



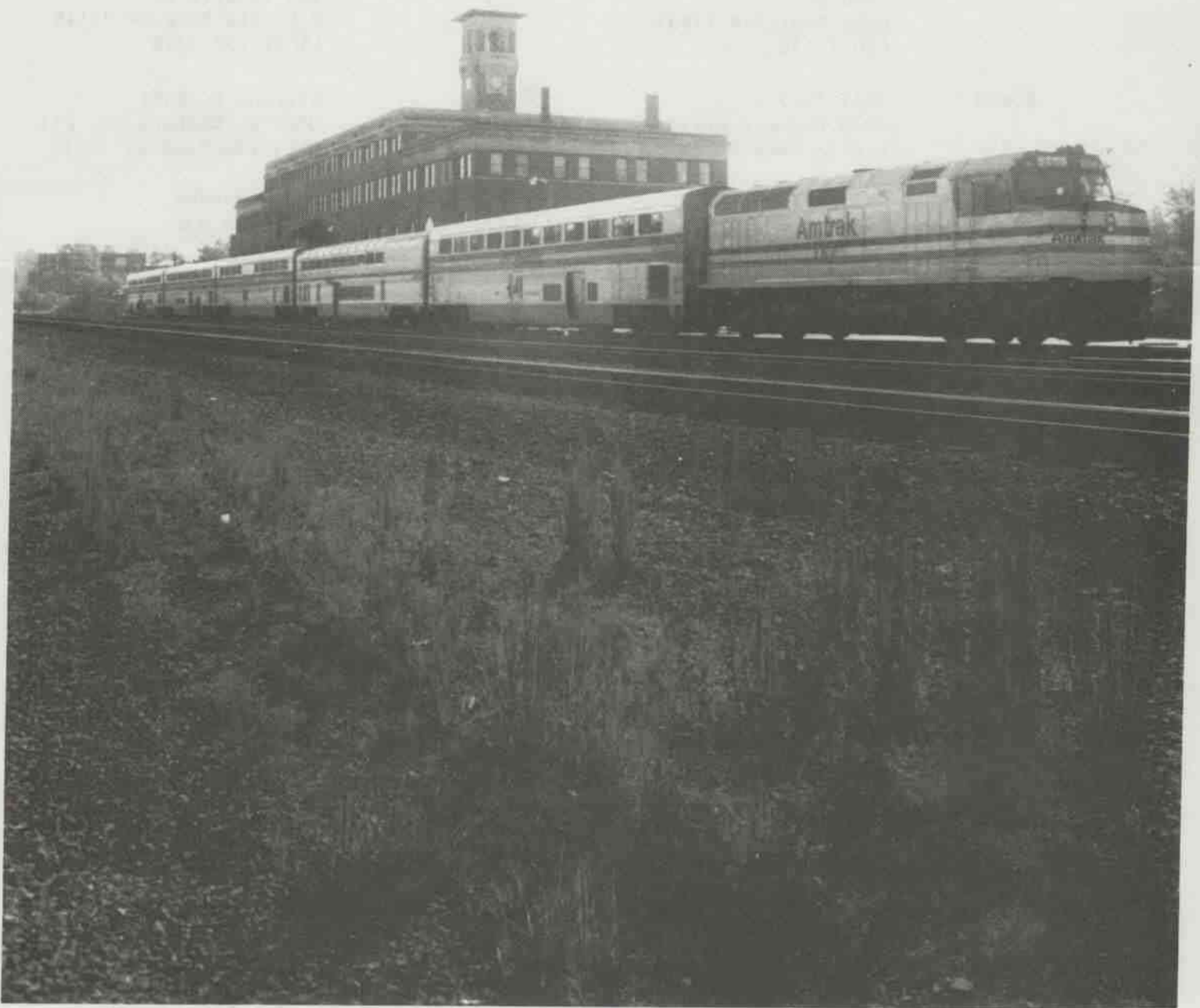
ARKANSAS RAILROADER



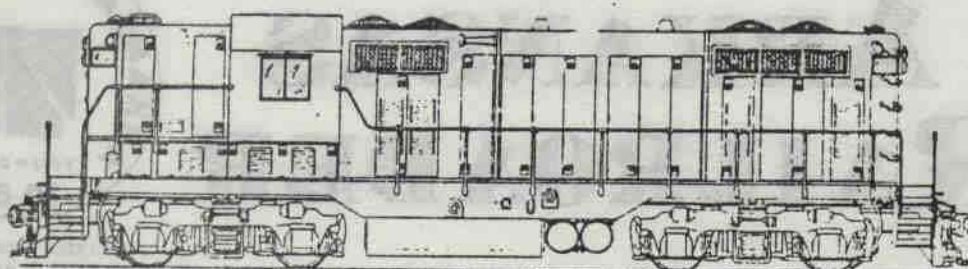
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

VOLUME 19 NUMBER 9

SEPTEMBER 1988



AMTRAK equipment display at Little Rock's Union Station, September 25, 1987. Amtrak currently is having its' all-time highest ridership nationwide with some routes, including the "Eagle" through Arkansas having increases of 30-50% over last year. (Ken Ziegenbein photo)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<i>Treasurer</i> - Dick Byrd 12 Flintwood Dr Little Rock AR 72207 (501)-225-7354	<i>Secretary</i> - Polly Hamilton 522 South Main Benton AR 72015 (501)-778-6221
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<i>Board</i> - William Church 5619 Bel Caro Place N Little Rock AR 72118	<i>Board</i> - Dusty Rhodes P.O. Box 852 Fordyce AR 71742
<i>Board</i> - Randy Tardy 226 Englewood Road Little Rock AR 72207	<i>Bd Tres</i> - Polly Hamilton 522 South Main Benton AR 72015

OCTOBER 15 ARKANSAS & MISSOURI RAIL TRIP STILL A GO! - Bill Church, chairman of the trip committee, said at the August 14 meeting that the trip was full-throttle ahead and that the money for the trip is due by next month's meeting (bus plus train ride is \$31 per person). Although the southbound trip from Springdale to Chester has already committed to the maximum 50, the northbound still has room, but you will have to find your own way home from Springdale if you decide to take the northbound trip since the chartered bus will leave back to North Little Rock from Chester. If you just decide to ride the train and not take the bus, cost is only \$15 one-way.

The charter bus will leave the Twin City Bank in North Little Rock at 6:00 AM sharp and arrive back in North Little Rock about 6:00 PM, give or take an hour or two depending on stops, etc.

Contact Bill Church at 501-753-4582 for more information.

Or...contact Fred Fillers at 501-821-2026 or Naomi Hull at 501-945-5556.

NEWSLETTER EXPENSES IN BUDGET - Newsletter expense averaging \$125 per month was approved at the August 14 meeting. This includes mailing, printing, half-tones and supplies. This also takes into account the FREE printing done at Enmar, where our treasurer Dick Byrd works. If this free printing were not available, monthly cost would average between \$250 and \$300 per month. We all owe a dept of gratitude to Dick and Enmar for the use of their offset printer.

Pages that contain pictures cannot be printed at Enmar, however, and that's where the expense lies. Every picture-page you see costs about \$10 for the half-tones (to allow printing of a picture) and \$9 for the printing at Express Printing in downtown Little Rock (total cost of each picture-page about \$19).

