



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

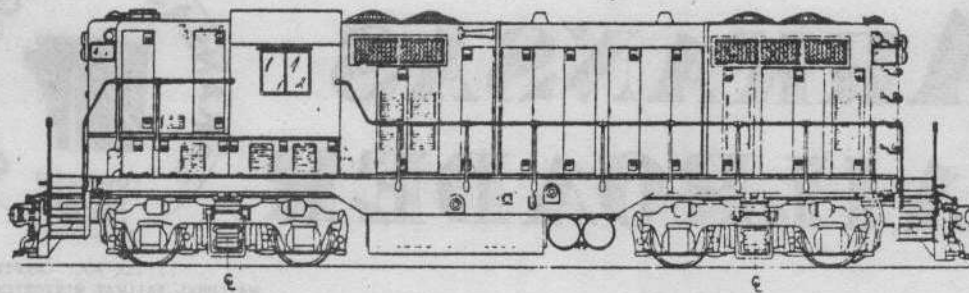
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Before the crowds - Before the novelty and rareness of the steam engine, Ernest "Ed" Deane, father of club member Ernie Deane, oils his Cotton Belt engine #768 in the yards at Lewisville, Arkansas. The year was 1936 and this was the occasion of his son's last cab ride with him in the Lewisville yards. (E. Deane photo)



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

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NEW DEADLINE - To make deadlines a little easier to remember, from now on the deadline for getting news/stories/etc. to me for publication in ARKANSAS RAILROADER will be the 22nd of each month (for example, deadline for the May issue will be April 22, for the June issue is May 22, etc.) This should make it more convenient for everyone. Thanks. - Ken Ziegenbein.

CABOOSES ANYONE? - It was learned at our March 8th meeting that the Union Pacific will give away a caboose to any city that wants one.

CALL FOR ASSISTANCE - The persons involved in restoring the Hazen, Arkansas depot need documentation that the flat-roofed express rooms on the east side of the depot were not part of the original structure. This addition to the depot is literally falling in, and Hazen wants to remove this portion and concentrate on restoring the main depot structure. IF the east portion was original, its removal might jeopardize the depot's inclusion on the National Register. Old photos, postcards, or blueprints of Hazen would be helpful. Anyone having any of these materials should contact Bill Pollard at 1-501-327-7083.

ROCK ISLAND CAR DONATED TO COTTON BELT RAIL HISTORICAL SOCIETY - Rock Island baggage car #862, used as tool car 96212, located at 3300 River Road in North Little Rock (site of the Arkansas Valley Model Railroad Club) has been donated to the Cotton Belt Rail Historical Society by its owner, the Arkansas Railroad Club. The car will be put in operation behind the 819 in Pine Bluff soon. Rock Island car 862 was built by Pullman (Diner 8014) in 1924, rebuilt to baggage car in 1954. Its length is 84' - 0", weight 149,000 pounds. The Arkansas Railroad Club obtained it in 1978. The official date of transfer to the Cotton Belt Society was March 11, 1987.

FAULKNER COUNTY - ITS LAND AND PEOPLE, a book about the history of Faulkner County, has been published by the Faulkner County Historical Society. Club member Bill Pollard authored the 30-page section on railroad history of this area from the Civil War era to the present, and the railroad coverage also includes numerous photos of the two Conway depots, the last passenger train, etc. The book is available from the Faulkner County Historical Society, P.O. Box 731, Conway, AR 72032. The cost is \$38.20 postpaid.

TABLE SALES for the Arkansas Railroad Club's annual show and sale on April 4, as of March 18, had reached 47. A report on the sale will be in the May issue.

STEAM ENGINE 819 TO RUN? - The engine is being prepared for a run from Pine Bluff to Fordyce for the annual "Fordyce-on-the-Cotton Belt" festival April 24-26. However, as of this writing, nothing was absolutely "official". Also, it was learned that the movie "Biloxi Blues" by Neil Simon, which will be filming near Fort Smith in June, may want to use the 819 in scenes near Fort Smith (Camp Chaffee) at that time. If so, we may see the 819 move to Fort Smith under steam sometimes in June over UP tracks. We'll see.

THE DIAMOND JOE

by: William Church

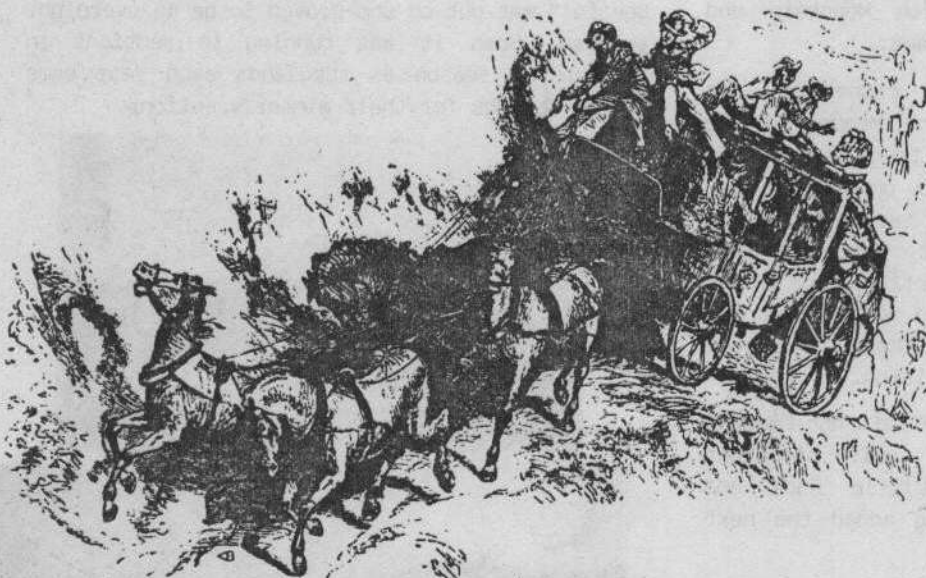
The Hot Springs Railroad, commonly called the "Diamond Jo," was the dreamchild of a millionaire business man, one Joseph Reynolds from Chicago, Illinois, and his railroad, the Hot Springs Railroad, became known as the "Diamond Jo" because of his nickname, "Diamond Jo."

Joseph Reynolds did not acquire the name "Diamond Jo" from a fondness of that gem, but from a marking on sacks of grain purchases he made while a grain buyer on the upper Mississippi. Reynolds carried with him an old-fashioned marking pot filled with lamp black and would mark his buy of grain in sacks with a large diamond with the letters "Jo" in the center. Talley clerks on river boats soon began to call out his shipments as "Diamond Jo". Later others referred to Joseph as "Diamond Jo."

The "Diamond Jo" trademark followed Reynolds from one business venture into another. Besides grain buying, he owned a large tannery, mining interest and steam boats. His boats carried the famous "Jo" in the diamond on their wheel house, a custom that was carried over to the Hot Springs Railroad's locomotives.

For several years before the Cairo and Fulton Railroad built from Moark, Arkansas to Fulton on the Red River, Joseph Reynolds had been making annual trips to Hot Springs from Chicago to seek relief from rheumatism of the feet. The thermal water from the springs there drew large numbers of visitors each year from those, like Reynolds, who suffered from ailments that were treated by a series of hot baths.

The transportation to and from the City of Hot Water was very primitive. Even after the Cairo and Fulton allowed a more direct route from the north and the east, the stage ride between Malvern and Hot Springs left much to be desired.



By the fall of 1873 the Cairo and Fulton had become the St. Louis, Iron Mountain and Southern and rail service improved greatly. It was the fall of that year that "Diamond Jo" Reynolds decided to build a railroad into Hot Springs from Malvern, a station on the Iron Mountain south of Little Rock.

While in Hot Springs that year, he secured a charter for the Hot Springs Railroad and employed Mr. E. E. Turner as Chief Engineer, who immediately took to the field with a survey gang, buying property and locating the proposed right-of-way. Before Reynolds departed Hot Springs for Chicago in March of 1874, contracts for grading had been let and construction started.

The gauge selected for the Hot Springs Railroad was three feet, to be laid with 35-pound rail and the length of the railroad was to be twenty-five miles. The first twenty-four miles was from the Iron Mountain depot at Malvern to Gulpha Creek station. Because Hot Springs Mountains' western slope separated Lawrence from Hot Springs, the additional mile of the Hot Springs Railroad that was to make it a twenty-five mile line later on, was delayed for several years. The line entered Lawrence near the confluence of Gulpha Creek and the Ouachita River, following the Gulpha Creek valley five miles to the south side of Hot Springs Mountain, terminating at what was to be called Gulpha Station. A frame cottage, that stood on the right-of-way when it was acquired, was altered and used as a depot.

In 1877, a deep cut was made through the top of the ridge separating Gulpha Station and downtown Hot Springs. The track extended for one mile, to where a brick station, housing the general offices on the second floor, had been constructed.

