



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

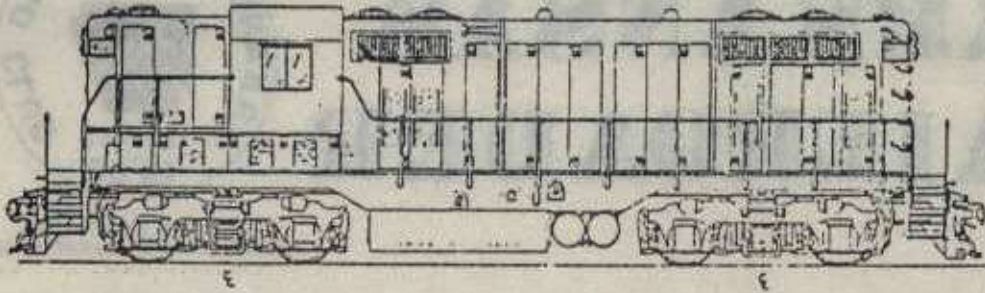
VOLUME 16 NUMBER 9

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PRESCOTT AND NORTHWESTERN RAILROAD's mid-afternoon drag of loaded freight cars - destined for the Missouri Pacific interchange in Prescott, Arkansas. This short-line railroad, located in southwest Arkansas, hauls forest products between the Potlatch Corporation and the Missouri Pacific. (See story on pages 3 & 4 - photo August 2, 1985)





## GENERAL NEWS

CORRECTIONS DEPARTMENT - Last month it was incorrectly stated that Gene Hull had cataloged the Saunders negative collection at the Arkansas History Commission. In fact, this cataloging was done by Jim Wakefield, who spent many hours on the project. As a reminder, as many as 10 of these negatives can be checked out at one time by club members to make prints from.

ST. LOUIS UNION STATION TO REOPEN - The old Union Station in St. Louis has been rejuvenated at a cost of \$135 million. It was made into a retail, restaurant and Omni International Hotel and is scheduled to reopen on August 29, 1985. As part of the festivities, Union Pacific will operate a six-car replica of its onetime "City of St. Louis" streamliner from Omaha to St. Louis on August 28. The train will carry a replica of the golden spike to be presented to project officials. It also marks the first time any passenger train has used the terminal in seven years. (Thanks to Randy Tardy and the ARKANSAS DEMOCRAT for the above)

KATY SALE STALLED - The Union Pacific will probably withdraw its bid to take over the Missouri-Kansas-Texas Railroad (the KATY). UP previously offered \$108 million for the railroad, a part of Katy Industries, but withdrew the offer because the MKT couldn't obtain 60% of its 667,000 registered certificates to be used in a "swap" deal. This "swap" would have exempted the UP from possibly having to pay \$110 per certificate (their par value). Without this exemption, the UP withdrew its offer. (The certificates in question - worth \$73,370,000 - were issued in 1958 as part of a bankruptcy reorganization and many of the recipients hadn't been contacted by the KATY since then). (WALL STREET JOURNAL)

MOPAC HISTORICAL SOCIETY TO HOLD MEETING - According to Mike Adams, the Missouri Pacific Historical Society will hold a meeting here in North Little Rock on October 12-13, 1985 at the Holiday Inn.

EXPLOSIONS ROCK MOPAC YARD IN NORTH LITTLE ROCK JULY 31 - A fire of unknown origin caused a building stocked with railroad flares and torpedoes to explode about 9:20 PM the night of July 31, 1985 in the shop area of the Missouri Pacific in North Little Rock. The explosion was so fierce it was felt five miles away and broke out windows. (Your editor and his two stapler-helpers were stapling the August RAILROADER together when the explosion occurred - it sounded like a strong sonic-boom where we were, about 4 miles away). According to the North Little Rock TIMES, the force of the explosion was so great, it moved an 18-foot railroad crosstie 70 feet.

PINE BLUFF OVERPASS TO BE BUILT - \$4.5 million has been earmarked by Congress toward building an overpass on Plum Street in Pine Bluff, according to Arkansas Senator Dale Bumpers. This will start to alleviate some of the auto congestion which often occurs on Pine Bluff streets due to many MOPAC and Cotton Belt trains. The tracks of the two carriers will also be consolidated in parts of the city. (PINE BLUFF COMMERCIAL)

NOT QUILTY - Remember the grade-crossing accident talked about on the cover of the October 1984 RAILROADER which killed one 19-year old man of North Little Rock? Well, a \$23 million damage suit was filed against the Missouri Pacific Railroad on behalf of the man's family. On July 27, 1985, a jury deliberated 4 hours and absolved MOPAC of any liabilities or negligence in the crash.

OPERATION LIFESAVER IN ARKANSAS - An Operation Lifesaver Special train will be run in Arkansas on October 8 between Van Buren and Pine Bluff. This train will carry newsmen and politicians and will highlight the dangers of grade-crossing accidents throughout the country (like the one mentioned above). Engines from four railroads will pull the train (MOPAC, COTTON BELT, BURLINGTON NORTHERN AND KANSAS CITY SOUTHERN). It is not known what time the train will leave. In 1984, 19 persons lost their lives and 200 were injured at Arkansas grade crossings. With just a little bit of common sense, there would have been none. (Randy Tardy)

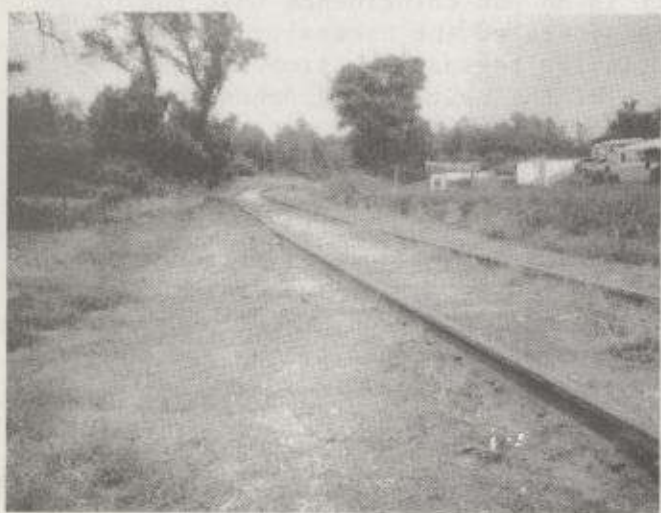
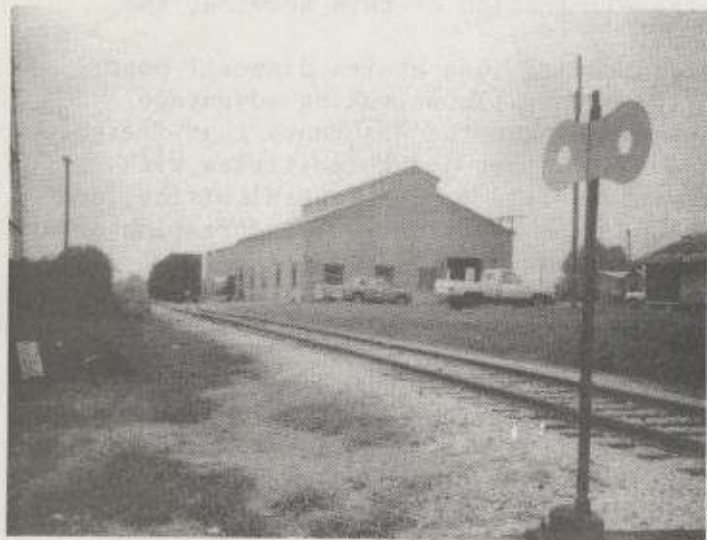
(continued on page 7)



## CLASS III RAILROADS OF ARKANSAS

### Part 2 - THE PRESCOTT AND NORTHWESTERN RAILROAD COMPANY

The Prescott and Northwestern Railroad Company is a 32 mile railroad located between Prescott and Highland, in southwest Arkansas. Today trains rarely go as far as Highland, however, but haul wood products for the Potlatch Corporation, just a couple of miles northwest of Prescott. (The PNW is, in fact, a subsidiary of Potlatch Corporation). Just in cast it is needed someday, the line is kept in operating condition all the way to Highland.



TOP - Prescott and Northwestern's Headquarter building, just northwest of downtown Prescott; MIDDLE - PNW's tracks, looking west from the depot/headquarters. PNW's 3 diesels are stored in the large building; ABOVE - this part of the line, near Blevins, while not used is kept in operating condition in case the full line from Prescott to Highland is again needed. (Photos August 2, 1985 by Ken Ziegenbein)

An interchange between the Missouri Pacific and the Prescott and Northwestern exists along the MOPAC's (U.P.'s) main line through Arkansas in Prescott. Switching moves occur weekdays in the early mornings and mid afternoons.

The only railroad that has its originating point at Prescott - The Prescott and Northwestern - had a rather rugged start way back in August, 1890 (making it 95 years old this year). Messrs. J.H. Bemis and Benjamin Whitaker were making preparations for a sawmill operation on the western outskirts of Prescott. Needing a source of raw materials, these gentlemen entered into a contract with Mr. R.L. Powers to pay him \$4.50 per thousand feet for 400,000 feet of logs.