STUDENT DAZE

by: William Church

Nothing is as irritating for a conductor than to be roused out of bed with the news he is called for "The Dog", "Short Load", "Peddler", "Tramp", or any other undesirable run that over the years has earned the reputation as a raw-hiding assignment, unless it is to inform him in the same breath that he is getting a Student Brakeman, or maybe a pair. Such news often brought on chills

and fever, fits of cursing, stomping, raving and foaming at the mouth. This action was often displayed by those conductors who were classified as "Good Old Boys", "happy-go-lucky", mild mannered or just plain good men. Some conductors would threaten to lay off, even if that conductor had the reputation of working even with a death in the family.



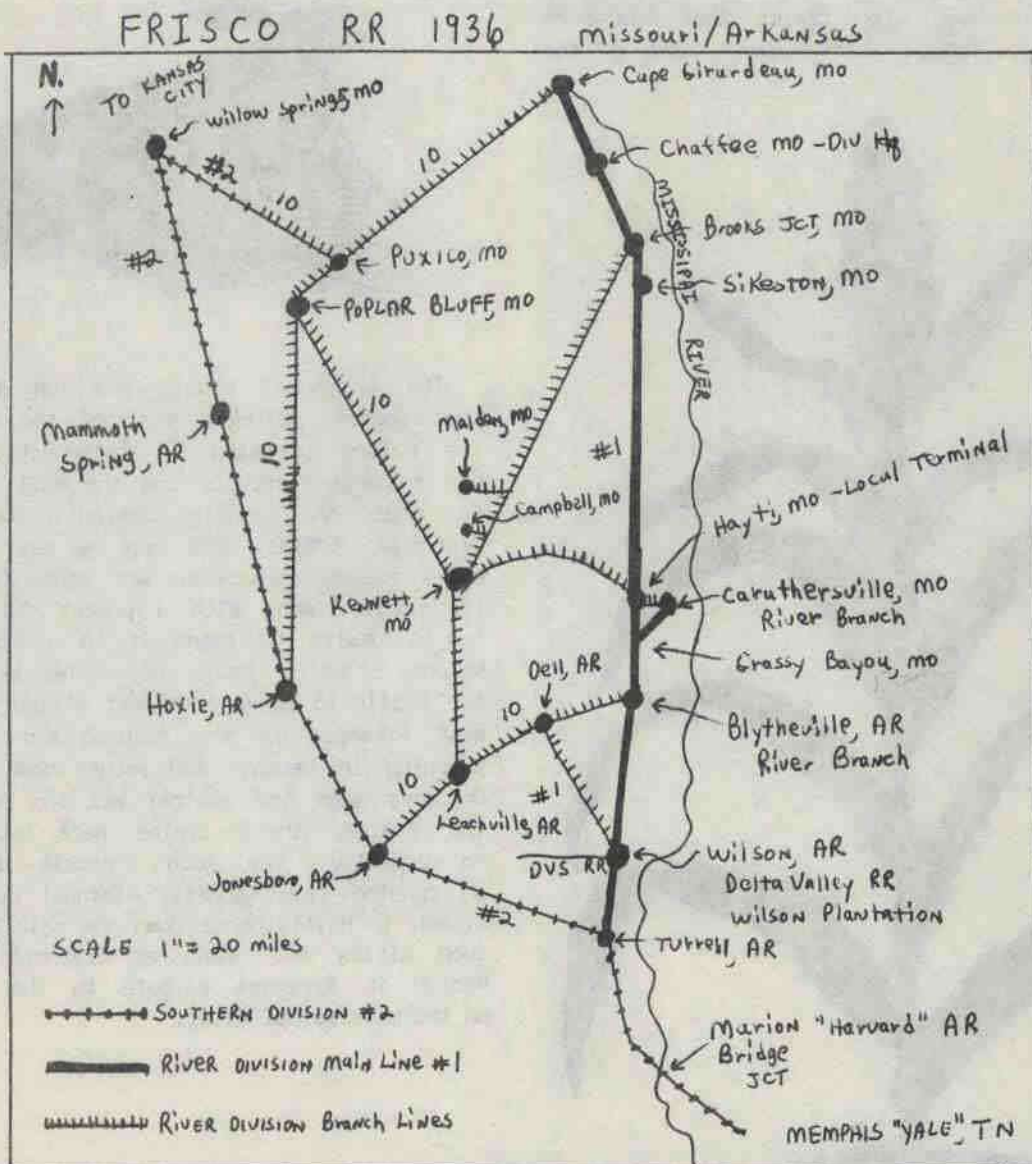
It may be summed up in a few words spoken by a conductor in a Rule Class. When asked the definition of a Fixed Signal, he came out with, "a Student Brakeman on top of a box car, cinder in his eye and his lamp out."

Now even the best of railroaders started out as students and in my long career I never knew of a rail who was born with a switch key in his hand, although some thought they were. And those soon found out, much to their sorrows, that they were not.

Most Student Brakemen started out green as a "Clear Train Order Signal", proceeded with caution in using his newly acquired skills, only later on to become reckless as hell until he got his ego shattered and then settled down to learning what railroading is all about.

Like so many boys of my generation born in a railroading family and harboring a burning desire to become a "Rail", my teenage years were spent dawning and dreaming of railroading, picking up bits of skill of railroading here and there, learning some of the basic skills of the trade.

In my days, any budding young "Rail" could be asked the time worn train order question: If on Order No. 1 train No. 2 meets No. 1 at "F" then gets order No. 2 changing the meet to "G" and then received order No. 3 annulling the order meeting at "G", where would No. 2 meet No. 1. His answer to be sure would be, "at the timetable meeting point." Other "Book of Rule" questions were answered like the pro he thought he was, and few, if any, could be stumped on



questions of rights of trains, train orders, and the Uniform Code of Rules list of definitions.

By keeping their eyes open, asking questions and studying the Brakeman's Bible, most Student Brakemen, when the opportunity arose, usually passed from the green recruit to the second stage shortly after entering the profession, then true to form, rushing into the final stage with its sorrows.

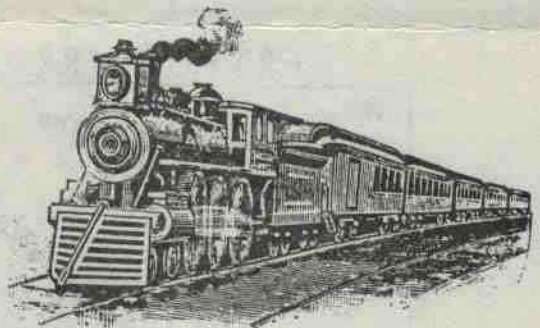
In the mid 1930s Southeast Missouri and Northeast Arkansas, figuratively, were still in the mud as far as "Farm-To-Market" roads were concerned. Some major highways in the system were hard surfaced, but most of the connecting routes were mud and gravel.

Trucks were just beginning to cut into the railroad's long haul revenues and bus lines were taking their share of passenger and express service. But the long distance tariffs favored the rail lines, mostly through the "Mill In Transit" rates. Where such rates applied, carloads of baled cotton and cotton seeds moved from the gins to the compresses and cotton oil mills for processing, then out by rail. Although a double handling affair, it nevertheless made good revenues for the railroads and of course called for more trains.

Cotton was king and Mississippi County, Arkansas was the center of the cotton-raising south. Served by the Frisco Railroad, who for some thirty years had criss-crossed the Mississippi River Delta in Missouri and Arkansas with branch lines (see map on page 3, the preceding page), made the business of hauling cotton and its seeds to market a big business. At harvest time the railroad was crowded with trains that had been put on just to handle this seasoned crop of the land.

The Frisco Railroad also served the wheat growing territory of Oklahoma, Texas and Kansas and harvest time there put all locomotives, cabooses and box cars into service and when the need for the wheat harvest was over they were returned to divisions where the next needs were. This seasonal rush caused by the wheat harvest gave furloughed men from all over the system a chance for several weeks work. Between the short weeks of the wheat harvest in the southwest and the cotton harvest in the south, the Frisco prepared for the seasonal movement of cotton in the Mississippi River Delta.

