END OF AN ERA? - The recent announcement that the Reagan Administration wants to phase out all Amtrak subsidies has many passenger train supporters worried. Will 1985 be Amtrak's last year? Will this scene of Amtrak's "EAGLE" departing northbound at 12:50AM December 7, 1984 from Little Rock be repeated in 1986? (Photo by Ken Ziegenbein)
AMTRAK FUTURE? - As everyone knows by now, the Reagan Administration has proposed the gutting of Amtrak, nationwide. Little will be actually done until the final budget goes before Congress later this Spring, but it doesn't look too promising for a "business as usual" approach for 1985. Write your Congressmen and Senators today, expressing your opinion on this subject. 20 million people ride Amtrak yearly and there will be thousands of jobs lost if Amtrak is cut out or cut back. It is a needed alternative.

EAGLE DAILY THROUGH CHRISTMAS - The "Eagle", which serves Arkansas, will continue daily through January 6, 1983 to accommodate the large Christmas/New Years crowds. It began daily service December 18.

8444 UPDATE - The UP Steam Locomotive #8444 will leave New Orleans the week of January 20 on its way back to a winter stay in Omaha. Its route will take it from New Orleans to Houston, thence northward through Palestine, Longview, Dallas, Ft. Worth (where it will be on display at the T&P Depot there the weekend of January 26 and 27), Muskogee, Oklahoma then on to Omaha.

BULLET TRAIN DROPPED! - American High Speed Rail Corporation, the supposed builders of the first high-speed rail line in this country (the Los Angeles-San Diego Bullet Train), decided last November to scrap the idea due to a lack of funds. The corporation needed $50 million more to complete studies of the line, with $10 million already received.

ROCK ISLAND STEAM LOCOMOTIVE ACQUIRED BY TULSA GROUP - Rock Island 4-6-2 #938 (Alco, 1910) has been given by the state of Oklahoma to the Sunbelt Railroad Historical Trust in Tulsa. The light Pacific, one of only three steam engines to be put on display by the CR&I, has been kept at the Enid State School in Enid, Oklahoma. (The SEMAPHORE via GULF COAST RAILROAD).

CARLOADINGS UP - Carloadings through late November were up 11 percent on the Union Pacific compared to last year's thanks largely to the start-up of traffic on the new Powder River Basin Coal Connector Line in Wyoming and Nebraska. According to the MIXED TRAIN, trains originating from the Powder River Basin will use the following abbreviations to designate the loading mine:

AT... Antelope BT... Black Thunder CD... Cordero CK... Coal Creek JR... Jacobs Ranch SM... Rochelle NA... North Antelope NW... North Rochelle WY...WYMO

LOADED EMPTY ORIGIN DESTINATION CONSIGNEE ROUTE
--NWC... NN... W Powder River Newark, AR A&P UP/CW Joint-UP-PM
--SSC... SS... W Powder River South St Paul MN NSP UP/CW Joint-UP-CNW-MLW
--WBC... WB... W Powder River White Bluffs, AR A&P UP/CW Joint-UP-PM
--WTC... WT... W Powder River Weston, WI WPS UP/CW Joint-UP-CNW-MIW

THROUGH SERVICE TO MEXICO CITY - UP System and the National Railways of Mexico have begun through train service between Chicago and Mexico City. The daily round-trip service will speed automobiles, auto parts and intermodal freight between the two cities in five days. (INFO News)

UNION PACIFIC RAILROAD HELPS SAVE A MILLION LIVES - Two hundred tons of a protein-rich grain product which traveled the UP System in early December will arrive soon in the famine-struck African nation of Ethiopia.

The Lauhoff Grain Division of the Bunge Corporation donated the product - corn soya milk - and UP System donated transportation to the Port of Pine Bluff, Arkansas. Nutrition experts estimate the 400,000 pounds could save as many as a million lives. Who says big railroads don't have a heart!! (INFO News with last comment by your editor)

ROCK ISLAND SUNSET LINE - UP FOR SCRAP? - The L.B. Foster Company apparently has orders to begin taking up the old Rock Island railroad tracks between Perry, Arkansas and McAlester, Oklahoma in mid-January, weather permitting. That company was also responsible for scrapping other Rock Island trackage in Arkansas over the past years and is currently in the process of taking up the Rock Island tracks from Enid, Oklahoma to Ponca City.

