NINETEEN ORPHAN TRAIN RIDERS gathered Saturday, October 8, 1988 at Springdale, Arkansas for the first annual Orphan Train Rider's Reunion. More than 120 of their family, friends and the media attended this reunion. Orphan trains carried orphaned and homeless children from mainly New York City to various parts of rural America between 1854 and 1929. (Ken Ziegenbein photo - more on the Orphan Trains inside)
1988 OFFICERS OF THE ARKANSAS RAILROAD CLUB

President - Carole Sue Schafer
103 Thayer
Little Rock AR 72205
(501)-371-0034

Vice-President - Ralph M. Davis
107 Utah
N Little Rock AR 72118
(501)-753-8862

Treasurer - Dick Byrd
12 Flintwood Dr
Little Rock AR 72207
(501)-225-7354

Secretary - Polly Hamilton
522 South Main
Benton AR 72015
(501)-778-6221

NRHS Rep - Peter Smykla
2800 West 37
Pine Bluff AR 71603
(501)-535-4724

Editor - Ken Ziegenbein
905 Valerie Dr
N Little Rock AR 72118
(501)-758-1340

Board - Bill Bailey
8318 Reymere Drive
Little Rock AR 72207

Board - Clifton E. Hull
3507 E. Washington, #31
N Little Rock AR 72114

Board - William Church
5619 Bel Caro Place
N Little Rock AR 72118

Board - Dusty Rhodes
P.O. Box 852
Fordyce AR 71742

Board - Randy Tardy
226 Englewood Road
Little Rock AR 72207

Bd Tres - Polly Hamilton
522 South Main
Benton AR 72015

NEW OFFICERS NOMINATED FOR 1989 - New 1989 officers of the Arkansas Railroad Club were nominated at the October 9 meeting. They are: PRESIDENT - Fred Fillers (who would like another to volunteer for this duty if at all possible); VICE PRESIDENT - Matt Ritchie; TREASURER - Dick Byrd; SECRETARY - Polly Hamilton; NRHS REPRESENTATIVE - Peter Smykla; Continuing on the Board - Clifton E. Hull.

NRHS DUES INCREASE - Dues for the National Railway Historical Society have gone up from $9 to $12 per year, the first dues increase in that organization in 10 years. This means that if you are a member of both the local Arkansas Railroad Club and the NRHS, you will now need to pay $3 a year more, or $22 a year for both the Arkansas Railroad Club and the NRHS dues if you are an Arkansas resident (local dues remain at $10 per year for Arkansas residents and $7.50 a year for out of state).

SPEAKING OF DUES!! - Now would be a good time to think about paying your Arkansas Railroad Club dues for 1989. They are due January 1st of each year, but we don't mind if you want to send them in early. The address is on the back cover.

EDITOR WINS BLUE RIBBON AT FAIR - I entered the night photo I made of the SLSW 819 (while it was in Little Rock in 1986) in the Arkansas State Fair on October 7. To my surprise, it won a first place ribbon! It was on display through October 16.

(CLUB HAPPENINGS continued on Page 13)
On a rainy day in September 1947, we were called for Extra East Engine 2318 about 7 AM. We were to do the local work between Booneville, Arkansas and Little Rock. The train consisted of a mixture of loads and empties, lots of pulpwood cars, coal cars for tie loading along the way.

As a local we had to clear all trains we met and let following trains by, which was always a headache trying to get in the clear and do all the switching the agents would have us do. The tonnage rating for engine 2318 was around 2300 tons because of the mountains and long grades.

Getting our orders, our crew consisted of Conductor A. W. Wright, Flagman M. E. Walls, Engineer Bill Manor, Fireman Estrage Britt, Swing Brakeman Charley Wozman, and Head Brakeman L. T. Walker. Engineer Manor, Britt and myself L. T. Walker went to water and oil track to get the engine checked for full tank of water and oil, for sometimes the roundhouse crews might overlook filling it up.

We put the engine on the train that the switch engine had built, pumped up air, got air test and was ready to go. Conductor and swing brakeman Wozman came out of the depot, gave the high ball and we started pulling out with around 60 cars. The swing brakeman got on the engine, conductor caught the caboose. Flagman Walls had to line up the main line switch near the depot.

The swing brakeman had a hand full of messages, places we were to stop and do the Depot Agents work starting around Blue Mountain, Waveland, Havana, Belleville, and always lots of work at Danville. The Merchandise Car we had to unload most of the time was carried on the head end so it would be easy to spot at freight house to unload. Some freight was so heavy we would have to get the fireman and engineer to help the head brakeman and swing brakeman unload it, or load freight back into the car.

There was a sawmill at Danville, cattle yard, hardwood loading, pulpwood, feed stores, oil and gasoline spots. Next stop was Ola, Arkansas with two oil spots, sawmill and pulpwood. The house track was full of cars being unloaded and loaded. Lots of switching trying to get it done before we had to get out of the way of opposing train or following train. On our way again toward Perry, stopping to pick up and set out at Casa and Adona. Glad to get to Perry, for we would get to eat and then do the work.

After eating and doing the work, Conductor Wright said to run to Houston and Bigelow, work and go to Biddle Yard at Little Rock, which was our home terminal. Conductor Wright also said that we had all the tonnage we could handle and told engineer Manor to pick him and Flagman Walls up and then give it all the engine had so we could get over Coppers Gap, which was bad and lots of curves and a heavy grade.

The engineer checked to see if sanders were working and had not stopped up account of the rain. Then we took off, made Coppers Gap, over the hill through Houston, toward Bigelow. We came by Bigelow and there were the Rock Jocky, men changing crews in siding they were supposed to run 20 minutes ahead of every train account of the rocks would fall off the bluffs and deep cuts which could derail a train and the Arkansas River was on one side and the mountain the other side.

The old timers said convict built the railroad between Bigelow and Roland, and that so many were killed when they were blasting out the railroad. The rock jockys, as we called them, sure looked surprised when we went by. They were very helpful men. Besides the rocks they found, they would also check our train for hot boxes, air brake stickings and brakebeams down which could cause a derailment.

We thought we were homeward bound, everything running smooth, got our train looked over at Bigelow, by agent and Rock Jockys, and at the Fush River bridge the section foreman and his crew was going in so they looked our train over. We were beginning to get to the place where for several miles the track ran...
along the river and side of the mountain. The engineer looked over and said the Section Foreman and crew had just come over the track, so if there were any rocks on the track, they would have found them. But large rocks could fall at any time because the rain could cause them to get loose.

So, coming around Ross Hollow, which is a trestle and curve, we came back around another corner at a piece of straight track. I was sitting behind Fireman Britt, Charlie Worman the swing brakeman was sitting behind the engineer Manor. The engineer could not see or hear the best in the world. He bought his glasses at the dime store all the time...said prescription glasses were too expensive (he was well-to-do though).

The fireman and I locked up the track and there was a big rock between the rails. It looked as big as a large white-faced cow with red clay all over it. We called to the engineer to big-hole it, which was used in railroad language to put the train in emergency.

He looks over and said "Duh?" We said "Big Hole it", that there was a rock between the rails. I jumped up and Charley and me yelled at him again but we hit about that time.

The engineer raised up trying to find a place to get anywhere besides on the engine, because a steam pipe if broken would scald you to death. Charley and Britt started up on the water tank and made it and I tried but we were derailed and engine was jumping up and down. Also the apron was jumping up and down and I could not get over it...afraid it would cut my legs off. The apron is a large heavy sheet of steel that is bolted to the cab of the engine and lays freely on the tender which allows the engine to turn on turnouts or curves and also the crew to walk on. It could be very dangerous when it is raised.

I had to make a decision then, so I opened up the window on fireman side, slid down the gangway, hit the bailing but did not stand up, rolled over the boulders and stumbled end over end. I was caught in heavy vines on the river bank which really broke my fall. The last time I saw engineer Manor he was standing on the sand box with both hands on the shut-off throttle. The train had not stopped when I was laying in vines hoping it would not derail any cars and they fell down on me. I was really scared, believe me.

