



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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This 1976 photo shows Santa Fe EMD locomotive #5700 with the Bicentennial paint scheme pulling the Super C east through Cajon Pass, California. (*Santa Fe Railway Public Relations Department Photograph*)

THINGS CHANGE

APOLLO 11 vs. CONSOLIDATION 111

by: Eakles Hille (1903 - 1995)

(The following story was written in 1989)



July 20, 1969! Twenty years anniversary! Anniversary of what? Of the moonwalk. The first man on the moon and how he got there. That endeavor was wonderful, with all the split-second timing, instant decisions made not only by the three on board the Apollo spacecraft itself but by Mission Control in Houston, Texas. It took years and years of time, billions of dollars, and more than one-third million people to bring this great event to fulfillment. What a Thrill.

I do not understand much about space travel, and that is not the subject of this story, but about something that I had a lifetime and a hands-on experience with. Steam locomotives. What a Thrill!

Not many people, not even many railroad buffs, know of all the time spent, and work involved to put a locomotive with a train out on the High Iron. Let's ready the 111 for a connection of No. 67 (Hot Shot Merchandise run from St. Louis to California) shown on the midnight lineup to arrive North Little Rock at 730 a.m.

This Consolidation (2-8-0) had 22" x 30" cylinders,

Walschaert valvegear, 200 lbs boiler pressure and was built by Alco's Brooks Works in 1909. It was one of the system's work-horses.

The roundhouse foreman marks this engine up on the Outbound board along with two North and a Memphis and the early morning passenger power. He also hangs all the work-slips on a large wire file to the left of the board, so that the machinists may plan their work.

Some workers do not need work-slips, they arrange their work just by the engine number being on the Outboard. One such group are the firebuilders. Let's accompany one of these men named "Booger."

Now "Booger" is a very, very dark person and it may be hard to keep him in sight because of the dim lighting in the roundhouse. But we will try our best.

We're standing on the walkway around the front of the engine close to the 111, when a large gunny-sack of sawdust and chips comes down the walkway on two very short legs and turns into the next stall. The sack climbs partway up the steps to the cab and then falls over on its' side, and that move reveals our man, Booger, white teeth



A snapshot of Booger at 2 a.m.

and all.

Neither of us had any experience of watching the workings of a roundhouse force. We decided to do everything in the right manner, so we asked "Booger" if we might watch him as he fired up his engine. He said, "Sure, Boss, you all jus' climb up there and have a seat on the other (right) side. I'll be up there ina shake."

But before we got on the steps we see the fire-builder start arranging the 3/4th-inch pipes that we has stumbled over a short time ago as we felt our way in the dark between the engine stalls. He worked the pipes around, back and forth until the longest, about 20 foot, with a large S-curve at the loose end was on top, then he hung this S-curve into the top of the 111's smoke stack. The roundhouse wasequipped with a steam pipe, that come from the powerhouse, and ran all the way around the roundhouse, up next to the roof, with a branch between each stall. When properly put in place this long 20' pipe, with its S-curve and steam turned on, made a blower to draw air through the firebox and furnish the necessary draft to burn the fuel.

We quickly scramble to find places on the engineer's seatbox as "Booger" comes into the cab to lay the fire in place. Having opened the firedoor wide open by hand (no air pressure available), he proceeded to cover the entire grate area with 3 or 4 inches of coal from the supply in the tank, then covering that with sawdust and chips from his gunny-sack.

Only once was he bothered in his work, that was by the oil-man, wanting to fill the hydrostatic lubricator, which was on top of the boiler just in front of the engineer's seat. After some friendly banter between the two men, we all made room for the oil-man to do his work, which also included filling the oilpots for the water glass, steam and air gauge lights. The 111 had a steam operated dynamo (generator) but it was only for the headlight, no electric cab or classification lights.

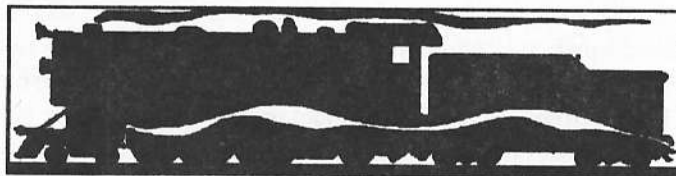
After putting in the sawdust and chips, "Booger" threw handfuls of lighted oily waste into various parts of the grate area and in a very short time had a good fire going all over the firebox. Bidding this man farewell, we got down to watch a machinist playing with a long handled tack hammer.

