



Little Rock Chapter
NRHS

ARKANSAS RAILROADER



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UP 9826, C44-9W, old CNW 8722, Serial #48089, Manufactured in May 1994. Photo taken on December 12, 2000 at the North Little Rock UP Jenks Shop. This was the first unit painted with the new UP Wings Logo out of the NLR shops. It was painted December 12, 2000. (*John C Jones photo*)

SOME RAILROAD MEMORIES

by: Charles F. Newlin (12/23/00)

I enjoy the beautiful writing of P. B. Wooldridge. He writes with such clarity, so lucid. He captures, brings alive, that time that was on the Cotton Belt and as it must have been on other railroads of that period.

I remember him fondly, there was a time I sat beside him in Fordyce Tower, I was 19 years old. The company had put on a job, 10 am to 6 pm, to help out. That tower on Rock Island and Cotton Belt was unbelievable. The freights, the passenger trains, the locals, the wartime troop trains, the sounds, the smells, steam engines of various sizes, the doodle bugs on Rock Island passenger trains, the water tank on Rock Island, the motor cars. What a convergence across a crossing in any 24 hour period that was.



Fordyce Tower taken in the 1940s by P. B. Wooldridge. The train is Rock Island #94. This crossing, minus tower, is still present today with both lines active (the one left to right former Cotton Belt, now Union Pacific's main southbound track through Arkansas; the other line former Rock Island, now Fordyce & Princeton. (P. B. Wooldridge photo)

Anatole France told us the whole history of the human race can be summed up in seven words: "They were born, they suffered, they died."

Mark Twain said "they were born, they compelled one another to suffer, they died."

Yes, the Great Depression, then World War Two, suddenly created the climate to shake the languor, lethargy, of the country, and the railroads.

Later, I too, in working first trick Fordyce Tower with dispatcher J. C. Gibbons managed to please him and he told me so; but I did not always please a Rock Island conductor on a little passenger train who "with his hands on his hips" looked up at me in the tower with disdain. He perhaps could have gotten his doodlebug across the crossing quickly, but so many times Cotton Belt's Blue Streak freight train coming south coincided, and had I stooped this freight train, dispatcher J. C. Gibbons' dispatching and meets would have been disrupted.

In the early 1940s I worked in 14 different depots on the Northern Division of Cotton Belt, one time or another.

I was working first trick at McNeil one summer when lightning struck the depot (me). I slumped over on the typewriter, burning my left ear where I had a headset on (as I was beginning to copy train orders on dispatcher's fone) and my left hand. Smoke filled the depot they said, and loud noise. I heard nothing, felt nothing, at the time. The agent ran outside, found some section men and carried me



out in the open air. I was unconscious for about 40 minutes. As I remember, I went back to work.

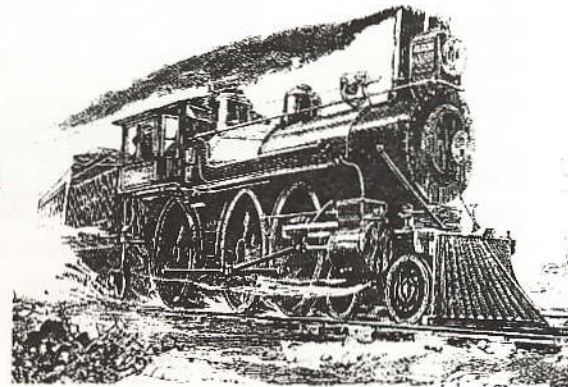
The Louisiana & North West Railroad comes in there at McNeil. My first cousin, J. O. Turner, was General Manager of the L&NW Railroad for many years with headquarters at Homer, Louisiana. He called it "The Long Nasty Walk" Railroad.

I remember working at Weiner in the summertime at night, handing up orders to trains, feeding the mosquitos as they swarmed my face and arms, as this was, and is, rice country. It was at Weiner that I copied by telegraph my first 7 am report for Supt. C. B. Petticrew. As I remember, the Illmo, Missouri portion I copied from P. B. Wooldridge sending from Illmo, Missouri. They couldn't get it to him at Jonesboro by telegraph. Every time P.B.W. made or sent a message, I put it in there.



MANY INCIDENTS

At a depot on a dark foggy night, steam engine with headlight failure hurling by at high speed.* Same place one night, southbound passenger train sparks flying trying to stop and then picking up speed as he almost stopped. Next morning horses and mules lying around where he hit them. * Going to work one night with a mouthful of blood. * At another depot a bug got in my ear and spent the night. * Getting off a steam engine one winter night and getting skinned up as I lost my footing on the rocks under the snow and ice. Opening up the little shack, building a coal fire. On this job, was usually taken out there by motor car. Motor car couldn't get out there that winter night.



Came July 1947 and I bid on a job in the railroad yards at East St Louis, Illinois. Some boomers were difficult to keep on third trick there. Morse Code and drink did not mix well, as night wore on. "VJ" East St. Louis was all telegraph then. Some work with Missouri Pacific dispatchers at Chester, Illinois.

I think it was about July 1949 a job came open across the river in downtown St Louis, Missouri, 4th and Pine Street. A person was needed to telegraph and operate teletype machines. Two teletype machines had been installed in "VJ" late in 1947. It developed this job entailed much more. Supt. Of Telegraph R. M. Stone, Cotton Belt, Tyler, Texas made a rare trip to town and together with H. J. Wilson, Office Manager, invited me to meet with them in the "GO" office. I got the job, 2 pm to 10 pm. That missed the rush hours of St. Louis traffic. Cotton Belt occupied two floors of the building and Southern Pacific one floor. It was called The Cotton Belt Building. It was a magnificent old building.

Southern Pacific and Cotton Belt had just merged this office on the 6th floor. Large room. As time went on, Southern Pacific did more business than Cotton Belt. All traffic with foreign railroads came through this office, then telegraphed to "UD" Terminal Railroad upstairs in Union Station, 18th Street in St. Louis.

Cotton Belt had Tyler, Texas and Pine Bluff, Arkansas direct in there, by teletype. Had MoPac direct in St Louis by teletype. Cotton Belt maintained their own machines and lines.

Southern Pacific had large special teletype machine direct to "WG" Chicago and "JB" Pacific Fruit Express in Chicago. And through "WL" all points in Southern Pacific on line and off line, traffic offices, all over the U.S. Southern Pacific machines maintained by Western Union there in St Louis. Also a teletype machine to Tulsa and Oklahoma City traffic offices Southern Pacific direct.

The year around in all kinds of weather. Almost no interruptions.

