



LITTLE ROCK CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Arkansas Railroader



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OCTOBER 1977

OFFICERS

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VICE PRESIDENT.....BILL B. BAILY
SECRETARY.....GEORGE R. HOLT

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NEWS EDITOR.....BILL MERCK

(Send news items or other information to Editor at 5007 Hawthorne Rd., L.R. 72207)

It is with sadness that we report the death of one of our very good members, Earl Saunders. Earl passed away on September 9th after a short illness and graveside services were held for him at Roselawn in Little Rock on the 10th. Earl was also a member of the Arkansas Valley Model Railroad Club. He was a professional photographer and his photos have appeared in many publications of national scope. We will all miss Earl.

OCTOBER MEETING---Our October meeting will be a cleanup session at our club site on River Road in North Little Rock. Come prepared with work clothes, mops, brooms, etc. The date is October 9th and plan on being there by at least 2 PM. President Walter Walker will also hold a short business session at the club house. This meeting will give some of our members who have not yet inspected our car an opportunity to do so. With new paint applied and other work having been done it is now beginning to take on the appearance of a real fine looking car.

COMING IN NOVEMBER--A BIG EVENT---Don't forget our big event is in November in the ground floor lobby of the ~~Worthen~~ Bank & Trust Company in Little Rock. This is our opportunity to show antiques and artifacts from the Arkansas Lines to help Worthen Bank celebrate its 100th Anniversary. Bill Bailey and his crew are working hard to promote this event by press coverage as well as TV and Radio announcements. Our showing will actually start on Monday, November 7th and deadline for getting your items into the bank is Saturday, November 5th. This bank is, as you know, located in the heart of downtown Little Rock and the many offices located in the bank building as well as the bank patrons should attract many people walking in and out of the lobby. Plenty of security is promised for your items so let's get the things into the lobby and show the public our "Goodies". We are promised that in 1978 we can have our showing again in the same bank with items from all railroads anywhere in the country or anywhere in the world for that matter.

FROM RAIL TRANSPORT BRIEFS--The American Freedom Train, one of the major attractions of last year's bicentennial, has been sold to Canada for \$575,000. The National Museums of Canada Crown Corporation plans to rechristen the unit the Discovery Train and start it on tour with Canadian exhibits next summer on Canada Day.

ROCK ISLAND PROFIT EXPERIMENT--- In an experiment designed to increase profits, efficiency and service, the Rock Island is designating 400 miles of track in Arkansas and Louisiana as a "quasi-independent" operating unit to be known as "The Little Rock". The Little Rock will have its own fleet of 23 locomotives plus additional rolling stock as needed. Co-managers of The Little Rock are Jack Fuller, most recently terminal superintendent for Rock Island at Silvis, Ill., E. Austin Temple of Cressett, Ark., past president and board chairman of the Ashley, Drew & Northern Railway and former director traffic for Georgia Pacific Corporation at Cressett, and Max Fagan of the Rock Island's Little Rock sales office. Understand the new line's locos will carry the Rock Island Rock colors but lettering will read "The Little Rock". This will now give the combined cities of Little Rock and North Little Rock five rail lines.

All of our members who like to visit St. Louis (and who doesn't) will be interested in Mid-Rail 77, Friday October 14th thru Sunday the 16th which will be sponsored by jointly St. Louis Railway Enthusiasts and St. Louis Chapter, NRHS. Included in the tours are visits to the National Museum Of Transport, facilities of The Katy, FRISCO, MOP and MANUFACTURERS RAILWAY. The Manufacturers Railway, is as you know, owned and operated by the Anheuser Busch Brewing Company. You might even get to see some of the brewery operations while watching the Manufacturers Railway in operation and see some of the "suds" flowing. As they say, "When You Say Budweiser You Have Said It All". Ahem.

FROM BLACKHAWK CHAPTER, SPIKE & TIE--Once again the Norfolk & Western was the most profitable railroad in the United States in 1976. Other leaders were Conrail Corporation, Burlington-Northern, Southern Pacific, Union Pacific and Santa Fe; also C.& O., Southern Railway and Seaboard Coast Line. Editor's note: We are sure there were others with top revenues which most certainly would include the Missouri Pacific.

