

Little Rock Chapter
NRHS

ARKANSAS RAILROADER



VOLUME 32 NUMBER 8 AUGUST 2001



SLSF 936, 940 & 727 eastbound toward Memphis at 9:10 a.m. through Teed, Missouri, May 3, 1980. (Peter Smykla, Jr photo)

2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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

NEXT MEETING/PROGRAM

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

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

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

The next meeting of the Arkansas Railroad Club will be held SUNDAY AUGUST 12 at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be given by JOHN JONES, who will have more of his interesting slides and talk about his rail adventures. John is our club's official photographer and has had his photos published in Union Pacific's publications as well as others, such as USPS brochures regarding the special train they ran last year. Refreshments will be served and the public is invited.

September 8, a Saturday, we will meet at Peter Smykla's Paperton Southern Junction rail facilities near Pine Bluff for our annual get-together. There will be no train rides this year, but we will have things going on at the engine house and you should bring a lunch. Time will be 930 or 10 a.m.

DAVID BRIGGS referred me, via email, to that photo on BNSF's web page of the BNSF freight in flood waters (back cover). Thanks David...

SLIDES/NEGATIVES NOW WELCOME! - As of now, I can easily scan slides and 35mm negatives for use in the *Railroader* (free). If you'd like a CD-ROM of the scanned .jpg images, I can also do that for a small fee. If you have any railroad photos, slides or 35mm negatives (color or black and white) that you'd like to share, drop me a line,

either at PO Box 9151, North Little Rock AR 72119 or email at trains@trainweather.com.

KANSAS AND ARKANSAS VALLEY RAILROAD EXPLANATION AND QUESTION - Member Wilbur E. Johnson of Houston, Texas sent in the following e-mail regarding the line referred to on page 10 of the July *Railroader*. "Referring to Page 10 of the July Arkansas Railroader, could that have been the beginning of the old Fort Smith & Western, also known as Foot Sore & Weary. It came across Oklahoma to Oklahoma City, and if I recall correctly it went in on the Katy line to OC getting on the Katy somewhere around Fallis, Jones, or Luther. Of course, that Katy line is now abandoned between Oklahoma City and Bartlesville. In driving to southern Oklahoma from Tulsa many times, I crossed the remnants of it at Prague, Oklahoma. My curiosity is aroused as to where it crossed the Tulsa-Denison line of the Frisco (it could have been Henryetta) and the Parsons-Denison line of the Katy. Too, it could have crossed the KCS somewhere. Do you have any info on it or know who might? That picture a couple of months ago of the SP coming across the Suisins bridge was one of the best I've ever seen. It might have been the Shasta Daylight, but don't feel it could have been the Coast or San Joaquin Daylight, as their routes were several miles removed from the bridge. Keep up the great work. Wilbur E. Johnson, Sugar Land, Tx"

TRUCK-TRAINS OF AUSTRALIA - Got an email from Australia about the Outback in Australia and their long (150 feet) truck-trains. Here's his email: "G-Day to you. I just surfed across your web site again it is very well done. If you get time please stop by my web site I have just added lots more photos. It is about the Biggest Trucks you will ever see and how we live in this vas empty land called the OutBack of Australia." Website: <http://www.inselfdefense.net/outbacktowing>. His email address: kingsley@picknowl.com.au >



Locomotives # 1318 and # 1873 West Little Rock
Circa 1920's

Here is a photo that Bill Bailey attained showing a wreck on the Rock Island in west Little Rock circa 1920s. RI locomotives 1318 and 1873 had a head-on collision. Bill wants to know details/information about this wreck. Contact him at 8318 Reymere Dr, Little Rock AR 72227, 501-224-6828.

CHARTER MEMBER BILL POLLARD HONORED - According to the National Association of Railroad Passengers (NARP), at Amtrak's Presidential Service and Safety Awards on June 23, one of the honorees was Dr. Bill Pollard of Conway, Arkansas. He is chairman of the Texas Eagle Marketing and Performance Organization (TEMPO), a NARP Region 9 board member and president of the Arkansas Rail membership group. He was among those recognized in the "Champion of the Rails" category, for all his work on helping save the *Texas Eagle* a few years ago, on assisting the Arkadelphia station renovation project, advocating getting pathfinder highway signs to all Arkansas stations, and on starting the Hot Springs Thruway bus.

CHARTER MEMBER TOM SHOOK received an award at the July 7 National Model Railroad Association's annual banquet in St Louis. The award was the Kenny Jones Award and was given for Tom's hard work in the NMRA's Mid-Continent Region over the years.

ARKANSAS RAILROAD CLUB MINUTES - JULY 8, 2001 MEETING - These were taken by Walter Walker. The Arkansas Railroad Club met at Pulaski Heights Presbyterian Church, Sunday, July 8, 2001. Vice President Jim Wakefield called the meeting to order at 2:00 p.m. in the absence of President John Hodkin. There was no secretary's report. The Treasurer reported the balance in the checking account. There was some discussion that some of this money should be put at a higher rate of interest. The treasurer will investigate the current money market and CD rates and move the bulk of these funds. *** It was announced that Tom Shook is receiving the Kenny Jones Award from the Mid-Continent Region of NMRA at the National Convention in St Louis this week. It was noted that Mr. Rheuben Gammel of Waldo, Arkansas, is planning to open a Railroad Museum in that town around September 27 to display his collection of memorabilia. *** There was no old business. *** Bill Bailey reported that he had received a call from Blacklands Railroad Co. asking for information on Reader 108. They have this engine now and the cab had apparently been cannibalized at its former location. They want pictures of the cab interior if any are available. *** John Jones showed a NYNH&H lantern he had been sent by one of his contacts. He also reported that Union Pacific had a Business special into North Little Rock on June 6. He also reported on the Ringling Brothers Circus train which consisted of some 56 cars. *** Bill Bailey reported that the club's framed photograph collection had been placed in one of the railroad cars at the Arkansas Railroad Museum in Pine Bluff for safe keeping. They will ultimately be displayed inside one of the cars. *** The members present voted to go to Pine Bluff on September 8 for the regular meeting even though there will be no operation at that time. Peter Smykla announced that he had been advised that the A&M Railroad had hauled their first trainload of coal. Origin and destination were not known. He also reported that the A&M has taken over the operation of the industrial trackage within Fort Chaffee. *** There being no further business, the meeting was adjourned at 2:20 p.m. Following a refreshment break, Ken Ziegenbein showed a Super-8 reel of old newsreel shots of steam locomotives.

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.

