



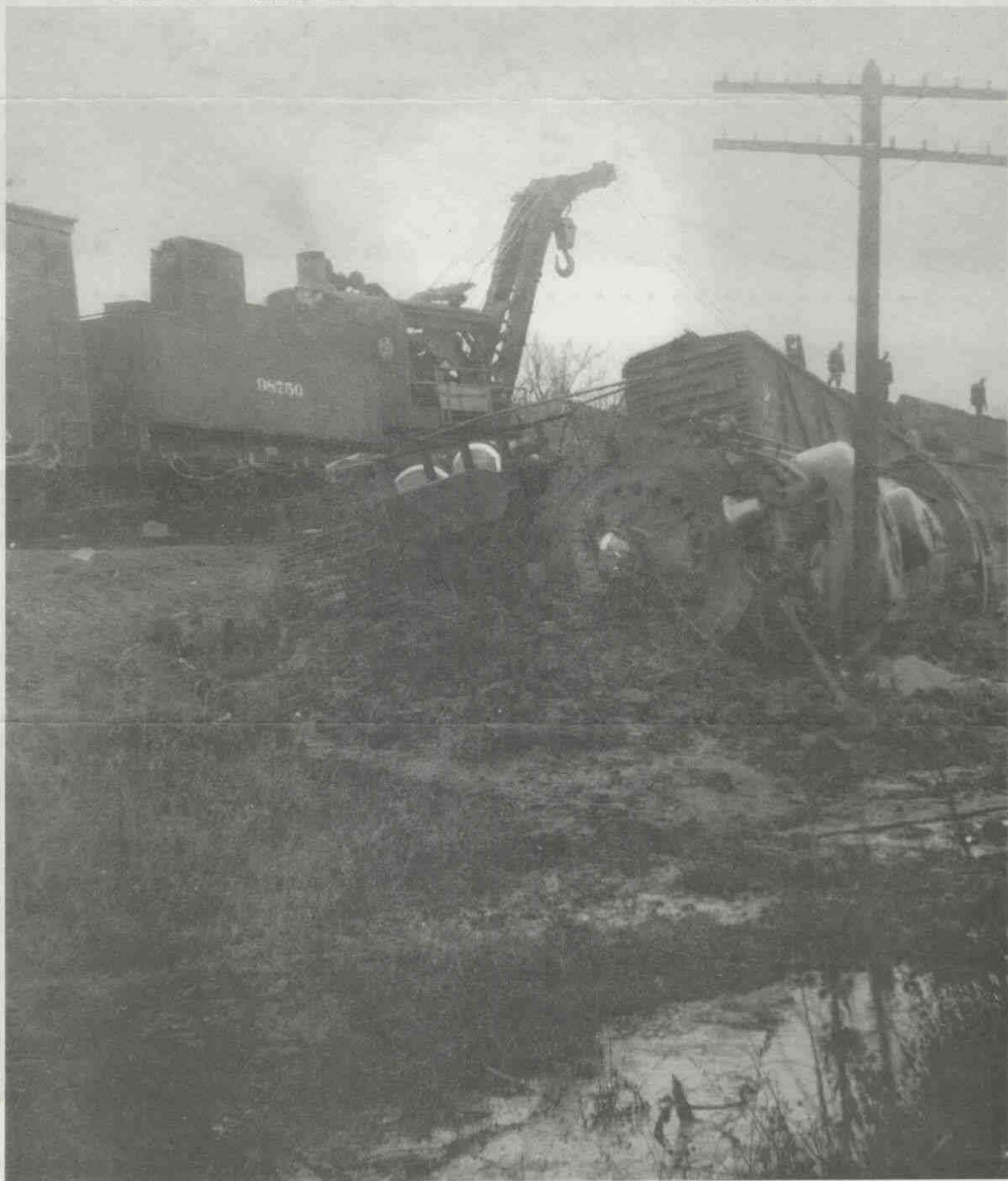
ARKANSAS RAILROADER



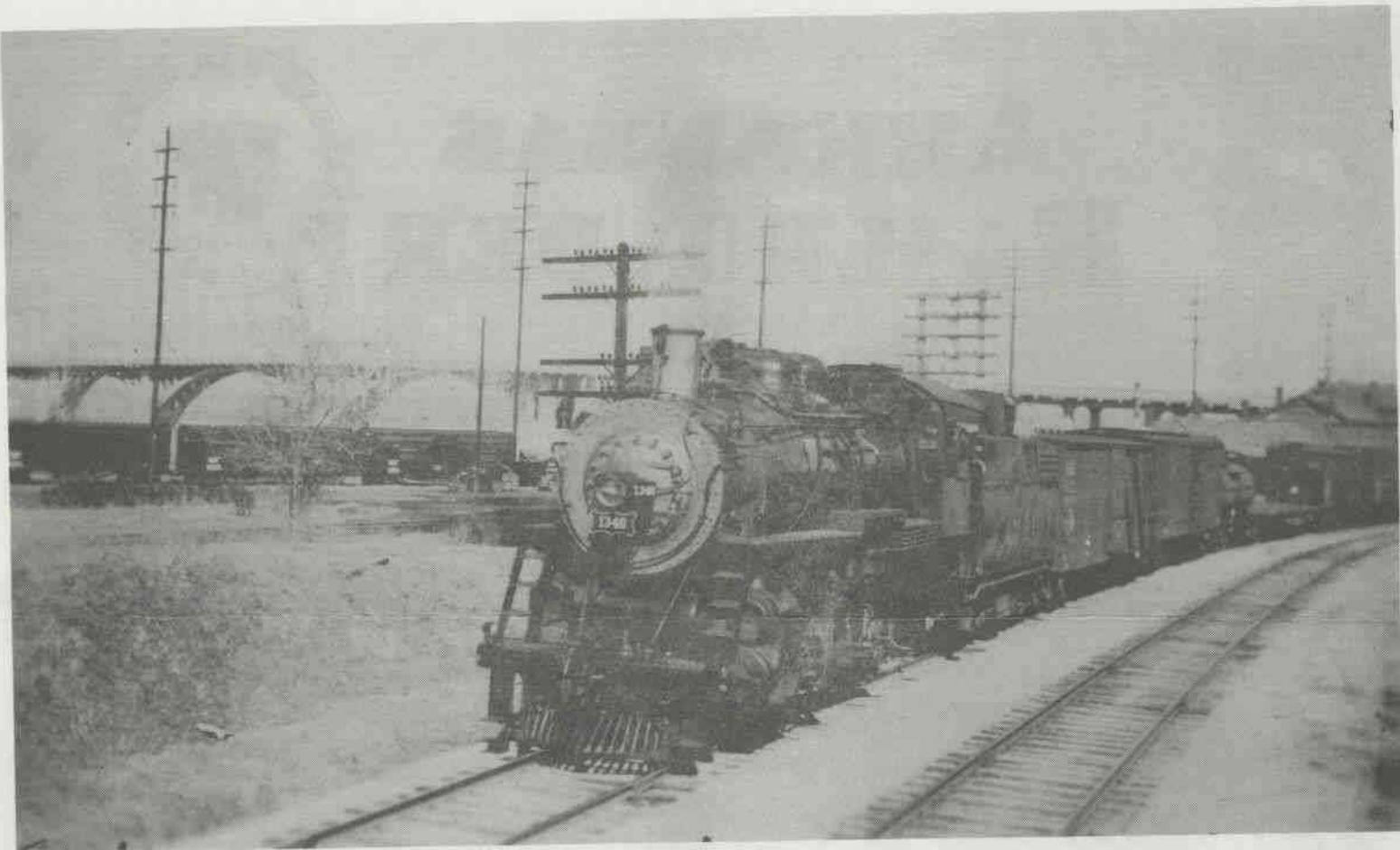
LITTLE ROCK CHAPTER
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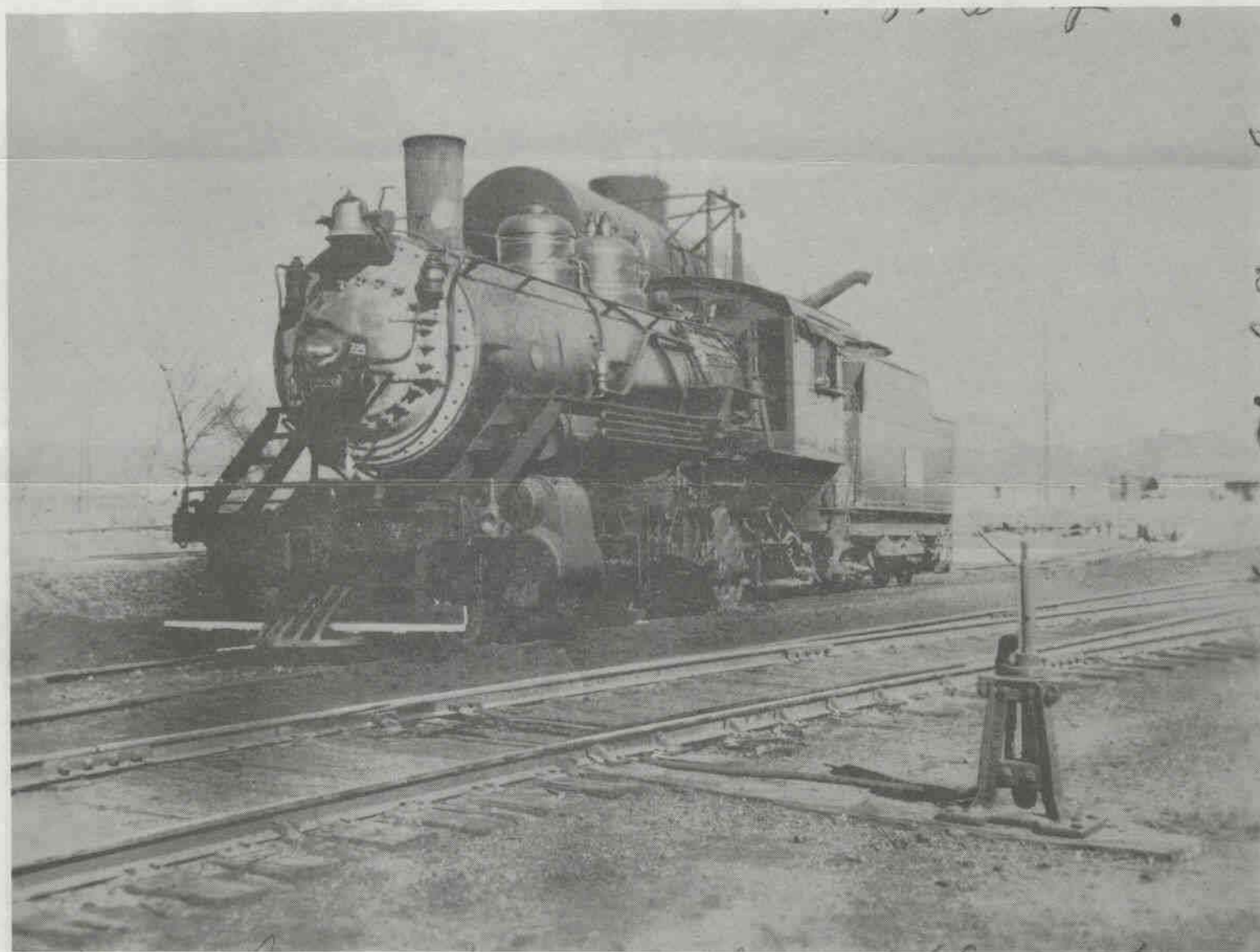
OCTOBER 1992



About 1930 vandals removed a rail near Stephens, Arkansas (Cotton Belt), apparently to derail No. 1, the *Lone Star* night passenger train. Apparently a northbound freight, with engine 804, trying to make Stephens and head in for No. 1, hit the damaged track first. Understand the culprits were never found. (P.B. Wooldridge collection, unknown photographer)



* * * * *



TOP - A Frisco freight through the yards at Fort Smith, Arkansas in 1938. ***BOTTOM*** - A Midland Valley engine at Fort Smith in 1939, (Taken by P.B. Wooldridge while he was on indefinite leave from the Cotton Belt, enroute to the University of Arkansas at Fayetteville)

THOSE RAILROAD ICEBOXES

by: Gene Hull

The specialized railroad cars that probably had the most widespread influence were the refrigerators. This influence was felt far more in commercial and social areas of America than on the railroads. The sphere of influence originally involved the fresh meat industry.

From the early days of the Anglo explorers in America, survival depended on a good population of wild animals. These



people quickly developed a healthy appetite for animal protein. As the supply of wild animals dwindled, domesticated animals were developed and produced for local consumption. People were prone to live in close association, initially for self-protection, then for social convenience. Cities evolved. Local production of animals for food was not feasible. Widespread land area and huge feed crops were required. Slaughter houses and meat packing plants were an outgrowth of this chain of production and distribution.

