transportation Corp., McKesson Chemical Co. and McKesson Corp. as well as the MOP. The man, who worked for a railway repair company, lost both legs and his right arm in the accident. The lawsuit claims negligence by Missouri Pacific for failing to correct the handbrake on the tank car, which apparently failed. TWO OTHER lawsuits again the MOP were also recently filed (in August). They include a \$10 million suit by the Bethesda Fire Department in Independence County (north Arkansas) charging the Missouri Pacific with neglecting its right-of-way through the county creating a fire hazard. The lawsuit claims there have been 50 fires since 1977 resulting from MOPAC's lack of maintenance. The other suit was for \$1 filed by an employee charging that he was permanently injured by being exposed to welding fumes while working at MOPAC's North Little Rock facilities. (SMACKOVER JOURNAL & ARKANSAS DEMOCRAT)

VANDALS BLAMED FOR AUGUST 24 DERAILMENT - Damage estimated at more than \$20,000 resulted when vandals caused three Burlington Northern cars to derail at Winslow, Arkansas on August 24. (SPRINGDALE NEWS)

INDEPENDENCE STATION NEAR BATESVILLE RECEIVES 1,000th COAL TRAIN - According to John Harvey of Batesville, at 9:00 AM on Monday, August 19, 1985, AP&L received their 1,000th coal train at the Independence Station. The first train arrived on June 16th, 1982. With both units operating (coal-fired generator) at full capacity, the celebration for the 5,000th coal train is scheduled for about 1992.

UP/MOP RESYMBOLIZED COAL TRAINS - Coal trains bound for the Independence Station are now CLNW (for Coal, Load, Newark), with CEPB for the empties (Coal, Empy, Powder River Basin). Trains for AP&L's White Bluff Station are believed to be CLWB/CEPB. (John Harvey)

TRACK CONSOLIDATION WORK MAY BEGIN IN OCTOBER - Railroad Services, Inc., a Minnesota firm, hopes to be laying track on West Fourth Avenue in Pine Bluff, Arkansas by December and January and to be finished with the project by March or April, 1986. This is part of the long-awaited consolidating of tracks through downtown Pine Bluff to prevent the many crossing delays caused by the heavy rail activity through the city. (PINE BLUFF COMMERCIAL)

HISTORICAL RAILROAD PRESERVATION COMMISSION CREATED IN PINE BLUFF - This commission has the responsibility to preserve, maintain, restore and operate Steam Locomotive 819. Mayor Robinson appointed the following to serve on the commission: Sharon Fortenberry, Larry French, J.C. Jeffries, Bill Ferren, Peter Smykla, Jr., Jack Stone and Dave Wallis. Smykla was named chairman. (PINE BLUFF COMMERCIAL)

BURLINGTON "EXPEDITER" TRAINS TO START - Burlington Northern trains passing through Mammoth Spring, Arkansas and Sharp County in north Arkansas are expected to increase in September, according to James Wiggins, the railroad's regional manager. The increase in trains is expected with the introduction of a new "Expediter" service which is described as a new concept of "piggy-back" rail service. Wiggins said Burlington Northern is optimistic that this new service will allow the railroad to better compete with trucks. (SALEM NEWS)

HISTORY OF E8/E9 ENGINES - Gary Binder, 9921 N. 143rd St., Waverly, NE 68462 would like anyone who has knowledge of Union Pacific's fleet of E8's and E9's to contact him at the above address. He is writing a story on these units for the UP Historical Society's "Streamliner" publication.

DRUMHEAD STOLEN - The drumhead from the special train that participated in the St. Louis Union Station rededication last month was stolen while the train was still in Council Bluffs, Iowa. (THE MIXED TRAIN)

NEW UNIT TRAIN - A new Southern Pacific unit train carrying Toyotas is now running between Los Angeles and Houston.

LAST CROSSING WATCHMAN GONE - Union Pacific has been allowed to discontinue its crossing watchman at Valley, Nebraska, the last on the entire UP System. Automatic crossing signals will replace it. (THE MIXED TRAIN)

NET INCOME OF SANTA FE SOUTHERN PACIFIC CORP. DOWN - Net Income for the second quarter of 1985 for SF/SP Corp. was \$119.3 million, down from \$143.0 million in the second quarter of 1984. (SOUTHERN PACIFIC BULLETIN)

NOT TOO LATE - Union Pacific has until October 18 to terminate its pact to acquire the M-K-T Railroad, according to INFO NEWS. Also in the Sep. issue of this Union Pacific System magazine was a story about a record low rate of fuel consumption for the UP System over the first half of 1985. The railroad averaged 1.74 gallons per 1,000 gross ton miles, down 8.3% from the first half of 1984. This represented a savings of fuel of 12.8 million gallons (9.8 million dollars worth).

