

ARKANSAS RAILROADER
ARKANSAS RAILROAD CLUB NEWSLETTER
VOL. 6 NO. 1 JANUARY, 1975

JANUARY MEETING Regular January Business meeting will be held Sunday, January 12, 1975 at 2:00 p.m. in the Missouri Pacific Office Building 1000 West 4th St. North Little Rock, Ark. The first order of business will be the election of officers for the coming year. The nominees are

President:	Tom Shook Boyd Pyle
Vice President:	Stan Wozencraft David Nixon
Secretary	George R. Holt
Treasurer	C. R. Byrd
Director	Wayne Couch Fred Fillers
Nat'l Director	Clifton E. Hull

Proxy statements have been sent out by the secretary. Please execute this form and return to the secretary so that we can have everyone's vote in the event that you are unable to attend the meeting.

CHRISTMAS PARTY: The annual Christmas party was held December 12th at TRACKS INN restaurant. There were 22 in attendance and a most enjoyable evening was had by all.

FREEDOM TRAIN: The American Freedom Train Foundation has announced the selection of Southern Pacific 4-8-4 #4449 (GS-4) as its primary motive power. The oil burning locomotive has been on display at Oaks Park, Portland, Oregon for more than a decade.

SOUTHERN CURTAILMENT: Southern President W. Graham Claytor has announced that the SOUTHERN CRESCENT will change from daily to tri-weekly service between Atlanta & Birmingham and the PIEDMONT which operates daily between Atlanta and Washington will discontinue service south of Charlotte. Two other trains, atri-weekly between Salisbury and Ashville, N.C. and Washington-Lynchburg Va will be dropped completely. All changes will take place at the end of January

DUES: Dues are now payable for the 1975 membership. Regular membership is \$5.00 plus 4.50 NRHS for a total of 9.50. Associate membership is \$3.00. payable to Treasurer, Arkansas Railroad Club and mail to C. R. Byrd, Treas. 12 Flintwood Dr. Little Rock, Ark. 72207 or to the Club Post Office Box 5584, Little Rock, Ark. 72205

RI-UP MERGER: Further information on the Interstate Commerce Commission's recent ruling in the RI/UP Merger case authorized:

The SP to acquire the lines between the following Rock Island lines; From Little Rock, Ark to Alexandria, La., between Kansas City and Texas and line between Amarillo and Tucumcari, N.M.

The FW&D to take over the Rock Island interest in the joint Texas division and the Houston Belt and Terminal Ry. Co.

The Rio Grande to purchase the Rock Island's line between Denver, Colo and Omaha, Neb.

The merger is still subject to financial re-negotiation by all lines concerned.

THE HIGHEST RAILS IN ARKANSAS

James R. Fair, Jr.

Just where have the railroads of Arkansas achieved their highest elevations? To answer this question, the writer checked his files and perused a series of topographical maps. The results of a brief search are offered below for those with a civil engineering bent in their Arkansas railroad interests.

The highest rail point today appears to be at the apex in the Winslow tunnel for the Frisco, between Fayetteville and Fort Smith. This elevation is about 1,730 feet, recognizing the track lowering in the tunnel that was completed in 1968. But if one considers abandoned trackage, there were two higher points.

On the old Combs, Case and Eastern, rails reached 1,860 feet at "summit", about 8.5 miles south of Combs and just inside the Franklin County line. The grade from the summit to Cass may very well have been the steepest in Arkansas. The next highest point was at Pettigrew, in Madison County at the end of the Frisco branch line from Fayetteville. Elevation here was 1,821 feet. These two points disappeared through abandonment in 1925 and 1937, respectively.

Other high points in Arkansas, by railroad, are (were):

Kansas City Southern	1,624 ft.	Rich Mountain
Missouri & North Arkansas	1,509 ft.	Batavia
Nussiyru Oacufuc	1,205 ft.	Bergman

A high elevation suggests another question: where is the steepest mainline grade in the state? The answer here appears to be the 6.3 miles of 2.45% on the Frisco between Schaberg and the Winslow tunnel (south approach). Other candidates?

AMTRAKING: Amtrak reports that the ridership on the system was up 10% in October as 1,283,836 passengers used the system as compared to 1,164,752 in the same month last year. Amtrak also reports that its system wide on-time performance was over 83 percent.

However, December 7th found the INTERAMERICAN delayed in the vicinity of Cabot, Ark. for 5 hours due to a derailment of a mainline freight. Happily, connections were made at St. Louis.

Our sympathy goes out to Mrs. Carol Wilson whose father, Tom Barber, passed away in Mt Vernon, Illinois on December 29th at the age of 90.

Arkansas Railroad Club is 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, write P. O. Box 5584, Little Rock, Arkansas 72205