



LITTLE ROCK CHAPTER
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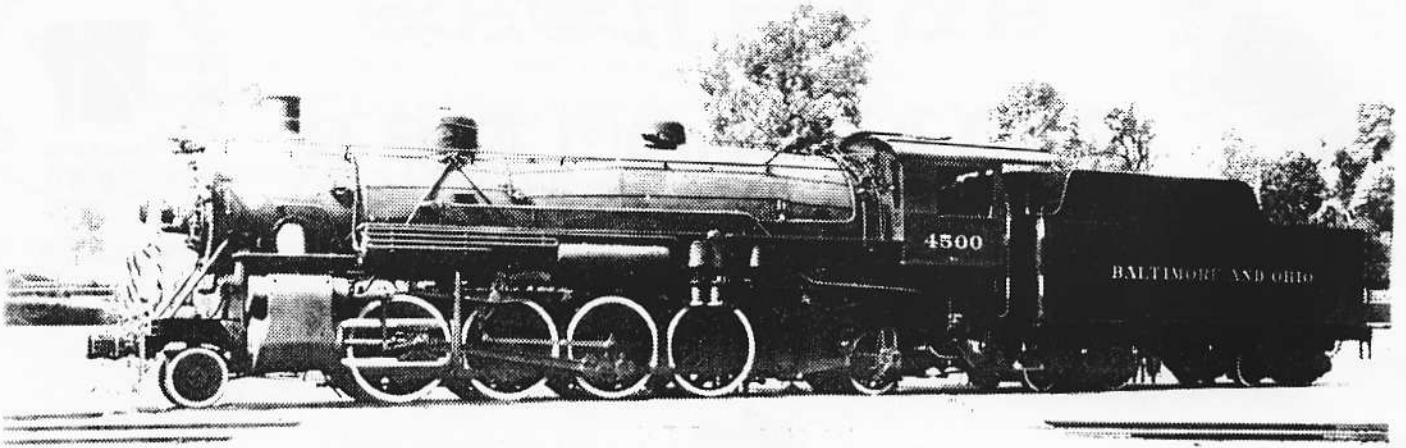
ARKANSAS RAILROADER



VOLUME 29 NUMBER 6 JUNE 1998



Green Bay & Western 320 leaving Winona, Minnesota at dawn on September 27, 1981. (*Peter Smykla, Jr photo*)



The first USRA Mikado was built by Baldwin on 4 July 1918. (Gene Hull collection)

UNCLE SAM'S FIRST MIKADO

by: Gene Hull

In 1914 an international argument began in Europe between the Central Powers (Germany, Austria, Hungary, Bulgaria and Turkey) and the Allies (Great Britain, France, Italy, Russia, Rumania, Serbia, and Greece).

Shooting began in August and immediately spread like fire in a dry hay field. In March 1915 the first American life was lost when German submarines sank a British passenger ship. No one was absolutely sure why the war had begun.

On 7 May 1915, the British liner LUSITANIA was sunk, killing almost 1200 persons, including more than 100 Americans. By now Americans were getting upset. President Woodrow Wilson asked Congress to declare war against the Imperial German government on 2 April 1917. The stuff really hit the fan.

All American industries manufacturing war supplies received a great stimulus. American troops in France immediately needed great quantities of railroad motive power and rolling stock. Railroads were a main cog in the war machine. The United States Railroad Administration was formed under the direction

of William Gibbs McAdoo. The USRA took control of American railroads on 28 December 1917.

Until that time the country's railroads had operated to a great deal on pretty much of an individual basis. The variety of motive power was a hodge-podge mess. The USRA determined that for the roads to operate in a reasonably unified manner, to move the massive tonnage across the 3,000 miles between oceans, standardized types of locomotives would be mandatory. Also, the purchase of railroad equipment must be centralized.

Wm. McAdoo appointed a committee to prepare standard specifications for locomotives. The committee was composed of representatives from eleven railroads and from Baldwin, Lima, and American locomotive builders. The specifications were for engines in passenger, freight and switching service. Headquarters were established at the Baldwin plant at Philadelphia, Pa. Joseph B. Ennis of ALCO, Wm. E. Woodward of Lima and Harry Glanzer of Baldwin were in charge.

