



ARKANSAS RAILROADER



VOLUME 23

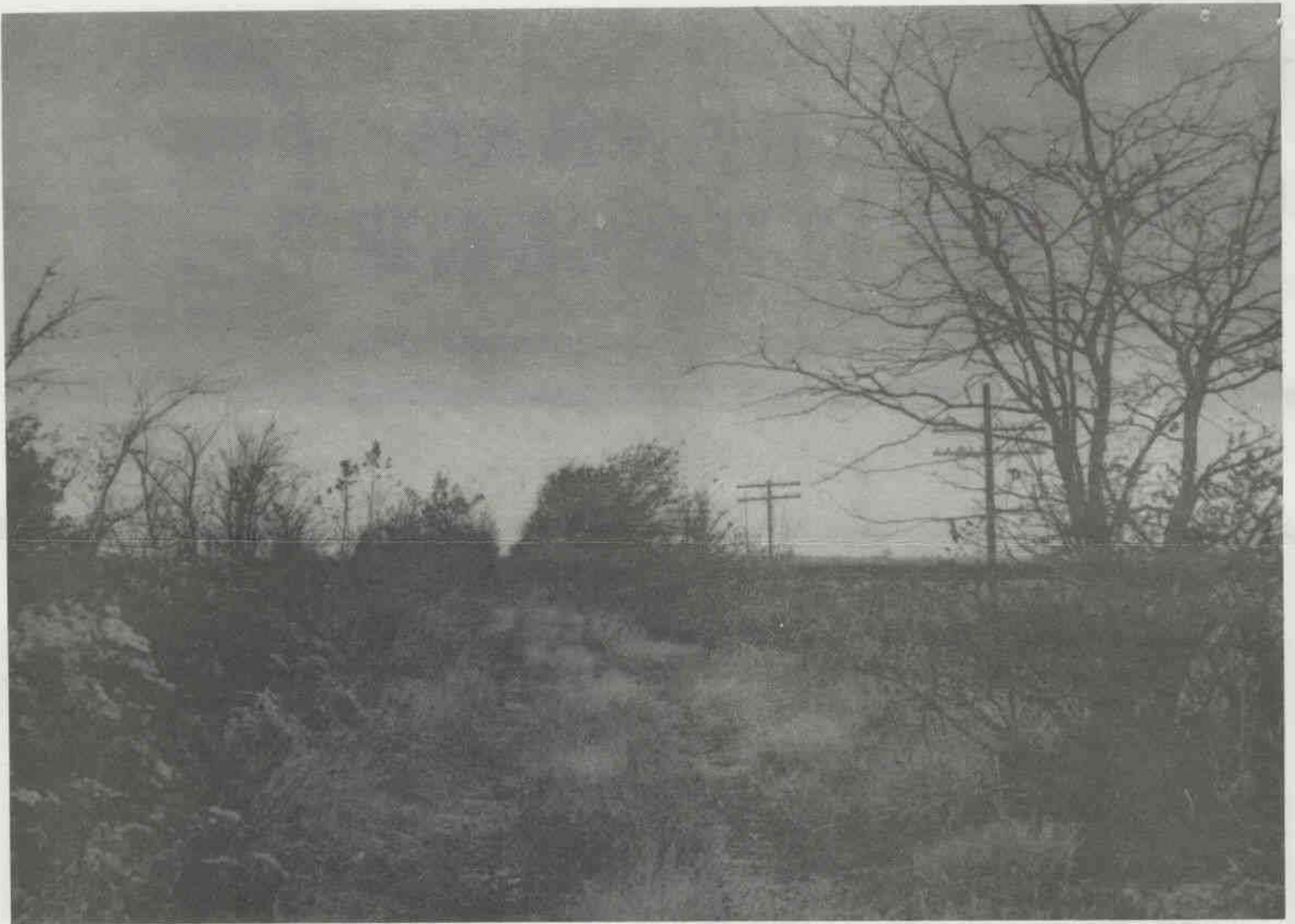
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