Now that we had a couple of hours to wait on the 111 to get hot, we went around to the foreman's office to see if he would like some coffee about now. He would, so we crossed over Pike Avenue to the Missouri Pacific Cafe at 707 Pike, that

stayed open all night to accommodate the late workers.

COFFEE	PIE	HAM & EGGS	CIGARS
5¢	10¢	35¢	5¢ & 10¢
			White Owls

While resting at our table, we mentioned about the fellow with the funny tack hammer to the foreman, and after he stopped laughing, he explained what an important part that hammer played in inspecting a locomotive. The machinist was an outbound inspector (there were also inbound inspectors), and through years of experience he was able to find flaws in the metal parts, cracks in pipes, or loose fittings that required repairs before the locomotive could be placed in service. These hammers (issued by the railroad company) weighed about 1/2 pound, made with one flat head and the other pointed, and the handle was about two feet long and very slender, thereby transmitting a different sound or feeling



to the inspector when he was using it. So some funny things are serious around a railroad.

After having refills we returned to the office in time to find that Yardmaster "Bigfoot" Moore was ordering No. 67 to be called for 8:10 a.m. Thins were picking up, we hurried to the engine dispatcher's board wondering which crew was to be called for No. 67. On the way we met Hostler Foreman E. B. Kelley telling Mr. Finegan (Hostler) and William Cotton (his helper) to get "the three aces out, head it south, supply it and leave it in the pocket (track), she's called for 8:10 a.m." We introduce ourselves to Mr. Finegan, and explain that we are interested in just how much work it takes to get an engine ready for a trip. Mr. Finegan is a nice old gentleman (starting on StL. I. M. & S. in 1895) and said to climb into the cab. But realizing that we could understand the movement better from a distance, we declined his offer with thanks.

The four of us head for the stall where the 111 is standing, and while the hostler looks the engine around, Cotton lines the table for number 14 stall and puts the lock in place so that we will not get on the ground as we back out. The hostler has, in the meantime, started the air pump and after the main reservoir pressure has reached 90 pounds, the brakes set and

released, he signals Cotton to move whatever blocks are on the rail (usually three foot or heavy car chain). With the Johnson Bar in back motion, and just a little steam going into the cylinders and the cylinders cocks open, this hunk of steel awakens and backs onto the turntable to start a new day.

Heading out on the outbound lead they first stop at the ice car and the helper throws 50 pounds of the cold stuff into the gangway, next is drinking water put into an ex-Anheuser Busch twenty gallon barrel with a water hose. Then on to the water standpipe to fill the 7000 gallon cistern. While the water is being taken, the outbound inspector is finishing his work he started in the roundhouse, the ashpan is washed out and dumped, sand-pipes are checked and opened, if needed, an airman makes his locomotive tests. Johnnie Womack is the supplyman and just watch all that he has to do. True, some of his work is only to look for items, but that is work also. He brings the engineer's tool box and 1/4 pound of waste, checks to see if there is a long and a short clinker hook, two scoops, a coal-pick, two white, two green and one red flag, one red, one white lantern, 8 torpedoes, 12 fusses, 1 gallon engine oil, 1 pint kerosene, if needed he would replace the whistle or bell cords. Back on the ground, he would look into the opossum belly for two rerailing frogs, a car chain, emergency knuckle, water can, packing paddle, a hook. If the engineer did not have a toolbox, Johnnie would have had to put a monkey wrench, a ball peen hammer, a chisel and a torch on the engine for his use. This seems like a lot of work, but most of these items stayed on the locomotive from trip to trip, but must be checked each trip.

Having filled the water cistern, Cotton walked down the track, lining switches as he went and was waiting on the Fourth Street overpass watching traffic and talking with the walkers and bicyclists coming to work, not only in the roundhouse but also the back shops. About this time of day, there was a steady stream of workers over the Baring Cross bridge from Little Rock, besides the "Hoodlum" made three trips, with two or three hundred each trip.

When everyone was through with the three aces at the water plug, Mr. Finegan run down over the switch, Cotton threw it, giving a back-up signal letting the engine roll past him. He got on the front step, up over the pilot and the right runningboard to the sandbox.

They are now backing toward that "monster" of a coaling dock or chute built in 1912 and razed at the very end of steam operations in 1955. Of all wood construction, it measured 174 feet in length, 75 feet high, with 200 feet of incline to get the cars of coal topside, winched up by cable. There were nine chutes on each side with a ten bin above each.

When big power like 2100, 2200 started working in this area, the tracks under the chutes were both lowered three foot for clearance.