The distance of transportation required was a serious limiting

factor. Fresh meat had to be delivered to markets quickly to assure freshness. Railroads were the only means of long distance transportation, and ice was the only means of preserving meat in its fresh state. Preservation by packing in salt was well known, but it could not preserve that fresh flavor.

A fine solution of the problem would be the combining of a railroad box car and ice. Railroads could move passengers and freight with speed and efficiency. Perishable food items could be included by the judicious use of water in a crystalline state - ice! The value of perishable food - meat, fruit, vegetables, milk, eggs - would be greatly enhanced, if it could be supplied upon demand. Facilities for handling and distributing these commodities would be required. The commercial and social strata of urban life would be enormously affected. Rural areas would be equally affected by increased production requirements.

When did this evolution begin?

Only 12 years after the first railway in America was opened for transportation of passengers, refrigerated freight cars were mentioned in an article titled "Freaks of Railroad Transportation"

The first movement of passengers was on the first division of the Baltimore & Ohio, opened for service in May 1830. On 15 June

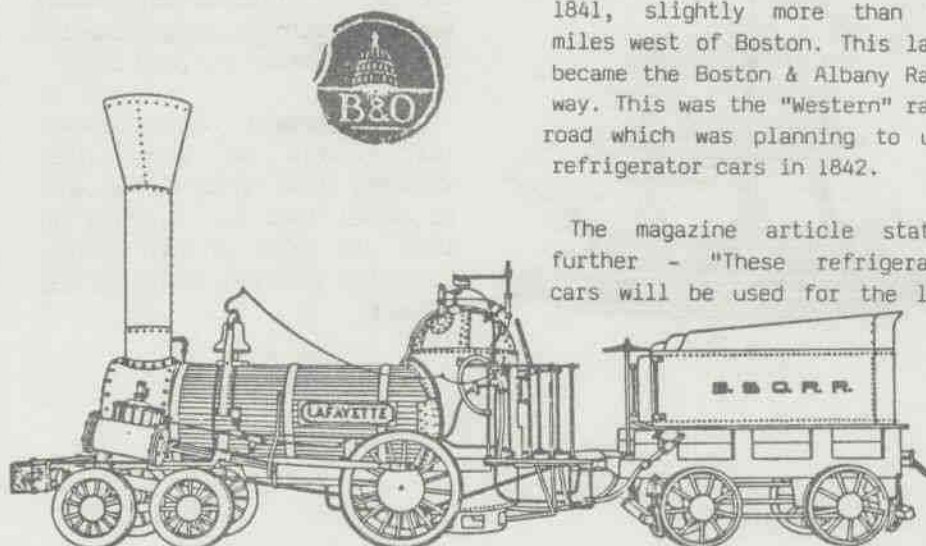
1842, the American Railroad Journal & Mechanical's Magazine reprinted an article from the American Traveler of Boston. It was called "Freaks of Railroad Transportation."

