



ARKANSAS RAILROADER



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

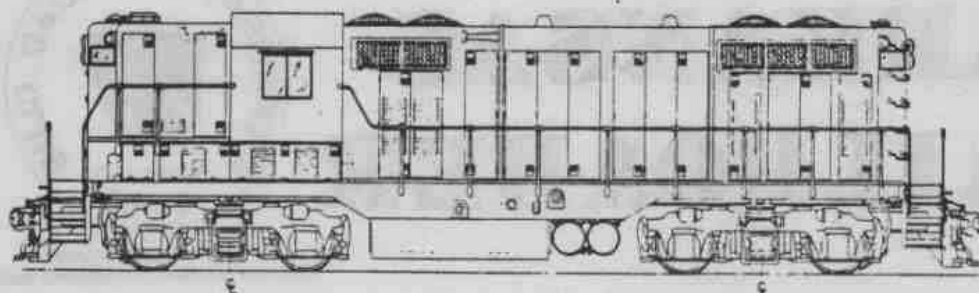
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Fordyce & Princeton Engine #1504 leads a passenger train excursion during the annual Fordyce-On-The-Cotton Belt Festival in Fordyce, Arkansas April 26, 1986. The train was heading north toward Fordyce over the F&P's (former Rock Island) right-of-way.



GENERAL NEWS

CLUB HAPPENINGS - ANNOUNCEMENTS

819 TO BE IN "TRAINS" - One of your editor's photos of the 819 (don't know which one) will be on page 3 of the July, 1986 edition of "TRAINS" Magazine. The photo will be in black and white. Page 3 is the Editorial page. Apparently, Jim Johnson (Public Relations, Cotton Belt) also will have one of his photos in the July edition of that magazine.

☆☆☆ PROGRAM ☆☆☆

JUNE PROGRAM will be given by Peter Smykla. He will talk and show slides about various 1985 rail travel he has taken. The time will be 2 PM on Sunday, June 8 at the Twin City Bank Building on Main Street in North Little Rock. Refreshments are always served and you'll meet many nice people at these programs. Come and bring a friend!

ARKANSAS RAIL NEWS

UNION PACIFIC SEEKING A 'CLOSED' STATUS FOR NEWPORT STATION - (Newport) - The Union Pacific plans to change the status of the Newport station from open to closed. The change in status of the station would allow the railroad to eliminate the job of agent at the Newport location. The title of the job would be changed to operations clerk which would save the railroad a large amount of money after the current agent retires. All other positions (6) at the office now could be eliminated at the discretion of the UP. The station is currently open 7 days a week. UP has followed similar procedures in Batesville, Conway, Hope and Wynn. There are a total of nine cities left in the state with agents, which will be phased out in the future according to D. B. Smith, UP District Superintendent for Stations and Claim Prevention. "With the modern technology, we do not need someone at every little crossing. All we're trying to do is save a little money", he said. (NEWPORT DAILY INDEPENDENT)

819 LITTLE ROCK TRIP will be on either June 12 or 13. The exact date and schedule was not yet available at press time. It will return to Pine Bluff on June 16. The Cotton Belt locomotive will use UP tracks between the two cities. What it will pull is not yet finalized. (Jim Johnson)

NEW LOCOMOTIVE ORDERED - The Little Rock & Western Railroad has bought a new EMD GP9 locomotive, #103. It is a former Burlington Northern unit, # 1786. It is being refurbished by Chrome Company of Chicago and should be delivered in time for the startup of LR&W's new service to Danville over the former Rock Island. This new service, possibly to begin June 16, will serve Wayne Feed Company of Danville, whose parent company, Continental Grain, purchased the tracks.

READER RAILROAD hosted a Memorial Day rain extravaganza, with trains running every two hours on Saturday, May 24. Since the Reader was the railroad used in the making of the NBC-TV movie "NORTH AND SOUTH", all trains over this weekend were attacked by either Union or Rebel troops. There was also a special night train that Saturday. Meanwhile, up at Eureka Springs, the Eureka Springs and North Arkansas Depot was the host of a re-enactment of the Civil War Battle of Bull Run on May 3. About 700 people attended the War of the Railroads at Eureka Springs.

TRAIN HITS RAILROAD EMPLOYEE - (Cricket) - A Missouri Pacific employee was fatally injured about 8 AM April 2 when he was struck by a train as he was inspecting a railroad track near Cricket, Arkansas. Ron Foster, 31, was a track foreman and was operating a highrail truck on the tracks when he was struck from behind by a train traveling from Kansas City to New Orleans. Cricket is near Harrison, as is Bergman. Bergman was the scene May 24 of a double fatality as two elderly ladies lost their lives when their car was hit by an eastbound UP train. Apparently, they didn't see it and made no attempt to stop. (HARRISON COUNTY HEADLIGHT for Cricket story)



Warren & Saline River's engine #73 sits idle after working inside the Potlatch Plant in Warren, Arkansas this March, 1986 day.

CLASS III RAILROADS OF ARKANSAS

Part 11 - The Warren & Saline River Railroad Company



The history of the Warren & Saline River Railroad Company (located in Warren, Arkansas in the southeast part of the state) goes back to 1905 when the line was started as the Warren, Johnsville & Saline River Railroad Company. Its trains ran from Warren out into the virgin forests south and east of this lumbering town. They transported logging crews back and forth to work and brought logs to the sawmills.

In 1920, a new corporation was formed which bought the railroad and changed its name to Warren & Saline River Railroad Company. The first elected officers were: R.W. Fullerton, President; Joe L. Reaves, VP; S.B. Fullerton, secretary and E.F. Paulus, treasurer.

On May 6, 1960, Potlatch Corporation became owner of the Warren & Saline River Railroad after almost two years of negotiations.



TOP - W & SR's engine house inside the Potlatch Plant in Warren. BOTTOM - W & SR's depot and headquarters in Warren, recently remodeled. RIGHT - W & SR's unused track about 5 miles south of Warren. This track was taken out of service January 1, 1986.

Until 1962, the W&SR operated one of the few steam locomotives in the country. This locomotive, No. 1702, was sold to the Reader Railroad Company in 1964. The 276,500 pound steam engine was built at the famous Baldwin Locomotive Works in Pennsylvania in 1942 and given the number 1702. It was designed as a coal burner, but was later converted to oil. The locomotive originally destined for shipment to Europe by our government, but instead was declared surplus after World War II and was purchased by W&SR in 1946. It was sold to the Reader Railroad in Reader, Arkansas in June, 1964.

The Reader Railroad sold 1702 to Long Distributing Company in 1975, where it sat until November 13, 1985 when it was hauled to its new owners in Fremont, Nebraska via the Missouri Pacific. The Fremont & Elkhorn Valley Rwy fired it up May 20 for the first time.

Today, the Warren & Saline River Railroad has three locomotives: #73 (pictured on previous page), #75 and #539. It also has one caboose, one hyrail 1984 Ford pickup, one 1975 model Dodge 1-ton work truck. They have one 11,000-gallon fuel oil storage tank and one 8,000 gallon railroad tank car used for fuel oil storage and one 250-gallon gasoline storage tank.

The W&SR is a freight road that operates over a couple of miles near Warren, Arkansas, mainly for the benefit of Potlatch Corporation, which owns the railroad. It connects with the Union Pacific in Warren. The principal commodities handled are forest products for Potlatch Corporation. The W&SR has never carried passengers.

They used to operate and maintain 19.42 miles of track from Warren to a connection with the former Rock Island (now Fordyce & Princeton RR) at Hermitage. However, they are not now operating over the line from Warren to Hermitage due to unsafe track conditions. The line, in fact, was embargoed in January, 1986 (see photo of line on previous page).

On the bright side, the W&SR is, as of March 1986, contemplating fixing $1\frac{1}{2}$ miles of that embargoed track southward to serve new facilities of the Branwood Corporation.

The W&SR moved from its original location at the Bradley Unit in May, 1979 to the Warren & Ouachita Valley Railroad Depot in Warren. The W&SR purchased the two eastern miles of the Warren & Ouachita Valley Railroad Company in September, 1978, which included the above mentioned depot. The depot was completely renovated leaving the structure outline the same (see photo of depot on previous page).

The Warren & Saline River Railroad has 14 employees as of March, 1986, including trainmen, a locomotive mechanic, section crews and office employees.