The train stopped, and Charley and Britt came back looking for me. They were calling for me and I told them I was in the vines. They told me not to move until they got to me. I told them I could not move because I had no feeling to move. I was bruised all over. I had split my overalls from my back down to my seat, also my shirt. They got me out and back up to the engine. We found the engineer was O.K. if I had stayed with him I would have been O.K., too but you don't know what you might do if you think it might be life or death.

The engine was derailed and the brake rigging was all torn off. The brake man rigging was torn off on fifteen cars behind the engine. The engineer blew the long section foreman whistle. They were about seven miles from us but they heard it and came up. Even though we had seventy-five cars when we derailed, they walked up beside the train, the conductor was with them. The flagman was back flagging eastbound trains. The conductor walked about three miles to dispatcher phone and called for the wrecker, or as we called it "the Big Hook." But when we went to call for the Hook the engineer and section foreman decided to reail the engine. We were close to the rail, we could set the frogs and we might could get it back on the rail, which we did, just that the engine was a large 2-8-2.

While the crew was reailling the engine, I was sitting on a rock not feeling the best in the world...not even an aspirin to help the hurting bruises. I looked down between my legs and there was a small rattlesnake crawling out from under the rock I was sitting on. I forgot all the pain and got away from there. The section men killed the snake. That was better than any aspirin, I believe.

The conductor came back and we had the engine reailled. He was old and a little grouchy and he did not like it that we had reailled the engine. He had walked six miles for nothing. The crew took down the brake riggings and tied others up, pulled the pilot or cow catcher up off the rail by hooking a chain to the front and backed the engine back while using the throttle for a brake.

After checking track and gauging it, we pumped up and went on to phone where the
conductor cancelled the wrecker. The engineer had us stop at Roland and pick up an empty box behind the engine so he could use it for brakes when operating the engine light. We had to set out some cars at Pinnacle, then came on in to Biddle Yard.

Man, it was some trip.

There are three of us still living. We are all in our 70s. Charley Waterman lives in North Little Rock; Maxie Walls in Lake Conway and myself, L. T. Walker in North Little Rock. The days go by but memories last forever.

When they got me to the doctor, I did not have a broken bone. The doctor said he did not know why because I was blue all over. The claim agent bought me a new shirt and paid me two days work which was about eight dollars a day. They put me on through freights, no local, and was to pay me the difference.

Trains I caught, we doubled Forrest City Hill twice which paid me 100 miles extra, so the derailment as far as I was concerned did not cost them much but I would not want to go through it again for one million.

(The above given your editor by Jim Bennett of Stuttgart, Arkansas)
(The following is reprinted from a series of 1978 installments done for the ARKANSAS RAILROADER by Gene Hull. This time the story will be complete in only one installment, however. It seemed appropriate to run it again this election year.

AN ARKANSAS RAILROAD DEFEATS A PRESIDENT
by: Clifton E. Hull

An insignificant uncompleted railroad in the comparative wilderness of Arkansas was the primary defeat of an adroit politician who was energetically seeking the Republican nomination as President of the United States.

This was not the result of any deliberate action by anyone connected with the railroad, but by the manipulations of politicians and the financiers—contractors of the railroad.

The railroad-building craze which had such a strong hold on much of the country in the 1860s resulted in the federal government making a grant of land to aid in the construction of a railroad from near Cairo, Illinois to Fulton, Arkansas. Included in this grant were two branch lines, one from Little Rock to some point in Arkansas on the Mississippi River and one to Fort Smith. The latter is the subject of our story.

The Little Rock & Fort Smith branch of the Cairo & Fulton Railroad received its charter from the state in November, 1859. Through a bit of maneuvering, the branch line was separated from the parent Cairo & Fulton and in January, 1859, the state granted a charter to the Little Rock & Fort Smith Railroad. This road was granted 550,000 acres of public lands to aid in its construction in 1858.

Before any real work could begin, the Civil War engulfed the nation and the project was forgotten for several years. After the war, a new beginning was necessary. In 1869 a bill was introduced in the House of Representatives in Washington to renew the land grant for the railroad in Arkansas. This was the very beginning of the political shenanigans which were to have rational repercussions.

It was during the session of March, 1869 and Representative James G. Blaine, from Maine, was serving his first term as Speaker of the House of Representatives. The bill was introduced on the last day of March and there were quite a few empty seats.

Rep. Logan Holt Roots, from Arkansas, with several friends, was doing everything in his power to get the bill approved and sent to the Senate. George Washington Julian from Indiana was chairman of the Public Lands Committee and he attempted to attach an amendment to the Arkansas bill. The Senate was very hostile to this particular amendment and Roots knew the entire bill would be in jeopardy if the amendment was attached.

He and his friends quickly made their way to Blaine and inquired what was the best manner in which to combat this grave attempt to subvert his bill. Blaine advised then the amendment was entirely out of order and not germane. Roots said he was not sufficiently familiar with the rules of the House to make his point understood, so Blaine called on John Alexander Logan of Illinois for help. The bill was freed of the controversial amendment, and the bill passed without objection.

Later, Blaine was to make reference to his assistance, and to use the fact for his personal advantage.

The LRAFS received slightly in excess of 1,000,000 acres of public lands to be sold and the proceeds used for construction costs. This was a magnet which drew quite a bit of attention.

There was very little money in Arkansas so soon after the Civil War, so arrangements were
made with financier Jesiah Caldwell, a railroad speculator and money raiser in Boston, to sell the bonds of the Little Rock & Fort Smith road to the best advantage. The first mortgage bonds were in $1,000 denominations and bore 6 percent. Through the influence of Caldwell, Mr. Warren Fisher, a successful Boston merchant, was given a contract to construct the 155-mile road from Argenta to Fort Smith.

It seems that a common practice in the Boston area for financing railroad construction included a deal involving mortgage bonds, land-grand bonds, preferred stock, and common stock. The firm of Caldwell would dispose of the mortgage bonds on the open market and would receive equal portions of the land bonds and stocks. If a purchaser bought $10,000 in mortgage bonds, he would receive $10,000 in land bonds, $10,000 in preferred stock and $10,000 in common stock, all for $10,000.

This method of operation was directly responsible for the furor which exploded in Washington in the spring of 1876.

Both Caldwell and Fisher were acquainted with James G. Blaine. Taking advantage of his position in the federal government, they prevailed upon him to dispose of as many mortgage bonds as he could for the insignificant railroad in Arkansas.

As Fisher was more intimately acquainted with Blaine, he was the principal negotiator to persuade the Speaker of the House to use his influence to sell mortgage bonds of the LR&FS. Fisher made a deal in which Blaine would receive $130,000 in mortgage bonds, $130,000 in each of preferred and common stock, and $130,000 in land bonds. In addition, Blaine would be sent $32,000 extra in mortgage bonds. Blaine was to dispose of the mortgage bonds to friends in Maine who were unfamiliar with the "4 for 1" deal. Blaine would pass along the common and preferred stock, but he would keep the land bonds for himself.

For men who had money to invest in such a remote project, the fellows in Maine were rather gullible and uniformed. They were paying full face value for mortgage bonds so as to draw 6 percent interest, but the gift of stocks was practically worthless and in the fall of 1869 the mortgage bonds were worth slightly less than 50 cents on a dollar.

One man in Maine, Joseph J. Williams, decided not to take his option of $5,000 in bonds, so actually Blaine disposed of only $125,000 worth. The fact that Blaine was an eager partner in the devious plan is shown by a letter he wrote to Fisher on June 19, 1869... "Your offer to admit me to a participation in the new railroad enterprise is in every respect as generous as I could expect or desire..." In the same letter he mentions the possibility of Caldwell disposing of a portion of his interest in the Arkansas road to Blaine, and that he, Blaine, was eager for definite decision. In ending he said, "I see various channels in which I know I can be useful."

Construction was begun in 1869, and in 1870 a new scramble was begun to secure additional money. Value of railroad bonds was steadily dropping and by late 1871 there were worthless.

