

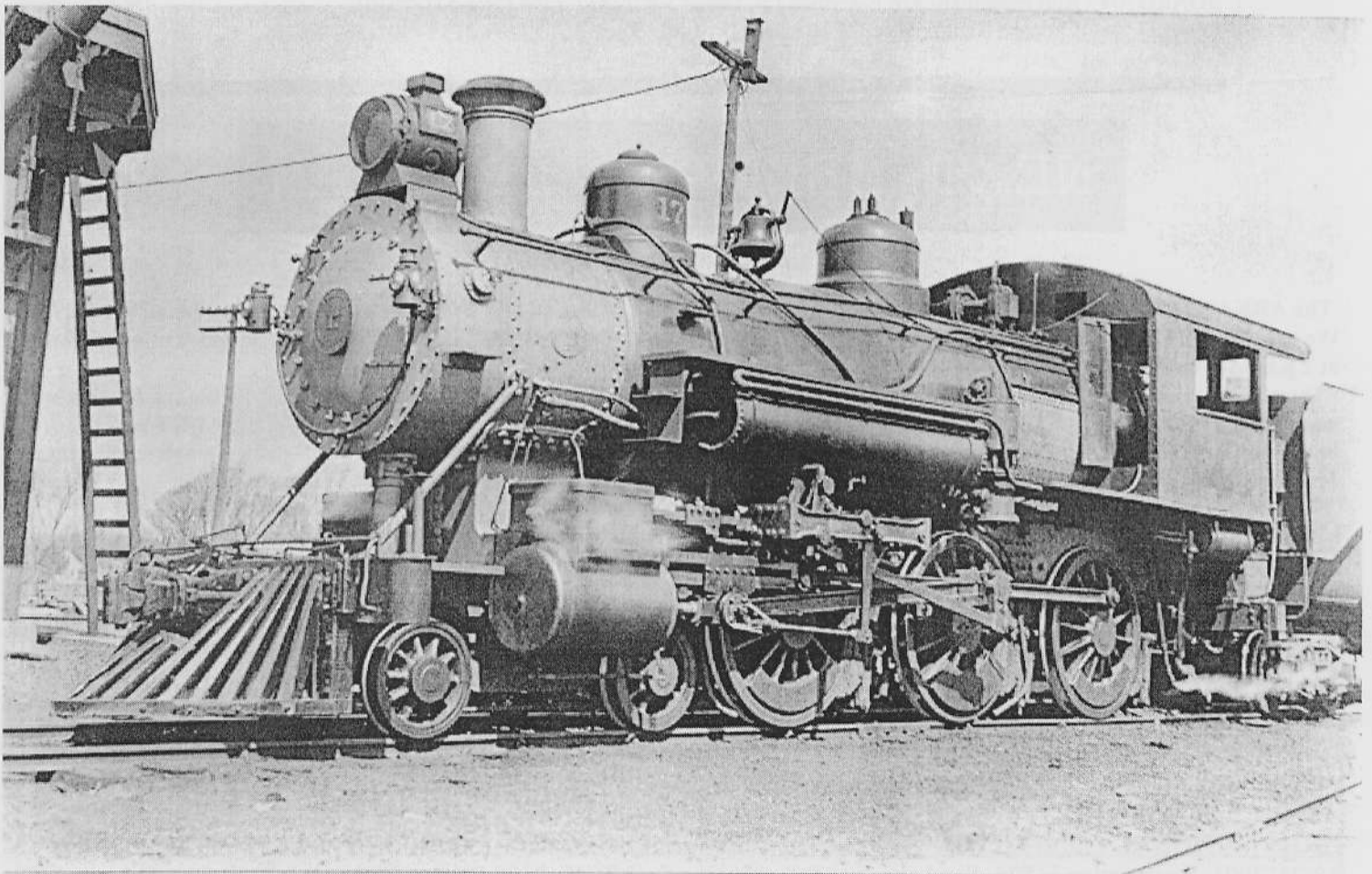


# ARKANSAS RAILROADER



Little Rock Chapter  
NRHS

VOLUME 32 NUMBER 4 APRIL 2001



Missouri & North Arkansas Engine #17 in Seligman, Missouri, date unknown. *(From the collection of Dave Briggs)*