AMTRAK RECORD - Amtrak's preliminary estimates on passenger related revenue topped out at \$61.8 million in July, the highest total for any July since the company was created in 1971.

UPDATE ON THE FORMER HOGTRAIN "CYNTHIA" - The "Cynthia", which was sold recently to the Chicago and Northwestern Railroad, is now the "Lake Michigan". Before becoming the "Cynthia" for Hogtrain, it belonged to the Michigan Railroad Club, where it was not named. Before that it was the Illinois Central "Cynthia". Before that, the NYC & Stl "City of Lima" 10-6 Pullman-Standard 1950 sleeper. It will now be numbered C&NW 410. All of C&NW's recently acquired cars are being delivered in former "400" paint schemes, four black stripes on the car body but retaining silver trucks and a new color yellow paint. (THE MIXED TRAIN)

ST. LOUIS STATION REDEDICATED - The former grand Union Station in St. Louis is again grand. On August 29, 1985, it was rededicated. Among the activities that occurred was a 5,000 piece band and a 1,000 voice choir. The building, originally opened in 1894, is now a 550 room hotel (the OMNI INTERNATIONAL HOTEL) with many shops and restaurants. The entire restoration project cost \$134,875,000, most of it coming from private investors. Also, did you know that a Harvey House Restaurant once was in Union Station? Back in 1958, this restaurant was the host of passengers from no less than 18 railroad companies. It closed in 1970. (MIXED TRAIN)

HISTORICAL FACT - Back in the first nine months of 1983, the Southern Pacific operated an average of about six freight trains a day over each mile of road in the system. Railroad operating expenses averaged \$77 per train mile, a break-even point. Does anybody know how many trains are operated over the SP system per mile today?? (CLEARANCE CARD)

NEW BUSINESS FOR THE SP - Ford Motor Company's new Mexico assembly plant will start production of a four-cylinder subcompact car late this year. That means extra income for the Southern Pacific, as it's estimated that 90% of the autos produced at the plant will be exported by rail through SP's Nogales, Arizona gateway. (SP UPDATE)

TRAIN TO LINK HOUSTON AND GALVESTON - The "Texas Limited" is scheduled to start weekend service between Houston and Galveston, Texas this Fall. The train will something of a rolling museum piece, for entertainment only. The diesel-electric engines will pull vintage Pullman, dining and club cars refitted for active service from the display yard at Galveston's transportation museum. The train will run from Houston's old Union Station to the old Santa Fe station on The Strand in Galveston. To sidetrack the problems that appeared when the trip was contemplated, arrangements have been made to have Amtrak the legal operator. Frank Denson heads the group involved in this project and has such backers as heart surgeon Denton Cooley and the Eliza Kempner fund. Santa Fe used to run the "Texas Chief" offshoot on this line as late as 1967. (HOUSTON CHRONICLE)

WHEN WILL WE KNOW? - The last round of public hearings on the proposed Southern Pacific/Santa Fe merger ended on August 29. It is now in the hands of the ICC, which should hand down its decision sometimes within the first quarter of 1986. (SP UPDATE)

GM&O ALMOST GONE - Only 57 diesels remain in the Gulf, Mobile & Ohio colors and the ICG has indefinitely halted all rebuilding and repainting.

SHORTEST SLEEPER RUN - The shortest sleeper run ever, according to THE TIMETABLE COLLECTOR was the 87½ mile Atlanta to Macon, Georgia run of 1925. Apparently, one could board well in advance of the departure time??

NEW AMTRAK SLEEPERS - New single level sleeping cars have been delivered by Budd and are in the process of being fitted inside with new 34 bed capacity modular-type equipment. The new sleeping cars will have 14 lavatory-equipped small rooms and three of a larger size, an increase of some 65% capacity over existing heritage sleeping cars. The new cars will have two rows of windows on each side, providing viewing for upper berth riders. The shell, which is what Budd produced, has been designed to be used for sleepers, diners, lounges or coaches. (THE MIXED TRAIN)

CENA TO RETIRE - Santa Fe Railway President Larry Cena will retire at the end of next March after 38 years with the company.

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The program for October will be given by Club President Fred Fillers, who'll show slides of various railroads and types. The program and meeting will begin at 2PM, Sunday, October 13 at the TCB Building on Main Street in North Little Rock. By the way, Fred asks that ANYONE who has a program, please let him know.