Cabooses were borrowed from divisions whose seasonal business was complete. Box cars were routed through terminals where they could be upgraded to class "G" for grain and seeds. Locomotives that had remained on the dead line after the wheat harvest rush were once again pulled out, run through the shops and serviced for the coming seasonal rush of cotton. By mid-August local way freights were filling every empty space on the division with serviceable cars to be loaded with the harvest of the land. King Cotton required many serviceable box cars to take the ginned cotton from the gins to the compresses and from the compresses to market in Memphis. Cotton seed from seed houses at the gins was another big item and they moved by the hundreds of carloads each year to the many cotton oil mills on the Frisco Railroad. The finished products moved out bound to the Memphis Gateway.



The traveling public was not forgotten in this season. Although most of the branch lines the Frisco operated in this cotton territory had passenger service and the mail line between St. Louis and Memphis boasted of two very good passenger trains each way a day, some years extra passenger service was added to accommodate the public, who, with a pocket full of money, had a desire to spend it in a big city like Memphis. Such trains had schedules to allow the public to leave Southeast Missouri and Northeast Arkansas in the morning and spend a day shopping in Memphis and return home that night. On days when the weather was too bad to be in the fields, these trains were usually filled to capacity. One such schedule usually went on running from Kennett, Missouri over the Gulf Branch to Hayti, thence down the main line serving such cities and towns as Blytheville, Wilson, Marion in Arkansas enroute to the Queen City on the Mississippi River.



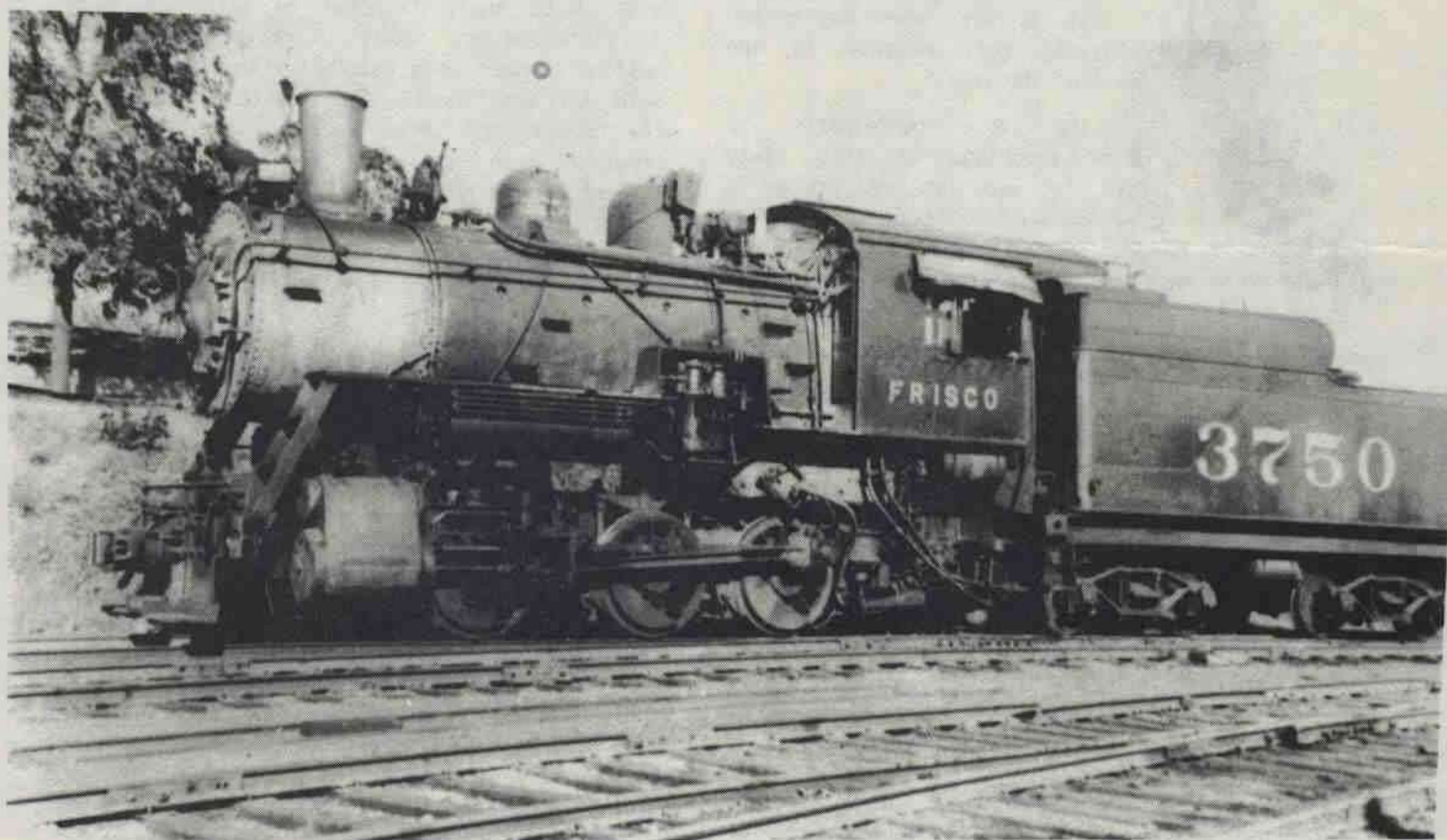
By late August the "News Wire" would carry the by-line: "First Bale of Cotton of the Season Ginned." This was the signal for the railroad to gear up for some twelve weeks of the "Cotton Rush." Depots that had been closed since the last cotton harvest were re-opened and staffed. Night operators were added to busy junctions like Kennett, Missouri. All locals, main line and branch, were doubled up from tri-weekly to double-daily service. "Dodgers" or "Switchers" as they are called on some roads, were assigned out of busy loading stations to assist the local-way-freights in moving the huge volume of business that was generated by "King Cotton." The usual one switcher at Blytheville, Arkansas was supplemented by another assignment plus sometimes three or four "Dodgers" to work the branch and main line locals. In addition to the extra switchers that were added to the force at Blytheville and Hayti, the main line Chaffee to Yale Yard freight depot received an additional daily freight run that handled the increased business off the branch lines. To ease the burden of handling increased number of trains on the branch lines, a daytime trick of dispatchers was added at Chaffee, Missouri just to handle the trains on the branches.

Such a policy was well accepted by the employees especially those who were young in seniority and depended upon such seasonal rushes like that of the wheat harvest and cotton to keep them working throughout the year. At this date and time, the Frisco, like so many other railroads all over the United States, had a large list of furloughed men to draw upon to operate the extra trains these rushes called for.

But by the mid-1930's it became evident the pool of surplus men might not be sufficient to fill out new crews needed when the cotton started to move from the fields to the market.

For me and my counterparts in the mid-1930s that was the start of our dreams coming true, and I started my railroad career in train service on the Frisco Lines at Chaffee, Missouri and my "Student Daze."

The Frisco's decision to hire Student Brakemen to fill the vacancies created by the increased business caused by the cotton harvest was good news for me. The Cotton Belt in my home town of Illmo, Missouri was also hiring Student Brakemen but because I was several years shy of the required



A typical Frisco switcher used on the River Division in the 1930's. This particular one was photographed on September 8, 1947 at Springfield, Missouri. (Author's collection)

All of this was simple mathematics. One train crew after 13 hours of duty earned two days pay. The Frisco found it more efficient to restrict trains on the branches to an eight hour run and put on several more runs in the same territory to handle the increase of business without making overtime.

