



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 25 NUMBER 8 AUGUST 1994



**COVER** - Ex-Frisco 1522 steaming through Portia, Arkansas, 4:45 p.m., June 19, 1994, heading toward Atlanta for the NRHS convention. The engine was pulling the *Peace Blossom Special*, run by the St. Louis Chapter, from St. Louis to Springfield, Missouri to Memphis to Atlanta. (Ken Ziegenbein photo)



**ABOVE** - Part of the *Peace Blossom Special* going through Portia, Arkansas on June 19, 1994. There were many waiting to see the train go through, expecting it at 3 p.m. or so, but most had left the scene before it finally arrived at 4:45 p.m. (It had a runby or two after leaving Hardy)



### 1994 OFFICERS OF THE ARKANSAS RAILROAD CLUB

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<u>BOARD</u> -	Tom Shircliff '97 129 Jessica Dr Sherwood AR 72120-3429 501-834-4914	<u>BOARD</u> -	John Hodkin, Jr. '98 506 Gordon St N Little Rock AR R 72117 501-945-2128

### NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on **SUNDAY, AUGUST 14** at River Valley Hobbies in **DARDANELLE**, Arkansas, **NOT AT OUR USUAL PLACE** in North Little Rock! We will meet at the hobby shop at 3:00 p.m. There will be a brief program by **GENE HULL** on his and Bill Pollard's upcoming book on the Dardanelle & Russellville Railroad, then we will all go to the D&R for a rare-mileage **TRAIN RIDE**. A coach from the Reader RR may be used, and there **MAY** even be a steam engine around, but there will be some sort of train ride, at any rate. This is in honor of the D&R's 111th anniversary.

**HOW TO GET THERE:** Allow at least 1½ hours driving time from North Little Rock. Take I-40 West to Russellville. Take Exit 81 (Highway 7). Turn left on Highway 7 (you'll be going south). Go through Russellville, crossing the river into Dardanelle. After you're in Dardanelle, turn left on Front Street (1st left after crossing bridge).



Drive about 5 blocks on Front Street until you reach Market Street. The address of the hobby shop is 116 Market Street. River Valley Hobby Shop's number is 229-1270.

These instructions were given me by River Valley's owner via phone call.

Tom Shook said to remind everyone to bring a pair of heavy gloves to hold onto the hot metal. It's liable to be very hot August 14.

You may carpool and leave your car at the Twin City Bank north parking lot if you choose. However, you must make your own arrangements. You are responsible for getting yourself to Dardanelle.

The September meeting will be on Switzerland's narrow gauge by Paul Moon and Bill Springer. Then in October, Ken Ziegenbein will show 8-mm movies of Rock Island in Arkansas taken in the late 1970s, plus other movies of various subjects taken in the 70s and early 80s. Note that these future programs could change over time.

**ANOTHER RARE MILEAGE TRIP PLANNED - FREE!!** - MARK YOUR CALENDARS NOW. **OCTOBER 1ST**, a Saturday, our club will have a rare-mileage passenger train excursion over the Ashley, Drew & Northern/Arkansas, Louisiana & Mississippi (former Arkansas & Louisiana Missouri) line from CROSSETT, ARKANSAS TO MONROE, LOUISIANA and return. **THERE ARE LIMITED SEATS AVAILABLE SO RESERVATIONS ARE REQUIRED. FIRST COME...FIRST SERVED.**

The train will leave Crossett at 9:30 a.m. and return later in the day.

Please limit your party to four. If more than 4 seats are needed, have other people in your party send in separate reservations. Use the coupon enclosed in this mailing to make your reservations. **DO NOT SHOW UP AT CROSSETT WITHOUT A RESERVATION AND EXPECT TO GET ON.**

We will send you a verification of your reservation after we get it. There will NOT be any tickets given out.

As of this writing, there were no plans to have a bus from North Little Rock, but this could be talked about at the August and September meetings. Should we decide to have a bus, it will have to leave central Arkansas around 6:30 that morning.

**NATIONAL DIRECTOR MOVING UP** - DICK DAVIS announced at the July meeting that he was nominated for Vice President - Public Relations of the NRHS, a national office. That means he will be in charge of getting publicity out nationwide for the NRHS. **CONTRATULATIONS DICK!**

**MEMBERS AUTHOR NEW D&R BOOK** - GENE HULL and BILL POLLARD have written a new 544-page book on the Dardanelle & Russellville Railroad. The book, called *The Dardanelle & Russellville Railroad*, contains 247 B&W photos, as well as maps and illustrations. Pre-publication price, until December 1, 1994, is \$55.95 (plus tax of \$3.08 per book and \$2.50 mailing and handling for first book, .50¢ each additional book). After December 1, the price will be \$65.95. If you'd like one, mail order to UCA Press, PO Box 4933, Conway AR 72035. Phone is 501-450-5150, (Note...although the *Railroader* normally does not accept ads for businesses, I will accept ads like this one if the author(s) is a Club Member and writes his (their) own book. I've also done this with Mike Adams book)

**SHOWSALE HELP FOUND!** - BILL POLLARD will take over our Show & Sale Committee and WALTER WALKER will do the mailing lists and mailings next spring. **THANKS A LOT** from both John Hodkin, Jr. and Ken Ziegenbein. Our club thanks you too.