Always, every year, year in and year out, the ice storms on Cotton Belt were havoc and misery to me. One year I remember wire chief in Pine Bluff sent money and as he asked, I bought whiskey and distributed it to Western Union Wire Chiefs in St Louis at Christmas time. They helped him.

Pacific Fruit Express Chicago began routing division traffic to Wabash to Moberly, Missouri and other

points. Southern Pacific began and Cotton Belt already did route to other roads. All came in by teletype and I had to get rid of it by telegraph through Terminal Railroad, Union Station, St Louis.



Southern Pacific had their rules and way of doing business. I learned them as I had to, at night anyway. Western Union had a type machine in there that you had to operate by touching carefully. You could send, copy sheets of it fast if you could learn to use it.

When Southern Pacific and Cotton Belt offices merged, there were two Southern Pacific employees, one quit. A young Catholic woman was absorbed by Cotton Belt and paid a higher rate of pay. She was a lovely person and very proficient.

Cotton Belt hired a woman who had worked for Western Union who worked the Southern Pacific machines when needed as relief person. Other people we had in the office could not use them.

These were tape machines, narrow blank tape spitting out very fast, holes punched in by operator if done correctly, all by feel. All you saw was the tape coming out and just as fast as the person could type and perfect copy. If you typed a wrong word or letter or space, you could "letter" it out. All by feel. If you did not touch these right, when tape run through transmitter to a receiving teletype machine locally or across miles of country it came out junk. If done by person skilled at using them, it was almost effortless. A person might be a skilled typist but could not just sit down at these things and be perfect without practice. Lots of practice.

Southern Pacific traffic office would walk in with sheets of material at times and say "get this out to San Francisco or Los Angeles or Houston" or anywhere and you made the tape, started it through the transmitter (if good enough you turned on transmitter as soon as you had a little tape made ahead) plugged in to "WG" Chicago and it was on its way and usually it was coming out on a machine miles away. You could send same copy to any number of places, if you headed it right. And all perfect at destination. I came to love it. We had a woman could sit down and tape shooting out faster than transmitter could take it, piling up on the floor.

When Cotton Belt set in at "VJ" and other places standard teletype machines and told the old telegraphers to operate them. It was a disaster. Most of these people used one or two fingers and somehow did pretty well on typewriters. But even if you could type well, the lines they used, wire that carried them over were not right. No telling what came out miles away. Later they came with printed tapes and then you could rerun tape. On these of course you could see what you were typing. Later improvements were made and it got better.

I was not liking the load I was under, wire testing, diversion clerking, other things. It happened then that my friend the Catholic girl got married and resigned. I took the St. Louis-Chicago day job and worked it about a year. That ended the last significant telegraphing on the Cotton Belt, I think. After much bluster, setting in another teletype machine in Union Station and running some messengering down to 18th Street, a way was found not to send that traffic through our office.

Charles F. Newlin
445 Greene 773 Rd
Paragould AR 72450-9638
870-239-8080

(The above story was handwritten by Mr. Newlin and typed into a word processor by your editor. I hope I transcribed all the words right. Nothing was re-written by me. (I left it just as it was written to keep the intent and flavor of the writer and period). I also am soliciting other former and present railroaders to write their stories - I will always try to publish those stories.



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 (prototype trains, not model trains) 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.

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 Sunday, February 11 at 2 p.m. at our usual location, Pulaski Heights Presbyterian Church in Little Rock. The program will be given by RON ESSERMAN and be on trollys and narrow gauge railroads. We had an unusually large crowd at our last meeting and we hope this attendance will continue.

DIVISION SUPERINTENDENT BNSF - Member TOM SHIRCLIFF's son Michael is now Division Superintendent of the Burlington Northern Santa Fe's Southern California Division. And he's only 38! Michael told his father that even though there are fewer trains running on that division than on the division he was working at earlier, the California Division carries more tonnage. Congratulations are in order.

RAILROADER OF THE YEAR NAMED - Yours truly, KEN ZIEGENBEIN, was named the Arkansas Railroad Club's *Railroader of the Year* for 2000 at the December 16th Christmas party. I was given a really nice looking plaque at the January 14 meeting which I'll hang in a dominant location. It was really an honor receiving it, as former recipients can attest.

Also, for everyone's information, 2001 marks the 20th anniversary of my becoming editor of the *Arkansas Railroader*. I started way back in 1981, when even the Rock Island's tracks were still in place!. During all those years, I've never missed a monthly deadline, even during vacations or while I was sick. When I started, I used manual typewriters, then electronic

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typewriters and finally computers starting in 1987 or so. I plan on continuing as long as it's fun for me to do and as long as the club wants me to.

CLUB HISTORIAN - GENE HULL has been named official Arkansas Railroad Club historian at the January 14 meeting. He's been doing railroad historical writings and helping answer questions about rail history in the state for many years.

2001 DUES ARE DUE - Use the forms mailed out to you late last year to submit your 2001 dues if you haven't done so. If you've lost the form, just send you renewal checks to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Look at your address label...it will say "THRU2001" if you've paid.

2001 ARKANSAS RAILROAD CALENDAR - THIS WILL BE OUR LAST CALENDAR...there are only a handful left, so if you want one, order it soon.

2001 NRHS CONVENTION will be held at St. Louis, June 19 through 23, 2000. Three mainline excursions are planned, some possibly with steam. They are on June 19, 21 and 23. Through January 1, registration fees will be \$20, going up to \$25 after that. Registration forms are available from: NRHS Convention 2001, St Louis Chapter NRHS, 2129 Barrett Station Rd, St Louis MO 63131-1638. The convention's web site is: <http://www.stlouisnrhs.org/conv2001.html>.

The 2002 convention will be held in Williams, Arizona, October 4-6, 2002.

MINUTES OF NOVEMBER 2000 MEETING

Meeting was held on November 12, 2000.

The meeting was called to order at 2:00 p.m. by president John Hodkin Jr. No minutes were read. Treasurer report by Walter Walker was read and approved for audit. David Hoge reported no new information from NRHS. Bill Bailey reported that the Pine Bluff group had written a letter to the St. Louis chapter of the NRHS regarding an invitation to the convention in 2001. Gene Hull reported that his wife Naomi was recovering from the shingles. It was also reported that Bob McClanahan lost his wife in the month of October of 2000. * John Jones reported on current railroad activities.

The list of officers for the year of 2001 was proposed as follows:

President - John Hodkin Jr. * Vice-President - Jim Wakefield * Secretary - Tammy Hodkin * Treasurer - Walter Walker * NRHS Representative, trip publicity- David Hoge * Newsletter Editor (for life) - Ken Ziegenbein * Photographer - John Jones * Historian - Vacant * Board of Director - Leonard Thalmueller The proposed list was approved by vote of members in attendance.