WANTED - READER #108 INSIDE PHOTOS - Bill Bailey reported that he had received a call from Blacklands Railroad Co. asking for information on Reader 108. They have this engine now and the cab had apparently been

cannibalized at its former location. They want pictures of the cab interior if any. Contact Bill: 8318 Reymere Dr, Little Rock AR 72227-3944.

WANTED - MAE WEST MEANING - I was referred to the Arkansas Railroader by Jim Ogden of CottonBelt@yahoo.com. I have been researching the term Mae West and Jim said you had been discussing this on the web. Here's my question and what I've heard in response so far: I have been trying to confirm the meaning of the term "Mae

West" among railroad travelers of the 1930s. Members of another list suggested that it referred to a specific model of cabin car, cupola, or caboose. My understanding was that it referred to a particular railroad line, and this was confirmed by a blues singer and former hobo who told me that the Mae West went from Alabama to Memphis to St. Louis, and that it ran on the CottonBelt line. According to another source, the Mae West ran from Waterloo, Iowa, to Hawthorne, Illinois, just southwest of Chicago, on the Illinois Central line, as far back as 1948. The term occurs in a 1937 Chicago

recording by blues singer Sleepy John Estes from Brownsville, Tennessee, who sometimes hoboed to Chicago.

The lyrics in Estes' song, "Hobo Jungle Blues," are: "Now when I left Chicago, I left on that G&M - Then if I reach my home, I'll have to change over on that L&N - Now, I came in on here in that Mae West, and I put it down at Chicago Heights - But I eased over in hobo jungle, that's where I stayed all night."

Anyone who can help me identify Mae West, your help would be appreciated. John Estes is featured in a book I'm editing. Thank you. Sincerely, Jim O'Neal, BluEsoterica Productions & Archives, 3516 Holmes St., Kansas City, MO 64109, (816) 931-0383, Rooster232@aol.com

WANTED - COTTON BELT MOVIES - Our club has become international due to Internet exposure. Here is a request for Cotton Belt movies from someone in New Zealand who is modeling the Cotton Belt in Texas in HO:

"I would like to put a request for video/film of the Cotton Belt Railroad taken in the 1950, 1960s. Any amateur film suitable, sound not necessary. I have been searching for years without any luck. I model SSW based in Texas in the 1950s and 1960s." Charlie Harris, New Zealand, e-mail: railroads@clear.net.nz

WANTED - ARKANSAS SOUTHERN INFO - I am a railfan/model railroader from New Jersey. I recently was given a orange GP-7 Lettered "Arkansas Southern Railroad"? I cannot find this in any Short line Directories or books. Do you know if this is or was a real railroad or is it a modelers private scheme? THANKS FOR YOUR HELP! Bob S., radio190@bellatlantic.net

WANTED - ENGINE 101 INFO - Hello, my name is Billy Joe Grace. I am a truck driver for Fruehuaf trailer services in Little Rock. I have been delivering trailers to the yard where the Gillom ? Railroad salvage used to be. Engine # 101 is there on a section of track that it was , I presume, displayed on at the Little Rock Zoo. I have

always loved steamers & like many, have dreamt of operating my own locomotive. That is obviously out of the question. I just wondered if you could tell me a little more about it than what is on the plaque that was displayed with it. Do you know who actually owns it? Is it worth being restored? Thanks for your time. ceg@cswnet.com

WANTED - ANY PICTURES - Another request from the Internet: My name is Hanna Canada. My grandfather, Earnest Hanna, was an engineer for the railroad. I have a 3 year old grandson who is fascinated with railroads. Wondered if you have any information or pictures available? Thanks for the help. AGBK@aol.com

WANTED - ROSTER - Gene Semon is asking for a roster for the Big Rock & Stone (now 3M?) Railroad. He's trying to put together this roster for a friend. gcsemon@ipa.net

WANTED - CLUB INFO - From Argentina comes the following request: Dear Sir: I'd dare to trouble you because I'd like to obtain complete information as accurate as possible of your railway historical society. I am a member of an association of friends of railroads in my home town Rosario, and I'm a great fan and enthusiast of trains of the whole world.

Our association wants to improve our library and develop technical information, that is why we ask your important collaboration. We hope you could send us a VIDEO promotion, free if its possible, a gift , or a video previews with samples , to show your society of trains in our schools, clubs, conferences and audiovisuals to learn about railways., trams, etc. Really we need this VIDEO to show the history of this modern, competitive transport system, indispensable in today's world.

The railroads are inexpensive and ecological, with speed, class and efficiency, just a few reasons while rail travel is making a big comeback. Railways cause lower pollution than other transportation means. Freight trains are the strong point of railways, and of course, the new generation

of high speed trains are needed to help railways increase passenger traffic. Certainly, we need your collaboration such as brochures, magazines, CD or the above mentioned kind of VIDEO in order to show a better transport for a better quality of life. Railways and rapid transist systems make it significantly easier to stay on top of traffic. While chaos reigns in the streets, trains glide effortlessly right over, under or around it. - I'll be waiting your answer anxiously, thanks you very much in anticipation for your early news and for your attention. FAUSTO BRINDISI, CRESPO 1177 DEP. 3ª, 2000 ROSARIO, SANTA FE, REPUBLICA ARGENTINA. E - m a i l : faustobrindisi@ciudad.com.ar

WANTED - MARCH 15, 1897 WRECK DATA - I know this is totally unrelated to your organization but I am trying to find an article about a train accident that happen around 15 Mar 1897 in Arkansas. Is there by any chance any book or magazine that would have information to railroad accidents in Arkansas during that year. If you could direct me to the right resource I would greatly appreciate it. My email address is: nancy.sonderegger@cen.amedd.army.mil or home email: swagontrailfarm@aol.com Thank you for your time. Nancy Sonderegger

WANTED - SEVEN RAILROAD WONDERS OF THE WORLD - I would like to know what the seven wonders of the railroad world are. We have identified the Tehachapi Loop (in California) and the Keddie Wye Bridge (in California) as two of them, but we're stumped as to what the other five are. The librarian with whom the question originated has been searching for over 6 months. In our office, we have also searched everywhere. Does anyone have any ideas or leads on this? Any suggestions or help you can provide would be greatly appreciated!

Many thanks in advance, Natasha Kahn, San Joaquin Valley Information Service, 559-488-3229 (tel) / 559-488-2965 (fax), nkahn@sjvls.lib.ca.us

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.