A. L. Robinson, another friend of Blaine's, was the chief engineer in charge of construction in Arkansas. He had many hundreds of men working on the road, and in March of 1871 his men near Ozark were on strike because the had not been paid for several months. A wave of discontent was spreading.

It was discovered later that Caldwell would use the funds of one railroad as security to raise money and then spend it for work performed on another road.

In like manner, Warren Fisher was getting himself in an undesirable position. To perhaps salvage as much as possible from the deal, Caldwell tried to consolidate the LR&FS with the LR&M (later becoming the Rock Island), but this effort failed.

During Fisher's career, he had been in contact with Elisha Atkins, a successful business man in Boston. Early in 1871 Atkins began loaning money to Fisher and Caldwell on the security of LR&FS bonds. When it became evident that something had to be done to protect his interests, Atkins and several other bondholders took control of the Arkansas road from Caldwell and Fisher. This was a fortunate turn of events for the railroad. It was completed as far as Fort Smith in 1876, and was in fairly good financial condition. Ironically, this was the year in which Blaine attempted to secure the Republican Party nomination as
President of the United States. The Democrats had won control of the House and they immediately began an investigation of the man their party was going to try to defeat.

During this investigation a series of letters were found, and when Blaine realized it he knew things were getting serious. These letters were to be known as the "Mulligan Letters", for they were in the files of James Mulligan, the confidential clerk of Warren Fisher. They had been written by Blaine to Fisher during the period between 1869 and 1876.

Through this long chain of correspondence ran a winding thread of devious maneuverings. In 1871, when it appeared that financial failure of the Little Rock & Fort Smith would force an accounting of the stocks and bonds, Blaine knew he would have to cover himself with his constituents in Maine to when he had sold bonds at an inflated price. If this became known, in addition to the fact that he had kept land bonds which would have belonged to the mortgage bond purchasers, he would be politically dead at home as well as being denied the presidential nomination.

In frantic haste, he began buying back the bonds (now with no value) at the inflated price he had sold them for. Also, Fisher and Caldwell failed to send his all the land bonds they had promised. He got only $95,000 worth. To protect his friends in Maine from loss, Blaine paid them $168,150 between the spring of 1871 and the spring of 1872.

The series of letters mentioned previously revealed he had very little personal wealth during this time. Letters to Fisher dated December 29, 1870 and January 26, 1871 reveal that his personal hardships were "bitter, burning and humiliating to the last degree." A constant stream of letters to Fisher, between June and November of 1871, begging for payment of what he said was owed him, showed he was unable to make even a $2,578.33 payment he owed.

Even so, the investigation revealed that in 1871 a draft for $64,000 was negotiated through the banking house of Morto, Eliss and Company with collateral of $75,000 in bonds of the Little Rock & Fort Smith Railroad. This draft was negotiated by Thomas A. Scott, President of the Union Pacific Railroad. The U.P. treasurer, E. H. Rollins, believed the bonds came from his old friend, James G. Blaine.

About the same time, the Atlantic & Pacific and the M-K-T Railroads bought $150,000 in L&AFS bonds, all more than the market value. During the investigation it was ascertained Blaine had turned in $48,000 in land bonds at the time of the reorganization of the L&AFS when Elisha Atkins took control. Also, Blaine bought $20,000 in land bonds from his friends in Maine. He had already gotten $55,000 in bonds from Fisher, making a total of $83,000 in L&AFS land bonds.

The Union Pacific had purchased $75,000, leaving a total of $8,000. Mr. Mulligan had given Blaine $40,000 in land bonds in September, 1872. This added up to $48,000 in land bonds in September, 1872 Blaine turned in at the time of reorganization, thus the investigators proved Blaine was buying and selling L&AFS land bonds in considerable quantities and he was receiving much more than market value for them.

All this led to a public charge that Blaine was using the favors of his political office to induce the three railroads to give him an inflated price for the land bonds so that he could redeem these, plus the mortgage bonds he sold to the fellows in Maine. All these political shenanigans were used so he could prevent the folks in Maine learning he had tried to hornswoggle them in the original deal.

During the investigation Blaine made several attempts to have letters and telegrams sent by various persons denying the bond deals with the three railroads, but they were refuted.
While the committee of the House of Representatives was holding the investigation, Mulligan was on the witness stand when he mentioned he had in his possession all the letters written by Blaine to Fisher. This had an immediate effect upon Blaine. He came up to whisper something to the Republican member of the committee, a Mr. Lawrence, who rose and asked the committee be adjourned because he had suddenly become very sick. Blaine made every effort to suppress the Mulligan letters, but they were read before the committee. The damaging results followed.

During an adjournment of the committee Blaine sank down upon the front steps of a church on Sunday, June 11, 1876. He said he was afraid he had a sun stroke. The Republican nominating committee was meeting in Cincinnati and Blaine had the governor of Maine submit Blaine's resignation as a member of the House of Representatives. On the same day, July 9, Governor Seldon Connor of Maine gave the Hon. James G. Blaine an appointment to the U. S. Congress as a Senator from Maine. As a senator he was beyond the jurisdiction of an investigating committee in the House, therefore, the investigation was dropped.

Blaine lost the presidential nomination in 1876. The same results were seen in 1880 when the Mulligan letters were revived. He was able to win the nomination in 1884, but reformers in the Republican Party supported the Democratic nominee, Grover Cleveland, because of the letters. Blaine was defeated.

More than one hundred years ago an abbreviated railroad in backwoods Arkansas was the principal subject in a federal investigation in Washington and the frustration of the political ambitions of a man seeking the highest office in United States.

Above photos are of several Orphan Train riders who attended the first annual reunion of the Orphan Train Heritage Society of America October 8, 1988 in Springdale, Arkansas. They were relating their experiences before and after adoption. Orphan trains ran between 1854 and 1929. More on this organization on the next two pages. (Ken Ziegenbein photos)
Pictured above is the family of W. P. Dunnaway of Hiwassee, Arkansas, an Orphan Train rider who came to Bentonville, Arkansas via the Orphan Train program on October 18, 1919. Mr. Dunnaway was one of a large number of children sent across the country for adoption via Orphan Trains between 1854 and 1929. Most of the children were sent from the New York City area. Mr. Dunnaway is the second from the left. [Ken Zeiglein photo taken at the first annual Orphan Train Riders reunion held at Springdale, Arkansas October 8, 1988]

THE ORPHAN TRAIN

Orphan Trains were actually not separate trains but one or two coaches added to regular passenger trains that ran mostly from New York City to various places across the nation between 1854 and 1929. The New York Children's Aid Society sponsored many of the trips on which children were placed in hopes of becoming adopted by rural families. Ads were placed in local newspapers before these trains would pull into a town so that people could look over these children on a platform when the train arrived. Then someone would pick a child (or children) to take home and adopt.

Maybe 300 potential sponsors would show up at the depot when the train arrived. The children (perhaps 25 in a group) were marched to some sort of stage to see if anyone wanted them. If not, they would go back to the train and head for the next town. Some children were as young as 18 months or 2 years. (Of course, they did not travel alone but had sponsors or agents who traveled with them as well as nurses). Brothers and sisters usually could not go to the same home, which caused a lot of crying.
Agents on the train would check up on them after adoption in 6 months or so to see if everything was going O.K. About 100,000 children rode the Orphan Trains during this time period, most orphaned but some who were given away by their parents due to financial or other hardship conditions beyond their control. In 1917 it was found that many of these adopted children became leaders in their communities, even some becoming Senators and Congressmen. (Seeing the 20+ actual Orphan Train riders at the October 8 reunion in Springdale, it appears that they did indeed become top rated citizens who enjoy life).