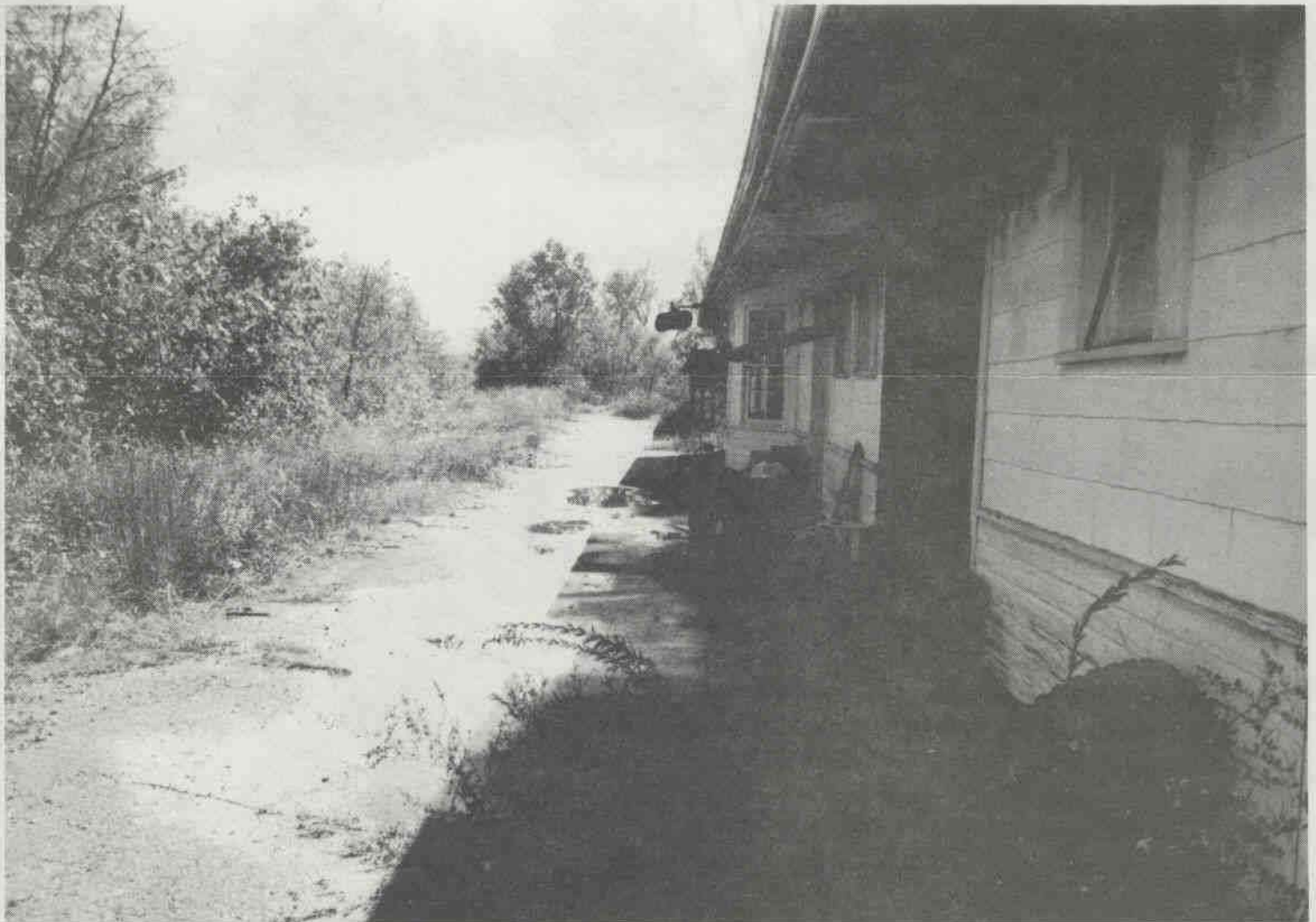
LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY



Seen protecting the abandoned Rock Island "Sunbelt" line through Belleville, Arkansas, these signals have since been moved to the Union Pacific line through Russellville, Arkansas. (March 9, 1988 photo by Ken Ziegenbein)



* * * * *



***TOP** - Jonesboro, Lake City & Eastern RR, 8 miles west of Lake City, Arkansas looking west, Thursday October 31, 1974. Rails were taken up in the summer of 1950. **BOTTOM** - Abandoned Frisco (BN) depot at Pocahontas, Arkansas in October, 1988. Scenes like this are becoming more and more common across the country. (Ken Ziegenbein photos)*

CLUB HAPPENINGS - ANNOUNCEMENTS

1992 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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Little Rock AR 72203 Pine Bluff AR 71603
(501)-664-3301 (501)-535-4724

Board - Clifton E. Hull '94 Board - William Church '93
3507 E Washington, #31 5619 Bel Caro Place
N Little Rock AR 72114 N Little Rock AR 72118
(501)-945-5556 (501)-753-4582

Board - Robin Thomas '96 Hon. Board - Barton Jennings '92
10980 Rivercrest DR #26 1600 Capitol Ln
Little Rock AR 72212-1412 Knoxville TN 37931-4505
(501)-225-1952 (615)-531-8040



P R O G R A M

The next meeting of the Arkansas Railroad Club will be held on Sunday **SEPTEMBER 13** at our usual place, the Twin City Bank on Main Street in North Little Rock. The program will be presented by JONATHAN ROYCE. He will show slides of Snowplow action. (Your editor cannot be at this meeting...on my way to Norman, Oklahoma...so anything you need to put in future newsletters, mail them to my address. Thanks).

MONUMENTAL TASK - Sending out the flyers, tickets, dome refund checks, ordering food, having liaison with Union Pacific, running newspaper ads, doing press releases, etc. for our 3985 trip has been a giant task. The following have been doing 90 percent of the work so far...**MATT & SHARON RITCHIE, ROBIN THOMAS, JOHN HODKIN, KEN ZIEGENBEIN** (who did all the publicity and handled the ticket money), **BILL CHURCH** (who has been our bus contact) and **GENE & NAOMI HULL** (Gene got the material together for the on-board flyer, such as history of the line, etc.). **DICK DAVIS** will be typing the flyer to be handed out on the train. If the club does make a profit on this trip, it will be largely due to the dedication of these club members (and as of this typing, it appears

that we will indeed be making a profit).

3985 TRIP UPDATE - Sales of tickets are still going well, especially since the **DEMOCRAT-GAZETTE** ad (which sold thousands of dollars worth of tickets). However, as of mid-August, we only sold about half the seats available. Go out and do your part to sell tickets. From this point on, every ticket sold should give the club some money.

We will be boarding the train on Railroad Avenue at W 25th street in North Little Rock, just south of the Pershing Road/Percy Machin Avenue intersection. Boarding will be on the west side of the tracks. There will be **NO PARKING** at the boarding site.

Parking will be behind the Riverfront Hilton in North Little Rock. Turn on Willow Street at Broadway. Please plan to be at the bus boarding site by 6:30 am so we can begin to bus people to the train as soon as possible.

Remember...Union Pacific requires that **ALL** riders sign a release.

Ticket prices are as follows (also see ad on last sheet of newsletter): **ONE-WAY COACH - \$102.50; BUS TRIP BACK TO LITTLE ROCK - \$15.** A box lunch will be provided to all ticket holders.