The contract stipulated the logs were to be delivered to the log pond at the sawmill plant site. (It is interesting to note that this same log pond, which is near the plant site of the present Ozan Lumber Company, was still in use in 1951, but has now been partially filled).

In order to transport the logs to the mill pond at Prescott, Mr. Powers undertook the construction of a private railroad from Prescott to the logging area. He completed construction as far as Arcadia, but had to discontinue the project at this point due to lack of funds.

On October 16, 1890, this railroad was incorporated under the name Prescott & Northwestern Railroad Company, and Mr. R.L. Powers was named as President of the corporation. On January 2, 1892, Mr. W.B. Waller succeeded Mr. Powers as President.

On January 20, 1892, the company was reorganized, and the corporate name changed to The Prescott and Northwestern Railroad Company, which is the name of the present corporation. Five days later (January 25, 1982), Mr. Benjamin Whitaker was named as President.

The line was subsequently extended to a total length of 24 miles, terminating near Belton. It was in 1903 that the Highland Peach Orchard reached such proportions that the corporators felt a rail movement of peaches might prove profitable, and the line was extended to Highland that year. This brought the Prescott and Northwestern's line to 32 miles, which has been unchanged since that time.

The corporate records of 1900 bring to our memory the names of many of Prescott's most influential citizens: Benjamin Whitaker, J.H. Bemis, W.N. Bemis, Karl Powers, W.V. Tompkins, M.W. Greeson, W.B. Waller, Albert Milner, W.H. Terry, A.M. Denman, J.M. Denman and H.E. Bemis. Mr. W.V. Tompkins survived all the other incorporators and supplied much of the information in this account, made in 1952.



W.N. Bemis, father of J.R. Bemis, was elected President of the railroad on March 27, 1893, and retained this title until his death in 1935. He was quite active in the promotion of the development of agricultural products, particularly fruits and vegetables, throughout all the area served by the railroad. The company employed a full time agricultural expert, who worked with the farmers in the planning of their crops and secured for their purchase quality seeds and fertilizers.

The peak movements of perishables (fruits and vegetables) by the railroad was in 1914, with the handling of 2,014 cars during the year: 1,433 peaches, 412 cantaloupes, 8 cucumbers, 80 radishes, 37 tomatoes, 27 watermelons, 13 sweet potatoes, 2 irish potatoes and 2 apples. Between the years 1911 and 1940, a total of 23,689 cars of perishables were handled, composed largely of 14,172 peaches, 6,247 cantaloupes, 1,256 watermelons, 1,058 radishes and 439 tomatoes.

With the advent of large, refrigerated trucks, rail movement of perishables practically stopped in the early 1950s. This loss, however, was replaced by heavy movements of gypsum, lumber, pulpwood and other forest products.

Proving its efficiency early in 1951, this shortline railroad handled 250 carloads of pipe and other materials for the Texas-Illinois Pipe Line Company, all of which were unloaded within two weeks. The Prescott and Northwestern was favored with this movement because of the excellent yarding space offered, and the accessibility for unloading from rail cars and trucking away to final destination.

Daily passenger service was offered in the company's early days, but was later limited to Friday of each week. In March of 1929, the passenger trains ran daily except Sunday, leaving Prescott at 10:00 AM each morning, arriving in Highland at 1:20 PM with stops at Arcadia, Deaneville, Dunlap, Blevins, Kilgore, Dotson, McCaskill, Redland, Belton and Tokio. The return trip left Highland at 1:25 PM, arriving back in Prescott at 4:06 PM. This service was discontinued on November 12, 1945 because private auto competition dealt it a deadening blow.

A contract with the government for the carrying of U.S. Mail was cancelled on December 31, 1951, at the request of the railroad company, because of a reduction in mail pay, which rendered this movement unprofitable. With the elimination of this service, the trains now move only freight and express.

The "Pea Vine", as the railroad is affectionately called, has at its disposal most industrial sites of any consequence available in the county. Those taking advantage of the services offered by the Prescott and Northwestern have the assurance that freight rates are competitive to those on other lines, and that it has joint facilities with the Missouri Pacific. A full set of rate tariffs are on file in its general office, and persons wishing information on rates or routes to and from any point, or information about industrial sites, are invited to call.



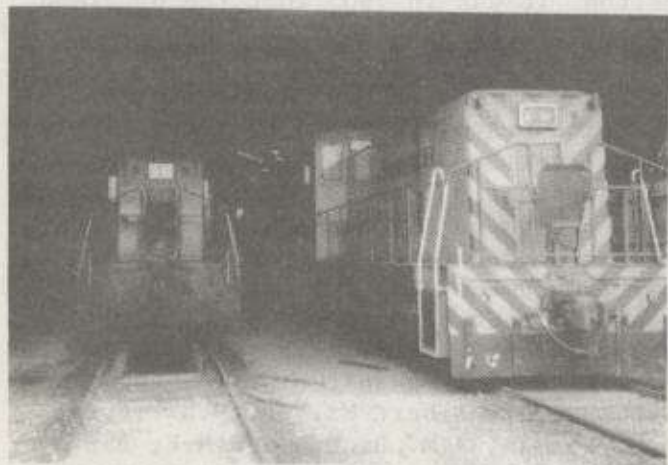
Two oil burning steam locomotives handled the movements on this line as late as May 1952. Today, there are three diesels on the roster of the PNW, shown to the left. These were photographed while in the PNW's shops.

This railroad, though small and of little consequence so far as just railroads are concerned, is a definite asset to Prescott and the surrounding area.

It is an odd coincidence that the product which generated the necessity for the railroad in its beginning - timber - is the source of the heaviest movement the railroad has today; or maybe it isn't so odd when you stop to consider that timber is the nation's only renewable, natural resource!

(Many thanks to Mr. James W. Fincher and his great office staff for furnishing much of the information in this report. Mr. Fincher is the resident manager of the Prescott and Northwestern Railroad).

The ARKANSAS RAILROADER hopes to run a story/history of all the short line railroads in Arkansas over the next months (there are 19 in all). Keep tuned!!





## PASSENGER TRAIN OF THE MONTH



COTTON BELT TRAIN NO. 107 departs Sulphur Springs, Texas on March 5, 1953 powered by RS3 No. 314. It is pulling head end cars and an American Flyer Chair car on the rear. If the train ran on time that day, departure would have been at 4:13PM with the train enroute to Dallas, scheduled arrival there at 6:40PM.

No. 107 was really a stub train which departed the main line at Mt. Pleasant, Texas after splitting from Train No. 7, the latter train destined for Tyler. When this photo was made, time was running out on the Cotton Belt passenger train service with November 30, 1959 the final day. (Photo by R.S. Plummer from the Bill Merck collection)

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### CONDUCTOR'S DREAM BEFORE DYING

by: Bill Husted (ARKANSAS DEMOCRAT)

James W. Holloway didn't get cheated out of his dream. He died a railroad passenger conductor. Holloway rode the first Amtrak passenger train that returned to Arkansas (March 13-14, 1974). He was the conductor.

Doctors told him on February 6 that he was dying of cancer. He entered a hospital on February 23 for therapy - he was buying time for his dream. His widow talked about Holloway and his dream. She sat in their house at 2018 West 18th Street, North Little Rock, surrounded by children and grandchildren. There were flowers in the house...and laughter.

"He wanted us to laugh," she said. "He didn't make speeches. He didn't talk a lot, but you could see it in his face. You could see how he loved. He was just a man, but a beautiful man."

Holloway had been a railroad conductor for 38 years. He grew old with the railroads. He was there when they were young and fine, when everyone rode the trains...passengers with expensive leather suitcases...passengers with their belongings packed in boxes wrapped with string.

And then, he watched passenger service die. When he heard about Amtrak, he told his wife: "I want to die a railroad passenger conductor." He died March 20 (1974). He was a railroad passenger conductor.

His wife rode along with Holloway on the last trip, from Little Rock to Poplar Bluff, Missouri and back again. "I just felt...he wanted me to. It was the time."

Holloway had waited a long time for it. He worked - even after he learned he was dying of cancer - as a freight conductor, which is kind of a road boss on the train. He watched freight loaded and unloaded. But, boxes and cartons have no souls. He watched the empty depots. He thought of Amtrak. He waited.

When he came home from the hospital in February, he began walking in the evenings. He said he needed to be strong. He was in training for his dream. Mrs. Holloway would have liked for him to stay home with her for those last days but: "I didn't try to talk him out of it. I knew he had to do what he wanted to do. I wanted to hold on to him. I wanted to pet him. I wanted to touch him."

(continued on next page)



The doctors told Holloway's family that they didn't know how he could get out of bed. But he did.

When Mr. and Mrs. Holloway stepped on that last train, people were everywhere. In Holloway's work area there were a woman and child sleeping. He didn't ask them to move. "Oh no," he said, Mrs. Holloway remembers, "I want the passenger to be happy on my train."

On that trip, Holloway worked hard. There wasn't much time to talk. He lifted heavy suitcases, checked tickets, did his job as a railroad passenger conductor. "These people deserve a service," he told Mrs. Holloway. She said: "He felt like he had to make it work."