"We understand that the Western Railroad are about preparing refrigerator cars, in which fresh beef, pork, veal, poultry, pigeons, venison, wild game, and other fresh meat can by a moderate quantity of ice be kept in perfect order in the heat of summer; and in which (in winter) they can be kept from freezing; thereby, in either case, adding much to the value of the article when carried to market."

This Western Railroad was really the Western Railroad Corporation of Massachusetts. On 23 June 1831, the Boston & Worcester Railroad Corporation was chartered to build from Boston, Mass., 43 1/2 miles west to Worcester. The road was completed 4 July 1835. Soon it was desired to make connection with the city of Albany, New York on the Hudson River to the west.

On 15 March 1833 a new company, the Western Railroad Corporation, was organized to build westward from Worcester to the Massachusetts-New York state line. The rights of a little inactive road, the Albany & West Stockbridge, between the state line and Albany, were acquired by the Western road. The rail connection between Worcester, Mass., and Albany, New York, was opened for service on 21 December 1841, slightly more than 200 miles west of Boston. This later became the Boston & Albany Railway. This was the "Western" railroad which was planning to use refrigerator cars in 1842.

The magazine article stated further - "These refrigerator cars will be used for the like



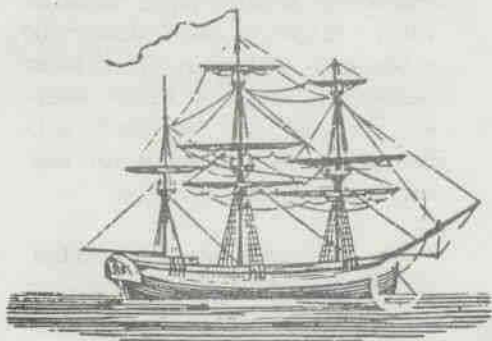
advantageous purpose to carry eggs, butter, lard, fresh fish, oysters, lobsters, vegetables, cheese, lemons, oranges, strawberries, and all berries and fruits and roots, being a mode of transportation of great value for nice delicacies which bear a good price."



The cars were to be included in passenger trains running from Albany to Boston in 12 hours! Our high-speed refrigerator transit is nothing new. Those early cars were to run between the engine and head passenger car, an added safety factor for passengers in case of an accident.

"It may be asked: What is a refrigerator car?" It is simply a common car, with a hole at bottom which you stop by a sponge, the sponge allowing the water to drop down while it impedes the air coming up into the car. Then you have four inches of powdered charcoal on the sides and top and bottom of the car compactly, between the two boards which form each of the two sides as well as the top and bottom."

There were skeptics, but fresh apples had already been sent from Boston to Calcutta, India, packed in ice aboard ships which crossed



the equator twice. The fruit arrived in perfect condition, and commanded a good price. The idea was a good one. Alas, there are no records of any such cars being built at that time.

The first refrigerated car which has been verified was built in June 1851 by a man named Wilder, who was in charge of through freight on the Northern Ogdensburg Railroad, between Ogdensburg, N.Y. to Rouses Point on Lake Champlain. The road had been opened the year before. This road became the Ogdensburg & Lake Champlain, then a part of the Rutland Railroad.

Farmers along the 118 miles of track were forced to add a large amount of salt to their butter and store it in cellars or ice houses. It could be shipped to market only during the cool months. To alleviate the problem, this fellow Wilder talked to J. P. Chandler, president of the Northern Ogdensburg Railroad, about an "ice box on wheels." Chandler approved, and told the master mechanic to build several of them.

The first refrigerator car was loaded with eight tons of butter and was sent to Boston. The car stayed there until all the butter was sold. Farmers had been selling butter for twelve cents a pound. At Boston that June it brought seventeen cents a pound after all expenses of shipment and handling were paid.

The news of the first shipment spread like feathers in a wind storm. The railroad set out refrigerator cars at principal stations between Ogdensburg and Rouses Point. Each Monday the railroad ran a "butter train," and the cars reached Boston early Wednesday morning. Buyers sampled the fresh butter and paid cash.

Tax assessment records showed that, within two years after Wilder's first car of butter went to market that hot June day in 1851, the value of dairy farms along the railroad increased 100 percent.

W. F. Dietrichson, of the American Car & Foundry Co., wrote an article in 1933 for Refrigerator Engineering Magazine. He said refrigerator cars were built by the Michigan Central Railroad in the early 1860s to carry meat from Chicago to New York and Boston.

"Ordinary boxcars were fitted with platforms at each end about three feet from the floor with metal catch basins to carry away as the ice melted. Heavy swing doors were suspended from the ceiling to hold the ice in place. The bins held from 2000 to 3000 pounds of block ice."

At about the same time the Pennsylvania Railroad was experimenting with refrigerator cars. Thirty boxcars were fitted with double sides, roof and floor, and the space between sheathing and lining packed with sawdust. There was a hole in the floor between the doors for drainage of water, and a box of ice was put in the doorway after the car was loaded.

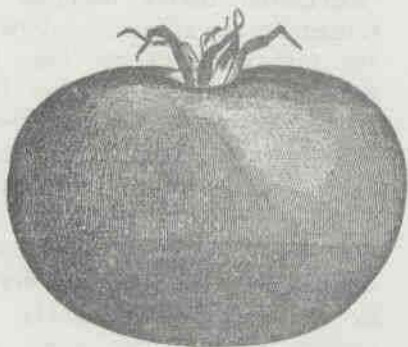
As time passed, three types of "reefer" evolved. In one of them the ice was placed in crates near the roof. Also, one type had bunkers at the ends of the car to hold the ice, and fans, turned by belts on the car axles, circulated air over the ice. The third type had ice bunkers at each end of the car with openings at top and bottom to allow natural circulation of air within the car. They all were insulated with sawdust or felt.

Gustavus Swift, the Chicago meat packer, was founder of refrigerator service for dressed meat. He started with ten cars in 1857, and other meat packers got into the act soon after that.

Just six and one-half years after the final spike was driven to join the Central Pacific and Union Pacific at Promontory, Utah, the National Car Builder magazine published an article in December 1875.

"A fruit car is being con-

structed at San Francisco for the transportation of fruit from that city to Chicago. It is provided with a fan-blower driven by one of the car axles, by means of which the air is driven through ice which reduces it to a low temperature and then distributes it among the bottom of the car. After the cool air has passed among the fruit it returns to the blower and is again forced through the apparatus. By this means the atmosphere of the car is kept at the uniform temperature of forty degrees Fahrenheit. If the experiment succeeds, extensive shipments of grapes and fruits will be made."



In 1885 fresh garden produce was hauled from Norfolk, Virginia to New York City. Thus began the widespread use of the refrigerator car systems for fruits, vegetables and meat which covered the entire country, even into Canada and Mexico.