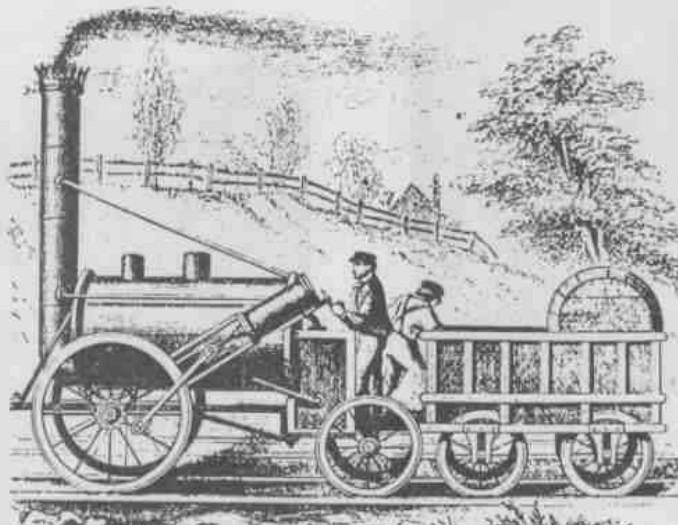
A track and roadbed improvement program was begun immediately following purchase of the two eastern miles of the Warren & Ouachita Valley Railroad, putting down 90# rail replacing older light rails and installation of new ties along with ballast.

Today, they operate six days a week, moving approximately 400 cars of chips and lumber per month. The chips are destined to Potlatch Corporation at Cypress Bend and lumber to various destinations. Back in 1973, the W&SR hauled 41,389 tons of logs and chips, 24,123 tons of lumber and 627 tons of miscellaneous items.

Current Resident Manager is Garland R. Bryant, who replaced J.E. Spraggins in that job on September 1, 1985. Many thanks to Mr. Bryant for his help in obtaining much of the above information.

The Warren & Saline River Railroad Company is another successful, friendly short line in Arkansas and plans to be around for years to come.

- END -

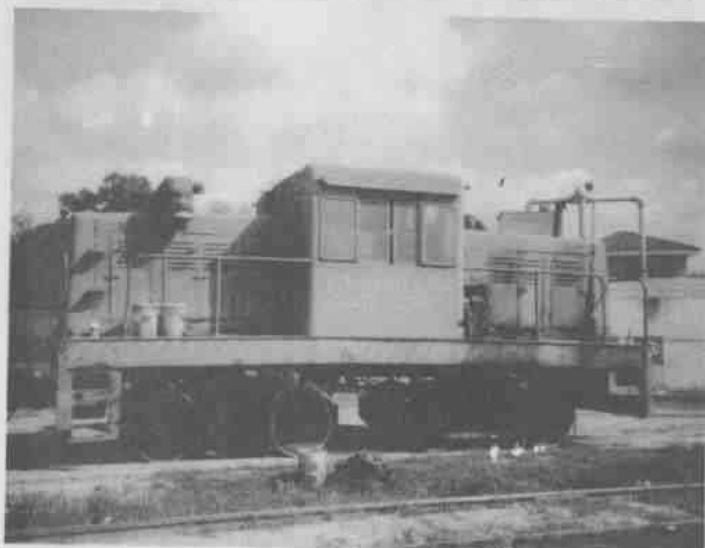


FORDYCE-ON-THE-COTTON BELT - 1986

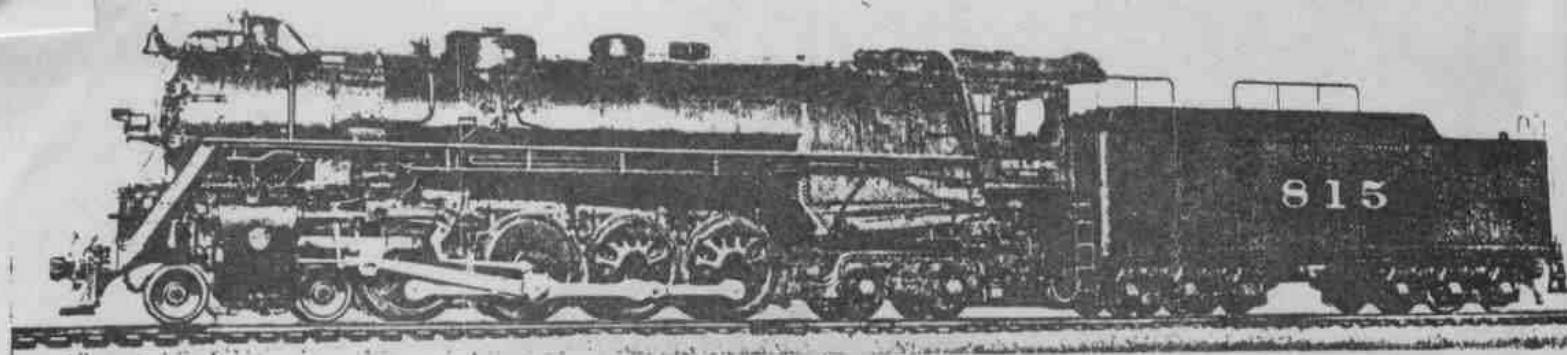
Once again this year, the Arkansas Railroad Club had a sales table at the Fordyce-on-the-Cotton Belt festival. We were in the Cotton Belt depot, between the model railroad layouts. Your editor attended the festivities as well as rode the first trip of the 819 from Pine Bluff to Fordyce. Understand a record turnout at Fordyce occurred due mainly to the presence of the 819. Following are pictures of the events:



UPPER LEFT - The 819 prepares to leave Pine Bluff at 9 am on April 25, 1986 on its maiden voyage to Fordyce; UPPER RIGHT - Hundreds of people, including school kids, lined the tracks on the way to Fordyce. This location is in Rison; MIDDLE LEFT - A brief stop was made at Kingsland to put flags on the engine; MIDDLE RIGHT - At Fordyce, the school band greeted the train (consist was the 819, tender, "Jefferson County" and "Houston"); BOTTOM LEFT - Part of the crowd at Fordyce, including later Governor Clinton and Senator Bumpers; BOTTOM RIGHT - The 819 was parked on the little-used siding behind the Cotton Belt depot along with the diesel #5006.



UPPER LEFT - Many people walked through the 819 while on display at Fordyce. A "Kiddie" park was set up in front of it; UPPER RIGHT - Free train rides were provided throughout the day by the Fordyce and Princeton Railroad. MIDDLE LEFT - A couple of miles south of town, the train heads forward into Fordyce. It was backed out of the station; MIDDLE RIGHT - A parade was just one of the events; LOWER LEFT - The Southwest Little Rock Modular model railroad display was set up in both HO and N Gauge; LOWER RIGHT - While touring some parts of Fordyce with Lynn Gaines, Jr., we came across this little engine of the Transitan Car Corp just west of town.



New Cotton Belt 4-8-4's Class L-1 Built 1937-'42-'43 at Pine Bluff.

Roster of the class.

Engine Nos.	Built	At	Important differences
810-814	1937	Pine Bluff	None.
815	1942	Pine Bluff	
816-819	1943	Pine Bluff	

Specifications.

Tractive force	61,500 lbs.
Cylinders, diameter and stroke	26 x 30 in.
Drivers, diameter	70 in.
Weight on drivers	248,000 lbs.
Weight on front truck	80,200 lbs.
Weight on trailing truck	97,300 lbs.
Total weight of engine	425,500 lbs.
Total weight of engine and tender	737,500 lbs.
Tender capacity	15,000 gals. water; 5000 gals. oil
Steam pressure	250 lbs.
Grate area	83.3 sq. ft.
Heating surface (evaporative)	4724 sq. ft.

THE 4-8-4 or Northern type of locomotive, as exemplified by the new St. Louis Southwestern L-1 class, was a logical development from the Mikado or 2-8-2 type, which 20 years ago was almost the standard American freight locomotive. As freight-train speeds increased, horsepower became more important in proportion to starting tractive effort, and more leading and trailing wheels were added to support a larger boiler and fire box. Now the large roads are few indeed which do not use the 4-8-4 for fast freight, heavy passenger service, or both.

The Pacific is an older type developed about 1901 for what was then heavy passenger work. It is now used for light passenger and sometimes freight service.

BACK IN TIME - 43 years ago this year, Cotton Belt's 4-8-4's #810-819 warranted coverage in *TRAINS* Magazine, just as #819 does today (see the July issue of *TRAINS*, page 3). The above was copied from the April, 1943 issue of *TRAINS*, page 4, and is used with permission. FARTHER BACK IN TIME - Below is an August 24, 1919 copy of a Cotton Belt Timetable, showing trains #1, 2, 3 and 4 between Memphis and Texarkana. I had no idea there were so many towns between Pine Bluff and Fordyce - I sure don't remember seeing them on the April 25, 1986 819 trip. (Thanks to Bill Merck for the timetable and to Dave Briggs for the *TRAINS* article).