In April 1874, engine No. 1, a 2-4-0, arrived on the Iron Mountain at Malvern. When it was unloaded from the flat car that it had been loaded on by the Porter & Bell Co. at its erecting shop, it was immediately started to work in construction train service. Nos. 2 and 3 arrived shortly afterwards from Porter & Bell and the Hot Springs Railroad was in business. The "Diamond Jo" emblem was painted on each locomotive like had been on Reynold's steamboats and soon the line became known as the "Diamond Jo" Railroad.

The Iron Mountain and the "Diamond Jo" used the same facilities at Malvern. The narrow gauge tracks were laid alongside the Iron Mountain's wider ones with an intermediate platform between them and one station serving both lines.

The Hot Springs Rail-engines were watered by an auxiliary spout installed on one side of the Iron Mountain tank. The "Diamond Jo", like the Iron Mountain, used wood for fuel and farmers hauled loads of pine, oak, ash and hickory in three-foot lengths, and stacked it alongside the right-of-way at various places. For this fuel the Hot Springs Railroad paid the wood cutters the sum of two dollars a rick.

The charter as issued, authorized the "Diamond Jo" to charge a fare of ten cents a mile, or \$2.50 for a one-way ticket from Malvern to Hot Springs. This was quite a bargain for the public as the one-way stage fare was six dollars.

No car hoist was built to raise and change trucks from under cars so all of the freight had to be transferred from standard gauge cars to the narrow gauge ones of the "Diamond Jo", and passengers had to change trains. This was a very costly operation. Despite Jay Gould's repeated suggestion that Reynolds widen his railroad to standard gauge, the "Diamond Jo" stayed slim gauge until October 1889.

Some of the early employees of the Hot Springs Railroad were, Col. L. L. Richardson, General Superintendent; J. N. Conger, Superintendent; Fred A. Bill, Treasurer-Auditor-General Freight Agent; John R. Cox, conductor (who, before retiring, racked up forty-five years service); and John H. Ryan, engineer, another forty-five year veteran. Charley Smith and Sanford McMillan were also engineers. T. S. Yancey, flagman; Major Doty "Dink" McMillan, Berry McMillan and Edward McMillan were firemen.

The "Diamond Jo" rolled out of the 1870's into the 1880's on a high tide of prosperity as the fame of Hot Springs as a health spa and winter resort spread all through the United States. The railroad entered the new decade with nothing but the best for its future.

Although it was seldom that events elsewhere affected the existence of the "Diamond Jo" as a carrier of the visitors to Hot Springs, several events in the 1880's not directly related to the Hot Springs Railroad did affect its history.

In 1880, the Memphis and Little Rock Railroad narrowed its gauge to standard, constructed several miles of new line from its terminal in Argenta to a connection with the Iron Mountain near the Baring Cross bridge. This new construction gave the Memphis & Little Rock entry to the Iron Mountain's Union Depot in Little Rock. Shortly afterwards their trains were using the Union Depot.

In 1881, Jay Gould, the owner of the Missouri Pacific, through a stock exchange of three to one, gained control of the Iron Mountain and set about his usual expansion programs.

Gould wanted a Texas-Memphis connection for his Iron Mountain system and the Memphis-Little Rock Railroad seemed to him as the easy way to go at that time. When approached on the buy-out plan, which was on Gould's own terms, the M&LR RR refused to deal with him. So...Gould decided to build his own Memphis connection from Texas by constructing a line from Bald Knob, Arkansas to Memphis, Tennessee, which is now the Missouri Pacific (Union Pacific) Memphis Division.

On Sunday, May 13, 1888, the Bald Knob-Memphis connection was completed and a pair of night trains were operated between Little Rock and Memphis, with day schedules being added the next year.

All of this had a serious effect on the Memphis and Little Rock Railroad. As a result of the Iron Mountain's Memphis connection, the M&LR RR lost the greater part of the passenger business from Texas to Memphis, and most all of the Memphis-bound freight that came through Little Rock. Losing most of the revenue from their Iron Mountain connection, leaving only local traffic, brought

on a financial crisis which within ten years put the Memphis and Little Rock Railroad into bankruptcy. The "Diamond Jo" did not depend on the M&LR RR for its survival in 1888, but down the road its star was to be hitched to the rise and fall of that railroad.

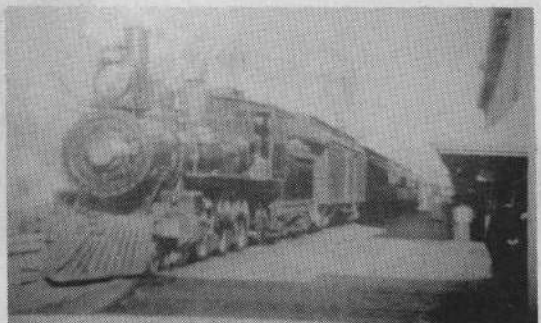
While the Memphis and Little Rock teetered on the brink of bankruptcy, nothing but sunny skies and good fortune smiled on the Hot Springs Railroad. By 1885, due mostly to Jay Gould's constant hammering about the costly transfer at Malvern, the "Diamond Jo" decided to widen its gauge. From 1885 to 18 October, 1889, construction gangs took out bad curves and relaid the new track with 52-pound rail. When all construction was completed, the entire line was widened to standard gauge, and the costly transfer at Malvern was eliminated. Now the "Diamond Jo" was a 22-mile standard gauge line.

To prepare for standard gauge, four new locomotives were ordered from the Baldwin Locomotive Works for the "Diamond Jo." All four were 2-6-0's and served as freight and passenger locomotives on the H & S RR and it's successor.

In 1886 the "Diamond Jo", in a show of prosperity, reduced its fare from the charter allowance of 10¢ a mile to a flat \$1.60. As a result of this, business increased by leaps and bounds.

The "Diamond Jo" rushed into the decade of the 90s with a full head of steam. The Iron Mountain was ever expanding its passenger service. They solicited passengers by the thousands for Hot Springs and ticket sales soared! Hot Springs had been a health spa and winter resort for the rich and poor alike. The "Diamond Jo" rode the tide of this prosperity.

On December 7, 1890, Jay Gould proved to Reynolds that by making the Hot Springs Railroad a standard gauge line would make it a more prosperous one. The Iron Mountain advertised through passenger service from St. Louis to Hot Springs. The "Hot Springs Special" was put on and proved to be an overnight success. Soon it was running in sections in the winter season as thousands each year came to Hot Springs for their winter vacations.

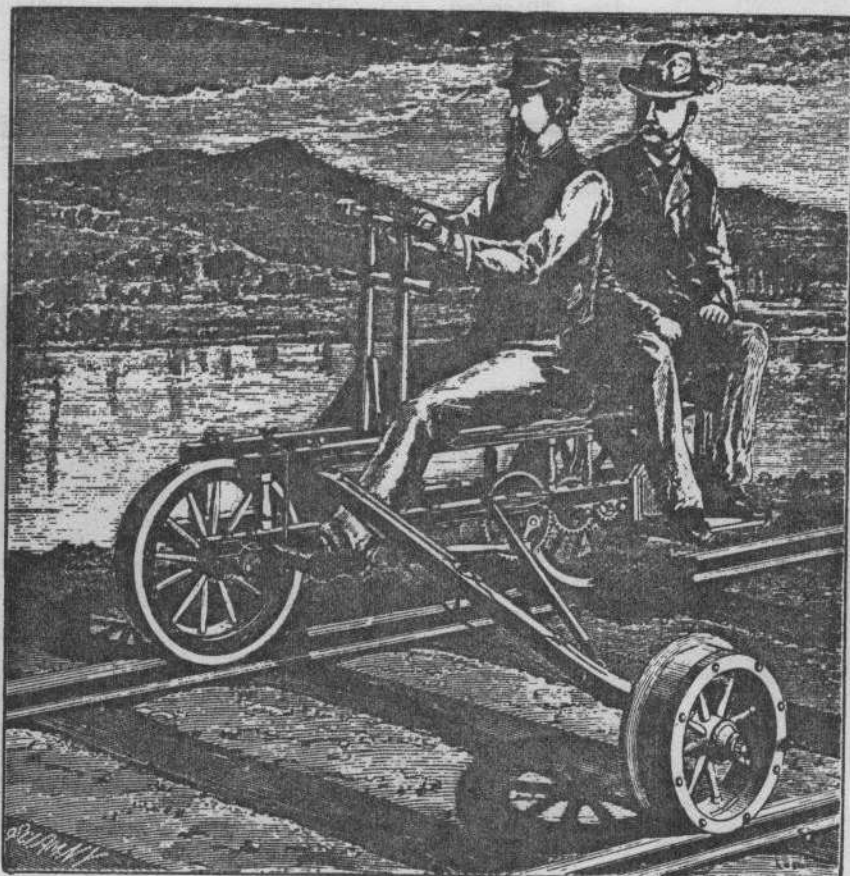


TOP - St. Louis, Iron Mountain and Southern 4-6-0 #643 about 1890 at Little Rock. (Gene Hull photo) BOTTOM - Missouri Pacific's #219, the "Hot Springs Special", departing Little Rock in May, 1947. (W.M. Adams photo)

The first major blow to the "Diamond Jo" came in 1891 when Joseph Reynolds died in Arizona and the Hot Springs Railroad title passed to his widow. Mrs. Reynolds died in 1893 and her brother, Mr. Jay Morton, became the owner and operator of the Hot Springs Railroad.

