



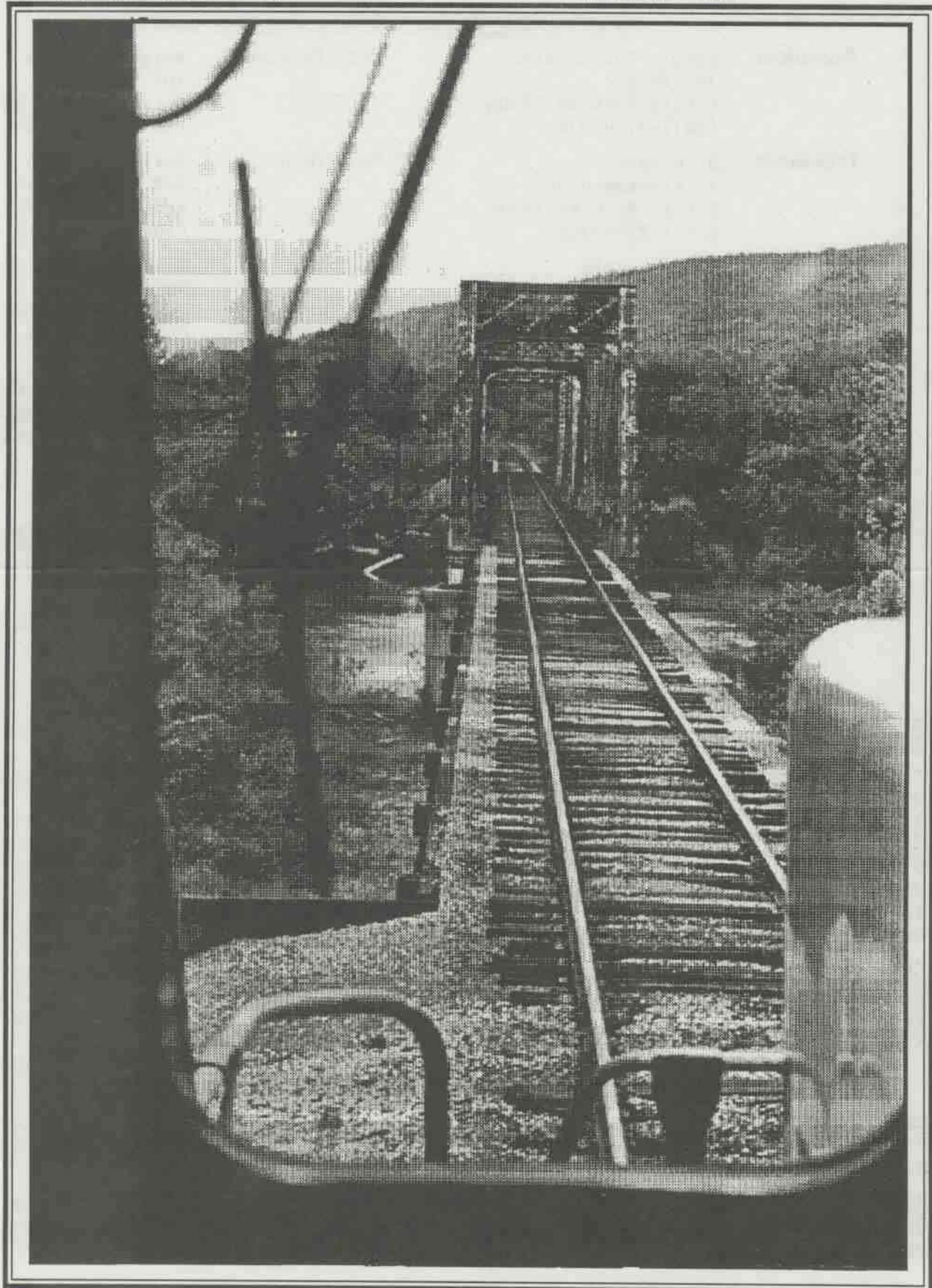
ARKANSAS RAILROADER



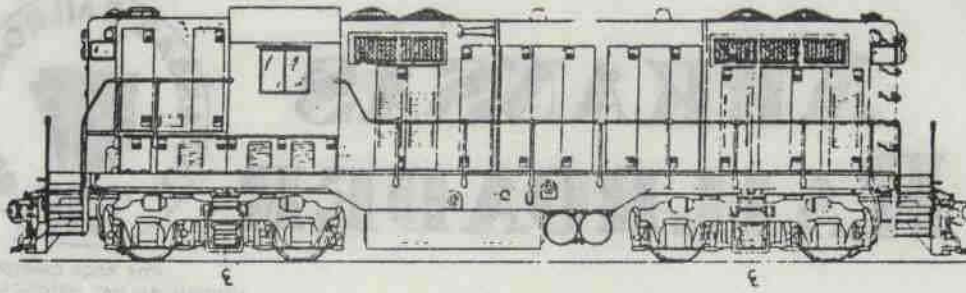
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 10

OCTOBER 1988



HEADING HOME ROCK ISLAND TRAIN #38 HEADS EAST ACROSS THE LITTLE MAUMELLE RIVER BRIDGE NEAR BIGELOW, ARKANSAS. RIDE WITH US THIS ISSUE AS WE TAKE A TRIP ON THE ROCK'S WEST END. PHOTO BY JOHN M. MARTIN



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Bd Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

ARKANSAS & MISSOURI RR TRIP OCTOBER 15 - The Arkansas Railroad Club's excursion from Springdale to Chester is still on. If you have a reservation for the trip but have not paid your \$31 for bus and train or your \$15 for train only, please do so as soon as possible. The bus leaves North Little Rock from the Twin City Bank north parking lot at 6:00 AM and arrives back in North Little Rock about 6 or 7 PM. Call Bill Church at 501-753-4582, Fred Fillers at 501-821-2026 or Naomi Hull at 501-945-5556 for more information. Send your check made out to the Arkansas Railroad Club to Bill Church, 5619 Bel Caro Place, North Little Rock, AR 72118. Let's have a ball!!

SHOW AND SALE PLANNED FOR JUNE 17, 1989 - With greater advertising, we hope this 9th annual Railroadiana Show & Sale will be the greatest yet. It will be held at Fisher National Guard Armory in North Little Rock. For more information, contact Eakles Hille, 224 Dennison, Little Rock, AR 72205 or William Church, 5619 Bel Caro Place, North Little Rock, AR 72118.

CHRISTMAS PARTY AHEAD! - Santa Clause is coming to the Yellow Daisy Restaurant in Little Rock again this year, this time for the Arkansas Railroad Club on December 2. Make plans now to attend.

ROCK ISLAND STORY on the next few pages was printed as received by John Martin and no typing or editing was done by your editor. Thanks, John.

(CLUB NEWS continued on page 11)

A TRIP WEST ON THE ROCK ISLAND

By John M. Martin

It was the usual late evening call for Rock Island Train #31...9:30 p.m. allowing at least a nice dinner at home before the telephone interruption. We pull into the parking lot around the perimeter of the old roundhouse foundation and grab the old tin grip from the back seat. Pools of light illuminate the wash rack and sand tower and the engineyard is filled with locomotives from the "rush hour" this time of evening. We step into the locker room in a small metal building also housing the radio shop and roundhouse office, including the road foreman's office and the caller for engine crews. Beside the barred window (reminiscent of a ticket window) we sign the train register and prepare for the trip. The head brakeman, known by the nickname "Big Dummy" (everyone seemed to have a nickname, complimentary or not), sat on one of the wooden benches looking like an eager beaver. Unfortunately, his eagerness was to mount the cab and settle down for a nap before work begins. Around the top of the bulletin boards were lines of rubber stamps and we reach for ours in the usual spot to stamp our timeslip. On the counter under the clerk's window is our engine consist. A lucky draw tonite, locomotives #322, a 2500 hp EMD GP-35 followed by leased Western Maryland chop-nosed GP-9 #29 and RI GP-18 #1341. By this time the fireman has arrived and is looking over the bulletins up for bid. We feel lucky tonite as the usual consist for #31 has been F-units and with local work to be done it makes a poor combination.