Also From Blackhawk Chapter: BURLINGTON NORTHERN/FRISCO

A part of the merger study of these two railroads included an inspection train over both the BN and the Frisco. The Special left St. Paul on April 22, 1977 and toured the BN. Also, two Specials were operated over the Frisco in Mid-March." Space will not permit listing consists of the two trains carried in Blackhawk's Spike & Tie; however the equipment in the two trains was very impressive and consisted of sleepers, business cars, auditorium/lounge cars, heater cars and track measuring car. Looks like this merger could happen; if it does lines like the SP(Cotton Belt) and Mo.Pacific in Arkansas would have some very keen competition. The BN is already the largest rail line in the United States.

Chessie Steam Special Car No. 33, Concession Storage car, was formerly used for crew/storage on the American Freedom Train. The car is used by Chessie for on-train concessionaire for storage of stock.

AUTHOR AMONG US-- Our own Mike Adams' book, MISSOURI PACIFIC 4-8-4's should be available at our next meeting, the cost of which will be \$2.50. Mike's book is also at the National Museum Of Transport in St. Louis. We congratulate Mike and am sure all of our members will want to get a copy of the book. Anything Mike writes makes for most interesting reading.

PAGE 3 - THE ARKANSAS RAILROADER

Thinking it may be of interest to you, am showing below the consists of both the "Blue Train" and the "Red Train" of the Ringling Brothers & Barnum & Bailey Circus. Consist of the Blue Train is for 1975 and the Red Train for 1976. Credit for this information goes to Mr. Dave Briggs, Assistant Editor of the Railway Passenger Car Annual, Aurora, Illinois.

B L U E T R A I N

<u>CAR NUMBER</u>	<u>TYPE CAR</u>	<u>BLDR. & DATE</u>	<u>PREVIOUS OWNERS, LINEAGE</u>
126	Baggage	P-S 1948	RI 757 Ex NYC 22 RMT "Raritan Bay"
130	"	P-S 1948	RI 759 EX NYC 22 RMT "Mexico Bay"
131	"	P-S 1948	RI 755 EX NYC 22 RMT "Nahant Bay"
132	"	P-S 1948	RI 754 EX NYC 22 RMT "Willeughby Bay"
133	"	P-S 1948	RI 756 EX NYC 22 RMT "NewYork Bay"
134	"	ACF 1961	UP 6315
138	"	P-S 1948	RI 865 EX NYC 22 RMT "Jamaica Bay"
139	16 Dup Rmt 4 BR	P-S 1948	B&O 7014 "Mockingbird"
140	10 Rmt 6 DBR	P-S 1950	B&O 7044 "Muscatatuck"
141	16 Dup Rmt & 4 BR	Budd 1954	B&O 7103 "Kingfisher"
142	Dorm-baggage	P-S 1948	RI 822 EX NYC 8962
143	13 Dble BR	P-S 1940	NYC 10534 "Ashatabula County"
144	"	P-S 1939	NYC 10537 "Alkhart County"
145	"	P-S 1940	NYC 10536 "LaPerte County"
146	10 Rmt 6 BR	P-S 1950	B&O 7047 "Tuscaravas"
147	12 DBR	P-S 1949	NYC 10501 "Port Byron"
148	"	P-S 1949	NYC 10508 "Port of New York"
149	"	P-S 1949	NYC 10500 "Port of Buffalo"
150	10 Rmt 5 BR	P-S 1941	SP 9207, ex SP 105
151	first 10-6	P-S 1950	B&O "Keesing" (Destroyed 1974)
151	2nd 10-6	P-S 1950	B&O "Anglaise"
152	Dorm-baggage	P-S 1947	RI 821 Ex NYC 8961
153	"	P-S 1947	RI 823 Ex NYC 8967
154	"	P-S 1947	RI 820
155	10-6	P-S 1950	B&O 7042 "Guyandotte"
156	10-6	P-S 1950	B&O 7046 "Chenango"
158	4 DBR 4 Comp 2 DR	P-S 1942	SP 9100 EX "Imperial Harbor"

R E D T R A I N

Builders listed "A" St.Louis 12/62 "B" ACF 1961, "C" P-S 1950 and "D" ACF 1953-4. All passenger cars shown below are ex-UP cars with ex-UP numbers shown. 1st # is RBB&B, 2nd is ex-UP.