- CALIFORNIA - UNION PACIFIC/CALIFORNIA NORTHERN RR CO** - To abandon a 1.10 mile segment of the Los Banos Branch from m.p. 140.07 to m.p. 141.17 in Los Banos, California. Final decision by September 7, 2001. (STB Docket No. AB-33, Sub No. 179X and STB Docket No. AB-458X, decided June 4, served June 11, 2001).
- NEBRASKA - FILLMORE WESTERN RAILWAY COMPANY** - To abandon a line between m.p. 1.7 near Fairmont and m.p. 10.0 near Geneva, Nebraska and between m.p. 8.1 near Fairmont and m.p. 23.0 near Milligan, Nebraska, a distance of 23.2 miles. Effective July 27, 2001. (STB Docket No. AB-492, Sub No. 2X, decided June 15, served June 27, 2001)
- NEW HAMPSHIRE - BOSTON & MAINE CORP** - To abandon the Manchester and Lawrence Branch from m.p. 1.4 in Lawrence, Mass to m.p. 4.4 in Salem, New Hampshire, a distance of 3 miles. Comments due by July 30. (STB Docket No. AB-32, Sub No. 90, decided June 27, served July 5, 2001)
- INDIANA - CSX** - To abandon a 3.8 mile line between m.p. B-50.5 near Clarksville and m.p. B-54.3 near New Albany, Indiana. CSX is abandoning this line to allow road construction and will use L&N trackage rights. The town of Clarksville wants to get the whole line for use as a trail. Effective August 8, 2001. (STB Docket No. AB-55, Sub No. 591X, decided June 28, served July 9, 2001)
- MINNESOTA - SOO LINE** - To abandon 4.7 miles called the 29th Street Corridor or "Depression Line" between m.p. 428.3 on France Avenue and m.p. 423.6 near Cedar Avenue in Minneapolis, Minnesota. Final decision by October 9, 2001. (STB Docket No. AB-57, Sub No. 52X, decided June 29, served July 9, 2001)
- INDIANA - CSX** - To abandon the Louisville Division, Louisville Terminal/Hoosier Subdivision between m.p. B-1.3 near Watson and m.p. B-6.7 near Jeffersonville, Indiana, a distance of 5.4 miles. Final decision by October 9, 2001. (STB Docket No. AB-55, Sub No. 592X, decided June 29, served July 11, 2001)

ARKANSAS RAIL NEWS

"NEW" ARKADELPHIA DEPOT

Arkadelphia's old Missouri Pacific depot has been renovated to working order. It is the home of Arkadelphia's South Central Arkansas Transit as well as a stop along Amtrak's *Texas Eagle* route.

NEW RAIL MUSEUM?

(Waldo) - Rheuben Gammel and his wife Carol have a collection of train memorabilia that is too large to keep themselves, so they decided to open a museum in September of this year. It will be called the Rails Through Time Museum and will contain 1,000 items of train stuff as well as model trains. Many of the items date back to the 1800s. The Waldo

Post Office will issue a special stamp commemorating the museum's opening on September 27, 2001. Ticket windows from the old Magnolia depot will be put up in the museum. Waldo is on the Cotton Belt (now UP) in southwest Arkansas. (Thanks to Walter Walker for the article from the Magnolia Banner News)

GENERAL RAIL NEWS

COW NOW HAMBURGER - HOW?

(Gananoque, Canada) - Member David Briggs e-mailed this story: Via Train #46 was stopped for a while just west of Gananoque on the Kingston Sub. after hitting a cow on Wednesday afternoon, June 27. The cow was turned into hamburger by the speeding Via Train, after the cow had gone through a hole in a fence maintained by CN. This area has been a problem for CN in the last few weeks as there has been several breakouts of cows along this section. The VIA Train impacted the cow at 90 mph.

TRANSIT USE GROWING

In the past five years, use of trains and buses around the country has grown by 21 percent compared with growth in driving

cars of 11 percent. This is a reversal of the early 90s when driving cars grew faster than commuter use.

According to the June 28, 2001 Chicago Tribune, \$23 billion was spent on Amtrak since it began in 1971. However, in 2000 alone Congress gave \$33 billion for road work and \$13 billion for civil aviation. Amtrak just got \$521 million that year. AND, auto makers and airlines don't have to maintain roads or airports. The Christian Science Monitor on July 3 referred to Amtrak's mandate to make a profit while that same demand didn't apply to the airplane and highway agencies who the Monitor referred to as practicing public-service "socialism," overfeeding at the federal trough.

DIRECTIONAL CROSSING WARNINGS

A test was started in June in Lake County, Illinois using directional horn sounds to warn motorists of approaching trains instead of the standard whistle of the engines. The wayside horns will be installed at 11 grade crossings. As a train reaches a switch on the track, the crossing horn sounds. A train whistle registers more than 80 decibels over a swath of 171 acres, only a fraction of which is a road. By comparison the directional gate horns generate the same 80 decibels but over a narrow path covering only 5 acres. (Chicago Tribune, June 20, 2001)

AMTRAK NEWS

RARE MILEAGE

Amtrak will be detouring (through the end of August) the northbound *Eagle*, #22, in Illinois over the former route of Illinois Central's *Green Diamond*. Amtrak's Texarkana ticket office is offering a special "rare mileage" package to anyone who's interested in riding this segment for collecting purposes. To get this offer, contact Jud Powell at Texarkana, 870-772-1011.

In 1995, when Amtrak sought to save money by cutting some long-distance trains, revenue went down faster than costs. (Editor's note..this is probably because the remaining trains lost the all-important connecting business).

EDITORIAL COMMENT ON AMTRAK

(Ken Ziegenbein) - Reading all the reports about Amtrak's financial "woes" recently and the facade of becoming profitable, I

can't help but wonder how uninformed some of our policy-makers are about transportation costs. Amtrak should never be judged by a profit-loss scenario, any more than highways or airports should (when was the last time a Congressman asked when Interstate 40 or Interstate 35 would make a profit, threatening to cut off highway funds if they didn't?). Instead, Amtrak should be judged by it's usefulness to the total transportation picture, as an alternative to subsidized and overcrowded highways and airports. Its' funding should be put on the same footing as highways and airports/air control is now with trust funds and a dedicated source of income. The public has always supported Amtrak and passenger train travel (as a Gallup Poll in the late 90s said) - if only they could relay their support to our transportation policy leaders in Washington and the states.

Question (one I haven't been able to find the answer to): If I didn't drive a car or purchase gasoline (thus not paying any gas

tax), how much tax would I pay to support highways? Zero? \$31 billion a year? Does anybody know the answer? If I never flew and never paid user fees at airports, how much tax would I pay to support airports and the air traffic control system? Zero? \$10 billion a year? If anybody knows the answers to these questions, let me know. I've found that the highway and air subsidies are so hidden that it's almost impossible to find the answers (they have some excellent lobbyists!)