The first refrigerator car companies were privately owned by men not associated with railroads, but rail officials soon realized the potential for profits from this service, and rail-owned companies were formed to own and operate these "ice-boxes" on wheels.

One such company, the American Refrigerator Transit Company formed by the Wabash, St. Louis & Pacific, Missouri Pacific, and St. Louis, Iron Mountain & Southern. It was organized in 1881, and is the oldest such car line in the United States. It started on 1 June. In addition to the car, the company had cooling houses and ice houses. Cars on

various routes were painted different colors. Some were yellowish brown with black and red letters. The green cars also had black and red letters. These were used for less-than-carload service. The full carload cars were yellow with black and red letters. Each car had the familiar A.R.T. shield.

Cooling houses were built at all major terminals, where LCL shipments were stored until the perishables were delivered to the customers. The early A.R.T. owned teams of horses and provided wagon delivery of perishable freight. The LCL shipments lasted only a few years. The fruit and vegetable markets expanded until the produce was moving in solid trainloads.



The first freight cars purchased by A.R.T. were 32 feet long with sills of oak and Norway pine. The ice boxes were 3 feet wide and 3 feet 6 inches deep, extending the width of the car at each end. There were 100 such cars in the order. By 1887 they were ordering cars 36 feet long with a capacity of 40,000 pounds. The cost was \$900 per car. The insulation was 5 layers of good quality paper with an air space between layers.

Many improvements were made. Ice bunkers were built into the ends of the cars, and the capacity was increased to 10,000 - 12,000 pounds of ice. The bunkers had solid front bulkheads. Enlarged hatches were built in the roofs so the bunkers could be filled easier, and cars could be re-iced as needed. Plugs and covers of the hatches were secured with hinges, instead of

having chains on each plug.



One of the difficult problems of car design was caused by the "body ice" method of shipping vegetables. After loading, the container was sprayed with snow ice. Floor construction had to be changed to provide drainage, and the floor had to be waterproofed to protect insulation and underframes. The front sill of the ice bunker was depressed to make the drip pans under the bunkers lower than the floor to carry away the melt water.

The design of car bodies evolved as time passed. All-wood bodies and sills gave way to a steel center sill. Then came the complete steel underframe with a wood body. Later the steel-sheathed car with steel ends and roof came along.

In standard service, bunkers were filled with ice and cars were re-iced en route. Cars with ventilation only require no refrigeration, but were kept at pre-determined minimum and maximum temperatures by manipulating the hatch covers.

This brings to mind a memorable experience I had with the yellow reefers. During the winter of 1941-42 I was called as a brakeman for an extra freight from North Little Rock to Van Buren. The war was in full swing

and the crew was made up from the extra board. It was about mid-January and a very dreary, cold day.

The call came a short while after noon, and when I got to the yard office the conductor had gathered up the waybills and train orders. He said we had 40 cars of fruit and vegetables from the Lower Rio Grande Valley going to Kansas City. The regular red ball freight, No. 160, was not due out until 11:59 p.m., and the yardmaster did not want these 40 cars waiting in the yard, so he had an extra crew called.

Several of the cars were not iced, but had the hatch covers open to circulate cold air through the cars. The temperature was 40 degrees, ideal for the produce with air circulation. It was about the same condition as in a home refrigerator. But, if the temperature got near 32 degrees (freezing), those car hatch covers would have to be closed. We had a thermometer hung on the rear wall of the caboose.

I had inherited the red flag, fuses, and torpedoes. We would not have to pick up or set out any cars, so the swing brakeman was riding the caboose with the conductor and me.

At Conway we picked up a train order showing that a passenger extra was running about 45 min-

utes behind us with right over all except first class trains. Also at Conway I noticed the temperature had dropped to 36 degrees. Those hatch covers would have to be closed.

Southbound red ball freight No. 169 was running ten minutes late, and we would meet it at Russellville and hold the main line. If we had to get off the main line somewhere to close those covers we would delay No. 169, as well as be run around by the extra crew on the passenger train behind us. We would lose our place on the extra board at home. That meant a loss on pay day.

The swing brakeman and I decided it was not necessary to stop to close the hatch covers. Each of those cars had a walkway on top, and we said it was put up there to walk on. The conductor was not overly fond of the idea, but we talked him into it. We brakemen were old enough to think we could do anything, but too young to have sense enough to be cautious. The conductor said he would be responsible for the flag. He was concerned about us, but we fastened our heavy coats, anchored heavy felt caps with ear flaps, pulled on our gloves, and climbed to the roof of the caboose.

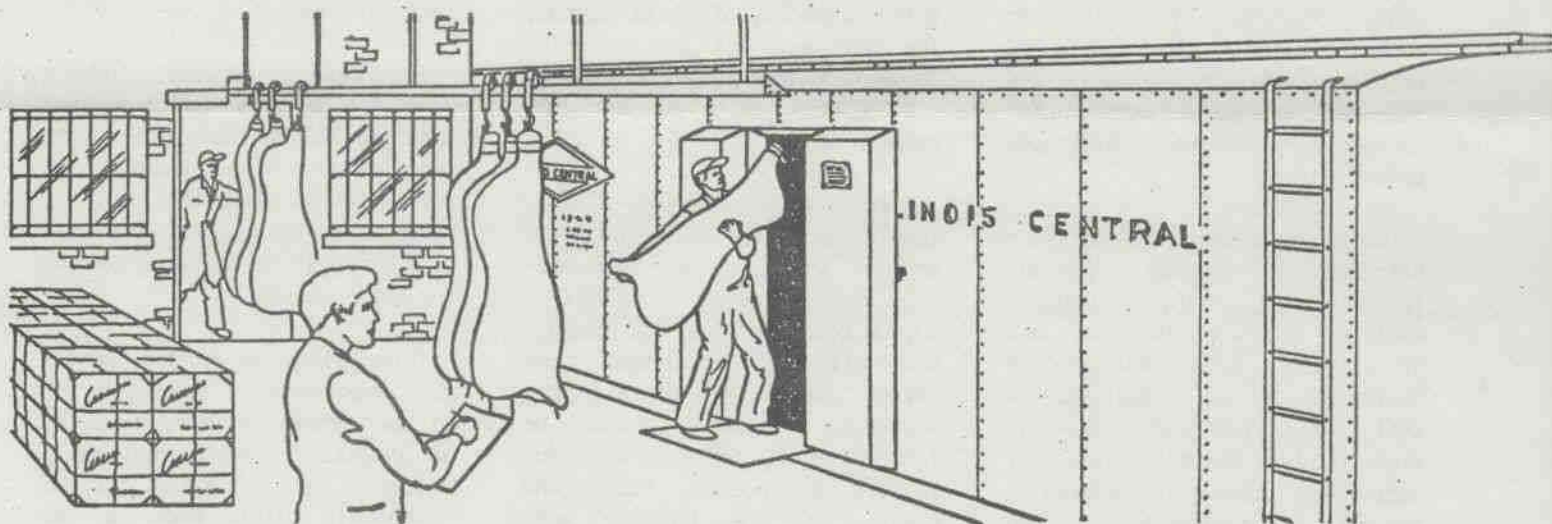
We were old enough to think we knew everything, but too young to

have adequate judgement. If no one was supposed to walk on top of the cars there would not have been any walkways up there.