Old Business

John Hodkin reported that various members assisted with Bart Jennings and the South Appalachian Railroad Museum in running an excursion over the DQ&E. This trip resulted in the Arkansas Railroad club realizing a profit for their efforts. * Walter reminded the membership of the Christmas Party on the 16th of December at the Adult Citizen Center in Little Rock.

New Business

John Hodkin reported that the ARC was trying to arrange an excursion on the Arkansas Midland Railroad in the spring of 2001. Details to follow when available. * It was reported that the White River Scenic passenger train had shut down operations in Cotter and Hot Springs at the end of the season. * Randy Tardy reported the Union Pacific main line from Little Rock, AR to Texarkana, TX had been classified as a "high speed" corridor by Amtrak. * Leonard Thalmueller reported that the Rock Island Club had taken a trip over the OUCH Railroad operated by former Rock Island employee Bill Robbins. * Bill Bailey advised that the Pine Bluff Museum will hold its show & sale on April 7th, 2001. The show & sale will be held at the museum as in the past.

The program was presented by Jim Wakefield. The program was a video tape of a promotional movie about the Railway Postal Service. After the program the meeting was adjourned. (Secretary Tammy Hodkin)

MINUTES OF JANUARY 2001 MEETING

Meeting was held January 14, 2001

The meeting was called to order by President John Hodkin at 2:00. He welcomed everyone to the meeting. Walter Walker gave a treasurers report. David Hoge reported that NRHS wants to raise the national dues from \$17.00 to \$20.00 a year by 2002, but this hasn't

been approved yet. Family dues may go up to \$3.00 a year. Bill Bailey gave a report on SSW #819. Gene Hull gave a report on Naomi said she doing fine. John Jones reported on how Jim Bennett was doing (essentially no change). Leonard Thalmueller was named the new chairman of the club's Board of Directors. Leonard gave a report on the board meeting.

The club will be moving its storage place to Pulaski Heights Presbyterian Church by next summer. This will save the club \$2400.00 a year. We have until the first of July to get everything moved, so we will need people to help.

John Hodkin reported that Gene Hull has been named the Historian for the club. We had a great Christmas party this year and hope everyone enjoyed it. Ken Ziegenbein was named the club's Railroader of the year. John Hodkin and Ken Ziegenbein will be working a membership drive. Fred Fillers reported on the new Little Rock Street Car Line. He said 3 cars have been ordered for the River Rail Line. John Jones reported on Union Pacific and how they handled the ice storm. He also reported he had Union Pacific Plates for sale for \$10.00 each if you would like one. Jim Wakefield asked for people to do programs. Ron Esserman will be giving the Feb. program.

At 2:40 we stopped for a short break. Then the program was given by Peter Smykla on the trips he took in 2000. (Secretary Tammy Hodkin)

WANTED: FOR SALE OR TRADE

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

WANTED - Track diagram showing the layout of trackage of the Missouri Pacific and Missouri & Northern Arkansas in Kensett, Arkansas. I'm trying to stage MoPac traffic from Little Rock to St. Louis and then run an upper level of my layout on the M&NA from Kensett to around Marshall. Contact Bob Bourbina at bbbourb@hotmail.com

WANTED - Video or film of the Cotton Belt Railroad taken in the 1950s and 1960s. Any amateur file suitable, sound not necessary. Contact Charlie Harris in New Zealand at railroads@clear.net.nz

Mr. Harris found our club on the trainweather.com web page. If anyone has any of these films and doesn't have email access, just drop the club the information at PO Box 9151, North Little Rock AR 72119. I'll forward it to him.

FOR SALE - DeQueen & Eastern 100th Anniversary T-shirts, \$12 each plus \$3 postage. Send orders to and make checks payable to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

WANTED - Information on the Fort Smith & Western Railroad. My great grandfather was a brakeman for them. He died in a train accident in 1918, and I am looking for any information you might have. Contact Cyndee Bradley at kncbrad@gte.net or send any information to the Arkansas Railroad Club's address and it will be forwarded to Cyndee.

WANTED - Information on the history of the Arkansas Valley Railroad. I know it existed and was an extension of the Fort Smith Little Rock Railroad and reached Wagoner Switch, Indian Territory in 1886. I am particularly interested in the history and personnel involved with the laying of the tracks to Wagoner Switch, I.T. I found your site on the Internet and thought you could help. Contact Mike Thompson, 4022 Brown Road, Coffeyville KS 67337-7733, or email me at doyleann@hit.net.

WANTED - History of the old Missouri Pacific Depot in Hot Springs and the old Rock Island depot there. I was visiting Hot Springs this spring and saw the restored MoPac depot, but there was no information on its history and I am amazed that there are no publications or photos of the old depots located there. I've been an engineer for 34 years for the Erie, EL, Auto-Train, Amtrak and am a charter member of the Florida East Coast Chapter, NRHS. Send information to Walter E. Smith, email Wsmith@aol.com (or just send the information to the Arkansas

Railroad Club and I will forward.)

WANTED - I am hoping anyone can steer me toward the manufacturers of the trains in use during the late 1800s and 1900s. Specifically those in the Hot Springs area. I am researching for use in the Hot Springs Transportation Depot. Brenda Greenway, 804 Central Ave, Hot Springs AR 71901, 800-647-6336, brenda@legacyfineart.com, <http://www.legacyart.com>.

WANTED - My name is Michael Wisenfelder and I am a Research Assistant for the Brookings Institution in Washington DC. I am currently doing research on the BONUS MARCH of 1932 which was a World War I Veterans march on Washington during the summer of 1932. They hoped to petition Congress to give them bonus that was originally due in 1945 but they needed it to be payable immediately because of the Depression. These veterans used the railroads frequently in their trek across the U.S. and caused many disruptions. In some cases, they commandeered trains and had run-ins with Railroad Police. I am interested in primary sources of information on these events, such as diaries, letters, oral histories, etc. Any help appreciated. Contact Michael J Wisenfelder, The Brookings Institute, 1775 Massachusetts Ave, N.W., Washington DC 20036-2188, mwisenfelder@brook.edu, 202-797-6082.

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.