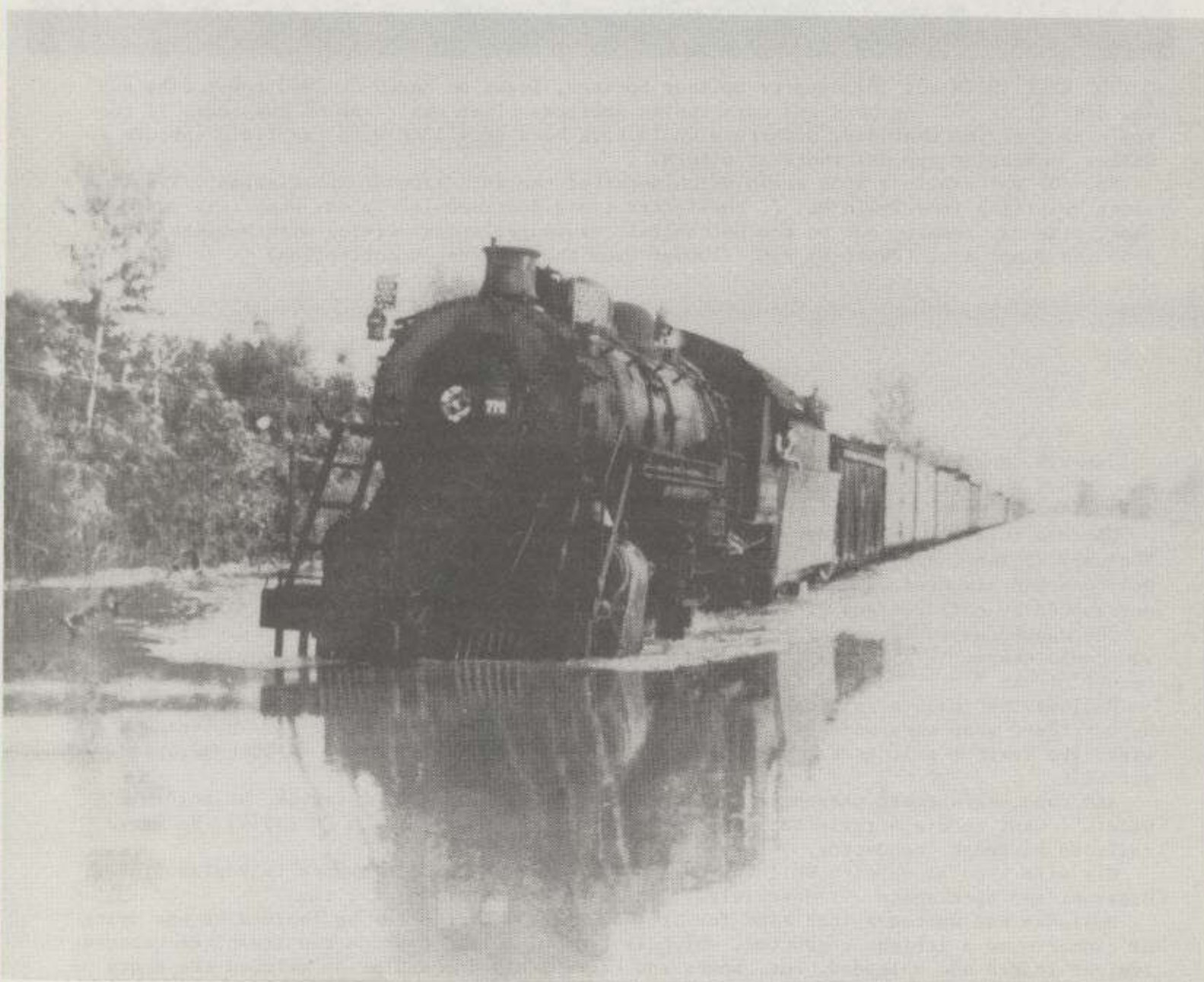
On Sunday during the layover before returning to Little Rock, the Holloways went to church together. They prayed their private prayers.

And then they got back on the train. For the last time, his cry of "Boort...All aboard" echoed in a depot that was alive. Holloway had won, not lost.

"Why does it have to happen to you?" a friend asked. "I'm just a man," he said.

He died a man, a railroad passenger conductor. "That was his dream," said Mrs. Holloway. "And, he did it."

(The previous article was typed as is from the March 31, 1974 ARKANSAS DEMOCRAT and was used with permission of the DEMOCRAT)



SO WHO NEEDS A BRIDGE? - Mississippi River floodwaters were receding when this S.S.W. Baldwin 2-8-0 (#779) eased a freight northbound on Missouri Pacific tracks near Wolf Lake, Illinois in July of 1943. A helper engine was on the rear, as a distant plume of smoke testifies. (Photo by the late Missouri Pacific agent Frank Penrod from the collection of Dan Wilson. Given your editor by Earl Harris via Bill Church).



ARKANSAS ARTS CENTER GETS \$10,000 from the Union Pacific Corporation on July 24 to be used for membership promotion. UP System officials present for the presentation in Little Rock were Marvin Merritt, General Manager; Stuart Symington, Jr., Vice President, Executive Department and Paul Watkins, Regional Director of Public Relations.

BURLINGTON NORTHERN ABANDONS LINE INTO POCAHONTAS, ARKANSAS JULY 24 - This former Frisco line had been in place since 1904 but had not seen much action lately. In fact, according to the BN, only two carloads of freight moved into Pocahontas over the past year from its connection with BN's main line in Walnut Ridge. This abandonment leaves Pocahontas without any rail service. (POCAHONTAS STAR HERALD)

RIDE A DINING CAR BEHIND STEAM - The Eureka Springs and North Arkansas Railway in Eureka Springs, Arkansas continues to offer first class dining car service between 5 and 8 PM daily from March through December. Reservations on the "Eurekan" dining car are required. Call 501-253-9623 or 253-9677 for details.

TAKE THE NIGHT TRAIN - The famous Reader Railroad, located in Reader, Arkansas just a few miles off Interstate 30 southeast of Prescott, is running its annual night trains this Fall. Dates are September 7, October 5 and November 2. The \$15 fee includes a meal at Adams Crossing. Call 501-337-9591 for reservations and details. All steam, of course!

HALLEY'S COMET TO RETURN IN DECEMBER - After 76 years, Halley's Comet is slated to return to the skies. It should be seen by the naked eye in the southern sky just above the horizon around dark beginning in December of 1985. It's brightest appearance will be in April, 1986, when it will appear in the pre-dawn sky. Perhaps some of you retired railroad people remember when it last appeared in 1910?

819 UPDATE - Flues were installed and water pressure of 350 pounds was put into the boiler to pretest it for an upcoming Federal test. The complete underside of the engine has been steam cleaned. The tender has been cleaned, painted and lettered and looks great! Through the efforts of a Mr. Alton B. Lanier, DuPont has donated the necessary paint for the 819. Several gages have been donated lately and work is progressing on the superheater tubes. The 819 Cotton Belt Rail Historical Society still needs about \$50,000 to purchase the remaining materials to finish the 819. If you would like to help out, their address is Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613. (Thanks to Matt Ritchey and Darell Cason for the above, which updated the work through August 1)

MEMPHIS CHAPTER TO HOLD SHOW - The Memphis Chapter NRHS will hold its second annual Railroadiana Show & Sale on Saturday, October 5, 1985 at the Best Western Hotel-Winchester Plaza, 2201 Winchester Rd. For more information, contact Sam Gray, 1831 Nelson Ave., Memphis, TN 38114.

ROCK ISLAND UPDATE - All is not lost yet for the old Rock Island Sunbelt line from Perry, Arkansas westward to McAlester, Oklahoma. RedArk Development Authority of Oklahoma and Continental Grain Corporation of Chicago are negotiating with L.B. Foster (a salvage company) to buy at least part of the line. Whether or not anything comes of these negotiations remains to be seen, but L.B. Foster has said that if this deal falls through, it will definitely start taking up the tracks in September. (Thanks in part to the BOONEVILLE DEMOCRAT)

DERAILMENT ON BURLINGTON NORTHERN - A nine-car derailment of a Burlington Northern freight occurred on July 31, 1985 just north of the Judge Smith Extended railroad crossing in Marion, Arkansas. All the cars were empty when they derailed.

KANSAS CITY SOUTHERN UNDERTAKES GRADE CROSSING RENEWAL IN FORT SMITH - KCS sectionmen are upgrading many road crossings in Arkansas, including the Fort Smith area. The Missouri Pacific and Cotton Belt are also doing upgrade work. (SOUTHWEST TIMES RECORD)

NEW PAINT SCHEME? - Two SD45s have been painted - Southern Pacific's 7551 and Santa Fe's 5394 - with both looking the same except one has SP and the other SF on the sides. The sides are SP scarlet, the roofline and pilot are black, the trucks are silver, and the nose is Santa Fe yellow with a band of scarlet across the front. Will this be the new color of the possibly merged line?