We two brakemen played leap-frog along the tops of those cars closing hatch covers. Even with our heavy coats on, it was rather cold in the breeze on top of the cars rolling at 50 miles an hour. We closed the last cover a few cars from the engine, and turned our backs to the wind to make our way back to the caboose. It sure felt good in that old crummy.

One notable improvement in the reefer cars was a series of fans on a shaft mounted on permanently lubricated roller bearings and housed in an assembly extending the full width of the car. The fans were placed about two feet in front of each ice bunker, forcing air drawn from under floor racks into the bottom opening of the bulkhead and out the top, maintaining constant circulation. The fans were driven by a rubber-tired pulley in contact with a car wheel and connected to the shaft by a "V" belt. When the car was standing still, the fans were operated by portable electric motors.

In mountainous country, the refrigerator cars were converted to "heater" cars when extreme sub-freezing temperatures were encountered. Heat was provided by portable charcoal or alcohol



heaters placed in the bunkers.

These reefer cars produced an economic impact upon the country and the railroads. A report of the U.S. Department of Agriculture in 1947 showed 964,000 carloads of fresh fruit shipped nationwide. There were also 500,000 cars required to move fresh meat, packing house products, beer and ale. There were 221,000 refrigerator carloads moved by the A.R.T. on the Missouri Pacific and Denver & Rio Grande Western.

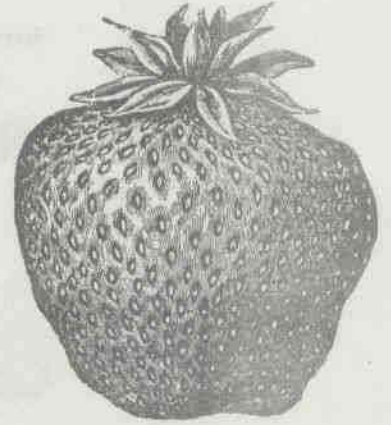
Also, there were some unusual commodities shipped in those yellow "ice boxes." Plant bulbs often had a value of \$50,000 for a carload. The cars also hauled blood plasma, flowers, ferns, nursery stock, live lobsters, live honey bees, and liquid rubber.

As engineering techniques advanced, mechanical refrigeration was adapted to replace the use of ice. This permitted lower temperatures than ice cars could provide. This allowed a more uniform and easily controlled temperature, as well as eliminating the cost of ice and labor.

One such system was developed by the North American Corporation. Primary power came from an electric generator driven from one of the truck axles by means of a mechanical drive. An electric motor-driven ammonia compressor is contained in a small box supported from the underframe of the car. Suitable cooling coils, brine tank, pressure reducing valve and temperature control equipment are located in each end of the car in the spaces usually occupied by the ice bunker, and an ammonia

gas condenser is located on the car roof. More satisfactory methods will appear as time passes.

Development of the refrigerator car made it possible for the urban populations to have fresh fruits, vegetables, milk and meat the year round. Wonderful changes have been wrought by those yellow iceboxes on wheels.



I have several copyright-free books of old 19th century woodcuts and thought the following fire on the ROBERT E. LEE riverboat quite interesting. (Ed.)



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FLORIDA

With the World's Most Powerful
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On the Famous, East Coast

**ORANGE BLOSSOM
SPECIAL**

FIRST TRIP DEC. 15th



26 HOURS, 15 MINUTES NEW YORK TO MIAMI

24 HOURS, 50 MINUTES NEW YORK TO WEST PALM BEACH

ELECTRIC TRAIN DAILY ALL THE WAY from NEW YORK to MIAMI

**SPEED WITH
COMFORT**

**ALL CARS
NEWLY
DECORATED**

**THE
SMOOTHEST-
RIDING
TRAIN TO
FLORIDA**

One night out. All-Pullman—no extra fare. Sleeping cars; Club car; Library-lounge car, famous Seaboard dining car service. All cars equipped with tight-lock couplers, rubber draft gear, and anti-rattling devices. No noise, jerks, or jolts.

Three other fine trains to Florida, with reclining-seat coaches, sleeping cars and library-lounge car.

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ALL SEABOARD TRAINS ARE COMPLETELY AIR-CONDITIONED

SEABOARD RAILWAY

(Jim Bennett collection)

CLUB HAPPENINGS - ANNOUNCEMENTS

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N Little Rock AR 72114
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Board - William Church '93
5619 Bel Caro Place
N Little Rock AR 72118
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Board - Robin Thomas '96
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Little Rock AR 72212-1412
(501)-225-1952

Hon. Board - Barton Jennings '92
1600 Capitol Ln
Knoxville TN 37931-4505
(615)-531-8040



P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday **OCTOBER 11** at our usual site, the Twin City Bank on Main Street in North Little Rock. The program will be given by ROBIN THOMAS and will be on a typical day with Union Pacific in Pulaski County. Refreshments will be served and we'll also have a final report on our recent 3985 River Challenger excursion. It should be an interesting meeting.

In case some of you get this October newsletter before the September 13 meeting, remember that we will be meeting September 13 as usual at our usual place. Also remember that your editor will be out of pocket until October 11, so if you mail me anything, don't expect a reply until the middle of October. Thanks.

OUR CONDOLENCES to NAOMI HULL on the death of her only brother, Arlie F. Thompson on August 21. He lived in Oklahoma City. Burial was on August 24 in Moore, Oklahoma.

OUT OF HOSPITAL - Longtime member R. W. McGUIRE (our historian) is now at home after being in the hospital three weeks for hip surgery. As of early September, he was just beginning to be able to get around with a cane. Lets all wish Mr. McGuire a speedy recovery. We've missed him at our meetings lately.

3985 TRIP REPORT - Well, it's finally over!!! Seems like an eternity, but eight months of work paid off big for the club. The following sums it up well:



P H E W ! !



After a fast start in ticket sales, they dropped off to a measly few in July, then the *DEMOCRAT/GAZETTE* ad netted us about \$8,000 worth of tickets, but we were still not at a break even point. Then a surge of radio and TV news releases, plus member RANDY TARDY's great article on August 20th, put us over the top. A

last-minute surge on August 30 and 31 almost doubled our sales, especially after Channel 7 did their weather live from Jenk's Shops that Monday. Channel 4 and Channel 11 also had great coverage of the *Challenger*. Letters to them really paid off (since I sent the news release letters to the stations via the weathermen, having talked with all of them many times over the years from the National Weather Service). A thank-you letter was sent to all thanking them for the good job they did. A statewide news release, sent via the Arkansas Press Association, went to 150 dailies and weeklies across Arkansas. This paid off as schools were let out in various towns, such as Russellville and Morrilton, as the special train went through. I'm sure Union Pacific had their own news releases. Cooperation was superb.

When all was done, we'd sold 377 tickets, only 28 short of a sellout...93 percent full!!. With the carhosts and crew, there were well over 400 people on board. Our net profit, while not official, was around \$13,000, the most we've ever made on anything. (Contact a board member for a detailed listing of all our expenses/income)

The trip itself was hailed as very successful by passengers. Union Pacific's. Steve Lee, head of UP's steam operations and engineer, really gave us a good show. We not only had runby's, but he gave us not one, not two but **THREE DOUBLE RUNBY'S!** (That is, everybody got off, the train ran by, backed up past the crowd again, and ran by a second time for three times in a row).