The hostler spotted the engine for sand without any signal from the helper (he must have had a marker). After removing the sandbox cover Cotton inserts the four-inch retractable pipe into the box and pulls the rope to start the flow of sand, releasing the rope stops it. Now ready to take coal, the helper walks on the handrail fastened to the boiler, back to the cab getting on top of it, he stomps with his heavy shoes five times and squats down to clear the pocket aprons as the engine passes under them. The hostler stops the coal tank under number five pocket.

A quick jerk of the gatechain would usually allow enough coal out onto the apron to counter-balance the weights and the apron would come down by itself and run coal as long as the gate was open. It did not take long to fill the 17-ton tank. This hostler and helper put the 111 in the pocket and went home at 7:00 a.m.

Engineer W. A. Plott and Fireman Ben Massey come out of the roundhouse with their grips, went over and climbed into the 111's cab, and started getting ready for the trip to Texarkana, by starting the dynamo turning steam to the lubricator and oiling around. Ben looked to see if a full supply of water and sand had been taken.

A new hostler crew now took the engine over to the south end of the freight yard, while Mr. Plott walked over the main line with us and waited for its' being placed on the train in track No. 10. Ben put green flags in the holders on either side of the smokebox and after brake test was OKed, First 67 pulled out onto the main line and across the Arkansas River bridge. The last we saw and heard of them was a little red caboose going around the bend and the sharp exhaust of three aces of Little Rock hill. ~~FOOT~~

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on **SUNDAY, OCTOBER 8** at 2 p.m. in the Twin City Bank building on Main Street in North Little Rock. The program will be given by CRAIG GERARD and consist of slides or the trains of St. Louis, including the Metrolink and Museum of Transport and Union Station. He'll also bring some of his Lionel Trains. Refreshments will be served.

The November program will be given by Tom Shook.

CHRISTMAS PARTY - We have reserved a railcar at the Spaghetti Warehouse (located in the old Choctaw Rock Island depot off 2nd Street in Little Rock) for Saturday, December 9. Seating begins at 7:00 p.m. and everyone will order off the menu. **THERE ARE ONLY 40 SEATS AVAILABLE ON THIS CAR** and only 3 were left as of the August 13 meeting. If you'd like to come, call our V.P. John Jones at 501-835-3729 SOON. Due to a conflict there probably will be no speaker this year.

T-SHIRTS AVAILABLE - T-shirts from our U.P. 3985 trip are still available for \$10 each, postage paid. Sizes are L and XL, but we can special order for you. Send your \$10 to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They'd make great Christmas gifts

1996 CALENDARS FOR SALE - Our 1996 calendars are at the printer and will be ready in October for shipping. They include 13 photos of railroads in Arkansas, all black and white. Costs are: \$8.00 for one, \$7.50 for 2-9 and \$6.50 for 10 or more, postage included. Railroads included are KCS, Missouri Pacific, Santa Fe, Rock Island, Cotton Belt, Prescott & Northwestern, Neiman-Marcus special, D&R, AD&N, UP, M&A, Warren & Saline River, Frisco and UP 3985 passing Paperton Junction's Alco.

OKLAHOMA RAIL CALENDAR for 1996 is for sale from the Central Oklahoma Railfan Club, 2936 Bella Vista, Midwest City OK 73110. Costs are \$6.50 for one, postage included. Railroads included the Santa Fe, Rock Island, Katy, Frisco, KCS, etc. It contains 14 b/w photos.

NRHS PLANS - The national NRHS will be looking at its services in an "Organizational Renewal Program" during the next year and a half. They'll be looking at The Bulletin, libraries, conventions, more space, etc. They are asking for a \$2 tax-deductible donation toward this renewal goal. We are a local chapter of this organization, the oldest rail-history organization in the country (60 years old). If you're not a member of the national, consider joining to help in the national preservation of railroad history. There is a concerted effort to gain new members, from NRHS VP-Public Relations Dick Davis, formerly of our club.

CABOOSE SOCIETY - A new organization for the preservation of cabooses has been formed. It's called the American Railway Caboose Educational Historical Society, 4351 Holly Hills Blvd., St. Louis MO 63116-2255. Join now and become a charter member.

WELCOME NEW MEMBERS:

DANIEL D. CARTER, 1026 Russell St, Covington KY 41011

JIM HOLLEY, PO Box 70228, Seattle WA 98107

DEWEY GARTRELL, 10223 Republic Lane, Little Rock AR 72209

1996 OFFICERS NOMINATED - Here are the names of 1996 officers nominated by the Nominating Committee so far: President-TOM SHOOK; Vice-President-CRAIG GERARD; Treasurer-WALTER WALKER; Secretary-CAROLE SUE SCHAFER. The Board of Directors will vote on these at a November 12 meeting. If anyone else would like to run, please contact Naomi Hull (see last page of newsletter for address).