THANKS FOR PAPER - Many thanks to William E. Harris of Lincoln, Illinois for his donating 4 reams of paper to the RAILROADER. I appreciate it, especially since this newsletter is a one-man show so far as typing, printing, and mailing is concerned. As a reminder, since we now have a Non-Profit status, the mailings are much cheaper and as such, I do not need nor solicit any more envelopes. They were a great help in the past, however, and I thank you all very much for sending them in. (Editor)

WINS AWARD - Randy Tardy of the Arkansas DEMOCRAT recently won Honorable Mention in the 1984 Haclett Cochran Memorial Awards competition sponsored by the National Coal Association. This award was for three articles he did in October and November on the CNW/UP System's coal operations from the Powder River Plant in Wyoming to the Newark Plant near Batesville, Arkansas.

HIGH-SPEED FOR TEXAS? - The Texas Railroad Commission was awarded a \$375,000 grant to study the feasibility of a high-speed passenger train for the Texas Triangle between Dallas-Houston and San Antonio. (RAIL TRAVEL NEWS)

SLOWDOWN CAUSES LAYOFFS - A 10% reduction in non-union positions is needed at Southern Pacific in order to prevent worsening financial losses for the company. Approximately 200 employees accepted cash payments upon resignation. But with the continuing slowdown in business (the railroad lost \$5.6 million in the first half of 1985), additional reductions are necessary to achieve this 10% goal. Causing the layoffs is the fact that carloadings are way down (9.2% in July). In fact, agricultural and food products were down 15% in July compared to a year ago. (SP UPDATE)

KCS TO PURCHASE LINE - The Kansas City Southern will purchase the former Frisco line between Ft. Smith, Arkansas and Poteau, Oklahoma. (DISPATCHER)

NAME CHANGES - Missouri Pacific has renamed several of its operating regions recently. The Eastern district, headquartered in North Little Rock, is now the Southeastern District. The Western District, headquartered in Kansas City, is now the Central District. The Southeastern District includes most of Arkansas, Illinois and parts of Missouri and Louisiana. (INFO NEWS)

BEST SERVICE - UP System recently was named an "Outstanding Distribution Service Supplier" by Exxon Chemical Americas. Meanwhile, the Cotton Belt this summer provided grain producers in the wheat belt with what many described as the "Best Service" they've ever received. During the recent wheat harvest, SSW transported nearly 2,500 carloads of wheat.

ABOUT CONTRACTS AND SUCH - Currently Southern Pacific has 1,982 contracts and participates in another 272 with other railroads, probably more than any other railroad. (SP UPDATE)

AMTRAK'S TRAINS - Total Amtrak trains scheduled by various roads for April 1985 are as follows: Union Pacific - 180; Santa Fe - 686; Southern Pacific - 265; MKT - 26; Missouri Pacific - 172. Amtrak showed an 80.9% on-time performance in April overall, but Missouri Pacific only ran Amtrak trains on-time 34.3% of the time. (THE MIXED TRAIN)

"SILVER STREAK" ROUTE ABANDONED - The Burlington was given permission to abandon its line from Chicago to Council Bluffs, Iowa, spelling the end of this once-busy passenger route. This route was used by the inaugural run of the "Silver Streak" passenger train on April 1, 1940. (MIXED TRAIN)

SPEED RESTRICTIONS - Missouri Pacific is restricting its B30-7's (4800-4854) to 50 MPH due to their riding rough. All 55 of these engines were in service as of early July. Also, the MOP has sold for scrap 50 of their GP-18's. (THE MIXED TRAIN)

GRAND CANYON RAILROAD TO STEAM IN 1986 - Santa Fe's former Grand Canyon Branch will see the startup of the GRAND CANYON RAILROAD in the spring of 1986, possibly. The owners of the line have placed a deposit on a 2-10-4 locomotive and three ex-Santa Fe F7 diesels. Twenty-four Harriman cars are being renovated for the trips. Two round trips per day are planned over the route. (WHEEL CLICKS via GULF COAST RAILROADING)

LAST STEAM ENGINE ON THE ARKANSAS DIVISION - No. 9301, an 0-6-0 in yard service at Hope, Arkansas was the last steam engine operated on the Arkansas Division. On Thursday, March 17, 1955 this engine was operated "light" from Hope to Gurdon and upon arrival at Gurdon it was killed and that wound up 83 years of steam operation on the Cairo and Fulton, then St. Louis, Iron Mountain and Southern and finally the Missouri Pacific. (March 1971 ARKANSAS RAILROADER from Mike Adams)



OKLAHOMA CITY MODEL RAILROAD MEET is still scheduled for Saturday, September 21, 1985 from 9 to 5 at 6420 S.E. 15th Street in Midwest City Oklahoma. For more information, contact Bob Linn, 4700 N. Norman, Oklahoma City, OK 73122.

FRISCO STEAMER TO OPERATE? - Frisco engine No. 4500 proudly pulled THE METEOR between St. Louis and Oklahoma City for five years after it was constructed in 1942. In 1947 it was put into freight service until 1952 when it was retired. It was SHOPPED OUT and then hauled to the Tulsa Zoo to be put on display. Now the Sunbelt Historical Railroad Trust of Tulsa wants to run it again. It has a 25-year lease on the engine from the city of Tulsa. The engine is one of 26 4-8-4 Northerns built for the Frisco. On August 27, it was scheduled to be taken out of the Zoo and made ready to run. Sunbelt hopes to run excursion trips throughout Oklahoma and to other states soon. (THE DISPATCHER)

UNION PACIFIC TO CLOSE OPERATIONS IN McGEHEE? - There's some talk that the Union Pacific (MOPAC) will close out its operations in McGehee, Arkansas, in the southeast part of the state. Union Pacific employs about 200 people in that city and citizens of McGehee were concerned. Mayor Gould said the worst part about the situation was the suddenness with which the bad news appeared. A final decision was to be reached in 6 to 8 weeks. (DUMAS CLARION)

\$500 GIVEN TO THE 819 - The Arkansas Railroad Club voted at its last meeting August 18 to give an additional \$500 to the Cotton Belt Rail Historical Society to help the 819 get steaming. The money will be used to buy cables used between the engine and tender. The engine will not be ready to run on September 28 as thought earlier this year, but should make it by year's end.

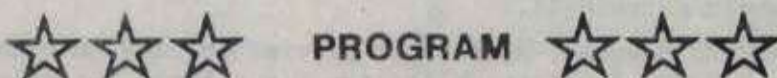
CLUB TRIP? - A trip to Eureka Springs to ride the Eureka Springs and North Arkansas Railroad was discussed by the club August 18th. At that time, it wasn't decided when to go or how much of the expenses would be borne by the club. However, all agreed it would be a good idea to rent a van or bus some day. More details will be forthcoming at the September 8th meeting.

TYSON FOODS TO POSSIBLY BUILD PLANT IN BOONE COUNTY - Tyson Foods, Inc., the largest supplier of fresh chicken west of the Appalachian Mountains, say they are considering building a mill near Omaha in North Boone County. An inducement to build there was the fact that Omaha sits on the Missouri Pacific's White River Division Railroad in the northern part of Arkansas. (TIMES PUBLISHING COMPANY, INC.)

FATE OF MENA DEPOT DISCUSSED - Kansas City Southern wants to move their agent from Mena and lease the depot to the city for civic purposes for \$1 per year. A non-profit group of civic organizations known as Mena Station, Inc., wants to renovate the Mena station. However, a group of local businessmen are opposed to the KCS dispatching agent being removed from Mena. They claim they don't get any results out of KCS's toll-free telephone number and want the agent to stay to retain better service. (MENA EVENING STAR)

FISH ARE GOOD FOR YOU - A diet high in saltwater fish lowers your risk of heart attacks and may also mitigate symptoms of arthritis, asthma and hay fever, according to the New England Journal of Medicine. An ounce of fish a day cuts men's risk of heart attack by half. (SCEINCE DIGEST)

TO GET AMTRAK OFF FEDERAL BUDGET - The CLEARANCE CARD of the Southwest Railroad Historical Society gives this suggestion for getting Amtrak off the Federal budget: 1) a 3/4¢ gas tax dedicated to Amtrak would take all Amtrak funding needs off the budget; 2) A 1.7¢ gas tax for five years would create a trust fund whose earnings would take Amtrak funding needs off the budget forever. Food for thought.



The program for September will be a slide show by Col. Paul Moon on his recent trip to Europe. This promises to be a fascinating show and we should have a good turnout. The meeting will be at the usual place, the Twin City Bank Building on Main Street in North Little Rock - Time will be 2PM, Sunday September 8th.

Know of anyone who likes trains and would like to join the Arkansas Railroad Club? Well, now is a good time to join. Beginning this month, there will be a coupon in the RAILROADER every month which you can use to join or renew. SEE YOU SEPTEMBER 8!!



## MAKING OF A HILL ROAD BRAKIE

by: William Church

from: "My Love Affair With The Blue and Gold"

Being a freight brakeman in the Missouri Pacific's De Soto Sub of the Missouri Division in those halcyon days of steam, prior to World War II, was no job for a man without experience as a Hill Road brakeman. These positions on the district usually went to the more experienced and older men in seniority on the division. However, I, a new brakeman on a spring evening in the year of 1941 drew an assignment as head brakeman to Poplar Bluff, Mo., on train no. 63, the St Louis - Memphis Merchandise. Here I learned, the hard way, the making of a Hill Road Brakie.