Although the L.B. Foster Company says it has the go-ahead to begin dismantling this trackage, the Chicago Pacific Corporation, which has jurisdiction over the bankrupt Rock, says it knows of no such orders and that there are still some negotiations going on. They said they would know at least two months in advance of any forthcoming scrapping. However, L.B. Foster Company said otherwise.

Bill Pollard and myself, Ken Ziegelstein, will keep you informed about the Rock in future ARKANSAS RAILROADERS. It would be a sad day indeed if this dismantling would be allowed. If you agree, write to the Governor's office and newspapers.

(GENERAL NEWS will be continued on page 11)
Missouri Pacific accepted delivery from EMH of GP30's during late 1980 and 1981. MP #3503 and 3508 pulled the DN train (Dup to New Orleans hotshot) by Roxie Sub milepost 306, pole 27 on August 15, 1981 at 12:55PM.

This was the first of three hotshots running in tandem to pass this location, 3 poles south of Mack crossover near McRae, Arkansas. Second was CHZ at 1:05PM with MP #3511 and 3306 (SD40-2's) and third was CHZ at 1:10PM with another pair of SD40-2's, numbers MP 6045 and 3300.

(From the collection of Danny Pennington)

HOGTRAIN SPECIAL to the Arkansas–Auburn football game, ready to leave Little Rock's Union Station the morning of December 27, 1984. The train actually left at 11:48AM, carrying about 130 Hogfans (football hogs, not engineers!).

This special to the Liberty Bowl in Memphis returned that same night after the game, getting back to Little Rock in the wee hours of the morning.

Many of the cars were from the Memphis Railroad Museum, some of which were used on "Sentimental Journey" excursions in the past. No Amtrak cars were used at all.

Part of the route to Memphis was over freight-only MP/PAC line from Bald Knob, Arkansas to Augusta to Memphis.

(Photos by Ken Ziegenbein)

This is one of the first trains to cross the country.
UNTAPPED MINERAL WEALTH

MINERAL RESOURCES ALONG THE MISSOURI & ARKANSAS RAILWAY

From drawing by Division of Geology, Arkansas Resources and Development Commission.

Shown along the route of the Missouri and Arkansas railroad are the mineral deposits which the Arkansas Resources and Development Commission believes can be utilized only if operation of the line is resumed. The drawing was taken from a map prepared by the Division of Geology for use at Interstate Commerce Commission hearings last year. The shaded area shown from Scarey to West Helena does not depict glass sand but is chiefly a farming area.

RAILROAD DECLARED ESSENTIAL FOR ECONOMIC USE OF KEY MINERALS

Utilization of large reserves of mineral resources along the route of the idle Missouri and Arkansas railroad never will be possible if the railroad is abandoned, according to a statement presented at the Resources and Development Commission and Harold Foxhall, state geologist.

Limestone Available

Chief among these minerals in the economic value to the state is cemented limestone. Mr. Foxhall said the large reserves of this mineral cannot economically be worked out because of a small margin of profit per ton. Railroad service would make its production profitable because large volumes can be moved more cheaply, he said.

Glass sand is another plentiful mineral which must be moved in freight car volume, according to Mr. Foxhall. This production, he said, stopped almost with the end of M & A operations. It is a resource that may be used by glass companies at Fort Smith and Gulf.

Shotfire Hall Zinc Mining

The mining of high-grade zinc at the High Burn mine south of Scarey, the first mine known to have claimed zinc when railroad service stopped, is reported by Mr. Foxhall as a potential source of mineral wealth.

M & A Line Backers Form Car-a-Day Club

As a semi-serious bucolik broadcast, members of the Missouri and Arkansas railroad as an operating line, a group of railroad enthusiasts have organized the M. and A. Anti-Abandonment and Car-a-Day Club.

President J. E. Samwell, industrial engineer, said a prospective member must promise in writing to organize a car of new traffic each day as an initiation fee. A 10-carload promise is considered for life membership. Dues are from 3 cents per month.