Call time arrives so we grab our grips and walk out across the turntable, glancing into the dark remains of the roundhouse where machin-

ists, electricians, and pipefitters reign. The fireman disappears to check the units oil and water while "Big Dummy" and I climb into the cab. We feel very lucky tonight ... both the radio and speedometer appear to work. Usual conditions were for one or the other but rarely both. I call the roundhouse foreman to get the sanders unstopped, we'll need them later.

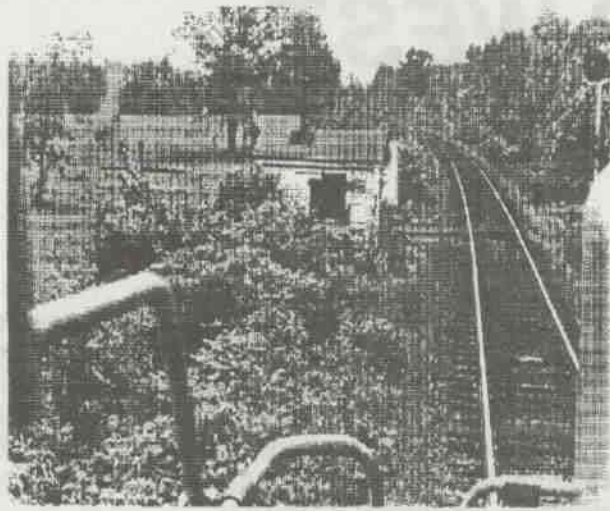
After a few blows with a hammer the sand clog unstops and we whistle off and ease down to pickup our orders and train. We wait at the crossing behind the yard office for our orders and lists. After the usual 15 minute wait another brakeman emerges and gives us the details of the local work. The train orders consist of the usual slow orders and a single order to wait at Biddle for Train #38. We call the yardmaster for the location of our train and are told to go thru #22 rail to the west end and our train is on the old mainline. We rock off down through the yard, by the old steam wrecker and caboos track to the west end where the West Lead Switcher SW-1200 #934 is showing the last cut onto our train. He sets our train, cuts off and upon his clearing we ease out onto the lead.

To get across to the train we call the operator for the signal at Hot Springs Junction, where the Louisiana Main meets the east-west main. We back down to our train and the brakeman couples us up. We cut in the air and settle down to wait for the carmen to complete working the train and give us a brake test.

Down at the Junction ahead the block signal flips red. It's #38 coming in. That will complete our wait order. The radio blares that our air test is good as a headlight pops around the

TRAIN #38 EXTRA 333 EAST WAITS FOR TRAIN #39 IN THE SIDING AT BELLEVILLE AR. Photo by John Martin





Long since abandoned, being replaced by electric fences the Rockwatchers shanties sit in disrepair along the main West of Little Rock. Photo by John Martin

curve ahead. He slows as the brakeman runs ahead and throws the switches. They ease past us on the the new main track and as his caboose passes we kick off the brakes, notch out the throttle and begin to ease out the slack.

"All moving #31" comes over the radio and we being our roll westward. The clear block ahead becons us on so the throttle is thrown wide open to get a run for our first obstacle... Iron Mountain Hill.

Around the broad curve and past the stock show grounds our three engines are thundering with a rush that does not match our progress. It is a long, slow pull up the ruling grade on this subdivision. As we duck under Roosevelt road the block at the top of the hill, the approach signal for the MoPac crossing at HH tower, is yellow. We feel our pace begin to slow as the train feels the grade.

Turbocharger screaming, traction motors growling, sanders hissing, bell ringing and the melodious horns of the Rock Island blowing for the crossings behind Central High made for a great experience! Not two hundred feet from the signal it flips from yellow to clear. We now have five minutes to take the Mop crossing before the timer gives the circuit back to the Mop.

Memories of other recent trips were we had not made the grade, slipping on the weed covered tracks to a halt remain fresh. Not more than a week ago we had three of the Ex-Union Pacific F-units and 98 cars leaving Biddle Yard. Leaving the yard only the first two units were loading and going up the hill the second unit began popping the ground relay button causing alarm bells to ring. The fireman went back to the second unit and held in the button to force the unit back on line to give us two units for the assault on the hill. Our pace fell slower and slower, the wheel slip light flashed almost constantly as the engines bucked up the hill. In the cut under 14th street the noise was incredible and one could have walked faster than we were rolling! The head end finally eased under 13th and 12th Streets and about the 7th street overpass we began to pick up a little momentum. The tension was great but we were greatly relieved as we bounced over the Mop crossing. A red block there would have surely spelled our doom and a call to the West Lead Switcher for a push would have been necessary.

Not tonight, however, cresting the grade we begin to pick up speed as we cross the Mop, to almost 30 miles per hour as we clear Pulaski siding, whose west end marks the Yard limit and head up the river valley.

Twisting along the high rock bluffs, along Rebamen Park road, round the curve where my grandfather had met his death in a head-on collision in 1947 and up the grade past Murray Lock and Dam. We reach for a little air as we neared the sharp "Section House Curve" under the I-430 bridge.

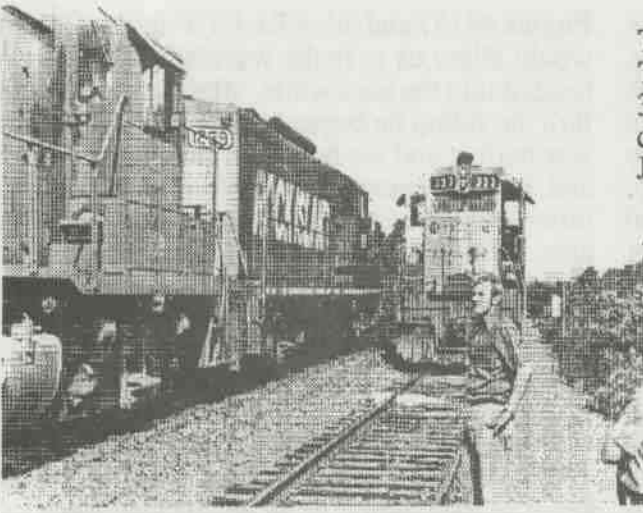
We wind up the river valley, on our left, high bluffs tower above us and to the right flows the Little Maumelle River. This territory is aided by Automatic Block Signals and clear signals and moonlight are all that break the darkness. Soon Pinnacle Mountain looms ahead as we ramble over trestles and bridges where creeks and sloughs flow into larger waters.

In our consist, just behind the locomotives are a couple of gondolas full of company material which we will set out at Pinnacle siding. Switching the cars to the west end of the passing siding results in a 20 minute delay as we spot the cars, get our air and pull up grade away from the siding toward Roland. By Natural Steps (named for the geological formation), we cross the Little Maumelle River and head thru Bigelow, where the old depot sits indignant in a field housing cattle. Leaving Houston (clearly no resemblance to its Texas namesake) where in earlier days Budd RDC's of Trains #23 and #24 were scheduled to meet, we head up the long and twisting grade of Copperas Gap.