Memphis and Brinkley, Stuttgart, Pine Bluff and Texarkana

READ DOWN		Miles from St. Louis	Table No. 2	READ UP	
No. 3 Daily	No. 1 Daily			No. 2 Daily	No. 4 Daily
8 30 PM	0 40 PM	00.2	Memphis	7 30 PM	7 30 AM
10 30 PM	12 10 PM	00.2	Brinkley	5 10 PM	5 10 AM
11 05 PM	12 25 PM	338.1	Drinkley	4 55 PM	4 55 AM
11 22 PM	12 42 PM	246.8	Keokuk	4 32 PM	4 32 AM
11 40 PM	1 00 PM	253.1	Clarendon	4 15 PM	4 15 AM
11 57 PM	1 15 PM	359.7	Um...	3 57 PM	3 57 AM
	1 31 PM	365.4	Um...	3 42 PM	3 42 AM
12 35 PM	1 40 PM	369.1	Stuttgart	3 34 PM	3 34 AM
	1 55 PM	372.4	Goldman	3 25 PM	3 25 AM
1 03 PM	2 06 PM	377.1	Humphreys	3 10 PM	3 10 AM
	2 21 PM	383.3	Wabasha	2 54 PM	2 54 AM
1 30 PM	2 38 PM	390.1	Wabasha	2 38 PM	2 38 AM
1 32 PM	2 50 PM	394.5	Atkinson	2 26 PM	2 26 AM
	3 00 PM	398.7	Rok. Hwy	2 16 PM	2 16 AM
		399.8	Dumbek		
		401.1	Wilkie		
2 00 PM	3 20 PM	405.2	Pine Bluff Sheds	2 00 PM	2 00 AM
2 10 PM	3 30 PM	405.2	Pine Bluff	1 58 PM	1 58 AM
2 25 PM	3 45 PM	406.2	Pine Bluff	1 45 PM	1 45 AM
10 45 PM	5 25 PM		North Little Rock	8 25 AM	
	8 25 PM		North Little Rock	5 25 PM	10 40 AM
2 25 PM	3 45 PM	406.2	Pine Bluff	1 45 PM	1 45 AM
	4 03 PM	412.5	Sorells	1 32 PM	1 32 AM
	4 20 PM	417.1	Faith	1 15 PM	1 15 AM
		421.6	Keokuk	12 50 PM	
3 25 PM	4 31 PM	422.1	Clinton	12 44 PM	12 44 AM
	4 42 PM	426.1	Clinton	12 32 PM	12 32 AM
	4 54 PM	432.4	Pool	12 20 PM	12 20 AM
	5 00 PM	435.5	Saline	12 14 PM	12 14 AM
3 45 PM	5 07 PM	438.1	Drummond	12 06 PM	12 06 AM
4 07 PM	5 26 PM	445.6	Kingsland	11 46 PM	11 46 AM
4 21 PM	5 40 PM	451.3	Fordyce	11 33 PM	11 33 AM
	5 57 PM	453.0	Thornton	11 24 PM	11 24 AM
4 42 PM	6 01 PM	456.3	Little Bay	11 18 PM	11 18 AM
4 45 PM	6 07 PM	459.6	Harlow	11 10 PM	11 10 AM
4 55 PM	6 17 PM	465.4	Millville	11 03 PM	11 03 AM
		467.0	Engle Mills	10 53 PM	10 53 AM
		470.0	Onalaska		
		475.0	Van Duzer		
5 25 PM	6 45 PM	475.0	Camden	10 55 PM	10 55 AM
	6 57 PM	482.6	Flinn	10 50 PM	10 50 AM
	7 13 PM	487.2	Buena Vista	10 42 PM	10 42 AM
6 15 PM	7 24 PM	492.0	Ogemaw	9 40 PM	9 40 AM
	7 35 PM	496.3	Stephens	9 36 PM	9 36 AM
6 40 PM	8 00 PM	501.4	McNell	9 24 PM	9 24 AM
6 51 PM	8 14 PM	511.5	Waldo	9 10 PM	9 10 AM
7 15 PM	8 23 PM	515.1	Lumber	8 56 PM	8 56 AM
7 25 PM	8 35 PM	516.6	Buckner	8 51 PM	8 51 AM
7 40 PM	8 45 PM	523.5	Stamps	8 40 PM	8 40 AM
	9 00 PM	527.0	Levellville	8 30 PM	8 30 AM
11 15 AM	5 00 PM	530.1	Shreveport	8 20 AM	8 20 AM
	5 00 PM	530.1	Shreveport	11 15 AM	5 00 PM
7 40 AM	9 00 PM	532.7	Levellville	8 20 AM	8 15 PM
7 58 PM	9 20 PM	535.9	Spirit Lake	7 58 PM	7 53 PM
8 00 PM	9 32 PM	541.0	Garland City	7 45 PM	7 42 PM
8 20 PM	9 49 PM	548.5	McKinney	7 25 PM	7 23 PM
		555.3	Genoa	7 00 PM	7 00 AM
8 55 PM	10 20 PM	557.0	Hospital		
		557.0	Texarkana		



HOW 'BOUT SOME SMOKE? - SLSW 4-8-4 #819 lets it all out on this runby near Saline, Arkansas April 25, 1986. The engine was on its way to Fordyce from Pine Bluff - its first official run. Behind it were coaches "Jefferson County", owned by Peter Smykla, and the SP business car "Houston". (Photo by Ken Ziegenbein)



Cotton Belt Route's Alco PA #300 prepares to leave Stuttgart, Arkansas with Train #7 sometime in 1950. (Bill Merck)

VIMY RIDGE - A COMMUNITY

by: Arthur Halliburton

The following story about Vimy Ridge, Arkansas was given your editor by Polly Hamilton, a member of the Arkansas Railroad Club. Many thanks.

This is an informal sketch of a fragment of an ethnic group which loomed large in the state at the turn of the century. The little unincorporated community of Vimy (pronounced with a long I) Ridge, Arkansas retains, in contrast to most settlements of similar background, much of its old rustic aspect, though it stands at the edge of urbanization, and it is especially interesting because of the social pressure exerted on it in an earlier day, when the United States had entered upon the first of its two anti-German wars, and the village discarded the name of Germania.

Vimy Ridge has no official boundaries, but it can roughly be equated with Otter Township, which lies at the eastern end of Saline county and is described as Sections 19 through 36 of Township 1 South, Range 13 West. The Pulaski County border lines lie to the north and east of the township and prevents it from having the usual complement of 36 sections. It lies in rolling, not especially arable, cutover timber land about 12 miles southwest of the city of Little Rock. Section 28, which encompasses the main village, has its northwest corner near the eastern end of a topographical landmark, a hogback ridge locally dignified by the name of Alexander Mountain, atop which there is a radio tower visible to drivers on Interstate 30 in the vicinity of the Alexander exit.

A road indicated on maps as connecting Vimy Ridge and Alexander is partially impassable for vehicles for a distance on the hilltop and virtually always has been, though the Vimy Ridge people often walked it in the past for business, social, church, school and other trips to Alexander. There are alternative, good secondary road routes, to that and other points. From Little Rock, Vimy Ridge would usually be reached by Interstate 30, turning south at the first Mabelvale exit, crossing the double-tracked Missouri Pacific right-of-way at Mabelvale, then turning south on the Sardis Road and, after crossing the single-tracked Rock Island right-of-way (now taken up), turning west on the first paved road, locally known as the Bauxite Road.

In "downtown" Vimy Ridge, on the northeast corner, stands the one-story frame building abandoned a few years ago by the congregation of the Missionary Baptist Church, which moved up Vimy Road to a commodious new brick building on the edge of town (the one-story frame building is now a Pentecostal Church - see picture below left). There is no other building on the four corners except the modern little cottage of Mrs. Bertha Ross, which lies diagonally across the intersection from the old church house (see picture below right). A hundred feet or so south on the Vimy Road is the old four-room house of Mrs. Ross' older brother, Frank Barth, who, at age 83, is the patriarch of Vimy Ridge and a descendant of one of the first German settlers.



Former Missionary Baptist Church (now a Pentecostal Church) on the northeast corner of the Vimy Road/Germania Drive intersection in "downtown" Vimy Ridge, Arkansas. Photo taken May 12, 1986 by Ken Ziegenbein.



The cottage of Mrs. Bertha Ross, diagonally across from the church. Notice the "Germania Drive" road sign. The abandoned Rock Island right-of-way lies about one block to the right in this picture.

(Story continues on the next page)

3

The vacant space on the northwest corner of the intersection once was occupied by the Vimy Ridge Elementary School, demolished when the local school district consolidated with that of Bryant in 1951. On the Bauxite Road at the western side of the settlement is the cement-block building of the Immanuel Baptist Church, where the road crosses the Rock Island track (now taken up). The worship house of the other Baptist sect, the Missionary Baptists, stands rather far north on the Vimy Road. This group, the senior of the town congregations, took the move as the occasion to drop the single designation of Missionary Baptist (the other group is theologically Missionary Baptist also) and erect a large, neat sign in front saying: "Vimy Ridge First Baptist Church Associational Fundamental Missionary Premillennial".