- VIRGINIA - WINCHESTER & WESTERN RAILROAD CO.** - To abandon 0.63 miles between m.p. 115.27 and the end of the track at m.p. 115.9 inside Winchester, Virginia. Effective January 17, 2001. (STB Docket No. AB-434, Sub No. 2X, decided December 6, served December 18, 2000)
- KANSAS - CENTRAL KANSAS RAILWAY, L.L.C.** - To abandon it's H&S Branch between m.p. 3.6 at Hutchinson and m.p. 31.1 at Kingman and between m.p. 48.2 at Rago and m.p. 59.7 at Harper, and its McPherson Branch between m.p. 58.0 at Conway and m.p. 77.4 at Lyons, a distance of about 58.4 miles. Effective January 19, 2001. (STB Docket No. AB-406, Sub No. 13X, decided December 12, served December 20, 2000)
- MISSOURI - UNION PACIFIC** - To abandon 1.10 miles between m.p. 31.20 and m.p. 30.10 (the Boone Terre Industrial Lead) in Boone Terre, Missouri. Effective January 20, 2001. (STB Docket No. AB-33, Sub No. 164X, decided December 8, served December 21, 2000)
- WEST VIRGINIA - WEST VIRGINIA NORTHERN RAILROAD COMPANY** - To abandon its entire line between m.p. 0.0 in Tunnelton and the end of the line at m.p. 10.13 near Kingwood, West Virginia, a distance of 10.13 miles. Effective January 20, 2001. (STB Docket No. AB-277, Sub No. 1X, decided December 8, served December 21, 2000)
- PENNSYLVANIA - R. J. CORMAN RAILROAD CO/PENNSYLVANIA LINES** - To abandon 22.7 miles of the Wallaceton Branch from m.p. 9.2 near Bigler to m.p. 11.7 near Wallaceton and from m.p. 11.2 (Mills Industrial Branch) near Wallaceton to m.p. 24.5 near Osceola Mills and from m.p. 31.4 to m.p. 31.8 (Bigler Industrial Branch) and from m.p. 0.0 to m.p. 4.0 (Moshannon-Clearfield Industrial Track) and from m.p. 0.0 and m.p. 2.2 (Trout Run Branch) and from m.p. 0.0 and 0.3 (Big Run Branch). Final decision by April 3, 2001. (STB Docket No. AB-491, Sub No. 1X, decided December 22, served January 3, 2001)
- NORTH DAKOTA - MOHALL RAILROAD INC** - To abandon the Mohall Line from m.p. 5.25 to m.p. 35, a distance of 29.75 miles including the stations of Deering, Wolseth and Glenburn, North Dakota. Final decision by April 6, 2001. (STB Docket No. AB-577X, no Sub No., decided January 3, 2001, served January 8, 2001)
- PENNSYLVANIA - BESSEMER AND LAKE ERIE RAILROAD CO.** - To abandon the Hilliards Branch from Station 195+00 East to end of track at Station 380+88.4, a distance of 3.52 miles. Effective February 8, 2001. (STB Docket No. AB-88, Sub No. 11X, decided December 29, 2000, served January 9, 2001)
- KANSAS - CENTRAL KANSAS RAILWAY LLC** - To abandon a line from m.p. 19.5 near Garden Plain, Kansas to m.p. 3.5 southeast of the grade crossing at McCormick Avenue in Wichita, a distance of 16 miles. Final decision by April 10, 2001. (STB Docket No. AB-406, Sub No. 14X, decided January 4, 2001, served January 10, 2001)

ARKANSAS RAIL NEWS

LITTLE ROCK STREETCARS

Fred Fillers gave a report on the progress of the Little Rock River Rail Project. Apparently the project is well under way and they have released a proposed route of the new streetcar line (the streetcars presumably cost \$700,000 each). It's supposed to run from Markham Street in Little Rock down to Second Street, the on Main Street over the Arkansas River bridge to North Little Rock. In North Little Rock it will curve west on West 3rd Street, north on North Maple then east on 7th until it reached the Central Arkansas Transit car barn.

BATESVILLE LIME NOW STANDARD

(Batesville) - The famous 3-foot narrow gauge of the Batesville Lime Company has been made into standard gauge, according to reports at our January 14th meeting.

GENERAL RAIL NEWS

BNSF TO HAUL SINGLE AUTOS

(Los Angeles) - The BNSF announced December 7, 2000 that it will start an experiment to haul individual automobiles for people needed to move across the country. You could order and pay for the shipment of your car over the Internet. This type of shipment is geared for people relocating from one part of the country to another, thereby avoiding having to drive the car themselves, having it towed or paying large truck-hauling fees. The cars would be put on BNSF's bi-level automobile carriers, which can haul 10 cars. The owner-shipped cars would then be put on trains with manufacturer's shipments, taking 8 to 10 days to various destinations. The preliminary cars will be hauled from Los Angeles to Chicago. (Fort Worth Star Telegram, December 8, 2000 via Jerry Nunn)

UP TO CUT 2000 JOBS

Citing a definite slowdown in the economy, Union Pacific announced December 28, 2000 that it would layoff 2,000 union and white collar workers the first half of 2001, about half by attrition. This action is significant since railroads usually harbor accurate forecasts of the economy since they haul basis bulk goods. (Thanks to Jerry Nunn)

MORE NEWS NEXT MONTH

I will be having more news next month, so people like Dan Barr of Houston, Texas and Jim Johnson of Kansas, keep sending in the news items. Thanks.

AMTRAK NEWS

EAGLE TO DETOUR ON KCS

According to Robert Heavenrich of the NRHS via the Internet, Amtrak's *Texas Eagle* No. 21, the southbound Eagle, was to begin running on UP from Texarkana to Jefferson, Texas, where it will be switched to the KCS and go via Sulphur Springs, Greenville and Wylie to Dallas over former Santa Fe (now KCS) tracks. This will permit UP to do maintenance on their line between Big Sandy and Dallas over a 6-week period. This will also give Amtrak an opportunity to train operating crews and qualify them on KCS.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

PINE BLUFF, ARKANSAS - April 7, 2001 - The Cotton Belt Rail Historical Society (NRHS) in Pine Bluff will host it's

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MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 19 (Gene Hull)

annual Show and Sale April 7.

URBANA, ILLINOIS - July 7, 2001 - The Illinois Central Historical Society will have its 20th annual Railroadiana and Model Railroad Show from 9 to 4 p.m. at the Holiday Inn in Urbana, Illinois. Dealer tables are \$25 each. Dealers should contact Terry McMahan, 865 Gen George Patton Rd, Nashville TN 37221, 615-646-4646 evenings. The annual meeting will be held July 5th through 8th with the show on July 7.