Brakemen swear that, going thru the gap, the sun shines on all four sides of the caboose! We get a good run for this hill and make it with ease. Coming down into the valley we get some air and prepare for our major work at Mile Post 108, the Kraft Paper Mill Spur.

Meandering through the valley is a two-mile long track that runs to the big Kraft Paper Mill. There are two siding on the route, the South Runaround, near the mainline, and similarly a North runaround at the mill then the spurs along the docks of the mill. We cut off and ease down to the switch then ease down off the ledge where the main track rests to the valley floor. Above the tree tops we can see the lights of the mill glowing in the distance. We shove out cut into the south runaround and ease our engines to a stop directly across from the ragged geep that idles on the other track.

It belongs to the Perry-Danville Switcher, the local traveling switch job that will takes our cars to spot at the mill in the morning and switch the other industries of West-central Arkansas as far west as Danville. The Kraft Mill once owned a couple of locomotives, one an Ex-Rock Island



Two Hotshots on the Rock Meet at Belleville. Train 39 claims the Mainline while #38, Extra 333 East waits patiently in the pass. The train crews inspect the passing hotshot. Photo by John Martin

Alco S-2 and an old Ex-U.S. Army centercab switcher.

As we head out the siding a call comes from the mostly silent radio. The Perry Operator's night has been disturbed to copy a meet order for us. He asks how close we are to leaving and tells us he should have the orders in the hoop by the time we get there. We back to the train, pump our air and head into Perry. As we round the curve the semaphore glow red in the night. A flood light illuminates the train order stand and we can make out the figure of the Operator carrying a lantern standing beside the stand. We approach the highway crossing with horn blowing, careful to keep a little air under the train on the descending grade to take care of the slack. The pale yellow papers rolled neatly in the high hoop for the engine crew and the second hoop in the operator's hand (so the pulpwood won't grab the orders before the cabooses pass). Our speed is about 25 m.p.h. as I lean out the cab window and place my fist thru the center of the wye shaped hoop. The string snaps and springs clear of the hoop. We make a quick note of the meet order to be certain we are not restricted to Perry. The orders gave us time on Train #30, due to leave Booneville later in the morning.

Across the valley through Adona, Home-wood, Casa (pronounced Kay-sa), Birta and down into Ola. We pass the depot and a green

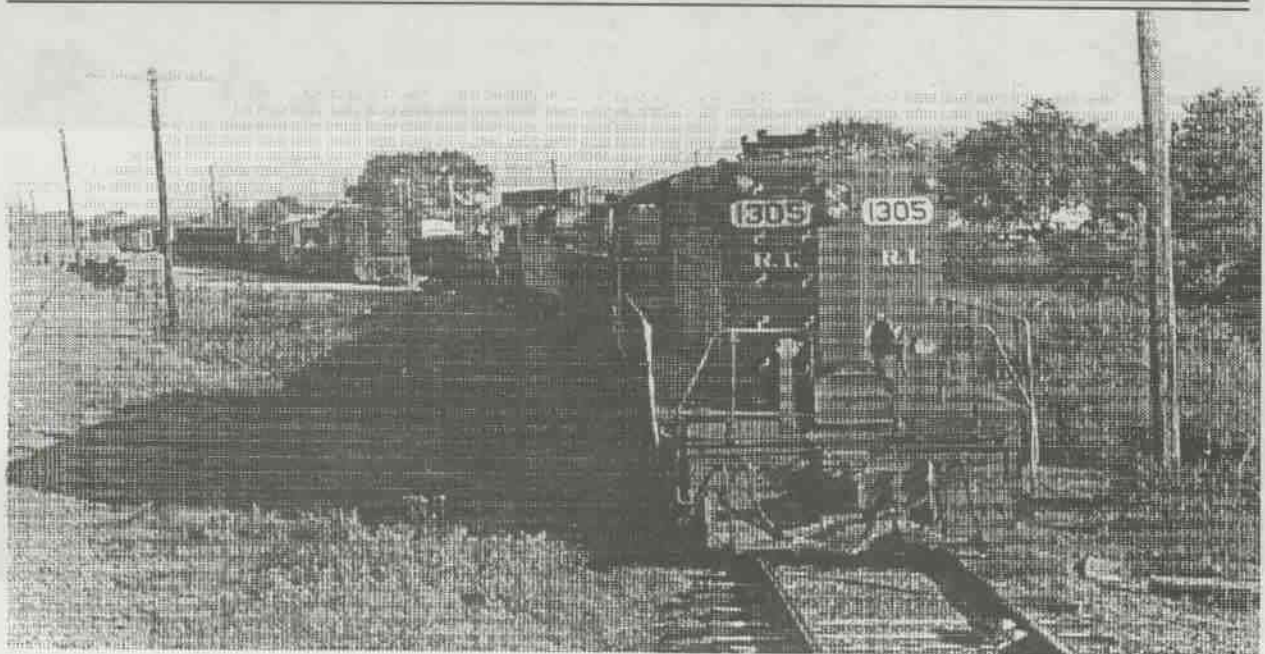
order board. Past the stockyard and the little drive in that sells "Ola-cola." Here we are supposed to pick up thirty-five cars that sit in the pass. Running as we are with what horsepower we have the conductor makes the decision to pass the pickup and we charge on further west. Past Mickles and into Danville where the train order signal at the little tin-box style depot is green also.

Time is working on us against a meet with #30 as we pass Belleville and Havana and on the East end of Waveland. The pass is empty so we ease ahead to a position where we can just see the west end of the siding around a curve. The block is red so it looks like a good meet. After a short wait a headlight appears and a leased black P&LE U-28B chugs slowly into the pass and off we go again. We get a good run at the grade up Blue Mountain and up and over the side of Mt. Magazine we go. We coast down and we reduce our speed as Booneville lies ahead.

We reduce our speed to a crawl but don't stop, as we change crews on the fly...our crew dropping off and the outbound crew climbing aboard at the depot. We are met by the operator who inquires, "What happened to #39?"

Explaining we find that #39, who caught up to about 30 minutes behind us after Perry had turned over several cars just west of Belleville. The roadmaster wanted him to ask us if we'd seen anything that could have caused it...we had not!

Its job done the Wrecker train with engine #1305 sits on the House track at Belleville, AR. Soon it will be picked up and carried home to Biddle by Train #38. Photo by John Martin.



This was not great news. A mainline derailment meant a long weekend at Booneville. The sun was just rising, still not reaching the depths of the valley as we headed from the depot to the line of trailers set up as the crew hotel. We would have lots of time to catch up on sleep. Booneville was not a great town in which to spend a weekend. A quiet little town consisting of hardware stores, a motel, a couple of car dealerships and a couple of cafe's that cater to the railroad crews. At least a movie theatre provided some distraction.

Saturday nights was another matter. The rural teenagers gathered in town to see the movie and "drag" main street. A line of cars, horns honking circles from one end of Main Street to the other centering around the Busy Bee drive-in.

