

ARKANSAS RAILROADER
ARKANSAS RAILROAD CLUB NEWSLETTER
VOL. 4 NO. 12 DECEMBER, 1974

NOVEMBER MEETING: The regular monthly business meeting was held November 10th at the Missouri Pacific Office Building. Vice President James Mitchell appointed a nominating committee consisting of Charles Ost, Chairman, David Nixon and Phil Fowledge members.

It was voted to have the annual Christmas Party at Tracks Inn on December 12th.

Jim Wakefield showed movies of the Denver & Rio Grande in it's last days of Steam.

DECEMBER MEETING: Regular December business meeting will be held Sunday, December 8th at 2:00 p.m. in the Missouri Pacific Office Building, 1000 West 4th St. North Little Rock. The principal order of business will be the election of officers for the coming year.

Chairman Ost submits the following names for consideration:

PRESIDENT:	Secretary
Naomi Hull	George R. Holt
James Mitchell	
Vice-President	Treasurer
Stan Wozencraft	C. R. Byrd
David Nixon	Board of Directors
	Earl Saunders
	Fred Fillers
National Director:	Clifton E. Hull

Nominations will be accepted from the floor after the report of the Nominations Committee is received. Please try to attend this meeting.

DUES: Dues for the 1975 year are now payable to the treasurer. Regular dues are \$5.00 and National dues are \$4.50 if paid along with chapter dues for a total of \$9.50. Associate (Non-resident) membership is available at \$3.00 per year. Checks may be mailed to C. R. Byrd, Treasurer P. O. Box 5584, Little Rock, Arkansas 72205.

SCOTT & BEARSKIN LAKE: Saturday, November 23rd was the final run for the Scott & Bearskin Lake Railroad for the Season. Response was good for this first year of scheduled operation and we look forward to the re-opening in the spring.

CHRISTMAS PARTY The Annual Christmas Party will be held at TRACKS INN at 7:30 p.m. Thursday, December 12th. This will be a dinner party with each person ordering from the menu as he desires.

We have reserved a box car for our use and will be assigned one waiter and one cocktail waitress exclusively. A 20% gratuity will be added to each check so there will be no necessity to tip.

MOBAC RENUMBERING: Missouri Pacific has announced the renumbering of all its diesel locomotives with a four digit system that will, as nearly as possible, be based on the engines rated horsepower. Additionally new and repainted engines will feature wider "corporal stripes" on the front end as well as a wider stripe on the side frame and the new corporate insignia below the cab window. The new striping is eight inches wide compared to five inches previously and the new numbers will be 20 inches high as compared to the former 10 inches.

Briefly, the numbering system will be as follows:

<u>MODEL</u>	<u>H.P.</u>	<u>UNITS</u>	<u>OLD #SERIES</u>	<u>NEW #SERIES</u>
U30C	3000	35	1-34	3300-99
SD40	3000	164	700-849	3000-3299
GP35	2500	65	600-67	2500-64
U23B	2250	7	668-74	2250-2399
GP38	2000	118	852-959	2002-2249
GP18	1800	142	400-550	1850-1994
GP9	1800	91	300-85	1750-1827
			551-564	1837-49

I.C.C. APPROVES UP&RI MERGER After over 11 years in litigation, the Interstate Commerce Commission has approved the acquisition of the Chicago, Rock Island & Pacific Railroad by the Union Pacific Railroad subject to certain stipulations.

Among these are: That the Union Pacific be required to sell the Rock Island trackage south of Kansas City to the Southern Pacific and the AT&SF. That the Santa Fe purchase the Rock Island between Amarillo, Tex and Memphis Tenn (This would give Little Rock to the Santa Fe.) and also include the Missouri Kansas Texas Ry into it's system. The D&RGW would purchase the Rock Island line extending from Denver, Colo to Omaha, Nebraska.

Due to the length of time required to make this decision, all of the options of the participants have expired. Now it will be necessary for all financial arrangements to be re-negotiated so we won't be seeing Santa Fe units in Little Rock for a while yet.

MOB-C&E-I-TP MERGER: The boards of directors of the Missouri Pacific,

Chicago & Eastern Illinois and the Texas & Pacific railroads have all reached an agreement whereby these three roads would merge. The survivor would be the Missouri Pacific which controls the other two at the present. This now will go to the INTERSTATE Commerce Commission for approval.

ARKANSAS' RAILROAD TUNNELS

James R. Fair, Jr.

Seven railroad tunnels have been bored through the soil and rock of Arkansas, and six of them are still active. Another Tunnel is barely across the state line into Oklahoma and is the only railroad tunnel in that state. Texas has only two tunnels. Missouri had 17, but only nine of them are now active., the others being daylighted or abandoned. So Arkansas measures up pretty well in the railroad tunnel category.

Some details of Arkansas' tunnels are given in the following tabulation:

<u>NAME</u>	<u>RAILROAD</u>	<u>YEAR COMPLETED</u>	<u>LENGTH, ft.</u>	<u>RAIL ELEVATION, ft.</u>
Winslow	Frisco	1882	1,695	1,730
Eureka Springs	M&NA	1901	670	1,300
Conway	MoPac	1904	1,110	360
Cotter	MoPac	1904	1,030	500
Crooked Creek	MoPac	1904	660	720
Cricket	MoPac	1905	2,650	1,150
Turkey Creek	MoPac	1905	3,455	1,180

The oldest tunnel, just south of the town of Winslow, has rails that are the highest (in elevation) in the state. Modernization of this tunnel was completed in 1968 and the rails were lowered to provide an 18-foot clearance.

The Eureka Springs tunnel was bored by the St. Louis and North Arkansas Line, and when abandoned in 1961 was operated by the Arkansas and Ozarks shortline between Seligman, Missouri and Harrison, Arkansas. The last train movement through the tunnel was in 1960 and the rails were removed in 1962.

The Conway tunnel was scheduled as part of a line straightening and upgrading program for the old Little Rock and Fort Smith Railroad. The program was announced by the St. Louis, Iron Mountain and Southern in 1902, and the tunnel was completed two years later. It cuts under Cadron Ridge and replaced the more circuitous line through Cadron Gap and across the ridge, later the route of U. S. Highway 64.

The five remaining tunnels were dug in connection with the building of the low-grade White River Division of the Iron Mountain line. The opening of this road was delayed until early 1906 by the completion of the Turkey Creek (or Crest) tunnel. The work involved was the heaviest ever undertaken on the Missouri Pacific system, and it caused quite a stir in professional engineering circles.

Arkansas Railroad Tunnels (ctd)

All but the Cotter and Crooked Creek tunnels have block signal protection. And all the tunnels seem to be here to stay, with no daylighting or abandonment in prospect.

It appears to be about all the story on Arkansas' railroad tunnels. If the author has gone astray on any of the details, he would appreciate hearing about it.

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THE GREEN BLOCK publication of the Central New York Chapter reports that the private car "ADOLPHUS" owned by August Busch, Jr., founder of the Anheiser-Busch Brewery and producer of Budweiser, reportedly had that "ambrosia" piped to all compartments for convenience and enjoyment of his guests.

ARKANSAS RAILROADER is the monthly publication of Arkansas Railroad Club a not for profit organization that meets the second Sunday of each month at the Missouri Pacific Office Building 1000 West 4th St., North Little Rock, Ark. For further information address P. O. Box 5584, Little Rock, Arkansas 72205