This company found the line in a dilapidated physical condition as a result of high water, and they decided to construct a new line, leaving the old main line about $1\frac{1}{2}$ miles south of Varner and running in a southerly direction west of the edge of overflow of the river, through Judge Humphrey's plantation (Now McGehee) to Bowie (Now Halley), with a branch leaving the main line at Trippe Junction and extending to Arkansas City. This was accordingly done and the old main line, from Varner to Chicot and from Chicot to Bowie, was then abandoned. The "Ouachita Branch" was extended from Collins to Warren and the main line was extended from Pine Bluff to Little Rock. A branch was also constructed from Varner to Gummins Landing, on the Arkansas River, known as the "Varner Branch," which was abandoned in 1894 after the property was purchased by the St.L.I.M. & S. Ry.Co. The dates of completion of the various parts of this line are not available but can be given approximately as follows:

Color on Map	No.	From	To	Built By	Date Comp. (About)	Miles
Green	176	Pine Bluff	Chicot	LRFB&NO RR Co.	1870	64.74
"	177	Chicot	Collins	MO&RR RR Co.	"	27.57
Carmine	174-A	Varner	Halley	LRMR&T Ry.	1879	39.18
"	175-A	Trippe Jct.	Arkansas City	" "	"	7.82
"	175	Collins	Warren	" "	"	31.43
"	174	Pine Bluff	Little Rock	" "	1880	43.11
(Abandoned)		Varner	Gummins Land- ing	" "	1883	4.87
Total						218.72
Less track abandoned by LMR&T Ry. in 1876						51.00
Mileage purchased by St.L.I.M. & S. Ry.Co.						167.72

The Varner Branch was abandoned in 1894 by St.L.I.M. & S. Ry.Co., leaving present length of line 162.85 miles.

Termini: From connection with River Track on west line of Main Street at Little Rock to center of depot at Halley (110.03 miles); from Trippe Jct. to end of track at Arkansas City (7.82 miles); and from H.B. connection with main line at Halley to end of track at Warren (45.00 miles); a total mileage of 162.85

This company, after its organization, executed two mortgages as follows:

First: January 1, 1876, to John H. Reed and Ezra H. Winchester, Trustees, to secure bonds aggregating \$2,187,500.

Second: May 1, 1881, to Elisha Atkins and F. Gordon Dexter, Trustees, to secure bonds aggregating \$1,312,500.

On June 26, 1885, separate bills were filed by the trustees in these mortgages in the United States Circuit Court for the Eastern District of Arkansas. The cases were consolidated and a decree of foreclosure was rendered on November 15, 1886 (Chancery Record F, p. 210), and the property was sold on January 28, 1887, to

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Mississippi River, south to Arkansas City, thence west to Collins, Arkansas, approximately 27.57 miles (scaled from an old map), completed sometime prior to 1870.

The State Board of Railroad Commissioners in 1870 and 1871 issued bonds of the State to aid in the construction of this road, to the amount of \$600,000. The company also issued a mortgage on its road and franchises on May 3, 1870, to Benj. A. Farnham and David B. Sickles, Trustees, to secure an issue of bonds in the amount of \$240,000. On November 11, 1873, the company was consolidated with the L.R. P.B. and N.O. R.R. Co., forming the Texas, Mississippi & Northwestern Railroad Company.

(b) Little Rock, Pine Bluff and New Orleans Railroad Company was incorporated under the general railroad laws of Arkansas by articles of association filed in the office of the Secretary of State of Arkansas, November 24, 1868. It constructed a line of road from the corner of James and Bogy Streets (now Fourth and Texas) in the city of Pine Bluff, in a southeasterly direction through the towns of Varner, Medford, Watson and Tidwell, to a junction with the M.O. & R.R. R.R. Co. at Chicot, a distance of approximately 64.74 miles (scaled from an old map), completed about 1870.

In 1869 the State Board of Railroad Commissioners issued \$1,200,000 of state bonds to aid in the construction of the road under the provisions of an act of the General Assembly approved July 21, 1868 (Acts of Arkansas 1868 p. 148), and on April 25, 1870, issued a mortgage to Benj. A. Farnham and David B. Sickles to secure an issue of \$1,200,000 of bonds.

The "T.M. & N.W. Consolidation"

Under the provisions of the general railroad laws, and by articles of consolidation filed in the office of the Secretary of State of Arkansas, November 11, 1873, these two companies, viz., the Little Rock, Pine Bluff and New Orleans Railroad Company and the Mississippi, Ouachita and Red River Railroad Company, formed a consolidation under the name, "TEXAS, MISSISSIPPI AND NORTHWESTERN RAILROAD COMPANY."

On March 15, 1875, Chas. Main, Ezra H. Winchester, Elisha Atkins and Ebenezer T. Farrington, as bondholders, filed two bills in the United States Circuit Court for the Eastern District of Arkansas, one against the Texas, Mississippi and Northwestern and the Mississippi, Ouachita and Red River Railroad Companies, and the other against the Texas, Mississippi and Northwestern and the Little Rock, Pine Bluff and New Orleans Railroad Companies, to foreclose the respective mortgages of the two original companies. Separate decrees were entered on November 12, 1875 (Chancery Record B, pp. 697 and 700), and the road and franchises were sold to Chas. W. Huntington and Edw. L. Adams, representing the bondholders, on December 18, 1875 (Chancery Record C, pp. 1 and 3).

The purchasers reorganized on December 18, 1875, under an act supplemental to the general railroad laws of the State, approved December 9, 1874 (Acts of Arkansas 1874 p. 57), taking the name, "Little Rock, Mississippi River and Texas Railway," and filed a certificate of organization in the office of the Secretary of State, September 28, 1877.

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Jay Gould, which sale was confirmed by the Court January 31, 1887 (Chancery Record F, p. 286). Jay Gould conveyed the property to the St. Louis, Iron Mountain and Southern Ry. Co. by deed dated February 1, 1887. The organization of the L.R.M.R. & T. Ry. was no longer maintained and ceased to exist.

Under authority of an act of the legislature approved March 15, 1879 (Acts of Arkansas 1879 p. 78), the Governor, on December 18, 1883, conveyed to the company a total of 50,392 acres of internal improvement, swamp and forfeited tax lands. On April 25, 1884, the company executed a mortgage on these donated lands to Henry Wood as trustee, to secure certain floating indebtedness in an estimated amount of \$425,000. On July 24, 1889, Jay Gould, as assignee of the debts which the mortgage was designed to secure, filed suit in the United States Circuit Court for the Eastern District of Arkansas against the L.R.M.R. & T. Ry. and Henry Wood, as Trustee, to foreclose the lien of said mortgage. Francis Johnson, of Little Rock, was appointed Commissioner to dispose of said lands, under a decree of the Court dated November 27, 1892, and by deed dated January 27, 1893, Johnson conveyed said lands to George J. Gould, Trustee.