During our rest, two trains had arrived from Oklahoma and tied up in the yard, to wait out the opening of the main track and a call eastbound. Sunday morning found the wreck cleared and the main track restored. We were initially second out (the West end was a pool crew operation) so the first out crew got #36 the eastbound local in the wee hours of the morning. We stood for the through train #38 and were called for 5:45 a.m.. We walked down to the units which were tied up on the lead. Again good luck abounded on the power. In the lead was GP-35 #333 followed by U-33B#296 and another GP-35 #311 brought up the rear. We eased down and doubled out train together then we eased to the depot for orders. This time there were a hand full.

We held orders on four trains. The first meet was on #39 and kept us here for him. We backed into the clear and sat back to wait with a cup of hot coffee. It had been his train that had derailed and caused our long weekend. He finally entered town, changed crews on the fly and continued west with a consist of GP-9's and 18's. Our brakie waited at the siding switch for his caboose to clear, threw it, and we were on our way homeward bound.

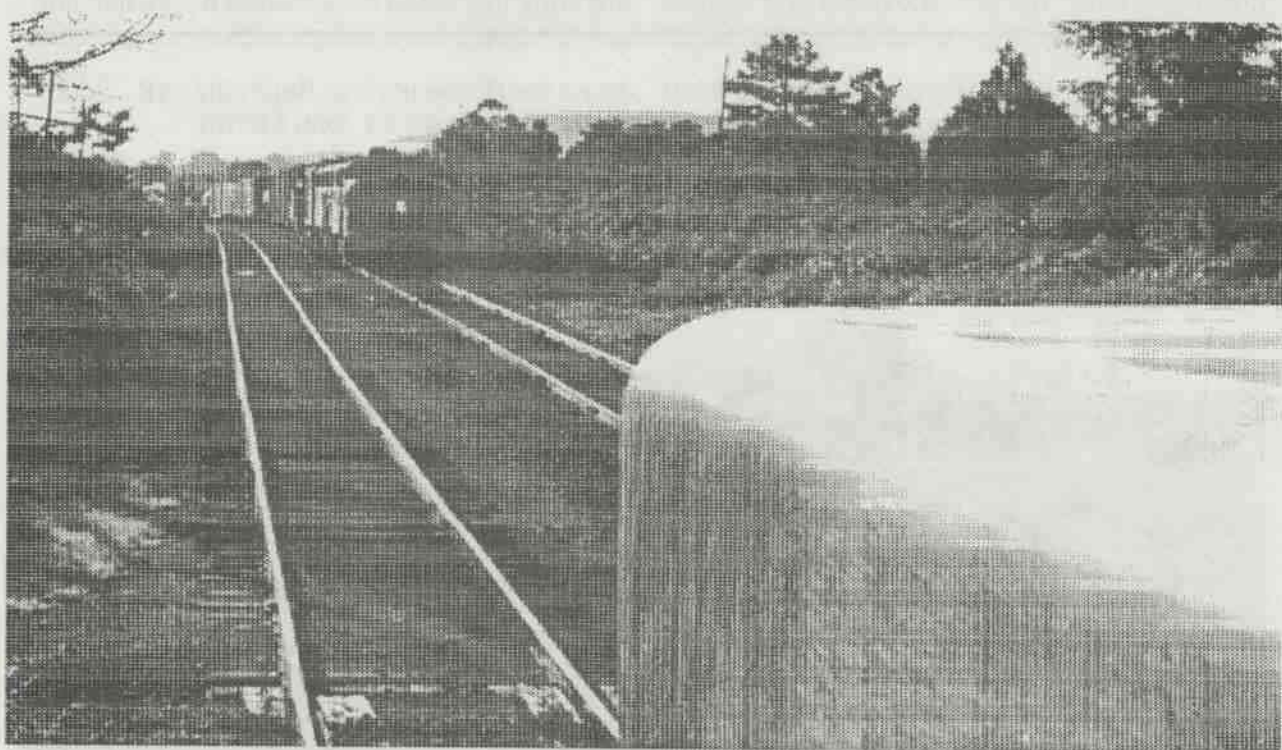
Our next time was on #37, the local with

Engine #4157 and other Ex-UP F-units. Our time would allow us to make waveland for him. We headed into the pass while, after waiting halfway thru the siding he began to pull west. The timing was perfect and we headed right out the east end and for another meet at Belleville. We face a two-mile-long, 10 m.p.h. slow order around the wreck area. We slowly approached it and could see the obvious cause...a sun kink which had been ironed out enough for us to pass slowly. There were seven or eight covered hoppers lying scattered in a rancher's field, being shoved off the main track to reopen the link. the fireman and brakeman went out on the front of the engine to get a better view. Several of the cars were loads of corn which cattle were enjoying as an unexpected treat!

Coming into Belleville we pass the wrecker train from Biddle which had tied up on the old house track, headed by GP-7 #1305. We pulled into the pass for the meet with Train #39, Engine #1297. After 45 minutes pass he finally shows up. The conductor talks with the dispatcher on the phone box at the east end of the siding. The road foreman with the wreck train had made arrangements for us to pick them up for the trip to Biddle. With the wrecker we were restricted to 30 m.p.h.. After the meet we cut off our units and ran back to pick up the unit and the consist off the house track.

Finally getting everthing together and pumping off the brakes we head east. A car of ties in the consist was bound for Danville, our only set-out. The day was crystal clear, warm and quite beautiful as we wound back through Western Arkansas.

Again we edged close to the river, high cliffs on one side and getting closer to home. I have seen eagles fishing off the high outcroppings. We pass the rockwatchers shanties where one section cars preceded each train through slide areas before the electric fences were installed. Around Mill Creek curve where once an old sawmill stood. Coming through Natural Steps the fireman spied one of the carmen aboard the old



At Waveland Train #37 heads thru the pass for Train #31 with Ex-UP F-unit #4157. Photo by John Martin

passenger/work car flagging us down.

We reached for air and eased to a stop. Several carmen stepped down onto the ballast and began to feel the journals of the wrecker and the old diner. No hotboxes were found although they had noticed a hot aroma.

We kicked them off and on to Biddle and home. It always felt good to be coming back into town. A clear block at HH tower as we ran across the Mop and a call to the Biddle yardmaster for a track announced our arrival.

"Yardmaster, No. 38 coming down the hill. Where do you want us?"

"Put them down the old main line," he responded.

We eased into the yard, by the ever-present drilling of the West and East lead switchers, and cut our engines off. We ran around using the new main line to pickup our rear end crew and dropped them off at the Yard office. Now, past Sweet Home Crossing we back into the engineyard again, being met by the roundhouse foreman and hostlers who took them from us to the service track. We slip into the locker room, dump in the timeslip and head for home. I always missed that good old bed and those great home-cooked meals, but what a way to spend a weekend!



AUGUST 15, 1988. Ex-Frisco 4-8-2 #1522 being serviced at South Pekin, Illinois on C&NW rails. Occasion - a ferry run from Chicago to St. Louis after fan trips into Wisconsin. Temperature 101 or 102 degrees. (Photo by E. Harris)

CLUB MEMBER IMPRESSION OF THE FRISCO 1522

Summer of 1988

by: William Earl Harris

Dear Arkansas Railroad Club Members:

It was a very hot August 15, 1988 when I saw ex-Frisco #1522 in South Pekin, Illinois at the C&NW yard.

Hey, it was love at first sight on my part. On the point was a C&NW "growler" (diesel), I suppose this was for insurance purposes. Anyway, an engineer and two crewmen were on the "growler".

Would you believe, I saw only three men of 1522s crew in the cab when she left South Pekin? No V.I.P.s in evidence at all.