OCTOBER TRIP TO EUREKA SPRINGS POSTPONED - The October 26th trip to ride the Eureka Springs and North Arkansas Railroad has been postponed until November 23. We need an exact count of bus passengers going up as well as how many of you will want to partake of the diner while there. Seems the October 26th diner was already sold out before we made our final plans. Come to the meeting October 13 and let us know your desires.

☆☆☆ PROGRAM ☆☆☆

## THAT NOISY OLD BAGGAGE TRUCK

by: Clifton E. Hull



Do you remember those noisy old steel-wheel baggage trucks clattering back and forth across the brick platforms at most all railroad depots? They could almost drown out the sound of an engine whistle, and they never would sit still when you turned loose of the handle. A truck loaded with baggage or sacks of mail would invariably begin to move from the vibrations of a passing train, and seemed always to roll toward the train.

These two problems were solved by a pair of Missouri Pacific fellows. Baggage agent W. N. McCoy at Little Rock "hatched" an idea of equipping a truck with discarded automobile tires in the early 1920's. It attracted nearly as much attention as a colony of ants at a picnic, but more favorably. The contraption soon was receiving acclaims of admiration in several publications, and from railroad and express company officials. Use of the truck was adopted by the Mechanical Standards Committee of the American Railway Association. Mr. McCoy went to Poplar Bluff, Missouri 1 July 1929 to demonstrate his noiseless "buggy". The wheels were equipped with roller bearings to reduce friction from 30% to 50%. One man could easily handle a loaded truck on a cinder or hard surface platform. The old "noise wagon" was a thing of the past.

Mr. F. A. Clifford, special assistant to Vice President and General Manager J. Cannon, was the "father" of the idea for the braking system. A counter-balance weight was attached to the rear end of the handle, and when the handle was released it was elevated to a safe position so no one would stumble over it. At the same time, brake shoes were forced against both front wheels, keeping the truck motionless until the handle was pulled down. It would "stand hitched" at a baggage car door until it was fully loaded. No more wandering off.

The device was patented by Clifford and was adopted as standard on the Missouri Pacific Lines.

These ideas were accepted nationwide because of the intelligence of a couple of men on the railroad known as the MOP.

- END -

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Sweet young thing: "Hey, ice man, do you have the time?"

Ice man: "Sure, but who's gonna watch my horse?"  
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## THE PENCIL AND THE BOOK

by: unknown (submitted by Bill Church)

The brakeman heard the music of the car wheels humming low.  
With his head stuck out of the window of the upstairs cupola.  
And he heard the merry warble of the birdies in the trees.  
as he smelled the fragrance of the flowers borne upon the breeze.

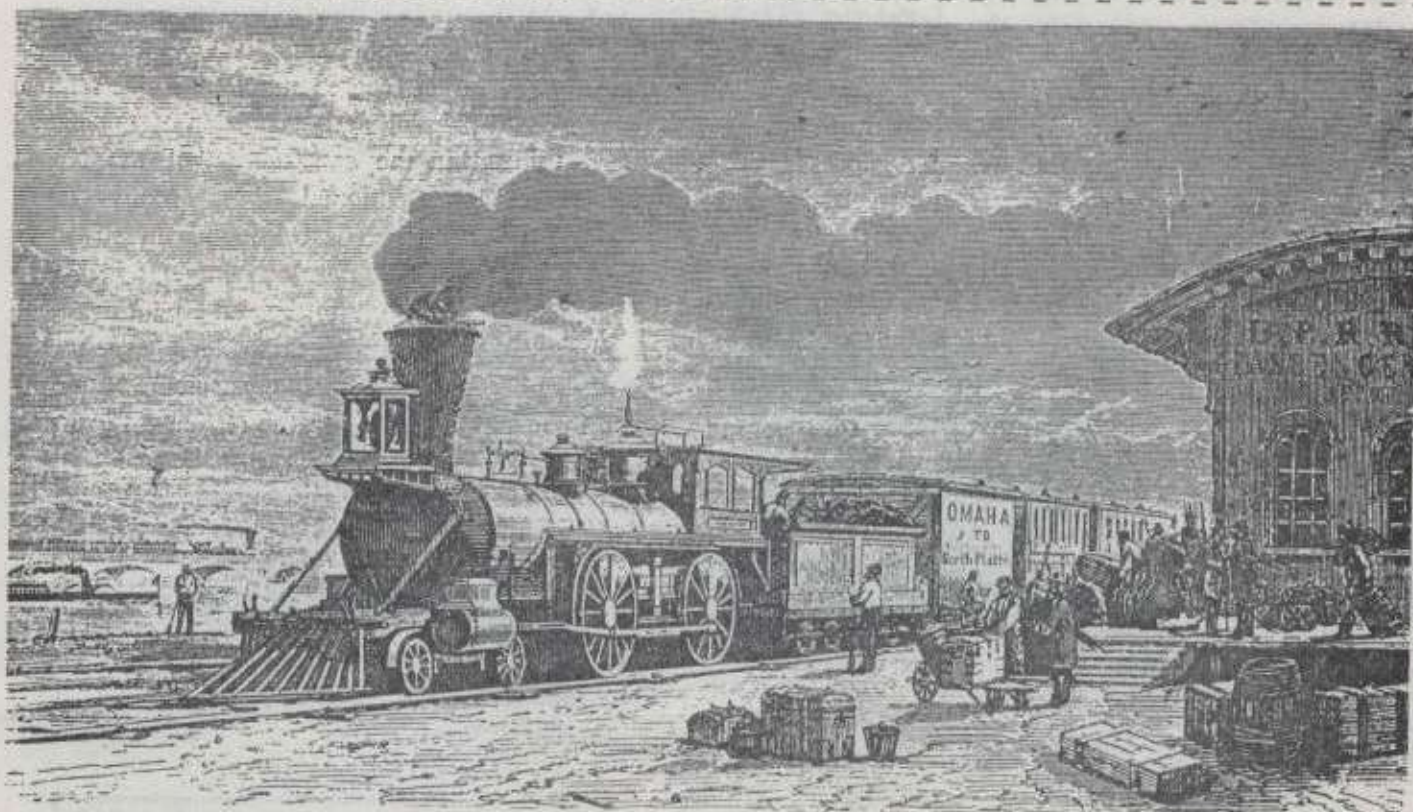
All the world was looking lovely and his heart with rapture swell,  
till he heard a hot journal squealing, and the burning dope he smell.  
He forgot the fragrant flowers, he forgot the birdies song,  
and dug down in the locker for a brass ten inches long.

