



LITTLE ROCK CHAPTER
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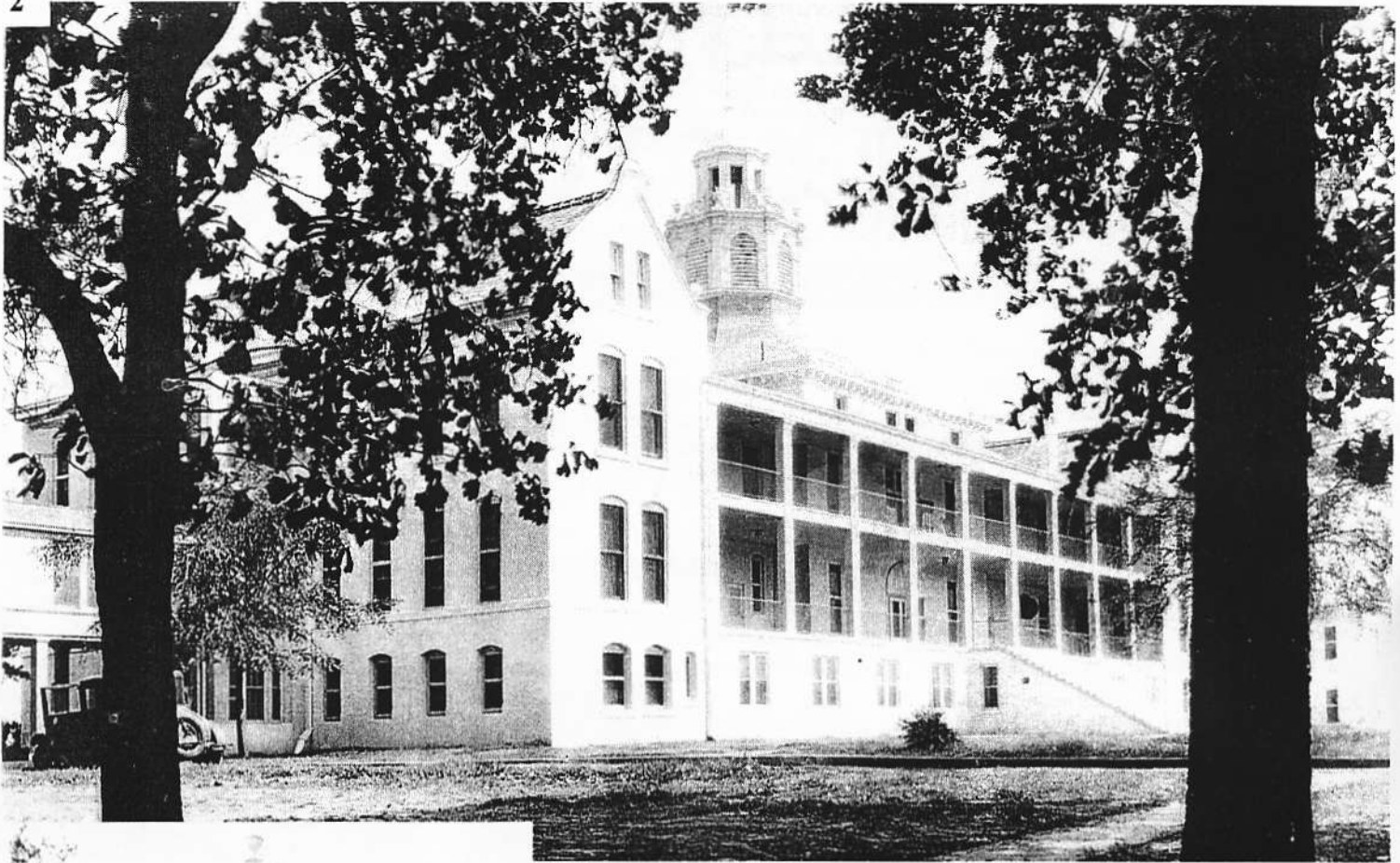
ARKANSAS RAILROADER



VOLUME 30 NUMBER 8 AUGUST 1999



A Rock Island accident investigation photo taken at the Highway 167 crossing near Clay, Louisiana between 2 and 3 p.m. May 10, 1957 in connection with a fatality at the grade crossing on May 7. Notice southbound Rock Island Passenger Train #31 approaching the crossing from north end (left) at a point 250 feet north of crossing. (L. T. Walker collection)



The **COTTON BELT HOSPITAL** in Texarkana as it appeared, probably in the 1930s. It was torn down in 1978. However, the dome (or cupola) on the hospital was taken down and preserved at 45 Loop Park at Four States Fairgrounds in Texarkana and efforts are underway to keep it from deteriorating. Standing next to the dome structure is 4 year-old Isaac Good. **WANZA GOOD**, 1501 Quintana Road #49, Moro Bay CA 93442 (805-772-6770) is asking for your help, both to preserve this artifact and to obtain railroad history in the area. Her story, as it appeared in the *Cotton Belt Star* and as amended by her:

"I am very sentimental over the old Cotton Belt Hospital. It is a long story as to why. I had an album of pictures and newspaper clippings on it that I had put together as a child, but we had a fire and it burned in the fire - everything except the blueprints. That God that I had them stored in a safer place.

Anyway, after the fire I wanted to start putting together another photo album and scrapbook on the Cotton Belt Hospital to save for future posterity (to show my boy someday) and to donate a copy to the Texarkana Museum and the Arkansas Railroad Museum. I've been doing this research and I have run up a terrible phone bill, but I have managed to find a few nice things to replace those that were lost.

I am requesting anyone who might have any old pictures of the Cotton Belt Hospital, railroad newspaper clippings or any kind of information or railroad history to please contact me. I would love to buy it or at least pay to make laser color Xerox copies. I am not completely sure why I feel so compelled to do this research all over the country. I know I am sentimental over the old hospital and railroad. It's almost as if I am searching for an answer

to something. Some kind of information that I feel God wants me to find. I will know what I am searching for when I find it. With your help, maybe it will not take that long.

When they tore down the Cotton Belt Hospital in August 1978, the tower, or cupola, got a destruction reprieve. Margaret Dickey (then City Director of the City of Texarkana, Arkansas) and others on the board approved the purchase of the dome to preserve as a landmark in Texarkana. An anonymous donor donated \$6,000 to have the dome removed from the top of the hospital and placed on top of a gazebo type band shell at 45 Loop Park at Four States Fairgrounds in Texarkana. On July 18, 1983, this construction project was completed.

Over the years the weight of the dome on top of the structure started to break through so the city had to remove it and place it down on the ground. The dome has been sitting on the ground for a least a couple of years. The city is just letting it deteriorate. I believe the anonymous donor has died and therefore cannot donate any further funds to save it.

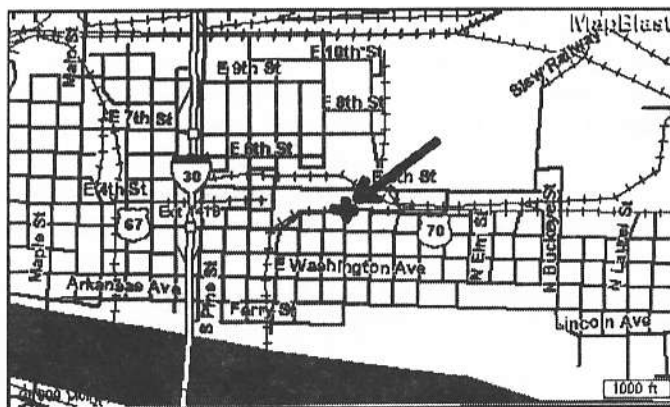
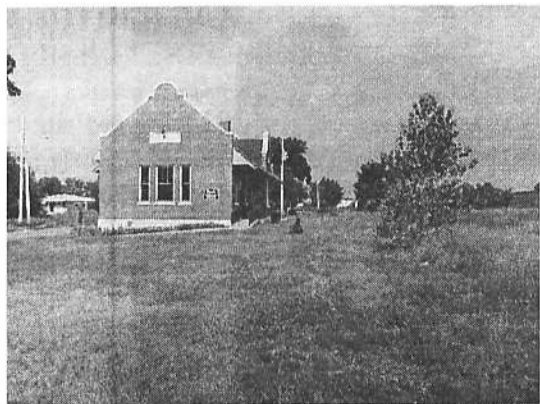
I think it is a magnificent work of architectural art (hand carved back in the late 1800s). If you are concerned about saving the dome, please call: **Mr. Carl Conley - Director of Arkansas City Hall (870-779-4991)**. If enough people voice concerns maybe he will be prompted to work it out to where the city can save the dome. Also, if you know of anyone who could donate the funds to save it - please let Mr. Conley know about that also. If you have any of the historical information/memorabilia that I am looking for regarding the old Cotton Belt Hospital and Railroad, please contact me at 805-772-6770 or email me at wanza@altavista.net.