On June 29, 1883, one Williams, holder of some of the state aid bonds issued to one of the original constituent companies, filed a bill in the United States Circuit Court for the Eastern District of Arkansas against the Little Rock, Mississippi River and Texas Railway, to subject said road and its property to the lien supposed to be conferred by said bonds. This suit followed the course of the case of William H. Thompkins vs. Little Rock and Fort Smith Railway (See page 80), both cases being determined adversely to the complainants by the United States Supreme Court (125 U.S. 109).

6. Houston, Central Arkansas and Northern Railway Company:

(a) The Houston, Central Arkansas and Northern Railroad Company: In March, 1887, Wm. A. Bright, James Converse, Charles N. Kight, E.R. Morgan, J.W. Johnston and A.W. Files, associated themselves together under the provisions of Sections 683-695 of the Revised Statutes of Louisiana, forming a corporation which they named "The Houston, Central Arkansas and Northern Railroad Company," for the purpose of building a railroad from a point at or near Monroe, Louisiana, running northwardly to the Louisiana-Arkansas state line and there connecting with a line to be built by an Arkansas corporation.

In May, 1887, the same persons above mentioned under the same law associated themselves together forming a second corporation having the same name, to-wit: The Houston, Central Arkansas and Northern Railroad Company, for the purpose of constructing a railroad beginning at or near Monroe, Louisiana, and running southwardly to some point on the boundary line between Louisiana and Texas, there to connect with a railroad to be constructed to the city of Houston, Texas; also a branch line beginning at or near Monroe, Louisiana, and extending to Alexandria, Louisiana.

Under the provisions of Sections 3 of Articles III. of the said charters, and by authority of Act No. 39, Session Acts of Louisiana 1887, articles of consolidation were entered into by the President and Directors of these two companies

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(they being the same in both cases), by which articles it was provided, among other things; "that the said two acts of incorporation have been and shall be considered as but one act of incorporation or charter, the second being simply an extension and enlargement of the first"; and further that "the said The Houston, Central Arkansas and Northern Railroad Company is formed and incorporated for the object and purpose of constructing a continuous line of railroad from a point on the Louisiana and Arkansas line to or near Alexandria, Louisiana, and, if desirable, of extending a line to the Louisiana and Texas state line in the direction of Houston, Texas." These articles of consolidation were filed in the office of the Secretary of State of Louisiana in March, 1889.

An act of Congress, approved August 6, 1888 (25 U.S. Stats.at Large 375), authorized The Houston, Central Arkansas and Northern Railroad Company to construct and maintain bridges across Bayou Bartholemew, Ouachita River, Little River, Red River and Sabine River in the State of Louisiana, and required the work of construction on said bridges to be commenced within one year and completed within four years from date of said act. Another act, approved August 18, 1890 (26 U.S. Stats.at Large 315), extended the time for beginning the construction of these bridges for one year from the date of this act. Both acts were duly accepted by the Directors of the company and the bridges over the Ouachita, Red and Little Rivers were begun and completed within the time specified.

The railroad was constructed from the Louisiana-Arkansas state line to Alexandria and completed as follows:

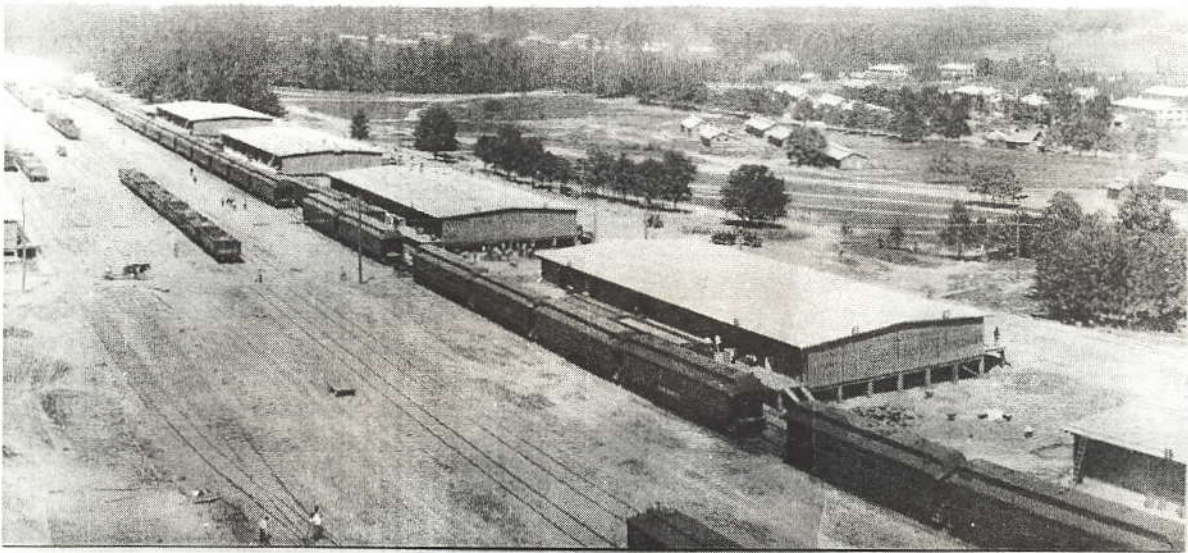
From	To	Date Completed	Miles
Ark.-La. Line	Riverton	7- 1-90	73.42
Riverton	Red River Bridge	12-20-91	68.90
Rod River Bridge	T. & P. Jct., Alexandria	7- 1-92	2.27
Total			144.59

Termini: From a junction with the rails of the H.C.A. & N. Ry. Co. on Arkansas-Louisiana state line to a connection with T. & P. Ry. at North Junction, 0.28 mile north of center of depot at Alexandria.

~~Color on accompanying map - Orange, No. 192.~~

(b) The Alexandria and St.Louis Railway Company was organized under the general railroad law of Louisiana by articles of incorporation dated July 29, 1892, and duly filed in the public offices of said State.

On April 29, 1893, The H.C.A. & N. R.R. Co., by authority of its board of directors, executed and delivered to the A. & St.L. Ry.Co. a deed of conveyance of all its railroad and other property and franchises, being the 144.59 miles hereinbefore described, said purchase being duly authorized by the board of directors of the A. & St.L. Ry. Co. The organization of The H.C.A. & N. R.R. Co. was thereafter no longer maintained and ceased to exist.



Train of passenger equipment at Camp Pike, Arkansas during the summer of 1917. (*Public Relations - Camp Robinson, Gene Hull collection*)

REMEMBER WHEN

by: **Gene Hull**

This photo, forgotten for 18 years, evokes memories of some hectic days in December 1941. The photo is from a copy negative I made from a picture in the files of the Camp Robinson Public Relations Office in 1980.