Bill and Walter are veterans of this duty, having done these chores years ago quite successfully.

**MORE EXCURSIONS POSSIBLE?** - There may be more excursions on Union Pacific in our future, but nothing has been heard yet from UP. John Hodkin was to write them asking for this possibility in the fall or next year. The St. Louis Chapter has been offered round-robin excursions from St. Louis on November 12 and 13 using UP's E9's.. As noted elsewhere in this newsletter, the same train will be running an excursion in Texas out of Houston on November 5 (which I'll be on). The trainset would have to come through Arkansas (probably) the week of November 6th. Then I've heard through the St. Louis Chapter newsletter that UP is planning more 3985 steam trips in Texas and Louisiana in 1995, but one of these trips may be into DeSoto, Missouri in May to celebrate the DeSoto Shops' 125th anniversary. That would mean the 3985 would have to come through Arkansas next spring. (In fact, the St. Louis Chapter is talking about having a 3985 excursion between St. Louis and Little Rock at that time). Food for thought.



**CHRISTMAS PARTY SET** - Now that its hot and humid, lets think about snow and Christmas dinners. Mark your calendar for December 10, a Saturday, at 6 p.m. at the Camelot Hotel in Little Rock. The dinner will be around \$15 and the speaker will be author and club member for many years, James Fair of Austin, Texas.

### ARKANSAS RAIL NEWS

**UNITED WAY U.P. DIESEL** - (North Little Rock) - On August 18, Union Pacific will dedicate a locomotive painted with United Way colors at its Jenk's Shops in North Little Rock. The engine will have this paint removed at the end of the year, so it will be a rare photo opportunity. It will be painted at the North Little Rock facilities. (*John C. Jones*)



**DEPOT NOMINATED** - (Marianna) - On June 8, the Arkansas Historic Preservation Program nominated the Marianna Missouri Pacific depot to the National Register of Historic Places. The depot was built in 1915 in MOPAC's Italianate/Mediterranean style. (*Courier-Index, Marianna, June 16, 1994*)

**NEW LINE DEDICATED** - (West Memphis) - On May 19, the new Friday-Graham rail spur was dedicated. This line connects the UP with Roanoke Distributors. (*Evening Times, West Memphis*)

*Attendance at Disneyland and Disney World in 1990 was 41,400,000. In the same year, the total attendance at the 12 most popular non-Disney parks in the U.S. was 40,000,000.*

**MORE OF ROCK'S SUNBELT LINE REMOVED** - (Carlisle) - Bill Pollard reported that salvage crews removed about 800 feet of the old Rock Island mainline (Arkansas Midland Carlisle Branch) the week of June 19. The removed track began at Milepost 117 (where the Remington Spur once left the mainline). Rails will be reused on other A.M. operations. This line was embargoed due to track conditions in January 1993 (from Galloway to Carlisle) with



NO maintenance performed since the Rock's demise in 1980. The line was bought by MP in a strategic move in 1983 to block reopening of the RI east-west line, and once that line was permanently severed (west of Danville), the "Hazen Branch" (later cut back to Carlisle) was no longer wanted. There seems to be some confusion on whether the A.M. actually received abandonment authority. If it didn't, then taking up the tracks would be illegal. Five miles of the ex-Rock Island, from Galloway to North Little Rock, remains in service. (*Letter written June 19*)

**"LITTLE EAGLE" RUNNING** - (Gurdon) - A 16-inch gauge miniature 1,040 foot railroad in Gurdon runs trips on Saturdays and Sundays. The owner is James Barker of JP Miniature Railroad on Red Springs Road in Gurdon. Check it out. (*Daily Siftings Herald, Arkadelphia*)