WE NEED CAR HOSTS!! A FREE RIDE!! Remember the car host rules: 1) **Must be an Arkansas Railroad Club member.** 2) **Must be active in the club.** 3) **Workers at our Show & Sale will have first priority.** 4) **Must be able to help clean up the cars after the trip and be able to help people on and off the train.** 5) **Should help with ticket sales.**

Write to or call **ROBIN THOMAS** if you'd like to be a carhost. His address is: 10980 Rivercrest Dr #26, Little Rock AR 72212 or call 501-225-1952.

Car hosts will be **REQUIRED** to attend a pre-trip meeting with Steve Lee, Union Pacific's person in charge of steam. This carhost meeting held at **6 PM, AUGUST 31, behind U.P.'s Jenks Shops in North Little Rock.** The meeting will be held on board the train, which will be displayed behind Jenks Shops that Monday. You will also need to get educated on various points of interest along the route, how to deal with an emergency, how to keep people in line during the run by's, etc. **IF YOU FAIL TO ATTEND THIS MEETING, YOU WILL NOT BE ALLOWED TO BE A CARHOST THE NEXT DAY,** per U.P. and club rules.

A coupon is located on the last page of this newsletter and we have lots of additional ones you can give out.

3985 TO BE DISPLAYED - On Monday, August 31, the 3985 and its string of Union Pacific cars will be on display behind U.P. Jenks Shops in North Little Rock.

OTHER 3985 EXCURSIONS - In case you'd like to join the 3985 excursion in other states, sponsored by other clubs, here are a few you might be interested in. I kept the trips already run in this list for continuity:

CHEYENNE-NORTH PLATTE - August 7, no details.

NORTH PLATTE-MARYSVILLE, KANSAS - August 8, no details.

MARYSVILLE-KANSAS CITY - August 9, no details.

KANSAS CITY-COFFEYVILLE - August 11, \$114, Union Pacific Historical Society, 1540 Routt Street, Lakewood CO 80215.

COFFEYVILLE-McALESTER, August 12, \$110, "Oklahoma 3985," 2936 Bella Vista, Midwest City OK 73110.

McALESTER-FORT WORTH, August 13, \$110, "Oklahoma 3985," 2936 Bella Vista, Midwest City OK 73110.

FORT WORTH-HOUSTON, August 14, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

HOUSTON-SAN ANTONIO, August 22, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

SAN ANTONIO-FORT WORTH, August 23, \$129, New Era Charter Ltd, Three Post Oak Central Bldg, 1990 Post Oak Blvd., Suite 1604, Houston TX 77056.

FORT WORTH-LONGVIEW - August 29, \$90, East Texas Challenger Tour 92, 804 S Commerce St., Overton TX 75684.

LONGVIEW-LITTLE ROCK - August 30, \$150, East Texas Challenger Tour 92, 804 S Commerce St., Overton TX 75684.

LITTLE ROCK-VAN BUREN - September 1, \$102.50, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

VAN BUREN-PARSONS - September 2, \$110, Midwest Travel Service, 2936 Bella Vista, Midwest City OK 73110-4199..

PARSONS-KANSAS CITY - September 3, \$100, Smoky Hill Railway, 502 S Walnut, Belton MO 64012.

KANSAS CITY-TOPEKA - September 4, no details.

TOPEKA-MARYSVILLE , September 8, no details.

MARYSVILLE-NORTH PLATTE, NEBRASKA - September 9, no details.

NORTH PLATTE-CHEYENNE - September 10, end of trips.

Let's all wish Union Pacific and the various groups sponsoring these trips good luck, including our own ARKANSAS RAILROAD CLUB!!!

NEXRAD CLASS/UPCOMING NEWSLETTER DEADLINES - I will be going to a month-long intensive training class on NEXRAD, the Next Generation Weather Radar, from September 13 through October 10 in Oklahoma City (leaving North Little Rock just before the September 13 meeting and getting back just before the October 11 meeting). This will be a "closed" school, where no one can contact me, except for emergency and family. We will be installing this new doppler radar system at the local National Weather Service office in North Little Rock next January. As a result of this school, there will have to be an adjustment to a couple of the upcoming *RAILROADERS'* deadlines.