I'd like to know how much a gallon of gasoline would cost if gasoline taxes paid the ENTIRE cost of highways, including the Highway Patrol, road crews, construction, signs, etc. I've heard figures as high as \$7 a gallon but can't find any collaborative information. I'd like to know how much an airline ticket would cost if you paid the ENTIRE cost of flying, including airports, air traffic control, parking decks at airports, security at airports, signs, etc.

NON-PASSENGER REVENUE

Amtrak gets 43 percent of its revenue from non-passenger business, up from 29 percent in 1990. In 2000, Amtrak's mail and express business brought in \$122 million.

Referring to a proposed high speed rail line in Wisconsin, a lady who had a 3-year old daughter and lived 150 feet from the tracks said she feared the high speed trains would endanger her daughter and force her to sell her home. A supporter of the high speed line replied that parents should teach their

children to stay away from tracks and that trains would give people an alternative to traveling among drunken drivers on the highways.

NEW ON-LINE RESERVATION SYSTEM

Go to <http://www.tickets.amtrak.com> to reserve your Amtrak tickets and to check train status. There is also a new web site by Amtrak employees on the *Southwest Chief* to save the system <http://www.saveamtrak.org>

AMTRAK TO CUT MANAGEMENT 15%

On July 17, Amtrak President George Warrington ordered a 15% reduction in management ranks and may cut train service to further cut the workforce. Amtrak also hired a consulting firm, McKinney & Co., to advise top management on how to restructure the passenger-train corporation if that becomes necessary.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARKANSAS - JACKSONVILLE - October 13 - The Third Annual Arkansas Valley Model Railroad Club Train Show at the Jacksonville Community Center. Admission is \$3 and it opens at 10 a.m.

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

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

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

MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 25 (Gene Hull)
(nearing the end of the documentation - only one or two more installments)

Purchased Lines

That portion of the line between Benton and Little Rock continued to be operated by the Rock Island Company as successor of the C.O. & G. R.R. until October 9, 1911, when the entire line, except 0.31 mile at Benton, was sold to the Rock Island, Arkansas and Louisiana Ry.Co., a total mileage of 22.47, and this 0.31 mile was, by deed of same date, conveyed to the Iron Mountain Company. Having thus disposed of all its property and rights, the organization of the L.R. & H.S.W. R.R. Co. was no longer maintained and ceased to exist.

Termini: From a junction with the rails of the P.B. & W. R.R. Co. at a point 1072 feet east of main line crossing at Benton to end of track at Hot Springs; a total mileage of 31.40
~~Colours as accompanying map a Orange and Orange No. 181 and 181A.~~

26. The Little Rock and Monroe Railway Company:

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, August 13, 1903. The company was incorporated by outside parties and the Iron Mountain Company acquired the capital stock in 1905, and operated the property as a subsidiary corporation until formally purchased by deed dated September 1, 1909, executed and acknowledged on behalf of grantor, February 2, 1910, and on behalf of grantee, February 9, 1910. Its line of road was completed as follows:

From	To	Date Completed	Miles
Felsenthal, Ark.	Haile, La.	6-30-04	18.23
Haile, La.	Sterlington	9-30-04	11.19
Sterlington	Monroe	11- 1-05	14.02
Total			43.44

Termini: From H.B. connection with main line 0.10 mile east of center of depot at Felsenthal, Arkansas, to H.B. connection with Compress Spur at Breard Street, Monroe, Louisiana.

~~Colours as accompanying map a Orange and Orange No. 181 and 181A.~~

After the sale of its property to the Iron Mountain Company the organization of The L.R. & M. Ry.Co. was no longer maintained and ceased to exist.

27. Mississippi River, Hamburg and Western Railway Company:

Incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, June 3, 1897. This company was incorporated by outside parties and the Iron Mountain Company acquired all the capital stock in 1901 and thereafter operated the property as a subsidiary corporation until formally purchased by deed dated September 1, 1909, executed and acknowledged February 2, 1910. Its line of road was completed as follows:

ARKANSAS RAILROADER

Purchased Lines

From	To	Date Completed	Miles
Hamburg	Montrose	10-1-98	19.33
Montrose	Luna Landing	7-1-99	19.36
Hamburg	Crossett	7-1-03	12.24
Total			50.93

Termini: From end of track at Luna Landing to end of track at Crossett.

~~Order of Incorporation filed in Concordia Parish, Louisiana, May 12, 1876.~~

After the conveyance of its property to the Iron Mountain Company the organization of the M.R.H. & W. Ry. Co. was no longer maintained and ceased to exist.

28. Natchez and Western Railway Company:

(a) The Vidalia & Lake Concordia Railroad and Steamboat Transportation Company was incorporated under the general railroad laws of Louisiana by certified copy of charter filed in the office of the Recorder of Concordia Parish, Louisiana, May 12, 1876. This company built a narrow gauge railroad from Vidalia to Concordia, Louisiana, a distance of about 8.57 miles, which was opened for operation June 10, 1876. On January 11, 1881, the stockholders of this company, in regular meeting assembled, passed a resolution to change the name of the company to

(b) Vidalia and Western Railroad Company, and said resolution was filed, as an amendment to the charter, in the office of the Recorder of Concordia Parish, February 11, 1881.

(c) The Natchez, Red River and Texas Railroad Company was incorporated under the general railroad law of Louisiana by certified copy of charter filed in the office of the Deputy Clerk and ex-officio Recorder of Concordia Parish, January 27, 1881. This company purchased, for \$50,000, the line of the Vidalia and Western Railroad Company by deed dated June 1, 1881, and filed with the Clerk of the 9th Judicial District Court of Concordia Parish, July 12, 1881. They then rebuilt this line with new material and extended same to Black River, 15.81 miles, completed in 1886.

Pursuant to decree of the U.S. Circuit Court for the Eastern District of Louisiana, rendered November 26, 1889, and November 10, 1894, the railroad and other property of this company were sold on February 13, 1897, and purchased by Mrs. Lucy A. Hale, conveyance being made by deed of Philip Hough, Special Master, dated March 19, 1904. By deed dated March 23, 1904, Mrs. Lucy A. Hale conveyed the property so acquired to the

(d) Natchez and Western Railway Company, which was incorporated by certified copy of charter filed with the Clerk of Court of Concordia Parish, January 5, 1904, and in the office of the Secretary of State of Louisiana, February 27, 1904. The Iron Mountain Company acquired the capital stock of this company in 1905 and operated the property as of a subsidiary corporation until formally purchased by deed dated September 1, 1909, executed on behalf of grantor February 2, 1910, and on behalf of grantee February 9, 1910.