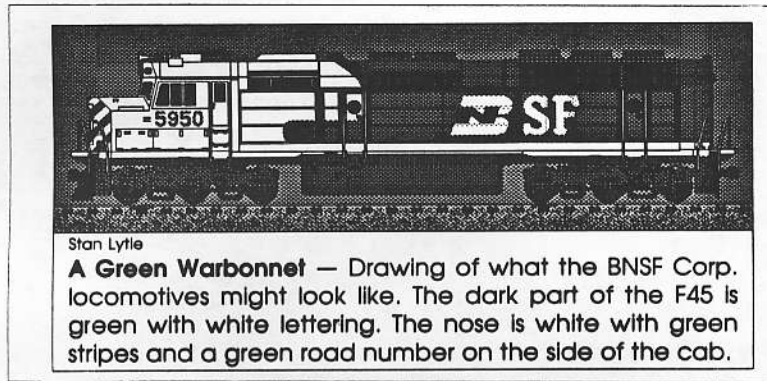
**A&M RAILROAD NEWS** - (Springdale) - The Arkansas & Missouri Railroad will add two days to its popular Springdale to Van Buren passenger excursions next year due to the heavy ridership this year. Passenger counts totaled 24,000 in 1993 and April and May of this year saw an increase of 26% over last year. The train leaves Springdale at 8 a.m. and arrives in Van Buren at 11:15 a.m.. It leaves Van Buren at 2:15 p.m. Freight carloads on the line through April 1994 was running 12% ahead of last year. The road handled 2,445 carloads in April alone. It plans to lay a half mile of new track in Johnson, Arkansas to help with the sand traffic. (*Van Buren Press, Van Buren, June 25*)

**TRAIN SAFETY CONCERN** - (Diaz) - The City Council of Diaz (where the Missouri & Northern Arkansas RR crosses the Union Pacific) passed an ordinance on January 31 stating that the safety and welfare of the city was threatened because the coal trains to the power plant nearby at Newark had only one crew member while another one followed the train in a car. They were worried that something might happen to the lone engineer and the train run into a UP train loaded with chemicals at the interchange. The ordinance said that the M&NA should have two crew members in the engines at all times while running through Diaz. The railroad is saying that they don't have the right to do this. (Is the city also saying that all semi-tractor trucks carrying gasoline should have two drivers? If not, why not? This would seem to be a much more dangerous situation than a train running out of control. - Ed.) (*Newport Daily Independent, Newport, May 27 by Elizabeth Carruth*)

### GENERAL RAIL NEWS

**BIG MERGER** - On June 30, 1994, the Burlington Northern and Santa Fe Railroads announced they had signed a definitive agreement to merge, pending ICC approval. The name of the new railroad would be BURLINGTON NORTHERN and SANTA FE RAILWAY COMPANY. Gerald Grinstein (BN's C.E.O.) will be chairman of the merged company. Robert Krebbs (SF's C.E.O.) will become president and chief executive officer of the new railroad company. The merger probably won't be finalized for 18 to 30 months.





The drawing to the left (by Stan Lytle, taken from the July 1994 edition of *Desert Rails*, Arizona Chapter) is what the new paint scheme might look like.

*The Washington Post* stated that this merger might set off a round of other mergers. Both BN and SF were key contenders to buy Kansas City Southern's rail line, but now CSX and CN are more likely buyers, should the KCS sale

ever take place. (Barton Jennings reported that CSX had an inspection train along the KCS the week of June 27).

The merger would create the nation's biggest single railroad, 31,000 miles long. (Barton also speculated that UP might now fully merge with the CNW and SP might try to get one of the duplicate lines between Kansas City and Chicago).

After the BN/SF merger takes place (18-30 months), there would be some overlapping tracks, such as Chicago, Kansas City and Tulsa to Dallas and Houston. (*Kansas City Star*, July 1, via Jerry Nunn)

**SAVE THE ROCK COMMITTEE** - (Kansas City) - The Save The Rock Committee (S.T.R.I.C.T) wants the ICC to reopen the case that eventually allowed the Southern Pacific to buy the old Rock Island line from Kansas City to St. Louis in the 1970's. The leader of S.T.R.I.C.T (Jim Link) said that SP promised to rehabilitate the entire line when it bought it (this may not be true). However, no trains ran on this line since 1980 (see photos of this line as it looks today on the next page and elsewhere in this newsletter). Instead, as part of the merger case for Missouri Pacific and Union Pacific, SP was granted trackage rights on the UP in the early 1980s in this part of Missouri (a photo of an SP train going through Pleasant Hill, Missouri on the UP is also elsewhere in this newsletter).

S.T.R.I.C.T says Union Pacific wants SP off its lines today, since it has more than enough business of its own. However, SP wants the ICC to make its trackage rights over UP permanent, but UP is claiming that SP owes it \$60 million in track rent. S.T.R.I.C.T is arguing that SP should be forced to use its own line.

In 1977, the Rock Island hauled 30,000 cars on this line. In 1983, UP along its corridor were handling 16 trains a day. Now it sees 40 per day, 12 of which belong to SP.