Under the best of conditions the 165.5 mile run from Lesperance Street Yard in St. Louis to Poplar Bluff, MO., was one to try the skill and endurance of the most seasoned railroaders. The line, operated by time-table, train orders, and equipped with automatic block signals, was well maintained. It followed the terrain like a buffalo trail over five separate water sheds with grades some 2.45% and resembled an amusement part roller coaster. The first 81 miles were completed to Pilot Knob, MO. in 1857 as a 5-foot 6-inch gauge. Immediately the new line commenced hauling iron ore and passengers from Iron Mountain Mine to St. Louis with a roster of four 4-4-0's and one 4-2-0 Palm and Robertson locomotives, and was appropriately named, "St. Louis and Iron Mountain Railroad". In 1868 the gauge was changed to 5-foot and was built into Poplar Bluff, MO in 1873. In 1879 the entire line from St. Louis to Texarkana was standard gauge.

The Missouri Division, as the line from St. Louis to Poplar Bluff was officially designated, later became the Missouri Pacific's main line from the Mississippi River to the Mexican Border. The little wood burning Palm and Robertson's gave way to larger Grant built 4-4-0's and the latter to still larger Alco and Baldwin built 4-8-2's, 4-6-2's and 4-8-4's. Named trains like the "Sunshine Special" and the "Hot Springs Special" became household words.

Prior to the night I was called for No. 63, I had been used on various locals and through freight runs on the flatter terrain on the Missouri Pacific without too much difficulty. I had some experience on other railroads, all flat land operations. No. 63, however, ran over some of the roughest grades in Missouri. The amenities of letting the air brakes hold cars set out enroute were not allowed. You were expected to tie down all set-outs with a brake club and take double precaution when cutting off on hills to make sure your train did not get away from you, just in cast the air brakes did not hold the train.

At 5:00PM, 30 minutes before scheduled departure time, I reported to my conductor, Walter "Fatty" Kidd, who I found at his desk in caboose No. 505.

"New man, eh" "Fatty" grunted.

I answered in the affirmative.

"Any hill experience?"

I told him of my past experience which did not seem to please him.

"Charley," nodding to a grizzled old timer who was busy polishing a pair of oil markers, and before work time I had learned was Charley Flynn, "is our flagman, so he won't be giving you any help tonight on the work, so listen to what we tells you."

Mr. Kidd explained to me that No. 63 was the St. Louis-Memphis Merchandise run. We had local cars to set out at De Soto and Bismarck house tracks in addition to pick up south tonnage at Bismarck.

"This is a hot run son," "Fatty" went on to explain how No. 63 made connections at Paragould, Arkansas, with train No. 361, the Dupo, Illinois-Houston, Texas Red Ball. Merchandise and Ford Auto Parts off No. 361 were added to No. 63 there for a 6:00AM delivery in Memphis, Tennessee, where No. 361 got our Houston cars. It was a close connection at Paragould and if we were delayed on the Missouri Division, the Superintendent would have to operate No. 63 and No. 361 connections in two sections out of Paragould, in which all concerned would catch Hell.

After Mr. Kidd left the caboose, my partner gave me the low down on the division. He explained to me that we had a level track for the first forty-two miles to De Soto where I would spot our set-out on the house track. That at De Soto the hills started. We would have four miles and 1.33% grade to a tunnel of 791 feet long through Coppermine Ridge, then a descent of 0.99% for five miles from the south portal of the tunnel to Blackwell. After that a five mile 1.43% grade from the south switch at Blackwell to Cadet. The line would then continue over hills that are actually small mountains to a five mile 1.38% grade from XD Irondale to Bismarck. From Bismarck to Piedmont it was a roller coaster ride of 51.50 miles. Starting at the freight house in Bismarck we would climb into Middlebrook for a 5.90 mile drop into the Arcadia Valley. From Arcadia we would have a 6.61 mile ascending



grade of 2.45% to Tip-Top. After Tip-Top we would drop down a 3.99 mile stretch of track of 2.45% into Big Creek Valley for 19.20 Miles of serpentine curves to Des Arc where we would tackle the 4.65 miles to Cads Hill, then a 9.60 mile drop down a 1.80% grade to Piedmont where we would follow the Black River Valley for 38.74 miles to Poplar Bluff.

By the time Charley had given me the layout of the division, Mr. Kidd returned with our work list for the night. He cautioned me about setting hand brakes on our set-outs and to make sure all hand brakes were released on our pick-up's, which he assured me would be legion.

I could almost sense a coming disaster as the sound of a chime whistle blowing for an air test echoed through the night.

As I stood in the Lesperance Street Yard I glanced at my watch. It was 5:42PM. I watched the car inspector as he walked past each car checking it for defects and on reaching the engine he removed the blue light and gave our runner a high-ball. Then climbing into the cab of the huge 4-4-4 I took in the beauty of her design.

No. 2110 was one of the newest additions to the growing fleet of high-speed dual freight and passenger engines.

Originally a 2-8-4 of the B-K Class built in 1928 by Alco, she had been rebuilt at the Sedalia Shops into a 4-8-4.

As a B-K Class she had 63" drivers, 66,500 TE, and weighed in at 412,000 pounds. But after re-built she weighed in at 445,950 pounds, had TE of 66,500 and 75" drivers. She boasted of a grate area of 88.3 square feet that of heating space to produce 250 psi of boiler pressure. The tender held 17,250 gallons of water and 20 tons of coal. Truly a mountain climbing engine and as equally at home on the point of the "Sunshine Special" as on No. 63.

It was 5:30PM when our hogger, Roy Cheatham, a 40-year veteran on the Mountain flipped the headlight on. Easing the Johnson bar forward about three-quarter down the quadrant he gently touched the throttle and we eased out of the Lesperance Street Yard.

We were bound for Poplar Bluff on a tight schedule over a roller coaster division that called for skill from all hands and a new head brake to make the set-out and pick-ups.

Roy eased the 2110 forward another notch after clearing the yard. He then touched the throttle and the big Northern gave out a sharp bark.

Our first train order station was Davis Street Junction, 7 miles down the line. Because I was a new man, Roy told me the location of train order stations, work we had to do, and the railroad in general.

Our schedule called for several first and second class trains to be cleared. At Davis Street Junction, I grabbed the hoop from the operator and pulled the orders from the brass clip and tossed the hoop to the ground.

Our orders read: "Superior trains due Cliff Cave on or before 5:35PM have arrived." This took care of all first class trains.

Our time-table told us that we were to meet No. 96 at Victoria, 23 miles down the line. Our next train order office was a Riverside, with Victoria 12.50 miles beyond there.

At Riverside, the Missouri -Illinois RR wandered south to Bonne Terre, MO and the MoPac did a lively interchange with the M & I there.

The Riverside train order signal was RED. I climbed down the steps on the fireman side and grabbed the can hoop.

It was a "19" that read: "No. 63 Engine 2110 meet No. 96 engine 1310 at De Soto. No. 63 hold main track at De Soto."

At De Soto we ran down the main line and Roy made a perfect spot under the water column for our big 4-8-4 to replenish our supply of water while I walked back to make the cut on our De Soto set-out.

After filling the tank we pulled down to the house track. I lined the derail and set the switch and shoved the set-out to a spot. Making sure before cutting them off I had set hand brakes to hold them in place.

By the time we were back on the train, and our ex-Berkshire's twin pumps had restored the train line to the necessary 70 psi, No. 96 had headed into the passing track. The block signal at the south end went from red to yellow then to green, telling us that No. 96 was in the clear. By now we were running about 30 minutes off schedule and Bismarck was next.

We made Bismarck 25 minutes off schedule. I tied down the hand brakes on the set-out per "Fatty's" instructions, and while the 2210 took coal and water I secured the list of our work from the agent.



Evidently the boys in the Bismarck Yard had learned their lesson well over the years for the cars we picked up had ten tight hand brakes set on them that took a good hickory club to release.

By the time we were back on our train and the brakes tested we departed Bismarck 45 minutes late with an additional five hundred tons, bringing the tonnage up to 2450 tons, fifty less than the engine rating between Bismarck and Piedmont.

At 8:24PM we thundered out of Bismarck making a noisy assault on the eight mile Iron Mountain grade. Until the advent of the 2100's, No. 63 would have rated a helper for the next 51.50 miles. But tonight the dispatcher showed his confidence in the big 4-8-4 by letting us go solo and by the orders issued to us.

Our orders out of Bismarck read: "No. 63 engine 2110 meet First No. 8 engine 6601 and 2104 coupled at Ironton. No. 63 hold main track at Ironton." "No. 63 Engine 2110 has right over Second No. 8 Engines 1504 and 5340 coupled to Tip-Top". "No. 63 Engine 2110 meet No. 72 Engines 124 and 1544 coupled at Hogan, No. 63 hold main track at Hogan". "No. 63 Engine 2110 meet Third No. 8 Engines 6604 and 5339 coupled at Piedmont".