Goal of the 66-member group is to provide a new carload each day per mile of the road. Anyone may join. Meetings are scheduled to call by Charles Prentice, treasurer, and President of the Illinois Milling Company.

Construction Stone

- Unlimited
- High crushing strength
- Market prices: of typical nature, suitable for building stone.

Marble

- Large reserves
- Good quality
- Market prices: of typical nature, suitable for building stone.

Limestone

- Scarce-limited reserves
- Best grade - unlimited
- Market types: very good
- Chemical: Asbestos, Carbon, Sulfur, Silicates.

Glass Sand

- Large reserves
- Quality: 99% silica
- Market: Glass US.

Zinc

- Limited reserves
- Marketable deposits
- Market: Zinc fate.

Dolomite

- Limited reserves
- Marketable deposits

Zinc

- Limited reserves
- Marketable deposits

This ARKANSAS GAZETTE of Sept. 36, 1948 was used with permission.

Even though the reproduction leaves a lot to be desired, I thought it was worth reading anyway.

Has anyone done a study like this on the Rock Island's "Sunbelt" route now up for grants? We should learn from history.
Back in the days when the ink was fresh on my Conductor's Examination Card and my waist line was way on the minus side of my age, I had the joy to be a witness to a duel to the death with gravity between two Missouri Pacific Hogs battling up that 2.5% grade of 3.99 miles between Hogan, Missouri and Tip-Top on the Missouri Pacific's Desoto Sub of the Missouri Division.

It was one of those cold winter evenings that so often grips that part of Missouri, the temperature hovering way below Cairo (that is what we "Tiff-diggers" used to say when it was below zero). I was the skipper on one of the many second sections of mail and express that the Missouri Pacific used to run when the regular schedules could not handle the business in their regular trains.

We had received orders at Bismarck that the "Meat Train" had rights over us to Tip-Top and we had arrived there long before any sight or sound of the tardy schedule arrived.

I was standing in the vestibule looking for some indication that the "Meat" was coming when way off in the distance I heard the sound of two hogs battling it out with gravity on the south slope of the mountain.

From the exhaust it was plain that the weather and rail conditions were working against them and from the stack music that was ringing out into the air, both hoppers were whipping their steeds for all it was worth.

Way down in the valley the chant of "You take this one, I'll get the other" rang out in the cold winter evening. Then one of the jines started to slip and only one engine held the train on the hard pull.

Breathless for minutes I listened to the battle between gravity and tonnage and soon they appeared around the curve at the south end of Tip-Top, both engines chanting, "You take this one, I'll take the other" and at the south switch the road engine and the helper engine held the entire train for a second until the "Meat" regained her feet and started pulling again.

This made such an impression on me that after we departed Tip-Top I scratched a short poem in my train book as a tribute to a fleeting moment of history.

Have you ever been awake in the dead of the night, when all the world was still?

And heard the sound of a North-bound a struggling up the hill

Visualize----the fire-red sky, the glow from the fire box door As the tallow-pot with a bended back aids the stoker with it's chore.

Thrill when she slips, drivers losing their grip, Spinning on dangerous ground.

When the big Jack slips on the snow wet rails, Her voice fades away in the night.
Only to come right back with a booming
stack,
And continues on with the fight.

Struggling onward, pounding hard
Pulling with all her might.

When she clears Tip-Top, her safety
valve pops.
And the Old Gal wins the fight.

This ode to struggling giants stayed hidden for years in the crumbling yellow leaves
of a conductor's train book until I found a snap shot made in 1941 of the 6601 and the
1431 coming up Tip-Top and I remembered the poem. (See photo below)

It was uncanny that the photographer had captured on film what I had put down on paper,
even to the "Mike" slipping at the south switch.

So now you know the rest of the story. That dreams do come true for those who stay and
wait.

- END -

(William Church is a retired Missouri Pacific Conductor)
THE GEORGETOWN LOOP
By Gene Rull

"On Colorado Day, August 1st, 1884, Governor Richard D. Lamm dedicated the reconstructed Georgetown Loop Bridge at a ceremony conducted by the Colorado Historical Society."