Purchased Lines

Construction

As related, the Vidalia and Lake Concordia Railroad and Steamboat Transportation Company constructed the original line from Vidalia to Concordia, 8.57 miles, opened June 10, 1876. The Natchez, Red River and Texas Railroad Company rebuilt this line in 1883 and constructed the extension to Black River, 15.81 miles, completed in April, 1886. This line was built on a 3 ft. gauge. In 1907 the gauge was changed to standard and the line from Concordia to Vidalia was taken up, with the exception of 0.52 mile at end of track at Vidalia.

Termini: From H.B. connection with main line 0.19 mile north of center of depot at Concordia to end of track at Black River, 15.81 miles; and from a point 0.36 mile north of H.B. on N. & W. Depot Spur on Carter Avenue at Vidalia to end of track near north boundary line of city of Vidalia, Louisiana, 0.52 mile. Total mileage 16.33

After the conveyance of its property to the Iron Mountain Company the organization of the N. & W. Ry. Co. was no longer maintained and ceased to exist.

29. New Orleans and Northwestern Railroad Company:

(a) The New Orleans and Northwestern Railway Company was incorporated under a special act of the legislature of the State of Mississippi, approved March 14, 1884 (Laws of Mississippi 1884 p. 994).

(b) The New Orleans, Natchez and Fort Scott Railway Company was incorporated under the general railroad law of Louisiana by certified copy of charter dated August 10, 1886, and filed in the office of the District Clerk and ex-officio Recorder of Concordia Parish.

(c) These two companies were consolidated by articles of agreement and consolidation dated December 27, 1887, and filed in the office of the Clerk of the District Court and ex-officio Recorder of Concordia Parish, taking the name of the former company, the New Orleans and Northwestern Railway Company. By act of the legislature of Mississippi, approved February 19, 1890 (Laws of Mississippi 1890 p. 700), this consolidation was recognized and the consolidated company authorized to construct one continuous trunk line from the city of New Orleans, Louisiana, through the city of Natchez, Mississippi, to the city of Fort Scott, Kansas, there connecting with points north, east and west.

This company then proceeded with the construction of their line beginning at Natchez, Mississippi, and running in a southerly direction to a connection with the east incline of the Natchez and Louisiana Railway & Transfer Company, 2.29 miles, and from a connection with the west incline of the Transfer Company at Vidalia, Louisiana, to a junction with the Eldorado and Bastrop Railway Company on the Arkansas-Louisiana state line, completed as follows:

ARKANSAS RAILROADER

ARKANSAS RAILROADER

Purchased Lines

From	To	Date Completed	Miles
Natchez	Rayville	12-31-90	76.90
Rayville	Bastrop	5- 1-94	23.90
Bastrop	Ark.-La. Line	5- 1-02	17.23
Total			118.03

Default having been made on interest payments by this company, a suit was brought in the United States Circuit Courts for the Fifth Circuit and Western District of Louisiana, and for the Fifth Circuit and Southern District of Mississippi, and on August 28, 1891, Charles M. Hammett and William D. Jenkins were appointed Receivers for the property.

In October, 1892, those Receivers having resigned, Louis K. Hyde was appointed sole Receiver by these courts.

On February 21, 1898, the courts ordered the transfer of the property back to the company and the latter took possession the following day. The property was again placed in the hands of a Receiver on August 2, 1901, and was sold September 20, 1902, pursuant to foreclosure decrees of the United States Circuit Courts for the Fifth Circuit and Western District of Louisiana, on May 31, 1902, and for the Fifth Circuit and Southern District of Mississippi, on July 14, 1902. At this sale all the property, rights, privileges and franchises of the company situated in the State of Louisiana were purchased by Edwin G. Merriam and Fred G. Hudson by deed of Girault Farrar and Guy M. Horner, Special Masters, to them, dated October 25, 1902. They in turn, by deed dated November 8 and November 11, 1902, conveyed the property thus acquired to the

(d) New Orleans and Northwestern Railroad Company, which was incorporated by certificate of organization filed in the office of the Secretary of State of Louisiana, November 8, 1902. The mileage of constructed line thus acquired, from Vidalia, Louisiana, to Arkansas-Louisiana state line, was 115.74 In 1907 a connection with N. & W. Ry. at Vidalia, 0.36 mile, was constructed, making total mileage 116.10

This company was organized and its capital stock owned by the Iron Mountain Company, which company operated the line as a subsidiary corporation until formally conveyed by deed dated September 1, 1909, executed and acknowledged February 2, 1910. The organization of the N.O. & N.W. R.R. Co. was thereafter no longer maintained and ceased to exist.

Termini: (1) From Arkansas-Louisiana line near White, Arkansas, to top of incline at Vidalia, Louisiana, 115.74 miles; (2) and from H.B. on main line 0.36 mile west of depot at Vidalia to a point 0.25 mile south of center of N. & W. depot at Vidalia (joining the rails of the N. & W. Ry.), 0.36 mile. Total mileage 116.10

~~Colors of accompanying maps of 1909, No. 208, etc. to be used.~~

Purchased Lines

That part of the line of the N.O. & N.W. Ry.Co. situated in the State of Mississippi was sold on the same date as the Louisiana properties, September 20, 1902, under the decree of the United States Circuit Court for the Fifth Circuit and Southern District of Mississippi, and is now owned by the Natchez and Southern Railway Company.

30. Pine Bluff and Western Railroad Company:

The Pine Bluff & Western Railway Company was incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State, May 15, 1899. This company constructed a railroad line from a point near the western city limits of Pine Bluff, Arkansas, to a point near Sheridan, Arkansas, completing same from Pine Bluff to Doylestown, 11.24 miles, in November, 1899, and to Sheridan, 11.30 miles, in January, 1902; a total mileage of 22.54 The company was organized, owned and operated by the Sawyer and Austin Lumber Company of Pine Bluff, Arkansas. The Iron Mountain Company acquired the capital stock in 1903 and immediately reorganized the company under the name

Pine Bluff & Western Railroad Company, and incorporated this company under the general railroad laws of Arkansas by filing articles of association in the office of the Secretary of State, August 27, 1903. This company then purchased the property of the Railway Company by deed dated October 5, 1903, which was confirmed by quit claim deed of the Sawyer and Austin Lumber Company, dated June 6, 1904. The company then constructed the road from Sheridan to Benton, 21.67 miles, completing same in April, 1903, and in 1905 constructed a connection with the main line of the Iron Mountain Company at Pine Bluff, 0.44 mile. Of the latter connection 0.31 mile was carried as side track until 1910, when transferred to main line, the mileage conveyed to Iron Mountain Company being 44.34

The property of this company was operated by the Iron Mountain Company as a subsidiary line until formally conveyed by deed dated September 1, 1909, executed and acknowledged February 2, 1910.