21, I could not enter train service there because my age was well known.

Lucky for me a friend of my Dad's was the local chairman of the Brotherhood of Railroad Trainmen at Chaffee and when Dad informed him of my desire to become a "brakie", he put my name on the list he recommended to his superinten-

dent for consideration to be hired as Student Brakeman and he accepted me.

The Frisco, like the Cotton Belt, required all applicants to be a least 21 years of age, and not over 25 for consideration of a job in train service. Also, all applicants had to be a high school graduate, pass a rigid physical examination and be able to give proof of their whereabouts for the previous five years and furnish personal references.

All of these requirements except the age I met with flying colors and did pass. Somehow the missing four years of my age did not come under such close examination.

The Frisco's need for new brakemen was not pressing at the time they hired the first crop of Student Brakemen in the boom year of 1929, but because so many of the prospective new employees had other jobs to protect elsewhere, a sixty day period was set aside for the new men to make thirty student trips, take the Book of Rules and be ready for a call to work when the cotton harvest got underway in the fall of the year.

Like my counterparts, I took advantage of this sixty days to work at my job as a crew caller in Illmo when I was needed as my assignment was that of an extra man and work days were irregular.

Each student was issued a lantern, switch keys and a Book of Rules. Also a letter addressed to conductors to allow the bearer to ride on their train and engines to learn the duties of a brakeman. This letter had a place for the signatures of the conductors and remarks.

Although thirty student trips were recommended, the student could make as many more that he desired, and he was to be graded for acceptance by the remarks made by the conductor, which usually ran from just "OK", promising, to some who unashamed wrote, "has lots to learn."

Local way freights were to be the authorized training ground, and the Frisco's River Division had more that its share of such runs.

All over the division there were scores of industrial spots. True, most were related to agriculture and for sure seasonal, but a new man had to learn each by name and their location.

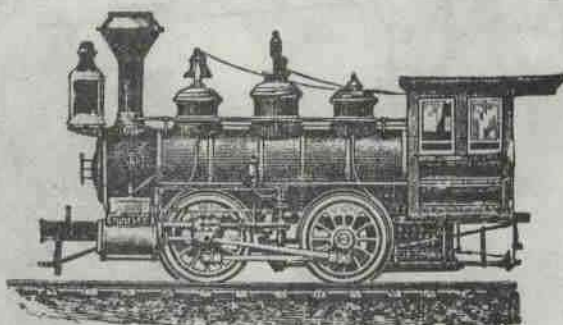
The bulk of this business was in Southeast Missouri and Northeast Arkansas, so a student had to pick out a headquarters for his student runs and try to work on all of the runs that were headquartered there.

Hayti, Missouri was the ideal location for a new man to headquarter. Located near the Missouri-Arkansas border on the Frisco's St. Louis-Memphis main line, it served as a terminal for local way freights assigned to both branch and main line. The main line peddler freight to Yale Yard in Memphis, who like other freight runs into Arkansas, picked up a third brakeman who was assigned to

the brakeman's extra board there. Main line locals worked both ways out of Hayti, plus daily except Sunday local way freights over the branch lines to Poplar Bluff on the Butler County line to Jonesboro, Arkansas and the Chaffee Branch local via Kennett. Other runs a man was subjected to when working out of Hayti were branch line passenger runs and switchers at Blytheville and Hayti.

Indeed Hayti was the hub of the Frisco's Southeast Missouri and Northeast Arkansas branch lines like the wheel that revolved around an axle. Although Blytheville, Arkansas in off season had a switcher (three or more in cotton picking time) plus daily passenger service to Jonesboro and was rated as the largest station on the River Station revenue-wise, Hayti had been made a large operational point.

A large coal chute and a medium-sized locomotive repair shop were located at Hayti. The rip-track served as a point for running repairs with the major work being sent to Springfield, Missouri. Two branch line passenger trains each way a day operated in and out of this terminal, one from Poplar Bluff and the other to Brooks Jct, Missouri. Main line local way-freights, the one from Chaffee and the other to Terrell, Arkansas made Hayti their terminal on alternate nights in slack season, daily in cotton harvest. The switcher dubbed as a Caruthersville-Hayti switcher with an additional night switcher added when the harvest got under way. It would be a rare occasion when No. 835, the Chaffee-Yale Yard freight, would have no work at Hayti as something was always going on.



Conductors out of Hayti usually took parental interest in the boys who were trying to learn the art of railroading. It might have been that they were just good teachers, or that they knew that within a few short weeks these same boys would be working for them on their crew and wanted some of the rough edges smoothed off before they went to work.

One of the best teachers for a young man was Vern "Pa" Kelly. Vern and his wife Nora, who everyone called "Ma", operated a railroad man's Orphan Home, the Kelly Hotel. This hotel, a large rambling two-story frame structure, was within a stones-throw from the depot and was headquarters for most of the men who were working away from home on jobs into Hayti.

One of the delights of "Pa" Kelly was to gather students in the kitchen after supper, and with a large piece of chalk draw diagrams of the railroad on the floor, then ask questions of his students just where they were located. I dare say most of the boys who started railroading with me learned most of their savvy of the River Division from "Pa" Kelly's writings on the floor

of "Ma"'s kitchen. They learned most of the homemade signals that we were to use when we were marked up, plus the abbreviations used instead of station numbers when cars were chalked for easy identification (like "HAY" for Hayti, "BLY" for Blytheville) that made identification easier for men on the crews.

Many of us got further instructions from "Pa" Kelly when he would take a group of recruits down to the "rip-track" and give us lessons in the art of re-brassing cars, putting on air hoses, replacing knuckles and putting up brake beams, all skills that we would be expected to master when we were declared to be brakemen.

No General in all military history ever planned a battle better than the Student Brakemen in the 1930s. To get a well-rounded education on each run that he was to work when he was marked up on the Extra Board, several trips on each of them had to be made. A wise student tried to stay away from the runs that had a Sunday layover at a point that he would be forced to lose one day of student trips. A good way to spend a Sunday was to make arrangements to make a trip to St. Louis or Memphis. By making use of the through freight runs a new man got a chance to learn how to get in and out of those yards and what he was expected to do when he was a member of a through freight crew.

Like my counterparts, I made several trips into Memphis and St. Louis just to learn my way in and out of the terminal. In those days on the Frisco, it was the Head Brakeman's assignment to take the road engine to the pit and take it to the train when called, so it was necessary for a new man to learn the route he was to take to and from the train.

Student trips to a new brakeman was like Recruit Drill to a new soldier or sailor. What he could learn here and now would usually determine how well he would perform later on. Such instructions from wise "Old Heads"; who were often gruff and rough in their talk, were brisk and to the point, usually on the spot. "Never line a switch on the fireman's side and give him a signal to back up

and then cross over to the engineer's side," was a common remark made to a recruit when he pulled such a stunt: "Do you want to wind up in the graveyard?" This was then followed by a story of a friend of theirs who learned the lesson the hard way. Again, "never go between moving cars to adjust a knuckle, be damn sure that you stop the move before entering between them; if you don't, some day you will get the life squeezed out of you." All of these semi-bawling outs were the way they showed their concern for your safety.