W. P. Dunnaway, whose family appears on the previous page, brought the following poem to the reunion, which expresses the feelings of many:

LEGACY OF AN ADOPTED CHILD

Once there were two women
Who never knew each other
One you do not remember
The other you call Mother
Two different lives
Shaped to make yours one.
One became your guiding star
The other became your sun.
The first gave you life
And the second taught you to live in it.
The first gave you a need for love
And the second was there to give it.
One gave you a nationality
The other gave you a name.
One gave you the seed of talent
The other gave you an aim.
One gave you emotions
The other calmed your fears.
One saw your first sweet smile
The other dried your tears.
One gave you up -------
It was all she could do.
The other prayed for a child
And God led her straight to you.
And now you ask me
Through your tears,
The age-old questions
Through the years;
Heredity or environment ----
Which are you the product of?
Neither, my darling - neither
Just two different kinds of love.

Author Unknown
Former Rock Island #630 was unveiled Monday, August 29, 1988 at Kansas City, Missouri after completion of a lengthy volunteer renovation project. This photo was taken at the ceremonies marking the return of the locomotive to active service on August 29. (Photo by Jim Johnson, Cotton Belt Railway)

Former Rock Island 630, the "Grand Dame of Dieseldom," is the sole remaining example of the pre-World War II Rock Island "Rocket" passenger train engine fleet. No. 630 is now owned by the Kansas City Railroad Museum.

The EMD E-6 was the first true production road diesel. A total of 118 E-6 units were built for 14 railroads before the time World War II cancelled production of all passenger motive power in 1942. Rock Island 630 was built in 1941. Although ordered for service on the "Arizona Limited", the 630 was to prove herself during World War II where she handled varying assignments over the entire 13-state Rock Island system.

The engine finished up service in the late 1970s by pulling RI commuter coaches in the Chicago area after being operated several million miles. The Kansas City Railroad Museum established a special foundation in 1977 to acquire the engine.

Acquisition of the engine was completed in 1980. Since then, about $60,000 in repairs and hundreds of manhours have been expended in restoring the engine. Shortly before the engine was rolled out of a shop in Kansas City August 29, the unit was given a new paint job, featuring the original color scheme of maroon and red with stainless steel lettering.

When the locomotive twin diesel engines were started for the first time in 11 years, "they started just like it was yesterday when they were shut down," said David Engle, a member of the restoration group. The engines were started up and left idling throughout the Railroad Days event in Topeka a couple of weeks after the above photo was made.

Eventual goal of the KC Museum and the 630 Foundation is to see the 47-year old Rock Island engine pull special excursion trains around Kansas City and the Mid-West. The KC Museum already owns several passenger coaches, but no excursion trips have been planned yet.

It is fitting that this "grand old lady" has been preserved for all to enjoy and ride behind in the years to come.

(Thanks to Jim Johnson and the September 8, 1988 "HERRINGTON TIMES" for the above story)
SHOW & SALE PLANNING - The 9th annual Arkansas Railroad Club Show & Sale will be held Saturday, June 17, 1989 at Fisher National Guard Armory in North Little Rock. Brochures will be mailed out in November and there will be lots of advertising this year. For additional information, send a large stamped envelope to either E. A. Hille, 224 Dennison, Little Rock, AR 72205 or William Church, 5619 Bel Caro Place, North Little Rock, AR 72118.

CHRISTMAS DINNER TO BE HELD DECEMBER 2 - Our Club's annual Christmas dinner will be held on Friday, December 2 at the Yellow Daisy Restaurant in Little Rock. We will all go over to Club President Carole Sue Schaefer's after the dinner. More details will be forthcoming at the November meeting.

"SHORTLINE RAILROADS OF ARKANSAS", the book by club member Gene Hull, is on sale again, as you know. Here is where you can get a copy of this great book on shortlines in Arkansas: University of Central Arkansas Press, 4720-A Boston Way, Lanham, MD 20706. Cost is $24.75 plus $2.00 for postage. The number of the book is 0-944436-00-5.

ROCK ISLAND PHOTO FOR SALE - Clayton M. Davis, 31st and S. Topeka Blvd, Topeka, Kansas 66617, has for sale a color photograph entitled "Great Rock Island Route" depicting a Rock Island passenger train, the "Rocky Mountain Limited", near Colorado Springs, Colorado about 1900. It is under glass in a 3-inch dark frame with 2-inch white border, measuring 53" x 23". The consist of the train is steam engine No. 1112, an 8-wheeler, Rock Island cars No. 1008 (half baggage, half passenger), RI "Westlake" and "Manila", RI diner No. 711 and RI chair cars Nos 618 and 608. He says it is in excellent condition and is hanging in his law firm's office. He acquired it 40 years ago. Drop him a line if interested in making an offer for this photo.

FORT SMITH TO PARIS BRANCH of the Missouri Pacific had a spur just east of Charleston, Arkansas that went two and a half miles to the north to a coal mine. Does anyone know when the mine was shut down? They were taking up the track just this past summer. If anyone knows about this track and mine, contact member George Jones, Rt. 1, Box 124, Pottsville, AR 72858.

MODERN WOODMEN OF AMERICA, as seen on the 1913 receipt below, is a mystery as far as its association with the Cotton Belt was concerned. Does anybody know who they were and what did they have to do with the railroad? Contact Bill Bailey, 8318 Reymere, Little Rock, AR 72207 if you have any information.

COTTON BELT CAMP No. 13369
MODERN WOODMEN OF AMERICA
PINE BLUFF, ARKANSAS MAR 17 1913

Received of Neighbor...]

and...100 Dollars, in payment of

Mar. Assessment No. 284 $1.50

Camp General Fund Dues to 12. 12. $1.00

$1.50

Clerk

Camp General Fund Dues are due and payable in the months of March, June, September and December, in advance, for the next ensuing quarter, and must be paid with the assessment levied in those months.

ARKANSAS RAILROADER November 1988
The November meeting of the Arkansas Railroad Club will be held on Sunday, November 13 at 2 PM at the Twin City Bank Building on Main Street in North Little Rock. Eakles Hille will be giving the program simply entitled "RULES". Let's have another large turnout.

RAILROADING GALORE!! - The month of October has been very active as far as railroading is concerned in the Arkansas area and the early part of November promises to continue the trend. It all started October 5 when I went up to Springdale, Arkansas for the first annual reunion of the Orphan Train Heritage Society of America. This was a gathering of over 120 friends and supporters of riders of the Orphan Trains that ran from New York carrying children for adoption in rural areas between 1854 and 1929. Over 20 actual train riders told stories of their trips.

The next weekend, October 15, I, along many others, went to Springdale AGAIN to ride the A&M from Springdale to Chester. The weekend after that I rode the Frisco 1522 from St. Louis to Decatur, Illinois and back. The weekend after that, October 29, I fully intend to ride the next excursion of the Reading Railroad near Prescott, Arkansas. Then the weekend after that, November 5, I will photograph the Cotton Belt 819 as it runs from Pine Bluff to Texarkana and ride this special train from Texarkana to Tyler, Texas and back on November 6th and 7th. PHEW!! Hope I don’t get tired of trains!!

CHRISTINE OLDS

BORN - December 5, 1902 in New York City

DIED - July 22, 1988 in Little Rock

Ms. Christine Olds was born in New York City in 1902 but moved to the Little Rock area about 1908 and lived here ever since. She worked for the Rock Island for 50 years, all in Arkansas. Her husband, Ronald, also was a railroad person, working for the Missouri Pacific, and they would often kid each other about their respective railroads, calling each others railroads "Wooden Axles."

Her husband Ronald retired on his 65th birthday and she retired from the Rock Island about that same time, around 1968. Ronald died in March of 1973. Christine had one child, Clair, from whom this information was obtained.

Christine was active in many groups, especially historical in nature, including being a charter member of the Arkansas Railroad Club. Her daughter said that she was interested in railroads up to a day before she died and would always look forward to getting the "Arkansas Railroader" each month.

Among the many groups she belonged to other than the Arkansas Railroad Club were: The Glass Club, Authors and Composers Club, Woman's Club, the BLE, Museum of Science and History, Eastern Star, Rock Island Club, Osca Club, Pulaski County Board of Censors, Pulaski County Historical Society, and the Poets Roundtable.