This was not so strange, as I would guess the temperature in the cab to be around 110 - 120 degrees. You had the "growler", the #1522, a water car, a coach marked and lettered Frisco and a C&NW box car on the rear end.

She was returning to St. Louis after 2 runs from Des Plaines, Illinois to Fond du Lac, Wisconsin over the August 13 and 14th weekend. Seems the 1522 had performed very well up to the present time.

The local city fire department was on hand to fill both tanks with water (see photo on page 7 by W.R. Harris taken at the C&NW Yard in South Pekin, Illinois). She was lubed, and when the water tanks were filled, it was time to go.

On starting, the 1522 put forth some of that beautiful "snippity" stack talk and a few blasts of her beautiful whistle in spite of the growler escorting her. (Eat you heart out, Matt Ritchie). Though it was a miserable 100 degrees + that day, I got goose pimples at this.

I have made a (private) vow if and when the 1522 runs out of St. Louis or nearby, I will surely try to get a ticket to ride. ("How about it Arkansas Railroad Club? Let us join Earl Harris for a ride behind the 1522 sometime." Bill Church. -- Editors note...according to the August 1988 publication of the St. Louis NRHS, their chapter's first trips with the 1522 will be on October 22 and 23 from St. Louis to Decatur, Illinois via Norfolk Southern).

By bending the speed limit my friend Frank Herman and I caught up and passed the consist and watched her pass at a highway grade crossing 15 miles or so south of South Pekin, Illinois. The great thing about this case, there were not too many people present to cover the lower part of the 1522 "wall to wall." I hope I got a few decent shots of the scene. If I get lucky, and did, I will share with the Arkansas Railroader.

Well, I'd say friends, if given the chance to ride behind steam or diesel, I would take steam any time.

(The above is from a letter from Earl Harris of 22 Houser Court, Lincoln, Illinois 62656, a member of the Arkansas Railroad Club, to William Church, who is sharing it with the Club through the Arkansas Railroader. Bill has a few memories of the 1500s on the Frisco dating back to his student brakeman days over 52 years ago. His story follows.)

WILLIAM CHURCH COMMENTING ON THE FRISCO 1500 CLASS ENGINES

Earl Harris comments on seeing the restored Frisco 1522 Mountain Class at South Pekin, Illinois makes me recall a ride I had one night in the 1930s when I was assigned to the Hayti Third Man board, Hayti Missouri, as a brakeman making runs between Hayti and Memphis on the Frisco's River Division.



As a brakeman on the Third Man Board at Hayti I was often called, along with other assignments on switchers and way-freights, to work main line freights enroute to Memphis through Arkansas as a Third Brakeman that was required by the Arkansas Full Crew Law (repealed in 1968). One night I was called for Extra South to Memphis. Instead of the usual 4000 Class 2-8-2s used in through freight service, we had a 1500-Class 4-8-2 passenger locomotive.



It was seldom that the Frisco used one of their regular assigned passenger locomotives in through freight service, but as I recall, No. 805, "The Memphian", whose consist was pulled by a 1500 locomotive, had engine failure at Chaffee, Missouri and a spare locomotive was used while the Mountain was put in the Chaffee shops for repair.

As this was the busy Fall season, there was always extra tonnage in the Hayti, Blytheville and Harvard Yards to make up an extra train on a minutes notice. So the Chief Dispatcher ordered an Extra South to Memphis with this 1500 Class 4-8-2 on the point, to take some of the work off of No. 835.

After picking up at Hayti, we departed for Memphis with our next work to be at Blytheville. Our engineer was the well known "Whistling Dick" McEwen, who was not only a "throttle artist" but a wizard with the whistle, thus his nickname "Whistling Dick".

Our tonnage out of Hayti was not to the point that Mr. McEwen had to work the 1500 hard enough to make her bark. The entire railroad from Hayti to Bridge Junction (West Memphis, Arkansas) was a water level grade. Not even after picking up at Blytheville and Harvard Yard did the 1500 show she was loaded down. But the grade from Bridge Junction over the Frisco Bridge to Kentucky Street in Memphis was another story.

Because we were a "drag freight" the train dispatcher did not give us priority handling. First he let the usual Memphis Merchandise by us which was pulled by a 4000 Class 2-8-2, and at Terrell, Arkansas, where the River Division joins the Kansas City-Memphis main line, he put the "Kansas City-Florida Special" and the St. Louis-Memphis "The Memphian" varnish runs around us, then allowed us to go over to Harvard Yard (Marion, Arkansas) to finish our picking up and setting out before going over the river to Yale Yard in South Memphis.

I suppose this trip would have settled down in the dark recesses of my mind and be lost forever if it had not been for the fact that the Missouri Pacific, Rock Island and the Cotton Belt passenger trains that morning were all running late. When we pulled up to Bridge Junction a pair of red signals were staring us in the face.

All of the urgent whistling by "Whistling Dick" could not shake the tower operator from his decision to hold us on the west side of the "Frisco Crossing" until his hot Missouri Pacific, Rock Island and Cotton Belt varnish trains had made it across and safe from any delay a Frisco drag might give them.

With the Memphis skyline peeping at us through the morning fog that hovered over the Mississippi River we sat there staring at the red signal who cared not one darn bit that we were tired and hungry while staring back at us.

Soon the last train was out of Harms Way and the signal went from red to green giving us the right to move across the diamond.

What took place for the next ten minutes made me forget how sleepy I was, the hunger from being out all night without food and tired from the long hours on duty. "Whistling Dick" McEwen gave the 4-8-2 a workout that will last forever in my memory.

As I said before, "Whistling Dick" was not only a wizard at making music with a whistle, but was also a first class "throttle artist". Here we were, stopped with a tonnage train on the Frisco Bridge approach that under normal circumstances would require a switch engine being dispatched from Memphis to double head us over the approach, but not this morning. We were going solo, and on a wet rail to boot. "Whistling Dick" had his work cut out for him that morning.

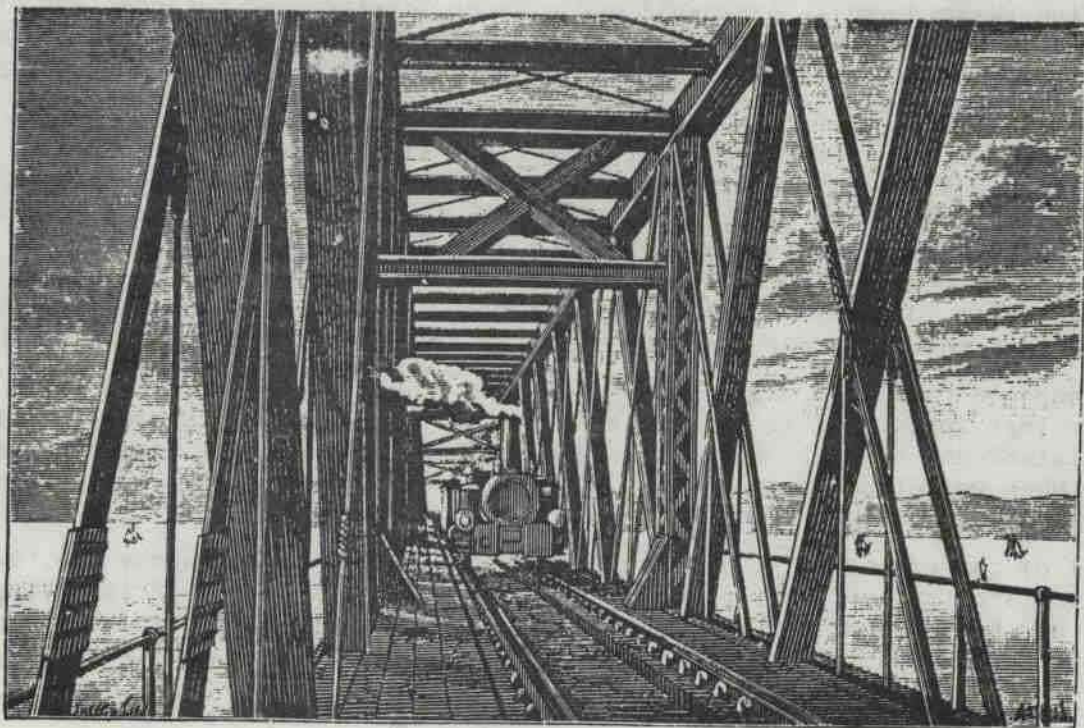
When the signals went green for us, "Whistling Dick" cut loose with the 1500s whistle his own rendition of "Proceed", that not only woke up the countryside, but caused the wild fowl along the river to leave their roosting place with a rush of wings that sounded like a cyclone had passed through the cane brake.