Termini: From west right of way line of St.L.S.W. Ry. on "Pine Bluff Spur," which coincides with the west line of Maple Street at Pine Bluff, to "L.R. & H.S.W. Connection" at Benton, 44.21 miles, and from H.B. of Pine Bluff Spur to right of way line, 0.13 miles; total 44.34

~~Sold to Iron Mountain Company by deed of October 5, 1903, and part of 1890.~~

Note: Map shows connecting track at Pine Bluff, 0.44 mile. This was built by P.B. & W. R.R., but 0.31 mile of this track was carried in side track mileage until after conveyance to Iron Mountain Company, and was transferred to main line mileage in 1910 (See Chapter V., "Other Mileage Changes,")

After the sale of its property to the Iron Mountain Company the organization of the P.B. & W. R.R. Co. was no longer maintained and ceased to exist.

ARKANSAS RAILROADER

Purchased Lines

31. Springfield Southwestern Railway Company:

Incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State, February 19, 1903. The company was organized and stock owned by the Iron Mountain Company, who also built and operated the line as of a subsidiary corporation until formally conveyed by deed dated September 1, 1909, executed and acknowledged February 2, 1910. The line of road from Crane, Missouri, to Gulf Street, in Springfield, 33.69 miles, was completed April 20, 1907; the line was extended 1.53 miles to present end of track on west line of Prospect Avenue in Springfield, and 0.02 mile was added by moving the connection at Crane in July, 1909, making the total mileage 35.24

Termini: From H.B. connection with main line 0.16 mile east of center of depot at Crane, Missouri, to end of track at Springfield, Missouri.

~~Organization of the Springfield Southwestern Ry. Co. was no longer maintained and ceased to exist.~~

After the conveyance of its property to the Iron Mountain Company the organization of the Springfield Southwestern Ry. Co. was no longer maintained and ceased to exist.

32. St. Louis, Watkins and Gulf Railway Company:

The Kansas City, Watkins & Gulf Railway Company was incorporated by certified copy of charter filed in the office of the Deputy Clerk of the Fourteenth Judicial District Court and ex-officio Recorder of Calcasieu Parish, State of Louisiana, June 7, 1887, under the general railroad law of that State. Its line of railroad from Lake Charles to Alexandria, 98.37 miles; from T. & P. Junction to T. & P. Depot at Alexandria, 1.53 miles, and from Lake Charles to Drews, 1.50 miles, a total of 101.20 miles, was completed in July, 1892.

This company on February 2, 1890, made a first mortgage on its railroad and other property, to secure an issue of 5 per cent gold bonds due January 1, 1930. Having defaulted in the interest payments, a Receiver was appointed on February 12, 1898, by the United States Circuit Court in and for the Fifth Judicial Circuit and Western District of Louisiana. Pursuant to a decree of said court dated April 4, 1898, and supplemental decree of December 7, 1901, the mortgage was foreclosed and the railroad and other property was sold on March 24, 1902, to the Farmers Loan & Trust Co. in behalf of the holders of all the bonds secured by the mortgage foreclosed by this action. Deed of Albert H. Leonard, Special Master, to Farmers Loan & Trust Co., dated May 23, 1902.

The St. Louis, Watkins and Gulf Railway Company was incorporated by certified copy of charter dated May 24, 1902, and filed in the office of the Clerk of the Fifteenth Judicial Circuit Court and ex-officio Recorder of Calcasieu Parish, Louisiana, May 28, 1902. By deed dated May 26, 1902, the Farmers Loan & Trust Co. conveyed to this company the railroad and other property of the Kansas City, Watkins and Gulf Railway Co., which had been acquired by them at the aforementioned foreclosure sale.

ARKANSAS RAILROADER

Purchased Lines

The Iron Mountain Company acquired a majority of the capital stock of the St. Louis, Watkins & Gulf Ry. Co. in 1904, and operated the line as of a subsidiary corporation until formally conveyed by deed dated September 1, 1909, executed and acknowledged on behalf of the grantor February 2, 1910, and on behalf of the grantee February 9, 1910. Mileage 102.85

This mileage is 1.65 miles in excess of that shown as constructed by the K.C.W. & G. Ry. This difference cannot now be explained, there being no records available bearing on the subject.

Termini: From H.B. at T. & P. South Junction at Alexandria to end of track at Division Street, Lake Charles, Louisiana, 97.86 miles; from H.B. connection with main line one mile south of T. & P. South Junction to end of track at Red River, 1.32 miles; from H.B. at Mill Spur Jct. to end of track on lake front at Lake Charles, 1.14 miles; from H.B. of main line at Lake Spur Jct. to end of track 0.08 mile south of passenger depot at Lake Charles, 1.23 miles; and from H.B. of connection with passenger depot spur near First Street to connection with K.C.S. Ry., 1.30 miles. Total mileage acquired by Iron Mountain Company 102.85

~~06102012 companying map of the Ry. Co. No. 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1~~

Note: Mileage shown on map for main line is 97.57, and for river track at Alexandria, 1.24 (See Chapter V., "Other Mileage Changes").

After the conveyance of its property to the Iron Mountain Company the organization of the St. L. W. & G. Ry. Co. was no longer maintained and ceased to exist.