1999 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

- PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
- VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
- TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
- SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
- EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
- NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)
- 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)
- BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
- BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (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

NEXT MEETING/PROGRAM

ANOTHER NEW MEETING PLACE. This time we'll meet at the old Rock Island Argenta Depot in North Little Rock just off Broadway east of Interstate 30. Take the Highway 70 (Broadway) exit off of I-30, then go east a few blocks, turn left on Hazel until you hit 4th Street. The renovated depot will be right there. The address is 4th and Hazel. A map is included. Please note that there are no longer any tracks at the depot, although the maps show them. The meeting will be on SUNDAY, AUGUST 8 AT 2 P.M. Refreshments will be served and the public is invited. A program will be presented.



OLD TRAIN PHOTOS WANTED - Do you have or know somebody that has old Kodak or other camera photos of trains in the 20s through 70s? If so, we'd like to look at them for possible publication in the *Railroader*. Look in your attic and files and see if you have some you'd like to share. After all, they're doing no one any good hidden away, are they? **ALL WOULD BE RETURNED PROMPTLY** after proper computer scanning, usually within a week or two. Be sure to include dates and information about each one, too. Thanks, and happy hunting.

Send any photos (and accompanying stories, if you want) to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Let's keep railroad history alive!

GEARED STEAM WEB PAGE - Member David Thomas of Bryant, Arkansas has a railroad web site on geared steam locomotives called the "Geared Steam Locomotive Works" located at:

<http://www.trainweb.org/gearedsteam>

A couple of the geared locomotives shown on this site include Doniphan, Kensett & Searcy #3 and the "Arkansas Traveler" Climax locomotive. Check it out.

DEADLINE FOR THE SEPTEMBER NEWSLETTER is August 15.

L. T. WALKER passed away on June 18, as the insert reported in the last newsletter. I enter it again here so it will be archived with the *Arkansas Railroader*. Like I said, his stories about the Rock Island will be missed. I don't have any more stories he wrote, but I do know he was writing more. I haven't been able to contact his son, who usually typed his stories before he gave them to me. Does anybody know his son's address or phone number?

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.

FOR SALE - "Back on Track," a cookbook that was put together to help restore the Missouri Pacific depot in Camden, Arkansas late in 1998, is for sale for \$15 plus \$2.50 shipping from Main Street Chamber of Commerce, PO Box 734, Camden, AR 71701 or call 870-836-6426. The cookbook has railroad interest, pictures, etc. Member Carl E. Barnes is involved with the depot project.

WANTED - Some passenger train fans in Memphis want help staffing a booth in Memphis Central Station during its dedication September 24-25. You would help hand out Amtrak literature, if indeed they let them have a booth. If interested, email David Chamberlain of Memphis at davidinmemphis@webtv.net.

WANTED - The Delta Heritage Museum, in the old Missouri Pacific depot in Helena, Arkansas, wants someone to give them a history of the railroads of the area (also see the ad of their other wants elsewhere). If you can help, call 870-338-4350 or send items to the Delta Cultural Center, PO Box 509, Helena AR 72342, ATTN: Kimberly J. Williams or Katie Harrington. Their email address: kim@dah.state.ar.us

FOR LEASE - Alco locomotives of the Arkansas & Missouri Railroad. If you'd like to rent one or more, contact the Arkansas & Missouri Railroad, 306 East Emma Ave, Springdale AR 72764, 501-751-8600 or 800-687-8600, email: arkmo@ipa.net.

FOR SALE - The Incomplete All-Time ALCO Diesel roster. It lists about every diesel manufactured by American Locomotive Company and its many partners and subsidiaries from 1925 to 1984. It is more than 500 pages long and details the ownership history of more than 10,000 locomotives. For ease of handling, the material is broken into 5 volumes, each of which is available separately. The roster

contains more detailed information in one place than any other source available.

Volume 2-A 65979 to 75996; Volume 2-B 75997 to 79000; Volume 2-C 79001 to 82000; Volume 2-D 82001 to 84911; Volume 2-E 3362-01 to 6128-05.

Normally \$25 each, they are only \$20 each if you mention the Arkansas Railroad Club. All 5 together normally is \$100, but again if you mention the Arkansas Railroad Club the price is only \$85. Postage for one is \$3.50, 2 is \$5.00, 3 or more \$6.00. Send orders to: Barton Jennings, PO Box 32424, Knoxville TN 37930-2424.

FOR SALE - The Arkansas Railroad Club's reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, over 400 pages, hardbound, foil stamped, limited run, 6"x9" book. You can order from White River Productions, Inc., 24632 Anchor Ave, Bucklin MO 64631 or call 877-787-2467. Cost is \$24.95 plus \$5 shipping (or you can pick one up at a club meeting and save the postage).

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called

Railroad Stations and Trains through Arkansas and the Southwest. It was written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of

\$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 877-787-2467.

FOR SALE - James R. Fair's book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana

& Arkansas Railway from its beginning to the modern era. You can now order directly from Mr. Fair. He'll even autograph it for you. Cost directly from him is only \$34. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689.

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.

PENNSYLVANIA - PITTSBURG INDUSTRIAL RAILROAD, INC. - To abandon 1.15 miles between m.p. 5.35 and m.p. 6.5 in Neville Township, Pennsylvania. Effective July 21, 1999. (STB Docket No. AB-525, Sub No. 1X, decided June 4, served June 21, 1999).

TEXAS - UNION PACIFIC - To abandon the Santa Rosa Industrial Lead from m.p. 145.0 near Edinburg to m.p. 161.0 near Rogerslacy, Texas, 16.0 miles including the towns of Edinburg, San Carlos, Elsa, Edcouch and Rogerslacy, Texas. Effective July 23, 1999. (STB Docket No. AB-33, Sub No. 136X, decided June 10, served June 23, 1999)

ILLINOIS - BNSF - To abandon its switching/industrial lead beginning north of Corwith Yard at Station 24+43 and ending at Station 149+87 near the east end of the Western Avenue Bridge, a total of 2.38 miles in the city of Chicago. Final decision by September 21, 1999. (STB Docket No. AB-6, Sub No. 382X, decided June 16, served June 23, 1999)

NEW HAMPSHIRE - BOSTON AND MAINE - To abandon a 5.78 mile line on the Manchester to Lawrence branch between Engineering Station 2472+75 and Engineering Station 2780+36. Effective August 1, 1999. (STB Docket No. AB-32, Sub No. 87x, decided June 25, served July 2, 1999)

IDAHO - UNION PACIFIC - To abandon a 18.2 mile line on the Boise Subdivision, "Boise Cutoff", from m.p. 424.80 near Orchard to m.p. 443.0 near Hillcrest, Idaho. Effective August 7, 1999. (STB Docket No. AB-33, Sub No. 137X, decided July 1, served July 9, 1999)

ARKANSAS RAIL NEWS

CAMDEN/GURDON LINE

(*Camden*) - In November 1998 member Carl E. Barnes, retired MoPac Agent in Camden, sent in a November 20, 1998

article from the *Camden News* that was optimistic about keeping the Union Pacific (ne. MoPac) line between Gurdon and Camden in place until arrangements could

be made to possibly purchase the line for shortline use. In the article is stated that Bill Robbins of the D&R and Richard Grigsby of the Reader Railroad and Union

Forrest Corporation had formed a partnership to purchase the line and use it as a shortline link to Louisiana. They needed 180 days to get financing. Does anybody know what the status of this line is? UP applied to abandon it a few years ago.

LITTLE ROCK STREETCARS

The Central Arkansas Transit Authority

on June 15 gave it's blessing to a design for the \$9.6 million River Rail streetcar project that would run between the new Alltel Arena in North Little Rock across the Arkansas River into the River shopping and entertainment district of Little Rock. Four streetcars will stop every ten minutes at 8 stations, including The River Market, Arkansas Territorial Restoration, Second Street, the Statehouse

Convention Center, the Old State House, the Chamber of Commerce, the Alltel Arena and the **Argenta Station** (former Rock Island station we'll meet in August 8) in North Little Rock. (I assume they mean the old Rock Island station, which has been remodeled, but am not sure)

GENERAL RAIL NEWS

DAYS OFF FOR ENGINEERS

Union Pacific said it will start trying to give engineers and conductors scheduled days off. Up to now, crews were always on call and the only requirement was to be off 8 hours between shifts. UP will start the project in August in LaGrande, Oregon where it will put workers on call seven days and off three. Also, a five day workweek has been instituted in Alexandria, Louisiana and North Little Rock, Arkansas. (*Houston Chronicle, June 6, 1999 via Dan Barr*)

RAIL COMEBACK

A group calling itself the Surface Transportation Policy Project (1100 17th Street NW, 10th floor, Washington DC 20036, 202-466-2636) had an article they published which talked about the comeback of light rail and urban rail projects across the country in 1999, including Dallas, Denver, New York, St. Louis and Salt Lake City and the many in the planning stages. They also talked about some concentrated opposition to any rail by those belonging to a culture enslaved to the automobile, highways and airports (who'd gladly spend \$28 billion a year on new highways but zero on new rail). One organization consistently opposed to anything resembling rail (and they can always justify their reasoning by sometimes leaving out pertinent facts about other modes of transportation) is the CATO Institute, <http://www.cato.org/>

They are one organization that many politicians use to formulate policy.