Meanwhile, the UP wants to buy part of this line from Kansas City through Lee's Summit (a few miles southeast of Kansas City) to use for its eastbound coal trains (less grade). Developers in Lee's Summit don't want this, as new homes have been built close to the tracks (see photos top of next page). (*Eldon Avertiser*, June 16 and 23, 1994 via Fred Rick and Jim Johnson)

***LAND GRANT FACTS*** - More than 92 percent of railroad milage in the U.S. was built entirely by private enterprise. Of the few who received land grants in the 1800s (to open the frontier), they've paid back 10 times the land's original values in taxes and services over the years. By 1946, Congress estimated that railroads contributed \$1.25 billion back into the U.S. economy, compared with the original land's value of \$126 million. (Association of American Railroads)





**TOP LEFT** - Part of the old Rock Island tracks Union Pacific wants to rebuild for coal train use in Missouri. The crossbucks were still located at this unused road crossing in Greenwood, Missouri (southeast of Kansas City) on July 3, 1994 The tracks are in the foreground. **TOP RIGHT** - The old Rock Island tree/grass covered main line going over South Ward Road in Lee's Summit, Missouri as it looked on July 3. Notice the new housing development just to the left of the tracks across the road. No train has used this line for 14 years. (Ken Ziegenbein photos)

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**AGE OF STEAM MUSEUM TO MOVE** - (Dallas) - The Age of Steam Museum at the Fairgrounds in Dallas will be moving to new quarters in the West End museum. The museum will be housed on a 9-acre site near the former Texas School Book Depository. The parcel is owned by Union Pacific. (Dallas Morning News, June 16 via Tom White)

**FREIGHT TRAINS ARE BACK** - A report in the July 11 *Washington Post* said, among other things, that freight trains are making a huge comeback and appear to be in good shape for the foreseeable future. The article said railroads today have about half the track mileage of 50 years ago, yet haul 30 percent more tonnage than at the height of World War II. The Santa Fe estimates that more than 90 percent of long-distance trucking between California and the Midwest moves by rail, thanks to trucking companies like J.B. Hunt moving most of their long-distance beds by rail. The nation's railroads made a profit of \$2.25 billion in 1993 on operating revenue of \$28.8 billion, all historical highs. Major railroad employment





dropped from 322,000 in 1983 to 192,500 last year, but appears to be on the rebound today. And there are several building projects going on, like UP adding a second line through the Blue Mountains and possibly building a new bridge across the Rio Grande River at Laredo. (Next time you hear that railroads are dead, tell those ignorant people the facts of life. On a recent trip to Sibley, Missouri, club member Jerry Nunn and I photographed 16 Santa Fe and other freights crossing the Missouri River in one 8-hour period). (*The Washington Post, July 11, by Don Phillips via Thomas B. Wilson*)

**CHAPARRAL ABANDONMENT** - (Paris, Texas) - The Kiamichi Railroad Company, Inc. will file to abandon the 61-mile Chaparral Railroad soon, according to the road's newsletter, the *Kiamichi Korner*. This line runs south of Paris, Texas to Celeste (former Santa Fe). The parent company will sell some track to the Kiamichi Railroad to provide continued service to the southside of Paris. Only 50 of the 970 carloads handled in 1993 actually originated or terminated on the Chaparral. (*Jim Shaffer, President of the Kiamichi, July 1994*)



**OPERATION LIFESAVER STATS** - Highway-rail grade crossing collisions in 1993 was a record low number with 4,827, although deaths rose 6% from 1992. Five states accounted for 1/3 of all highway-rail crossing crashes while 10 states accounted for 50%. The highest number of incidents in 1993 occurred in Texas with 495. The FRA and Federal Highway Administration want to eliminate a fourth of the nation's grade crossings by 2000. Today there are over 300,000 railroad crossings in the country. (*Sunflower State Signal newsletter via Jim Johnson and D. E. Visney, Manager, Highway-Rail Safety for the Federal Railroad Administration in Hurst, Texas*)

**ICC MIGHT BE ABOLISHED** - On June 16, the U.S. House of Representatives voted to not fund the ICC in 1995 with responsibilities being given to the Department of Transportation. The Senate had not acted as of presstime. The ICC was created in 1887 in response to railroad abuses of shippers and the public and has since regulated railroad mergers and abandonments as well as trucks. (*The Gateway Railletter, St. Louis Dispatch, June 1994*)

**MORE TRAINS TO THE GRAND CANYON** - A new 17-mile spur into the Grand Canyon has been approved and two new depots will be built outside the park. This is in response to a push to reduce automobile traffic in the park. Up to 8 trains a day would serve the Canyon, all being run by the Grand Canyon Railway, which currently runs one train a day from Williams, Arizona. (*The Arizona Republic via the Gateway Railletter*)

**FORMER U.P. HEAD DIES** - Michael Walsh, former President of Union Pacific and CEO, died May 6. He was 51. (*The Gateway Railletter*)

**ROCK ISLAND LOGO?** - The Maytag Corp. owns the Rock Island logo and is now saying that you must have a license to use the logo. The model railroad industry is concerned, of course. (*Trainline, Tourist Railway Association Inc, June 1994 via Jim Johnson*)



EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

☞ ...note...these are listed sequentially by dates, earliest dates being first...