Behind these words lies one of the finest engineering feats of American railroading. As the accomplished storyteller would say, "Thermopylae hung a tele." By 1877 the Union Pacific - controlled Colorado Central was operating a standard gauge railroad from Hazen, Wyoming, just west of Cheyenne, south to Denver, Colorado. The U.P. took direct control by a 30-year lease on 1 March 1879, and Colorado Central stock jumped in value from 2 1/2 to 25 cents per share. There was growing competition to provide transportation to the fabulous mining districts to the mountains west of Denver. Up the canyon of Clear Creek discovery of gold and silver was going forth to such fast-swinging camps at Black Hawk, Central City, Tarry Creek, Empire, Georgetown and Silver Plume. Farther west across the granite barrier of the Continental Divide lay the tremendously rich silver-gold field at Leadville at the headwaters of the Arkansas River. Several of these areas from these areas the existing mills was extremely expensive. The construction of even a wagon road up the tortuous, twisting canyons and over the range of mountains towering to more than 13,000 feet elevation was often impossible. Trails of pack mules and hoofed animals (Buckey Mountains canyons) were the only feasible transportation. The railroad which controlled this trade would reap enormous revenues.

The Colorado Central standard gauge track was laid through the little town of Golden, 16 miles west of Denver, and at the mouth of Clear Creek Canyon. The town was named for Thomas Golden, an early settler in the area. The U.P. sent survey crews looking for a route across the mountains, but they were not very successful. The route was not easy, and it took many years to clear the way for the mountain train tracks. The town grew around the railroad tracks, and today it is a popular tourist destination.

The U.P. and people of the community of Golden, had formed the Clear Creek & Sky Ranch Wagon Road Company, leased the wagon road rights of the other companies, and on 12 March 1872 sold everything to the Colorado Central R.R. Co. for $150,000.

Since the Colorado Central was all standard gauge, there was an enormous amount of expensive rock work and tunnel excavation. There was a rumor that in Clear Creek Canyon the rattlesnakes more than three years old were harmless, after negotiating the twisting path for three years, the snakes were so stiff with arthritis they were unable to coil and strike. Now we will relate one of the "facts" of railroad history.

For more than hundred years it has been said that General William J. Palmer originated the concept of "narrow gauge" railroading in the Rocky Mountains when he built the Denver & Rio Grande. This is only partly true. The engineering plans and specifications for the Clear Creek branch of the Colorado Central were prepared under the direction of Cyrus E. Whitehead and T. M. Sickle, engineers of the U.P. and Berthoud suggested the road be built on the narrow gauge of 3'-0". The decision was made to accept the idea in May 1870, in a letter written in April 1870 by Capt. Berthoud to the editor of the Railway Age Magazine he said the survey and location in Clear Creek Canyon was begun in April 1870 and two and one-fourths miles were graded that year. (The D&RG was built narrow gauge and made its first run 15 August 1871. The Colorado Central narrow gauge made its first run 1 September 1872 - author.)

Therefore, the CC decided upon narrow gauge before the D&RG was begun and must be given the credit of establishing the adoption of narrow gauge in the Rockies. The D&RG was the first to put narrow gauge in actual operations in Colorado.

Little mining camps and towns isolated in the mountains were getting impatient for railroad service. It the Colorado Central didn't get off its rear end and do something, the people would look elsewhere. John Evans, 2nd Territorial Governor of Colorado from 1861, said he and some friends would build a railroad to Georgetown in upper Clear Creek Canyon if the CC didn't. How would he do this, since the CC controlled the right-of-way through the canyon? No one asked.

The U.P.-CC was not financially able to build up the canyon, neither could they afford not to. People in Gilpin County voted a bond issue of $900,000 if rates reached Black Hawk by 1 May 1875 and terminal stop by 1 June, a distance of 24 miles. The people of Central City were paying exorbitant freight rates by wagon train and when Mr. Sickle of the U.P. printed rates of $4 a ton, there was great joy in town. The folks rushed out to enjoy a reichard and were struck by lightning!
when they voted the $300,000 bond issue, grading was begun and went twisting up the canyon about 11 miles to where Clear Creek forked. The main creek tunnel southwest to Central City, about 11 miles, South Clear Creek continued up a canyon to the base of the main range of mountains, about 14 miles, where it curved southwest to Georgetown and Silver Plume. (Did you think we never would get to the point of our story?)