In the 1890s, numerous railroads sought entry into Hot Springs. One was a ninety-five mile line that would connect the Frisco at Mansfield, Arkansas with Hot Springs. This railroad never got beyond the talking stages and none ever seriously challenged the Iron Mountain-Diamond Jo monopoly on service to the city of Vapors. That is, until 1893 when Col. Uriah Lott, a railroad builder from Texas, posed the first real threat to the Hot Springs Railroad.

Col. Lott obtained a charter for the Hot Springs and Western, a railroad proposed between Hot Springs and Little Rock, with a station at McLean Street in Little Rock. This railroad was to intersect with the Iron Mountain about a mile south of Benton on the Saline River, follow Hughes Mill Creek to a valley of Hurricane Creek, crossing it and following one of it's tributaries over a divide to the headwaters of Crooked Creek, thence down to a crossing of Fourche Bayou, skirting the hills and entering Little Rock on level ground to the Arkansas River. The Benton-Little Rock survey was the same survey done by Capt. Barney in 1850 for a railroad from St. Louis to Fulton.



To build the railroad, subscriptions were called for and the city of Little Rock gave \$68,500.00 and Hot Springs came up with \$40,000. With the subscriptions coming in, grading was started from Hot Springs to Benton, but no work was done on the Benton-Little Rock section. Investors began to accuse Lott of starting a railroad to Hot Springs just to sell it to the Iron Mountain for a large sum of money. A fight broke out between Lott and his investors and all money was refunded and Lott

left Hot Springs, leaving thirty graded miles of right-of-way awaiting a builder.

After the Hot Springs and Western fizzled out, the Iron Mountain tried to interest Mr. Morton of the "Diamond Jo" in securing the right-of-way and build a second Hot Springs line, using the Hot Springs-Benton section as the St. Louis eastlet, the Malvern-Hot Springs as the Texas connection. Mr. Morton declined the Iron Mountain suggestion and the whole matter was quietly forgotten. For the next four years the Hot Springs Railroad did what it was built to do, that was to haul passengers into Hot Springs. Prosperity followed the little railroad as the Iron Mountain continued to pour thousands each year into the city.

About the time Col. Lott was posing a threat to the Hot Springs Railroad, over in the Indian Territory a group of Philadelphia, PA investors who had a dream of a railroad from Memphis, Tennessee to Oklahoma City, IT had a profound effect on the "Diamond Jo." Their railroad, The Choctaw Coal and Railway, had been completed in 1895 between McAlester and Oklahoma City and into Weatherford in 1898 and this railroad soon became the Choctaw, Oklahoma and Gulf, which had an eye on the Memphis Little Rock Railroad as their eastern connection.

The Memphis-Little Rock Railroad, deprived of much revenue from through traffic, had sought to keep operating on local business but finally had to reorganize to keep from going out of business. On October 29, 1898 the name was changed to the Little Rock-Memphis Railroad and later the Choctaw and Memphis, the latter a dummy corporation of the Choctaw, Oklahoma and Gulf.

The CO&G wasted no time in moving west to connect Little Rock with the Indian Territory at Wister Jct, Indian Territory. Using Capt. Barney's survey, the Choctaw crossed the Arkansas River at a point in Argenta near the Little Rock & Memphis yard, followed the Hot Springs and Western survey of 1894 around the hills and crossed the Iron Mountain south of Union Depot and built up the south side of the Arkansas River to reach Wister Jct in 1899. The Little Rock and Memphis trains were then withdrawn from Union Depot and were operated from the "Choctaw Station."

About the same time the Choctaw Oklahoma & Gulf was pushing into the Indian Territory, interest in the Hot Springs and Western was re-born. Col. Fordyce and Mr. John Lonsdale sought to complete the "Lott Project" as a second railroad to serve Hot Springs from Little Rock. The two found a willing partner in this project in the Choctaw, Oklahoma & Gulf RR, which immediately bought one-third interest in the proposed railroad. In April 1900, five months after thru trains started operating from Memphis to the Indian Territory, the Hot Springs

and Western was running trains from Hot Springs to Little Rock's "Choctaw Station" with through cars via Memphis to Chicago, Illinois.

For a while the Hot Springs & Western RR was just another railroad to the "Diamond Jo". The Iron Mountain still fed it at Malvern with Texas and Missouri business plus a Memphis connection and they felt they had very little to worry about. But a dark cloud was seen on the horizon for the Hot Springs Railroad, and its very existence was threatened.

In December 1900 came the shocking news that the Iron Mountain had bought Lonsdale and Fordyce's share of the line and were now two-thirds owners. On February 10, 1901 they announced that the "Hot Springs Special" was being withdrawn from the "Diamond Jo" in favor of the Hot Springs and Western at Benton. The loss of the "Hot Springs Special" was a blow to the Hot Springs Railroad. Revenues started to drop immediately and the very existence of the line was in doubt sometime in the future.

The Choctaw, seeing that the Iron Mountain had gained the upper hand on them, sought to improve their position as a minority stockholder in the HS&W. After much fighting they finally gained control of the Little Rock-Benton section of the line, leaving the Benton-Hot Springs end in Iron Mountain hands with trackage rights for the Choctaw into Hot Springs.

Now if the "Diamond Jo" felt it was in a vice being squeezed by the mighty Iron Mountain, the Choctaw found themselves in the same position. The trackage rights set by the Iron Mountain was so high that it wound up the Choctaw paying

for all of the operational cost of the Benton-Hot Springs end. The Iron Mountain was riding the Choctaw's back into Hot Springs.

But the Choctaw was not going to take this without a fight. Knowing the Hot Springs Railroad would soon be frozen out of business, the Choctaw made Mr. Morton an offer for their line, which he eagerly accepted.

A survey was made, and a right-of-way was purchased, starting from the Choctaw's end of the Hot Springs and Western to the "Diamond Jo" at Butterfield for nineteen miles of new track between Benton and the Hot Springs Railroad.

For two years the Choctaw paid the Iron Mountain trackage rights over the Hot Springs and Western Benton-Hot Springs section, then on May 1, 1902 they cancelled their trackage rights with the Iron Mountain and on the 12th of May of the same year their trains rolled into Hot Springs over the "Diamond Jo."

On March 24, 1904, the "Diamond Jo" and the Choctaw were included in the 999 year lease to the Rock Island. Up to the end of passenger service the Hot Springs-Little Rock section gave the Missouri Pacific (former Iron Mountain) a run for their money for the Hot Springs trade.

In 1964, the Missouri Pacific pulled out of the Hot Springs passenger business and abandoned the Benton-Hot Springs section of the Hot Springs and Western in favor of trackage rights over the "Diamond Jo" old main from Butterfield.

The old "Diamond Jo" is now being operated by the Union Pacific into Hot Springs since the Rock Island went out of business, so the "Diamond Jo" still lives, even as a shadow of the former glory of the pride of Hot Springs.

- END -



TOP LEFT - What's left of the old rail yards just south of Hot Springs' Union Depot (depot is left of upper center in background). LEFT - The Hot Springs Union Depot, where "Diamond Jo" (nee Hot Springs Railroad, Missouri Pacific, Rock Island) trains once departed, has been neatly preserved and is used successfully as the "Sawmill Depot" restaurant. TOP RIGHT - A modern-day view of the "Diamond Jo" (now UP) about 5 miles southeast of Hot Springs. A four-unit, long freight had just passed through. Notice building to the left. It was very old looking and is unidentified - anyone know what it is (was?). (All photos taken March 11, 1987 by Ken Ziegenbein)



Two Missouri Pacific locomotives, probably 2-8-2 1400 or 1500 series, head southbound freights on the Valley Division at Gorham, Illinois. Date is unknown, but more than likely it is post-World War II. The reason, lighted engine number boards on the boilers and headlights burning on moving locomotives (an attempt to cut grade crossing accidents, burning headlights during the day was adopted by many railroads after World War II.) Note the "almost manicured" ballast and the motor car harbor in the foreground (this all fits in in the story that follows.) (Photo by Charles Bare of Jonesboro, Illinois)

MORE TRACKSIDE OBSERVATIONS IN THE 30S & 40S ON THE VALLEY DIVISION

by: William Earl Harris

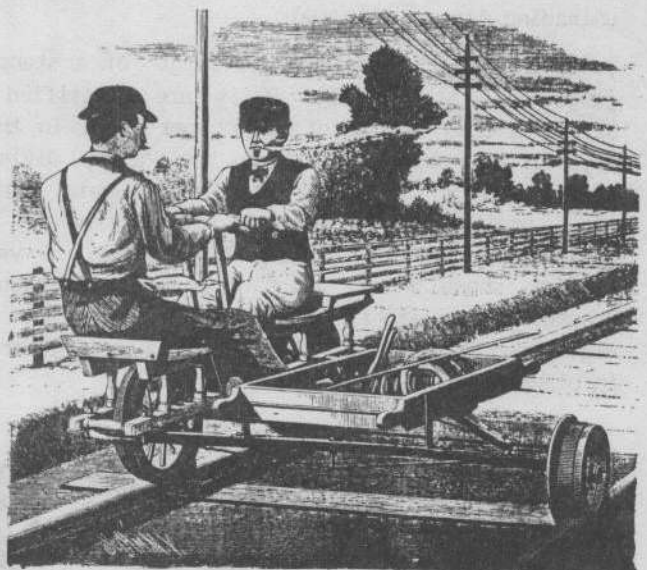
The following article is dedicated to the many, many men designated years ago as trackmen, track laborers and finally track maintenance crews.