## 2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)  
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)  
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)  
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)  
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)  
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412  
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)  
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

## NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$17 a year more, bringing the total to \$37 a year for both. Dues are always payable on January 1<sup>st</sup> of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: [trains@trainweather.com](mailto:trains@trainweather.com) The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next meeting of the Arkansas Railroad Club will be Sunday, April 8 at 2 p.m. at our usual location, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. The program will be given by FRED FILLERS on electric/traction/streetcars. The public is invited. Mike Condren will have a program in May, and John Jones will have a program in the future. In June, we will again go to Ron Esserman's Walden Too Railroad, close to Dover, Arkansas off I-40 near Russellville. Keep these dates open.

**NRHS NATIONAL CONVENTION** - As you know, the annual convention of the NRHS will be held in St Louis June 18-24, 2001. Registration is \$25. Send check to St Louis Chapter NRHS, 2129 Barrett Station Rd, PMB 271, St Louis MO 63131-1638. Their website, as taken from the February 2001 *Gateway Railletter* of the St. Louis Chapter, is <http://www.stlouisnrhs.org>

**APPLICATION FORMS** will now always be included in the *Railroader*. I'll try to place them on a page where you can cut them out without destroying anything else.

**HELP WANTED** to deliver extra *Railroaders* to local hobby shops to give out. Let me know if you can do this and I'll get you some copies.

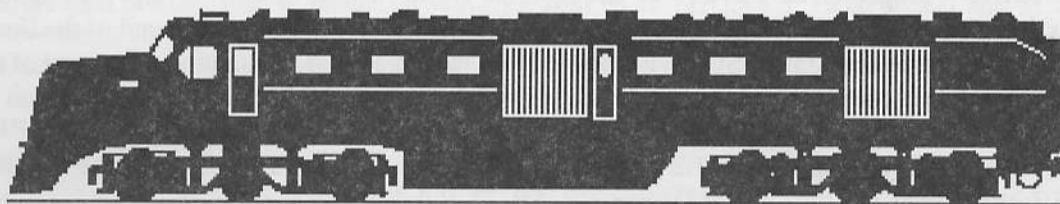
## MINUTES OF FEBRUARY 11 MEETING

The meeting was called to order by President John Hodgkin at 2:00 p.m.. He welcomed everyone. We had one guest, Brain Smith. Walter Walker Gave a treasurer report the club. Peter Smykla reported that NRHS wanted 819 to come to the NRHS convention in St Louis. Gene Hull gave a report on Naomi said she was doing as well as can be expected. He got to bring her home for two days last week. Sylvia Smykla reported on her surgery she had one of her kidney's removed. But she doing very well. Randy Tardy reported on Jack Schnedler. He had lung surgery but is doing well. John Jones reported on U.S. Postal Service using his pictures on some of their brochures.. Jim Wakefield ask for programs. The program for March will be by Bart Jennings. Then today's program was given by Ron Esserman. *(Tammy Hodkin)*

*WANTED : FOR SALE OR TRADE*

The following is for those who want to find certain railroad-related items, information, or want to sell or trade such items with other railfans. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

None this month.



To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus \$17 for the national NRHS dues if you want to join the NRHS through our chapter, total of \$37).

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

Send check, made out to the **Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119**. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is [trains@trainweather.com](mailto:trains@trainweather.com).



## RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

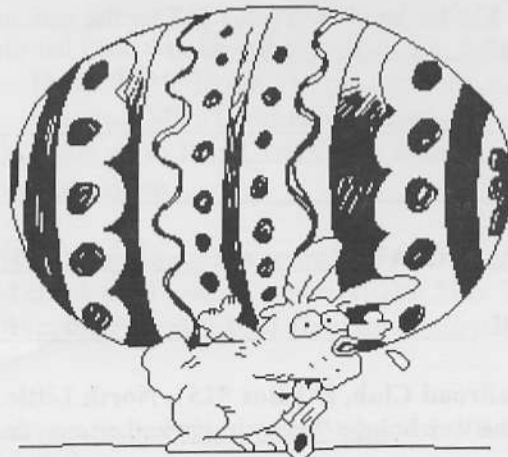
These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

**NEBRASKA - UNION PACIFIC** - To abandon the Hansen Industrial Lead from m.p. 1.0 near Hastings to the end of the line at m.p. 7.50 at Hansen, Nebraska, a distance of 6.50 miles. Final decision by May 21, 2001. (STB Docket No. AB-33, Sub No. 166X, decided February 7, served February 20, 2001)

**LOUISIANA - UNION PACIFIC** - To abandon a 0.47 mile line of railroad over the Good Roads Lead from m.p. 8.21 to m.p. 8.68 in Shreveport, Louisiana. Effective March 22, 2001. (STB Docket No. AB-33, Sub No. 165X, decided February 8, served February 20, 2001)

**MICHIGAN - GRAND TRUNK WESTERN** - To abandon the North Pontiac Spur from m.p. 2.39 to m.p. 2.49/38.46 at Belt Junction on the Pontiac Belt Line; from m.p. 2.49/38.46 at Belt Junction to the end of the line at m.p. 37.7 near Joslyn Avenue on the Romeo Subdivision; and from m.p. 2.75 at Belt Junction to the end of track at m.p. 1.25 near Montcalm Street on the Cass City Subdivision, a total distance of 2.36 miles. Final Decision May 29, 2001. (STB Docket No. AB-31, Sub No. 37X, decided February 14, served February 28, 2001)

**TEXAS - UNION PACIFIC** - To abandon a 1.2 mile line between m.p. 21.80 and m.p. 23.0 in the city of New Boston, Texas. Effective April 13, 2001. (STB Docket No. AB-33, Sub No. 159X, decided March 5, served March 14, 2001)



## ARKANSAS RAIL NEWS

### LOST LOCOMOTIVE

OUCH/D&R owners and operators Tim Robbins and Gerald Hook want to know where their GMD-1 #1151 is located. It is somewhere on the UP system and was supposed to be in North Little Rock on February 20<sup>th</sup>. If you see it, take its picture and call Gerald Hook at the D&R railroad in Russellville at 800-530-7526 or 501-968-6455.

## GENERAL RAIL NEWS

### WEAK BOTTOM LINE

The first quarter of 2001 has been the railroad's worst financial showings since deregulation in 1980, according to the January 26, 2001 *Journal of Commerce*. One problem railroads have is that all the other modes of transportation have public funding for their infrastructure. Even if barges and truckers paid their fully allocated user charges, which they don't, they only pay when they use the facilities. They have little fixed cost, so they can charge less than railroads many times. Railroad leaders are now beginning to look for some help from the government and are close to being ready to seek public investment in the rail infrastructure. (*Journal of Commerce*)

### COMMUTER LINES HAVE RECORD

Metro-North commuter railroad of New York registered a record year in 2000, carrying more than 70 million riders and expecting a 35 percent growth over the next five years. Ridership in Chicago saw 81.8 million passenger trips in 2000, up 2.9 percent from 1999. Ridership on Dallas Area Rapid Transit rose 3.8 percent in 2000. (An Internet report said that DART ridership was 904.7 million passenger trips, which would mean about 4 times the U.S.

population came to Dallas and rode the light rail last year - the lines must have stretched to Greenville!). Public transportation ridership nationwide rose 15 percent since 1996, up to 9.1 billion in 1999. That's double the 7.8 increase in automobile miles driven. Light rail is now in the cities of Denver, Dallas, St Louis, Portland, Los Angeles, Edmonton, Calgary, Salt Lake City, San Jose, San Diego, Buffalo, Baltimore, and parts of New Jersey. Plans to build light rail are underway in Phoenix, Memphis, Minneapolis, Little Rock, Charlotte and Vancouver. Houston broke ground on March 13, 2001 on its' first light rail system, connecting downtown with Hermann Park.