When grading reached The Forks, Mr. Nickels decided the rails would stop there, unless the folks at Central City came up with another $150,000. The "lightening strike" estimate had no chance - but Central City came on strong! The coughed up $236,000. On 1 September 1872 rails reached The Forks and an excursion train was run. By 17 December rails were in Black Hawk and the financial depression of 1873 stopped construction. Central City got their railroad in 1879. Some of the interesting details show their curves of 30-Mile and 36 degrees were used as well as grade up to 3.85 percent.

The Colorado Central had the entire Clear Creek territory sewed up, and was in no hurry to extend the road to Georgetown. 22 miles west of The Forks. Economic conditions improved and construction up South Clear Creek was begun in 1873. The road was graded for traffic to Georgetown in August 1877. The grading of precious metals across the mountains at Leadville was a prize of great value for the Colorado Central, as well as to the Denver & Rio Grande, and the fabulous Denver, South Park & Pacific. Many "paper" railroads, and wagon roads and tunnels were proposed. There were no survey stakes driven into the eastern mountain slopes below Leadville Pass below 15,772 feet the area looked like a porcelain's bowl.

One of these was the Atlantic-Pacific Railway Tunnel Company, incorporated 14 February 1884, by Marcus B. Powell. There was quite a bit done on this project in the vicinity of our story. The evidence can be seen today. From the little town of Bakerville, four miles west of Silver Plume, it is only a couple of miles to a hole in the mountain below Loveland Pass. Geodetic measurements in 1877 revealed the tunnel excavation extends 3,600 feet on the east end and about 800 feet at the west end. From Bakerville a 6 percent grade would easily reach the east portal. Work on the tunnel was halted by the financial panic of 1893. Very near the site a tunnel for U.S. Highway 9 (now Interstate 70) was blasted beneath Loveland Pass.

Finally in early 1881 the U.C. made a public announcement they would build a road from the end of the Colorado Central at Georgetown, through no resources to Leadville, but the work could not be done by the CU. This road was saddled with a closed mortgage. To finance additional construction a new company was needed. On 23 February 1883 the Georgetown & Leadville Railway Company was formed. The route was located and laid out by Robert Blackwood, a civil engineer hired by the U.C. Robert S. Stanton was chief engineer for the G&L. Work began in January 1882 and rails reached Silver Plume on Saturday night 1 March 1884. Grading was extended four miles to Bakerville. The fact that 4.05 miles of road were built in TWO YEARS and TWO HINTS it was an over-simplification of the situation.

The Georgetown depot was at 6747 feet elevation and the depot at Silver Plume was to be at an elevation of 9016 feet, a difference of 324 feet. The Survey was only TWO MILES apart! This comparison to be a grade of 64 percent, which was most unsatisfactory. (If told you we would get to the point of our story?)

To overcome this problem of the steep canyon of Clear Creek between Georgetown and Silver Plume the engineers used a feature that had not been used before on an American railroad - a bridge spiral! The best description of a railroad spiral was given in an early issue of the Railroad Gazette in 1881: "...a railroad spiral is a device for gaining distance on heavy grades..." Another spiral was frequently used..."The Union Pacific annual report for 1884 contained the following..."...This Georgetown & Leadville line was the most difficult piece of mountain construction to the whole Union Pacific system...

Construction of the bridge began during 1881. The Phoenix Bridge Company of Philadelphia, Pa. got the contract to furnish and erect the iron for the bridge. The iron arrived in Denver on standard gauge cars and was transferred to narrow gauge cars at the yard at Golden until needed. The granite masonry piers were completed on 1 October and the 1884, and on 28 February engineer George Cooper of Wood Springs finally moved the first locomotive across the great bridge.

In an early issue of the Railroad Gazette there was an article written by Mr. Adolphus Bowman, Vice President and Chief Engineer of the Phoenix Bridge Company, in which he gave a description of the track. 