Finally 12 standard designs for eight types of engines were agreed upon. Road engines for light duty were given a classification of "A," and heavy duty engines were class "B," such as a 2-8-2A or B. This was not a truly new idea. Back in 1903, Edward H. Harriman did the same thing for his "Associated Lines," composed of the Southern Pacific, Union Pacific, Oregon Short Line, Oregon Railroad & Navigation and Chicago & Alton.

The committee held its first conference at the office of the Baldwin works on March 13-14-15, 1918, and other meetings were at the Interstate Commerce Building at Washington. It was determined that during the war engines on American roads could be quickly serviced or repaired from a convenient stockpile of standard parts.

When time came to begin construction of the first USRA engines, an order was issued on 30 April 1918 and divided among the three builders. Baldwin and Alco staged a friendly competition to complete the first engine.

It was decided the builders would begin with a Mikado 2-8-2 type. Baldwin sent personal representatives to the various manufacturers of component parts to speed up delivery. Large castings rode varnished cars of fine named trains, and in horse express cars. Sam Vauclain, Baldwin's senior vice president in 1918, sent word to the shop men that he wanted their first engine to be ready by July 4th.

On June 19 the boiler was put in the erecting shop. On July 1 the engine was pulled into the yard for her first taste of sunshine. On July 3 she was painted, numbered 4500, and lettered "BALTIMORE AND OHIO." She was put on display July 4, had her picture taken, and was pronounced complete. Being completed in a record 20 days, Uncle Sam's first Mikado was sent to the B&O on July 5, 1918. Her statistics were 26" x 30" cylinders, 64" drivers, 200 lbs. boiler pressure, 53,800 lbs. tractive effort, 292,000 lbs. weight, and 47'-6 1/4" long.

The USRA was in business with B&O 2-8-2 No. 4500. ~~4500~~



1998 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
BOARD '98 - Robin Thomas, 10908 Rivercrest Dr #26, Little Rock AR 72212-1412
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr. Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, JUNE 14 at our usual site, the Mercantile Bank on Main Street in North Little Rock, just across the street from the Riverfront Hilton. Time will be 2 p.m. The program will be given by JOHN JONES on his various Amtrak trips the past year.

NEW MEMBERS: Herb Prout, HC63, Box 194, Clinton AR 72031, 501-745-2913; Joseph A. Webb, 19773 Crystal Rock Drive, Germantown MD 20874, 301-428-9337. (Mr. Webb was the first one who joined our club by finding our site on the Internet)

OUR INTERNET WEB PAGE - As a reminder, I am personally hosting a site for our club on the Internet, which has the current issue of the *Railroader* on it, plus any announcements. This doesn't cost the club anything. The address: <http://www.netcom.com/~ken.z.rw/weather/trains/road.html>

JUNE BIRTHDAYS: THOMAS E. TOWNSEND, M..D. (6/08); GENE HULL (6/08); JAMES E HOLLEY (6/10); GEORGE H WALKER (6/12); RUSS HARRISON (6/19); DAVID P HOGE (6/23); DAVID A NARRACONG, SR (6/23); NAOMI HULL (6/25); DANIEL D CARTER (6/26); CURTIS A TERRY (6/28); THOMAS L WILBORN (6/30).

1999 CALENDARS will have 14 black & white photos, and NOT repeat the cover photo in the body of the calendar. The several I've talked to didn't want to use the cover photo also as a month-picture, like we did for the 1997 calendar, so I won't.

Also, like last year, this calendar will have member's birthdays printed on the birth date. It's the only calendar you can buy that has your birthday on it, so plan to stock up! (Birthdays won't be on the year 2000 calendar). They won't be ready until mid-June, when we'll start taking orders. Price will probably be \$7 again.

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 - HELP! Where can I find a

videotape of "The Titfield Thunderbolt" (Ealing Studios, 1952)? "When a branch railway line is threatened with closure, the villagers take it over as a private concern." (Halliwell, 3 stars). Contact Bob Oswald, 2511 Elizabeth, Fayetteville AR 72703-3710, 501-521-9714.