The fireman had the oil fire bellowing and the steam gauge stood just a fraction off the pop line when a blast of air filled the cab as "Dick" pushed the reverser down the quardent and put the Mountain in forward motion.

The big "Jine" took a deep breath, snorted, then shook all over as "Dick" tugged at the throttle, giving her just the right amount of steam to get her moving. While the runner sanded the rails, the 1500 bit into the grit and held her feet. Soon the entire train was in motion. Then "Whistling Dick" got down to business and put on a show of engine handling and whistle blowing that only a veteran of the rails could do.

Whether in disgust at the delay he had suffered at the crossing or just in joy of being on the move again, "Whistling Dick" cut loose on the 1500 whistle. Starting with his famous rendition of "Lonesome Long Lost John" followed with his own version of Frisco's 14 L, "Whistling Dick" played it as only a "Whistle Artist" can do as we rumbled across the diamond and nearly shook the signal tower off of its foundation as we pounded by.

"Whistling Dick" knew that the 1500 was a slippery old girl and he cocked his ear to catch the bark from her stack for a hint of a slip, ready to play with the "Johnson Bar" at the slightest flutter in her bark that told him she was wanting to slip. By playing her by ear he kept her on her feet as we thundered by the tower and hit the approach. Soon the Mountain's "Stack Talk" was shaking the iron work of the bridge.



Over on the Missouri Pacific, Rock Island, Cotton Belt bridge, a Missouri Pacific train pulled by a 1300 Class engine headed for Wynne, was stopped at the tower, its crew giving us wild "High Balls", showing their approval of the show being put on by "Whistling Dick."

I must confess now, that if the Frisco had not paid me for that trip that night, I would have considered the bill paid in full for my labor, just being in on one of the rare occasions of history when a passenger locomotive handled a tonnage freight train from Bridge Junction, Arkansas across the Frisco Bridge to Memphis, Tennessee. That was considered to be payment enough.

Yes! Earl Harris, the "snippity" stack talk and the beautiful whistle you heard in 1988 is really something to write home about, just as those shotgun barks from her stack as "Whistling Dick" McEwen played her whistle for all she was worth that morning in the 1930s is worth recalling today.

END

(CLUB NEWS continued from page 2)

☆☆☆ PROGRAM ☆☆☆

The next program and meeting of the Arkansas Railroad Club will be held Sunday, October 9 at 2:00 PM at the Twin City Bank Building on Main Street in North Little Rock. Fred Fillers will give the slide show on Southern California steam of the 1950s. It should be quite interesting. Also, a final recap will be made on the October 15th trip of the club to Springdale. See you there!

ARKANSAS RAIL NEWS

SPECIAL CAMPAIGN TRAIN IN WALNUT RIDGE - (Walnut Ridge) - On August 23 a special campaign train carrying Presidential candidate Michael Dukakis arrived in Walnut Ridge about 6 PM. The special Amtrak train consisted of two engines, baggage car, diner, sleeper, two coaches, two buffet cars and a dome car. The cost of the day's trip that began in Belleville, Illinois was about \$90,000. Walnut Ridge was the last stop. The specially selected crew from Poplar Bluff was conductor Jim Henneberger, engineer Mike Hedgecock and fireman John Barnes, and brakeman D. I. Harcastle. Union Pacific official E. L. Williams of North Little Rock represented the company. A "minesweeper" train of one engine and one caboose preceded the train with engineer Jim Whorton and conductor C.D. Holloway aboard. (ARKANSAS GAZETTE, August 24, 1988 by Richard Allin)

ORPHAN TRAIN SOCIETY TO HAVE MEETING - (Springdale) - Mary Ellen Johnson, executive director of the Orphan Train Society of America, will have a meeting in Springdale of that society's members on October 8. Many former passengers of the famous orphan passenger trains of the early 1900s will be present. Your editor plans to attend.

ORPHAN TRAIN SOCIETY TO ASSIST NATIONAL TV SERIES - (Springdale) - This society is working with NBC for a program to be aired later this year on the NBC series "Unsolved Mysteries." Scenes will be recreated using antique rail cars available in both Springdale and Eureka Springs. Antique automobiles will also be used, and some horses and buggies. A mini-story will portray the orphan train story and

placement of the children. Documents and photos of living riders who are still searching for family members will be shown. The whereabouts of many sisters and brothers who traveled together by orphan train and never saw another again remain a mystery. If you have documents or photos that could be used to trace orphan train riders, contact OTHSA at Rt. 4, Box 565, Springdale, AR 76764 or phone 501-751-7830. You are also welcome to join this society. Membership is \$20 a year.

D&R REVITALIZED - (Russellville) - Shippers on the 5-mile Dardanelle & Russellville Railroad are ecstatic about improvements on the line under new manager Bill Robbins. In five weeks, the rolling stock of the D&R has been put back in operating order; shippers have been solicited for business and more favorable freight rates have been negotiated. The rail line extends from North Dardanelle on the Arkansas River to Russellville and a connection with the Union Pacific. Along the way are facilities of Tyson Foods, International Paper Co., Dow Chemical, Superior Graphite and Bibler Lumber (which shipped by rail for the first time in many years recently). This is an example of how a community organization such as the Russellville Industrial Development Corp. can be effective in keeping needed services available to maintain employment opportunities and economic benefits for all the people. (Editorial by the RUSSELLVILLE DEMOCRAT, August 17, 1988 --- too bad that certain towns west and east of Little Rock and/or the state government couldn't have done the same thing for the old Rock Island on its entire route - K.Z.)

CORRECTION ON U.P. ENGINE - Lou Koeppel sent in a correction about UP engine #90 mentioned in last month's story on the special UP train running to New Orleans. Seems #90 is not a Centennial engine, but is one of a handful of GP40X's bought by UP (about 6) and presently numbered 90-95. Mr. Koeppel said he also really enjoyed the Barton Jennings story in the September issue.