### STEAM TRAIN ASSOCIATION NEEDS HELP

(*Austin, Texas*) - The Austin Steam Train Association needs \$32,000 to pay its insurance and operations cost. The group runs the Hill Country Flyer out of Austin. Operators of the line aren't sure they can keep running the popular trains unless they can get needed funding, since passengers only cover about 80 percent of the line's cost.

### RESTORATION GRANT

(*Scottsboro, Alabama*) - The city of Scottsboro, Alabama will receive a \$50,000 federal grant to help complete restoration of its historic Southern railroad depot. These funds are coming from the Surface Transportation Efficiency Act (ISTEA). (*Huntsville Times, February 26, 2001*)

### GUARANTEED INTERMODAL

BNSF has added four new lanes to its guaranteed on-time intermodal service program. They are Memphis/San Bernardino, Chicago/Denver, St. Paul/Portland and St. Paul/Seattle. BNSF has 6 other guaranteed lanes, mostly out of Chicago to the west. BNSF offers a 100 percent refund for shippers in these lanes if the shippers purchase the guaranteed service for an extra premium.

### FINAL RUNS?

(*Hugo, Oklahoma*) - Due to money shortages, there may be no more runs of the Hugo Heritage cars out of Hugo, Oklahoma. The excursions were run by the Choctaw County Historical Society. It was started in 1988 with backing from the Kiamichi Railroad.

## AMTRAK NEWS

### CALIFORNIA ZEPHYR DERAILS

Just before midnight Saturday, March 17, Amtrak's *California Zephyr* derailed in a rural part of Iowa, near Corning One person was killed, and 90 injured. All 15 cars derailed. The derailment occurred two miles from the nearest road, so rescue took hours. 195 passengers and 13 crew were on board.

This line is heavily used by coal and other trains. (*Via Daryl Stout*)

### AMTRAK'S REFRIGERATED BUSINESS

Amtrak is planning on hauling refrigerated cars to its trains soon, to add even more revenue. They will obtain 109 overhauled

refrigerated boxcars for the job. Ebenezer Railcar Services will do the work in an old Pennsylvania Railroad steam locomotive repair facility that was built in 1918. Temperatures inside the refurbished cars can run from minus 20 to plus 86 degrees, depending on what they carry. The temperature will be controlled remotely

from a customer service center hundreds of miles away. BNSF and UP are adding and refurbishing hundreds more refrigerated cars - it seems this express business will be picking up.

#### CRESCENT STAR DELAYED

Amtrak's promised *Crescent Star* from

Meridian, Mississippi to Dallas has been delayed until the fall, so KCS can continue upgrades to signals and track. (*Birmingham Business Journal*)

#### A BOY'S JOYFUL RIDE

Four-year-old Charlie Beck was all smiles

as he boarded Amtrak's *Texas Eagle* in Austin, Texas, heading for Temple. He loves trains. Charlie was diagnosed with cancer a year ago and this trip was donated by Amtrak through the Make-A-Wish Foundation.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**PINE BLUFF, ARKANSAS** - April 7, 2001 - Annual Railroadiana Show and Sale, 9 a.m. to 4 p.m., sponsored by the Cotton Belt Rail Historical Society, 870-535-8819. Proceeds go to the Arkansas Railroad Museum. Working layouts. Admission: \$2.00. See SSW #819 and #336.

**COUNCIL BLUFFS, IOWA** - June 10,

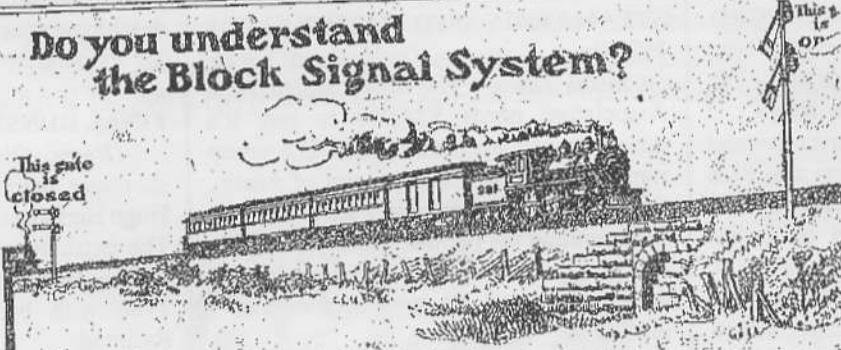
2001 - Union Pacific steam locomotive No. 3985 will pull an excursion train from Council Bluffs, Iowa to Sergeant Bluff, Iowa and return. Contact the Camerail Club, "Sioux City & Pacific Excursion," 6307 Seward St, Omaha NE 68104-4761.