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A&M TRIP A SUCCESS - The rail trip aboard the Arkansas & Missouri Railroad between Springdale and Chester on October 15 was a great success. Our hats off to A&M President Tony Hannold for giving us this chance to ride a very scenic route through the Ozarks along the old Frisco line. Also, many thanks to Peter Smykla for helping work out the details with the railroad. And, of course, thanks to Bill Church, who set up the trip and made all the bus/train reservations. LETS DO IT AGAIN!!

ARKANSAS RAIL NEWS

819 TRIP TO TYLER - (Pine Bluff) - The rebuilt Cotton Belt 4-8-4 #819 will be returning to the birthplace of the Cotton Belt, Tyler, Texas, November 5 and 7th. This trip will be in honor of Cotton Belt employees, both active and retired, who have, through their efforts, both won the Southern Pacific system employee safety award and led the effort that resulted in the SP capturing of two straight Harriman Memorial employee safety titles. Riders will be at the invitation of the railroad.

The train will leave Pine Bluff at 8:00 AM Saturday, November 5 and arrive in Camden about 11:00 AM, where it will spend 5 hours on public display for the Arkansas State Historical Preservation Conference (which named the restoration of the 819 as one of the states most significant examples of historic preservation last year). Senator David Pryor requested that this stop and display be made.

The train will leave Camden about 4:00 PM and stop at Texarkana for the night, arriving in Texarkana about 6:30 PM. (This means that the 819 will be running in darkness for about one hour on November 5, by the way, the first time this has happened on the main line - Daylight Savings Time ends the last Sunday in October, so it will be getting dark an hour earlier than it does now).

On Sunday, November 6, it will leave Texarkana at 8:00 AM, arrive in Mt. Pleasant, Texas 9:45 AM, leave Mt. Pleasant 10:15 AM, arrive in Tyler about 12:15 PM. While in Tyler, the locomotive and consist will be turned for the return trip and be on public display from 2:00 PM until 7:00 PM.

On Monday, November 7, the train will make a one day trip from Tyler to Pine Bluff, leaving Tyler at 8:00 AM, stopping in Mt. Pleasant at 10:00 AM, leaving Mt. Pleasant 10:30 AM, arriving in Texarkana at 12:15 PM, leaving Texarkana at 12:45 PM, arriving Camden at 3:15 PM, leaving Camden at 3:45 PM, arriving Pine Bluff 6:00 PM.

Please remember that the above times are subject to change between the time the "Railroader" goes to press and the time the train runs. The train will stop and load and unload its invited passengers at least at Texarkana, Pine Bluff and Tyler, which makes this (for a couple of days, at least) like the days of the famous Cotton Belt "STARS".

Speaking of those days, just for fun I looked at a copy of the September 29, 1929 Cotton Belt schedules between Pine Bluff and Texarkana and Tyler. Here are the comparisons:

1929
Lv. Pine Bluff 2:45 AM
Ar. Camden 4:33 AM
Lv. Camden 4:33 AM
Ar. Texarkana 6:50 AM (Train #11)
Lv. Texarkana 7:05 AM
Ar. Tyler 11:34 AM (Train #11-103)

1988
Lv. Pine Bluff 8:00 AM
Ar. Camden 11:00 AM
Lv. Camden 4:00 PM
Ar. Texarkana 6:30 PM
Lv. Texarkana 8:00 AM
Ar. Tyler 12:15 PM

The consist of the November 5-7 trip is expected to be the following:

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ORPHAN TRAIN RIDERS HAVE THEIR FIRST REUNION - (Springdale) - The Orphan Train Heritage Society of America had their first reunion for Orphan Train riders on October 8, 1988 in Springdale, Arkansas, the headquarters of this organization. Between 1854 and 1929, nearly 100,000 orphaned and unwanted children, mostly from New York, were placed on trains and sent to rural parts of the country in the hopes that they might be adopted. Many were and thus this great organization. Attendance was about three times greater than expected with about 120 riders and supporters showing up (about 19 actual riders were there). The cover shot shows most of the riders present. The reunion was held at the Northwest Arkansas Vo-Tech School. More on page 10. (Ages of the riders attending ranged from 62 to 92)

READER RAILROAD HOLDS NIGHT RUN - (Malvern) - The Reader Railroad will hold its annual Autumn Night Train run between Camp DeWoody and Reader, Arkansas the night of October 29, leaving Camp DeWoody at 6:30 PM. It will be pulled by a 1900's steam engine (the Reader Railroad, by the way, is the oldest operating common carrier in the nation using steam). The old coaches and caboose will be lighted authentically with oil lamps and lanterns. (Believe me, if its cold and dark, this really gives you the impression that you are riding a train at the turn of the century - your imagination just takes over). The $16 round trip cost includes an old-fashioned cracker barrel meal with live bluegrass and Ozark Mountain music at Reader. Call 501-337-2591 or write the Reader Railroad, P. O. Box 9, Malvern, AR 72104 to make reservations. (Hopefully, some of you will get this newsletter before the 29th - it was mailed on the 26th).

UNION PACIFIC DONATES DEPOT TO HELENA - (Helena) - After months of negotiations between the city of Helena and Union Pacific, UP transportation superintendent Tony Chacon of Memphis presented the donation documents and lease agreement to the former Missouri Pacific depot to Helena Mayor Sammy Brocato in late August. Plans are to convert the 75-year-old structure into a headquarters for a Delta Cultural Center. The railroad station will fall under the Main Street Helena program which is sponsored by the National Historic Trust. As a safety precaution, the city must erect a fence between the depot and the adjacent tracks. The St. Louis, Iron Mountain & Southern built the red brick tiled-roof depot in 1913 and the depot served its purpose until the 1950s. (HELENA-WEST HELENA WORLD, Sep 2, 1988 by Marla Clark)

MORE DEPOTS DONATED - (North Little Rock, alias Argenta) - The North Little Rock History Commission received ownership of the old Rock Island Argenta depot at Fourth and Beech Streets in North Little Rock on September 1, 1988. The 80-year-old station was donated to the city by Union Pacific. The agreement calls for the railroad to donate the building and the city to buy the land it is on for $150. History Commission Chairman Frank White said: "We plan to renovate the building and turn it into a museum about the railroad and the early era of North Little Rock." If good weather holds true, the roof and exterior can be repaired and refurbished before winter. (THE NORTH LITTLE ROCK TIMES, September 8)
INTERESTING PROGRAM - (Fayetteville) - On September 17, the Arkansas-Boston Mountains Chapter of the NRHS and the Shiloh Museum had a field trip, retracing the long-abandoned St. Paul branch of the Frisco from Fayetteville to St. Paul. This line was taken up almost 50 years ago. It was built in 1887. This sounds like it must have been fun to do. Anyone interested in doing the same in the Arkansas Railroad Club??

ENGINE 253 STILL NOT HOME - (Nash, Texas and Texarkana, Arkansas) - Steam engine 253, which once sat at the Spring Lake Park in Texarkana, was sold to the Yuma County Live Steamers of Yuma, Arizona almost two years ago. Built in 1924, the engine sits on a small section of track at Texarkana Tank Car at Nash, Texas waiting final transfer to Yuma. George Fromm, in charge of getting it moved, said he is having trouble finding anyone to load it onto trucks for the long trip. The group that bought it plans to make it operational again. Engine 253 is an 0-8-0 built as FEC 253 by Alco in 1924, purchased by the Louisiana & Arkansas in March 1936, donated to the City of Texarkana August 1956. (TEXARKANA GAZETTE, September 13, by Melanie Popplewell)

PLUM STREET OVERPASS OPENS - (Pine Bluff) - On September 15, the Plum Street overpass in Pine Bluff was opened to traffic. Now residents of the city can get over the UP and SLSW tracks without having to wait for trains. This project has been going on for years.

UNION PACIFIC FREIGHT HAS WRECK - (Donaldson) - Eighteen cars of a UP freight derailed before dawn September 22 at the Highway 67 viaduct at Donaldson, Arkansas. There were no injuries and the train was not carrying toxic cargo. Photos show some of the derailed cars stacked 4 deep, almost touching the base of the Highway 67 overpass.