All the world turned dark and dreary and his heart turned to lead,  
as he gathered up the outfit and put the brass on his head.  
Around his neck he hung the bucket filled with greasy dope,  
in each hand he had a pail of water and in his mouth a bar of soap.

Then he lifted up and balanced the jack block on his nose,  
deftly gathered up the jack bar, carried it between his toes.  
He put the jack down in his pocket, and on his ear he hung the hook.  
and the conductor carried what was left, the pencil and the book.

MY HEART IS WARM WITH THE FRIENDS  
I MAKE  
AND BETTER FRIENDS I'LL NOT BE  
KNOWING,  
YET THERE ISN'T A TRAIN I WOULDN'T  
TAKE,  
NO MATTER WHERE IT'S GOING!

Edna St. Vicent Millay  
(from THE DISPATCHER)



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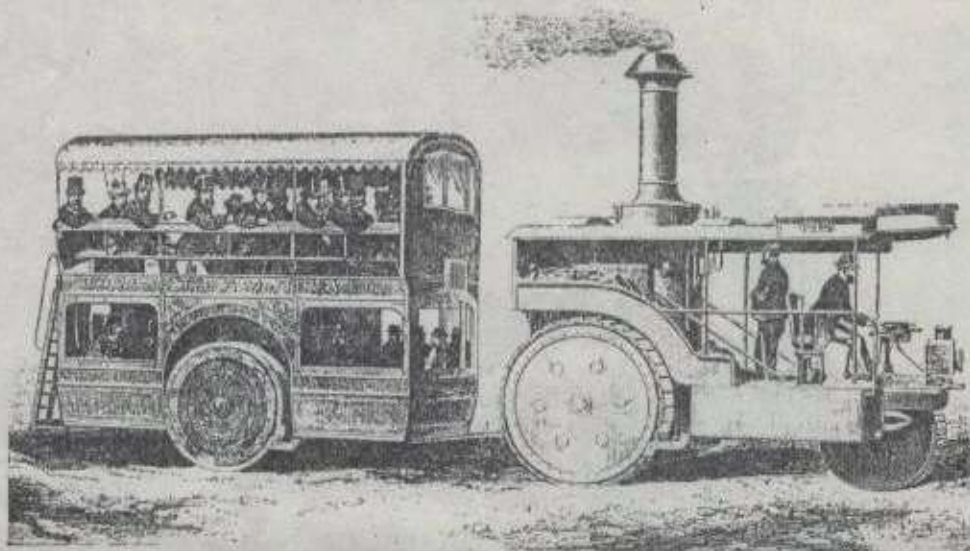
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

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

KEN ZIEGENBEIN  
905 VALERIE DRIVE  
NORTH LITTLE ROCK, AR 72118



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