The community life of Vimy Ridge is considerably church-oriented and always has been, according to the histories of Barth and Polk, the Benton Courier and the recollections of Frank Barth and others, but there has been little but Baptist worship. The Baptist group was founded by the early Anglo-Saxon settlers - or the "Americans", as the German settlers called them. The Anglo-Saxon settlers were present in some force before the Germans began to dominate the scene.

An attempt to maintain a Methodist Church was short lived. Virtually all the Germans were Lutherans, according to former residents or such elder residents as Frank Barth and Mrs. Abehart Kling, of Mabelvale. One factor that helped convert the Germans to the Baptist belief was apparently the difficult Alexander Mountain road that led to the Immanuel Lutheran Church in Alexander. Barth tells of being badly frightened by a panther that howled and jumped from a tree onto the road on the hill top one night around 1915.

The only structures or contemporary public building in Vimy Ridge that remains to be mentioned is a tiny section of the Herman Seamon store which at one time also contained the Post Office. Though Vimy Ridge did almost become a ghost town, it is again beginning to prosper, with new housing developments and one of Arkansas' largest shopping malls being just 4 miles away. Gone is the Post Office, since 1968, whose functions were taken over by the Alexander Post Office (whose postmaster became the same Vimy Ridge postmaster, Mrs Bessie Marie Butler, until her retirement). Gone are the General Stores, the Cannery. Gone are the three depots, the first being destroyed by fire, replaced by a 24-hour service depot that was dismantled during the depression of the 1930's along with the train water tower, pumping station and wells. Gone is the old Methodist Church, the old Butler church and school. Gone is the little three-room school built by the old Germans. Gone is the physical, but memories remain to those who lived there, and to those who study the history of the area.

GERMAN IMMIGRATION

The economy of Vimy Ridge was never prosperous. It appears that until after the Civil War the white settlers were homesteaders. Native Americans, or Anglo-Saxons, in the early 1870's began to appear in increasing numbers to buy farm land, paying usually \$5.00 for 40 acres. The Germans were not far behind the Anglo-Saxons. They, or their parents, were part of the great emigration brought on by the unrest of the mid-nineteenth century, when the groundwork for the German Empire was being laid. In the little kingdom of Hesse-Cassel in 1850, for example, there was martial law and severe repression of liberties "...such was the misery of the people that multitudes of them were compelled to emigrate".

The late August Probst, Sr., a well-known businessman of Little Rock, who owned land at Vimy Ridge and was familiar with real estate sales to German immigrants throughout the state, recalled in a conversation in about 1931 that real estate promoters had gone to Germany in the early days of the Vimy Ridge settlement and sold land sight unseen to farmers who were shocked when they saw at last the rocky, hilly ground they had purchased.

Census records indicate that all the German pioneers in Otter Township, nearly all of whom had come to Arkansas by way of Ohio, Indiana or some other Great Lakes area state, described themselves as farmers. They did general farming, including viniculture. One, for instance, made wine commercially. Some of the women did domestic service. Men also worked on the railroads, mostly on section gangs, and in various jobs in the timber industry. Gradually, they began to enter the aluminum industry at Bauxite, until most of them worked there and their agriculture was largely confined to vegetable gardening and growing chickens for home consumption.

Self-sufficient as well as self-reliant, in a community growing more and more Germanized, some of the older immigrants did not make the effort to learn English. German language services were conducted at certain times each month at the Immanuel Lutheran Church in Alexander. "When I was married in 1916," said Mrs. Abehart Kling, "neither my father-in-law, Gottlieb Kling, nor my mother-in-law could speak English though they had been here many years." German holidays were observed, usually with round dancing and beer and wine drinking.

TOWN NAMED

As the Little Rock, Hot Springs and Western Railway prepared to build a rail line through the community, the question of a town name arose among the inhabitants. Those citizens of German extraction being in the majority, the name of Germania was picked. There seems to have been no objection to the name.

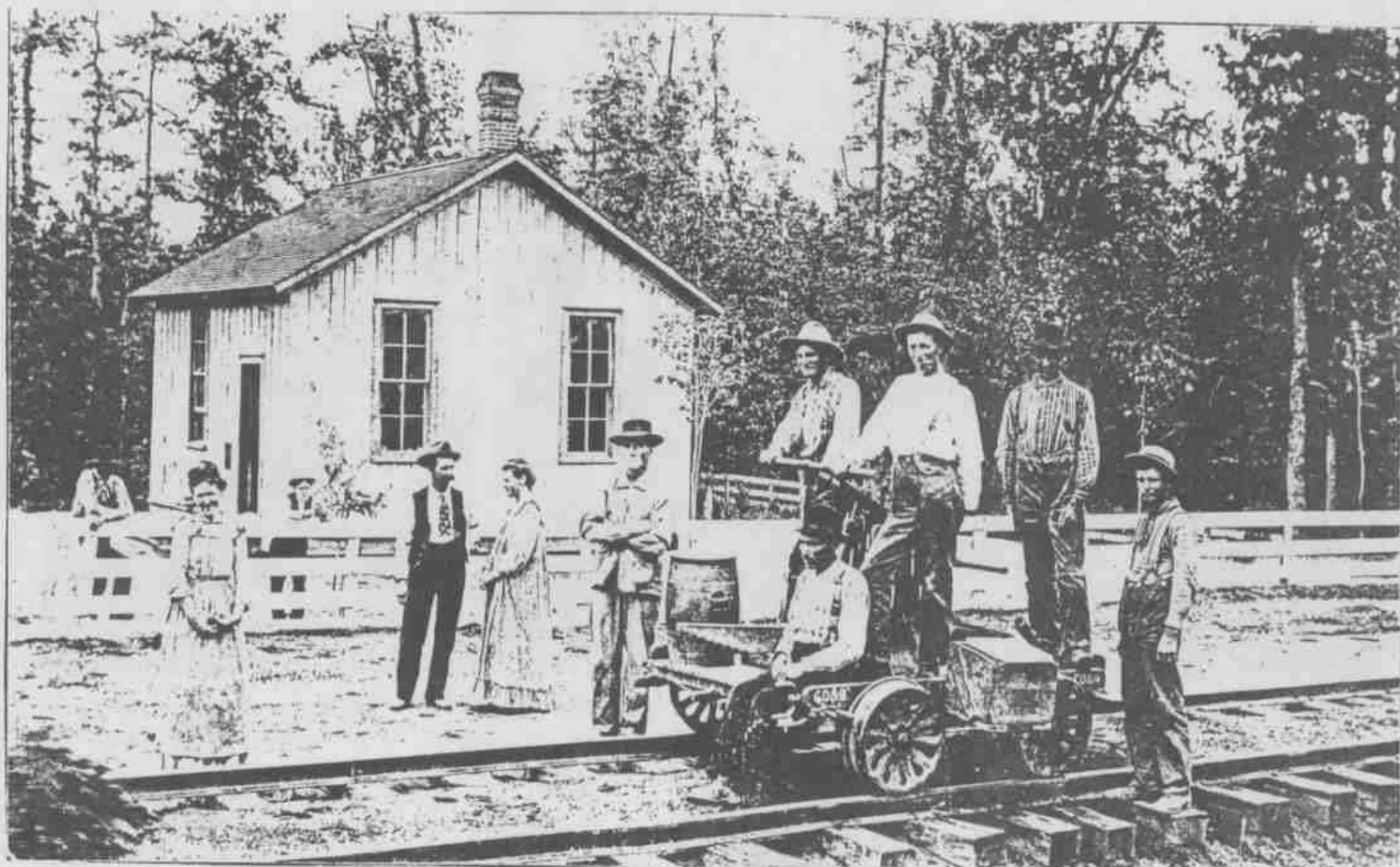
The Little Rock, Hot Springs and Western Railroad, an affiliate of the St. Louis, Iron Mountain and Southern Railroad, was chartered in Arkansas on July 19, 1889, to operate a line from Little Rock to Hot Springs. The track was laid through Germania in 1900 and the depot and other structures built. The Chicago, Rock Island and Pacific Railroad later bought that portion of the line running from Biddle, at the southeast corner of Little Rock, to Benton, on October 9, 1911 (see photo below).