FRISCO FESTIVAL - (Rogers) - A Frisco festival was held Saturday, September 24 in downtown Rogers. Various activities were held during the day.

MISSOURI & ARKANSAS MUSEUM - (Harrison) - The Missouri and Arkansas (M&A) Railroad Museum has a permanent home in Harrison in the "old" high school at the corner of Central Avenue and Cherry Street. The building was constructed in 1912 and used as a school until 1987. The annual meeting of the Missouri and Arkansas Railroad Museum will be held on October 29 at 2 PM. Those interested are urged to consider donating the items to the new museum. The museum is open Thursdays from 9:30 AM until 4:30 PM. (HARRISON DAILY TIMES, September 22, 1988)

TO BE IN "UNSOLVED MYSTERIES" SERIES - (Eureka Springs) - It was learned at the Orphan Train Riders reunion held in Springdale October 8 that filming of the NBC-TV "Unsolved Mysteries" segment regarding the Orphan Trains will be done the first weekend in November at the railroad station in Eureka Springs. A train will arrive at the station and the children unloaded onto the platform to be placed for possible adoption. This reenactment will then be shown on the NBC show on December 21, with perhaps some of these riders finding their long-lost relatives in the process. It was asked that if you wanted to show up to dress in 1913-1920 costumes and you could be an extra in the filming possibly.

SIDETRACKED TRAIN ROBBED - (Hope) - A Union Pacific train sidetracked near Guernsey in spite of local officials' warnings was robbed in mid-September. More than $2,500 worth of parts were stolen from new pickup trucks which were enroute to Houston. The railroad decided to stop the train at the Hempstead County siding because of Hurricane Gilbert that was moving toward the Texas coastline at the time. A number 1989 Chevrolet pickup trucks were burglarized. Among items taken were eight tires and wheels, five batteries and a windshield.

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CROSS ERECTED - (Paragould) - The family of LaDonna Hill, who was killed in a car-train accident September 7, went to the railroad crossing where she died September 24 to watch National Guardsmen erect a cross honoring her. The cross stands at the SP railroad crossing on Highway 358 near Preway Industries near Paragould. It was the first marker erected by the Guard in a program to point out where fatalities have occurred at railroad crossings. (PARAGOULD DAILY PRESS, September 28)

AN OPINION ON RAILROAD SAFETY from the editors of the BENTON COURIER of September 28, 1988 states that the results of a study by the PITTSBURG PRESS reports a railroad system plagued with deficiencies, the majority of them associated with safety. "Most of these safety standards are apparently the result of economics. Indications are there are links between efforts to keep the railroads moving at all costs and a failure to enforce stringent safety factors.

On the verge of financial ruin about 10 years ago, the nation's railroads have appeared to be back on track in recent years. If that's the case, has it been at the expense of cutting back work forces and maintenance in order to increase profits?

Railroad officials may have to constantly battle the profit-loss margin, but there is no future at all for our railroads if the economic factor is used as an excuse to deregulate safety.

The Federal Railroad Administration must begin to take a tougher stand on enforcement of safety regulations." (BENTON COURIER, September 28)

DeQUEEN & EASTERN WINS SAFETY AWARDS - (DeQueen) - The DeQueen & Eastern-Texas-Oklahoma & Eastern Railroads have been selected to receive the Golden Spike award from the National Safety Council's Railroad section. This is the second time in as many years these railroads have won this award.

The national award is awarded to railroads with exceptional public safety, training and assistance programs. The D&E has an active Operation Lifesaver and Hazardous Awareness Program in Southwest Arkansas. The award will be presented in Orlando, Florida on October 18. (DeQUEEN BEE, September 29 and Carl Womack of the D&E in charge of its Operation Lifesaver section)

NEW ENGINE TO BE IN LITTLE ROCK - Barton Jennings gave me information that a new GE unit, #809, should be in the Little Rock area November 13-16, on Union Pacific tracks, of course.

VAN BUREN-WINSLOW RUN - (Van Buren) - On October 9, the Arkansas & Missouri Railroad ran a special for the Van Buren Chamber of Commerce to show area officials the impact an excursion train could have on tourism in Van Buren. The excursion train could attract more visitors to Van Buren. The one-car passenger train ran from Van Buren to Winslow and was turned at Winslow. A rider was Robert Winn, an Arkansas Railroad Club member. The car used was the same 1899 car we rode on the October 15 trip. Bob Oswald was conductor, just as he was on our trip. (SOUTHWEST TIMES RECORD, October 10)

FAYETTEVILLE DEPOT TO GET A FACE LIFT - (Fayetteville) - On October 5, the Bank of Fayetteville signed an agreement with Burlington Northern to occupy the 1.5 acres of land at the corner of Dickson and West in Fayetteville, which includes the old Frisco depot. The first objective of the new owners will be to rehabilitate the depot, then to get the depot put on the National Historic Registry. It may eventually become a bank. (SPRINGDALE NEWS, October 6)

ARTS CENTER HOSTED RAILROAD PICTURES - (Hot Springs) - "Westward to Promontory: The Photographs of Andrew J. Russell" were exhibited at the Hot Springs Arts Center October 18-November 3. Russell's...
photographs reveal images of the westward progress of the building of the Union Pacific Railroad west from Omaha in 1868 and 1869 to the famous spike ceremonies at Promontory Point, Utah. Russell was the official photographer for the Union Pacific in the 1860s. The UP Railroad underwrote the exhibit, which came from a museum in Oakland, California.

GENERAL RAIL NEWS

AMTRAK OKS DALLAS/HOUSTON LINK - Amtrak service between Houston and Dallas, with stops in College Station and Corsicana is slated to begin November 15 if all goes well. Amtrak voted to commit $529,000 for signal, track and platform improvements along the Southern Pacific route for three-times-a-week service. The 251-mile trip will take six hours, 50 minutes and cost $31 for a round-trip ticket. The new service is projected to carry 29,000 passengers annually. It is expected to make money. A locomotive and three cars will split off in Dallas from the "Eagle" (which goes through Arkansas) and head for Houston at 3:05 PM Wednesdays, Saturdays and Mondays, arriving in Houston at 9:55 PM. Northbound, the "Eagle" will leave Houston at 8:30 AM Tuesdays, Fridays and Sundays, arriving in Dallas at 9:20 PM. (HOUSTON POST, September 29, via Jim Johnson)

AMTRAK TO RETURN TO OKLAHOMA? - The last scheduled Amtrak train to run through Oklahoma ran on October 1, 1979 (the "Lone Star"). Now Oklahoma Passenger Rail Association is campaigning to get Amtrak to return along the same Santa Fe route. Apparently, this time the idea has the backing of both Oklahoma Senators. In 1979, now-Governor Henry Bellmon was a Senator and he did not support the state's efforts to keep the train on. (THE DISPATCHER, CORC, Sep. 1988)

FRISCO 1522 MAKES ST. LOUIS TRIP - (St. Louis) - On October 22 and 23, 1988, former Frisco 4-8-2 #1522 made round-trips between St. Louis Union Station and Decatur, Illinois. Your editor rode it on October 22. There will be some photos in the December "Railroader." It was a fun trip and was sponsored by the St. Louis Chapter of the NRHS. Maybe someday, with enough advance notice, Arkansas Railroad Club members could reserve a coach on one of these excursions from St. Louis. They plan to have several over the years.