**URBANA, ILLINOIS - July 7, 2001** - The Illinois Central Historical Society will have

its 20<sup>th</sup> annual Railroadiana and Model Railroad Show from 9 to 4 p.m. at the Holiday Inn in Urbana, Illinois. Dealer tables are \$25 each. Dealers should contact Terry McMahan, 865 Gen George Patton Rd, Nashville TN 37221, 615-646-4646 evenings. The annual meeting will be held July 5<sup>th</sup> through 8<sup>th</sup> with the show on July 7.

4.  
BLIC: SATURDAY, SEPTEMBER 16, 1905.

**Do you understand the Block Signal System?**



You remember when you used to run ahead and open the gate, hold it open until after the wagon had passed through and then close and latch it? That's just the principle of the Block Signal System. The signal, called a Semaphore, is the gate (see above illustration). These signals or gates are placed a mile or more apart, and the stretch of track between is called a block. When a train is on this block the "gate" is closed and no other train is permitted to pass this gate. When the train on the block has passed the second signal, the first gate is opened which indicates that the track is clear and there is no danger of collisions.

**The Frisco Road to Chicago**  
(CHICAGO AND EASTERN ILLINOIS R. R.)

is equipped with the Block Signal System; it's the modern way of operating a railroad hence its name:

**The Modern Line to Chicago**

TRAIN SERVICE.  
Leave Union Station, St. Louis. Arrive La Salle St. Station, Chicago.  
9:30 A. M. 5:30 P. M.  
11:30 P. M. 7:45 A. M.

Day trains carry handsome Smoker, Free Reclining Chair Cars, Club Car, Library Cafe Car, and Observation Parlor Car; electric fans in each car. Night trains carry handsome Smoker, Free Reclining Chair Cars and Pullman Sleepers with berth lights.

Tickets at 900 Olive Street.  
F. J. DEICKE, General Agent Passenger Department.



MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 21 (Gene Hull)

Purchased Lines

Deductions

Wards Branch, abandoned January 25, 1896 .....	1.25 mi.	
Coal Hill Branch, grade revision, February 1, 1904 .....	1.39 "	
Main Line, grade revision, July 1, 1904 .....	1.14 "	3.78
Mileage sold to St.L.I.M.& S. Ry.Co. ....		166.35
<u>By St.L.I.M.&amp; S. Ry.Co.:</u> See Chapter V., "Other Mileage Changes."		
Net addition .....		.16
Present length .....		166.51

Termini: From H.B. on main line at Fort Smith crossing, Argenta, Arkansas, to St.L. & S.F. crossing at Van Buren (157.91 miles); from H.B. connection with St.L. & S.F. R.R. near south end of Arkansas River Bridge (Van Buren) to H.B. connection with Ft.Smith (Greenwood) Branch in front of Ft.Smith passenger depot (3.89 miles); from H.B. connection with main line at Van Buren to H.B. Frisco connection 29 feet north of their crossing (0.11 mile); from H.B. connection at Ouita Jct. to end of track at Ouita coal mine (0.42 mile); from H.B. connection with main line 0.11 mile south of center of depot at Coal Hill to a point 4.18 miles therefrom on Coal Hill Branch (4.18 miles). Total mileage 166.51

The organization of the Little Rock and Fort Smith Railway is still maintained for purposes of litigation.