First Vimy Ridge depot 1899-1900. It burned shortly thereafter - a 24 hour depot. The depot crew is a passenger train crew at the opening of the depot. (From the collection of Jerry Holloway)



Only 7 miles southwest of Vimy Ridge, at Bauxite on the same Rock Island tracks, only ashes remain of the Rock Island depot there. It burned earlier this year. You'll recall that this good-looking depot was the cover shot of the October 1985 ARKANSAS RAILROADER. (May 12, 1986 photo by Ken Ziegenbein)



TOP - The Germania depot sometimes at the turn of the century. This was apparently the second depot built at Vimy Ridge. Lady on the left is Lillie Butler, rest are unknown. MIDDLE - Near Vimy Ridge again. Lady on left is Lillie Butler, left standing on handcar is Frank Barth with Charles Butler next to him. LEFT - On May 12, 1986, this is how the area looked. The Rock Island is no more, the Vimy Ridge depots were on the right of the roadbed across the street. Notice tracks still exist under the pavement of Germania Avenue. (Top two from the collection of Jerry Holloway - bottom by your editor)

Before going on with Mr. Halliburton's story, I thought it might be interesting to see what sort of passenger train service the Rock Island provided to Vimy Ridge. While I couldn't find a 1900 schedule, on December 15, 1929, no less than eight passenger trains traversed Vimy Ridge daily, four in each direction. Southbound #635 left Little Rock at 4:00PM, arriving Vimy Ridge at 4:24PM, heading for El Dorado; #45 didn't stop, but zipped through Vimy Ridge on its way from Memphis to Hot Springs about 12:30PM; #631 stopped at Vimy Ridge at 9:00AM on its way to Crossett; and #49 stopped early in the morning at 6:24AM on its way from Memphis to Hot Springs.

Northbound trains were different, in that only one (#636) made a scheduled stop at 11:14AM on its way from Crossett to Little Rock. The others only stopped to discharge passengers who boarded beyond Benton or beyond El Dorado, as the case may be. Approximate times for these to glide through Vimy Ridge, if the conditions were not right for them to stop, were: #46, about 2:10PM; #632, about 4:18PM; and #50, about 5:00PM.

To sum up, if you were a young boy and liked watching trains at a depot, you'd get up early in the morning in Vimy Ridge and watch them go through at 6:24AM, 9:00AM, 11:14AM, 12:30PM, 2:10PM, 4:18PM, 4:24PM, and 5:00PM. At least in 1929 you had the chance.

Back to Mr. Halliburton's story:

Mail service began October 15, 1890 when the Althorp Post Office opened, Elias B. Kindy being the first of 10 Postmasters. James L. Adams, who had been appointed postmaster at Altharp on August 6, 1898, became the Germania postmaster on the official opening date of June 9, 1900. The Federal Register, and the National Archives both recognize the three names of the town of Vimy Ridge, the first being Althorp, the second being Germania. Postal records show that Martin T. Carpenter became postmaster June 25, 1898 and James L. Adams two months later on August 6, 1898. He served until Theodore Kerr became postmaster March 30, 1907.

An abstract prepared, in another connection, by the Saline County Abstract and Guaranty Company, Benton, on February 2, 1947, relates a lengthy and complex series of land transactions, beginning with a grant to the Cairo and Fulton dated July 13, 1857, which trace the history of the rail line through Germania and much of the local real estate development. (By 1920, the population of the whole of Otter Township was 546, its highest level until then. The rail right-of-way runs diagonally through Section 28, from northeast to southwest, and Otter Creek winds northeast crossing the railroad lines twice. Leroy Polk, now over 60, said that he trapped otters on this creek as a boy.

OLD WOHLFORT FARM

Residents say the town was built on "the old Wohlfort farm." A warranty deed dated December 17, 1891, recorded in Deed Book O, Saline County Courthouse, shows that Mr. and Mrs. Joseph F. George sold the northwest quarter of the southwest quarter of Section 28 (40 acres) to Anton Wohlfort for \$50.00. Deed Book R records an instrument dated September 28, 1899, by which Wohlfort and his wife conveyed a 100-foot right-of-way strip to the Little Rock, Hot Springs and Western in consideration of \$25.00 (and the advantages of a railroad line), and this source reveals another sale from the Wohlforts, dated the tenth of the following month, of 40 acres in this case, to John G. Lonsdale, trustee of the railroad, for \$240.00. On July 23, 1900, these deed records show, Lonsdale transferred to the Fordyce Land and Improvement Company, for \$1.00, the same 40 acres, known as the Wohlfort farm, sold to Lonsdale, the railroad's trustee, nine months before.

The land company, of which Lonsdale was president and which had its headquarters in Hot Springs, platted the town of Germania and made efforts to sell land in the vicinity for some years. This plat, with streets, alleys and lots marked out with mathematical precision the visitor to the place would not recognize, is the old Wohlfort place again. It is in Deed Record V that Lonsdale, president, and George R. Brown, secretary, of the Fordyce Land and Improvement Company gave a quit-claim to the public for the perpetual use, as highways only, of the indicated streets and alleys.

T.L. Kerr remained Germania's postmaster until the appointment on June 27, 1916, of Thomas M. Mashburn, who kept the office until April 12, 1926. The community never became incorporated, and so the postmaster always was something of a titular leader.

The railroad was beneficial to Germania, for before it came, a farmer had to take all day to haul his produce to Little Rock. A difficulty remained, however, even after the arrival of the railroad: how could the farmer raise enough crops - including strawberries, which were diligently cultivated - to send to the Little Rock market? Times were difficult. "You couldn't make it farming," said Frank Barth, who worked 42 years as a section hand on the Rock Island after he deserted farming for a living.

GERMANS DISAPPEAR

For some not immediately apparent reason, though it can be seen that some moved into clerical, mechanical and other jobs in larger towns, the German blood in Germania began to thin out as the Great War, or World War I, approached. Mrs. Abehart Kling, who was born November 18, 1902, in Germania, said that nearly everyone was German when her family moved away when she was 5 to pass a period of six years in Little Rock and Bryant. When they returned in 1913, she said, there seemed a comparative few of the old families left - Barth, Seamon, Raver, Herman, Henning, Kling, Klinger and Opitz, as she recalled - and a lot of new Americans. "We called the Americans foreigners and kind of resented so many of them moving in," Mrs. Kling recalled.

The Barths were a first family. Frank Barth, now deceased, has said that when his parents came to Germania around 1867 and cleared their 80 acre farm, not far from where he bought his four room house many years ago, they got their land free, since they homesteaded. The old Barth homestead, at the rocky southeast corner of "the Mountain," was covered with a forest of short-leaf pine which might have brought the family wealth later on but at that time was only a hindrance to farming. This was cleared by log-rolling parties. "Just for their dinner," said Mrs. Barth, "the neighbors would come and help cut the timber and roll the logs into piles to burn."

TOWN NAME CHANGED

When the United States got into the European War and made it World War I, the Americans in Germania, especially Postmaster Tom Mashburn and Tom Buford, a Negro, became imbued with the anti-Germanism of the period. They could see no sense in retaining a name like Germania. Barth, who had volunteered for the Army but was allowed to stay in the railroad business since it was a critical industry, told the agitators "I don't care what you call anything as long as you call me for supper...." Citizens petitioned the Post Office Department to change the name to one "...with no stigma attached to it." The plea was granted, and on June 10, 1918, the name became the one offered in the proposal to the Post Office Department, Vimy Ridge, in honor of a great Allied victory. Why this was done and at this late date is not clear, as the assault on Vimy Ridge, a key point in the Hindenberg Line in northern France, was carried out by the Canadian Corps of the British First Army, attached to General Allenby's British 3rd Army, in which no Americans appear to have been serving, and it happened on April 19, 1917, over a year before the name was changed.

DEPRESSION

The depression came early in Vimy Ridge, in the 1920's. Hardscrabble living became harder. Two successive postmaster/merchants aided in indigent. Charles Butler, Sr., great-grandson of Major General William Butler, Rev. War, became Postmaster April 12, 1926, and Herman Seamon who became Postmaster August 1, 1928. He served until Alice V. Hopkins took over on July 7, 1942. Charles Arthur Butler Junior, became Postmaster August 18, 1943, and his sister Bessie Marie Butler served as postmaster from October 8, 1946 until she closed the office January 26, 1968. Ten Postmasters in its 78 year existence as Altharp, Germania and Vimy Ridge. Collectors now search for the areas three postmarks.

Modern conveniences came gradually to Vimy Ridge, partly through the campaign of the late Bob Prather (Robert Alexander Prather, who fought in the "Boar War" in 1902), known as the Sage of Vimy Ridge, because he signed himself that way in his letters to the editors. Electricity, gas and telephone utilities came, but no water system, which, however, is not greatly needed. Nearly every home today has its own water system - a well. Frank Barth and some others like him draw their water from a well and get their heat from wood stoves.

There is seldom any controversy in Vimy Ridge, and what there is may arise in one of the two churches. A few years ago, a number of women communicants of the Immanuel Baptist Church were cast out of the congregation for attending a card party at the home of Mrs. Bob Prather. A more violent dissension, bringing on even threats of gunplay, arose in the Missionary (now First) Baptist Church in 1913-14. This was an ecclesiastical contest in which a group of insurrectionists calling themselves Gospel Missionaries and led by a clergyman named Wilbanks sought, successfully for a time, to keep the previously dominant faction, known as Lankmark Missionaries, locked out of the house of worship. Fuel was added to the fire by a local constable-farmer, A.G. Arnold, whose farm was on the Bauxite Road just east of Germania. He was not even a member of the church, but other members of his large family were, and besides, a nephew of his was Sunday School Superintendent. The Rev. Leroy Polk, who served as pastor of that church at a later time, has said that Arnold was a "self-appointed judge" and had made himself very unpopular as a law enforcement officer.

