



# Arkansas Railroader

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LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

NON PROFIT ORGANIZATION. REGULAR MEETINGS HELD SECOND SUNDAY OF EACH MONTH AT THE MOP OFFICE BUILDING NORTH LITTLE ROCK. REFRESHMENTS USUALLY AVAILABLE AND VISITORS ALWAYS WELCOME. EDITOR'S ADDRESS 5007 HAWTHORNE RD. LITTLE ROCK ARK. 72207



Mr. Martin M. Pomphrey, Asst. V.P. Public Relations, Frisco R.R. St. Louis, was unable to come to our September meeting and present the program; however understand at this writing that Mr. Pomphrey has promised to address a future meeting of the club, possibly in November. We will be looking forward to having Mr. Pomphrey with us. Will endeavor to advise what our October program will be later in the newsletter.

Mr. Paul Reistrup, former president of AMTRAK, has joined AUTO-TRAIN as a consultant. (NRHS NEWS EXTRA)

Will not bore you with my experiences on a recent trip to Missouri visiting friends and relatives in Columbia and Moberly. However, here is something you might find of interest. THE KATY STATION, railroad restaurant in the old Katy depot at Columbia is really something. Katy abandoned their Columbia-McBaine branch some two years ago and donated many items to be used in the restaurant, including menus, tickets, lanterns, photos, etc. The restaurant is something like Tracks Inn at Little Rock although believe somewhat more elaborate. The east end of the bar room leads into a former side door Katy caboose and was advised that the caboose was formerly owned by the late Father Steve Sandknop of Canton, Missouri who, as all dining car china collectors know, wrote a book entitled, "Nothing Could Be Finer". The caboose has the Katy logo on it. Very nice. Since I was a customer I prevailed upon the manager to give me a ~~former~~ Katy menu. Another item of interest, the Moberly Historical & Railroad Museum is a real jewel. Located in the south end of the old Wabash station in Moberly, there are two rooms of ~~Wabash~~ Wabash artifacts and assorted goodies. I met a retired Wabash conductor there who told me about the following, which is unbelievable but true--It seems a man in some city, (believe it was in Illinois), put an ad in his local paper that he had for sale a former Wabash tail sign in perfect condition; it contained the beautiful flag logo and above the flag it read MIDNIGHT LIMITED. He sold it in quick order and no wonder; can you guess what he sold it for??? TWENTY FIVE DOLLARS. Had he known the true value of it no telling what he could have gotten for it. You never know.

The October issue of TRAINS contains an excellent article by our own Mike Adams entitled, "The Reborn Locomotive". In the article other members of our club are mentioned; Mahlon F. Fiske, Eckles A. Hille and Clifton E. Hull. Gene Hull's contribution to the article is contained separately from the main article and is entitled, "Madame Queen". Congratulations to both Mike and Gene. We think both of you guys not only know how to write but really know your favorite railroad, The Missouri Pacific. Most railroaders and rail fans have their favorite rail line or lines and most are knowledgeable about them. Your editor's two favorites are the COTTON BELT and the old WABASH. You probably already knew that though.

Since I was a long time employee of the Cotton Belt cannot but help passing this along which naturally made me feel good. A certain party (will call no names) told me not

long ago that he thought the most colorful railroad operation in Little Rock and North Little Rock was not the MOP or The Rock but the branch line operation of the CottonBelt into North Little Rock. If you like branch line railroading it is colorful with the daily turn coming in from Pine Bluff, the switcher in North little rock, the small but colorful yard and the well kept roadbed taking the branch line local to the main line down at Altheimer. Your editor has seen the local getting out of North Little rock many times with 75 to 80 cars in tow and when the harvest season is on a long train like this is usually the rule instead of the exception. The branch was even more colorful back in the steam days. Many times now the road diesel on the local is lettered SOUTHERN PACIFIC. Clerks of the L&N have joined the N&W in a strike. While in Moberly pickets of the N&W were picketing the old Wabash passenger station where the N&W maintain offices for the division superintendent, claim agent, roadmasters and dispatcher.

Am quoting following from James A. Bistine, Assistant to President of the Southern Railway, "There have been recurrent rumors that Southern will not operate Engine 610 in 1979 and, also, that there may not be any steam operations in 1979. These fantasies are unfounded. Southern will continue its steam program in 1979, generally, on the same magnitude as the 1978 schedule and it is our intention to operate Engine 610".Unquote. This is good news indeed especially since the Memphis trips with No. 4501 are so close to us. It would be nice to see No. 610 on the Memphis trips but understand this big girl cannot be turned at Corinth, Miss. It would be nice to lengthen the trip and use No. 610.