"TRAINS UNLIMITED" TV SERIES

For those that get the History Channel on

cable, a series called "Trains Unlimited" has excellent movies and stories about railroads and their history. Here is a list of program titles as of early 1999: 1) Angels or Villains, 2) Atchison, Topeka & Santa Fe, 3) Built for Speed, 4) Grand Central Station, 5) Great Train Disasters, 6) Great Train Robberies, 7) Manhattan Gateway: The Death of a Legend, 8) Toy Trains, 9) Power and Speed: Diesel Trains, 10) Presidential Trains, 11) Railroad Police: From the Pinkertons to the Present, 12) Railway Marvel, 13) Steam Trains, 14) Stokin' the Fire, 15) The American Streamliner, 16) The Caboose, 17) The Circus Train, 18) The Engineers, 19) The Locomotive, 20) The New York Central: The Water Level Route, 21) The Pullman Palace Cars, 22) Trains at War, 23) Trans Canadian Railway, 24) Urban Trains, 25) Wabash Cannonball, 26) When Giants Roamed: The Golden Age of Steam.

UP 844 NEWS

Around noon on June 24 in Sacramento, California, a boiler tube failed in Union Pacific's 844 steam engine while at Railfair and the NRHS convention. Other boiler tubes were damaged as the engine was being spot-fired. A huge cloud of steam shot about 200 feet into the air for 10 minutes out the stack. Lynn Nystrom and two other officials received burns from the steam equivalent to sun burnt skin. No. 844 was to be towed back to Cheyenne for inspection. (*Via the Internet by Bryce Lee*)

HANDCAR RACES

(*Truckee, California*) - The U.S. National Handcar Races will be held at Truckee,

California September 18 and 19. Over 100 teams will participate. Those interested in attending, call 530-546-1221, the Truckee Railroad Days hotline.

NEW RAILROAD TIE

The Primix Corporation will manufacture "Engineered Composite Railroad Ties" in late July, a patented new form of tie. The new tie is supposed to be much better and longer lasting than conventional wooden ties. The new tie is made from composite materials.

If I think before I act, it will only take me longer to make the wrong decision. (Meditations for Miserable People by Dan Goodman)

STEAMTOWN ACCIDENT

(*Steamtown National Park, Pennsylvania*) - On July 6, 1999, a diesel locomotive bumped a Steamtown excursion train, slightly injuring 28 of the 400 railroad buffs on board. The steam engine was pulling the train from Scranton to Analomink, about 45 miles, to celebrate the 25th anniversary of Railroad and Railfan magazine. The impact shook loose clouds of coal dust from the Nickel Plate 759, showering all the passengers.

CSX/NS PROBLEMS

After the takeover of Conrail by CSX and NS June 1, both lines have been having problems with timeliness and service. During a period in June, UPS shipments didn't arrive on time a single time, prompting UPS to use trucks. The Surface Transportation Board as of early July was

requiring weekly updates on the takeover, similar to their requirements with the UP/SP merger a couple of years ago. The main problem resulted from computer mixups.

TP&W RAILROAD SOLD

(Boca Raton, Florida) - RailAmerica announced June 29 that it had bought the 369-mile Toledo, Peoria & Western Railroad from CSX.

"OLD '97" MUSEUM SITE FORMED

(Danville, North Carolina) - Developers plan to make a museum commemorating the site of the famous wreck of "Old '97" back in 1903. This wreck has been sung about in the song "The Wreck of Old 97." The site of this wreck will then be accessible to the public for the first time. On Sunday, September 27, 1903, the 'Old 97' Southern mail train wrecked just north of Danville, North Carolina, on its way to Atlanta from Washington, DC. It consisted of a locomotive, two railway post office

cars, one express car and one baggage car. The train was running 45 minutes late when engineer Joseph (Steve) Broady took over the throttle in Monroe to run to Spencer. The train ran off a wooden trestle, killing 11, including the engineer. Hundreds of canaries were released when a large case carrying them broke open in the wreck.

The song about the accident ends like this: "Now, ladies, you must take fair warnin' from this time evermore. Never speak harsh words to your true loving husbands - they may leave you and never return." The song was one of country music's first million seller hits. (*Richmond Times-Dispatch, July 1, 1999*)

DEADLY WALKING

Walking along or near railroad tracks has taken the lead in the causes of railroad-related fatalities, passing deaths that occur at highway crossings, according to the Centers for Disease Control and Prevention.

In 1934, the United States Supreme Court ruled that trains always have the right of way over cars and trucks. (San Antonio Express-News, July 9)

UNION FEUD

There is a major feud going on between the United Transportation Union and the Brotherhood of Locomotive Engineers. Apparently, the UTU is trying to make the BLE and UTU become one union. The AFL-CIO has imposed sanctions on the UTU for violating the no-raiding provision and the case has hearings scheduled before the National Mediation Board. Hundreds marched in support of the locomotive engineers in Washington in early July.

BLUE TRAIN NEWS

(Johannesburg, South Africa) - The famous Blue Train of South Africa are going to be turned over to the private sector this year or early in 2000.

AMTRAK NEWS

CENTRAL STATION DEDICATION

(Memphis) - The Memphis Central Station, currently being renovated, will be dedicated September 24-25, 1999, a weekend with an Amtrak equipment display possible. The station will not only serve the *City of New Orleans* but also trolleys and other urban transportation.

FY 2000 BUDGET

Amtrak received \$571 million for 2000, like it requested. That compares with \$27 billion for federal highways, \$10.5 billion for the Federal Aviation Administration, \$6 billion for transit programs and \$4 billion for the Coast Guard. These figures, except for Amtrak, include various trust funds from aviation and highway taxes. (Does anybody know exactly how much these trust funds total to determine the actual tax subsidy?)

DINING CAR TEST

In late June, the *Sunset Limited* started a new dining car test - 24-hour continuous service in the diner. All meals are prepared fresh with white linen. Breakfast is from 6 a.m. to 9:30 a.m. and includes bacon and eggs, omelettes, hot cakes, french toast, cold and hot cereals, and fruit or yogurt and a bagel. Brunch is then served from 9:30 a.m. to noon and is a mixture of breakfast and lunch menus. Lunch is from noon and includes freshly prepared cheeseburgers, a black forest ham sandwich, reuben sandwich, salads, pasta, soup and sandwich and a complete side menu of soup, chili and salads. Lunch is served all afternoon until dinner.

For dinner, there is a choice of prime rib or New York strip steak, barbecue spare ribs, trout or catfish or the chef's special chicken or lasagna. Then the all-night menu includes a bacon, egg and cheese

sandwich, ham sandwich, an omelette, pasta or fruit and bagel.

Desserts include a fruit and cheese plate, layer cake, fruit pie, or vanilla ice cream. In summary, the diner will stay open from the original terminal in Los Angeles to one hour prior to arrival in Orlando.

SUNSET HITS TRUCK

(Eagle Lake, Texas - Ed. Note: *Eagle Lake is only about 15 miles from my hometown in Texas*) - The eastbound *Sunset Limited* hit a water tanker truck at a rural crossing near Eagle Lake, Texas on July 8, about 11:50 a. m. There were 235 people on the sold-out train, including the wife and 13-year old son of Arizona U.S. Senator John McCain, head of the appropriations committee and a long-time foe of Amtrak funding. Only bumps and bruises were reported.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

OAK RIDGE, TENNESSEE - Various days - Arkansas Railroad Club member Bart Jennings and the Southern Appalachia Railway Museum will operate Secret City Scenic Excursion Trains at the East Tennessee Technology Park near Oak Ridge on various dates. New this year will be a former Southern Railway dining car. The trips will run through the park and along the Poplar Creek watershed. Days of excursions: March 19, 20; April 10, 11, 17, 18, 24, 25; May 15, 16, 29, 30; September 4, 5, 25, 26; October 16, 17, 23, 24, 30, 31; November 20, 21; December 18, 19. Cost is \$10 coach, \$15 dining car. Caboose is rentable for up to 10 people for \$125. Note that the October 23 trip, the Nashville & Eastern will be covered from Nashville to Cookeville.

Information on the trips: Send a stamped, addressed envelope to SARM, PO Box 5870, Knoxville TN 37928. Use this address to join or volunteer, also.