KCS MOST PROFITABLE IN 1987 - August's "Modern Railroads" reported ICC figures that showed KCS leading the 18 Class I carriers with an 11.03% rate of return on investment in 1987. UP was second with 9.90% and BN third with 9.40%. 1988 KCS business keeps running above last years levels, also. (THE CROW, October 1988)

ARKANSAS RAILROAD CLUB MEMBER RENTS RAIL CAR - (Kansas City) - Club member Frank Dillenofter of Raytown, Missouri (near Kansas City) has a private railcar he and his wife just finished renovating named the "Westport". The car is a Budd car built in 1939 for the ACL. The car has a complete galley, TV/VCR, generator, PA system, background music, on-board telephone, etc. He formed the Heritage Rail Corporation, which rents the car out to be pulled by regular Amtrak trains in and out of Kansas City. Capacity is 26 people and the rental fee includes a crew of two. A recent Kansas City to St. Louis trip with 20 aboard cost $200 each, or $4,000. Want more information
or want to rent the car for a three-month entire-Amtrak voyage?
Contact the Heritage Rail Corporation, P. O. Box 9386, Kansas City, Missouri 64133.


If stars that make up a galaxy, such as our Milky Way, were people size, the nearest neighbors would live 60,000 miles away.

SOUTHERN PACIFIC EXPLAINS ITS BUSINESS - Why does SP have to struggle so hard to be a profitable railroad? According to George Woodward, SP’s vice president of marketing and sales, “Because of our traffic mix. Over 50 percent of our revenue base comes from boxcar and intermodal traffic: the most truck-competitive segment for railroads. We have the highest percentage of boxcar and intermodal freight of any major railroad. We don’t haul large volumes of coal and grain traffic, which our rail competitors benefit from.” (SP BULLETIN, July-August 1988)

UNKNOWN WORDS BACK THEN - Bill Davidson of the Terminal Railroad Association of St. Louis gave some words which were not around in the 1920s to 1940s when he grew up. These were in the August 1988

NRHS NEWS: COMPUTERS...TELEVISION...PENICILLIN...PIZZA...FIBER OPTICS...FRISBEE...ELECTRIC BLANKETS...FIBERGLASS...MICROWAVE OVENS...CREDIT CARDS...BALLPOINT PENS...PANTY HOSE...PLASTICS...FROZEN FOODS.

DRUNKEN BEARS ALONG THE BN - (Essex, Montana) - Back in 1987, when 17 BN cars containing 400 tons of corn derailed near Essex, Montana, the corn stayed where it was and began to ferment. By the spring, when hibernating bears awoke, the corn was pretty well fermented and became like alcohol. Well, the bears were drawn to the site. "They were on it right away," says Loren Hicks with the railroad. And they're still at it, three years later, coming down there to feed in the fall instead of feeding on fish like they normally would. This is not good for the railroad.

The drunken bears present a lot of problems for the BN each season. "The bears really get blitzed," explained Hicks. "Some of them sit right down on the tracks with their heads in their paws, eating corn with a train coming right at them. They roll over a lot. Some of them fall down."

The railroad has done everything it can think of, short of creating a Forest Alcoholics Anonymous. They've covered the area with dirt, put quicklime on it, spread diesel oil on it. Nothing has worked. The grizzlies just dig up the dirt. "We had to rebuild the roadbeds. And the bears actually like the taste of diesel oil." (OMNI, September 1988 by George Nobbe)

GUIDES MAY EDUCATE HIKERS ON DURANGO-SILVERTON TRAIN - (Durango, Colorado) - The U.S. Forest Service may put interpretative guides on the Durango-Silverton Narrow Gauge Railroad, which carries dozens of hikers a day to the Weminuche Wilderness Area. Seems some of the

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hikers/campers are inexperienced and do not know what they are getting into. "They feel Twenties to bighorn sheep and trample vegetation," according to the Forest Service. Last summer, 15,000 people used the Chicago Basin, averaging three people per party.

The Forest Service is negotiating with the train’s management to place guides in the passenger cars of the railroad. Preliminary discussions met with little success, but future talks are likely with the train’s owner, Charlie Bradshaw, who lives in Florida. Interpretative guides could be on the train next year. (ROCKY MOUNTAIN NEWS, September 6, via Jim Johnson)

SANTA FE ART - Santa Fe Railway has more than 700 Southwestern art paintings made between 1900 and 1950 (when photography was rather rare). The scenes and peoples of the Southwest, primarily Arizona, New Mexico and California, are depicted in the paintings, which also used to grace Santa Fe’s passenger cars. More than 125 of the paintings in the company’s collection are of the Grand Canyon and some of the entire collection is available for museum display. Santa Fe commissioned many of the paintings to advertise its passenger service around the turn of the century. (THE DISPATCHER, Oklahoma Chapter NRHS, September 1988)

SOUTHERN PACIFIC ENGINES - As of July, 1988, SP/SSSW had the following number of locomotives: 2,052 (Road Units - 1,683, Yard Units - 369). Average age of all of their engines was 11 years - 5 months. (Average age of their yard engines was 15 years - 11 months; average age of their road units 10 years - 5 months). Most road units were the SD40T2's by EMD (2292); most yard units were the SW1500's by EMD (217). Units with air conditioners totaled 678.

KATY MERGER UPDATE - As of August 12, the Union Pacific and MKT Railroad were one. Operations of the MKT will gradually be assimilated into 12 of Union Pacific’s 30 Division Service Units. UP plans to install its Transportation Control System on former MKT tracks. Jim Krier, director of UP’s transportation planning, said some UP service units will experience greater impact from the merger than others. They are the Van Buren, Wichita, Fort Worth, Oklahoma and Palestine Service Units.

One major change will be the formation of the Oklahoma Division Service Unit from portions of the MKT and UP’s former Texas Division Service Unit. The Oklahoma Service Unit will be headquartered in Fort Worth. (UP INFO MAGAZINE, August, 1988)

Gasoline will freeze at 240 degrees F below zero.

OFFICIALLY APPROVED - The ICC issued its written report on the approval of Rio Grand Industries buyout of the the Southern Pacific/Cotton Belt in early September. Purchase price was $1.02 billion, to be financed by banks. Rio Grande Industries head Phil Anschutz was pleased with the report. He said SP and D&RGW would operate very well together. He also said a priority would be to pay down SP’s dept as promptly as possible.

Mr. Anschutz chose to keep the Southern Pacific name for the new railroad "Because I like it. The SP name is important to railroads. It was a tough decision, but in the end we chose the Southern Pacific as a name because it's a larger railroad. Therefore probably its name is better known." He also said (according to RAIL TRAVEL NEWS) that he wants to revive the old "Southern Pacific Lines" name, along with the old "Sunset" logo for SP.

Meanwhile, the Kansas City Southern, which lost out on its bid to buy SP in spite of making a higher offer (according to KCS), appealed the decision on September 23 In Federal Appeals Court. In a

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statement, KCS said it "will show that the ICC's approval of the Rio Grande acquisition is contrary to law because the ICC failed to consider the acquisition's long-term impact upon the SP's ability to perform its common carrier duties, and thus to compete effectively." The papers regarding the sale were signed officially on October 13 in New York. KCS did not ask the court to delay the actual sale. (SP UPDATE, September 27 and October 11, 1988)

Never explain - your friends do not need it and your enemies will not believe it anyway.

SP DAMAGES LESS FREIGHT IN 1987 - SP’s freight loss payouts dropped 7.5 percent in 1987. Total loss and damage payouts last year came to $13,920,000, averaging less than 1 percent of freight revenue. (SP UPDATE)

A TROLLEY FOR DALLAS - (Dallas, Texas) - Workers laid the initial stretch of track for the McKinney Avenue trolley in Dallas September 12. The 380 feet of rail put down along Hall Street between McKinney Avenue and Cole Street will be part of a 1.5-mile trolley loop that will link downtown Dallas with Oak Lawn. Targeted for completion in May of 1989, it will be operated by the private non-profit McKinney Avenue Transit Authority. The cost is estimated at $5.9 million. The trolley will be the first urban rail line in Dallas since the late 1950s. (DALLAS TIMES-HERALD, via Jim Johnson, SLSW)

MORE TROLLEY TRACKS - (Memphis) - In early September, Pat Plemons, president of the Memphis Transportation Museum and a member of the Downtown Trolley Advocates, said that there is a 90 percent certainty that the old north-south trolley tracks in Memphis from Beale to Carolina are still intact. The group supports a $21.9 million electric trolley system for the Mid-America Mall and other parts of downtown. Plemons said a metal detector reading indicated two pair of linear metal objects (i.e., railroad tracks) in the middle of the street corresponding to a standard trolley track gauge. If the tracks do exist, they could be excavated and used for the Central Station-to-Beale service route, saving construction costs for the system. (MEMPHIS BUSINESS JOURNAL, Sept 5, via Jim Johnson)

Get your mind set...Confidence will lead you on.