While there are a lot of people to thank, special thanks go out to the following: **ROBIN THOMAS** (head of the trip committee/making all the needed contacts with UP/coordinating the planning/working out the details), **MATT AND SHARON RITCHIE** (helping with ticket sales/mailings/tags/T-shirt acquisitions), **JOHN HODKIN, JR.** (helping with ticket sales/getting the mail every day/arranging for various things needed for the trip, like the catered lunches), **KEN ZIEGENBEIN** (handling the money/advertising/helping with ticket sales, especially the Sunday and Monday before the trip where I spent all Sunday afternoon at Union Station and Monday in *Sherman Hill* selling tickets), **BILL CHURCH** (who arranged for the 9 buses we used), **GENE AND NAOMI HULL** (Gene wrote the brochure we handed out on the train), **DICK DAVIS** (typed the brochure/helped with ticket sales in *Sherman Hill* on Monday), **DICK BYRD** (helped with ticket sales Sunday and Monday), and **BARTON JENNINGS** (helped with ticket sales Monday).

And of course all the carhosts did outstanding jobs. They were: **DICK BYRD, DICK AND CLARA DAVIS, MATT NORTON, POLLY HAMILTON, FRED AND FERN FILLERS, L. T. WALKER, BILL CHURCH, JOHN AND TAMMY HODKIN, SHARON**

AND MATT RITCHIE, STANLEY WOZENCRAFT, SHERLYN BARBER, DR. ANIEL HOUSE, NURSE FRED HUNT, KEN BUCKNER, ROBIN THOMAS, TOBY JACKSON, RON ESSERMAN, JACK AND JEAN ROYCE, PIC VICE, DAVID ROBINSON, DR. FRANK KEELER, BOB MELVILLE, HARVEY ULCH, BOB RIZMAN, ALLEN CASH, BILL McCASKILL. Apologies in advance if we've missed anybody.

All these people and probably more gave our club a good name for future reference and helped us finally have some funds to help historical railroad preservation in this area.

Of course, we've all learned some lessons on excursions and ticket sales. Here are some things I (K.Z.) personally think could be improved upon: We need a club phone number with a recorder so people can contact us more easily (many called Amtrak, U.P., even the Arkansas Valley Model Railroad Club). Possibly we could have a number listed in the phone book?

Ticket sales went smoothly and everybody got their tickets well in advance of the trip. However, there was some confusion the morning of the trip about signing releases, who got what, when to board buses, when to take up releases. Some of this "confusion" is probably normal for such a trip, but there was room for improvement. I heard the comment that we needed a carhost meeting before the one the night before to get everybody familiar with the rules and assign cars to various people. (Incidentally, the speech by Steve Lee Monday night caused some comments, but we must remember that the U.P. crew, including Lee, had been on the road since July and that not all their experiences with other clubs were nice ones. The suicide in Fort Worth the Friday before, when a man allowed himself to be run over by the 3985, didn't help emotions any). We also need to have buses meet future trains earlier than the expected time. Passengers had to wait for buses 20 minutes because the train was not supposed to get to Van Buren until 4 PM. Instead it got there at 3 PM. While its nice not to be late, being too early also causes problems if we don't plan ahead. (There were several people who missed the train going through Burns Park because it left Pershing Avenue 5-7 minutes early).

I do know one thing...I won't keep the books on any future excursions. That proved to be too time consuming. I prefer the Newsletter Account to be left alone from now on, strictly used for newsletter expenses. However, I'm glad I had this one experience and will help out on advertising, etc in the future. I'll let Dick Byrd write all the checks, however, as most places will bill us.

ARKANSAS RAIL NEWS



AMTRAK FOOTBALL SPECIAL - The Little Rock Convention and Tourist Bureau plans to operate a football special between Little Rock and Fayetteville on October 3 for the football game between the U of A and Georgia. As of this printing, plans were to leave Union Station

about 6:30 AM, go to Van Buren on the Union Pacific then up the old Frisco (now Arkansas & Missouri) line from Van Buren to Fayetteville, arriving in time for the 2 PM kickoff. The trip had been approved by Amtrak the last week of August, but exact details were not ironed out by the Tourist Bureau as of September 3. The lady I talked to wasn't sure about ticket prices, but believed it would be between \$150 and \$200 for the round trip, including a lunch.

The train (apparently 5 Superliners and two engines) would leave Fayetteville about 7 PM, arriving back at Union Station about 1:30 AM. Sounds like a good trip, should they pull it off.

When I talked to the Convention Bureau on September 3, no advertising had yet been made. I strongly suggested that they get on the stick and do some, or don't plan to sell it out (500 seats). She also said the ticket was for transportation only, and you had to have

your own football tickets. This was also a drawback to selling the seats, but at any rate, advertising should be started soon.

She also said it was a possibility that the special would depart from Riverfront Park behind the Excelsior! Apparently, not too much thought was given to the details of this trip, but it should go off.

For more information or to order tickets, call 501-376-4781, ext 1158 in Little Rock or if out of town, call 800-844-4781. (I have a feeling they may try to contact us for help in running this train).

OZARK RAILROAD? - (Berryville) - Member LEON ENDERLIN from Manchester, Conniticut, sent me the following story from the August 20 1992 *STAR PROGRESS* out of Berryville, Arkansas. It is fascinating, but read my comments afterwards.

L.D. Stordahl, founder of the recently chartered Ozark Mountain Railroad, will ask the Arkansas Legislature in January to allow investors in his proposed new railroad to purchase tax-exempt stock. The middle of August, Mr. Stordahl was granted a certificate to operate a railroad in Missouri. Then he filed his papers of incorporation in Carroll and Boone Counties in Arkansas. This certificate has created a paper railroad in Arkansas.

What the Ozark Mountain Railroad proposes to do is construct a public transportation and tourist railroad from Eureka Springs to Branson, with a long spur going to Harrison. The firm's headquarters would be at Oak Grove, Arkansas, where the hub for the railroad would be located.

Stordahl's proposal calls for 75 miles of track to be laid, some on abandoned railroad beds, along a route from Eureka Springs to Oak Grove, then to Branson, Missouri and Harrison. The more extensive construction would run from Oak Grove to the Harrison Airport and to a depot near the Hwy 76 Strip in Branson. The northern and eastern routes would be new construction, including 8 tunnels and a **mammoth bridge** across Table Rock Lake. Three depots, complete with motels, theme parks, entertainment theaters, parking facilities and shuttle services, would be built at Eureka Springs, Harrison, and Branson. A forth depot would be built at Oak Grove.

The total project would cost about \$500 million and would be financed by private investors. "We're going to build the railroad," he said.

The train would closely duplicate the Eureka Springs tourist train. The locomotives would be "modern, but steam powered." The new railroad said it would haul 10,000 passengers **a day!!** (My emphasis).

My comments: \$500 million wouldn't even build the bridge over Table Rock Lake. It would take billions to complete such a project, along with environmental statements, feasibility studies, etc. He never mentioned that there is already a line (White River U.P. line) that goes from near Harrison to Branson. I suppose we can wait and see what happens the next year or so, but I think the chances of this new railroad starting are about as great as our next club excursion being held on a moon of Jupiter.