A good teacher like "Pa" Kelly would give a new man valuable instructions how to fit in on a crew, even if you did not know all of the ins and outs of the trade. "Keep your eye on the swing man, answer all of his signals before you execute them; if you don't understand them, do nothing or give a stop signal. And last but not least, when you are following the engine, meaning the "Head Brakeman", never let the engine get between you and the man that is handling the list." Then these words of advice would usually be followed up with a time-worn but excellent piece of advice: "for God's sake son, get rid of that piece of rawhide you have tied to that loop or button hole of your overalls that keeps you from fumbling for your switch keys." "One jerk and under a car for you and your keys won't be worth a damn for you."

Railroading is a dangerous game so a student had to be made aware of all the short cuts to the hospital or the morgue, so day after day, a new man was drilled by his peers until he knew all of these sayings by heart. Little by little by constant reminders of what to do a new man realized there is lots to learn about a job of railroading before he earns the title of "Brakeman".

By late August when the cotton harvest rush was just a few hours away, the new crop of brakemen turned in their student letters, were graded by the Assistant Superintendent, stood the Book of Rules and as a final gift, were issued a card with their name on it, occupation and a number for timekeeping purposes and soon marked up on the "Board" for duty.



NAME W. T. Church

ACCOUNT No. 16480

OCCUPATION Brakeman
Chaffee, Mo.

YOUR EARNINGS ARE RECORDED UNDER THE ABOVE NAME AND ACCOUNT NUMBER WHICH SHOULD BE SHOWN ON ALL TIME REPORTS.

10M-2-37-72368 FORM 1870 STD.

MUSEUMS IN ARKANSAS

Here are some museums you might want to visit in Arkansas. This list was compiled by Kitt Bakker, travel writer of the Arkansas Department of Parks and Tourism.

- 1) ARKANSAS ARTS CENTER (Little Rock). The state's largest museum. Collections range from graphics and sculpture to music and an extensive collection of drawings.
- 2) ARKANSAS TERRITORIAL RESTORATION (Little Rock). A group of restored structures in the historic heart of Little Rock. The collection includes a newly restored log house and four of the city's earliest houses and their outbuildings.
- 3) ARKANSAS MUSEUM OF SCIENCE AND HISTORY (Little Rock). Contains pioneer and Indian artifacts, plants, reptiles, items dealing with South American and African anthropology.
- 4) OLD STATE HOUSE MUSEUM (Little Rock). Contains Arkansas architectural drawings, American cut glass, 19th century clothing and textiles.
- 5) UNIVERSITY MUSEUM AT THE UNIVERSITY OF ARKANSAS (Fayetteville). Features a wide range of collections including pre-historic Arkansas Indian artifacts, fine china, pressed glass and quartz crystals.
- 6) SHILOH MUSEUM (Springdale). Contains more than 15,000 photographs of northwest Arkansas and its people. The museum also contains Indian artifacts, poultry industry equipment, photographic tools and some historic buildings.
- 7) OLD FORT MUSEUM (Fort Smith). More than 3,000 old photographs depict the often colorful history of Fort Smith. The museum also contains a large collection of pharmaceutical equipment and military relics.
- 8) THE FORT SMITH HISTORIC SITE (Fort Smith). Contains furnishings, photographs, art and relics emphasizing the Indian and military history of the state's western edge. Buildings once functioned as a federal courthouse and jail. The "hanging judge" had his jurisdiction here.
- 9) PEA RIDGE NATIONAL MILITARY PARK (Pea Ridge). Civil War history. Collections include the reconstructed Elkhorn Tavern.
- 10) HINDMAN MUSEUM (Prairie Grove). Contains military artifacts from the Civil War.
- 11) ARKANSAS POST NATIONAL MEMORIAL (Gillett). Contains relics dealing with the westward expansion.
- 12) PHILLIPS COUNTY MUSEUM (Helena). Civil War artifacts, as well as documents and relics relating to the Spanish-American War and World Wars I and II.
- 13) MID-AMERICAN MUSEUM (Hot Springs). Visitors are encouraged to participate in hands-on demonstrations of scientific principals, technological advnaces.
- 14) STUTTGART AGRICULTURAL MUSEUM (Stuttgart). An extensive collection of farming equipment, exhibits on prairies, wetlands and wooded areas and prairie home furnishings.
- 15) ARKANSAS OIL AND BRINE MUSEUM (Smackover). The state's oil boom era is re-constructed through the use of relics and photographs. Oil drilling and pumping equipment is displayed.
- 16) ROGERS HISTORICAL MUSEUM (Rogers). Each room of the home is furnished with period artifacts. The museum also contains a large collection of antique quilts and textiles.
- 17) MARIANNA-LEE COUNTY MUSEUM (Marianna). Emphasizing local history, the museum contains many relics of pioneer times from 1835 to modern times.
- 18) CARROLL COUNTY HISTORICAL MUSEUM (Berryville). Housed in the Carroll County Courthouse, built in 1880, the museum's collection includes a reconstructed post office, funeral parlor and a log cabin built in 1800.
- 19) MCCOLLUM-CHIDESTER HOUSE MUSEUM (Camden). Evidence of the way Arkansans lived in the 1880s. Housed in a home used as a stagecoach stop. Has some rare china.
- 20) SEVERAL RAILROAD MUSEUMS. Including the DEPOT MUSEUM at Mammoth Spring State Park. Relics concerning railway history are housed in the 1885 Frisco Depot. The COTTON BELT HISTORICAL SOCIETY MUSEUM houses the Cotton Belt Steam engine #819 in Pine Bluff and may soon contain other railroad artifacts.

A NEW MOVE - Captain Peter C. Evans III writes to say he has again moved and now lives at 2449 Vandemere Ave in Fayetteville North Carolina. He says he lives in an area that is served by 4 railroads: the Aberdeen & Rockfish, Cape Fear, CSX and Norfolk Southern. Amtrak also runs through the area.

CHRISTMAS PARTY - The Arkansas Railroad Club's annual Christmas party will be held the first Friday in December, December 4, at the Yellow Daisy Restaurant in Little Rock. This is for those who plan WAY ahead.

DERAIL SECURED - The Bauxite & Northern Railroad has donated, via Polly Hamilton and the Arkansas Railroad Club, a derail to the Hazen, Arkansas Rock Island depot restoration project. Many thanks.

☆☆☆ PROGRAM ☆☆☆

The September program of the Arkansas Railroad Club will be held Sunday, September 11 at 2 PM at the Twin City Bank building in North Little Rock. That is, the REGULAR program and meeting will start at 2:00 PM. If you desire, Matt Ritchie will show a professionally-made video of Cotton Belt's 819 taken by Greg Shoals at 1:25 PM. So, if you want to see this video, come early. The tape was made during the April Fordyce trip.

Meanwhile, the regular program, also given by Matt Ritchie, will be held at the regular time and will be video of Alcos on the Arkansas & Missouri Railroad in Northwest Arkansas.

Delicious refreshments will be served as usual.

The following letter was sent in by Barton Jennings of McGehee, Arkansas. He is a Manager of Track Maintenance for Union Pacific:

What prompts me to write this is a question that I am asked just about every meeting: "How did you get up here today?" For those of you who do not know, I am a Manager of Track Maintenance (Roadmaster) for Union Pacific. One of the duties of my job is to inspect track and handle emergency calls every other weekend. This allows me to travel to Little Rock while working and then attend the Club meeting. Because of this, the question is often asked about me and my hirail truck.

The next question is usually, "Can you take me along sometime?" Well, company rules prevent this but I can give you the general idea.

"Dispatcher, McGehee."

"McGehee."

"Yea Stan, this is Bart at McGehee, how does it look for some time to head north this morning?"

"Well, not too bad, LAI75 (the local) is at Pine Bluff and a grain train is just leaving there. I can get you to Dumas for the grain train. You ready to copy?"

"OK Stan, lets go."