The job had no glamor, pay was not all that great. At that time, the only chance for advancement for any track laborer was to become a gang or section foreman.

I've personally known many men of this trade that spent a lifetime (adult) as a track laborer. Someone once stated "a track laborer will die owing last month's grocery bill." In the past and even up to the present I'm sure this applies in some cases.

Nope, I never worked as a track laborer. My late father told me of him and his father working on an "extra gang" as laborers. The year was 1911, for 10 hours. On the job they each were paid eleven cents per hour or \$1.10 a day.

Since they lived some miles distant from the section house where they reported for their daily work, the road (Illinois Central) provided them with "free transportation" in the form of a hand



car. Of course, getting to and from work did not add to the paycheck! I'm sure these trips from home to work and return were made as "wildcat"

runs (no train orders).

These wildcat runs were also known as "smoke orders", when you saw smoke, he began to look for a place to set that "Armstrong" propelled vehicle off the "high iron." At the tender age of six years, I would see "Our Section Gang" pumping one of these hand cars on their way to and from their daily labours.

In a TV commercial some years ago, we were told "half the fun is getting there." I'm sure our track gang did not think along these lines.

Shortly thereafter the gang got a Fairbanks-Morse powered track maintenance car. I'm sure this was welcome, except in cold weather, when they froze. Later a windscreen (shield) was added in winter. I'm sure this was a welcome addition! I've heard track work described as "the hottest place in summer and the coldest place in winter." I'm sure many people would agree with this. Other outside workers would disagree in those days.

Track maintenance in those days was not for the frail or faint hearted. The laborer in those days shoveled ballast rock on the roadbed; it was also tamped under newly replaced ties (this peculiar motion brought about the term "gandy dancer"), carrying newly creosoted ties from a "push" or "trailer car," pulled by the gang car or trackside.

Of course, the tie being replaced had to have spikes removed, a tunnel dug through the ballast and then manually pulled out and usually stacked in a pile by the track. Later on these discarded piles of ties were burned.

I'll never forget the almost fragrant (to me) smell of burning wood and creosote. I can't recall (if I ever knew) the approximate length of a standard railroad tie. I do recall they were 9 inches high and 7 inches wide, or vice versa. I've heard them referred to as "black bananas."

The raw wood of most ties in those days were placed in hot creosote to prevent rotting of the wood. This treatment added quite a bit of weight to the tie. It usually took 2 ordinary men to lift one over the side of a gondola when unloading from a work train.

As I recall, the standard length of a standard gauge rail is 39 feet. Rails are classified as being so many pounds of weight per yard. In these days of my past, I'd guess the Valley Division rails to be of 90 Lb. to 110 Lb. per yard. Please note additional weight was added by making the rail higher and not wider. At 90 Lbs. per yard, my math shows a rail weighing in at 1,170 pounds. Present day weight lifters take note! Six to eight men using rail tongs usually moved these in place.

All welded rail as we know it today was still in the future. Track alignment and the correct gauge (4' - 8½") was also important along with proper rail curvature on curves. Of course, crossings (vehicle) had to be maintained. There were no rubber crossings then.

Lest we forget, the above duties were expected to be carried out (daily except Sunday) with a minimum amount of delay to passing trains. Too many delays brought harsh notes from the Track Maintenance Supervisor to an unfortunate section gang foreman.

I learned long ago, trackmen dreaded working at train wrecks, fires and floods. Seems as if these disasters brought out the "Brass Hats" of the line. Many of these "Brass Hats" made life a Hell for the trackmen, mainly because they did not understand what they were trying to do. Or, this is a chance to get my supervisors to notice me. Or, "I'll lose my job if I fail". They'll know I'm on the job. Or, finally, I'm not a boss anywhere else but here. I suppose track machines have left the trackmen of old far behind.

I've an old photo of the 1930's that shows what I call a "manicured right of way" on the Valley Division at Gorham, Illinois. Yet I don't regret the present use of track machines. These machines have eliminated much of hard manual labor of past times.

One of the Annual events in those days (maybe it still is) was a trip over the main line of the Valley Division by the Sperry Rail Test Car. This device, looking something like a displaced trolley car (painted yellow), moved slowly along the main line tracks. Using a roll of paper, a pencil and sensors, they located and marked with paint any track defects. The crew of each section gang followed closely behind this vehicle to take note of defects in track. These of course were corrected as soon as possible.

In retrospect, I can only marvel at the accomplishments of track gangs of old. They had a job to do and did it. I doff my cap in honor of these hardy souls. Track machines are great...but they also lack many human characteristics. They don't gripe, grieve, sing, curse, or pay rent, become weary, or buy the staples of human life.

In the computer age of today, it is very easy to forget all those who made it possible for us to reach this plane.

Were it not for the humble trackman in the World War II years, you and I must might speak German, Japanese or Italian lingo in our U.S.A. today! Or all of the above.

- END -



REACHED TEXAS WITH FIFTY CENTS IN HIS POCKET

(or "When the Texas Railroads Burnt Wood Under Locomotive Boilers---Surveying with Col. Irwin Among the Buffaloes in '74".)

by: W. S. Adair

(The following is from a faded newspaper clipping called "MULLENS COLLECTION" from L. N. Gaines, Jr.)

"I first saw Dallas in 1873, said J. B. Banks of Suplhur Springs. "I had already seen Little Rock during the Baxter-Brooks War, but Dallas was something new. I can (missing) but in one place all the (missing) from one street to the next were occupied by saloons and gambling halls. If a wider open town existed it was Fort Worth.

OLD TIME RAILROADING

"I arrived in Texas with 50¢ in my pocket, landing at Marshall. Joe Samuels, fuel agent of the Texas & Pacific Railroad, gave me a contract to cut 1,000 cords of wood to be used in firing on the railroad. No doubt many people will be surprised to hear that wood was ever burned to make steam on the Texas & Pacific...the wood was to be two-thirds pine and one-third oak. I bought timber near Gladewater, and subletting the chopping, which was done by Marshall negroes, made a profit of 50¢ a cord. The railroad paid \$3 a cord. That was in 1873.

"Before I wound up the wood cutting contract, I secured work with a surveying party headed by (missing) Col. (missing) Abrams, land commissioner of the Texas & Pacific, to locate the lands of the company in Northwest Texas. The party went to the panhandle some weeks before I was ready to leave and I was to join it at Fort Griffin. Dallas was then the terminus of the railroad and I had to make the rest of the way overland. Here I paid \$25 for a pony, the greater part of the money going for the saddle. I left Dallas in the morning, ate dinner in Fort Worth and supper in Weatherford. That bronc, which was not much more imposing in appearance than a scrub sheep, had carried me seventy miles in one day, which made me look him over more carefully than I had dared to do at first.

ENTERS THE WILDERNESS

"The second day out I crossed the Brazos River, and at the same time realized that I was in the wilderness. But I soon came up with a party of forty buffalo hunters, who advised me that if I wished to make quite sure of reaching Fort Griffin I would better fall in with them. I did not need a second invitation. After what was for me a weary ride we came to my journey's end. I found Colonel Irvin established in a 'dobe house under the shadow of the fort, which was occupied by United States soldiers. About two hundred Tonkawa Indians, fed and protected by the Government, were encamped near by. After leaving Weatherford and Pale Pints in those days the westbound traveler saw nothing but wild animals and Indians. The counties had not yet been organized.

"Colonel Irvin detailed a guide to take me 200 miles across the country to the surveying party. This guide was an old frontiersman, who found (missing) Indian, by (missing) buffaloes. We first encountered the old males, which constituted a kind of outside guard for the cows and calves, twenty miles further back. That was before the

hunters had begun to make an impression on the herds. A perfectly level plain as far as the eye could reach seemed to be covered by one solid herd of them. That was in 1874. About that time hunters from all parts of the world were beginning to come with high-powered repeating rifles. During the next two years, the buffaloes were practically exterminated and the gathering up of the bones was underway.