...The grading or rise of track. The maximum curvature, found on the big fill, sometimes known as Runaway Curve, is 20 degrees, or 191.2 foot radius. 40-pound rail. The track on the bridge had a grade of 24% on a curve of 36 degrees and 20 minutes. The bridge was 300 feet long.
This spectacular structure was a mecca for the Colorado tourist and sightseer. It remained in service until the last scheduled passenger train ran on 30 January 1959. The Georgetown loop bridge, over which rolled trains carrying millions of tons of coal and silver ore, was paid for $500 in the Silver Plume Mining & Milling Company. The steel was used as mine supports. The rails were removed from Clear Creek Canyon, and mother nature began recladding the land and removing the scars of man's work—except the native stone piers of the big bridge.

Early in January 1957 the depot at Silver Plume was being moved from the path of construction for Interstate Highway 70. A group of elderly planned to convert it to a club house. On 11 November 1972, the Colorado State Historical Society announced plans for the "Georgetown Loop Historical Mining Area." One million dollars would be spent to create a museum, to be opened in 1974. By Colorado's centennial year, they hoped to have the "railroad operating again, about four miles between Georgetown and Silver Plume."

At the Denver Federal Center the U.S. Army Engineers from Fort Carson, Colo., began unloading railcars from Silver Plume and Grotto. In April 1972, the CNRD at Alamosa, Colo., had donated to the Georgetown Loop Historical Mining Area some narrow gauge cars—flat cars, box, box-coal, and stock. The engines unloaded them and hauled them to the area. As a training exercise the Army Engineers had done some grading, as well as building a foundation for the removed Silver Plume depot. Colusa CNRD was included with the freight cars.

In July 1973 an agreement was signed between the Colorado State Historical Society and a group promoting for the recreation and operation of the famous old Georgetown Loop as a passenger-carrying tourist railroad. A few hundred feet of temporary track had been laid near the Silver Plume depot to hold the donated CNRD cars. Also, the conservationists had brought in a few old CNRD cars from a scrap dealer at Canon City, Colo. During September 1973, a U.S. Army Construction Battalion was to be stationed at the loop to install a couple of small bridges and lay about two miles of road. The Union Pacific Railroad, then the owner of the tracks, had been preserved during construction of Interstate 70 through the canyon.

When the CNRD's rail department in October, they had laid 3,500 feet of rail. The Colorado Central Narrow Gauge R.R. (tourist road at Central City) sent narrow gauge 2-6-0 locomotive No. 44 to Silver Plume to help during construction, but the CNRD's used their equipment. They planned to return in 1974 to extend the track to the high bridge.

In 1974 the town of Georgetown and Silver Plume were included in the National Historical Sites Program. On the weekend of June 23 the rail car was removed from the Silver Plume area for 45 years. Engine No. 44 (from International Railway of Central America) made several runs over a mile of track with a few cars and caboose. The citizens at Silver Plume were unhappy about the large number of visitors having parking space. Sanitary facilities were a problem for the 100-year-old community, which was not prepared. During the summer of 1975 the road was operated regularly on weekends until late July, then daily through Labor Day. The engines and cars were lettered CNRD for the name of the original road. That fall, as an old building in Denver was being dismantled, two 50-foot trailers were discovered serving as road signs. They were removed and taken to the CB&G at Silver Plume.

On 11 April 1976 enough snow and ice were removed from the CNRD's old section to begin work on the line. Beginning 29 May two miles of tracks were ready and trains ran each hour from 11 a.m. to 5 p.m. In the spring of 1977 two and one-half miles of track were also ready; 10 miles from Georgetown to the last old town, 3 miles from the old town to the new town. In 1977 the former West Side Th, 3-truck No. 9, was purchased. In the summer of 1978 traffic was good, trains ran through September, carrying a total of 40,000 passengers. Quite an increase over 22,000 the year before. The day proved very popular.

In the spring of 1981 a switchback was installed to reach the lower level and trains ran all the way between Silver Plume and Georgetown. The historic structure fitted to approach the idea and the switchback was removed. Early in 1981 all equipment from the Central City was brought to Silver Plume, making two Shays and two 2-6-0's available.