TROOPER-ON-THE-TRAIN - (Pine Bluff) - On August 26, the first Trooper on the train to operate in Southeast Arkansas made its run in Pine Bluff and Jefferson County. Troopers were on the train as well as at crossings and gave tickets to anyone ignoring crossing signals at road crossings. In 1990, Arkansas had 137 crossing accidents, killing 17 people. In 1991, 23 died. Operation Lifesaver strives to correct this problem by educating the people to crossing dangers. (*News release via Jim Johnson*)

CHILDREN'S MUSEUM - (Little Rock) - Union Station will be the site for a children's museum, opening in the fall of 1993, according to John Bailey, owner of the station. The Children's Museum of Arkansas will be a discovery museum geared to children 2 to 12. Bailey, and his wife Patricia, offered the 7,000 square-foot space for the museum for \$1 a year for 25 years. The museum will sponsor its first event this coming October 24 - a free Brik-Fest from 10 AM to 4 PM, whereby teams of adults and children will participate in a creative-design competition using toys from the Brik Toy Company. (*DEMOCRAT-GAZETTE by Sandra Cox, August 19, 1992*)

RESTORING CAMDEN'S DEPOT - (Camden) - Built in 1913 at a cost of \$7,560, Missouri Pacific's Camden depot was once the center of activity in Camden. On July 17, 1992, a lease was executed between Union Pacific and Main Street Camden, Inc., a non-profit organization. This action leads the way for a fund raiser to generate the needed monies to place the historic structure back into public use. The depot was recently placed on the National Register of Historic Places. Main Street Camden needs your assistance in preserving this depot. If you would like to help, you can join this restoration effort by donating as little as \$10 (passenger) up to \$5,000 and more (railroad magnate). If you'd like to help, send a check to Depot Restoration Project, Main Street Camden, PO Box 734, Camden AR 71701 or call 501-836-6105 for more information. Club member Carl E. Barnes was the last agent there and is on the station committee. Perhaps we as a club could donate some sum to this cause?



ROGERS-CHESTER EXCURSIONS CANCELLED - Apparently, the Rogers to Chester passenger excursions on the Arkansas & Missouri Railroad was cancelled effective August 2. Members of the Arkansas Boston Mountains Chapter, which had been conductors, were told to forget the rest of the year. (*The SCRAMBLER, August 1992*)

WYNNE DEPOT CLARIFICATION - Member Dale L. Walker of the Missouri Pacific Historical Society of St. Louis wrote to clarify an item in the September 1992 *Railroader* about the Wynne Depot. The line from Bald Knob to Memphis was built by the St. Louis, Iron Mountain and Southern Railway in 1886-1887, and was always known simply as the Memphis Branch, or in modern times as the Memphis Subdivision. It was never a separate railroad - Memphis and Bald Knob RR - as the item would indicate (item was from a newspaper clipping). It was built by Jay Gould's money for his St. Louis, Iron Mountain & Southern - as you know, the St.L&S was merged with the Missouri Pacific in 1917. (*Thanks for the correction*)

819 STEAM EXCURSION - (Pine Bluff) - The Cotton Belt Rail Historical Society will sponsor a trip to Tyler, Texas behind the 819 again this year. The trip will leave Pine Bluff on October 16 and return to Pine Bluff October 18. Roundtrip Pine Bluff-Tyler-Pine Bluff is \$150 with options of \$200 first class service. You may make reservation by calling 510-541-1819 and there will be no refunds after October 1.

GENERAL RAIL NEWS

GROUP TRYING TO SAVE LINE - (Topeka, Kansas) - A group called the Atchison, Topeka & Scenic Railroad hopes to buy the former Santa Fe line between Topeka and Atchison, Kansas. They plan to use it as a tourist rail line. Kansas Governor Joan Finney held a spike-driving ceremony August 22 to honor the 120th anniversary of the historic Santa Fe line and to start the process of getting the line for the new group. However, the owners of the line, T&P Railway of Utah, has filed for abandonment, and if the AT&SR can't get funding to buy the line, it will be taken up. (*Topeka CAPITAL-JOURNAL, August 23, 1992 via Jim Johnson*)

SANTA FE STEAM - ATSF #3751, built in 1927, was to be on display at Topeka, Kansas for Topeka Railroad Days September 5-7. It was recently restored by a group in Fontana, California and will be carrying former and active Santa Fe employees on a 38-segment trip across the country. It will be in Chicago the middle of September, leaving there for California September 10th. Santa Fe does not plan any public excursions. (*HERRINGTON (KS) TIMES, August 27, via Jim Johnson*)

KATY NOTES - (Dallas, McAlester) - The former Katy mainline between Dallas and Garland, Texas was cut April 27th by Union Pacific, which will now use the Santa Fe.

This line was built in 1886. Also last spring, the old M-K-T coaling tower at McAlester, Oklahoma, the last one built by the Katy, was demolished. (*THE KATY FLYER*)

MIDWEST CHALLENGER SPECIAL - The St. Louis Chapter of the NRHS will sponsor two one-way excursions behind U.P.'s 3985 on Saturday November 7 from Kansas City to St. Louis and Sunday, November 8 from St. Louis to Poplar Bluff, Missouri. If you'd like to join them, call 314-838-5145 Monday-Friday, 9:30 AM-4:30 PM or 7:00 PM-9:00 PM. One-way coach cost St. Louis to Poplar Bluff is \$83, plus \$7 for lunch. Premium (dome) service is also available.

KCS EXPANSION - Member T.W.M. Long of Shreveport sent in the following about KCS expansion. KCS will be taking over the Santa Fe's Zacha Junction Yard in Dallas in the summer of 1993 and expanding it to handle more types of freight. In about two years they will take over Santa Fe's Denton line to their mainline at Dalton Junction.

FUTURE 3985 PLANS - The engine will get back to Cheyenne, Wyoming September 10th. Then in November, it will be back in this part of the country again, although not in Little Rock. On November 7, it will pull the train from Kansas City to St. Louis, then from St. Louis to Poplar Bluff November 8th, Poplar Bluff-Memphis Nov. 9, Memphis-Nashville Nov. 10, Nashville-Louisville Nov. 11, Roundtrip Louisville-Memphis Jun Nov. 14, Louisville-Cincinnati Nov. 15, Cincinnati-Huntington Nov. 16. At Huntington, the engine will be relettered as Clinchfield No. 676 to be used as a Santa Claus Special between Huntington and various cities in the southeast. It plans to return to Kansas City, thence westward, by December 5, again going through St. Louis.

In 1993, the Challenger plans to be at the NRHS convention in Chicago and in May 1993 it will be used to celebrate the 40th anniversary of Union Pacific's steam excursion program, made up as UP #3967, and with smoke lifters installed to recreate an accurate 1953 appearance. (*The preceding is not guaranteed accurate this early. Information came from the September 1992 St. Louis Chapter's GATEWAY RAILLETTER via reports from WHISTLE STOP and DIAMOND NEWSLETTER. I'll try to keep us posted, but the November 7-8 excursions seems to be final.*)

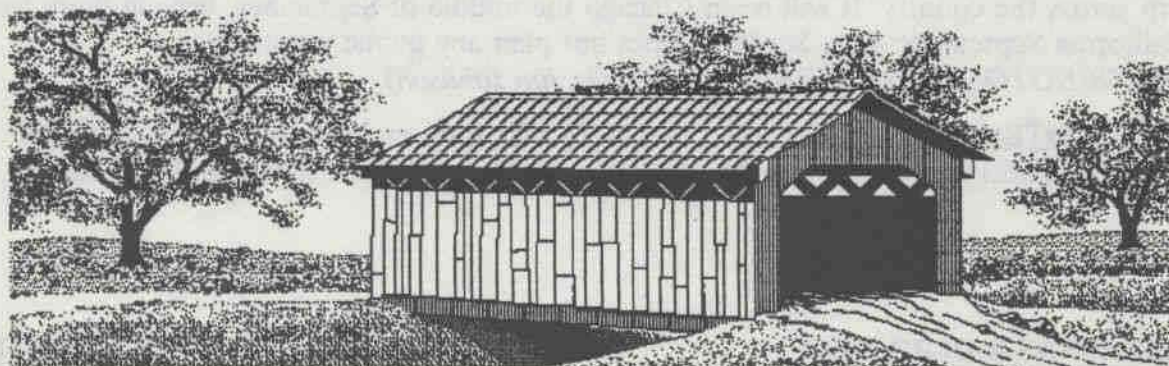
SOUTHWEST AIRLINES ASKS FOR TAXPAYER AID - (Albuquerque, New Mexico) - After complaining for years about the proposed private enterprise high-speed train project between Houston and Dallas, Texas and that they worried that the new line would eventually use tax dollars, Southwest Airlines has asked Albuquerque City Council to approve up to \$6 million in revenue bonds to be sold to finance a new terminal for Southwest in that city. Southwest also wants the city to get job training credits from the New Mexico Department of Labor. Seems to me that Southwest Airlines is guilty of a severe case of double standards. "Private" Enterprise at it's finest!!! (*Fort Worth Star Telegram via Jerry Nunn*)

AMTRAK NEWS

None received this month. Ridership statistics will return when received. See story in Arkansas Rail News section.