The September issue will go out on time, the last week of August. However, the October issue, usually mailed at the end of September, will now have to be mailed by September 11, so the deadline for the October issue will have to be moved up to August 27, instead of September 15, to allow me enough time to have it put together and printed. At the same time, the deadline for the November issue will have to be put back to October 22, instead of October 15. The November issue won't be mailed until October 30th at the earliest.

Anyway, I haven't missed a newsletter deadline in the 10-plus years I've been doing it, and I still don't plan to. But please keep these revised deadlines in mind. And, no, I don't need for anybody else to do it for those months, since I've already got much of it run off. I just wanted you be aware that I won't be responding to mail, inquiries, etc. for that month period.

ARKANSAS RAIL NEWS

ROCK ISLAND ANNUAL PICNIC - The Rock Island club will be holding its annual picnic at Burns Park on Tuesday, September 29 at the Hospitality House and all Arkansas Railroad Club members are invited to attend.

WYNNE DEPOT ON NATIONAL REGISTER - (Wynne) - Member JOHN HALE of Wynne sent me an article stating that the Missouri Pacific depot at Wynne was recently placed on the National Register of Historic Places, along with 27 other depots in the state (see August *Railroader*). The Wynne depot was built in 1911 after the Missouri Pacific took over the Memphis & Bald Knob Railroad, according to the National Register nomination. Mark Christ, of the Arkansas Historic Preservation Program, said that "Wynne is a town that depended heavily on the railroad and the depot is the strongest link with that history." (*Wynne SHOPPERS NEWS*, July 8, 1992)

TYSON PLANT TO CLOSE - (Paris) - On June 30, Tyson Foods announced it will build a new feed mill at Spadra, Arkansas capable of producing 120 tons of finished feed per hour. This multi-million dollar facility will replace the existing feed mill at Paris. Spadra is on the main line of the Union Pacific. Buddy Wray, Tyson's chief operating officer, said that while the Paris mill served them well, rail service to it has become increasingly undependable and storage there was limited. The recent rail strike demonstrated the importance of good rail service and enough storage. (Apparently, storage was a problem during the short strike). Construction of the new mill will start this August and be completed in October 1993. (*Russellville COURIER-DEMOCRAT*, June 30, sent in by George Jones)

819 NEWS - (Pine Bluff) - The Cotton Belt Rail Historical Society announced that the 819 steam engine will once again be going to Tyler this October for the Tyler Rose Festival. The dates are October 16-18. Roundtrip tickets Pine Bluff-Tyler are \$150. Contact the Society at PO Box 2044, Pine Bluff AR 71613 to order tickets or for more information.

In other Arkansas Railroad Museum news, work is underway to make more space available to store more equipment. The museum recently obtained the 814 tender and it will be restored to operating condition as an additional water car. Thanks go out to the St Louis Steam Train Association for helping obtain this tender and the National Museum of Transport.

Meanwhile, the 336 steam engine in a park in Lewisville has been taken apart for moving by truck to the museum. There it will be put back together and restored, not necessarily to operating condition, but the work should be interesting. (*Cotton Belt Star*)

GENERAL RAIL NEWS

C&G RAILWAY IN TROUBLE - (Jackson, Mississippi) - The Columbus & Greenville Railway Company of Mississippi apparently is facing hard financial times. The C&G pledged not to abandon the line between Cleveland and Hollandale if the federal government would suspend \$4.5 million in loans. Congress is working on the problem

ATSF #3751 TRIP? - Santa Fe announced June 17 that it would run a special employee train from Los Angeles to Chicago beginning August 30 using the restored 4-8-4 #3751. This train would leave Los Angeles August 30, arriving in day-long trips at Chicago on September 9 after spending time at the Topeka Railroad Days festival September 5-7. It would then return to Los Angeles. Santa Fe may use this engine in nationwide service in 1993, helping celebrate Santa Fe's 125th anniversary. (*The GATEWAY RAILLETTER, August 1992*)

MORE STEAM - (Austin, Texas) - Meanwhile, the Austin Steam Train Association began operating its ex-SP 2-8-2 #786 July 25. It will run on weekends. (*RAILS*)

JACK HADLEY RETIRES - The President of the Kiamichi Railroad, Jack Hadley, retired July 22.