PUBLIC EXCURSIONS IN ARKANSAS - ARKANSAS & MISSOURI RAILROAD (800-687-8600) - Runs vintage passenger cars using ALCO

locomotives between Springdale and Van Buren, Arkansas and between Springdale and Purdy, Missouri over former Frisco tracks through the beautiful Boston Mountains, going through tunnels and over high trestles. Web address:

<http://www.arkansasmissouri-rr.com> and their email address is: arkmo@ipa.net

WHITE RIVER SCENIC RAILROAD (888-311-6224) - Runs along the famous Missouri Pacific White River line (now the Missouri and Northern Arkansas) through the beautiful Arkansas Ozarks. The trains run year round from Calico Rock and Flippin, Arkansas.

Web Site: <http://www.trainfun.com> email them at: wrsr@southshore.com

EUREKA SPRINGS AND NORTH ARKANSAS RAILWAY (501-253-9623) in Eureka Springs, Arkansas runs steam excursions along a two mile track along the former Missouri & North Arkansas Railroad right of way. It runs through October 30 on Mondays through Saturdays.

DURANGO, COLORADO - The Durango & Silverton continues to do very well in the

excursion business between Durango and Silverton, Colorado. Want to ride? Write Durango & Silverton Narrow Gauge Railroad, 479 Main Ave, Durango CO 81301 or call 970-247-2733. Trains run May through October. Cost is \$53 roundtrip per adult or \$88 if you ride the parlor car.

MOLINE, ILLINOIS - August 6-8, 1999 - Rock Island Technical Society's annual convention at the Moline Holiday Inn (309-762-8811). This will include a swap meet on Saturday, August 7 and a banquet. Registration fee is \$40 for the full convention. For information, call Jim Welch, 1003 W Central Park Ave, Davenport IA 52804-1803, 319-322-2510 or e-mail him at: welch1003@juno.com

JACKSONVILLE, ARKANSAS - Saturday, October 16, 1999 - First Annual Arkansas Valley Model Railroad Club's Train Show at the Jacksonville Community Center, 5 Municipal Drive, Jacksonville AR 72076 from 10 a.m. to 5 p.m. Admission is \$3. For more information call Jerry Fussell, 501-758-2590



THE UNION STATION DURING THE WEE SMALL HOURS

Little Rock . . . in the 1930s

James R. Fair

I don't need to tell the reader that in Little Rock a handsome building exists at Markham and Victory Streets. The building is, of course, the Union Station. There is a reasonable chance that the reader not only has seen it but been through it, floor by floor, and has heard its history recounted many times. But there may not be too many who remember it at perhaps its peacetime peak of operations. Or who remember it through the eyes of a wide-eyed boy who moved to Little Rock in September 1929 and, for a few weeks, had a "front row" view of it from his bedstead! And that date was before the October stock market crash, and before the Missouri Pacific Railroad would report 1929 as one its best years of record, in terms of net earnings.

My family moved to Little Rock in time for the start of the school year in 1929, coming from Newberry, South Carolina. Our house was not yet ready for occupancy, so we took temporary quarters in the Capitol Hill Apartments, just north of the Capitol building, and our apartment was on the seventh (top) floor, northeast corner, overlooking the Union Station. My bed was next to the window, and I hardly got any sleep for several days, for the station seemed to be quite busy at night. And as I later learned, it was at its very busiest in the small hours. I could watch much of the come and go, and could even see those oil trains on the Rock Island, bringing their bounty from the Seminole field in Oklahoma.

For my purposes here, I will have to turn the clock forward from 1929 to the summer of 1933, by which time I could go on my own to the station and could better understand just how it worked. The year 1933 was a notable one. The national economy may well have been at its lowest ebb. The New Deal was ushered in with Franklin Roosevelt. The Chicago World's Fair was such a huge success that it was repeated during the summer of 1934. While

the Travelers didn't do so well in the Southern Association, the next best ball team in the eyes of Little Rock people, the St. Louis Cardinals, got into the World Series and came out winner! It was a hot summer, to be sure, but the railroads were beginning to do something about the need for open windows in the coaches. They had already shifted to oil-burning locomotives for many of the passenger trains on the MoPac; now came air-conditioning for diners and lounge cars - on the premier trains initially. Remember that wonderful slogan, "It's 70° in the Sunshine when it's 100° in the shade," referring, of course, to the *Sunshine Special*.

My contacts with the Union Station had been continuing since that first introduction in 1929. In fact, so far as documentation is concerned I might be the oldest railfan in the Arkansas Railroad Club; I was written up in 1931 issues of the *Gazette* and the *Missouri Pacific Magazine* for my encounter with the president of the MoPac, L. W. Baldwin, when his special train stopped at the station and I met not only him but a number of executives from other railroads. Importantly, I had come to know Mr. Julian Hamilton Miller, Station Passenger Agent, who seemed to take me under his care and encourage my devotion to railroading. Miller had company-wide fame as the "friendliest man in Arkansas" achieved through his personal attention to the needs of travelers. I hope that some of you readers will remember him; he was a southern gentleman from Mississippi who had started early in railroad service in Louisiana. By the early 1930's he was omnipresent during the wee hours at the station - but also during the afternoon surge of trains which I'll describe at another time. He retired in 1948.

One only has to consult timetables of the period to see that there were a few busy periods for the station. In the morning the *Hot Springs Special* came through from St. Louis, with its consist arranged for a division at Benton. The *Rainbow*

Special came in from Kansas City. A mixed train headed off for Newport. And so on. Then in late morning the southbound *Southerner* (No. 7) came through, exchanging some equipment with No. 219, Memphis-Hot Springs. In mid-afternoon, there was the northbound *Southerner*; No. 220, Hot Springs-Memphis; and of special interest, the passing of the Kansas City-Louisiana trains (also with the name *Southerner*, for some reason). The northbound backed in from the wye at the Rock Street Bridge, and headed out directly toward Fort Smith. The southbound turned at the Fort Smith crossing in North Little Rock, and backed in across the bridge to the station; outbound, it followed the river past the Rock Island crossing, on its way to Pine Bluff and points in Louisiana. This simplified switching, but unlike most trains coming through they didn't require a lot of switching. I liked the afternoon action because I could walk down to the station on a Saturday afternoon (starting at the 16th street crossing, following the side-by-side MoPac and Rock Island), and just hang around the platforms, chat with Mr. Miller, and do those things that a young sprout would do who loved the entire setting of a busy railroad depot.

But the exciting time for the station was at night, and I want to dwell on this particular time period. There were certain effects: watching the two six-wheel switchers do their thing (and how they kept the complex movements straight I'll never know); watching the headlight of a southbound train as it moved under the Lincoln Avenue bridge, and trying to guess which track it would take; listening to the station announcer when he came into the lobby and yelled, "No. 118, the *Rainbow Special*, for Fort Smith, Claremore and Kansas City;" admiring the gifts in the shop in the center of the lobby, especially those place plates with the *Sunshine Special* in the center and the state flowers around the edge. Then there was walking along the platforms and seeing the postal clerks at work in their cars; gazing in wonderment at the string of rubber-tired carts, piled high with mail sacks and pulled by a tractor; watching the icing of an air-conditioned car, where blocks of ice were thrown up to a "catcher" atop the car; stopping by the ticket windows to look through at the timetable rack and trying to convince the agent that I could really make good use of one of his timetables. In daytime better than at night, one could go to the end of the midway and watch a fat-boilered 1400 class Mikado locomotive move around

the periphery with 50 to 70 cars in tow, with the southbound freights making a run for the hill. The sights, sounds and smells of the station are too legion to enumerate easily.

But a big event came with the advent of air-conditioned lounge cars on the *Sunshine Special*, effective June 1, 1933. Mr. Miller invited me and my buddy, Ben Vaughan, to come down so that he could show the car to us. Remember, the southbound *'Shine* didn't arrive until 2:40 a.m., but no problem. If we ran out of things to watch, we could go in Mr. Miller's office and peruse the *Official Guide*. When the train came in he took us in hand and put us on the lounge car. And what luxury to behold! Of course, no passengers were there - they were all asleep! We were entrusted to an attendant who would make sure that we wouldn't suddenly find ourselves rolling under the Third Street bridge, on our way to Texas! Ben and I did this more than once; all we had to do was let Mr. Miller know when we wanted to come. Incidentally, we walked home across the Capitol grounds with no fear, and our mothers seemed not to worry about us. Not good for 12-year olds today!

I mentioned earlier about the complex movements made by the two switch engines. This is one of the more fascinating parts of the night-time operations at Little Rock. There were no computers or walkie-talkies involved. Let's take, for example, the southbound *Sunshine*. The switchers added cars from Memphis, removed cars for Louisiana, set aside cars for Hot Springs, and so on. Actual consists for No. 1 are shown in Table 1*. And the northbound *Texan* was scheduled at the station at almost the same time as the southbound *Sunshine*! If one adds the chores of re-icing air-conditioning systems, and loading/unloading mountains of baggage, mail and express, it's easy to see that the busy work was far from "busywork," and all this had to be accomplished in 20 minutes or so!