DONATIONS NEEDED - (Pine Bluff) - The museum housing SSW 819 has several holes in the roof and the Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613 can't get enough money to have it fixed. Most of the wooden decking of the roof is rotting. Members have failed to get grants from the city or federal sources. The city of Pine Bluff couldn't afford the matching funds even if a grant were obtained, mayor Carolyn Robinson said recently. "They only have a 5-year lease on the building," she said. "That's very detrimental. They might not have the building when the lease runs out." Lacking funds, members of the society work on their own to get donations and maintain the museum. Mayor Robinson did say, however, that the society's members are "certainly the most industrious people around." (PINE BLUFF COMMERCIAL, August 9)

STATE TO DECIDE DEPOT FATE - (Russellville) - A state agency will decide in November whether or not to allow Union Pacific to close its freight depot and eliminate the agent in Russellville. Russellville's agent is one of eight in the state that UP wants to close. Two of the cities, El Dorado and Gurdon, are not protesting. However, hearings were held or scheduled to be held in McGehee, Van Buren, Helena, Newport and Pine Bluff. UP argues that the local agents are obsolete with everyone now being served by a signal location in St. Louis via toll-free telephone. Local shippers disagree and say the center's personnel do not understand local problems and that their people are helpless if incorrect data is entered into their computers. Apparently clerks in St. Louis have even argued that a certain rail car is in a distant city when local officials were standing right next to it in Russellville. Local customers say that in such disputes they can now summon the local agent (Jerry Stahl) and he takes care of it.

Gene Brewer, manager of UP's customer service says the center can distribute and monitor cars and handle traffic faster than can

the local agent. Brewer said he observed the agent August 10 and 11 and found that he received six phone calls consuming seven minutes of his time. UP said that Russellville businesses earned the railroad \$2 million in shipping fees the past year. (RUSSELLVILLE COURIER DEMOCRAT, August 17 by Louella Norris)

ANOTHER CROSSING DEATH IN CONWAY - (Conway) - Maria Martinez, 15, died August 15 of a massive head injury received in a Union Pacific train-car accident on Hairston Avenue. The accident was the sixth crossing accident in Conway this year. On August 17, the city put up new stop signs at these crossings. (LOG CABIN DEMOCRAT, August 16)

KCS BUSINESS CAR IN MENA - (Mena) - A new Kansas City Southern facility in Olson, Arkansas has the potential to make Mena a hub of shipping for western Arkansas. This is an intermodal facility. The "Kaysee", one of two business cars on the KCS was in Mena in mid-August with local dignitaries and industry leaders invited aboard to let them know that the KCS is there. (MENA EVENING STAR, August 16)

MAN RUNS INTO BURLINGTON NORTHERN TRAIN - (Marked Tree) - A 41-year old Marked Tree man was jogging across Burlington Northern tracks near Marked Tree but was struck by the eastbound train dead center and carried 115 feet in the process. The accident occurred August 15, the same day that a girl was killed in a car-train accident in Conway. (JONESBORO SUN, August 16)

NEW ENGINE FOR MUSEUM - (Fort Smith) - The Augusta Railway No. 6 arrived at the Fort Smith Trolley Museum in mid-August after it was donated by Tommy Taggart of Augusta. The engine, an 8-ton Plymouth gasoline locomotive, was built for the Army Corps of Engineers in 1940. The ARR6 is one of the smallest locomotives ever used by a common carrier and its four and 1/2 ft wheel base will fit nicely on the trolley tracks. Taggart also donated the Augusta Railway No. 7, a 35-ton Vulcan engine built in 1942. (SOUTHWEST TIMES RECORD, August 19, 1988)

COTTON BELT MERGES DIVISIONS - (Pine Bluff) - Cotton Belt's two divisions, one based at Kansas City and one at Pine Bluff have been merged into one, Jim Johnson of public relations said. The single division is now called the Cotton Belt Division, divided into the Pine Bluff and Kansas City districts. James W. Clark of Kansas City is the superintendent of the division while Carl Bradley is now superintendent of the Pine Bluff district. (ARKANSAS DEMOCRAT, August 15, by Randy Tardy)

UP OMAHA EMPLOYEES GETTING TOURS OF CENTRAL ARKANSAS - (Conway and North Little Rock) - About 130 employees of UP who are facing moving from the Omaha shops or early retirement were on a recent tour of the area. Don Hulbert, an electrician at Omaha's shops, said recently: The move to Arkansas "is just like starting a life over at 40 years old. Workers, he said, because they are moving in large numbers, will be able to maintain friendships among themselves but their wives will have to develop new ties." It is estimated that about 20 percent of those eligible to move will decline. More than 400 are expected to make the move, however. (LOG CABIN DEMOCRAT, August 24)

LAST TRAIN TO CLARKSVILLE - (Clarksville) - Like the song of 15 years ago stated, "the last train to Clarksville" has left the station. As of August 10, train service ceased in Clarksville entirely. On that day Union Pacific stopped at Eureka Brick and Tile shortly after 5 PM to pick up three cars and pulled out for the last time. UP asked to abandon the Clarksville spur last spring and the ICC granted them this right.

With the loss, an era of history for Clarksville is ending. The railroad came from Little Rock in the 1870s and by 1872 had reached Lamar. It was not certain whether Clarksville would even get the

railroad. At first it was planned that the line would go through Spadra Bluff but citizens of Clarksville issued \$50,000 worth of bonds which got the railroad to change plans and to build a spur for Clarksville. In 1873 the line finally reached the city and for nearly a year it was the end of the line from Little Rock. This spurred the population of the town as many people got off there and never left.

The current depot was built in 1916. Passenger service ended on March 28, 1960. In the last few days of passenger service scores of Clarksville residents rode and took their children for a final ride on a passenger train. Freight service continued up to the present. The brick company will miss the service as owner E. K. Johnson says it will take 3 1/2 trucks to move as much as one rail car. (JOHNSON COUNTY GRAPHIC, August 31 by J. D. Martin)

SAWMILLERS AND LOGGERS REUNION HELD - (Reader) - The Arkansas Forest History Preservation had its 3rd annual reunion for sawmillers and loggers at the Reader Railroad September 3, 4 and 5th. Special trains were run. The Reader Railroad ran weekends every summer and may have a night excursion in early November. (NEWTON COUNTY TIMES, Sep. 1)

LOVE RETIRES - (Texarkana) - Conductor Z.H. "Zeb" Love retired from Amtrak August 31 and will retire from the Union Pacific (MOPAC/T&P) at the end of October after 40 years of service. He worked Amtrak's "Eagle" between Fort Worth and Texarkana for years, giving the name "Love Train" to that 250-mile run. Love said his last day: "...If you love people, passenger service is great. If you don't love people, you shouldn't be working for the public."

Love built up a lot of good will over the past 14 years on his run, especially to a black lady in her 80s in Dallas called "Pinky" and a little boy called Jason from Atlanta, Texas. He played Santa Claus to Pinky every year and would always wave to her as the train passed through east Dallas on its way to Arkansas. In fact, your editor remembers riding with him a couple of years ago when Pinky was on board from Fort Worth. After detraining in Dallas, Pinky had her family race her to their home along the UP tracks in east Dallas where she stood waiting for the train to pass and waved at us as we went by. The whole train waved back at her.

The boy Jason was waiting for Love when the train pulled into Texarkana at 9:45 PM Tuesday, August 30. Jason then rode with Love on his last run the next morning back to Fort Worth. All kids liked him and many would follow him through the train. He gets letters from all over the country.