TRIES OUT HIS GUNS

"Our camp boss, Pat Tumblety, bought one of the new rifles for which he paid \$80. He was a good marksman and knew (missing) trying his rifle out he shot down eighty-odd of them in one day. That was at the big spring (near Big Spring). He got them as they came to drink. I mention this as a single instance of slaughter of the animals. Many hunters pursued the buffalo for what they could make from their hides but probably the majority were out just for the fun of the thing. It has been attempted to excuse the slaughter of the buffaloes by alleging that it was the only way to break the power of the Indians, who depend on them for food. This explanation was no doubt a mere after-thought. The average hunter had no such far-reaching motive...he was prompted simply by the primitive hunting instinct.

LOW WATER PRESSURE

"Our surveying party once went thirty days in dry territory without washing our faces. We were each allowed one pint of water a day, in addition to what we got in our coffee. The cook was allowed an extra pint in which to wash his hands. We always had plenty of meat, for without leaving camp we could kill a buffalo, an antelope or a turkey. Once we pitched camp near a cottonwood forest, where turkeys roosted in countless numbers. Prominent members of our party were two greyhounds, Dock and Ring, and a cur dog, Old Blue, a sort of camp loafer. Old Blue once followed us when we went on a long trip on which we had to economize on water, but culling a lesson from this experience, he never would again leave camp.

"We killed an occasional bear in the juniper brakes of the Colorado and Brazos Rivers. In those days bears' oil was believed to be wonderful dope for the hair. All over the West when a barber shaved your chin and waxed and twisted your mustache until you could not shut your mouth, he rubbed bear's oil into the hair of your head until it ran down your neck and face. But enough of it always adhered to the hair to spoil your hat. Bear's oil was advertised everywhere.

"I hauled a wagonload of buffalo hides from Fort Griffin to Dallas in 1875 or 1876. There were forty wagons in the train, with six to eight mules to each. The hides being light freight, they were piled high on the wagons and held on in the manner loose hay is secured by poles and ropes. I was not a

teamster, but drove one of the wagons in order to make my way to Dallas where \$1,000 in paychecks awaited me.

BUILDS NARROW-GAUGE ON THE SIDE

"My next work was on the construction of the Texas & Pacific Railroad from Bonham to Texarkana. Construction on the Texas & Pacific was frequently interrupted by the inability of Tom Scott to get money. During one of these waits, when I was taxing by ingenuity to keep in meal tickets at Marshall, Eli and Brad Bonner, who had a shingle mill and timber-cutting plant near Longview Jct., employed me to survey and construct a narrow-gauge railroad from Longview to Carthage. They had up to that time used a tramway road with 4x4 scantlings for rails, and oxen for motive power. At the Philadelphia Exposition in 1876 they saw an engine for a narrow-gauge railroad and bought it, and somewhere acquired ten or twelve miles of old steel rails.

"With these rails I was to build them a railroad to fit the engine. They wanted it merely for a timber road to supply their growing sawmill plant. We completed the road to the Sabine River, a distance of eight or ten miles, and there stopped for lack of money to bridge the river bottom. Dallas Grigsby and associates afterward bought the road and extended it to Timpson, fifty or sixty miles from Longview Jct. Later on, the road was purchased by the Santa Fe and made part of the Santa Fe system.

WAR MEMORIES

"I was born in the early (18)'50's at Decatur, Alabama at the head of Mussel Shoals on the Tennessee River. The third railroad built in the United States was constructed in order to carry freight and passengers around these shoals. This railroad, afterwards a part of the Memphis & Charleston, connected at Decatur with the Decatur & Nashville. This made Decatur an important strategic point during the Civil War. As a small boy perched upon the front gate post, I reviewed the armies as they passed. I saw pass Albert

Sidney Johnston's army enroute to Shiloh, and the army of Roscrans after that battle; pass Hood's Bridge to the battle of Franklin; pass Forrest's dashing cavalry, and the men of the Fighting Joe Wheeler. The Yankees finally carried my father away to prison and we children were removed to a distant farm where we were cared for by an old negro mammy.

HOME LIKE NO PLACE

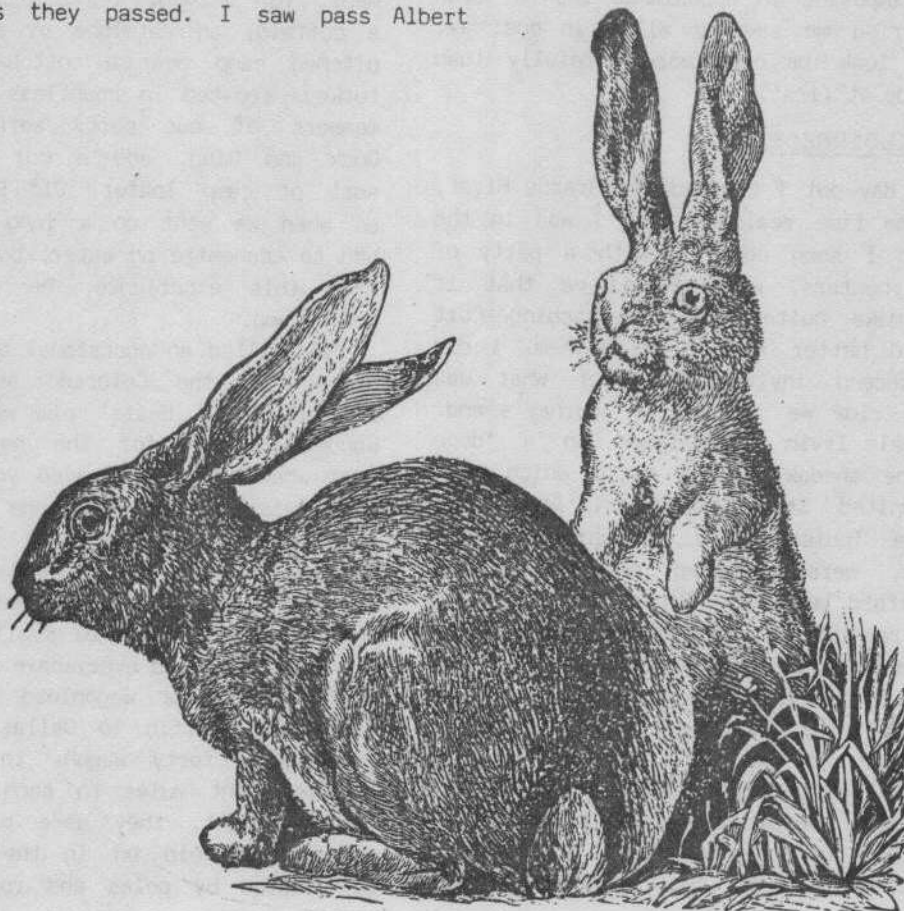
"When we went home after the surrender we found nothing but torn-up earth. The dwelling and all other improvements had been destroyed and the site was surrounded by a ditch twenty feet in width by twelve or fifteen feet in depth and the upheaved earth secured by an entanglement of grapevines. We were told the Government would pay for all damages if we proved loyal to the Union. We found it impossible to either prove loyal or to fill up the ditches and level the ground. When I became a little older I sought my fortune in Texas.

"I learned engineering in the most practical way," said Mr. Banks. "It was my privilege to be employed by Major B. S. Wathen and the late John T. Witt when they made some of their finest locations."

Mr. Banks has had charge of the construction of highways in various counties of the state. He is now a surveyor in the oil fields. He holds a life certificate to practice land surveying in the state.

(This article probably dates from the era right after World War I, as the oil boom hit East Texas somewhat later than in South Arkansas - and further, in a nearby short paragraph was mentioned that ... "At the present time it takes 20,000,000 Polish marks to buy an expensive American automobile")

- END -



The following photos and story was sent to me by Ernie Deane of Fayetteville, Arkansas. As editor of the Arkansas Railroader, I appreciate any and all contributions of this sort - any size photo, color or black and white, will do fine (I can enlarge or shrink the pictures at the time the company makes the half-tones.) In future issues, I plan to devote a page or two to photos such as these AND hopefully, contemporary photos of diesels and modern-day rail operations. Send all contributions to the address on the outside of this newsletter. Thanks --- Ken Ziegenbein, editor.



TOP LEFT - Ernest "Ed" Deane oils his locomotive (Cotton Belt 768) in the yards at Lewisville, Arkansas in 1936. TOP RIGHT - Backing up while switching in the yards. LEFT - Coupling the caboose to his train for the run from Lewisville to Shreveport and back.



Ernest Deane was known as "Ed" to his fellow railroaders on the Cotton Belt because he always signed his name E. Deane. He was also my father.

He came west from Florida, where he had had been a young fireman on a railroad there, in 1888 or 1889 and got a job in Texarkana with the St. Louis, Arkansas & Texas Railroad (later St. Louis South-

western) as a fireman. He told me many years ago that he came in '88, but the St. Louis Southwestern records show '89, and after all, what difference does it make now?

He was sent to Malden, Missouri and later to Birds Point, and eventually back down to the Pine Bluff-Texarkana division. He was promoted to engineer in the 1890's and worked steadily as such, on both passenger and freight runs, until his retirement in the summer of 1937. When I was born in 1911, he was pulling the freight train from Lewisville to Shreveport.