**EUREKA SPRINGS, ARKANSAS** - Eureka Springs & North Arkansas Railway 6-day a week excursions. Trains leave every hour 10 a.m. until 4 p.m. - Dinner trains also run at various times. - Trains run on original right-of-way of the famous M&NA trains of 50 years ago - for more information, call 501-253-9623 or 253-9677.

**SPRINGDALE, ARKANSAS** - Ozark Scenic Railway, through next Fall - Passenger trips on the Arkansas & Missouri Railroad between Springdale and Van Buren over the former Frisco line - shorter trips also available as is one from Van Buren to Winslow - for the latest schedules and fares, call the A&M in Springdale at 501-751-8600, 1-800-687-8600 or 800-452-9582. Write to Arkansas & Missouri Railroad, 107 N Commercial St, Springdale AR 72764 or if getting on in Van Buren, the Old Frisco Depot, 813 Main St., Van Buren AR 72956. Credit cards accepted.

**BRANSON, MISSOURI** - The Branson Scenic Railway runs 1½-hr excursions into Arkansas over former Missouri Pacific tracks (White River Line) everyday except Tuesdays - currently they run 4 southbound trips a day, 8:30 a.m., 11:00 a.m., 2 p.m., 4 p.m. - call 417-334-6110 for fares and schedule changes - they use former *California Zephyr* dome coaches.

**BELTON, MISSOURI** - Short weekend trips out of Belton behind famous Rock Island "E-unit #630 through the Summer and early fall - contact the Smoky Hill Railway, 502 Walnut Street, Belton MO 64012-2516 for times and prices.

**SANTA FE, NEW MEXICO** - The Santa Fe Southern operates the former Santa Fe branch from Santa Fe to Lamy, New Mexico and operates a freight train open to passengers on Tuesdays, Thursdays, and Saturdays. Call 505-989-8600 for information. (*The Gateway Railletter, May 1994*)

**ROCK ISLAND, ILLINOIS** - August 6, 1994 - Rock Island Technical Society's Annual Meeting and Swap Meet at the Plaza One Hotel in Rock Island. Non-member costs are \$3.00.

**PADUCAH, KENTUCKY** - August 11-14, 1994 - Illinois Central Railroad Historical Society's 15th annual convention and show. The dealer show will be August 13, 9 a.m. - 4 p.m. - There will be tours of rail locations around Paducah August 12 and a banquet will be held at 7 p.m. August 13. - Tables are \$20 - For more information or to order tables, contact Mark L. Miller, 1204A West Central, Marion IL 62959-1022 or call 618-997-5788.

**COUNCIL BLUFFS, IOWA-KIRKWOOD, MO** - August 27, 1994 - "Missouri River Eagle Special" will operate one way between Council Bluffs, Iowa and Kirkwood, Missouri through Kansas City. Special will be pulled by UP's E units and UP's streamliner fleet. - Will run over rare-mileage Omaha-Kansas City former MoP tracks part of the way. - Several stops will be made in route, so cost varies, but total one-way cost Council Bluffs-Kirkwood (outside of St. Louis) is \$230. There will be a bus back to Council Bluffs. - For more information, contact Cameral Club, PO Box 79, Columbus NE 68601 and send a stamped envelop or call 402-563-