To fill out a complete evening's visit to the station, we need to turn back the clock a few hours and look at some of the other action. The first major event was the arrival of the northbound *Hot*

* The consists are taken from information supplied to the Reconstruction Finance Corporation (RFC) by the Missouri Pacific. They must be taken as representative, however, and subject to change with volume of traffic and the issuance of new timetables.

Table 1

Consist, No. 1, The Sunshine Special, 1933

Southbound, arrive 2:40 am

5300 class 4-8-2 oil-burning locomotive

Comb Baggage/Mail	(on to Fort Worth)
Divided chair car	(on to El Paso)
Deluxe coach	(on to San Antonio)
Sleeper	(on to Mission, Texas)
Sleeper	(on to Mexico City)
Sleeper	(on to Galveston)
Sleeper	(off to Shreveport at Hope)
Sleeper	(on to Los Angeles)
Sleeper	(on to El Paso)
Sleeper	(off; on to New Orleans)
Lounge Car	(to El Paso)

Added at Little Rock:

Divided coach	(Memphis to El Paso)
Sleeper	(Memphis to Ft. Worth)
Sleeper	(Memphis to Shreveport)
Baggage	(Little Rock to El Dorado)
Diner	(Little Rock to Big Spring)

• Cars arriving:	11
• Switched off	1
• Added	5
• Cars departing	15

Depart at 3:05 am

Note: Need to splice diner after the Galveston sleeper, put coach up front, lounge at rear.

Springs Special, No. 18, at 9:35 pm. This train, with origins in Texas as well as Hot Springs, left Texarkana with four headend cars, including a full length railway post office (RPO), two coaches, and an El Paso - St. Louis sleeper, all behind a P-73 heavy Pacific locomotive. The Hot Springs connection, No. 818, left the Spa City with a baggage car, two coaches, two sleepers, and a diner-lounge car, and pulled by a 6400 series light Pacific engine.

The Hot Springs section was tacked on behind the Texarkana section, and the train with 13 cars

moved on over the double track into Little Rock. For this train, switching was modest. One sleeper was taken off and added to the *Rainbow Special* for movement to Kansas City. The two coaches from El Paso terminated at Little Rock. An express car was added and the train left with 10 cars (the diner-lounge would be taken off at Newport and used for the southbound counterpart train, No. 17, to serve breakfast going into Little Rock and Hot Springs). Then, it would pick up three cars from the *Tennessean* at Knobel, to do its part for the Memphis-St. Louis overnight service.

A summary of this activity is shown in Table 2.

Table 2

Consist of No. 18, The Hot Springs Special, 1933

Northbound, arrive 9:35 pm

6600 series P-73 4-6-2 oil burning locomotive

Storage mail	(to St. Louis)
Rwy. Post Office (RPO)	(to St. Louis)
Baggage/mail	(to St. Louis)
Baggage/Express	(to St. Louis)
Divided coach	(off at Little Rock)
Coach	(off at Little Rock)
Sleeper	(to St. Louis)

Added at Benton:

Baggage	(off at Little Rock)
Divided Coach	(to St. Louis)
Coach	(to St. Louis)
Sleeper	(off; to Kansas City)
Sleeper	(to St. Louis)
Diner-lounge	(to St. Louis)

Added at Little Rock

Express	(to St. Louis)
---------	----------------

• Cars arriving	13
• Removed	4
• Added	1
• Cars departing	10

Depart at 10:00 pm

Note: Mail/baggage, club coach and sleeper to be added at Knobel (from Memphis)

The southbound *Texan*, No. 25, steamed in at 10:25 pm, behind a heavy Pacific, a bit grimy from its run through the Ozarks after a 1:40 pm departure from St. Louis. It carried 3 headend cars (although on many occasions there were more storage mail cars), 2 coaches, 3 sleepers, and a diner-lounge car that would be removed at Little Rock and made ready for a return to St. Louis on the counterpart train. In addition, the Memphis section had been added at Bald Knob: a baggage/coach, a full coach, and two sleepers (one of them an observation sleeper. Besides the diner-lounge, the baggage/coach and coach, from Memphis, were dropped and any through occupants of those cars would presumably have moved to a through coach between Bald Knob and Little Rock - if the cars were arranged properly.

The *Texan* departed at 10:45, timed to pass the northbound *Sunshine* on the double track between Little Rock and Benton. And so the evening went, with the climax coming with the arrival of the *Sunshine Special*. After that, it was back home - on foot or on the No. 3 trolley (Fifteenth Street designation), but one had to realize that during these wee small hours, the car only ran on an Owl basis (about once each hour, as I recall), and walking could be faster.

Final Comments

The setting for these comments was Little Rock in the early 1930s, when passenger travel had dropped because of the depression (and the automobile), and in the late 1920s there were more trains in and out of Little Rock, often multiple sections of the backbone trains - the *Sunshine*, the *Texan*, the *Southerner*, the *Hot Springs Special*, and Nos. 3 and 4, distance trains without a descriptive name. And there had been a through mail train to and from St. Louis, and I don't recall the years in which it operated. The heyday of the Union Station would come again - with World War II, when the lobby of the depot was highly activated during the wee small hours, and I'm sure many of you readers experienced that boom period. How glorious it was to see the many sides of the Missouri Pacific Union Station at Little Rock, Arkansas, even in later years! A truly wonderful and exciting place. . . *

* For more on the *Sunshine Special*, and its interesting history, one should consult the excellent and detailed article by W. M. Adams, "The *Sunshine Special*," National Railway Bulletin, Vol. 41, No. 2, pp 4 - 26, 1976.

Table 3

Consist of No. 25, The *Texan*, 1933

Southbound, arrive 10:25 pm

6600 class P-73 4-6-2 oil-burning locomotive

Storage mail	(to Texas)
Express	(to Texas)
Baggage	(to Texas)
Divided coach	(to Texas)
Divided chair car	(to Texas)
Diner-Lounge	(off at Little Rock)
Sleeper	(to Fort Worth)
Sleeper	(to Houston)
Sleeper	(to San Antonio)

Added at Bald Knob

Baggage/coach	(to Little Rock)
Coach	(to Little Rock)
Sleeper	(to Houston)
Observation sleeper	(to Fort Worth)

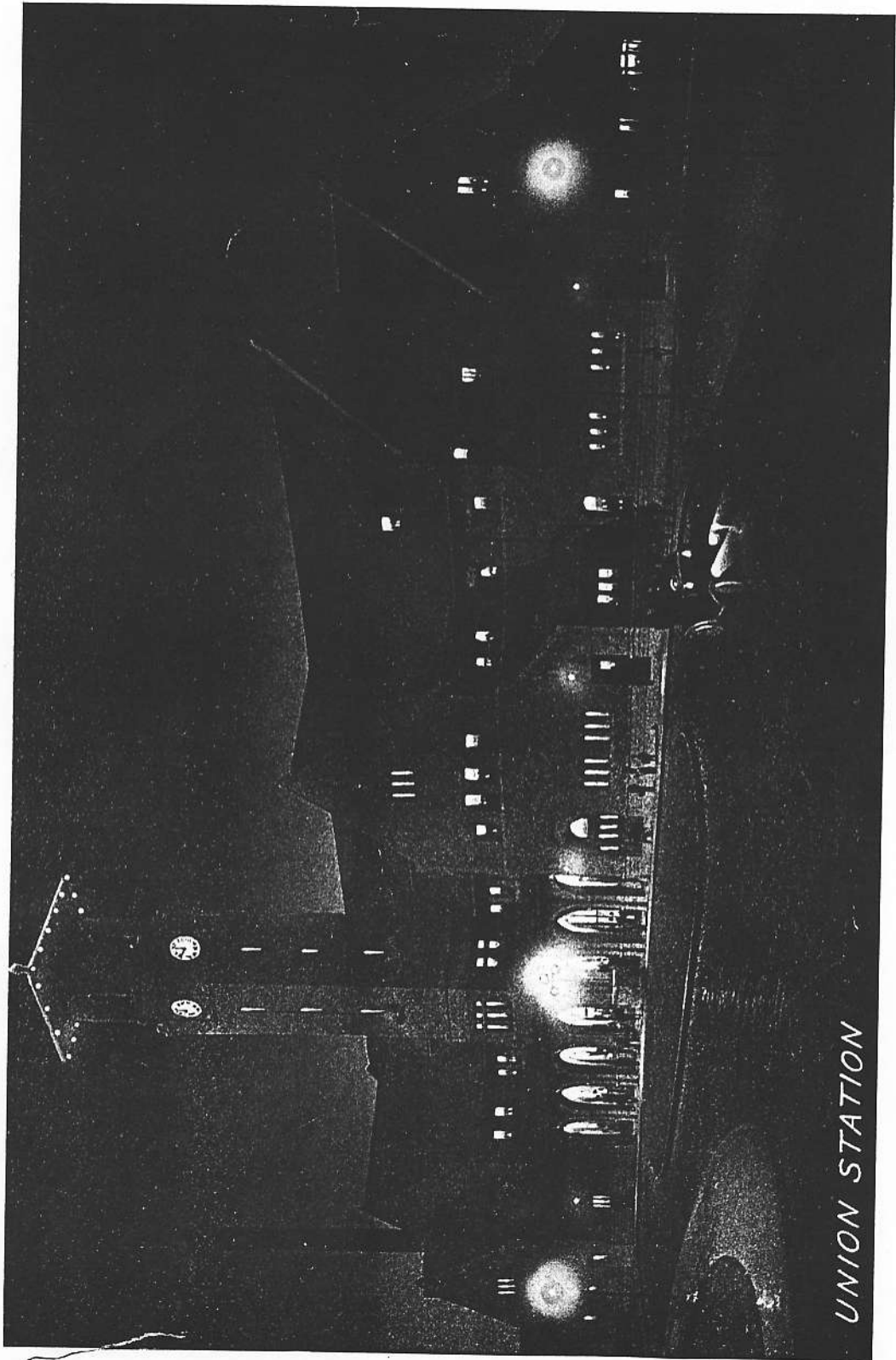
• Cars arriving	13
• Removed	3
• Cars departing	10