8. St.Louis Valley Railway:

This company was incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, March 25, 1901, which authorized the company to construct a railroad from a point in or near East St.Louis, Illinois, to a point in or near Cairo, Illinois, with such spurs or branches as might be deemed necessary by said corporation. On November 20, 1902, this company purchased the property and franchises of the

(a) East and West Illinois Railway, which was incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, March 12, 1902, which empowered the company to construct a railroad from some point near the city of Mt. Carmel, thence in a westerly direction to a point on the Mississippi River near Thebes.

On May 26, 1903, the St.Louis Valley Railway acquired, by purchase, the property and franchises of the

(b) St.Louis Valley Transfer Railway, which was incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, December 31, 1902, and which authorized the construction of a railroad from a point near the intersection of the Waterloo and East Carondelet Turnpike road with the St.Louis Valley Railway in a westerly direction to the Mississippi River, also a branch beginning on Lot 23 of Prairie du Pont

### Purchased Lines

Commons and running in a northerly direction to a point near Dupo, Illinois, on the St. Louis Valley Railway.

On May 26, 1903, the property and franchises of the St. Louis Valley Railway, including those acquired by that company from the East and West Illinois Railway and the St. Louis Valley Transfer Railway, were purchased by the St. Louis, Iron Mountain and Southern Railway Company, and the organizations of those companies were no longer maintained and ceased to exist. The money involved in the purchase of these lines and their construction and completion was obtained from the proceeds of the sale of River and Gulf Divisions First Mortgage Bonds.

The lines constructed, with dates of completion and termini, follow:

St. Louis Valley Railway: From south right of way line of I.C. R.R. at Valley Junction to connection with Southern Illinois and Missouri Bridge Company track at North Junction (1.95 miles north of east abutment of Thebes Bridge), 119.26 miles; from H.B. connection with bridge track at Thebes Jct. to end of track south of I.M. depot at Thebes (below), 1.31 miles; and from H.B. C. & E.I. connecting track, 0.44 mile north of I.M. depot at Thebes, to connection with C. & E.I. main line, 0.13 mile; total, 120.70, completed November 1, 1903.  
~~Color on accompanying map - Green; Nos. 110, 111 and 112.~~

East and West Illinois Railway:

From H.B. connection with main line at Gorham to Franklin-Williamson County Line, 26.00 miles, completed September 1, 1903; from that point to I.C. crossing at Zeigler, 5.19 miles, completed February 1, 1904; a total of 31.19 miles (Present length 31.32 miles, account 0.13 mile added in 1910 - See Chapter "v", "Other Mileage Changes.").  
~~Color on accompanying map - Carmine; No. 115.~~

St. Louis Valley Transfer Ry.:

From end of track on incline at East Ivory, Illinois, to H.B. connection with main line at Dupo Junction, 3.67 miles; and from H.B. connection at Vulcan to H.B. south connection in Dupo Yard, 2.35 miles; a total of 6.02 miles, completed June 1, 1904.  
~~Color on accompanying map - Orange; Nos. 116 and 117.~~

Total mileage St. Louis Valley Railway ..... 157.91

After the acquisition and completion of these lines by the St. L. I. M. & S. Ry. Co. that company proceeded to build a second main track from Valley Junction to North Junction, as provided for in the "River and Gulf" Mortgage, and this work was completed in July, 1910, 80.06 miles having been built, which is all that is contemplated at the present time.

9. Memphis, Helena and Louisiana Railway Company:

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, November 7, 1901. The company was organized and stock owned by the St. L. I. M. & S. Ry. Co., and that company purchased the property and franchises by deed dated April 30, 1903, and



## Purchased Lines

certificate of sale filed in the office of the Secretary of State of Arkansas, May 5, 1903. The money involved in the purchase of this line and its construction was provided for by the sale of River and Gulf Divisions First Mortgage Bonds. The dates of completion of the various parts follow:

From	To	Date Completed	Miles
Halley	Ark.-La. State Line	7-1-03	38.15
McGehee	Watson	9-1-04	20.84
Watson	New Latour	3-1-06	60.64
Marianna	Hurlburt	2-1-13	42.90
Total .....			162.53