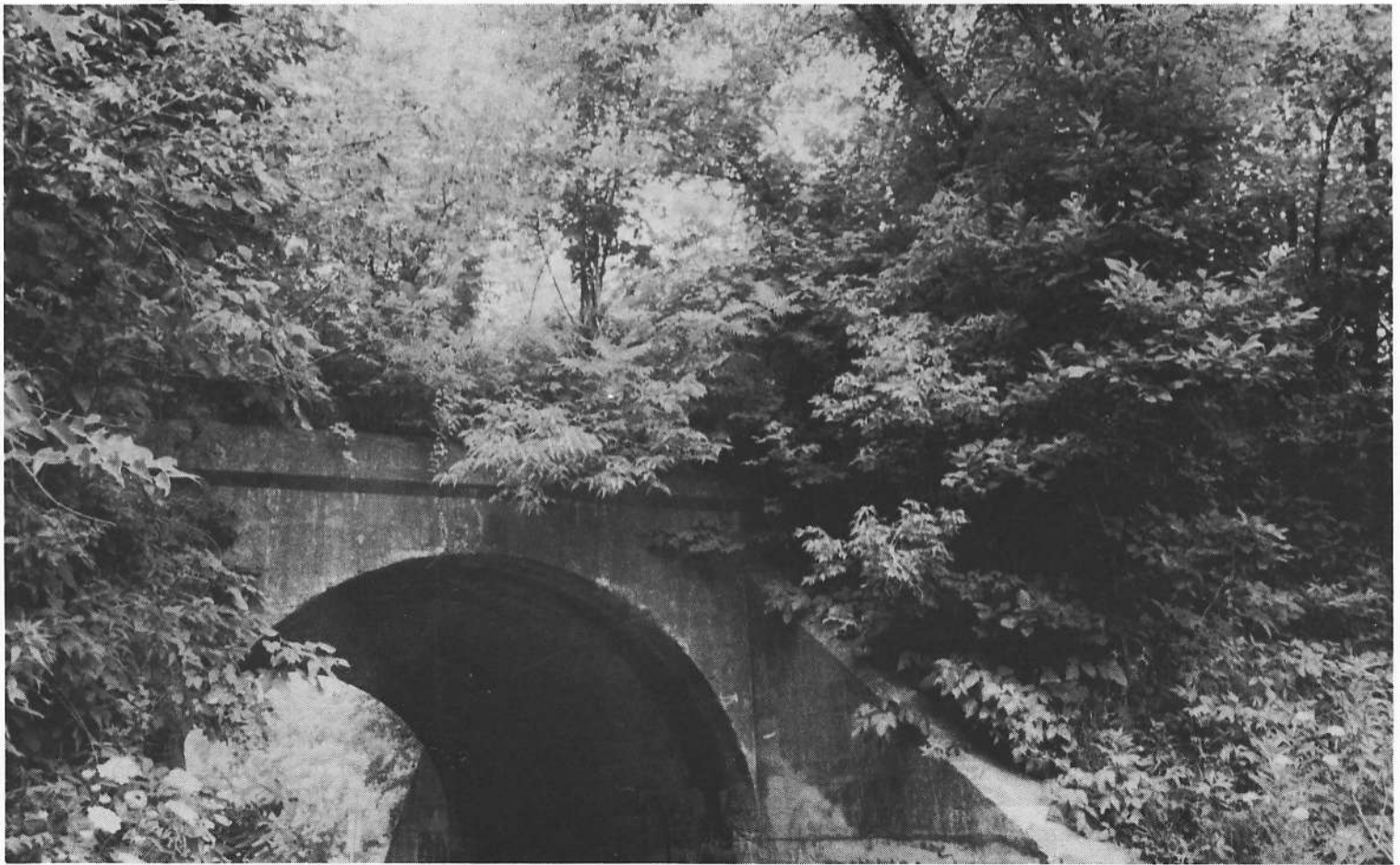


1624 evenings.

**ST. LOUIS, MISSOURI** - September 3-4-5, 1994 - Union Station Centennial will have Union Pacific's "City of St. Louis" on display, featuring UP's rebuilt E-units and cars.