Depart at 10:45 pm

Note: Dropped off chair car and parlor car at Knobel, St. Louis-Memphis cars



Here is a night view of Union Station in Little Rock, but Mr. Fair says it's the wrong depot building for the time of the story. However, night views during this time period are rare - but memories remain. (*James R. Fair collection*)

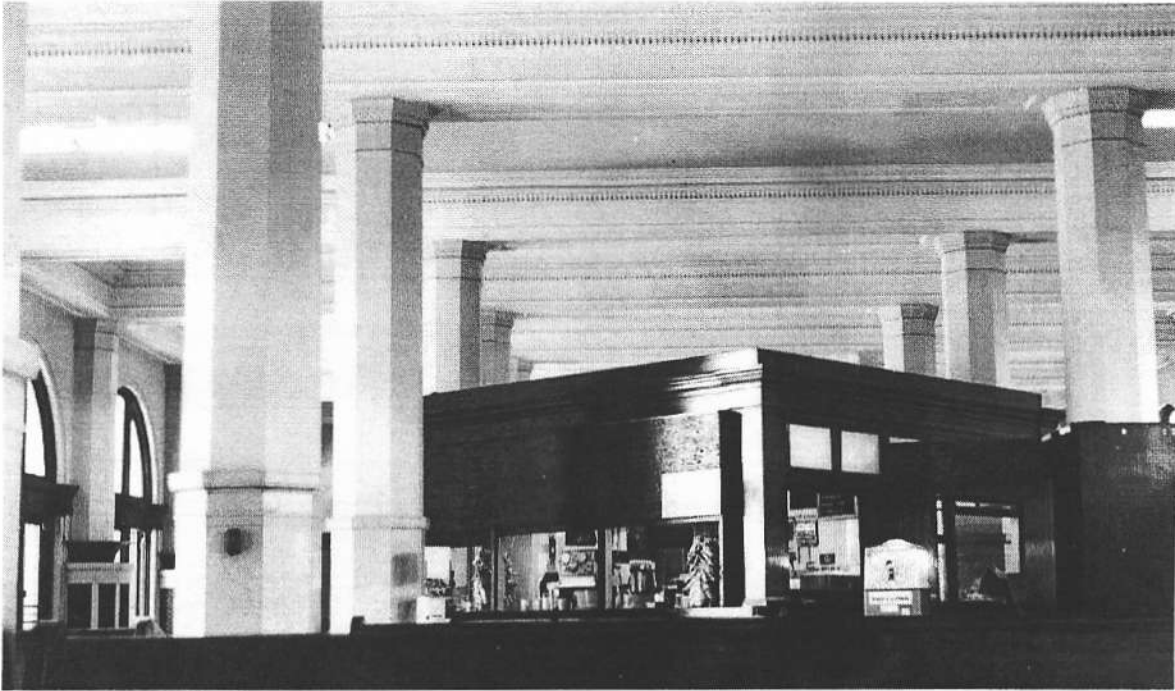




Deluxe Lounge Car placed in service on the *Sunshine Special* in the 1930s. (Missouri Pacific photo, James R. Fair collection)



Although not a night view, this 1960 track layout at Union Station in Little Rock shows the many tracks and resulting switching possibilities that occurred there in the wee hours of the night. (Gene Hull photo)



Inside view of Little Rock's Union Station taken by Gene Hull in 1969, but essentially showing the way it looked in the 1930s.

LIBRAMONT TO BASTOGNE

by: Ivan I. Avance

T/4 Ivan I. Avance 38509184 Co. C 712th Railway Operating BN, U.S.Army. I was stationed and working as an engineer in Verdun, France while the Big German Push was going on. The Big Break and The Siege At Bastogne, Belgium.

The early part of February 1945, I was sent, as a member of several train crews to Libramont, Belgium, to work from Libramont to Bastogne, Belgium. The American Army had re-taken all this territory and we started to run trains Libramont to Bastogne. We were instructed



"This one should have stayed in his fox hole" was written on the back of the photo. It was made in Belgium in February 1944 by Ivan Avance.

not to get off the engine, as a lot of railroad property had not been cleared of land mines. You could see some of the large mines that had been taken from the rails and ties, they were round and about the size of a foot tub.

Most of the winter's snow had melted and from the cab of the engine you could see a number of dead German soldiers, some near foxholes. Our American boys had already been picked up. Needless to say, this time I did obey orders and stayed in the cab.

These train orders are for Engine 7978 Feb. 11, 1945:



WAR DEPARTMENT
Form TC-MRS 19

MILITARY RAILWAY SERVICE
UNITED STATES ARMY

FORM
19

FORM
19

Train Order No. 14 From Lebanon 11 Feb 45

To C&E Extra 7978 North

At Lebanon Station.

X Opr. M.

*Extra 7978 North take siding and
meet Extra 5477 South at Lebanon*

Raw

Chief Dispatcher

Conductor and Engineman must each have a Copy of this Order

Made com Time 2340 H. Reardon Opr.

WAR DEPARTMENT
Form TC-MRS 19

MILITARY RAILWAY SERVICE
UNITED STATES ARMY

FORM
19

FORM
19

Train Order No. 15 From Lebramont 11 Feb 45
 To C&E Eng 7978 Station Lebramont
 X Opr. M.

*Eng 7978 run Extra
 Lebramont to Bastogne.
 Do not exceed 20 mph
 between Lebramont and
 Bastogne.*

RAW

Chief Dispatcher

Conductor and Engineman must each have a copy of this Order

Made com Time 2347 M. Reasone



John Jones and his grandson Cody Wilson (2½ years old) in the cab of UP switcher 1336 on the service track in North Little Rock, May 29, 1999. (*John Jones collection*)

MISSOURI PACIFIC LINES

A CORPORATE HISTORY

PART ONE

by: Gene Hull

On 13 May 1915, the Interstate Commerce Commission issued Valuation Order No. 20. It required that every common carrier owning or operating a steam railroad, whose property was to be valued by the Commission under the Valuation Act of 1 March 1913, should prepare and file in the office of the Commission at Washington, D.C. a statement showing.....

- 1) Name of Corporation; date of corporation and date of organization; whether organized under general law or by special act.
- 2) Describe the railroad constructed and show the termini, mileage of main line and branches and date of construction.
- 3) Length of time each railroad was operated, giving dates of beginning and conclusion of such operation.

Brief segments of this information will be shown in the future issues of the *ARKANSAS RAILROADER* over an extended period (*editor's note - this will take several years*), thus providing a complete corporate history of the various companies which were absorbed to form the MISSOURI PACIFIC LINES in June 1917.

(Following is Part One. I will run other parts as time and space permit, but will try to put out a section each month - editor)

ARKANSAS RAILROADER - AUGUST 1999

I. THE MISSOURI PACIFIC RAILWAY COMPANY (1880)

1. Missouri Pacific Railway Company:

The Pacific Railroad was incorporated by an act of the legislature of Missouri, approved March 12, 1849 (Laws of Missouri 1849 p. 219), which empowered the Pacific Railroad to construct a railroad from the City of St. Louis to the City of Jefferson, and thence to some point on the western line of Van Buren (now Jackson) County, Mo.

Under an act of the legislature, approved February 22, 1851 (Laws of Missouri 1851 p. 265), and subsequent acts, the State of Missouri loaned to the Pacific Railroad the sum of \$7,000,000.