NEWS UPDATED through September 4, mailed September 10th. Deadline for the November *Railroader* will be October 22.

Don't sing of yesterday...yesterday is gone. Tomorrow isn't written...make today your song.





3985 arriving in at Union Station in Little Rock about 5 PM, August 30. Note the blue MoP unit on the track to the right.



A crowd waits to walk past the 3985's cab while on display at U.P.'s Jenk's Shops on Monday, August 31.



Nearly 400 wait to board shortly before 8 AM on Tuesday, September 1. The train was nearly a sellout, coming within 20 or so of selling out. The site is near Pershing Avenue in North Little Rock.



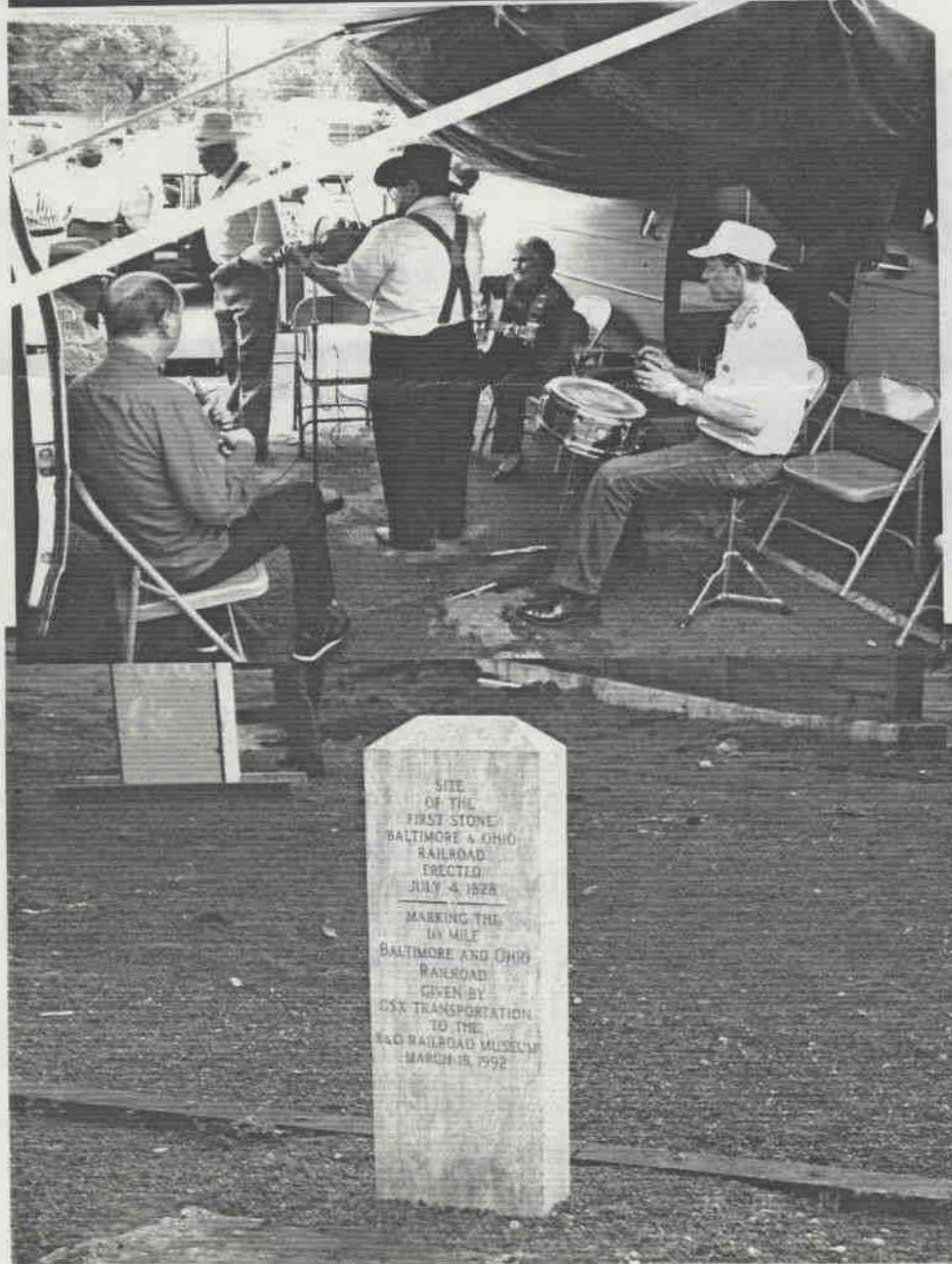
The train passing newly painted Dardanelle & Russellville engines at Russellville. (All photos by Ken Ziegenbein)



The train stopped in Russellville for water and oil. Large crowds greeted it through many small Arkansas towns. Schools were let out.



Yours truly sold tickets all day Sunday, August 30, before the train came in.



A band greeted the train as it arrived in Van Buren about 3 PM September 1. It was supposed to arrive at 4 PM, but seemed to be early on many occasions, causing some to miss its passing. (Top three photos by Ken Ziegenbein)

Where it all began. The site of the first stone of the Baltimore & Ohio RR, first erected on July 4, 1828, marking the first mile of the nation's first railroad. (T.L. Wilborn photo)

OCTOBER 1992

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, **OCTOBER 11** at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented. (Also meet on September 13)

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 publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The **RAILROADER** is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/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, ATTN:Editor. Please let me know if your address changes, as **NEWSLETTERS CANNOT BE FORWARDED.**

Arkansas Railroad Club mail should also be sent to the address below..

ARKANSAS RAILROAD CLUB
P. O. BOX 9151
NORTH LITTLE ROCK AR 72119

Newsletter phone: (501)-758-1340
(Leave message on recorder if I'm not there)

JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due **JANUARY 1ST** of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

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

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PO BOX 9151
NORTH LITTLE ROCK AR 72119

WELCOME ABOARD!!!

ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

OCTOBER 11 - Regular Club meeting, Twin City Bank in North Little Rock, 2 PM. (September 13 also)	NOVEMBER 8 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.
OCTOBER 16-18 - 819 Pine Bluff-Tyler excursion. Call 501-541-1819.	DECEMBER 12 - Annual Christmas Party, Spaghetti Warehouse, Little Rock, 4 PM.
NOVEMBER 7-8 - 3985 excursion Kansas City-St. Louis-Poplar Bluff. Call 314-838-5145.	JANUARY 10 - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



Attn:Ken Ziegenbein, Editor
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