It shows a train of 18 heavy steel, open vestibule passenger cars spotted adjacent to a line of warehouses at Camp Pike in 1917. Arkansas was included in the Twelfth Division in the Southern Department of the U. S. Army War Department

A training cantonment was established a couple of miles north of Argenta (later North Little Rock) on 12 June 1917. The Missouri Pacific built a railroad to the hilly area, leaving the main line (ex-Little Rock & Ft. Smith Railroad) at Levy. Soon there were several thousand soldiers in training for a part in the glory of World War I. Camp Pike was named in honor of Brigadier General Zebulon Montgomery Pike, the famous explorer of southwestern America for whom the equally famous mountain, Pikes Peak, was named. The camp soon became a sprawling, self-contained town.

By 1930, rumbles of another war in Europe came across the Atlantic and into North Little Rock. Combat units of the U.S. Army were sent to field training camps. One of these was old Camp Pike, renamed in 1937 as Camp Joseph T. Robinson, to honor the Arkansas U.S. Senator after his death. The 35th Infantry Division came to Camp Robinson.

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In the meantime, the Missouri Pacific, which had been relatively dormant (an employee was hired to replace one who died), found itself in need of some warm bodies to accommodate the anticipated increase of national transportation. On 23 November 1940, I went to the trainmaster's office at Van Buren, Arkansas and applied for a job as brakemen between Little Rock and Van Buren.

I got it.

After making twelve "student" trips (no pay) I went back to Van Buren for a Book of Rules examination. The first thing was a trip to the doctor's office. He laid out several skeins of wool yarn well coated with decades of soot and coal smoke to determine if I could identify red from green. I did.

The rules exam was in an ex-parlor car near the yard office. This consumed about four hours (1:00 p.m. until 5:00 p.m) on 26 December 1940. We had a similar session next morning, finishing at about noon. I was one of eight new brakemen. We returned to North Little Rock, where our names were placed on the extra board. My first pay trip was 3 January 1941 on local freight and I was paid \$6.06 per 100 miles. We were called for 8:40 a.m. and arrived at Van Buren (155 miles) at 10:10 p.m., including one hour and twenty five minutes overtime. For this I was paid \$11.78!

Now for the rest of the story.

I pursued fame and fortune, running back and forth. I never caught up with either.

About this same time, January 1941, the 35th Division began arriving at Camp Robinson. There were a few more than 28,000 men. Training began. North Little Rock was bulging at the seams with families of the troops.

On 7 December 1941, the Japanese "committed suicide," although it took about four years. They visited Pearl Harbor. Four days later, Adolph Hitler made the same decision. Uncle Sam was busy as a one-armed paper hanger.

The Missouri Pacific had decided to assign the Camp Robinson traffic to the Central Division freight crew extra boards. When the U.S. declared war the War Department shifted everything into high gear. On 13 December 1941 the 35th Division erupted like a volcano.

Head 'em up, move 'em out!

This chilling news even affected the weather. A cold, drizzling rain began to fall. Good fortune blessed me the morning of 14 December - I was called for a Camp Pike switch engine for 1:00 p.m. At the yard office three greenhorn brakemen greeted Conductor Frank Bargiel, who was understandably nervous. None of us was familiar with the Camp yards. The west leg of a wye at the yard office led onto the main line of the Central Division and it was there we found Mikado

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No.1241, simmering and ready to go. Everyone climbed aboard (it was warm and cozy in the cab - everybody was nearby). The old 1911 model ALCO was ready to do her part in the "war effort."

Just 1.41 miles north we left the main line at Military Junction and began climbing several hundred feet in elevation into the "rolling hills" area north of town. It was slightly more than four miles to the edge of the military reservation.

The main track extended on a tangent along a series of warehouses with high-level platforms, similar to old-style passenger stations, convenient for loading freight on or off cars. A lead track (ladder track, if you prefer) with a series of yard tracks branched to the left. There were several tracks containing heavy steel passenger cars. It was our duty to move military personnel as quickly and efficiently as possible.

We began shuffling cars on to the track in front of the warehouses. To make things more interesting and convenient, there were three other crews busy assembling tracks full of freight cars for loading heavy equipment to accompany the personnel on a westward journey to California. Four crews working in a yard with only one lead track guaranteed a world of confusion. There always was somebody in your way. To add to the fun, the yardmaster had been "promoted" from the terminal yard down town and was not familiar with the camp yard.

There was enough nerve wracking pressure to go around from the general in charge of the camp to the private at the guard hut at the entrance.

When all the passenger cars were coupled into 12 to 15 car trains, the cast iron steam heat line fittings had to be connected between the cars. The mechanical clamps required the use of a ball peen hammer. Try to imagine this scene.

Early darkness was approaching, a cold drizzling rain was falling, there were no large floodlights to illuminate the yard, we brakemen had only an electric lantern to defeat the darkness. In addition to all this, it was necessary to crawl between the cars, find a seat on the crushed rock ballast, pull the steam line from each car together and hold it with one hand, grasp the hammer in the other hand and hold your lantern in the third hand so you could see what you were doing while a slow trickle of water ran under the collar and down your back.

The temperature was slightly above freezing.

To make things even better, the nervous yardmaster, R. D. Day, walked back and forth along the train urging the cold, shivering fellow with the beat and battered fingers to hurry - the train must move. It took a lot of concentration to ignore his encouragement.

One of the young fellows was a pure Irishman named B. S. McGarity. Ignoring the implication of his initials, we called him "Mac."

I had barely extricated myself after making a steam line connection, when I saw the yardmaster making one of his frequent rounds and he stopped to give Mac one of those pep talks.

A shadowy bear-size figure emerged from between the cars and raised up on its hind legs. It was Mac, near 6 feet 6 inches and 275 pounds with his lantern shining up to illuminate their faces.

Mac said, in a tense controlled voice, "Mr. Day, if this continues, I'm gonna make you a necktie out of this lantern." Mr. Day kept a low profile.

We delivered the train of troops to the North Little Rock yard. After such an enjoyable evening, we returned to repeat the performance. We finally returned to the yard office at 12:50 a.m. that next morning, accumulating 3 hours and 50 minutes of overtime, receiving the magnificent sum of \$11.73 for 11 hours and 50 minutes of work.

After getting to bed at about 2:00 a.m. I found myself called for 11:00 a.m. to return to the camp for a 16-hour stint. This routine continued for several days.

It was on this Camp Pike job that I learned the extras value of the local newspaper. I discovered that, in addition to providing a wealth of information, it could also save my life.