"Lets make it track and time from North Switch McGehee to the hold signal Dumas, I got the coal train between the switches at McGehee getting his thousand mile, is it OK to set up north?"

"Sure, fine."

"Alright, make it from 712 AM, seven one two AM, to 830, eight two nought AM. Sign it SCN."

"Alright, that s track and time to Jennings at McGehee, from the North Switch of McGehee to the Hold Signal at Dumas, from 730 AM to 820 AM, sign all of that SCN."

"OK Bart, you will need to clear up somewhere there at Dumas for this grain train coming south."



Setting on at McGehee. Photo by Sarah Jennings.

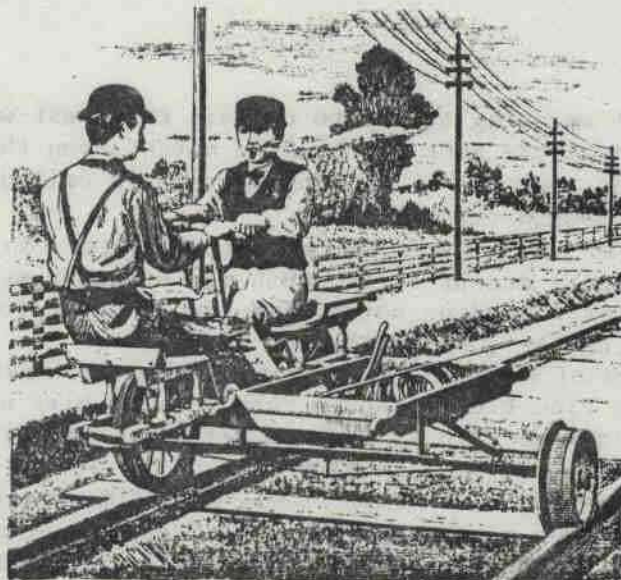
"That will be fine Stan, I'll get in the clear at the rice dryer. Give you a call then."

"OK"

Well, that is how we do it, by good ole rule 411, Track and Time. I now have permission to get my hirail on the track between North McGehee and the Hold Signal at Dumas. By the way, a Hold Signal is a signal without a switch but that still cannot be passed without the dispatcher's approval. This is also called an ABSOLUTE SIGNAL and is easy to identify on the U.P. as it was an "A" marker or an absence of a number plate.

OK, now we head out to my favorite set on point, a nice wide road crossing. It is not as easy as it looks to line up perfectly with the rails. The flasher light is turned on, the hirail wheels are gently dropped and locked into position, the steering wheel is locked for dead ahead (so I won't be dead ahead), headlights and radio are on, and the vehicle is given a final walk-around. There, rules 1451, 1452, 1454 and 1455 have been obeyed and we're off.

Now, if the weather is bad, I probably would not be out here unless it was really bad (Rule 1422). Grade crossings are a hazard and your speed has to be kept under control (Rules 1419 and 1424). After stopping and starting, we come to our first switch. I slow down and take a good look at it, switches just seem to fall apart on their own with bolts and such always coming loose.



A little farther, we come to our first siding, Pickens, named for Mr. Pickens and his town Pickens; get the idea? Since my Track and Time is good past here, I can go by the red absolute signal. Again, I slow down at the switches, looking for trouble. Yep, a loose bolt. I get out and tighten it, kick a few more bolts, and again we're off. This inspecting track is a lot of stop and go.

We are coming into Dumas and the crossing flashers start blinking. I forgot to explain, those two wire scrub brushes on the rail behind the tires allows my truck to set signals and crossing alarms, but never trust 'em, they fail about as often as they work. We look at a few more switches and we come to Riceland Rice. I get out, unlock the switch lock, throw the switch for the industry track, get back in the truck and back into the rice track, get out and back the switch back up for the main line. There, we are in the clear and another bolt is out, it gets fixed and I need to let the dispatcher know that we re in the clear.

I push the call button on the radio. For those of you with scanners, it is that scanning noise which produces a number of humming tones. Wait, wait, wait. Come on Stan, you know its me.

"Pine Bluff Sub Dispatcher, over."

"You Stan, it's Bart, I'm in the clear at the rice dryer at Dumas, giving up my mainline Track land Time, over."

"Jennings giving up his Track and Time from North McGehee to the Hold Signal at Dumas at 817 AM. Okay Bart, call me after one south and I'll probably get you to Pine Bluff for the local, over."

"Okay Stan, give up my time at 817 and call you after one south. Thanks alot, Jennings out."

"Dispatcher out."

Now we wait, walk a little track, and keep watching north. At 835, sure enough, UP 3766 South goes by with a wave from the crew. We watch the train carefully and let the crew know that everything looks good after it has passed, then Bzzzzzz.

Come on Stan. Wait, wait, wait. We're wasting daylight here. Wait, wait, wait. Then:

Pine Bluff Sub Dispatcher, over."

After a quick exchange and some new track and time, we're off at 838 AM, doing the same inspecting, just different mileposts.

After more than just a few miles and notes, clean this up and put a tie in there, we make Pine Bluff with a train looking us in the eyeballs. LAI75 is ready to go and I'm in his way. Bzzzzzzz., etc, etc, etc.

Now, we are getting the opportunity to go through the new siding at Pine Bluff, thrills. As always I find bad crosslevel, sinkholes, and you name it. I make a note to get the tamper back up here and Bzzzzzzz., etc, etc, etc.

Now, we have time from the North Switch of the new siding to White Bluff on the mainline, and on the east track between Control Point (CP) 3886 and Control Point 3876 at Pine Bluff. This control point stuff is basically an absolute signal with a lot of switches involved, in this case six switches are all considered as one point, signal-wise that is.

The need for these control points came about with the track changes made in Pine Bluff in 1986 whereby the Cotton Belt runs on the UP through downtown Pine

Bluff. Now hang on, I am going to try to explain this east-west stuff. You see, UP trains running toward Little Rock are heading north, even though they are going west in Pine Bluff. So, for the UP the north track is called the east track and the west track is the south track.

Now the Cotton Belt calls their operations east-west. So, a train heading east for them is heading east, except it is south for us and a westward train is heading west, except it's heading north. And then you get to add east track and west track and you'd better just follow the signals.

After we get north of Pine Bluff, I again call the dispatcher and give up my time through downtown Pine Bluff just in case someone else wants to try and get through it. The rest of the trip is much as before, inspecting track and getting and giving up Track and Time as I go along.

Today, I make it to Little Rock at 11 AM, good time for such work but train traffic was very light. On some days, this "fun" sport can take eight to ten hours, not the most pleasant way to spend a Saturday or Sunday.

Now, you all have been hirailing with me across the Pine Bluff Subdivision. I hope that you can see that there is a little bit more involved than just getting on and going but it's also a lot safer. So next time a hirailer goes by, wave, we can use all of the comfort we can get.