During my boyhood after World War I and in the '20s he had passenger runs from Texarkana to Pine Bluff, and Lewisville to Shreveport, and spent his last years as engineer on the freight runs between Lewisville and Shreveport. At times during his working years, he pulled the famous Cotton Belt "Texas Star." He and my mother and I lived in Texarkana during the years from 1923 to 1930, during which years he was on the Texarkana-Pine Bluff run. He and my mother moved back to Lewisville in 1930 when I left for the University of Arkansas, and he spent the rest of his life there, dying in 1950. He never got railroading out of his blood.

His first work around locomotives, as I recall from my boyhood when he'd talk about it occasionally, was in the roundhouse at Lynchburg, Virginia, when he was in his 'teens. He wiped engines and did other work for the engineers. His family moved to Florida sometime in the 1880's and that's where he started as a fireman. Steam was all he ever knew, and he was a 100% believer in its reliability. His years as a fireman, of course, were years of firing with coal.

Like a great many engineers, he had a distinctive touch with the whistle and I could tell it was him as far away as I could hear him, especially when he'd blow for crossings or stations. He was known to be cautious and careful, and was lucky, too. Never killed anybody, never had a wreck, but there were some "near misses" in my boyhood when daring young men in speedy automobiles, some of 'em making as much as 50 MPH, would race his train to a crossing. I was lucky, too, to have a genuine locomotive engineer as a daddy in the days of steam.

Ernie Deane

P.S. Perhaps I should also mention that at times he pulled freights out of Stuttgart down to Gillett. Also, I have as highly prized souvenirs of his railroading years his last oil can, and also his 21-jewel Elgin railroad pocket watch, the last one he owned and which he bought the year I was born.

("Club Happenings" continued from page 2)

☆☆☆ PROGRAM ☆☆☆

The April meeting/program will be held April 12, 1987 at the usual place, the Twin City Bank Building on Main Street in North Little Rock (just across the Arkansas River from Little Rock). Time will be 2:00 PM.

The program will be given by Tony Hannold, owner and President of the new Arkansas & Missouri Railroad that runs from Monett, Missouri to Fort Smith, Arkansas on former Burlington Northern (ne Frisco) tracks (see March ARKANSAS RAILROADER.) This promises to be a very good presentation, as Mr. Hannold is quite well known in the railroad business nationwide.

Lets have a good turnout. Refreshments will be available, as always.

ARKANSAS RAIL NEWS

HAZEN RECEIVES TITLE TO OLD ROCK ISLAND RIGHT-OF-WAY THROUGH PART OF ARKANSAS'S GRAND PRAIRIE - (Hazen) - First, a definition - "Preserved Prairie" is land that was grassland at the time of European settlement, presumably had been grassland for several thousand years before that time, and remains unplowed today. Soils built up by grasses have a distinctive character, highly stratified and fertile. Certain native plants are restricted to such soils and are not to be found on land that plowing has turned over, loosened, and homogenized. A single tract of tallgrass prairie typically contains more than 100 species of bloom extending from March through November. Hardly any natural spectacle in Arkansas is more fascinating than the sight of these graceful stems, often six feet tall and more, bending and waving in a fall breeze.

The Rock Island right-of-way between Carlisle and DeValls Bluff (where tracks and ties were removed in 1985) was purchased by the Arkansas Nature Conservancy last year. In turn, the Arkansas Nature Conservancy sold this 13-mile strip of the former Rock Island (which runs right through the undisturbed grand prairie) to the Arkansas Natural Heritage Commission on January 12, 1987. The Arkansas Natural Heritage Commission, on February 14, 1987, the gave the city of Hazen (in eastern Arkansas between Little Rock and Memphis) title to the old Rock Island depot in Hazen as well as 2½ miles of the right-of-way in the middle of the 13-mile strip.

Hazen plans to use the depot as a Grand Prairie Interpretive Center.

The Rock Island (nee Memphis & Little Rock) was given a swath of land through the Grand Prairie, 100 to 200 feet wide, in 1853 with tracks reaching Little Rock from Memphis in 1862. To this date in March 1987, much of the land remains undisturbed along this right-of-way. Land outside the right-of-way boundary, however, has largely been turned into rice fields.

Part of the right-of-way will be made into a recreational trail. The land has been saved! Greed lost out on this one, at least partially.

The Grand Prairie shows up extremely well in satellite pictures on clear days in the late spring. (GRAND PRAIRIE HERLAD)

FATALITY MESSAGE 96
ARKANSAS STATE POLICE LITTLE ROCK AR
0900 MONDAY MARCH 16 1987



KILLED 2 INJURED 0
ACCIDENT OCCURRED AT 2219 031487
LOCATION..CHARLOTTE ST ANDRR TRACKS FORDYCE

KILLED..LEE E THROWER DOB 102648 (MALE) DRIVER VEHICLE 1
RESIDENCE E 8TH ST FORDYCE
BODY HELD AT WILLIAMS FUNERAL HOME FORDYCE

KILLED..DORTHY GRANDY DOB 31 YOA (FEMALE) PASSENGER VEHICLE 1
RESIDENCE 400 S MAIN ST FORDYCE
BODY HELD AT MARKS FUNERAL HOME FORDYCE

VEHICLE 1--MERC COUG 78 TRAVELING S ON CHARLOTTE ST

SUBJ WERE TRYING TO BEAT TRAIN AND WERE HIT BROADSIDE BY ST LOUIS
SOUTHWESTERN TRAIN CONDUCTER WAS BILLY R. NEWELL RT 21 BOX 439 TYLER TEXAS

WEATHER CONDITIONS-CLEAR ROAD CONDITIONS-DRY
SEAT BELTS WERE NOT IN USE

THIS BRINGS THE TOTAL FATALITIES THIS YEAR TO 109
COMPARED TO 106 THIS DATE LAST YEAR

INVESTIGATING OFFICER--SGT J BELL FORDYCE PD BADGE NUMBER-101

REPORT FILED BY TOMAS E WATSON JR ASP LITTLE ROCK
NNNN

ANOTHER MIS-CALCULATION - The above police report shows that the subjects were "trying to beat the train and were hit broadside..." Arkansas is the "leading" state in the country when it comes to railroad crossing accidents. Perhaps if more people would read reports like above and see the mangled mess left behind when a train hits a car, they'd be more careful at crossings, signaled or not. Operation Lifesaver is trying to reverse this trend, but people sometimes have deaf minds.

COUPLE SUING UNION PACIFIC - A Boone county couple filed suit seeking some \$280,000 from Union Pacific because emissions from trains allegedly ignited a wooded right of way and eventually spread to the plaintiff's land. Boone county is in Northwest Arkansas around Harrison. (HARRISON DAILY TIMES)

JACKSONVILLE YOUTH KILLED AFTER BEING STRUCK BY TRAIN - (Jacksonville) - A Jacksonville teenager, James Weiss - 17, was killed February 23 after he was struck by a southbound Union Pacific train about a mile south of Main Street in Jacksonville about 8 PM. Another youth was injured. The two youths were "playing games on the tracks" when the accident occurred. The engineer first saw the boys when the train rounded a bend as it crossed the Main Street intersection. The engineer blew his horn when he saw the boys and tried to stop the train in emergency. The train was traveling about 60 MPH. (JACKSONVILLE NEWS) - There has been a surge in rock-throwing at trains through Jacksonville since the incident, probably by youths who were friends of the killed boy.

TRU-SCALE'S MODEL RAILROAD manufacturing plant has moved from Kansas City to Little Rock. It was bought by Clifford A. Mestel. Tru-Scale Models, Inc. manufactures ready-made track and ballast for model railroads. It is a well known company. (ARKANSAS DEMOCRAT - Bruce Kinzel)

UP DONATES CABOOSE TO SHERWOOD - It has been moved to the small grassy island of the parking lot in front of the city pool. (SHERWOOD VOICE)

PASSENGER TRAINS ON THE ASHELY, DREW & NORTHERN? - An Oklahoma City businessman, Jonathan Wood, has bought 5 old passenger cars and is currently storing them in Oklahoma City. A recent purchase was SLSW Engineer Training Car SW99301, which has been refurbished into the observation-lounge it once was and renamed the "Natchez". Mr. Wood, who's consist is called the "Lil' Red Express", in November 1986 got the former Rock Island business car, "Choctaw #99", which used to be owned by Hugh Patterson, former publisher of the ARKANSAS GAZETTE. It was sitting on a siding next to the former Rock Island "Choctaw Depot" in Little Rock for years.

How does the AD&N come into this? Mr. Woods hopes to persuade officials of that road to let him bring his train there to Crossett for limited passenger service.