UP HANDLES ALL-TIME MONTHLY RECORD CARLOADS - Union Pacific handled 334,000 carloads in August, 1988, an all-time record. They moved 2,568,000 carloads in 1988 through September 8, an increase of 8 percent from 1987. Meanwhile, Southern Pacific is also doing quite well, handling 31,427 carloads in the week ending October 9, up nearly 6 percent since 1987. (UP INFO, September 1988 and SP UPDATE)

NEW COAL TRAINS - Union Pacific and the C&NW recently signed a new 10-year contract to deliver 1.5 million tons of coal annually (150 trainloads) from Wyoming to Austin, Texas. The customers say they will save $10 million annually on the deal (and Congress has the nerve to mess with the Staggers Act??!! - ED.) Shipments will originate from the Powder River Basin with delivery to Fayetteville, Texas, served by the KATY/UP (now that's getting pretty close to my home town) (UP INFO Magazine, September 1988)

CONGRESS IMPOSES C&NW SETTLEMENT - The settlement imposed by Congress ended a UTU strike on the C&NW that was called after the railroad proceeded with its plans to eliminate 1200 brakemen jobs by having

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only 2-man crews. Under the enforced settlement, C&NW is allowed to operate most of its trains with 3-man crews, meaning nearly 700 jobs will be lost. (UTU NEWS, October 1988 via L. T. Walker)

CAN LABOR RETAIN ITS SAY IN SELLING TO SHORT LINES? - Another court decision is heading for the Supreme Court. On August 23, the C&NW was allowed to sell its Duck Creek line to Fox River Valley Railway without giving the unions any say in this decision. This sale has been appealed to the U.S. Supreme Court. A number of similar cases have been appealed to the high court, which tries to have the railroads negotiating with the unions before selling part of a line to a short-line operator. The next year could have some far-reaching decisions on this sticky subject. (UTU NEWS, October 1988)

RAILROAD WANTS TO BUY LAST STEAM ENGINE MADE - (Boone, Iowa) - The Boone & Scenic Valley Railroad of Boone, Iowa wants to buy the last factory-made steam engine built anywhere in the world, a large engine built in Datong, China. The Datong factory is the only place where steam engines are still made, but they won’t be made much longer. The factory is going to stop making steamers this year. The Chinese said they would deliver the 104-ton locomotive to Chicago next spring for $394,000. The B&SV would borrow half the amount if the state of Iowa would come up with the rest from its lottery. The Chinese are eager for this idea to succeed and would help the B&SV workers maintain the engine. The B&SV says the engine would be a tourist draw. (DES MOINES REGISTER, September 7 via Jim Johnson)

ADS FOR TOURIST LINES - Lou Koepp, Arkansas Railroad Club member from Kearney, Nebraska sent in two ads from the OMAHA WORLD-DISPATCH newspaper of October 2 advertising the Pathfinder Dinner Train that runs from Council Bluffs, Iowa (402-391-5100) and the Fremont & Elkhorn Valley Railroad that runs from Fremont to Hopper, Nebraska (402-727-0615). You read about these trains in the October "RAILROADER".

NEW LOCOMOTIVES ARRIVE ON COTTON BELT - (Kansas City) - Cotton Belt took delivery during September of 15 new GP-60 locomotives, numbers 9620-9634. Purchased from EMD (GE), the 3,800 horsepower, four-axle locomotives were delivered to the Cotton Belt at Kansas City, Kansas. These engines are NOT part of the purchase plan announced October 13 by new Cotton Belt owner Rio Grande Industries, Inc. for 50 new locomotives valued at $60 million. They are currently being ordered for delivery in 1989.

NEWS UPDATED through October 16...mailed about October 26.

RISKS

According to the October 1985 SCIENCE 85 Magazine, risks of getting killed in a car accident over your lifetime are about 1 in 140. This means that if you have 140 people in a room, chances are that one of them will be killed in a car accident sometimes during your lifetime. Other odds are: getting heart disease (1 in 10); dying of cancer (1 in 23); getting killed by a tornado (1 in 86,100).

Events that can take days off your life include: being an unmarried male (takes 3,500 days off your life on the average); being an unmarried female (minus 1,600 days); being 20 percent overweight (minus 900 days); alcohol (minus 130 days); drinking diet sodas (minus 2 days). There were many others mentioned.

Top 10 risks of dying are: 1) Motor vehicles (take the train!); 2) Smoking; 3) Alcohol; 4) Handguns; 5) Surgery; 6) Motorcycles; 7) X rays; 8) Pesticides; 9) Electric power; and 10) Swimming.

Have a safe Thanksgiving and Holiday Season!

ARKANSAS RAILROADER November 1988 23
UPPER LEFT - Arkansas Railroad Club members board the Arkansas & Missouri train about 10:20 AM, Saturday, October 15, 1988 at Springdale. UPPER RIGHT - Inside the 1899 refurbished coach, built originally for the Boston & Maine. Eakles Hille pointed out that the car still had the old bell cord in it, which, when pulled, would signal the engineer to stop (these were common before air brakes). LOWER LEFT - Conductor Bob Oswald explains the rules. LOWER RIGHT - This was truly a nationwide event. Club members riding came from across Arkansas as well as from both ends of the country. Pictured are MIA MATHER, who flew all the way from Jackson Heights, New York to be here, and JIM TATUM from Pomona, California who rode Amtrak to Kansas City and drove down to Springdale for the occasion.

(Ken Ziegenbein photos - more of the train itself in the December RAILROADER - the current issue is getting ridiculously long)
COTTON BELT Cafe-Coch Menu. No date but believe it was in the 1930s.
(Bill Merck collection)

Some Summer Suggestions

Cold Roast Ham and String Bean Salad
Bread and Butter
Ice Tea
$1.00

Cafe-On-Tomato and Cheese
Tomato Salad  Bread and Butter
Ice Tea
$1.00

JOIN THE ARKANSAS RAILROAD CLUB

Dues are $10/year for Arkansas residents and $7.50/year for out-of-state. Dues are
for calendar years January through December, so if you pay in the middle of the year,
please prorate the payments (for instance, if you pay in June, pay only $5.00 for the
rest of that year). Dues are always due January 1st of each year. You may also join
National Railway Historical Society through the club by paying $12 additional per
year (total payment for Arkansas residents $22.00).

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your
membership. It is published monthly.

☐ RENEWAL  ☐ NEW MEMBER  ☐ CHANGE OF ADDRESS

YOUR NAME ________________________________

YOUR ADDRESS ________________________________

CITY __________________ STATE ______ ZIP ______

TELEPHONE NUMBER (____) ______

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

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

(NOTE: This address for dues only)

WELCOME ABOARD!!!

For Change of Address or other
concerns about the ARKANSAS
RAILROADER, write to this address:

Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118
The Arkansas Railroad Club is a non-profit organization that meets once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice elsewhere in this publication. We are a chapter of the National Railway Historical Society.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are $10/year for Arkansas residents and $7.50/year for out-of-state. The publication is mailed to all members automatically.

If you'd like to join, send your check made payable to the Arkansas Railroad Club to the club's treasurer: Dick Byrd, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our club by paying $12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below (including stories, pictures, diagrams, news, address changes, etc.):

KEN ZIEGENBEIN
905 VALERIE DRIVE
NORTH LITTLE ROCK, AR 72118
Phone: (501)-758-1340

ARKANSAS RAILROADER
c/o Ken Ziegenbein, Editor
905 Valerie Drive
North Little Rock, AR 72118
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KENNETH ZIEGENBEIN
905 VALERIE DRIVE
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