BART JENNINGS

ARKANSAS RAIL NEWS

WABBASEKA TABLES TRAIN ORDINANCE - (Wabbaseka) - An ordinance to regulate train speeds inside the city limits of Wabbaseka was tabled July 6 by the Wabbaseka city council. A representative from the St. Louis Southwestern Railway said the company opposed such an ordinance. The ordinance would restrict train speeds to 45 MPH from 6 a.m. to 11 p.m. Cob Bradley of the Cotton Belt said: "Ordinances hurt us. They cost money - every time we set the brakes on a train it costs about \$7 a boxcar." Train related accidents could be avoided altogether if people would be more cautious, he also said. The speed of the train doesn't matter in most cases and there are more fatalities at slower speeds. (PINE BLUFF COMMERCIAL, July 7)

FORT SMITH TROLLEY MUSEUM OPEN - (Fort Smith) - The Fort Smith Trolley Museum at 100 S. Fourth Street had an open house July 10. The museum has a collection of local streetcars, Twin City buses, cabooses and other railway equipment. (SOUTHWEST TIMES HERALD, July 7)

DANGEROUS CROSSING - (Conway) - Conway is considered a dangerous location on the Union Pacific in the number of train-vehicle accidents. According to Steve Cammack, Union Pacific manager of operating practices, train crews get nervous when they go through Conway. Union Pacific has worked closely with city officials on the problem. An editorial in the LOG CABIN DEMOCRAT said "It is refreshing to see the cooperation and concern shown by Union Pacific officials after the years of battling with Missouri Pacific officials." (LOG CABIN DEMOCRAT, July 19, 1988)

Blessed are they who have the gift of making friends, for it is one of God's best gifts. It involves many things, but, above all, the power of giving out of one's self and appreciating whatever is noble and loving in another.

- Thomas Hughes

NORTH LITTLE ROCK PONDERES RENOVATION OF OLD ROCK ISLAND DEPOT -

(North Little Rock) - In keeping with a growing trend to restore abandoned train depots, the North Little Rock City Council agreed to a lease July 25 with Union Pacific to allow renovation of the old Argenta Depot (Rock Island). Built in the 1930s, the depot at Fourth and Beech streets once was the site of passenger and freight trains through North Little Rock.

The commission is starting a "Save The Depot" effort that members hope will result in a railroad museum. The commission has negotiated a deal to lease the depot and surrounding land from the from Union Pacific for \$150 for 25 years. The building, which is about 2,000 square feet, has been appraised for \$39,500. The North Little Rock Historical Commission said a rough estimate of the renovation would be \$200,000 to \$225,000.

The Arkansas Historical Preservation department is helping the commission apply to the National Register of Historic Places and to find grants to fund the restoration. Chances are good that the depot will be accepted because it was one of several structures in the North Little Rock railroad hub during the early part of the century. This is especially significant, since other major structures that were evidence of the city's role in rail service, such as the Missouri Pacific roundhouse, have been destroyed.

Frank White, chairman of the North Little Rock Historical Commission, said the Commission would welcome any offers for help from residents interested in preserving the depot. There have already been donations of help offered. City Beautiful has agreed to landscape the grounds.

Underneath grime and dirt that has built up over the many years of disuse, the depot boasts an inlaid tile floor of intricate patterns. (ARKANSAS DEMOCRAT, July 18, by Jobeth Briton and ARKANSAS GAZETTE, August 14, by Irene Wassell)

COTTON BELT REVENUES RISE DURING FIRST HALF OF 1988 - (Pine Bluff) -

The Cotton Belt in 1988 through June had freight revenues of \$197.7 million and income from railway operations of \$34.6 million. Both figures improved over mid-year 1987 when freight revenues from railway operations totaled \$183.8 million and income from railway operations was \$29.2 million. The Cotton Belt is the state's second largest railroad with headquarters at Pine Bluff. (ARKANSAS DEMOCRAT, August 1, by Randy Tardy)

DONATED BOXCAR - (Lonoke) - A boxcar could be donated to the city of Lonoke on behalf of the Lonoke Historical Society through the efforts of Mr. Sam Ryker (an Arkansas Railroad Club member) of Lonoke. Mr. Ryker is an avid railroad buff and for many years has been a collector of railroad memorabilia and papers. Two years ago Mr. Ryker approached the Historical Society with his idea of obtaining the boxcar and having it donated to the city. The former Rock Island depot in Lonoke has been restored and the boxcar could be placed close to it. The boxcar would make an excellent place for Mr. Ryker's railroad collection. (Letter to the editor, LONOKE DEMOCRAT, July 27)

"Any good railfan knows that there is far more to travel than just making time. If there is one word to describe the mood aboard a train, it is "relaxed." Most people riding a train are not in a terrible rush, and the prevailing attitude is akin to that of a cruise liner.

"In addition to seeing the country at ground level, there is the opportunity to enjoy good chats with at least a score of fellow riders. Whether it is across the aisle in a coach or over a beer in the lounge car, or while enjoying dinner in the diner,

you exchange stories, backgrounds, opinions, et al with a variety of people, whom you will never again see. I believe you come away the richer for it."

*Rich Carlson
(July 1988 TRAINMASTER)*

PINE BLUFF DIVISION SUPERINTENDENT RETIRES - R. R. McClanahan, Superintendent of Cotton Belt's Pine Bluff Division, retired August 1, 1988.

CAMPAIGN TRAIN IN ARKANSAS - (Walnut Ridge) - Presidential candidate Michael Dukakis made an old fashioned whistle-stop train trip to Walnut Ridge, Arkansas via a special Amtrak Amfleet train on Friday, August 19. The train stopped in Walnut Ridge at 5:30 PM, where the candidate got off, gave a speech and then flew to Texas to pick up the train when it arrives in Temple on the 20th.

Of interest to railfans is the fact that for the first time since 1952, a train was used to promote a Presidential candidate in Arkansas. Consist of this train (via published reports - I personally did not have time to see the train) was 2 F40 engines, 1 baggage car, 1 HEP 10-6 sleeper, 1 Amfleet coach, 1 Amdinette, 1 Amfleet II coach, 1 46-seat dome coach, 1 Amfleet II coach, 1 Amdinette and the Amtrak car A-10000. The train deadheaded from Walnut Ridge to Temple with stops only for crew change. The route, for the most part, was the same as used by the "Eagle".

The train left Chicago Brighton Park on August 18, went to St. Louis, then over the Norfolk Southern to Belleville, Illinois, back to St. Louis then south to Bismarck, Poplar Bluff, Walnut Ridge, Little Rock and on south to Texas.

SPECIAL TRAIN THROUGH ARKANSAS - (North Little Rock) - A special Union Pacific train came through the state on its way from Omaha to New Orleans August 12 for the Republican National Convention. It consisted on engine #90 (a Centennial), #306 power car, #202 "Cabarton", #314, #315, "Overland", "Harriman", and "Omaha".

U.P./MKT MERGER SENDS 54 MORE JOBS TO NORTH LITTLE ROCK - (North Little Rock) - A total of 54 railroad jobs will be transferred to North Little Rock as a result of the official merger of the Union Pacific and Missouri-Kansas-Texas Railroads. The 54 jobs were based in MKT's repair shops in Parsons, Kansas, which will be closed, according to Mark Davis, a U.P. spokesman at Omaha. Davis said the 54 jobs were made up of two boilermakers, two carmen, 10 electricians, three laborers, 24 machinists, three sheetmetal workers, three engineers and six trainmen.

The 54 jobs make the second addition to the U.P. workforce in North Little Rock announced this summer. In June, the railroad said it would transfer 425 jobs here from its Omaha shops.

The U.P./KATY merger officially took place August 12.

GENERAL RAIL NEWS

ICC APPROVES D&RGW TAKEOVER OF SOUTHERN PACIFIC - On August 9, the ICC approved the merger of the Denver & Rio Grande Railroad with the Southern Pacific. The consumation date has not been determined yet, but it should be relatively quick. Just what will happen to the Cotton Belt has not been determined, but indications are that it will be left about as it is.

We are all manufacturers - some make good, others make trouble and still others make excuses.