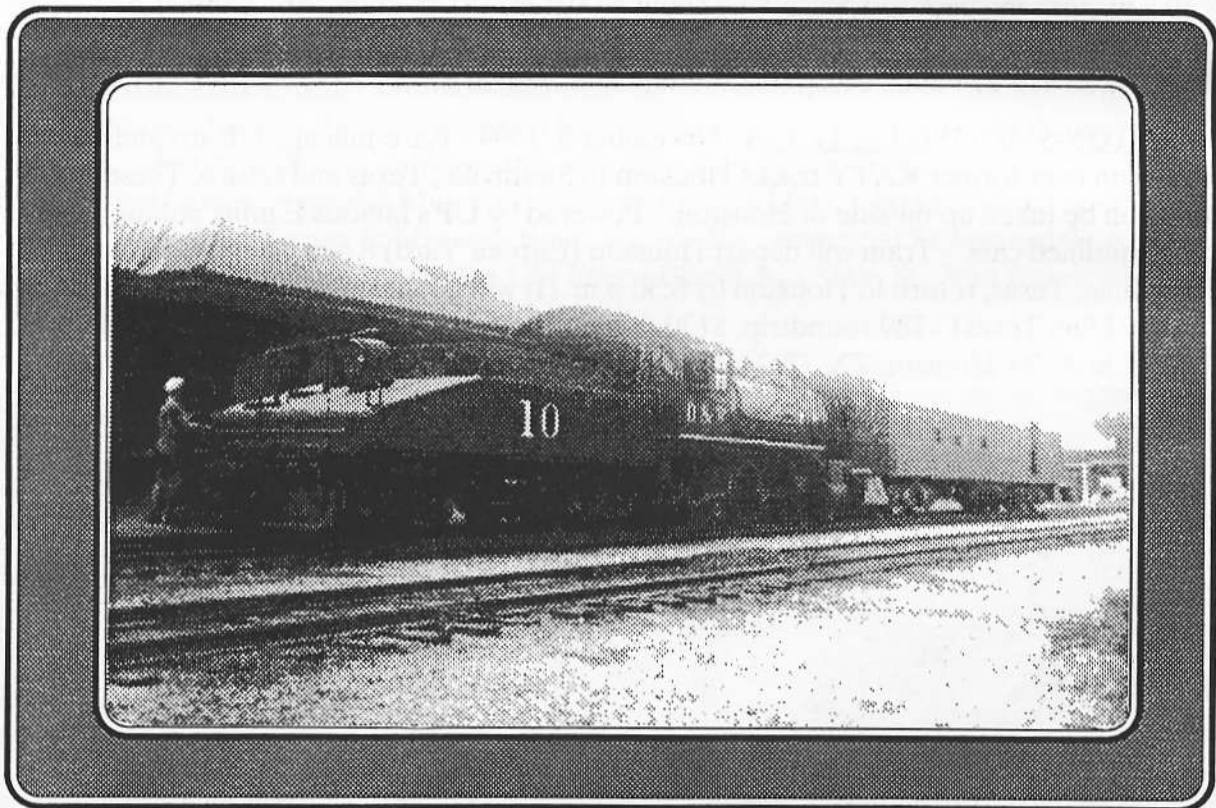
**KANSAS CITY-GLASGOW, MISSOURI** - September 17, 1994 - Rare-mileage excursion on the Gateway Western - Kansas City-Glasgow, Missouri and return, pulled by Operation Lifesaver-painted engine - line is formerly CMW, ICG, GM&O, C&A - leaves Kansas City 8:30 a.m., arriving back in Kansas City about 6:00 p.m. - \$145 roundtrip - contact Al Bowmaster, Kansas City Chapter NRHS, 5038 North Kensington, Kansas City MO 64119-3605 or call 816-224-6962 except on Sundays and Mondays.

**HOUSTON-SMITHVILLE, TEXAS** - November 5, 1994 - Rare-mileage UP streamline excursion over former KATY tracks Houston to Smithville, Texas and return. These tracks will soon be taken up outside of Houston. - Powered by UP's famous E units pulling its fleet of streamlined cars. - Train will depart Houston (Eureka Yard) 8 a.m., stop for lunch in LaGrange, Texas, return to Houston by 6:30 p.m. (It will go through your editor's hometown of New Ulm, Texas) - \$89 roundtrip, \$129 dome - Contact Gulf Coast Chapter NRHS, 12335 Kingsride #220, Houston TX 77024-4116. ~~W0004~~



*Another scene of the unused Rock Island tracks that the UP wants to use for its coal trains out of Kansas City. Southern Pacific currently owns these tracks, but wants to abandon the entire line from Kansas City to St. Louis. This viaduct was over West Chipman Road in Lee's Summit, MO. The date was July 3, 1994. (Photo by Ken Ziegenbein)*

# DEATH ON THE D&R



*On the Iron Mountain main, D&R #10 is in charge of the combine at the Russellville, Arkansas station. Soon, the little engine will head back to Dardanelle with his precious piece of rolling stock and the day's work will be done. Photo: Collection of John Martin.*

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*From Arkansas Reports, Volume 98, 1911, pg. 169, submitted by John Martin:*

J. L. Brigham, while working for the Dardanelle and Russellville Railroad as a

locomotive fireman, was killed in the collision of his engine with one of the St. Louis, Iron Mountain & Southern Railway Co. on the main line at Russellville.

The D&R operates a short line railroad

ARKANSAS RAILROADER

between Russellville, a station on the St. Louis, Iron Mountain & Southern, and Dardanelle. Its railroad is connected with the Iron Mountain with a "Y" a short distance east of the Russellville station. The west leg of the "Y" runs parallel with the main line of the Iron Mountain and connects with the main about 1,200 feet east of the station. All of the side tracks and switches there are owned by the Iron Mountain and constitute a part of its yardage. One is a house track, which runs off the south side of the main line from a point between the depot and the D&R connection to the freight house. The other side tracks are on the north side of the main line of the Iron Mountain, the first being a passing track and three others known as 1, 2, and 3 rail. The result is that to switch cars from the D&R to the side tracks on the north side of the main track it is necessary to travel along the main track a distance of about 1/4 mile.