FOR SALE - Jack Royce's benchwork. Jack had 2 pieces of 4' x 6' plywood in an "L" shape layout over his benchwork. He paid over \$400 for the benchwork itself. Widder Fay Jean wants to sell the benchwork and two plywood pieces for \$150. There are pieces from the layout which would be included as a bonus. Please call Fay Jean at 501-228-9853, 501-661-0292 or 501-350-7779 to make an appointment to see it.

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. It was written by Clifton Hull with help from Tom Shook, among other club

members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can order from White River Productions, 24632 Anchor Ave, Bucklin MO 64631. Cost is \$29.95 plus \$4.50 postage and handling (total of \$34.45 if you're having it mailed). MasterCard or Visa accepted. You can call White River Productions at 816-695-4433.

FOR SALE - James R. Fair's new book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. YOU CAN NOW ORDER DIRECTLY FROM MR. FAIR. He'll even autograph it for you. Cost directly from him is only \$34 plus postage. His address is: James R. Fair, 2804 Northwood Rd, Austin, TX 78703-1630. Call 512-451-6194 or 512-471-3689. James Fair is and has been an Arkansas Railroad Club member for years.

FOR SALE - Collector quality Missouri

Pacific Power book by Joe Collias. Contact T. B. Wilson, 19934 Sweetgum Cir #14, Germantown TN 20874 or call 301-601-0712.

WANTED - New members in the Morse Telegraph Club, Inc., Grand Chapter, Chicago, Illinois. Contact Keith LeBaron, Grand S/T, 550 N Greenfield, Freeport IL 61032 or call 815-232-2564. Dues are \$10 per year. The nearest local chapter to us is in Tulsa, Oklahoma, Bill Orr, 5812 S Pittsburg Ave, Tulsa OK 74135.

WANTED - Stories, photos and other information pertinent to women working on the railroad, both non-clerical and clerical. The period of WWII is of special interest, but all leads to employees or their relatives would be appreciated and followed up. Contact Frank Fabian, 8828 55th Court, Oak Lawn, IL 60453-1249.

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.

VIRGINIA - NORFOLK AND WESTERN RAILWAY - To abandon 3.34 miles of line between m.p. CL-13.56 at Duty and m.p. CL-16.90 at Clinchfield Coal, Virginia. Effective June 3, 1998. (STB Docket No. AB-290 (Sub No. 200X, decided April 23, 1998, served May 4, 1998)

OREGON - PORTLAND & WESTERN RAILROAD, INC - To abandon three segments of line (1) from m.p.20.05 to m.p. 21.09, a distance of 1.04 miles; (2) from m.p. 21.09 to m.p. 21.26, a distance of 0.17 miles, and (3) from m.p. 21.50 to m.p. 22.0, a distance of 0.5 mile, all located near Hillsboro, Oregon. Included are the stations of Merle and Orenco Junction, Oregon.

Final decision by August 3, 1998. (STB Docket No. AB-541X, no Sub No, decided April 27, 1998, served May 5, 1998)

WISCONSIN - FOX VALLEY & WESTERN LTD - To abandon a line known as the Luxemburg-Kewaunee Line extending from m.p. 18.9 near Luxemburg to m.p. 35.6 at the end of the line near Kewaunee, a distance of 16.7 miles. Included are the stations of Casco Junction and Kewaunee. Final decision by August 3, 1998. (STB Docket No. AB-402, Sub No. 5X, decided April 27, 1998, served May 5, 1998)

VIRGINIA - NORFOLK & WESTERN RAILWAY CO. - To abandon a 0.74 mile line between m.p. L-0.20 and m.p. L-0.94 in Lynchburg, Virginia. Effective June 4, 1998. (STB Docket No. AB-290, Sub No. 198X, decided April 23, served May 5, 1998)

VIRGINIA - NORFOLK & WESTERN RAILWAY CO. - To abandon a 0.14 mile line between Station 60+00 and Station 67+56 and discontinue trackage rights over a 1.12 mile CSX track between Station 0+64 and Station 60+00 in Waynesboro, Virginia. Effective June 6, 1998. (STB Docket No. AB-290, Sub No. 193X, decided April 29, served May 6, 1998)