Also, GENE HULL was nominated for the Board of Directors, class of '00 (2000). He will be voted on by the membership at the November meeting.

Other positions in the club which the Nominating Committee recommends are: NRHS National Director ROBIN THOMAS; Office of Photography-JOHN C. JONES; Newsletter editor-KEN ZIEGENBEIN.

(According to the Arkansas Railroad Club's By-Laws, Article IV, Section 1, there are only four Officers - President, Vice-President, Treasurer, Secretary - and these are voted on by the Board of Directors, NOT the membership at large. The one Board of Director nominee IS voted on by the membership, however. Other positions in the club are not mentioned in the By-Laws and are thus only volunteer or appointed positions).

WANTED: FOR SALE/TRADE

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. Only personal inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed

inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

FOR SALE - GENE SEMON, 2718 Hwy 38, Cabot AR 72023, 501-945-8599 has

some copies of Eudaly's "Missouri Pacific Diesel Power" for sale to club members for \$50, postage and tax paid. He'll also have a few of the new books "Route of the Eagles" for \$40, shipping paid.

ARKANSAS RAIL NEWS

NEW UNDERPASS?

(North Little Rock) - The city of North Little Rock and Union Pacific Railroad are talking about putting an underpass under U.P.'s busy north-south main (30 trains a day) on Fairfax Street on the east side of town. The city plans to make this road 4 lanes. (North Little Rock The Times, July 20)

MAKESHIFT HOME DANGEROUS

(Fayetteville) - Officials of the Arkansas & Missouri Railroad say that several transients living under the Highway 71 bridge that crosses the railroad are in danger. The makeshift home is tucked up under the bridge

with a strong slope right down to the A&M's tracks. They could fall onto the tracks easily. Also, they create lots of litter, such a beer cans on the tracks. Officials were trying to find some other place they could go. (Morning News, Fayetteville, July 20)

OZARK MOUNTAIN RAILROAD

(Harrison) - L. D. Stordahl had one more setback in his attempt to build a tourist railroad between Harrison, Eureka Springs and Branson, Missouri. The ICC refused to exempt the company from a lengthy application process. Originally, this line was to have already been built, but local residents

objected. The Ozark Mountain Railroad would employ 12,000, according to Stordahl, and cost \$1 billion to build. (Arkansas Democrat-Gazette, August 16)

OLD ROCK ISLAND PAVED OVER

(Lonoke) - Officials of Arkansas Midland Railroad, owners of part of the old Rock Island, paved over the old right-of-way of the R.I. through Lonoke in early August. The city still does not have any clear title to the right-of-way, which it wants to turn into a downtown park. (Lonoke Democrat, August 2)

GENERAL RAIL NEWS

UP/SP MERGER

(Denver) - Should the Union Pacific get

permission to take over Southern Pacific, the fate of S.P.'s two main office buildings would

be in question, as UP may move all of SP's headquarters to Omaha along with its own.

At stake are buildings in Denver (SP operation headquarters) and San Francisco (corporate headquarters). The building in Denver would have an uncertain future should SP move out, while the 1916 building in San Francisco, actually built to house SP, would be much brighter considering its better location in relation to other businesses in the area.

Philip Anschutz, SP chairman, would become vice chairman of the merged roads and actually may become the largest stock holder. He had the chance to exit the railroad business entirely, but chose to stay. He would be about the only SP executive to stay - other SP top managers agreed to step down after the takeover is complete (six of the executives would receive a \$7 million severance pay, and \$22 million has been set aside to buy out other SP employees who would lose their jobs.

Completion of the takeover won't occur

until next summer, should the ICC approve. The official submission papers will be given the ICC in November. The merged companies (actually, UP is buying SP) would save about \$500 million a year. G. Thomas DuBose, president of the United Transportation Union, say that mergers are never good for workers, as many lose their jobs. However, he did acknowledge that mergers made for more financially secure companies.