20-21-22-23-24 bilevel flats	43 ex 5417 C	54 ex 6313 B	5400" are all ex 44 seat coaches
26, ex 6327 A	44 ex 5451 D	55 ex 5401 C	6300's are all full baggage cars.
27, ex 6322 B	45 ex 6317 B	56 ex 5453 D	These cars all purchased 1/72 from UP
28-29 Bi-level flat cars	46 ex 6323 B	57 ex 5465 D	Three cars purchased at this time but RBB&B re# not known; these are 6300 B, 6312 B, and 6318 B.
30, ex 6319 B	47 ex 5414 C		
31, ex 6330 A	48 ex 5425 C		
32, ex 6307 B	49 ex 5402 C		
33, ex 6324 B	50 ex 5459 D		
40, ex 5433 C	51 ex 5432 C		
41, ex 5466 D	52 ex 5457 D		
42, ex 5450 D	53 ex 5444 C		

(All above cars altered to conform to circus needs; however isn't it good to see these former queens of the rails still rolling.)

A BIT OF THIS AND THAT-- Did you know that there is only one railroad tunnel in the state of Oklahoma? This is BACKBONE TUNNEL located at Jenson and is on the Frisco Railroad's Ft. Smith-Ark. to Paris, Texas line. The tunnel was built in 1886. It is comparable to that line's tunnel at Winslow, Arkansas, except that the Winslow tunnel will accommodate large high roof cars whereas the tunnel at Jenson will not. Understand there is a possibility of this tunnel being enlarged in the future so as to accommodate the larger equipment.

At our September meeting Walter Walker brought as his guest Mr. Bill Lyford, and John Corbett as his guest Mr. Pat Murray. We welcome these guests and hope they will return. All guests are prospective members so it behooves all of us to try and get new members as this is the only way our club can grow.

WELCOME NEW MEMBER--We welcome as a new member of our club Mr. Charles Kelemen. Charles lives at 7015 Azalea Drive in Little Rock. Will be looking for Charles at our October and all future meetings.

NOMINATIONS FOR 1978 OFFICERS

Chairman Paul Moon of our nominating committee has announced that the following have been nominated for 1978 officers of the Arkansas Railroad Club, NRHS:

For Member, Board Of Governors:	E.A. Hills
For N.R.H.S. Director	Gene Hull
For Treasurer	C.R. Byrd
For Secretary	George R. Holt
For Vice President	W.A. (Bill) Merck
For President	Bill B. Bailey

Your Editor has been persuaded to continue as News Editor for 1978 which he has promised to do. Paul will bring the names of these nominees before the club at the October meeting with perhaps some good or bad comment about each one-Haha. Looks like a good slate to take the reigns of this club for 1978. They will be elected at the November meeting.

Just caught myself humming a verse of the old song "The Hebees Dying Prayer" or better known as "The Big Rock Candy Mountains". Goes something like this:

In the Big Rock Candy Mountains
Where you never change your socks
And the little streams of alcohol
Come trickling down the rocks.
Where the bull dogs all have rubber teeth
and the railroad bulls are blind, etc. etc. etc.

This would truly be paradise for the old hebe who rode the reeds many years ago.

Perhaps next month will try and run your editor's masterpiece? HOW MANY MILES. Space will not permit it this time. Now please relax and read Part 2 of Gene Hull's excellent article entitled, "AN ARKANSAS RAILROAD DEFEATS A PRESIDENT". Apologies to Gene for taking so long to get on with this article. Hopefully it will be concluded in the November newsletter.