AMTRAK RIDERSHIP AT RECORD LEVELS - Amtrak carried over 10 million passengers during the first six months of this fiscal year. At this rate, ridership could exceed the records set during the 1979 oil embargo. Amtrak officials complain that they don't have enough equipment to handle all the crowds they could. The "Eagle", which goes through Arkansas, had over a 50 percent increase in ridership in March and 37 percent increase in April compared with 1987 and the summer months are higher than ever. "Our" train is carrying about 12,000 persons a month.

FRISCO LOCOMOTIVE DERAILS IN TULSA - Frisco engine 4500, a 4-8-4 which has been on display at the Tulsa Zoo, was derailed June 11 when workers were attempting to move her to a downtown location for restoration. The Sunbelt Railroad Historical Trust has a 25-year lease on the engine. They were attempting to move it under its own power with compressed air when a rail on the temporary track rolled over, leaving the giant locomotive on the ground. At last report, the Sunbelt group was trying to raise \$3,000 to \$5,000 to get a crew with bulldozers out to the site to get the large engine back on the rails. No. 4500 pulled the "Meteor" passenger trains between St. Louis and Oklahoma City and logged 736,000 miles before being retired in the early 1950s. (The DISPATCHER via the St. Louis GATEWAY RAILLETTER)

AMTRAK BREAKS SPEED RECORD - (Houston) - On June 3, the "Sunset Limited" broke a speed record between San Antonio and Houston on the Southern Pacific when it made the trip in 3 hours and 48 minutes. (GULF COAST RAILROADING, July 1988)

FREEDOM TRAIN REUNION - (Portland, Oregon) - If you worked for the American Freedom Train in 1975-76, you are invited to participate in the American Freedom Train reunion being held over the Labor Day weekend at the Portland Ramada Inn. For more information, contact Linda McCormack at 503-655-7999. (THE TRAINMASTER, August 1988)

JOIN KANSAS CITY SOUTHERN HISTORICAL SOCIETY - If you'd like to join a growing society dedicated to the ONLY surviving Class I railroad in Arkansas that hasn't been merged, try the KCS Historical Society. For \$15, you will receive a monthly publication entitled the "CROW", plus other things. The address is KCSHS, P.O. Box 5332, Shreveport, LA 71105.

RAILROAD EARNINGS UP - Southern Pacific reported July 20 second quarter net income of \$86.8 million compared with \$37.2 million last year. SP's total carloadings for June were 135,490, up 5 percent from 1987. Union Pacific, in the meantime, moved more than 1,534,698 carloads of goods during the first 5 months of 1988, an increase of 10 percent over 1987. (SP press release and UP INFO MAGAZINE)

BIRDS AND BEES FLY DESPITE AGE - Because of the policy of most nursing homes to curb the sexual activity of older patients may be causing behavioral problems, institutionalized elderly couples should be given time alone, according to a nursing expert from Purdue University. Sexual activity for people over 65 does not appreciably decrease unless they are put in nursing homes. Paula Winger, a professor of nursing, said: "But sexuality is a fun part of people's lives, and it shouldn't stop just because they're institutionalized, no matter how old they are." (UTU RETIREE, August 1988)

AMTRAK TO BYPASS GRAND CENTRAL STATION - (New York) - Amtrak has announced plans to discontinue service to Grand Central Station in New York and consolidate its operations at Penn Station as early as 1990. About 100 million Amtrak trains use Penn Station daily and haul about 5.5 million passengers annually while 18 Amtrak trains use Grand Central each day and move about 1 million passengers yearly. Amtrak's line to Grand Central will continue to be used by Metro-North. (UTU NEWS, August 1988, via L. T. Walker)

UP/KATY MERGER OFFICIAL - The Union Pacific takeover of the KATY Railroad became official, for the most part, August 12.

"Our competitors should be obvious to all of us. They are the endless parade of high-cube, high-capacity trucks which dominate our highways. They are locomotives painted green. They are barges on the nation's navigable rivers." (Mike Walsh, chairman of Union Pacific in the June 1988 INFO MAGAZINE.)

MARSHALL STATION - (Marshall, Texas) - The Texas & Pacific passenger station in Marshall, Texas may be torn down in mid-September. The 3-story red brick building has been under threat for many years but has been saved in the past by the city or local preservationists. The main problem is the location of the building inside a wye. Two sides of the wye are busy main lines. Amtrak's "Eagle" stops there. (BULLETIN BOARD of Trinity Valley RR Club, via GULF COAST RAILROAD)

RAILROAD HISTORIAN DIES - (Kansas City) - F. Wesley Krambeck, 82, died July 31 in Kansas City. Mr. Krambeck worked for the Rock Island for 51 years and retired in 1973. Jim Johnson of the Cotton Belt said the following about Mr. Krambeck:

"Wes Krambeck, an individual whom I was once honored to have as my clerk when I was safety officer on the Rock Island, had accumulated more photographs and knowledge -- with the gift of virtual instant recall -- of the Rock Island and its activities in the central states -- than anyone else I have ever known. He will be sorely missed, and the massive capacity of his brilliant memory is now lost but to those of us who were privileged to share recollections and stories with him."

FRISCO #1522 GOES NORTH - Frisco engine 1522 ran north from St. Louis to Chicago July 21 to begin freight operations over the Wisconsin Central and to handle fan trips August 13 and 14 from Chicago to Fond Du Lac for the 20th Century Railroad Club.

U.P AND KCS SIGN AGREEMENT - On July 26 U.P. agreed to give KCS haulage rights between Omaha and Kansas City and between Beaumont, Texas and Houston/Galveston. KCS has the option to convert these haulage rights to trackage rights whereby they can actually operate their own trains over the Union Pacific. (KCS news release)

IRON MOUNTAIN RAILROAD ACTIVITIES - (Jackson, Missouri) - The St. Louis Iron Mountain & Southern Railroad, Missouri's only full-size steam tourist railroad, operates weekends through October. Saturday departures leave Jackson at 10:30 AM and 1:30 PM for the 10-mile round trip to Gordonville. An Autumn celebration is planned for October 21 and 22. For information call 314-243-1688.

"It seems to me that we have gotten so obsessed with recording for the future that we do not get to enjoy the present." -- Sara Nelson in August VIDEO REVIEW.

ASTROMOMY FACTS FOR SEPTEMBER

SEPTEMBER 22 - Fall begins (about time!) at 2:29 PM CDT. The date of the Fall Equinox means the sun rises due east and sets due west. If you watch the sun rise on September 22, it will be exactly east on the horizon.

SEPTEMBER 25 - Harvest Moon. This Full Moon rises just after sunset and is close and bright. The light of this Full Moon used to be used by farmers to help them harvest their crops after dark.

SEPTEMBER 27 - Mars at its closest and brightest since 1971. It is only about 35 million miles away from earth. It can be seen all night.

NEWS updated through August 19..mailed August 25.

THE KATY FLYER!



Fast Train

TO THE

Indian Territory,

TEXAS,

Mexico and Pacific Coast

RESORTS.



Wagner Buffet Sleepers.

Free Katy Chair Cars.

C. HAILE, Traffic Manager.

ST. LOUIS, MO.

JAMES BARKER, Gen'l Passenger and Ticket Agent.

The KATY Railroad once used a picture of a woman ("Katy") to advertise their passenger service. This was an ad in a 1895 newspaper. (Bill Bailey)

JOIN THE ARKANSAS RAILROAD CLUB

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

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

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME _____

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

Dick Byrd, Treasurer
12 Flintwood Drive
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

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

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

WELCOME ABOARD!!!

The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

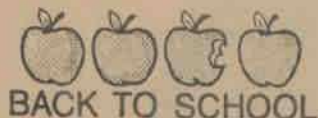
The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents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

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer; Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying \$9/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

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SEPTEMBER 1988