TOPEKA RAILROAD DAYS - Once again this year, Topeka, Kansas will be the site of a fantastic display of railroad equipment, excursions (using Union Pacific and Santa Fe passenger cars), show & sales, etc. Steam engines there will include UP's 3985 (sound familiar?) and Santa Fe's 3751. This gigantic event will be held September 5-7. For more information call the Topeka Railroad Days, Inc. at 913-232-5533.

Another railroad festival will be held September 26-27 at Wichita Falls, Texas called the "Zephyr Days." The Rock Island Technical Society will also meet at Wichita Falls that same weekend. For more information, call 817-322-2294.

AMTRAK NEWS

Amtrak news will resume in the October newsletter. I'm using a borrowed computer and I need to return it (my own got hit by lightning on July 21). Anyway, I don't have any new ridership stats.

NEWS UPDATED through August 12. **DEADLINE FOR THE OCTOBER NEWSLETTER WILL BE AUGUST 27!!** I will mail the October issue September 10th or so, just before I leave for Oklahoma City. Thanks.

MAKING CULVERTS OUT OF BRIDGES

by: Gene Hull

On 8 February 1901 the White River Railway was incorporated in Arkansas to build a railroad 239.33 miles northwest-southeast across the heavily eroded Ozark Plateau, which we call the Ozark Mountains of Missouri and Arkansas. It would extend between Carthage, Missouri, and Cushman Branch, about 35 miles west of Diaz, Arkansas, on the main line of the St. Louis, Iron Mountain & Southern.

The White River Railway was organized, and the capital stock was owned by, the SLIM&S. This new road would provide a connection between the Iron Mountain system in western Missouri-eastern Kansas, and the Iron Mountain route from St. Louis to Texas.

This new line, as denoted by its name, generally followed the famous White River in Missouri and Arkansas. The river had deeply etched its valley into the slowly rising Ozark Plateau through millions of years. The force of nature, through great deluges of rain, eroded the relatively flat surface of the plateau into a fantastic maze of serpentine waterways and intervening ridges. The plateau became truly a tortuous land.

The only feasible route across this country in a northwest-southeast direction was along the valley of the White. Alternating tributary streams and steep-sided ridges lined the river on both sides. This was the verily antagonistic land chosen by the railroad builders for their iron trail.

Work was begun in 1901 and was completed in 1906. The most contorted and warped segment of the route was the 96-mile section between Crane, Missouri and Cotter, Arkansas. There were 57 bridges and five tunnels. The tunnels had a total length of two miles, and since time was of the essence during construction, the bridges were constructed of wood.

Some of the bridges contained more than a half-million board feet of lumber. The longest was nearly 1900 feet in length, and the highest was 122 feet above the ground. They were constructed of the best grade of timber.

The passage of time took its toll on the bridges. By the year 1915 it was

evident the bridges had reached the end of their lifespan. They must be rebuilt or replaced. It was determined that 10 bridges could be rebuilt economically. Due to the high cost of timber, the remaining 47 bridges had to be rebuilt of steel, or the ravines they spanned would have to be filled with earth embankment. The cost of steel would be about equal to that of earth fill.

The decision was made to use earth, eliminating periodic maintenance. Almost NINE MILLION board feet of timber would be eliminated. The White River had to be crossed twice, the James River once, and many smaller streams were crossed several times. Work began in the latter part of 1915.