An act of the legislature, approved March 1, 1851 (Laws of Missouri 1851 p. 268), authorized the Pacific Railroad to construct the line from the Mississippi River or any other point in St. Louis to any point on the western line of Missouri, and to construct lateral branches.

An act of the legislature, approved February 24, 1853 (Laws of Missouri 1853 p. 353), authorized the Pacific Railroad to construct and operate its road beyond the western boundary of Missouri.

The company was organized by preliminary meeting of the board of directors, January 31, 1850.

Under the charter and amendments authorized by the above acts, the line was constructed from St. Louis to Kansas City as shown below:

From	To	Date Completed	Miles
W. Line 7th St., St. Louis	Cheltenham	12-23-52	5.22
Cheltenham	Kirkwood	5-9-53	8.28
Kirkwood	Pacific	7-20-53	23.30
Pacific	Washington	2-11-55	17.60
Washington	Hermann	8-9-55	26.40
Hermann	Jefferson City	3-13-56	44.10
Jefferson City	California	5-14-58	25.10
California	Tipton	7-26-58	12.50
Tipton	Syracuse	8-1-59	5.30
Syracuse	Otterville	8-24-60	7.60
Otterville	Smithton	9-12-60	5.40
Smithton	Sedalia	2-1-61	7.20
Sedalia	Dresden	5-10-63	7.30
Dresden	Knobnoster	5-2-64	12.30
Knobnoster	Warrensburg	7-3-64	10.20
Warrensburg	Holden	5-28-65	14.60
Holden	Kingsville	6-14-65	4.60
Kingsville	Big Creek	7-5-65	5.50
Big Creek	Pleasant Hill	7-26-65	6.00

The Missouri Pacific Railway Company (1880)

From	To	Date Completed	Miles
Pleasant Hill	Kansas City	9- 2-65	34.60
Kansas City	Mo.-Kans. Line	4 — 66	.64
11th & Poplar Sts., St.Louis	Levee at Chouteau Ave., St.Louis	- — 62	1.00
Total			284.74
A branch was also constructed from Kirkwood Junction to Carondelet, known as the Carondelet Branch; completed			
		5 — 72	11.13
Total mileage (now owned) constructed by Pacific Railroad			295.87

Termini: From west line of 7th Street at St.Louis to Missouri-Kansas state line at Kansas City; from south line of Chouteau Avenue on levee to 11th Street connection at St.Louis; and from connection with main line at Woodlawn to Stein Street Junction.

Color on accompanying map - Carmine; Nos. 1 and 2.

In 1914 the line was remeasured between St.Louis and Cole Jct., adding 0.49 mile, making present length of line 296.36 miles (See XIV., page 51).

Southwest Branch

Under authority conferred by an act of the Missouri legislature, approved December 25, 1852 (Laws of Missouri 1852 p. 10), the Pacific Railroad constructed a branch, known as the Southwest Branch, from a point on its main line at Franklin (now Pacific) to Rolla, a distance of 113 miles; completed in 1861.

An act of the Missouri legislature, approved December 10, 1855 (Laws of Missouri 1855 p. 472), authorized the Pacific Railroad to mortgage its Southwest Branch, together with all lands granted by Congress, to the State, and by the State to said branch road, for an amount not to exceed \$10,000,000, and to issue and sell its bonds therefor; the interest thereon to be guaranteed by the State. Under the authority conferred by this act these bonds were issued and sold from time to time. The Pacific Railroad never paid the interest on these bonds, and after 1861 the State itself failed to pay the interest until about 1867.

Under this state of affairs the legislature, by another act, approved February 19, 1866 (Laws of Missouri 1865 p. 107), provided for the sale of the Southwest Branch, directed the Governor to take immediate possession of said branch and all lands, etc., covered by the mortgage, and provided for the appointment of Commissioners to sell the branch and other property covered by the mortgage. In accordance with this act the Governor took possession of the Southwest Branch and on June 9, 1866, it was sold to John C. Fremont.

Fremont failed to pay the purchase money and the branch and its other property were again taken possession of by the State and were sold again under

The Missouri Pacific Railway Company (1880)

the provisions of another act of the legislature, approved March 17, 1868 (Laws of Missouri 1868 p. 118), to the South Pacific Railroad Company, a corporation created by that act.

Thus the Southwest Branch, together with that part of the land grant belonging to it, became separated from the Pacific Railroad, was acquired by the Atlantic and Pacific Railroad Company and is now a part of the St. Louis and San Francisco Railroad.

Seizure of the Pacific Railroad by the State of Missouri

Under an act of the legislature, approved March 31, 1868 (Laws of Missouri 1868 p. 114), the State foreclosed its lien on the property of the Pacific Railroad and took possession of same. The property was sold back to the company on the terms specified by the aforesaid act by deed executed by Thos. C. Fletcher, Governor of Missouri, to the Pacific Railroad, dated October 10, 1868.

On March 21, 1873, the legislature of Missouri adopted a concurrent resolution expressing doubts as to the validity of the act of March 31, 1868, under which the sale was made, and directing the Governor to take legal proceedings to test the same (Laws of Missouri 1874 p. 400).

To prevent the Governor from proceeding under said resolution, Uriel Murdock and others, trustees in the first mortgage of the Pacific Railroad, filed a bill in the United States Circuit Court for the Western District of Missouri. A temporary injunction was granted and was made perpetual on trial, and on an appeal by the State, the Supreme Court of the United States at the October term, 1874, affirmed the decision of the Circuit Court, thus settling the question of title in the Pacific Railroad (Woodson v. Murdock, et al, 22 Wallace 351).

Change of Gauge

It is mentioned as a matter of historical interest that this line was originally built on a 5 ft. 6 in. gauge. A report of the Chief Engineer to the board of directors, recommending this gauge, is on file in the Assistant Secretary's office, which is interesting from an engineering point of view. It should be remembered that at that time (1851) there was no bridge across the Mississippi River, the present gauge of 4 ft. 8½ in. had not yet been recognized as standard and connections with eastern roads were not contemplated by the builders of the line. In this report, as well as in the minutes of board meetings and other papers which have been preserved, a spirit of independence can be discerned and a desire to preserve the road as a Missouri enterprise and free from "entangling alliances" with eastern capital. We find also that a general railroad law of the State of Missouri, approved February 24, 1853, provided that all the railroads in the State should have a gauge of 5 ft. 6 in.

The Missouri Pacific Railway Company (1880)

A few years later, however, the Eads Bridge, across the Mississippi at St. Louis, was projected, railroad building west of the river progressed with rapid strides and the narrower gauge became gradually recognized as standard and it was seen that if the Pacific Railroad was to retain its place in the foremost rank of western roads it must change its gauge to the same standard as those with whom it expected to exchange business. Accordingly on Sunday, July 18, 1869, the gauge of this line and that of the lines of which it was the lessee, viz., the Missouri River Railroad and the Osage Valley and Southern Kansas Railroad, from Tipton to Boonville (now a part of the Boonville, St. Louis and Southern R.R. Co.) was changed to 4 ft. 9 in. The change was made almost entirely by shifting the south rail, although the north rail was shifted on some of the curves. The work was completed in twenty-four hours at a cost, including equipment, of \$205,000. Assistance was received from connecting lines at St. Louis and Kansas City, and many citizens along the line also volunteered their services. Subsequently the gauge was changed to conform uniformly to 4 ft. 8½ inches.

Lease to Atlantic and Pacific Railroad Company

On June 29, 1872, the Pacific Railroad was leased to the Atlantic and Pacific Railroad Company for 999 years, under the provisions of which lease a third mortgage, dated July 10, 1875, and bonds secured thereby to the amount of \$4,000,000 were executed by the Pacific Railroad.

Sale of the Pacific Railroad

Default in the payment of the interest of the above-mentioned third mortgage bonds having been made, a suit was filed by George E. Ketchum in the United States Circuit Court for the Eastern District of Missouri and a decree of foreclosure and sale was rendered June 6, 1876, and the road and property were sold by Seymour D. Thompson, Master in Chancery, on September 6, 1876, to James Baker for \$3,000,000. Sale was duly confirmed by the court and deed from said Master to James Baker was made October 23, 1876.