33. Wabash Southern Railway Company:

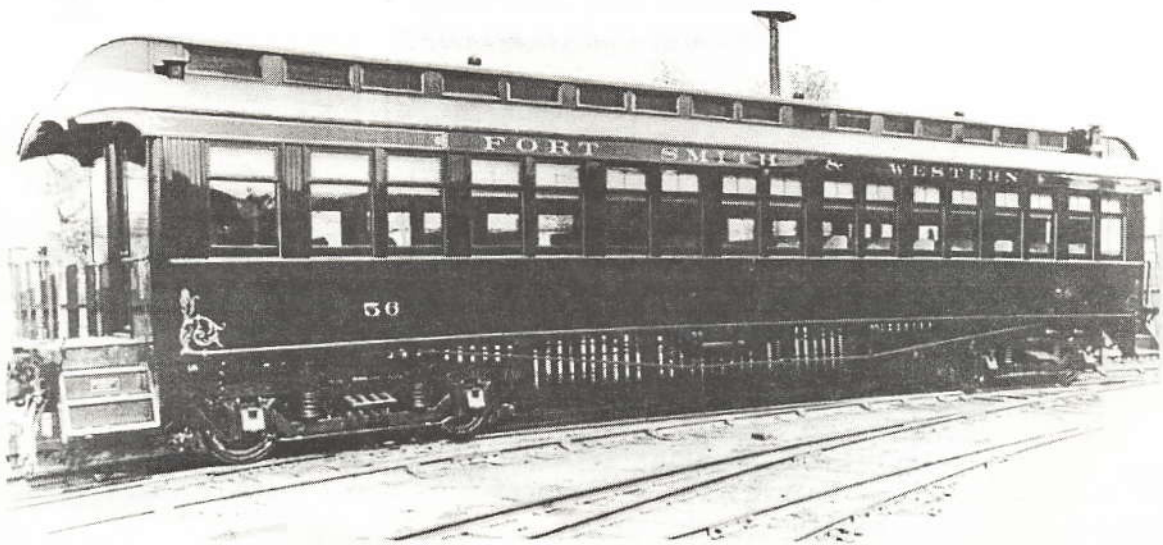
Incorporated by articles of incorporation filed in the office of the Secretary of State of Illinois, March 15, 1905, under the general railroad laws of that State. The company was organized and its capital stock owned by the Iron Mountain Company and its line of road constructed by that company, completed in July, 1908. The latter company operated the line by virtue of stock ownership until formally conveyed by deed dated September 1, 1909, executed and acknowledged February 2, 1910, after which the organization of the Wabash Southern Ry. Co. was no longer maintained and ceased to exist.

Termini: From I.C. R.R. crossing at Zeigler to end of track at Benton, Illinois. Mileage 9.44

~~06102012 companying map of the Ry. Co. No. 105, 104, 103, 102, 101, 100, 99, 98, 97, 96, 95, 94, 93, 92, 91, 90, 89, 88, 87, 86, 85, 84, 83, 82, 81, 80, 79, 78, 77, 76, 75, 74, 73, 72, 71, 70, 69, 68, 67, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, 56, 55, 54, 53, 52, 51, 50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1~~

34. Marion and Harrisburg Railway Company:

Incorporated under the general railroad laws of Illinois by articles of incorporation filed in the office of the Secretary of State, April 5, 1905. The company was organized and its capital stock owned by the Iron Mountain Company, which also constructed the line completed in January, 1907. The Iron Mountain



The Fort Smith & Western began passenger business from Fort Smith, Arkansas to McCurtain, Indian Territory with this beautiful car, shown at the Missouri Car & Foundry Co. in St. Louis in 1901. (Gene Hull collection)

THE SHORTEST RAILROAD IN ARKANSAS?

by: Gene Hull

Henry Clay Frick and a group of associates in Pittsburgh, Pennsylvania had a near monopoly in steel and coke production. In the late 1890s they cast a wistful eye toward the vast coal deposits in the eastern region of Indiana Territory.

The potential wealth contained in this tremendous deposit of carboniferous vegetable matter was out of reach without the means of mass transportation. This could be achieved only by a railroad.

This activity soon caught the attention of the citizens of Ft. Smith, the oldest and most well established town in the area. The civic leaders wasted no time in extending greetings and a generous bonus to the promoters. Ft. Smith would be a perfect location for the headquarters and service facilities for a railroad. The St. Louis & San Francisco and Little Rock & Ft. Smith already were available for connection to markets in the east and north.

In answer to this enticement, the Ft. Smith & Western Railroad was

chartered in Arkansas on 25 January 1899. A depot and office was built on Rogers Street in Ft. Smith. The ultimate destination was El Reno in what would become the state of Oklahoma on 16 November 1907. The immediate goal was Guthrie, capitol of Oklahoma Territory, which also offered a bonus to the railroad promoters.

When the railroad projectors recovered from their euphoria and focused their eyes on the earth, someone looked at a map and suddenly realized their rails would be laid parallel to some that already were in place.

On 13 February 1896 the 54th Congress of the United States passed an amendment to an act they had approved 27 February 1893. The 1893 act authorized the Kansas City, Pittsburgh & Gulf to "construct and operate a railroad, telegraph and telephone line through the Indian Territory ---." The amendment allowed the KCP&G to "locate, construct, operate and maintain a branch railroad, telegraph and telephone line from some point on the main line in the Indian Territory,

south of the Arkansas River and north of the town of Poteau, by the most feasible and practicable route, to the city of Fort Smith ---."

The FS&W officials talked to the KCP&G boys and arranged an agreement by which FS&W trains could use KCP&G track from Ft. Smith to a station called Coal Creek, 16 miles west, at a cost of about \$20,000 a year.

To make the physical connection, the FS&W laid ONE MILE of track using used rails and bought two rebuilt 4-4-0 type locomotives from the Union Pacific. From Coal Creek the FS&W furiously laid rails westward in Indian Territory (Choctaw) 17 miles to Chant. This new town began to grow and soon was renamed McCurtain, to honor the Choctaw Governor, Green McCurtain. Business began Ft. Smith to McCurtain 1 December 1901. Trains ran to Guthrie late in 1903 and to El Reno in 1906.

The Ft. Smith & Western began operating in Arkansas with ONE MILE of track and two used engines.

ft

by: P. B. Wooldridge

Back in the 1920s we kids would rush to the local theater on Saturday and many of the action films involved railroads. Pearl White in a serial called "Perils of Pauline" faced death in every episode. This was the age of innocence, and we kids waited with bated breath for Pearl's escape the following Saturday. I and several other kids would run all over town, distributing circulars describing the coming theater attractions for the following week, for which we'd get 3 passes to the shows, worth 30¢, as admission was 10¢. Tom Mix was our cowboy hero and he frequently rode the rails.

As exciting and terrifying as that was to a kid, I never dreamed it would be even more exciting and stressful as a railroad employee.

In the early 1940s the Cotton Belt experienced a shortage of telegraph operators and train dispatchers. One night I overheard Supt. Ferguson conversing with Third Trick Dispatchers "Slim" Colyar.

Slim said: "We need more operators. Too many blind sidings," to which Supt. Ferguson replied: "Slim, you've got more operators now than you can handle."