Termini: From H.B. connection with C.R.I. & P. Ry. at Hurlburt, Arkansas, to H.B. connection with Helena Branch 0.30 mile north of center of depot at Marianna, 42.90 miles; from H.B. connection with Helena Branch at New Latour, Arkansas, to L.R.M.R. & T. right of way line 0.22 mile north of center of depot at McGehee, 81.48 miles; and from H.B. connection with main line at Halley, Arkansas, to Arkansas-Louisiana state line, 38.15 miles; a total of 162.53

~~Color on accompanying map Orange, Nos. 170, 171, 172.~~

After the sale of its property and franchises to the St.L.I.M. & S. Ry.Co. the organization of this company was no longer maintained and ceased to exist.

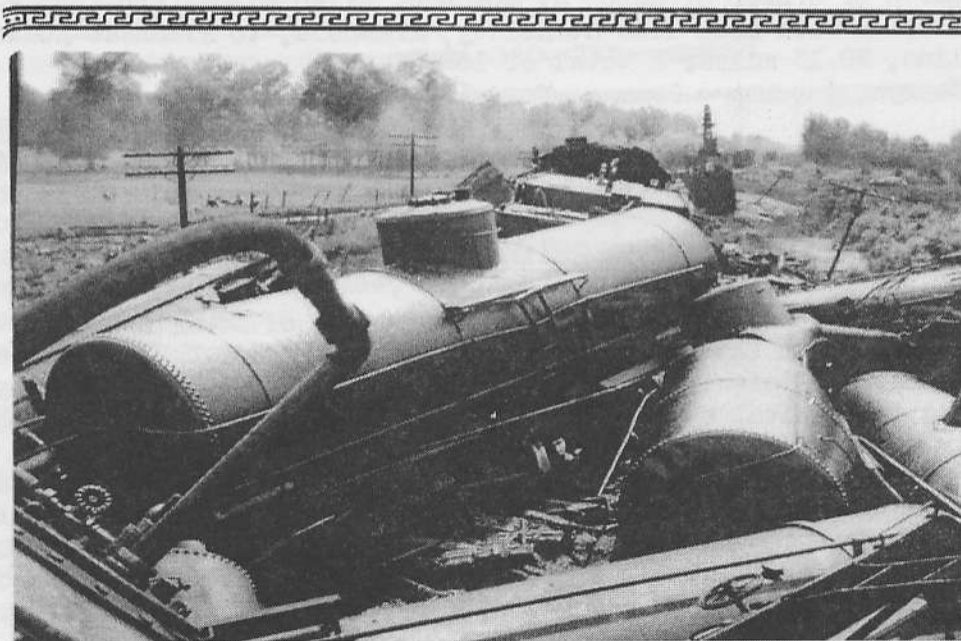
#### 10. Memphis, Helena and Louisiana Railroad Company:

Incorporated under the general railroad law of Louisiana by articles of incorporation filed in the office of the Clerk of the Sixth District Court of the Parish of Ouachita, State of Louisiana, December 14, 1901. The company was organized and its capital stock owned by the St.L.I.M. & S. Ry.Co., which purchased the property and franchises by deed dated April 30, 1903, and filed in the office of the Secretary of State of Arkansas, May 5, 1903. The money involved in the purchase of the line and its construction was provided for by the sale of River and Gulf Divisions First Mortgage Bonds. The line was completed from Arkansas-Louisiana line to Lake Providence, July 1, 1903, 16.25 miles, and to Clayton Junction, December 1, 1903, 86.26 miles; a total mileage of ..... 102.51

Termini: From a junction with the rails of the M.H. & L. Ry.Co. on Arkansas-Louisiana state line to H.B. connection with N.O. & N.W. R.R. Co. main line at Clayton Junction.

~~Color on accompanying map Violet, No. 173.~~

After the sale of its property and franchises to the St.L.I.M. & S. Ry.Co. the organization of this company was no longer maintained and ceased to exist.