Adios until October 9th. See you at the meeting. Bill Merck - Editor

The Arkansas Railroad Club is a non-profit organization and meets the second Sunday of each month (except June, July and August) at the MOP R.R. Office Bldg. 1000 West 4th Ave. North Little Rock, Ark. Visitors and guests always welcome. Coffee, Cakes always available, and sometimes homemade cookies and cakes.

AN ARKANSAS RAILROAD DEFEATS A PRESIDENT
By: CLIFTON E. HULL (PART II)

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

The IR&FS 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 Josiah Caldwell, a railroad speculator and money raiser in Boston, to sell the bonds of the Little Rock & Ft. Smith road to the best advantage. The first mortgage bonds were in \$1,000 denominations and bore interest of 6 percent. Through the influence of Caldwell, Mr. Warren Fisher, a successful Boston merchant, was given the general contract to construct the 155-mile road from Argenta to Ft. Smith.

It seems that a common practice in the Boston area for financing railroad construction included a deal involving mortgage bonds, land-grant 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 furer 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 IR&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 uninformed. 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.

(To be continued)

SOME LAST MINUTE NEWS---The Amfleet equipment on our Amtrak Train, The Inter-American is very nice and several who have ridden it advise that the riding quality of the cars is very smooth. One of our local newspaper columnists has been giving the feed service on the train a bad time. With radar cooked food served at your seat you cannot expect it to be what you would get in a dining car. This column is for AMTRAK whatever they want to do in the way of equipment for the train; the main thing is that we KEEP THE TRAIN. Rumors persist that the Inter-American along with several other Amtrak trains will be discontinued because of the failure of Congress to provide Amtrak with the necessary money they claim they need to continue to operate the Inter-American and the others. Lets hope that these discontinuance rumors will turn out to be false.

DELUXE COLLECTOR VISITS-- Mr. Thomas R. (Tom) Hill of Ottawa, Illinois who has probably the largest railroad playing card collection of anyone in the world, (over 2,000 decks) visited with your editor recently. In addition to Tom's playing card collection he owns three railroad cars; one a former business car of the Green Bay & Western and another a sleeper formerly used on the Rock Island-Southern Pacific Golden State. Tom is an oil company distributor in Ottawa and has been on a trip with his wife to several cities in the southwest in search of additional decks of cards. He even has decks from the Panama Railroad. You name it and he has it. Among other items in his antique collection are several antique automobiles. His first love however, is railroad items. Understand he also has some 1,000 timetables from railroads all over the country. It was indeed a pleasure to visit with this Gentleman, especially since he is a railroad collector. (Note) Your editor is not a playing card collector but do have two or three very very scarce decks in my personal rail collection, including Cotton Belt and Katy.

The Royal American Shows, The World's Largest Midway, will be rolling into Little Rock latter part of September to show at the Arkansas State Fair. This show's equipment consists of some very old and some not so old. They usually run in two sections and the train is very colorful. If they follow route taken in past years they will arrive here from Oklahoma via Rock Island, depart via same line to Memphis with train switched to ICG there for continued movement to Jackson, Mississippi.

Added Note on Our Antique Show--You will also be able to bring your items for showing at the Werthen Bank on Sunday, November 6th. The 6th is actually the deadline for getting them into the bank.

100TH ANNIVERSARY EMPLOYEES DINNER - PINE BLUFF, ARK. 9-28-77
COTTON BELT RAILROAD

To celebrate the 100th Anniversary of the Cotton Belt, 1877-1977, a dinner was held for Cotton Belt employees in the Pine Bluff Civic Center on September 28th. The Southern Pacific ran an Officers Special into Pine Bluff for the occasion. Consist was as follows:

SP BUSINESS CARS	- SUNSET	STANFORD	Also on hand SSW
SP LOUNGE CAR NO. 291	OAKLAND	AIRSLIE	Business Car SAN JOSE
	DEL MONTE	CAR NO. 99	based at Pine Bluff
XX			
Special arrived Pine Bluff			

AM of the 28th and departed for Jonesboro the 29th. Numbers and type of diesel Locomotives handling special not available.