Even after the ousted Landmarkers obtained a court order readmitting them to the temple, dissention continued. The crisis finally was ended when Constable Arnold was placed under a peace bond. The sheriff physically removed the Rev. Mr. Wilbanks from the church building on August 26, 1914. The church was reorganized on October 16, 1914.

DEATH IN A POTATO PATCH

Constable Arnold was to play a central role in a more sensational event, the most sensational of Vimy Ridge's past. The quarrelsome constable had a tenant family on his farm - W.N. Dickinson and his wife and children. Bad feeling between Arnold and Dickinson may have brought on a feud between the two families. One dispute concerned a crop of potatoes which Dickinson had planted but which Arnold for some reason, wanted to harvest himself. Dickinson objected to this, but Arnold obtained a court order in his favor. On the morning of Monday, November 9, 1914, Arnold drove his wagon into the field and started digging potatoes. Dickinson appeared with his shotgun and Arnold grabbed his firearm from the wagon, and shots were fired. Tom Arnold, the constable's son, appeared on the scene, and so did Mrs. Dickinson, who attacked the constable's son with a Barlow knife. Tom easily disarmed the woman, but was hit in the chest by a charge of buckshot, apparently from the shotgun of W.N. Dickinson's son, Forrest, who had been attracted to the site and drawn away from squirrel hunting by the sounds of the conflict. He was accompanied by his friend, F.J. Coulter, also apparently armed.



While these persons and perhaps others were gathering at the scene, the constable had been wounded. After he and the tenant had emptied their weapons, they advanced on each other, still holding their guns, and Dickinson, using his gun as a club, smashed Arnold's skull, killing him. Arnold's daughter, Lulu, rushed forward to aid her father, and was shot by someone as she leaned over the body of her father. The elder Dickinson also was wounded. An inquest was held by Coroner Warren Kelley that afternoon. W. N.

and Forrest Dickinson and F. J. Coulter all were arrested and jailed for the homicide and held for action by the grand jury.

On Monday, November 16, District Judge W.H. Evans heard the arguments on bail for W.N. and Forrest Dickinson. There the record ends, except for the curious evidence that some charges were made to the grand jury against W.N. Dickinson and, separate from that case, against W.N. Dickinson and F.J. Coulter, in the previous September, according to the Saline County records. Whatever the charges were - the record does not show - they were dismissed by the jury, apparently, on September 21 and September 22, 1914.

There appears to be no official record at all of any action against anyone with regard to the homicide and mayhem in the potato patch at Vimy Ridge.

- END -

(Arthur Halliburton is a native of Little Rock. He is a semi-retired newspaperman whose career has included service on newspapers from New Orleans to New York with the two Little Rock dailies included. He also has been a writer of popular magazine articles and was the editor of Puerto Rico and the Political Destiny of America, by Jose A. Benitez. Mr. Halliburton believes the information contained in this paper will be much augmented and improved upon by histories now in preparation. Those with additional information and historical notes to be added to later editions please write Jerry Holloway, Route 2 Box 281, Germania Drive, Alexander, AR 72002. Those searching their geneology may also write to him for helpful information.)

The paper "VIMY RIDGE - A COMMUNITY" was originally printed in June, 1973 by Pulaski County Historical Review (Volume 21, No. 2) and was reprinted in 1985. The references given include: 1) General Highway Map of Saline County, 1966; 2) ARKANSAS GAZETTE, May 4, 1973; 3) Registry of Postmasters, National Archives; 4) Personal observations by author and communications with local residents; 5) Tax Records, Saline County; 6) BENTON COURIER, April 26, 1956; 7) Arkansas Land Sale Records, U.S. Census; 8) Encyclopedia Britannica, 1910; 9) History of the World War, Vol 4, 1919 by Frank H. Simonds; 10) History of Vimy Ridge Immanuel Baptist Church by Howard Barth; 11) History of Vimy Ridge Missionary Baptists by Rev. Leroy Polk; 12) Criminal Record Book F, Saline County Courthouse; 13) Jerry Holloway, local historian.

RAIL FANNING ON A PASS

by: William Church

While the 1930s are more often referred to as the "Great Depression Years", they were also known to those of my generation as "The Golden Days of Railfanning", especially if you, like me, had the use of a railroad pass and was allowed to enjoy it.

Being a son of a railroad conductor, my name and age appeared on the family pass that was good between all stations on the St. Louis Southwestern Railroad and the St. Louis Southwestern Railway company of Texas. The Cotton Belt, true to its tradition of being a "family line", usually issued two annual passes to an employee, one for his or her's use and the other for the family. This courtesy by the Cotton Belt contributed to a growing generation of youth who became addictive to the joys of train riding.

While some of my friends had the pass privileges of riding famous name trains of the Missouri Pacific to those far off places like Pueblo, Houston, New Orleans, Laredo and Hot Springs and also enjoying full pass rights on the Cotton Belt between St. Louis and Paragould, Arkansas, us sons and daughters of Cotton-Belters were restricted to stations on the Cotton Belt. But who cared? A trip on the "SSW", the "Railroad of Courtesy", was just as big of a thrill when we made trips to Jonesboro, Pine Bluff, Texarkana and Dallas as our friends did to those far off cities of mystery.

It was either the coming of age of being a lover of train riding, say from fifteen on up, or the coming of age of enjoying the scenery dotted with budding young females, who also rode trains, that for me, train riding became glamorous. And what else makes a teen-ager happy but glamour.

Home being in southeast Missouri, weekend trips on the Cotton Belt's "Lone Star", Nos. 5 & 6, to St. Louis or to Arkansas, was an easy way to see the world, yet never stray too far away from home.

Not being hampered by a ticket, sometimes a destination on one of these Saturday excursions would be changed and the usual ride to Pine Bluff on No. 5, where after a four hour and forty minute layover spent visiting the young females in the five-and-ten on Main Street and loafing around Union Station before the return trip to Illmo on No. 6, circumstances would alter your travel plans and you would set off on an adventure, say to Little Rock.

One balmy spring day, while the trees were nude in Missouri, but the Peach trees in full bloom below Jonesboro, I made a Saturday excursion to Arkansas for a brief change of scenery and climate, destination Pine Bluff.

While I had every intention of spending Saturday afternoon in Pine Bluff loafing in and about Union Station, talking to the girls in the five-and-ten on Main Street, these plans were derailed by a young man's fancy and I made a Little Rock turn instead.

Before I get too far off base, let me inform you of a fact, one which I can prove by a number of 1930 teen-age rail-fanners: Arkansas girls, when wearing those tight fitting jodphers, and ankle high boots, in vogue those days, were some of the prettiest in the mid-south. Falling into that category of a teen-age train rider and girl watcher, what I tell is no surprise that the Pine Bluff trip was derailed.

We pulled into Jonesboro that morning, my intentions were still going to Pine Bluff when it became a proven fact that the crowd of teen-agers milling around on the station platform were not just there to see the "Lone Star" come and go, but they were going someplace on it.

In those days it was a common event for high school students to make field trips to Little Rock on the train. Those along the Cotton Belt north of Brinkley would ride Cotton Belt No. 5 to Brinkley and catch the Rock Island to Little Rock where they would spend the day doing what teen-agers like to do the best. Have fun. Then return home that afternoon on the reverse route. This might sound gross to today's teen-ager, but to my generation it was a thrill of all thrills.

As I said before, Arkansas girls were pretty and that day it seemed as if Jonesboro girls out-classed those in Pine Bluff. So, your dedicated train riding rail fan made a Little Rock Turn instead of a Pine Bluff.

The rail fare from Brinkley to Little Rock and return, plus street car fare and the outrageous charge for a plate lunch of twenty-five cents in the big city, put my present and future worth in the class of our "National Debt" today. But don't ask me if I enjoyed it...did an 800 burn oil?

(Story of Mr. Church's continued on the next page)

Even after all of those years, I still enjoy the memories of that trip, which after all, is a part of growing up. Getting to know new people and just plain old enjoying the use of railfanning on the family pass.

The old Rock Island is no more, kids go in school busses now on their field trips to the big city, the Cotton Belt has faded away into the Espee System and the "Lone Star", Nos. 5 and 6, that carried a generation of pass-riding, train-loving teen-agers has gone the way of all history. But the memories lives on in the minds of a generation who lived and loved the thrill of riding passenger trains.