Business got so good the company installed a full set of Dispatchers in the freight depot at Lewisville, Arkansas and split the 152 mile Pine Bluff Sub-Division in two at McNeil. They set up a janus-faced desk, the north operator to work with the Lewisville Dispatcher to cover McNeil to Texarkana. The south operator was to work with the Pine Bluff Dispatcher covering McNeil to Pine Bluff Shops.

Problem was they didn't have the 3 operators. On third trick I would run from one side of the table to the other, copying orders all night from both dispatchers, often with both dispatchers calling me at the same time.

Another problem was the fact that as a rule only First and Third class trains stopped at McNeil; Second class and Extra trains rolled thru at high speed, so the operator had to act quickly. I noticed tho that under the new arrangement those freight trains reduced speed somewhat, for, in both directions, they were picking up 7 or 8 train orders, entering "dark territory" and having to hurriedly digest their orders.

I was never a day sleeper, and some nights I showed up at 11:45 p.m. still sleepy and in a foul mood. On this particular night I signed the operator's transfer, with 8 train orders on each side, trying to comprehend what they all said. The Dispatcher's phone rang and a voice I'd never heard before said: "Clear Extra 779 South." I didn't respond because I saw I had 7 train orders for Extra 779 South and something was wrong.

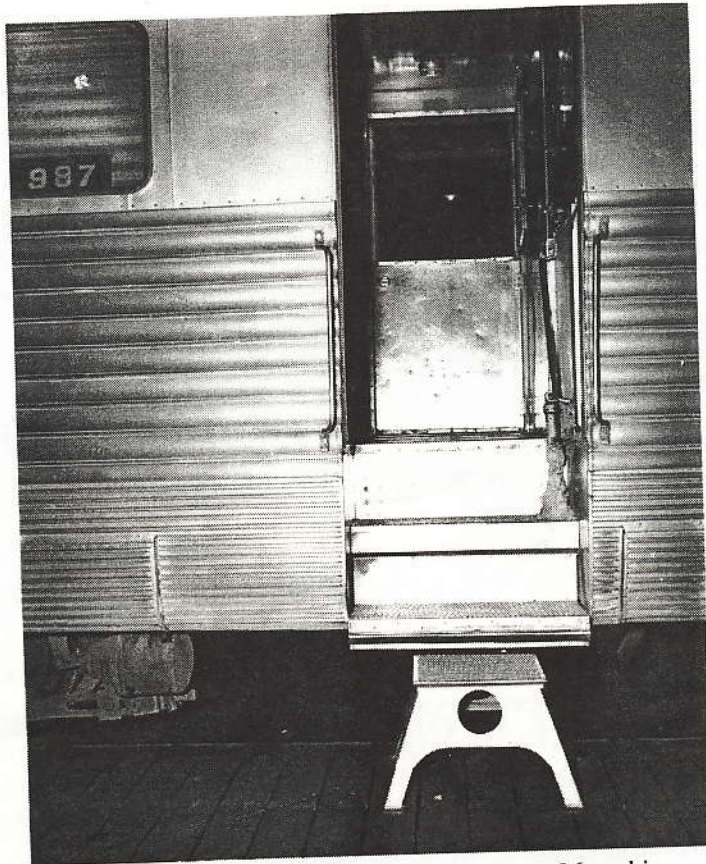
Again the Dispatcher rang and in a very mean voice said: "I thought I told you to clear Extra 779 South."

By that time I had it figured out and I immediately said: "Extra 779 South meets Extra 802 North TWICE at Crossover Waldo and again at Buckner. Clear Extra 779 South with orders Nos. 145, 147, 149, 151, 152, 155 and 160."

All the time I was enumerating those 7 train order numbers I could overhear that Dispatcher desperately trying to interrupt me, but I was mad and I continued. Needless to say, he immediately annulled one of the meets.

Every day back then your job was on the line. On occasion I made it a rule to always read my company mail before going on duty, making sure I was still working.

Talk about excitement! 



Rock Island accident investigation photo taken at Memphis, Tennessee May 9, 1942, regarding someone falling as they got off the train. Car was No. 987. (*L. T. Walker collection*)



Rock Island accident investigation photo at Little Rock, date unknown, using a flashlight to illuminate RI passenger train No. 52, the Rocket. A female passenger fell from coach 350. (*L. T. Walker collection*)

The **DISTINCTIVE** **GREEN DIAMOND**

Between Chicago and St. Louis via Springfield is noted for its up-to-the-minute travel service, speed, comfort, safety. It is the choice of discriminating travelers.

The Green Diamond is Diesel-Electric, Streamlined—only 4 hours, 55 minutes en route. Chair car, chair buffet and diner lounge cars. Meals in dining car or off tray—radio—Stewardess-Registered Nurse—Air-conditioned. Leave Chicago 9:00 pm. Ar. St. Louis 9:55 pm. Lv. St. Louis 8:55 am. Ar. Chicago 1:50 pm.

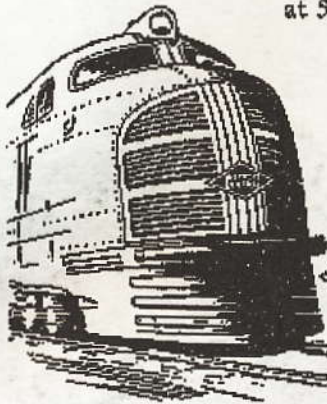
2 OTHER FINE TRAINS

The DAYLIGHT—featuring Library-Lounge, Observation and dining cars, luxury coaches. Lv. Chicago 11:35 am. Ar. St. Louis 5:05 pm. Lv. St. Louis 12:20 pm. Ar. Chicago 5:50 pm.

The NIGHT DIAMOND—for restful sleep. Lv. Chicago 11:55 pm. Ar. St. Louis 7:18 am. Lv. St. Louis 12:05 am. Ar. Chicago 7:00 am.

Convenient connections at St. Louis with principal trains to and from Texas and the Southwest. At Chicago with principal trains east, west and north.

All trains completely air-conditioned and stop at 53rd and 63rd streets in Chicago.



Travel now—pay later. No down payment—easy installments. Also convenient train-auto rental.

ILLINOIS CENTRAL

For further information write—
J. V. LANGAN
Passenger Traffic Manager
Illinois Central System
Central Station, Chicago

BOOST THE ADVERTISERS



Mississippi River flooding along the BNSF near St. Croix, Wisconsin, April 27, 2001. (Photo from the BNSF website, submitted to BNSF by Dan Goodmundson, used by permission of BNSF).



St Louis Steam Train Association's Frisco Steam Engine #1522 pulling a BNSF Employee Special near Mulhall, Oklahoma, June 8, 2001. (Philip Moseley photo)