In May 1982 the Scissors Foundation of Denver made a $1 million grant to rebuild the Georgetown Line. That summer an architect drew plans for a visitor center, but running trains into Georgetown proper was a problem. Nowwad had been built on three miles grade. Engineers began working designs for the new bridge. On 21 March 1983 a contract was signed with the Marion Structure Co. of Longmont, Colo., to rebuild the bridge for $1,017,000. Steel fabrication was done by General Steel of Denver. Construction of concrete piers began in early May. The original steel piers were begun just 500 years earlier.

The first shovelful of dirt was turned 2 May 1983. Representatives of various towns and historical societies were present on site. The area was dotted with snow and snow. On Memorial Day the first train began under a brilliant sun and ended the day in a snow squall. Progress on the bridge was rapid. The first steel went up 30 August 1983, and the next week all steel were in place. A strike at a steel plant delayed receipt of grade rods. End of track at Georgetown was at the paved road to the power plant in the northeast part of town.

On Sunday 25 September 1983 the final and central span of the bridge was aligned into place. The contractor and others held a picnic party with free train rides. More than $825,000 was available to build a visitor center and mixing historical display at Georgetown. Several names have been submitted to the large number of visitors.

On 1 August 1984 after getting the details car back on the track, the first train crossed the high bridge, exciting buses away strings of balloons to float away into a crisp, blue Colorado sky.

The glorious past of Colorado narrow gauge railroad has been brought to life.
MISSOURI PACIFIC TRAIN 19, THE SUNFLOWER, accelerates through Tower Grove station in western St. Louis ca. 1946. (Joe C. Collins photo from the collection of Mike Adams)

GENEALOGY OF SOME RAILROADS IN ARKANSAS (by Ken Ziegenhein)

Now that mergers are taking place in the railroad industry, I thought it would be nice to see what a couple of our state's major railroads were once called. With a little help from Gene Hull's research stored at the Little Rock Public Library plus newspaper accounts of the time, here goes:

UNION PACIFIC SYSTEM (Missouri Pacific) — —

1) Chartered in various parts of the state as: "Little Rock and Fort Smith", "Little Rock and Napoleon" or "Cairo and Fulton".
2) Then it became, in some parts of its organization, the "Little Rock, Pine Bluff and New Orleans".
3) Next - the "Little Rock, Mississippi River and Texas" (or "Texas, Mississippi River and Northwestern").
4) The famous "St. Louis, Iron Mountain and Southern".
5) The "Missouri Pacific"
6) And now the Union Pacific System.

ST. LOUIS & SOUTHWESTERN RAILWAY ("Cotton Belt") — —

1) This road was once known in Arkansas as the "Paramore Narrow Gauge" and in another part of the area as the "Pine Bluff & Swan Lake". (Can you imagine restoring the "Pine Bluff & Swan Lake" 819?)
2) Next the railroad was known as the "Little Rock, Pine Bluff & White River".
3) Then it became the "Pine Bluff, Monroe and New Orleans".
4) The "Pine Bluff & Eastern".
5) "Pine Bluff & Arkansas River", and finally,
6) The St. Louis & Southwestern Railway
7) And now, the Southern Pacific-Santa Fe Industries.

The STL&W was also known variously as "Texas & St. Louis", "Texas & St. Louis Rwy of Arkansas", "St. Louis, Arkansas & Texas Rwy", then the "St. Louis & Southwestern Rwy".
NEW LITTLE ROCK & WESTERN INTERCHANGE - The new Vinegar Spur Connection of the Little Rock Western is in operation and the first trip occurred November 28, 1984 by LRW with Locomotive No. 102. The LRAW now goes to North Little Rock and exchanges cars in either the City Yard or 100 Yard at the Hump Yards. A Hw Pac Road Foreman accompanied them the first two trips. The delivery usually occurs between 1:00 and 2:30PM each afternoon.

LANDMARK CONS - The week of Thursday, November 25th marked the actual beginning of demolition of the Old Main Backshop at Pike Avenue.

NEW 500/1's ARRIVE - New SD-50 UP/MP Locomotives are now in service and were delivered in late November.

STRANGE NEW HUMP SETS - A trial of using UP SD-45's in Hump Service took place the week of November 30th. UP #45 and 47 were out set providing high-horsepower turbocharged hump power. These units are high-maintenance units and UP wants to keep them close to home.