No. 8 running in three sections was the Texas-St. Louis varnish with the through Pullmans from Hot Springs to Chicago. Second No. 8 was a furlough special from Camp Robinson in Little Rock, Arkansas while the third section was the mail and express section of No. 8. No. 72 was the Little Rock-St. Louis stock train.

"A clean sweep," Roy shouted to me over the roar of the big NORTHERN's stack. "They want us in Poplar Bluff early, guess No. 361 has the Memphis Fords tonight."

Roy also asserted he would make up the lost time between Piedmont and Poplar Bluff so as not to lay out the connections at Paragould.

At 8:57 PM we roared by First No. 8 in the hole at Ironton. Roy wasted no time getting the big 4-8-4 down to business. Making use of every ounce of the boiler's 250 psi as her 75" drivers gripped the well-sanded rails for the 4.87 mile grade of 2.45% to the short section of double track at Tip-Top for our meet with Second No. 8. This was to be my first real taste of hill railroading. By 9:06 PM we were at Mile Post 91 and on the hardest pull of the grade. Roy shoved the Johnson Bar down another notch, then all hell broke loose. The ex-Berkshire started to labor harder. Roy glanced at his air gauge. It was Zero. He immediately slammed the throttle shut and bailed off the independent brake as the 2110 fought herself down to a standstill.

"Air hose busted," Roy called out to me.

I immediately started searching for a new hose and a wrench and before the last bark from the engine's stack faded into the night the chime whistle was blasting out a flag.

Soon I was walking back along the train. In the distance I could see Conductor Kidd's lantern. He was coming over to meet me. I found the trouble fifteen cars from the engine, a ruptured air hose. While this normally was a minor repair, this one turned out to be a nightmare. It had been put on by a man of Hercules strength who had used a pipe wrench to get the last bit of turn left on the thread and it had frozen in place. After much cussing and twisting and the burning of several fuzes to heat the nipple to get it to expand, the metal gave way and the hose came free. By 9:36 PM we had the air hose changed. Second No. 8 was at Tip-Top waiting for us.

"Going to be hell to pay," 'Fatty' sourly expressed our situation to me. "That nit-wit clerk at Bismarck made a five hundred ton mistake in our pick up tonnage and we are way over-loaded. Roy can't start them from here so we'll have to double into Tip-Top."

I was starting to be educated in mountain railroading Missouri Division style.

As the greater part of our train was left on a 2.45% grade after we made out cut, Kidd gave me instructions to tie down hand brakes on the first ten cars.



"I tied down the rear end before I came over," he informed me.

Before I got the first hand brake set, the sky opened up and a regular cloud burst descended on us. The right-of-way became a wild river.

Soaked to the skin, I followed Conductor Kidd's instructions by making the cut as per instructions, and rode the top of the cars in the downpour to the south switch at Tip-Top. After shoving the head end in the passing track behind Second No. 8, I once again started setting hand brakes to make sure they stayed put. Some thirty minutes later we were back on our train.

After Roy re-charged the train and set the brakes, I went over the top of the cars and released the brakes I had set and gave our hogger a high-ball when finished.

With a booming stack, 75" drivers slipping on wet rails, the 2110 edged the train up the mountain side. By skillful handling of the big Northern we inched the rear end of the train up the remainder of the 2.45% grade until the north switch was cleared and Second No. 8 could storm out of Tip-Top.

At the south end of Tip-Top I had to repeat the procedure of setting hand brakes on the train, releasing those on the set out and couple up the train. By the time we had our train together and ready to go we were two hours late without much prospects of making it up.

As "Fatty" had said, "there is going to be hell to pay."

While we roared down the south slope of Tip-Top to our meeting point at Hogan with No. 72, I tried without too much success to dry my wet clothing. I was beginning to have doubts about wanting to be a Hill Road Brake if this trip was going to be an example of what it was all about.

The train order signal at Hogan was green and we could see the double shotted No. 72 in the clear. With a burst of speed the 2110 roared by No. 72, those 75" drivers spinning at a speed they had never turned before.

Ahead of us lay the 19.20 miles of curves between Hogan and Des Arc. Roy was making a whip cracker out of the train as we leaned in and out of the curves.

Roy covered the 19.16 miles between Hogan and Des Arc in 19 minutes. The approach signal north of town was yellow.

"We will have a red train order signal here," the hogger informed me.

The train order signal was connected to the automatic block signal in such a way that when the train order signal was RED the first signal north of town would show yellow.

It was 11:04 PM when I made the stab for the cane loop held by a hesitant operator as we dashed by at sixty-miles-per-hour.

The "19" read: "Third No. 8 Engines 6604 and 5339 coupled meet No. 63 Engine 2110 at Gads Hill instead of Piedmont."

The siding at Gads Hill, like the one at Tip-Top, was a short stretch of double track with spring switches at each end.

We consulted our watches. It was 11:16 PM. Ahead was the 1.80% 4.65 mile grade. At our speed Roy figured we could clear the north switch at 11:25PM

At Mile Post 118, two miles and a quarter from the summit of Gads Hill I noticed the steam lagging on the 2110. I gave the fireman a quick glance and the look on his face told me something was wrong. The BK stoker had stopped operating. With a grate area of 88.3 square feet to spread coal over, without a stoker it would be impossible to spread coal over it, and it would be impossible to keep the 250 psi of steam necessary to pull the train up the grade.



"Something caught in the stoker screw," the fireboy called over to Roy.

Roy did the only thing possible. Stop and try to get the stoker working. The chime whistle once again blasted out a flag and off in the distance I could see "Fatty" coming over to see what was the trouble.

After thirty minutes of hard scooping of coal to clear the conveyor to expose the screw we found the trouble.

A piece of angle iron had been dumped into the coal chute at Bismarck and found it's way into the screw. After much hard effort of trying to reverse the stoker screw we got enough slack in the screw to free it from the piece of iron.

With the stoker working again, just half of our trouble was over. Conductor Kidd doubted the 2110 could start the train where we were stopped and suggested backing to Des Arc where we could make a run for the hill. Roy agreed that it would be the best due to the wet rail and excessive tonnage we had.

At 12:01 AM we were once again ready to assault Gads Hill. With a booming stack the big ex-Berkshire dug in on the well sanded steel. With a full head of steam we roared out of Des Arc making a frontal assault on Gads Hill.

At 12:30 AM we met Third No. 8 and soon were dashing down the south slope of the mountain to Piedmont.

It was 12:40 AM when Roy spotted the tender of the 2110 at the water plug in Piedmont, with a red train order signal staring us in the face.

The red order board at Piedmont was for a "19" 18 which was due out of Poplar Bluff at 1:40 AM. It read: "No. 63 Engine 2110 has right over No. 18 Engine 6606 Piedmont to Poplar Bluff." Along with this "19" was a message signed by the Chief Train Dispatcher which was short and to the point.

"Do not delay No. 18."

Our next 38.74 miles followed Black River with towering bluffs on one side and the rushing river on the other.

By the time we finished taking water, we had exactly sixty minutes to make the 38.74 miles. We were faced with a 20 MPH speed restriction through Williamsville, and several permanent slow boards of 35 MPH. Roy had his work cut out for him.

By 12:45 AM No. 63 had cleared Piedmont with 55 minutes to go to Poplar Bluff and not delay No. 18. Five minutes less than the fastest passenger schedule. Now I was getting a lesson from a master in fast running on the Missouri Division.

Fifty-five minutes later No. 63 shot over the SL-SF diamond north of the depot at Poplar Bluff with No. 18's headlight shining in it's face.

As Conductor Kidd had predicted, "All Hell Broke Loose." Roy and "Fatty" were met by a deligation of Brass from the Division Office and they were on the carpet about the Tip-Top and Gads Hill delays.

Being born and bred Hill Railroaders they were able to explain satisfactorily to the Brass and got them off their neck.

As for me, I had some sore muscles and blistered hands from all of the hand brakes I had to tie down and the coal shoveled on Gads Hill and with reservations about being a Hill Road Brakie.

But as "Fatty" said to me on our return trip on No. 72 that evening, "Boy, that all goes into the making of a Hill Road Brakie."

- THE END -



### MAHLON FLEVIAN FISKE

Longtime Arkansas Railroad Club member Mahlon Fiske died August 14, 1985. He was born at Hoxie, Arkansas 78 years ago and was an Army veteran of World War II. He was a retired employee of the Apprenticeship and Training Division of the Labor Department. Besides being a member of the Arkansas Railroad Club, Mr. Fiske also belonged to the Cherokee Historical Society, Reserve Officers Association and Central Baptist Church.

REST IN PEACE

### RAILROADS - a short history

by: Marvin Ed Walker

Most of us think of railroads as we see today...large diesel engines powering giant electric generators, pulling large loads from coast to coast and providing transportation of passengers and goods and services throughout the United States and Canada.

But the REAL railroads were the Steam powered locomotive railways. These early railways were responsible for much of the expansion of our country.

Railroads go back as far as 1550 in Europe. The word "train" comes from this early origin. TRAM, or TRAM WAY as they were called consisted of wooden rails over which wagons or carts were pulled. The rails, laid side by side, provided a smooth surface with which wagons would move with greater ease than over rutted dirt roads.