Iron Mountain bridge gangs worked on each trestle, tightening bolts, and tightening and repairing post splices and bracing. The wood structures would be encased by the earth fill. Huge box culverts of reinforced concrete were built to carry the streams under the embankments. These required 12,000 cubic yards of concrete, reinforced by 500 tons of steel bars. The longest box culvert was 378 feet.

The work was done by contractor who provided steam shovels, locomotives and dump cars. The bridge gang was kept available to replace bracing timbers torn loose by boulders or big chunks of frozen earth in the earth fill dumped from the cars. The contractor dug 3,400,000 cubic yards of fill material from the surrounding hills. This was hauled as far as 11 miles in trains of dump cars. Three trains of 12 cars each were kept busy. When cars were spotted on a bridge, the trucks were chained to the rails to keep them from turning over when the load was dumped.

The earth embankment was allowed to settle and additional material was dumped and smoothed with a spreader. The track then was ballasted. It required about six years for the fill to settle completely. Maintenance cost was almost eliminated.

Bridges had become culverts.

- END -



Hospitality all the way



You've heard of hospitality, but have you ever sampled the Santa Fe kind of hospitality? Whether it's starting a streamliner smoothly . . . serving you in the diner (Fred Harvey food, of course) . . . turning down crisp, cool sheets in your Pullman . . . adjusting your seat in a chair car . . . warming a bottle for the baby . . . Santa Fe people take real pleasure in serving you well. May we have the pleasure of serving you on your next trip through the colorful Southwest, between Chicago and California and Texas?

SANTA FE SYSTEM LINES . . . Serving the West and Southwest
E. T. Anderson, General Passenger Traffic Manager, Chicago 4



(Ken Ziegenbein collection from around April 1949)

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

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Everything having to do with the ARKANSAS RAILROADER should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below. (The return address on the front page of the newsletter is our permit address for the Post Office to use when they need to contact us for address corrections - also for some exchange newsletters).

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

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

JOIN THE ARKANSAS RAILROAD CLUB

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

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

RENEWAL NEW MEMBER CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE ____ ZIP _____

TELEPHONE NUMBER () _____


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

**ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119**

WELCOME ABOARD!!!

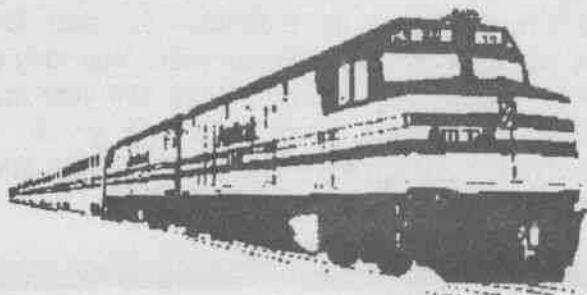
ARKANSAS RAILROAD CLUB
PO BOX 9151
NORTH LITTLE ROCK AR 72119

UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<p><u>SEPTEMBER 13</u> - Regular Club meeting, Twin City Bank in North Little Rock. Program on snowplows by Jonathan Royce.</p>	<p><u>DECEMBER 12</u> - Annual Christmas Party, Spaghetti Warehouse, Little Rock, 4 PM.</p>
<p><u>OCTOBER 11</u> - Regular Club meeting, Twin City Bank in North Little Rock, 2 PM.</p>	<p><u>JANUARY 10</u> - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.</p>
<p><u>NOVEMBER 8</u> - Regular club meeting, 2 PM, Twin City Bank, North Little Rock.</p>	

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

LAST MINUTE NEWS - GENE HULL had cataract eye surgery August 12 and is doing fine. - - Our annual CHIRSTMAS PARTY has been set for Saturday, December 12 at 4 PM at the Spaghetti Warehouse in Little Rock. - - Thanks to JOHN BAILEY for giving the club an excellent tour of Union Station August 9th.



Attn:Ken Ziegenbein, Editor
ARKANSAS RAILROAD CLUB
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North Little Rock AR 72119

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SEPTEMBER 1992

12/92
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