"I've had a wonderful, wonderful experience," Love said. "I think that if you're kind to your fellow man and obedient to your God, you'll have a clear signal wherever you go." (TEXARKANA GAZETTE, Sep 1, 1988 by Melanie Popplewell)

BIGGEST CELEBRATION - (Walnut Ridge) - Referring to the large crowd attending the campaign train special with Michael Dukakis in Walnut Ridge in August, the Walnut Ridge "TIMES DISPATCH" said that in 1964 over 200 people showed up at the airport there to see the Beatles arrive. They had spent a weekend at the Reed Pigman Ranch in Missouri. Also, about 7,000 attended Walnut Ridge's Centennial in April 1974, probably the largest crowd ever.

GENERAL RAIL NEWS

VARIOUS PLACES TO RIDE TRAINS - Here are a couple of places in this part of the country where special trains are being operated. Their numbers seem to be increasing daily.

1) Fremont, Nebraska - Apparently, the Pathfinder Dinner Train on the Fremont & Elkhorn Valley Railroad between Fremont and Hooper, Nebraska shifted its run to the Iowa State Railroad - the old Rock

Island Line - with Council Bluffs as its departure point in late August. They recently bought 8 air-conditioned passenger cars and will offer excursions as well as dinner rides. They have exclusive rights on the line between Council Bluffs and Chicago and may run football specials as well. They are trying to use the Rock Island's historic 16th Street depot in Council Bluffs for boarding. The Fremont & Elkhorn Valley, meanwhile, will regain some of the revenue lost by this dinner train by signing a new contract to haul 150 grain cars from Hooper to Fremont this fall. They also bought an additional 22 miles of track from Hooper to West Point. The FEVR makes excursion runs most days of the week and are headquartered at 1835 N. Somers Ave. in Fremont, Nebraska. (LINCOLN JOURNAL, July 26, given your editor by Randy Cookus)

2) San Antonio, Texas - Another dinner train began operation in late August near San Antonio. After five years of work at a cost of \$2.5 million, the Texas Southern dinner train is now operating out of San Antonio. For \$47, each person can take the 3-hour train ride. For \$10 more you can sit in the diner/dome. You board at the Amtrak station about 6 PM and leave at 7 PM and ride 50 miles to Campbellton and return to San Antonio by 10 PM. The rail cars used had research done on them and are repainted in their original colors. (HOUSTON CHRONICLE, August 21 via Jim Johnson)

ROCK ISLAND 630 RESTORED - (Kansas City) - Ex-Rock Island E-6 #630, built in 1941, has been restored to Rock Island colors and was on display at the Topeka Rail Days celebration in late August. Jim Johnson sent your editor a beautiful large color picture of this engine. The photo and more details will be in the November RAILROADER.

STATES POLICY ON AMTRAK - George Bush recently stated his policy on Amtrak, and it seems to be more positive than Reagan had. He acknowledged that Amtrak has had great improvements in recent years and ridership in 1988 is on its way to an all-time high. "We want to keep a strong passenger rail system", he is quoted as saying. Meanwhile, Michael Dukakis apparently is pro-Amtrak as well, but nothing has been written on his exact policy yet.

DEPOTS PRESERVED - (Progresso, Texas) - The former MOPAC depot at Progresso, Texas is preserved as an historic structure. It is located about 2 miles from the Mexico border on a long-ago abandoned line. Also, both the MOPAC passenger (1923) depot and the 1870s freight depot at Washington, Missouri have been restored. The old freight depot building is thought to be the oldest MOPAC wood structure still in existence. It is being repainted in the yellow and green typical of MP depots of the late 19th century. (Dale Walker, MOP Historical "Society")

AND...DEPOT RAZED - (Greenville, South Carolina) - The old union depot in Greenville, South Carolina will be torn down soon. Its replacement will be a new 14,500 square-foot building built by the Norfolk Southern. When the new one is completed, by November 1, the old depot will be torn down to make room for a parking lot. Local preservation groups tried to save it, but to no avail. Amtrak's "Southern Crescent" stops there twice each night. (OKRA LINES)

COTTON BELT'S NEW ENGINES - The first of an eventual 35 B40-8 diesel locomotives purchased by Southern Pacific were delivered to Cotton Belt the first of August. The 4,000 horsepower engines made their first runs August 2 between Chicago and Los Angeles carrying double-stack containers. (SP news release)

BUSINESS GOOD - Union Pacific moved 1,852,000 carloads the first half of 1988, up 9 percent from last year. It earned \$115 million in the second quarter on total income of \$1.1 billion. The railroad has a budget in 1988 of \$601 million, of which half has been spent. (INFO)

CHEER UP...ALL IS LOST.

NEWS UPDATED through September 13. Mailed September 22.

The following ad is from the Jim Bennett collection:



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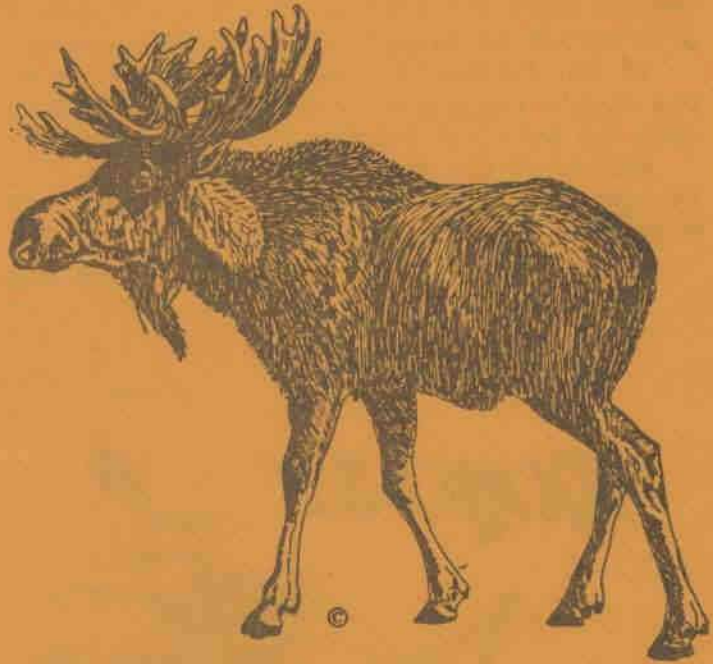
A new, three-unit streamlined passenger train which has been ordered by the Missouri Pacific Lines will be placed in service between Memphis, Tenn., and Tallulah, La. L. W. Baldwin, chief executive officer, announced yesterday. No date for the start of service was announced.

The train will consist of a 1,000-horsepower Diesel locomotive and two streamlined coaches. It will be the third streamlined train purchased by the Missouri Pacific Lines.

Several eastern Arkansas towns are included on the Memphis-Tallulah run on which the streamliner will be placed in service. Crossing the Mississippi river at Memphis, the route includes Marianna, Helena, McGehee, Lake Village and Eudora.

Missouri Pacific Prepares Tracks For New Train.

Special to the Gazette, Sept. 12, 1940. Lake Village, Sept. 12.—The Missouri Pacific railroad has employed 60 men to get tracks in this locality ready for the new train. The Dixie Eagle, which will begin its run between Memphis and Tallulah, La., about January 6, C. J. Buffington, station agent, said the train probably will leave Tallulah about 5 a. m. and arrive in Memphis at 11 a. m. On the return run it will leave Memphis about 3 p. m. and arrive at Tallulah at 7 p. m.



CHITON E. HULL
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JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$9.00 additional per year (total payment for Arkansas residents \$19.00).

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

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For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor
 905 Valerie Drive
 North Little Rock, AR 72118

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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