**TOP** - Second 18 Engine 807 pulling an oil train in World War II rear-ended No. 66, a northbound local freight who was switching at Whitaker, south of Stephens, Arkansas about 1942. **BOTTOM** - As above. Second 18 was one of 4 daily solid oil trains during World War II. I climbed to the top of this wreck and took pictures. The air was saturated with gas fumes and just one spark could have ignited an inferno. Imagine the dangerous job for the wrecking crew. (P. B. Wooldridge photos)

**Arkansas Railroader**

## REMEMBERING ALTHEIMER

by: P. B. Wooldridge

November 4, 1938 was a day I'll long remember. I worked 12 hours that day, and have the timeslip to confirm it.

I was on first trick at Altheimer, Arkansas, in cotton country, back when cotton was king. The regular agent, F. S. Goodgame, was in charge of cotton loading and billing, and he had his hands full. I had to handle Western Unions, train orders, express and mail and tickets, and numerous station reports. We had a two wheeled cart, which I called a banana cart, to handle U.S. Mail. I'd run a hundred yards with it to the Post Office, deliver mail to the passenger trains, and push it back to the Post Office with incoming mail.

That morning, in the midst of all this pandemonium, Supt. C. B. Petticrew showed up. Now Mr. Petticrew was known as "The Old Man," and was quite a volatile character. I'd been warned down at Lewisville previously that if you saw him coming down the station platform with his hat on sideways, and pulled down over his ears, to duck behind the depot, and avoid him at all cost.

I was rushing back and forth in the depot, and a protruding bolt on the pot-bellied stove caught one pocket in my pants and ripped them, all down one side. Later Mr. Petticrew had placed his hand on my shoulder and said: "Young man, we're proud to have you in our organization," and I felt encouraged. Later, however, when I was out of the office, he turned to Mr. Goodgame and asked: "Is that kid worth a damn?"

Later that afternoon I watched No. 18, a freight train, roar past. About 10 minutes later the local phone rang. It was the Caretaker at Wabbaseka, Arkansas, 6 miles north. He shouted into the phone that No. 18 had derailed at Wabbaseka, and the train was on fire. I learned later that 15 tank cars burned.

I immediately notified the Dispatcher at Pine bluff, W. W. Cook, who instructed me to bring No. 50, the North little Rock local, up the main track, to proceed to Wabbaseka and pull the rear end of No. 18 back from the fire.

I ran as fast as I could for almost a mile, down to England Junction and flagged No. 50. I explained to the conductor and engineer that No. 18 as on fire at Wabbaseka and that they were being diverted from the Little Rock Sub-Division to the Jonesboro Sub-Division to proceed to Wabbaseka. No. 50 cut off his engine, and we raced to the depot. I had sat on the sand box on the front of the tender, and got oil on the seat of my pants. I jumped off at the depot and copied a hurried train order, a running order for Engine 252 to run to Wabbaseka.

I look at that order today, Order No. 39 (on the next page) and smile at the third grade penmanship. By way of partial explanation I had to make 13 copies, writing with a steel stylus. That meant that I was writing through 14 thicknesses of thin tissue paper, plus 7 double-faced black carbons, requiring pressure. All the time I was wishing we could forgo the operating procedures, and just verbally instruct the conductor to highball to Wabbaseka, as precious time was wasting!! But that's not the way you did it on a main line railroad.

Back in 1938 every day on the railroad was different. You learned to expect the unexpected, and tried to be prepared for it. Those with regular jobs worked 365 days a year, long before the term "burn out" was ever invented, and the pay for telegraphers was roughly \$6 for an 8-hour day. 🚂



St. Louis Southwestern Railway Co.

TRAIN ORDER NO. 21154

Pine Bluff Shops, Ark.

1916

To C. & E.

Eng. 15h  
Extra 556

At

Atkins

X

and No 6

Opr,

At

Eng 15h run extra  
Atkins to Malvern  
and return to Atkins

Extra 15h South  
Met with Extra 556  
at Malvern and had  
right over No 6  
Malvern to Atkins  
No 6 gets this at  
Atkins

nwc

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER

Made

Time

Completed by [Signature]