Maybe if you dare to trod on the supernatural and try to recall those days you just might hear the sharp bark of those little high-wheel Atlantics that powered the "Lone Star" in and out of Pine Bluff, as she gets away from such stations as Brinkley, Rob Roy, Stuttgart and many more, carrying with her a train load of pass riding, train loving rail fans down that road of memories that led to a lifetime of romance with the rails.

- END -

(William Church is a retired MoPac conductor. This story is from his book "My Love Affair with the Blue and Gold".)



COTTON BELT RECIPES

David Briggs of Warren, Michigan sent me the following Cotton Belt recipes, which were given to him years ago by none other than Bill Merck:

"BAKED SWEET POTATO"

1 large sweet potato, free of blemishes.
Wash and grease potato with lard and bake until tender, about 3 hours at 350 degrees.
Serve with a slice of butter.
Called a COTTON BELT YAM.

"COTTON BELT CHICKEN POT PIE"

1/2 cup dark and light chicken.
1/2 Tbsp bell pepper.
1/2 piece crisp fried bacon crushed.
1 Tbsp english peas.
1 Tbsp boiled egg chopped.
1 Tbsp rice or potato boiled.

Crust: 2 cups flour, a pinch of salt and pepper, a pinch of sugar, enough lard to make meally, 3-5 Tbsp cold milk to make dough.

Boil chicken until it leaves the bone with salt, pepper, onion and celery stalk. When done, skim fat from broth and mix with flour to make a creamy roux. Pour roux over the individual pies in the oven, top with crust and bake until golden brown.

(Editor's note...if anyone would like to try either one of these recipes and bring the results to the June 8 meeting, I'll be more than happy to sample your efforts!)



The following was sent in by Bill Pollard as a follow-up to last month's story on the Rock Island's Malvern-Camden branch:

R. I. Camden Branch -- postscript

In October, 1957, Rock Island general manager O.W. Limestall contacted Missouri Pacific general manager R. Johnson concerning the possibility of the Rock Island obtaining trackage rights over the Missouri Pacific between El Dorado and Camden. The purpose of this arrangement would be to allow the Rock Island to abandon their branchline trackage between Malvern and Camden, while still maintaining service to Camden.

The proposal gradually circulated through layers of Missouri Pacific management, and was studied from both a traffic volume and a competitive viewpoint. The Rock Island was apparently quite interested in the proposal, since general manager Limestall sent follow-up inquiries in November and again in December. During subsequent correspondence, Rock Island superintendent Orlomoski advised that the plan also involved a joint track agreement with the Cotton Belt between Fordyce and Camden, so that it would be possible to operate through service from Biddle to Fordyce over the RI, Fordyce to Camden over the Cotton Belt, and Camden to El Dorado over the Missouri Pacific.

Missouri Pacific upper management finally gave approval to begin negotiations with the Rock Island, and this information was sent to the RI general manager in late January, 1958, along with a reciprocal proposal desired by Mopac management. In return for trackage rights being granted to the Rock Island between Camden and El Dorado, Mopac wanted to obtain bridge rights over the Rock Island at El Dorado. These bridge rights would allow the Mopac to directly connect with the El Dorado & Wesson, and would eliminate reciprocal switching charges on business being handled for Mopac by the Rock Island.

The Mopac's effort to alter the El Dorado switching arrangements apparently caused the Rock Island to quickly lose interest, and the proposal was terminated with no further action by either line. Rock Island management continued to view the Camden branch as a liability, however, and eight years later did implement a part of the proposal -- trackage rights over the Cotton Belt from Fordyce, which allowed the Sparkman-Camden (Kent) branch to be abandoned.



THE HILLS OF ARKANSAW

by: R.M. Bonham

The night was damp and chilly,
The dawn broke cold and raw,
To find a freight train battling
The hills of Arkansaw.

All night they fought and struggled,
And now into the day;
And still that much-sought terminal
Was forty miles away.

The fireman deftly flipped his scoop,
Looked in the roaring maw,
And thought he saw reflected there
The hills of Arkansaw.

The hoghead dropped 'er down a notch,
Fire belched from out the stack.
The head shack smiled; the taller cursed
And rubbed his aching back.

A lung pulled out, the brakes clamped
on,
Loud curses filled the air,
It sounded like some poor lost soul
A wailing in despair.

The hog law had 'em by the neck;
They fought it to a draw;
But now they'll have to stop and rest
In the hills of Arkansaw.

(Thanks to Gene Hull for this poem)

(The following article was submitted by a Mr. Bill Johnson to the CONNECTING ROD, the monthly publication of the Bluegrass Railroad Museum of Lexington, Kentucky. Mr. Johnson is the museum's Vice President of Equipment and came across this article in the ALCO's owners manual. Hopefully, we will never have to use this information):

CHAPTER 23

DEMOLITION OF LOCOMOTIVES TO PREVENT ENEMY USE

249. General

a. Destruction of a locomotive, when subject to capture or abandonment in the combat zone, will be accomplished only when in the judgment of the unit commander concerned, such action is necessary in accordance with orders or policy established by the Army commander.

b. In general, destruction of vital parts followed by burning with usually be sufficient to render the locomotive useless. However, selection of the particular method of destruction depends on the facilities at hand under the existing conditions. Time is usually a critical factor to be considered.

c. If destruction is directed, due consideration must be given to:

- (1) Selection of a point of destruction that will cause greatest obstruction to enemy movement and also prevent hazard to friendly troops from fragments or ricocheting projectiles which may occur incidental to the destruction by gunfire.
- (2) Observance of appropriate safety precautions.

d. Where time does not permit firing or complete hand destruction, the same key part or assembly on each locomotive abandoned will be destroyed to prevent possible cannibalization by the enemy.

250. Destruction by Mechanical Means

Using an ax, pick, mattock, sledge, or any other heavy implement, smash all vital elements such as controls, water and fuel pumps, air compressor, generators, switches, and traction motors.

If time permits and a sufficiently heavy implement is available, smash the engine block and cylinder heads.

251. Destruction by Burning

a. Remove the drain plug from the fuel tank, or puncture the tank as near the bottom as possible, collecting diesel fuel for use as outlined in paragraph c below.

b. Pack explosive ammunition, if available, on or about the locomotive so it will be fully exposed to the fire and in such locations that the greatest damage will result from its detonation.

c. Pour fuel oil, or preferably gasoline, over the entire locomotive. Ignite by any appropriate means; if available, use an incendiary grenade fired from a safe distance, a burst from a flamethrower, or a combustible train of suitable length.

252. Destruction by Gunfire

Fire on the locomotive with the heaviest weapons available, aiming at the engine traction motors, generators, and controls. Although one well-placed direct hit may make the equipment inoperative, several hits may be required for complete destruction of all components.

253. Destruction by Demolition Explosives

Place as many charges as the situation will permit and detonate them simultaneously. Use a TNT block or its equivalent per charge. Complete details on the use of demolition materials and methods of priming and detonating are found in FM 5-25.

The following was sent to me by Lynn Gaines, Jr:

During the depression years, my dad was working as 3rd trick operator at Camden, and the train dispatcher was having trouble with boys breaking into a station and making a racket on the telephone. He and my father devised a way to catch these boys. While they were on the phone making a nuisance of themselves, my father "cut the phone south at Camden"; i.e., he threw a switch used in wire testing, which cut off all stations south of Camden. He then told the dispatcher (C.B. "Bougger Red" Miller) to ring station Kent, just across the Ouachita River from Camden (this advice to the dispatcher was via morse code on telegraph so that the boys would not know about it). When the boys next talked, "Red" rang the phone and both he and my dad could hear the ring of the phone. They were not troubled with these boys any more.

(Kent is where the Rock Island Sparkman branch came into the Cotton Belt, so that they could use the Cotton Belt bridge as their entry to the Industrial City of the South, Camden, Arkansas).

NEW CROSSING GATES - (Hope) - The Union Pacific crossing on Generator Street in Hope, Arkansas will soon be equipped with safety gates and lights after two persons were killed and another seriously injured there a few months ago. Construction will start this Summer. (HOPE STAR)

"CYNTHIA" RELEASED - Chicago and Northwestern 410 "Lake Michigan" was released to C&NW March 27 by rebuilders. This car is former 10-6 private car "Cynthia" (of Hogtrain). The new car has roomette 1 and 8 replaced with a bathroom and shower, is now 480V HEP, self-contained heat/power if needed, painted in full "400" colors to match remaining C&NW business car fleet. (Dave Briggs in THE MIXED TRAIN)

FORMER READER 1702 FIRED UP - Steam Engine 1702, formally of the Reader, was fired up for the first time May 20 on the Fremont and Elkhorn Valley Railway in Fremont, Nebraska. The F&EVR group has plans to tour, tie-in with other tourism groups. Its sponsor is the Eastern Nebraska Chapter, NRHS, Box 939, Fremont, Nebraska 68025. (THE MIXED TRAIN partially)

JAMES BENNETT RECEIVES CERTIFICATE - James Bennett received a Sesquicentennial Certificate for a Historical Presentation of a history of railroads in Arkansas County. He spoke of the Stuttgart and Arkansas River Railroad, which was started November 21, 1888 for the purpose of constructing a standard gauge railroad from Stuttgart to Arkansas Post. The company went out of business January 27, 1893. Mr. Bennett received his award March 18. (DE WITT ERA ENTERPRISE)

BOXCAR RAMPAGE - (Fort Smith) - Eight boxcars got loose and rolled through downtown Fort Smith on April 30, crossing many streets. Three city policemen finally jumped aboard and applied the handbrakes, but it took 30 minutes, before everything was back to normal.