The casted all-iron rails were first made in 1767 in England. They were three feet long and flanged. The flange kept the wagon on the track, later the flange was moved to the wheel.

Steam engines came to be in 1705, improved by James Watt in 1769 with further improvements in 1774. The first locomotive on a track was in the U.S. in 1825 in Hoboken, New Jersey. The very early attempts were failures because the engine could not produce the speed, and the flimsy tracks could not hold the weight.

The Baltimore and Ohio and the South Carolina Railroads marked the real beginning of the railway era in the New World. By 1835, there were more than 200 railway charters in eleven states and more than a thousand miles of railroads in operation. During the 1850's there was a movement for a rail road along the 32nd parallel from Charleston, South Carolina to San Diego, through Montgomery, Vicksburg, Shreveport, and El Paso. But when the War Between the States broke out, the 32nd parallel route was temporarily abandoned. The 42nd parallel route westward from Omaha, Nebraska along the Platt River and through Wyoming, Colorado, Utah and Nevada to San Francisco was adopted instead.

When the war ended, the building boom across the country was in full swing. With such intense rivalry between the Union Pacific and the Central Pacific, a transcontinental railroad was completed on May 10, 1869 with the tracks meeting in Promontory, Utah, in the Promontory Mountains north of the Great Salt Lake. The telegraph flashed this message: "THE LAST RAIL IS LAID...THE LAST SPIKE DRIVEN...THE PACIFIC RAILROAD IS COMPLETED!" The country was now united by steel rails.

The rest is history.

- END -

(Marvin Ed Walker is the son of Arkansas Railroad Club member L.T. Walker. He wrote the preceding story while in college in the early 1970s).



REPORT ON ANNUAL REPORTS

Following is a report on the Arkansas Railroad Club's purchase of the Annual Reports of various short-line railroads in Arkansas. The report was furnished by Bill Pollard.

The "years covered" column indicates a complete set of the reports, other than the ones supplied by the Arkansas Railroad Club or lost by the ICC.

SUMMARY: 48 shortlines total  
 38 now have complete sets 1915 to end of operation (or to 1959)  
 7 cannot be completed due to lost records by the ICC  
 2 are still to be ordered  
 1 (Ft. Smith & Western) will not be attempted account of the prohibitive cost, since it would be necessary to buy every report from 1916 to 1939.

EXPENDITURE by the Club to date: \$429

ORDER not being processed estimated: \$100

FINAL ORDER (CC&E and StL K&SE) approximately \$150

ARKANSAS RAILROAD CLUB - RR 'Annual Report' Project

<u>RAILROAD</u>	<u>years covered</u>	<u>years supplied by Ark RR Club</u>
Ashley Drew & Northern	1920-1959	1920
Arkansas Louisiana & Gulf Ark & La Mo	1915-1959	none; set already complete
Arkansas Western	1915-1959	1920
Augusta RR	1916-1957*	none: all circular reports lost by ICC
Bauxite & Northern	1915-1959	none: set already complete
Blytheville Leachville & Ark Sou	1915-1929*	1919, 1921, 1922, 1923, 1924
Brookings & Peach Orchard	1915-1917, 1920-1931*	none: circular reports lost by ICC
Butler County	1915-1927*	1915, 1921
Cache Valley	1915-1927*	1920, 1921
Caddo & Choctaw	1915-1938*	1916, 1922, 1923, 1924 (1938 on order)
Cairo Truman & Southern	1915-1940*	1919, 1936
Central Railway of Arkansas	1915-1931*	1927
Cass Combs & Eastern	1916-1929*	5 reports still on order from ICC
Crittenden	1915-1921*	1915, 1919
Dardanelle & Russellville	1915-1959	1927
Doniphan Kensett & Searcy	1915-1959	1919
DeQueen & Eastern	1915-1959	1918
El Dorado & Wesson	1915-1959	1921 1948
Fordyce & Princeton	1915-1959	1915
Ft Smith Subiaco & Eastern Ft. Smith Subiaco & RI	1915-1959*	1915, 1931
Fourche River Valley & Indian Terr.	1915-1922*	1915, 1918, 1920
Freeo Valley	1915-1924*	1924
Gould Southwestern Arkansas RR	1915-1920* 1920-1957*	1915, 1916, 1920 1920, 1921
Helena Southwestern	1916-1920, 1927-1959	none: circular reports lost by ICC
Jonesboro Lake City & Eastern	1915-1925*	1916, 1920
Kansas City & Memphis	1915-1916*	1915
L'Anguille River	1919, 1922-1931*	none: circular reports lost by ICC
Little Rock, Maumelle & Western	1915, 1917	none: circulars to 1924 lost by ICC
Louisiana & Northwest	1915-1959	1952
Memphis Dallas & Gulf	1915-1922*	1915, 1917, 1918, 1919, 1920, 1922
Graysonia Nashville & Ashdown	1922-1959	none: complete set already on file
Murfreesboro-Nashville SW	1925-1931*	1929, 1930, 1931
Murfreesboro-Nashville	1932-1946*	none: complete set already on file
Murfreesboro & Nashville	1947-1952*	(1951-1952 on order)
Louisiana & Pine Bluff	1915-1959	1915, 1916, 1929, 1930
Mo & North Ark/ Mo & Ark	1915-1948*	1920, 1921, 1945, 1947
Montana RR	1922- 1939*	1939
Ouachita Valley	1915, 1917-1919*	none: circulars for 1916 lost by ICC
Prescott & Northwestern	1915-1959	none: complete set already on file
Pine Bluff & Northern	1918-1927*	none: circulars 1915-1917 lost by ICC
St. Louis Kennett & Southeastern	1915-1927*	8 reports still on order from ICC
Thornton & Alexandria	1915-1934*	1934
Warren & Saline River	1915-1959	1916, 1920
Warren & Ouachita Valley	1915-1959	1920, 1922

\* = last year of operation



## A SIX-SHOOTER TELEGRAPHER

by: Clifton E. Hull

Third trick telegraph operator for the Missouri Pacific was working on some reports at his desks in the rear of the office at Donaldson, Arkansas. It was 3:00 o'clock in the morning of August 4, 1929, and the depot office was an island of light in a surrounding world of darkness. The heavy silence was broken only by the occasional chatter of the telegraph sounder tapping against the Prince Albert tobacco can in the bay window up at the front of the office, and the dry rustle of papers being sorted by operator Ben Chaney. No trains (passenger) were due until northbound No. 36 at 10:38 a.m., and lights in the depot were turned off.

Chaney heard a light, shuffling sound and turned in his swivel chair to see the figure of a man standing in the doorway. The door was open to admit any chance movement of cool air. The figure was dimly revealed by the station light against the heavy night shadows. The fellow asked for a match, and as operator Chaney said he didn't have any matches, he saw the fellow's hand pulling a gun from his overall pocket.

It was a holdup!

Chaney wheeled his chair around, grabbed a "hog leg" from under some papers on the desk, and began firing, giving no thought to the thug's civil rights.

The figure at the door suddenly twisted about and disappeared into the inky darkness, leaving the operator in the smoke-filled office, ears ringing from gunfire.

Chaney jumped toward the desk, turned off the light, and then switched on the outside lights, illuminating the depot platform. He cautiously stepped outside and heard an automobile speed away along a back street.

Moving quickly, Chaney called police officers at Malvern, about 11 miles away, and they soon were on the scene. Along a street nearby bloodstains were found where the car had been parked. They also found a woman's footprints where she had waited beside the car. (Shadow of Bonnie & Clyde!)

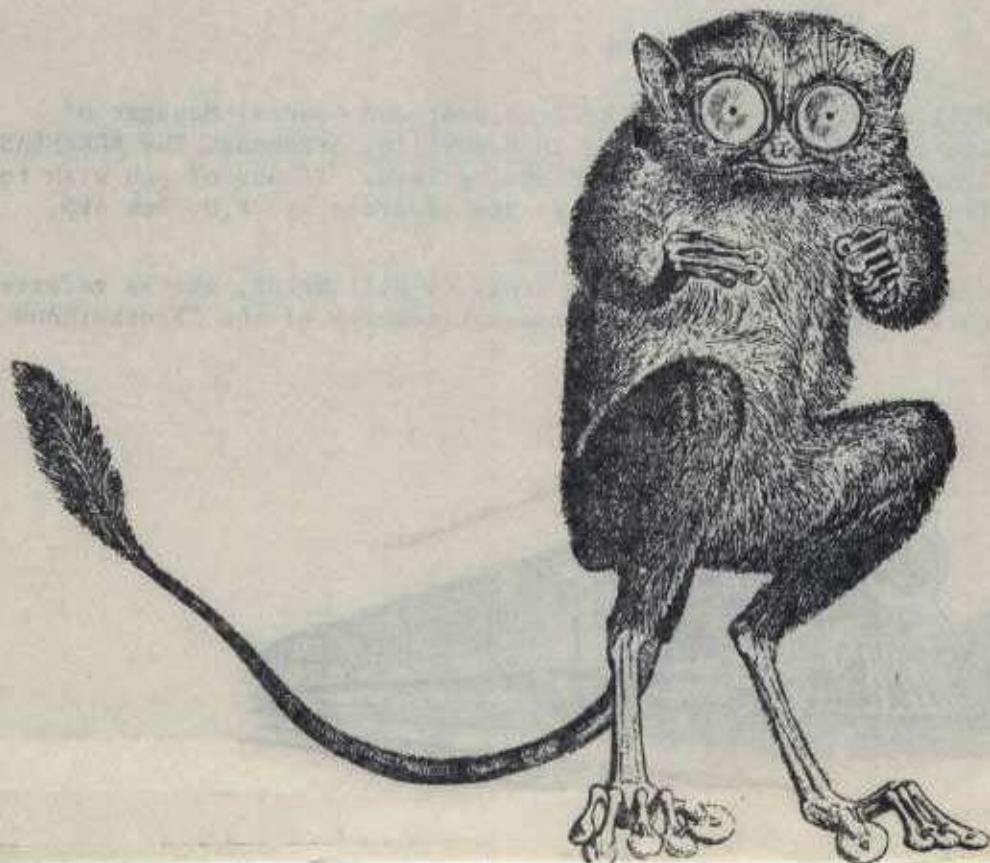
Later a witness was found, who had seen a man, matching the description given by the operator, driving an old car into Donaldson shortly after midnight. There was a woman in the car. There is no record of whether or not the pair were apprehended.