Good friend and member, Wayne Couch, is in MOP Hospital recovering from recent operation. Understand he cannot have any visitors at the present time. Best of luck to you Wayne for a complete recovery.

The revision on our dates for our second antiques and artifacts showing in the lobby of the Worthen Bank & Trust Company in little Rock is now set for Jan. 8, 1979 thru Feb. 2nd. Set up dates are Jan. 6th and 7th and the removal date is Feb. 3rd.

Now parked beneath the 8th Street overpass in Little Rock is ROCK ISLAND car No. 96212, car built by Pullman Standard as Diner No. 8014 and in 1954 rebuilt into Baggage No. 862. Disposal of car not known at present time. Understand car has broken frame.

We still have a couple of Mike Adams' articles to run in this newsletter and hopefully can get another one in the November letter.

Did you know that the M&NA and M&A public timetables are now to the timetable collectors what the Cotton Belt Lone Star and MOP steam and diesel dining car plates are to the dining car china collectors? Very, very rare and almost impossible to obtain. Other rare public timetables and hard to obtain are KCS Flying Crow Logo and L&A. Also rare is KCS dining car menu as well as Cotton Belt and Katy. Understand dealer Scott Arden out in Oregon put a Cotton Belt plate up for bid; he sold it for \$700.00. Guys and gals collecting railroad items is a fascinating hobby, nothing like it. Inflation has also hit our hobby; items are going higher every year. No telling what 1979 will bring.

At this writing Ex-Prez Walter Walker and Wife are in Tulsa, Oklahoma where Walter is attending the meeting of the Southwest Shippers Advisory Board. Have a feeling that Walter will return with some "Goodies". Hope so.

Our October meeting will be held on ~~the~~ Sunday the 8th starting at 2 PM at the MOP Office Building in North Little Rock. THE PROGRAM WILL BE ANNOUNCED AT THE MEETING. Trust we will have a good attendance and please bring those visitors.

Regarding Rock Island Car No. 96212 under 8th St. overpass--now understand this car as well as Ex Dierks Forests Loco in City Park at Benton are for sale and there is a possibility our club will make a bid on both. More on this at the October meeting.

FLASH: Account strike conditions in the St. Louis terminal, Amtrak's Inter-American is scheduled to operate only between Little Rock and Laredo. By the time you receive this newsletter however it may be over and the train returned to normal operations.

AN ARKANSAS RAILROAD DEFEATS A PRESIDENT  
(Final Installment)

By Clifton E. Hull

About the same time the Atlantic & Pacific and the M-K&T railroads bought \$150,000 in LR&FS bonds, all at more than the market value. During the investigation it was ascertained Elaine had turned in \$48,000 in land bonds at the time of the reorganization of the LR&FS when Elisha Atkins took control. Also, Elaine bought \$28,000 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 LR&FS land bonds. The Union Pacific had purchased \$75,000, leaving a total of \$8,000. Mr. Milligan had given Elaine \$40,000 in land bonds in September, 1872. This added up to \$48,000 in land bonds in Sept. 1872. Elaine turned in at the time of reorganization, thus the investigators proved Elaine was buying and selling LR&FS land bonds in considerable quantities and he was receiving much more than market value for them. All this led to a public charge that Elaine 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 Elaine 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 Elaine to Fisher. This had an immediate effect upon Elaine. 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. Elaine 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 Elaine 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 Elaine had the governor of Maine submit Elaine's resignation as a member of the House of Representatives. On the same day, July 9, Governor Selden Connor of Maine gave the Hon. James G. Elaine 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.

Elaine 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. Elaine 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 the United States.

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ARKANSAS STATE FAIR: The Big one, Royal American Shows with their very colorful trains, should reach Little Rock sometime Sept. 27th, using the 28th to set up and the fair starting on the 29th to run about ten days. The usual route of the show into here is via The Rock from Oklahoma City, The Rock again from Little Rock to Memphis thence ICG to Jackson, Mississippi, the next show point after leaving Little Rock. Am sure some of you will want to catch the two colorful trains while here.

Adios for now, hope to see all of you at the October meeting.

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SILENCIO --- EN BENEFICIO DE LOS QUE DESCANSAN  
NO HA OLVIDADO UD. ALSO DE SU EQUIPAJE ?

The above is sign hanging in Pullman sleepers in Mexico