TOURIST INFORMATION CENTER WITH A TOUCH OF TRAINS - (Mammoth Spring) - The new Tourist Information Center at Mammoth Spring State Park includes a century-old Frisco depot, restored in 1971, which houses a collection of early train memorabilia. An adjoining baggage room displays local history exhibits, and an authentic Frisco caboose is nearby. In 1981 an HO-gauge scale model train was installed at the park. This working model depicts the historic "short lines" of Arkansas. (SALEM NEWS)

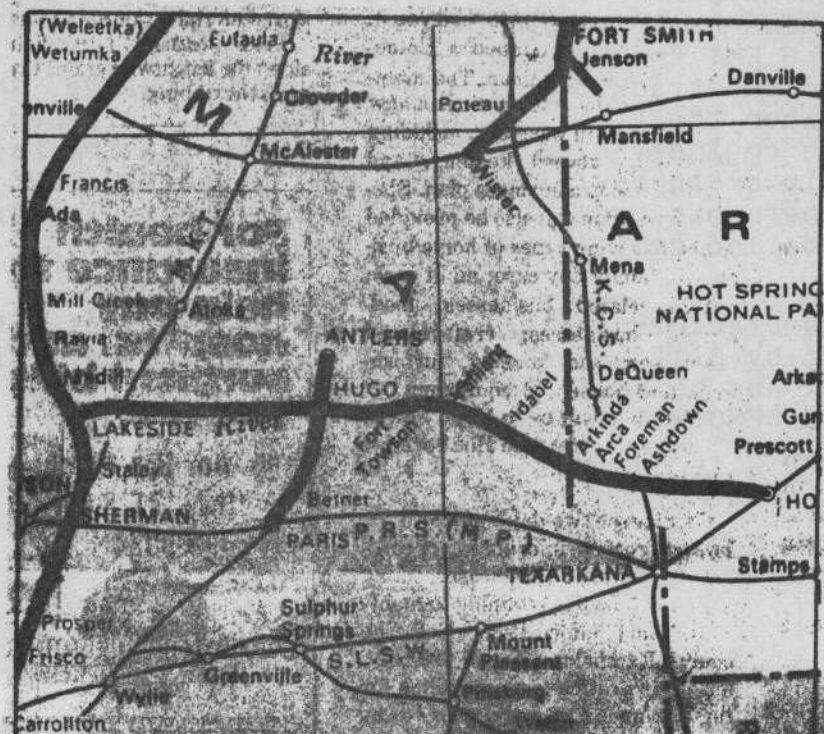
POLICE ARREST TEENAGER IN TRAIN-MISCHIEF CASE - (Jacksonville) - A 16 year old boy was arrested March 7 for allegedly placing an object on the UP tracks in Jacksonville. Witnesses told police they say a boy place a metal object on the tracks. Cliff Hill, a special agent with Union Pacific, said he recovered the item, which he said could have derailed a train. (Could this be related to the boy getting killed by a train in Jacksonville in February?). (ARKANSAS DEMOCRAT)

A&M RAILROAD HELPS START REGIONAL ASSOCIATION - (Springdale) - The Arkansas & Missouri railroad, headquartered at Springdale, is among 29 charter members of the newly formed Regional Railroads of America, RAILWAY AGE reported in the March issue. Incorporation papers said RRA was formed to improve the economic climate of this fast-growing segment of the railroad industry and work with officials of federal and state agencies to assure that regional and local railroads enjoy the same treatment as other U.S. small businesses. (ARKANSAS DEMOCRAT)

ANOTHER NEW ARKANSAS SHORTLINE? - (Ashdown) - Burlington Northern has received an offer to purchase the stretch of line running from Hope, Arkansas to Lakeside, Oklahoma, a BN official said March 12. Robin Hughes, assistant director of public affairs for BN said another railroad has offered to buy the track for operation as a short line. The Arkansas-Oklahoma stretch of line includes 185.3 miles running from Lakeside to Hope, plus a north-south stretch of 42.2 miles from Antlers to Paris, Texas. Ms. Hughes declined to name the potential buyer (however, the DeQueen & Eastern is a very good possibility).

BN has tried to remove its agents from both McCurtain County and Durant and encountered community resistance at both locations.

The Weyerhaeuser Paper Mill at Valliant, Oklahoma is the largest customer on the Lakeside-Hope stretch. Weyerhaeuser will watch closely the developments in the possible purchase of the railroad since they own the Texas, Oklahoma & Eastern as well as the DeQueen & Eastern. See map below. (ASHDOWN LITTLE RIVER NEWS)



MOPAC ENGINEER FILES SUIT SEEKING \$225,000 - (Morriton) - Missouri Pacific, Mobley Contractors and a Mobley employee were each sued for \$75,000 by Bobby Glasgow of East Alton, IL. Glasgow is a MOPAC (UP) engineer who claimed he suffered back injuries during a December 31, 1984 train-truck collision near Morriton. Glasgow blamed the truck driver for failing to yield to the train's right-of-way and also said that MOPAC was at fault for failing to provide him with a reasonably safe place to work. The suit was filed March 10.

UP-MKT PURCHASE - There is increasing opposition to the purchase of the KATY by the Union Pacific. The ATSF, BN, SP, KCS, D&RGW, GEORGETOWN RR-South Texas, TEXAS MEXICAN and SOO generally oppose this takeover. UP will abandon at least half of the present KATY if KATY is given to UP. So...KATY employees may try to purchase the line themselves to prevent job loss. The KATY (your editor's "hometown" railroad (New Ulm, Texas) is a "Family" railroad. (THE DISPATCHER)

GENERAL RAIL NEWS

SANTA FE TO SCRAP SPUR TO GRAND CANYON - The Santa Fe has announced it will begin tearing up its 63 mile track to the Grand Canyon on April 1, dashing hopes of restoring rail service to one of the nation's natural wonders. The spur was last used by a passenger train in 1968 with freight service being discontinued in 1975. SF could have taken up the rail as early as 1981 with ICC approval. Railroad Resources of Phoenix was to buy the line in 1983 but the \$4.3 million deal fell through when it couldn't get the financing. They had planned to run a steam train with vintage cars on the line. (LABOR)

ICC RULING EXEMPTS SPUR ABANDONMENTS - Abandonments of spurs are not subject to either state or Federal regulations, the ICC has ruled. (LABOR)

NEW KANSAS TRAIN? - The Kansas Dept. of Transportation may conduct a \$50,000 study to determine the feasibility of subsidizing an Amtrak passenger route between Kansas City and Denver. This study would then be used by Amtrak to determine how much money the state would have to come up with for them to start the Amtrak service. (TOPEKA CAPITAL JOURNAL via Jim Johnson of the Cotton Belt)

BUYER WANTED FOR PASSENGER TRAIN - Thirty passenger cars and one 253-ton locomotive are for sale by J. L. Wade of Griggsville, Illinois for \$510,000. He said the entire rolling stock will have to be sold as a set because he will not sell the pieces individually. He said it's one of the largest collections of old-time heavyweight cars in the nation. He restored the locomotive to its original black, silver and red, but he painted the Pullman sleepers, coaches and other cars purple as a tribute to his favorite bird, the purple martin. (LABOR)

AMTRAK CARRIES MORE THAN YOU THINK - Amtrak carried over 20 million passengers last year, which placed it seventh among the nine leading airlines. Amtrak beat such air carriers as Republic (Northwest) with 19.3 million passengers, Continental with 17.1 million and TWA with 16.1 million. United Airlines, by the way, was first among all carriers with 46 million passengers last year. (ARKANSAS DEMOCRAT - Randy Tardy)

100TH CONGRESS AND THE RAILROADS - The 100th Congress may be one of the most critical for the future of the nation's railroads. Issues to be dealt with include: 1) a continued attempt to repeal Staggers, which deregulated the railroads; 2) the battle over granting protection to railroad employees affected by the sale of rail lines to new operators; and 3) rail labor is expected to oppose Administration legislation to ban secondary boycotts in railroad strikes. (SP UPDATE)

WHO WILL WIN 1987'S SAFETY TITLE ON THE SP? - Lafayette won it in 1985 and 1986 with Pine Bluff runner up last year. However, 1987 will be Pine Bluff's turn, at least if Pine Bluff Division Superintendent Bob McClanahan has anything to say about it. He says that the Pine Bluff Division has the employees to be #1 in safety. (SP UPDATE)

SP-SF MERGER - PRO: (for reopening the case) - Southern Pacific, Santa Fe, many states, Dept of Transportation. CON: Burlington Northern, Kansas City Southern, C&NW, Dept. of Justice.