Chaney had been an operator for the MOP eight years, most of the time at Donaldson. He was only 28 years old, and was born and raised at Jacksonville, Arkansas.

- END -

GUEST: "Why did you give the coat-room attendant such a big tip?"

ANOTHER GUEST: "Did you see the fine overcoat she gave me?"





## FROM CEMENT TO RAILROADING

by: John Hillis

It probably began sometime in 1958. Although I did not realize it at the time, the seed for the disease was in all probability transferred unknowingly to my person by a certain Cotton Belt Railroad sales representative, Bill Merck. Bill didn't intentionally transmit the disease to me, just being around him every three weeks or so as he made his duly-appointed sales calls was probably enough contact for me to catch it.

Life was relatively uncomplicated in those early days as I went about my duties in Ideal Cement's sales office in the Wallace Building at Markham & Main in downtown Little Rock. My only real vice was puffing on Dutch Masters. Little did I know that 25 years later, I would find I had contracted THE disease. And from all indications, it is incurable. Symptoms include dreaming of faraway trains, hearing train whistles blow at strange hours of the night, fantasizing running the Chicago Zephyr at 100 mph and having cold chills run up and down my spine at the sight of a speeding Amtrak train. Yes, all the specialists told me I definitely had IT. Even my youngest daughter, a senior medical student at the University of Arkansas Medical School in Little Rock, diagnosed it as such.

Yes, I am now an incurable RAILROADER. How I got into this predicament is a long story in itself, but please bear with me while I explain briefly how I became afflicted. Maybe I will be able to help some other poor soul avoid the same pitfalls in the future.

The years passed quickly between 1958 - 1982. I slowly advanced up the Ideal ladder from office clerk to chief clerk, then to office manager, sales representative and finally, to assistant sales manager. It appeared I would wind up my career with Ideal a few more years down the line. Little did I know THE disease was slowly gnawing away at me from the inside.

The first indication that I actually had the affliction came in mid-December, 1982. My boss in Houston called me to let me know the general manager's position at the Graysonia, Nashville & Ashdown Railroad in Nashville, Arkansas was open and I was offered the job. Bear in mind, I had 25 years experience in the cement sales field and here I was offered a job managing a short-line railroad. Any normal human being would ordinarily turn down such an offer, deferring to a general lack of knowledge of the railroad industry, right? Not me. I eagerly jumped at the chance and moved to Nashville before company officials could change their mind.

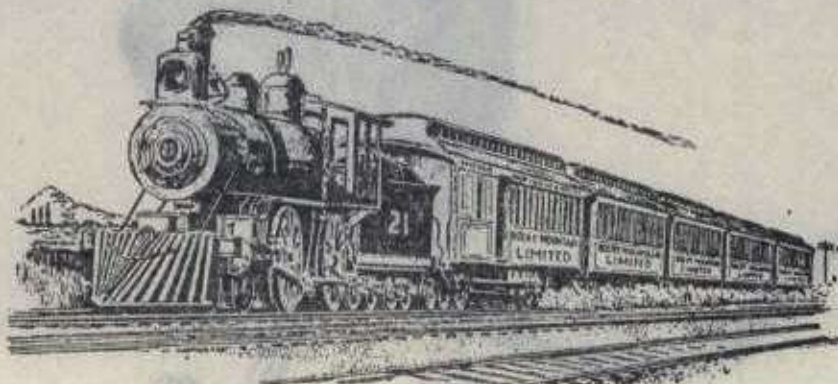
Although I didn't know it at the time, the symptoms of the disease were already ravaging my body. I am now completely eaten up with the malady and Ideal will probably have to force me to retire 14 years from now.

If any of you readers feel you might be in danger of acquiring THE DISEASE, or if you already have it, particularly if you are a terminal case, I would be glad to compare notes with you. Anything we can do to assist other unsuspecting souls, we most certainly should do. It is our duty. After all, life is short and who wants to go through it hopelessly incurable. Anyone know where the local chapter of Railroading Anonymous is located?

- END -

(Editor's note -- Mr. Hillis is the current Vice President and General Manager of the Graysonia, Nashville & Ashdown Railroad Co. in Nashville, Arkansas. The ARKANSAS RAILROADER will do a story on the GN&A in a forthcoming issue. If any of you wish to "compare notes" on railroading with Mr. Hillis, his home address is: P.O. Box 595, Nashville, AR 71852).

--- SMALL WORLD, ain't it? On the next page is a story by Bill Merck, who is referred to in the story above. Both these men are permanent members of the "Brotherhood of Train Lovers". ---





ONE WAY COMMUTER RUN

by: Bill Merck

Railroads have long handled commuters and still do today. This story is about a one-way only commuter run. The train in question cannot be called commuter since it had no commuter number and never had any extra equipment added. It was simply Cotton Belt No. 2, the daily Dallas-Memphis LONE STAR.

Cotton Belt public timetables starting with March 22, 1942, and going through August 15, 1954 show that the Cotton Belt had a suburban station located 5.3 miles from Dallas Union Station called UNIVERSITY. All LONE STAR and MORNING STAR Cotton Belt passenger trains stopped at this station, and it was located in a plush residential neighborhood and close to Southern Methodist University which is where it probably got the name UNIVERSITY. Cotton Belt trackage ran through this neighborhood in entering and departing Dallas.

Departure time for the LONE STAR from Dallas Union Station was 6 PM for several years. Many downtown office buildings in Dallas were in the vicinity of Union Station and the 6 PM departure of the LONE STAR was made to order for a University commuter schedule. Many office workers used the LONE STAR and the train became, for at least 5 days a week, a very friendly train with the commuters and the train crew all knowing each other.

The inbound LONE STAR schedule was not suitable for an early morning commuter run as the train was not scheduled to arrive at Union Station until 9:55 AM. The commuters who rode the LONE STAR home probably either used street car or bus on their inbound trip.

It developed later that the city and real estate interests wanted the property that Cotton Belt tracks used so that the plush district would be further developed and finally prevailed upon the Cotton Belt to sell the property. Since that time, all Cotton Belt trains entering and leaving Dallas use trackage of parent Southern Pacific or perhaps sometime in the near future will enter the city via WYLIE, TEXAS - SANTA FE????

Want to thank good friend Jim Bennett for supplying the necessary timetable information pertaining to the University stop.

- THE END -

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Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Add \$9.00 additional if you wish to also join the National Railway Historical Society through the Club.

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For more information, call ARKANSAS RAILROADER editor Ken Ziegenbein at 501-758-1340. Call this number also if you have questions about your subscription, address, etc.

NOTE -- Dues are normally due January 1st of each year, but you may join anytime. You will be put on the mailing list as soon as possible.

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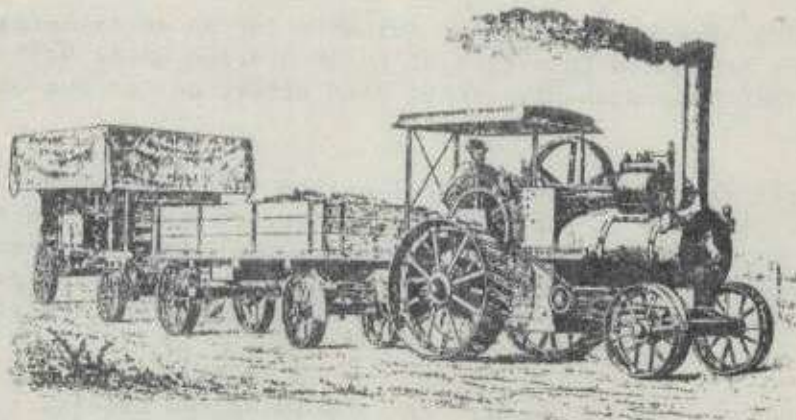
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed about 1½ weeks before the meeting takes place. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed to all members automatically.

If you would 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 \$9.00/year more.

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

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