Insiders in Washington say that the ICC, proposed to be abolished by the new Congress, probably will get enough funding to see this merger through since both Anschutz and UP Chairman Drew Lewis are both backers of Senator Bob Dole (R). The ICC cannot be scrapped without Dole's support. (*The Denver Post, August 20, 1995 via Tom Shook*)

UP/SP STATS FOR 1994

UNION PACIFIC/SOUTHERN PACIFIC
- Operating Revenues \$6.4 billion/\$3.1 billion; Operating Income \$1.4 billion/\$346 million; Employees 35,000/18,010; Track 22,600 miles/14,500 miles; States served 23/15; Locomotives 3,922/2,413; Freight cars 97,600/44,629; Freight trains operated daily 1,200/750. (*The Denver Post, August 20 via Tom Shook*)

KANSAS CITY SOUTHERN

(*Kansas City*) - What's Kansas City Southern up to? Since its proposed sale to Illinois Central in 1994 went bad, the company now is talking about selling some of its financial services, such as Janus Capital. Its rail business is blooming, with much overtime and leased cars reported in the 1995 second quarter. (*USA Today, August 16 via Tom Shook*)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

...note...these are listed sequentially by dates, earliest dates being first...

BRANSON, MISSOURI - The Branson Scenic Railway runs several round trips a day from Branson into Arkansas over the White River Line. Cost is \$18.50 adults. They continue to sell out and reservations are recommended. As of mid July, they ran at 8:00 a.m., 11:00 a.m., 2:00 p.m. and 4:30 p.m. Contact them at 206 East Main, Branson MO 65616 or call 1-800-2-TRAIN-2 or 417-334-6110.

COLUMBUS, NEBRASKA - October 21, 22 - Camerail Club will operate an excursion over three rare-mileage branch lines out of Columbus - Passenger equipment will be U.P.'s streamlined cars with engines furnished by the Nebraska Central Railroad. Cost is \$145 for both days. Contact: Camerail Club, PO Box 791, Columbus NE 68602-0791.

HOUSTON, TEXAS - October 28-29, 1995 - UP streamliner excursion from Houston to Corpus Christi on October 28, returning to Houston October 29, spending a night in Corpus Christi. Costs are \$189 coach, \$239 dome. The trip will run over parts of the old MoPac *Valley Eagle* line. Contact Gulf Coast Chapter, NRHS, 12335 Kingsride #220, Houston TX 77024-4116. Make checks payable to Apple Travel Inc.

OKLAHOMA CITY - November 11, 12 - Union Pacific diesel excursion between Oklahoma City and Shawnee, El Reno and Enid, Oklahoma - Contact the Central Oklahoma Railfan Club at 405-794-9292 for details. Also, the first week in December is the famous OKC Train Show at the Oklahoma State Fairgrounds in Oklahoma City.

SPRINGDALE, VAN BUREN, ARKANSAS - Ozark train rides -

Wednesdays, Fridays, Saturdays - The Arkansas & Missouri Railroad specials leave Springdale, Arkansas 7:45 a.m., leaves Van Buren 11:00 a.m. Call 501-751-8600 or 800-687-8600 for information.

CALICO ROCK, ARKANSAS - 90-mile round trips between Flippin and Calico Rock, Arkansas along the former Missouri Pacific (now Missouri & Northern Arkansas) Railroad's White River line. Uses former MoP coaches. Trains leave Flippin at 8:45 a.m. and 1:30 p.m. and runs Thursday-Monday through August and will run on a different schedule in September-December. Fares are \$22.00 adults, \$14.00 children. Call 800-305-6527 for reservations. You can write to the ticket office, 10 North Main Place, PO Box 1093, Flippin AR 72634. Tickets may also be bought on board. ~~MOBILE~~

1995 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- PRESIDENT** - Tom Shook, 1716 Alberta Dr, Little Rock AR 72207-3902 (501-225-8955)
VICE-PRESIDENT - John C. Jones, 117 Cottonwood, Sherwood AR 72116-4011 (501-835-3729)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72207-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 905 Valerie Dr, N Little Rock AR 72118-3160 (501-758-1340)
NATIONAL NRHS DIR - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)
HISTORIAN - R. W. McGuire, 114 Rice St, Little Rock AR 72205 (501-375-1738)
BOARD '95 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '96 - Peter Smykla, 2800 West 37th, Pine Bluff AR 71603 (501-535-4724)
BOARD '97 - Tom Shircliff, 129 Jessica Dr, Sherwood AR 72120-3429 (501-834-4914)
BOARD '98 - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
BOARD '99 - Stanley Wozencraft, PO Box 1938, Little Rock AR 72203-1938 (501-664-3301)

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 8** 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.

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 \$20/year for Arkansas residents and also \$20/year for out-of-state. The **RAILROADER** is mailed to all members automatically.

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, or \$34/year.

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

E-mail address: 72050.1700@compuserve.com



JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$20/year per individual. 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 \$34 per year).

Membership entitles you to receive the **ARKANSAS RAILROADER** for the term of your membership. It is published monthly. Send the coupon below to our address in the center of this page.

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