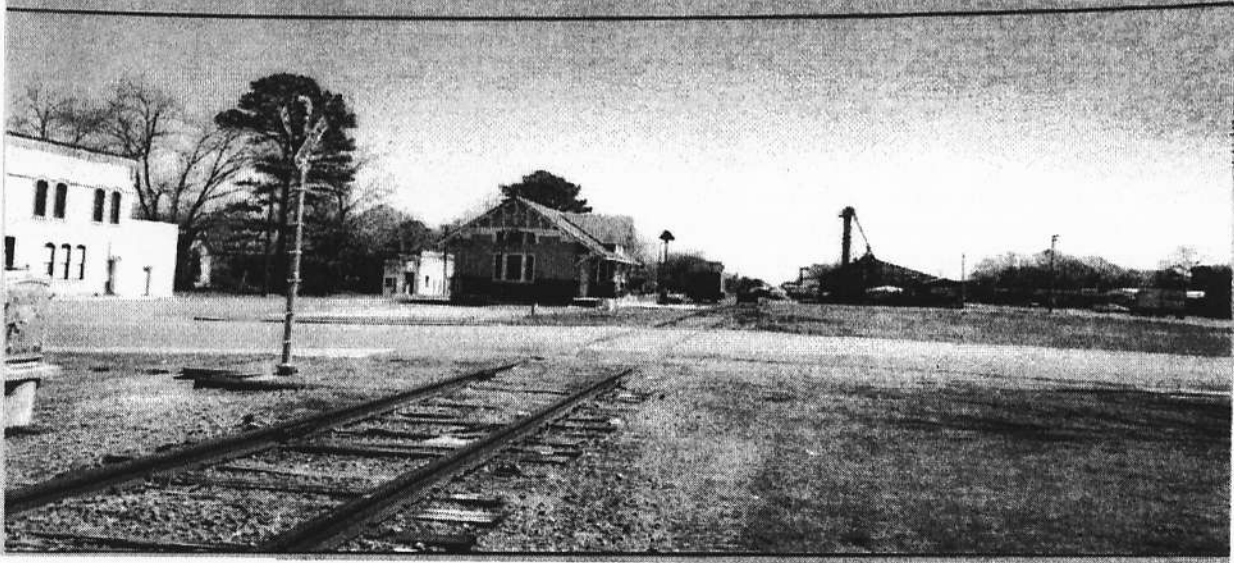
The Pacific Railroad thus lost all its property and rights, but the organization was maintained until 1907, since which time it has not been maintained and has ceased to exist.

Sale to the Missouri Pacific Railway Company

The Missouri Pacific Railway Company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, October 20, 1876. By deed dated October 24, 1876, James Baker and Wife conveyed the property formerly owned by the Pacific Railroad to the Missouri Pacific Railway Company, a total mileage, as hereinbefore shown, of 295.87. A connection from the end of the Carondelet Branch (now known as Stein Street Junction) to top of incline near north line of Courtois Street, St. Louis (color on accompanying map - brown, No. 2-A), a distance of 1.31 miles, was constructed in 1880, making the total mileage of this company 297.18

The company was consolidated with others forming The Missouri Pacific Railway Company on August 11, 1880 ~~.....~~.

(TO BE CONTINUED) ARKANSAS RAILROADER - AUGUST 1999



The **Top Photo** shows the restored Lonoke, Arkansas Rock Island depot and the **Bottom Photo** shows the Hazen, Arkansas restored depot with a few hundred feet of Rock Island track remaining in place to help remember that once there was the mighty Rock Island through town. Both photos are looking toward the east (toward Memphis). The Rock Island stopped running in the early 1980s and the rails were taken up along this sunbelt route in eastern Arkansas shortly thereafter. The 1929 Rock Island timetable printed in 1930 shows that four Rock Island passenger trains a day stopped in both towns, two in each direction. At Lonoke, the eastbounds (toward Memphis) stopped at 9:08 a.m. (#42) and 3:15 p.m. (#46) and the westbounds (toward Little Rock) stopped there at 10:40 a.m. (#603) and 5:15 p.m. (#41) (*Ken Ziegenbein photos, March 1998*)

The story on the next page sent in by Lynn N. Gaines, Jr. about the Memphis and Little Rock Rail Road relates to the above photos, as the line went through these very towns in the 1860s.

Memphis and Little Rock Rail Road

Open from Little Rock to White River. Fare reduced to Ten Dollars between Little Rock and Memphis. Hanger, Rapley & Gaines are running the new side-wheel steamer Charm between Deval's Bluffs and Clarendon in connection with their Double Daily Line of Stages from Clarendon to Madison, making the trip comfortable and pleasant, and twenty-four hours shorter than by any other route.

A regular line of packets from Memphis, connect with the Road at Deval's Bluffs, offering excellent facilities for the shipment of freights at all seasons and without risk and delay attending the navigation of the Arkansas River.

Tickets can be procured of J.L. Palmer, "Anthony House," Little Rock, and at the Ticket Office of the Memphis and Charleston Railroad, Memphis.

Cars leave Little Rock every day at 8 o'clock, a.m., and arrive at Memphis next day at 4 o'clock p.m. Returning, leave Memphis at 7½ o'clock, a.m., arrive at Little Rock next day at 4½ p.m.

(February 20, 1862)

S. B. Beaumont
Gen. Ag't. M.L.R.R.

The following story was submitted by Lynn N. Gaines, Jr.:

The above ad was from Pulaski County Historical Review, Vol. X No. 1, March 1962. It indicates that Arkansas' first operational railroad was in operation in 1862, but only from Hopefield (near what is now West Memphis) to Madison; and between North Little Rock and DeValls Bluff. (It further indicates that there was no bridge over the St. Francis River at Madison, nor one over the White River at DeValls Bluff).

Two-day service for passengers Little Rock to Memphis (advertised time only 28 hours) was very fast service, considering the miles of swamps, due to rivers and creeks, between the two points. Steamship traffic Little Rock to Memphis via the Arkansas River to Arkansas Post, through a natural canal to the White River, thence up the Mississippi River was slow, unreliable and often dangerous.

One fringe benefit of the new railroad right of way (and proposed right of way) Memphis to Little Rock was the advent of the telegraph line into Little Rock, which was completed just prior to the Civil War.

Mention of the railroad was made in Pvt. J. L. Blessington's book "Walker's Texas Division." Blessington stated that the division entered the State of Arkansas about September 19, 1862, marched on into Little Rock, thence to Clarendon Heights. The troops were not allowed any tents, so there was nothing to protect them from the wintry blasts and rain. "To add to our misery (Confederate) Gen. Holms ordered fortifications to be built...The fever and ague, having broken out amongst the troops, spread to an alarming extent; more than half the Division was confined with them, and

amongst the members of several regiments there was not a sufficiency of well enough to do guard duty..."

On October 9th, the division began a counter-march back to Little Rock. During the night there was a hail storm, the next day it rained, sleeted and froze. The prairie was covered with water except for a few months. Both men and mules began to fall and drop behind. "Yet there was one thing that did not seem fair; that we should be marched on a line of railroad, and said railroad (Memphis and Little Rock) chartered by the government, and not be carried over it. Perhaps it would have made our heads swim to have been put through so fast. Even the sick were not allowed to ride." Despite this misery, the men covered 14 miles that day, and on the 11th marched 7 more miles in the rain to Brownsville (near Lonoke).

When Union troops arrived Memphis, Tennessee, one of their first jobs was to destroy the railroad shops at Hopefield. Later (September 1863), when Union General Frederick Steele marched into Little Rock, he could see smoke and fire in North Little Rock at the railroad. The Confederates did not wish to leave much for the yanks. However, Steele soon had the railroad back in operation, and with the help of the Union Navy was able to keep the White River open for navigation, in order to receive supplies. (Well, at least some of the time).

In July 1864, Confederate Gen. Sterling Price determined to make a raid into Missouri. He ordered Gen. Jo Shelby to make a diversionary move on the line of the railroad between North Little Rock and DeValls Bluff, in order that he might get his

own army, with long ammunition train across either the Arkansas River or across the rail line. Shelby did so with vigor. He captured 1200 men, burned a month's cutting of hay, took large stores of supplies, arms and ammunition. But the main damage to the Union was the destruction of about 20 miles of railroad between Little Rock and DeValls Bluff. Shelby's story of the raid was told in a previous article/story by Arkansas Railroad Club member Bill Church in the *Arkansas Railroader* (Vol. 19, March 1988)

This massive destruction of the railroad helped to prevent Gen. Steel from pursuing Shelby. Price had crossed the Arkansas River near Dardanelle. Shelby and Price joined forces at Batesville on September 16th. Price's army continued through north Arkansas into Missouri across to Westport (near Kansas City), where it was defeated and forced to retreat through Arkansas, Indian Territory down into north Texas.

By the end of the Civil War, the line was pretty well in ruins.

What do I know of Shelby? Well, my great aunt Martha Mullens told me that "they took grandpa's good horses...and left him their own worn out horses." When questioned further, she said that "it was old Jo Shelby." Grandpa was Thomas K. Bentley, who lived in the vicinity of Louann, Ouachita County, Arkansas.

Suggested reading:

Walker's Texas Division by Blessington; *Shelby and his Men, or the War in the West* by Col. Edwards; *Official Records of the Rebellion*; article in the *Arkansas Railroader* by Bill Church.