On May 2, 1904, the two companies entered into a written contract covering traffic arrangements between them in consideration of a certain mutual undertakings and the payment by the D&R of a monthly rental of \$35.00, whereby the D&R was required to do the switching and was allowed to use the tracks and station of the Iron Mountain.

Up to this incident, the D&R had used the tracks of the Iron Mountain about 15 years. The Iron Mountain local had arrived at Russellville about noon on January 2, 1909. The D&R engine, with Charles Shuttle engineer and Mr. Brigham fireman, was switching at the time and it became necessary to cross over the main track with four cars to weigh them. After gathering the cars, the D&R engine ran down to the west end of the yards to get a couple of coal cars on the passing

track, then backed down to the east end of the yards. About this time the local's engine, which was then at the station, headed towards the east, came down the main track near the end of the passing track to drop a car where the D&R engine was. The Iron Mountain engine dropped the car and then backed down the main track towards the depot and the D&R engine backed out on the main track and headed down the track following the other engine to run to the connection and get in the clear. The brakeman swung off and opened the switch to the connection, the engine stopping just clear of the points.

About this time the Iron Mountain engine, having picked up his train near the depot, gave two blasts of the whistle and started down the main track toward the D&R engine, which was backing through the switch onto its own line. Shuttle, the D&R engineer, testified that he thought the Iron Mountain engine was coming down the track to back into the house track, and that, as soon as it approached close enough for him to decide that it was not coming for that purpose, he blew a stop whistle, to which no attention was paid, and that he blew it a second time. The Iron Mountain engine came on and collided with the D&R engine at 2:15 p.m., killing fireman Brigham.

The Iron Mountain offered and settled with the D&R for the sum of \$7,500 and costs of the action and that, in the event of a suit by the Brigham family, would pay up to \$10,000 in the death settlement.

The suit was let against the D&R and the settlement was \$10,000, paid by the Iron Mountain through the D&R. ~~W. W. W.~~



August 1942 Earl Saunders photo of D&R #8, purposely double exposed to give a ghostly appearance.

**DARDANELLE & RUSSELVILLE**

## UPCOMING CLUB & AREA RAIL-RELATED ACTIVITIES

<b><u>AUGUST 14</u></b> - Meeting at 3 p.m. in Dardanelle. Trip on the D&R to help celebrate 111 years of the D&R.	<b><u>SEPTEMBER 11</u></b> - Regular club meeting, Twin City Bank.
<b><u>OCTOBER 1</u></b> - Roundtrip Crossett to Monroe on AD&N, AL&M. Leaves Crossett 9:30 a.m.	<b><u>OCTOBER 9</u></b> - Regular club meeting, Twin City Bank.
<b><u>NOVEMBER 13</u></b> - Regular club meeting, Twin City Bank.	<b><u>DECEMBER 10</u></b> - Christmas Party, Camelot Hotel, Little Rock.

See inside for more detailed information on some of these activities. Please keep me informed on what is going on rail-wise in and around Arkansas so I can put it in the table. Thanks.



*An SP freight speeds through Pleasant Hill, Missouri on July 3, 1994, using trackage rights over the Union Pacific. (Trip by Ken Ziegenbein and Jerry Nunn of Lee's Summit)*

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, AUGUST 14 at River Valley Hobbies in **DARDANELLE**, NOT at our usual location at Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

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 publication, you must be a member of the Club. Current dues are \$15/year for Arkansas residents and also \$15/year for out-of-state. The RAILROADER is mailed to all members automatically. Family memberships are \$20, but only one newsletter sent.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/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, ATTN:Editor. Please let me know if your address changes, as NEWSLETTERS CANNOT BE FORWARDED.

Arkansas Railroad Club mail should also be sent to the address below..



**ARKANSAS RAILROAD CLUB  
P. O. BOX 9151  
NORTH LITTLE ROCK AR 72119**

Newsletter phone: (501)-758-1340  
(Leave message on recorder if I'm not there)

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**JOIN THE ARKANSAS RAILROAD CLUB**

Dues are \$15/year per individual or \$20/year for family membership (only one newsletter will be sent to a family unless each member pays the individual \$15 fee). Dues are always due JANUARY 1ST of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$29 per year).

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 checks out to the "Arkansas Railroad Club" and mail to:

**ARKANSAS RAILROAD CLUB - Treasurer  
PO BOX 9151  
NORTH LITTLE ROCK AR 72119**

**WELCOME ABOARD!!!**