MORE AMTRAK FACTS - For Fiscal Year 1983, Amtrak was on time 81.5% with operational revenues covering 79.7% of short-term avoidable costs. Amtrak travelled over 24,000 route miles in 1983 with a fleet of 272 locomotives, average age of 5 years. Amtrak owned 1,480 operating passenger cars, including 284 Superliners, 590 Amfleet I and 123 Amfleet II cars plus 895 Heritage Fleet cars. Average life of the passenger cars was 14.8 years.

SPECIAL TRAIN - Missouri Pacific ran an officer's special December 4th from North Little Rock to Kansas City via Coffeyville, Kansas. GP38-2's MP 2308/2328, UP 100, MP 'St. Louis' and MP 10 were the consist. Also, MoPac #3, ex-WP "Feather River" was seen on freight LX between Little Rock and Kansas City December 5th. This car is in MoPac blue. (The MIXED TRAIN).

AMTRAK REROUTE? - The "Eagle" is going to have a new connection point with the "Sunset" in Dallas if the powers that be have their way. According to the CLEARANCE CARD Dallas area newsletter, it is "assured" that the rerouting of the "Sunset" over the Houston-Dallas Southern Pacific Line will occur, possibly as early as this January. The "Eagle" would combine with the "Sunset" at Dallas and both go westward to Ft. Worth, Weatherford, Abilene, Midland and El Paso, serving a total population of over 4 million people. We'll see.

REMEMBER? - Remember back in 1979 when Amtrak cut out five long distance routes to save $80 million? The result - the Amtrak deficit increased by $90 million instead, due to the loss of revenues of those five long-distance trains. It's the long distance trains that make money for the corporation, not the corridors as any airline will attest.

(RAIL TRAVEL NEWS)

NEW MEXICO SEeks 100 MPH SERVICE - The New Mexico DOT has awarded a contract to study the feasibility of a rapid rail passenger system linking Albuquerque and Santa Fe. This Rio Grande Corridor will focus on using existing Santa Fe rails, thereby greatly reducing the costs, as opposed to building a new high-speed rail system like tried in California.

(RAIL TRAVEL NEWS)

EDITOR GONE FOR NEXT MEETING - I will be gone to Texas to attend my widowed father's wedding during the next meeting of the Arkansas Railroad Club, January 13. If anyone has any material they wish published in the RAILROADER, please mail them to me or bring the items by. All of you that gave me pictures to use, they're safely tucked away in my briefcase. I'll start mailing some of them back to you, the ones used already. See you in February.

PROGRAM

The next meeting of the Arkansas Railroad Club will be held Sunday afternoon, January 13 at 2:00PM in the Twin City Bank Building on Main Street in North Little Rock (right across the river from Little Rock). Go to the third floor.

The speaker will be Pat Lynch, talk show host on radio station KARN (AM 920). He'll give a talk on trains. His father worked for the C&NW Railroad, so he likes trains pretty much. He will bring some old mementos from his childhood to share. He especially likes the passenger train "Panama Limited".

Randy Tardy got this program together, our outgoing President (Fred Billers is our new President). Randy got together with Pat Lynch when he sent him an article in the 1947 edition of TRAINS on the "Panama Limited" train. Pat was so greatful, he asked if there was anything he could do in return. Randy immediately put him on the spot and asked him to give a program at our club.
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed first class one or two weeks before the monthly meeting. In order for you 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 automatically to all members. If you would like to join, send your check, made payable to the Arkansas Railroad Club, to Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by paying $9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein, with John Martin assistant editor. Stories for publication are welcome as well as pictures. Send all correspondence regarding the ARKANSAS RAILROADER to:

Ken Ziegenbein
905 Valerie Dr
North Little Rock, AR 72118
(501) 758-1340

— HAPPY RAILROADING! —

ARKANSAS RAILROADER
EDITOR-K. ZIEGENBEIN
905 VALERIE DR.
NORTH LITTLE ROCK, AR 72118

ROCK ISLAND SCRAP HEHS

plus stories by GENE HILL and

W. T. CRUMM CAIRNS!!!