UNION PACIFIC REORGANIZING - The UP Railroad will eliminate the North Little Rock-based Southeastern District and five other districts, replacing them with three large operating regions. Arkansas will be in the Central Region. The computerized dispatching center at North Little Rock will not be affected, according to Tim Hogan, Public Relations head for UP in St. Louis. Meanwhile, the Arkansas Division will be expanded to include that area within the boundaries of Poplar Bluff, MO through Newport, Arkansas to Little Rock, Texarkana and Whitesboro, Texas. It will also run from Memphis to Wynne and McGehee. (ARKANSAS DEMOCRAT, Randy Tardy)

GENERAL RAIL NEWS

KANSAS CITY SOUTHERN RUMORS - The KCS plans to built a new industry track in Poteau, Oklahoma for a cracker factory, Wortz Cracker Co. Rumor has it that due to the Santa Fe-SP merger, there will be a 30% cut in personnel in all departments of the KCS/L&A system. The eliminatin of DeQueen as a terminal has been put off until late this year or early in 1987. Too much track work to do on both the fourth and fifth sub-divisions. The KCS plans to lay new 136 pound welded rail between the Oklahoma-Arkansas state line and Heavener. (They are trying to run at higher speeds from Shreveport to Heavener). KCS coal trains No. 57 and 58 have been pulled off. These were unit coal trains off the D&RGW in Pueblo going to Long Star Steel in Daingerfield, Texas. Lone Star Steel has dut production in half. (PHIL MOSELEY via the DISPATCHER)

MAJOR RAILROADS FIRST QUARTER EARNINGS - SP has an operating loss of \$59.7 million compared with a loss of \$26.3 million last year; Santa Fe had operating income of \$31.7 million compared with \$22 million last year; Union Pacific had net income of \$81.7 million compared with \$77.6 million in 1985; Conrail had net income of \$60 million compared with \$55 million last year; and the Illinois Central Gulf had income of \$33.7 million. (SP UPDATE)

C & NW CANCELLS PASSENGER EXCURSIONS - The Chicago & Northwestern Railroad has cancelled passenger train excursions for the balance of 1986, including those with the 1385 steam locomotive. This cancellation has been caused by the doubling costs of liability insurance. (Jim Johnson)

DISASTER IN VIRGINIA - A Norfolk Southern employees passenger train excursion, pulled by N&W Class J 611, derailed 13 of 23 cars May 18 near Suffolk, Virginia, injuring 149, 16 seriously. Robert Claytor was at the controls, the chief executive officer of the NS. The engine did not derail, nor did 7 of the following cars. What effect this accident will have on insurance rates on other passenger train excursions is anybody's guess.

REDUCTION - On May 1, Union Pacific initiated a voluntary force reduction for active, full-time employees. It offers severance payments based on individual years of service for those who terminate their service. The voluntary program may be followed by an involuntary force reduction. (INFO MAGAZINE)

NEW LOCOMOTIVES - Three new EMD-60 locomotives are being loaned to the Southern Pacific for a one year test. Each locomotive has an on-board computer system that monitors performance functions in the unit. May 27 the engines were delivered to SP at Kansas City. These units will be compared with conventional engines. Each unit is 59 feet, 9 inches long, 10 feet, 2 inches wide and 16 feet, 1.5 inches high, weighs 273,400 pounds loaded and has fuel capacity of 3,100 gallons. Meanwhile, the Union Pacific has purchased 60 new EMD SD-60 locomotives (not the same model), which began being delivered in April. (UPDATE and INFO MAGAZINE)

STILL DOWN - SP's total carloadings for April were 120,588, off 8.4% from last year. This is the 18th consecutive monthly decline in carloadings for Southern Pacific.

FRISCO MUSEUM - The opening of the Frisco Railroad Museum is planned for 2 PM on June 1 in Ash Grove, Missouri, 15 miles northwest of Springfield on highway 160. The museum is located at 500 Walker Street and isn't affiliated with the Frisco, Burlington Northern, or any other railroad. (THE DISPATCHER)

NEIGHBORHOOD LOCOMOTIVES - Ex-Rock Island Alco RS-1 No. 743 arrived April 7 on the Missouri-Kansas-Texas RR Oklahoma City train to possibly be rebuilt to operate, according to the Central Oklahoma Railfan Club's DISPATCHER. This rare engine was bought by two members of that organization. The CORC is also renovating BN F-9 No. 814.

MERGER LIGHT AT THE END OF THE TUNNEL? - Final arguments in the proposed SP-Santa Fe Merger took place May 21. An initial decision will be made before July 4 with the final decision sometimes in the Fall. The Dept. of Transportation and the SP and Santa Fe approve the merger while several railroads, like the D&RGW and UP oppose it. Most people seem to think the merger will take place, but with some trackage rights granted in the process.

NEWS updated through May 26, mailed Thursday, May 29.

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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.

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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!!!

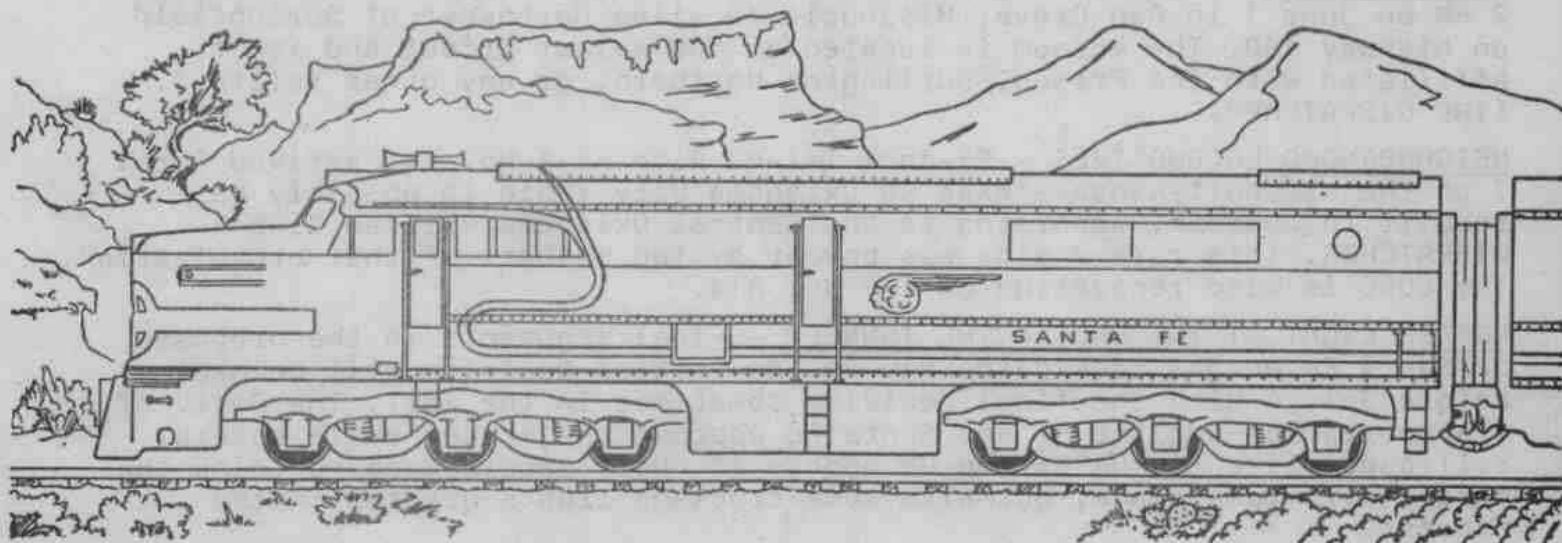
The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers. The club meets once a month on the second Sunday. This month's meeting details can be found under the "PROGRAM" notice elsewhere in this newsletter. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received by the meeting date. In order for you to receive the RAILROADER, 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. Dues are always due the first of the year.

If you would 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 sending \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. Any change-of-address, stories, pictures, news, etc., are all welcome. Send all correspondence regarding the RAILROADER and all material contributions to:

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118



ARKANSAS RAILROADER

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