We continued to enjoy typical Arkansas winter weather - cold, rainy, wet and miserable. There was a limit to the amount of clothing you can put on and still move. I was just 5 feet 10 inches tall and weighed 125 pounds, while carrying my lantern. Up on that Camp Pike hill I could hold my hand behind me and feel the cold north wind coming through.

I was slowly freezing to death and had to have some relief. I discovered that a double sheet of newspaper inside my shirt, fore and aft, was actually wind proof. This helped me make it through the winter of 1941-42.

The mad rush to get the 35th Division on the road lasted several days. The weather changed. It got worse. The temperature hovered near 30 degrees. There was a fine, foggy mist, which turned to a coating of ice on everything. The bottom stirrups and ladder run on every car were extremely dangerous. Caution was the password. Fortunately, no one was injured.

This was one of several instances definitely not included in the nostalgic phrase - Glory Days of Railroading.

(Editor's notes: this track to Camp Robinson still exists as of early 1999, now owned by Union Pacific. During the Gulf War of 1991, several trainloads of military hardware moved in and out of the camp on the line, but little if any traffic has used it since. UP is keeping the track up to standards, however, in case of further military need. I also live pretty close to the track and actually walked to work on it in early January 1999 during the ice storm. It indeed does have a healthy uphill climb to the camp).

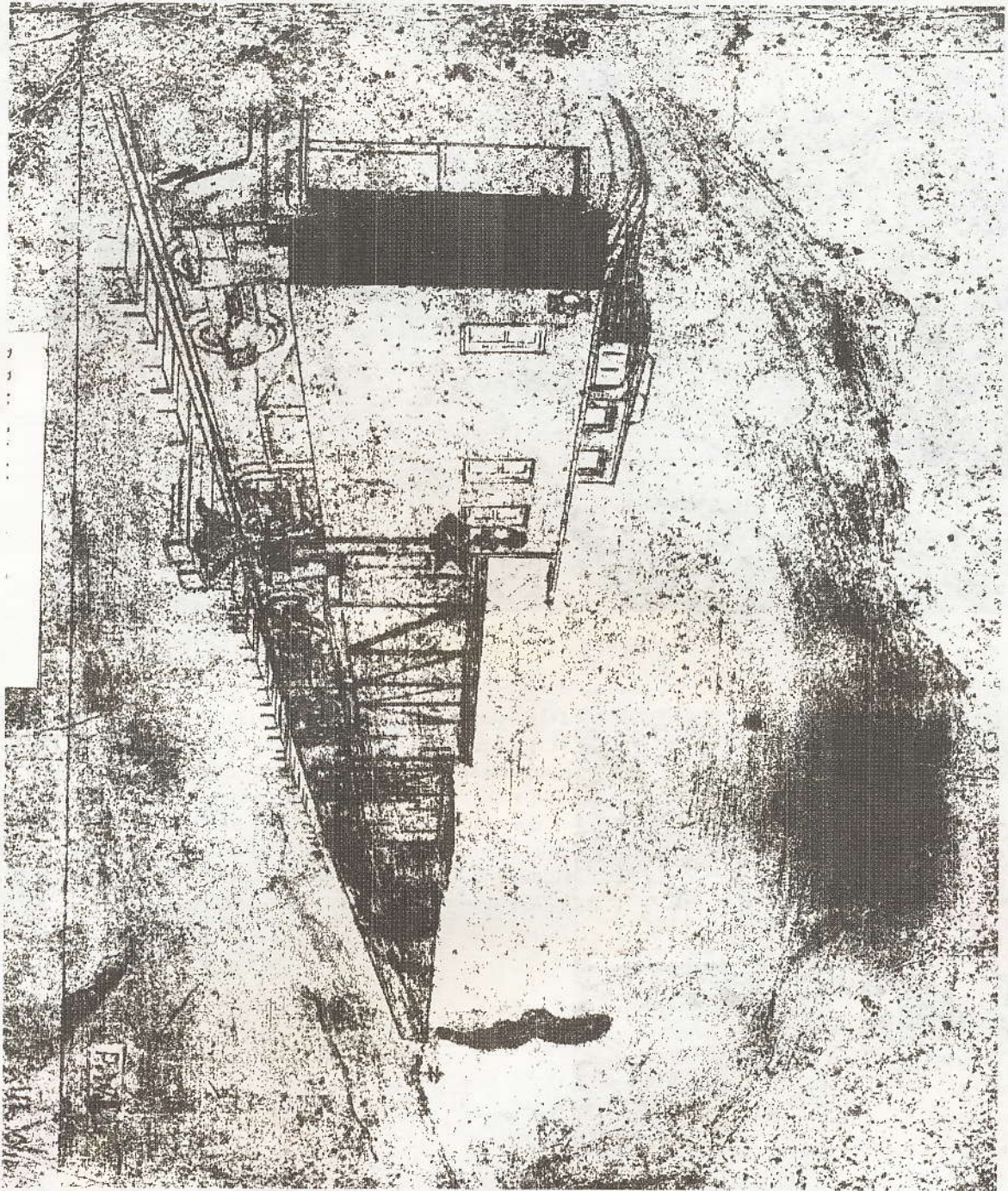
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Missouri & Arkansas Diesel Motor Car with Train No. 705 loading baggage at the Harrison, Arkansas depot, March 8, 1944. (Ken Ziegenbein collection, photographer unknown)



Missouri & Arkansas depot at Georgetown, Arkansas, date unknown. (Ken Ziegenbein collection, bought from Edward Emery)



This drawing was made by P. W. Wooldridge at age 17 in 1932. "Searching through an old desk recently, I found some "art" work I did back in 1932. On drawing board, it was in a state of disrepair. How it had survived was beyond explanation. At that same time back in 1932 I'd spent a week drawing SSW engine 779 and tender, very proud of it, but it didn't survive.

I'd felt I'd ruined the freight train drawing when I tried to India Ink it. While at Idalia, Missouri I'd submitted Readers Choices to *Railroad Magazine*, and they had sent me two beautiful illustrations for stories. The one by Watson is a Colorado railroad snow scene, measuring 14x22 inches."



TOP - Remnants of the famous Arkansas Ice Storm of December 2000. This scene shows some ice-covered trees across Union Pacific's Camp Robinson spur in North Little Rock on December 29, 2000. (See Gene Hull's story about this military camp - once called Camp Pike - in this newsletter. The camp is still active today). **LEFT** - Arkansas Midland's Santa Train, one taken at Butterfield, the other (hidden by the grass) off Highway 270 out of Malvern, Arkansas, December 9, 2000. (Left photos by Krysti Hodkin, top photo by Ken Ziegenbein)