JIM JOHNSON STEPS DOWN AS CHAIRMAN OF THE KANSAS OPERATION LIFESAVER PROGRAM - Jack Tierce has assumed the reigns after a year-long gradual transfer of responsibilities. Mr. Johnson will continue as newsletter editor for the group. Meanwhile, Kansas has begun a "Trooper on the Train" program in which a law enforcement officer will occasionally ride trains in various parts of the state and citations will be issued to violators of crossing laws. The officer radios to officers on the ground those vehicles that go around crossing gates or fail to stop at the flashing signals. The awaiting support officer then flags down the offender and takes the enforcement action. Dates and locations of the safety efforts are secret so motorists won't suspect. (looks like we need this in Arkansas, doesn't it?) (SUNFLOWER STATE SIGNAL)

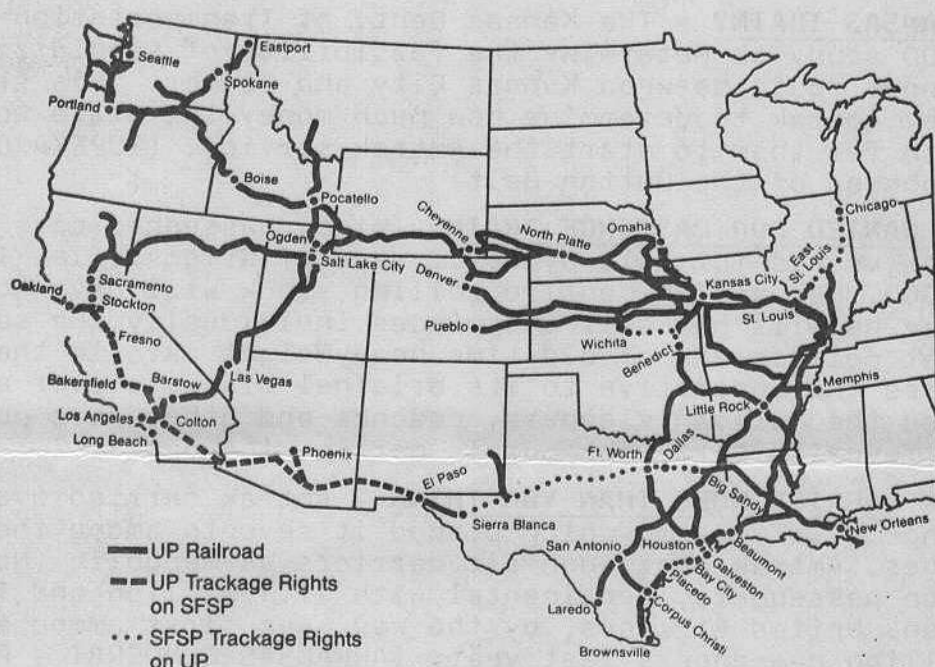
OKLAHOMA COAL - Union Pacific signed agreements in January to continue delivery of Wyoming coal to three Oklahoma power plants: at Oologah, Fort Gibson and Red Rock. (INFO MAGAZINE)

BN'S SPRINGFIELD DIVISION DID WELL IN 1986 - One of the year's highlights according to Bob Howery, VP of the Division, was in the area of train performance. Intermodal trains, for instance, were on time 80 percent of the time with regular freights on time 77 percent of the time. Traffic volume increased on the region by 30 percent, up to an average of 1,267 cars a day in 1986. Average daily revenue ton miles increased by a drasitc 54 percent, up to 54 million in 1986. (BN REGION NEWS)

NRHS NATIONAL CONVENTION will be held July 29 through August 2, 1987 at Roanoke, Virginia. More details will be forthcoming.

SP UP AT LAST! - Southern Pacific's total carloadings for December were 116,594, UP 4.4 percent from the same time last year. This was the first increase in 26 months. (SP UPDATE)

TRACKAGE RIGHTS/UP-SFSP STYLE - If the proposed merger of the SF and SP ever comes off, the map below shows some of the trackage rights that Union Pacific would get (and what the merged SFSP would get). The map is from the January 1987 INFO Magazine:



Under terms of the UP-SFSP agreement, Union Pacific would gain trackage rights between Colton, California, and El Paso, Texas, and between Colton and Lathrop, California.

BIG LOSS FOR SFSP - but not as bad as the numbers indicate. The SPSF Corporation reported a net loss of \$137.9 million in 1986, the first loss ever for the corporation. The major reason was a pre-tax charge of \$914 million in the fourth quarter used for restructuring. Excluding the railroad's restructuring charge, net income (or profit) for the year was \$224.7 million. Santa Fe's carloadings rose 2% in 1986 while SP's were even with 1985. Operating expenses were lower for both railroads, primarily due to lower labor, pension and fuel costs. (SP UPDATE)

HENRY KISSINGER, former Secretary of State and a railfan, has been nominated to the board of Union Pacific Corporation and could be elected in April. (INFO MAGAZINE)

NATIONAL DRUG TESTS - Over a one-year period from February 1986 through January 1987, various drug tests were made on the nation's railroads and here are some of the results:

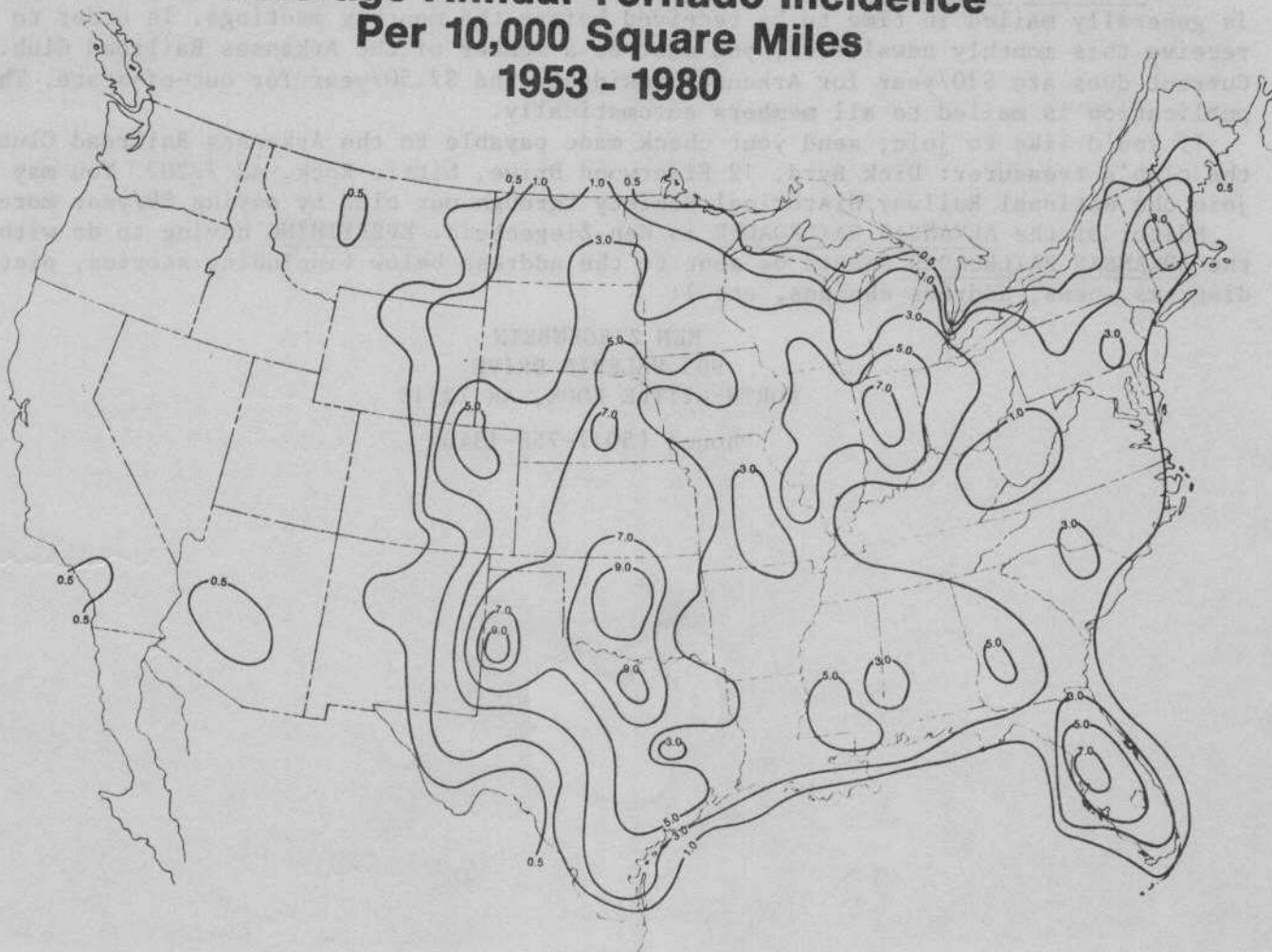
Accidents requiring post-accident testing	175
Employees tested in those accidents	759

TEST RESULTS:

ALCOHOL	9 (1.2 percent)
ILLICIT DRUGS	29 (3.8 percent)
OTHER CONTROLLED SUBSTANCES	14 (1.8 percent)
NEGATIVE (no drugs/alcohol)	721 (95.0 percent)

NEWS UPDATED through March 25. Projected mailing date March 31. Deadline for the May ARKANSAS RAILROADER is April 22.

Average Annual Tornado Incidence Per 10,000 Square Miles 1953 - 1980



JOIN THE ARKANSAS RAILROAD CLUB

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.

Membership entitles you to a year's subscription to the ARKANSAS RAILROADER.

☐ RENEWAL

☐ NEW MEMBER

☐ CHANGE OF ADDRESS

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE NUMBER () _____

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

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

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.

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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APRIL 1987