OKLAHOMA - BNSF - To abandon 42.80 miles of line between m.p. 73.60 near Fairmont and m.p. 116.40 near Guthrie, Oklahoma, including the stations of Douglas, Marshall, Lovell, and Crescent. Effective June 5, 1998. (STB Docket No. AB-6, Sub No. 379X, decided April 29, served May 6, 1998)

INDIANA - CENTRAL RAILROAD CO. OF INDIANA - The STB DENIED a petition by the Central Railroad Co. of Indiana to abandon its 58-mile line between Greendale and Shelbyville, Indiana. Decided May 4, 1998. (This was just a news release, and no Docket No of the original abandonment request was given)

WASHINGTON - SEA LION RAILROAD - To abandon a line between the end of the line at m.p. 2.70 and m.p. 0.09 in the Ballard District of Seattle, a distance of about 3 miles. Final decision by August 11, 1998. (STB Docket No. AB-544X, no Sub No., decided May 8, 1998, served May 13, 1998)

IOWA - IOWA INTERSTATE RAILROAD, LTD. - To abandon a line from m.p. 123.5 near Otley to the end of the line at m.p. 114.80 in Pella, Iowa, a distance of 8.70 miles. The station of Pella is included. Final decision by August 11, 1998. (STB Docket No. AB-414, Sub No. 2X, decided May 6, 1998, served May 13, 1998)

NORTH CAROLINA - CSX - To abandon part of its Florence Service Lane, North End Subdivision, extending from Valuation Station 4+30 at Falls Road to Valuation Station 36+00 at the end of the track near Earl Street, North Carolina, a distance of 0.60 miles. Final decision by August 11, 1998. (STB Docket No. AB-55, Sub No. 562X, decided May 5, 1998, served May 13, 1998)

MASSACHUSETTS - BOSTON & MAINE CORP - To abandon 1.82 miles known as the Watertown Branch from m.p. 5.85 (Engineering Station 87+90) to m.p. 7.67 (Engineering Station 184.25) in Middlesex County, Massachusetts. Effective June 13, 1998. (STB Docket No. AB-32, Sub No. 86X, decided May 6, 1998, served May 14, 1998)

LOUISIANA - KANSAS CITY SOUTHERN - To abandon 1.70 miles of line between m.p.

46.78 at the Arkansas-Louisiana state line and m.p. 48.48 about 200 feet south of Vine Street in Springhill, Louisiana. Effective June 14, 1998. (STB Docket No. AB-103, Sub No. 13X, decided May 6, served May 15, 1998)

OHIO - AKRON BARBERTON CLUSTER RAILWAY CO - To abandon 4.14 miles of line from Valuation Station 440+00 at Main Street to Valuation Station 658+63 at Seiberling Avenue, Ohio. Effective June 20, 1998. (STB Docket No. AB-494X, no Sub No., decided May 8, 1998, served May 21, 1998)

KENTUCKY - PADUCAH & LOUISVILLE RAILWAY, INC. - To abandon 6.70 miles between m.p. J-126.6 at Central City and m.p. J-133.3 at Greenville, Kentucky and to abandon 6.14 miles of branch line known as the Beech Creek Lead, between Greenville and Pond Creek, Kentucky. Included are the stations of JK Jet and Pond Creek. Final decision by August 21, 1998. (STB Docket No. AB-468, Sub No. 3X, decided May 14, served May 22, 1998)

PENNSYLVANIA - CONRAIL - To abandon 0.42 miles of the Berks Street Industrial Track between m.p. 2.98 and m.p. 3.40 in the city of Philadelphia. Effective June 21, 1998. (STB Docket No. AB-167, Sub No. 1183X, decided May 15, served May 22, 1998)

ARKANSAS RAIL NEWS



ROCK ISLAND ARGENTA DEPOT

(North Little Rock) - The 85-year old Argenta (which was what North Little Rock was called from 1903 to 1917) depot of the Rock Island was renovated and dedicated May 12, to be used as offices for the Sherman Park Community Development Corp. The Arkansas Railroad Club had a work day there a few years ago, clearing

away tons of trees and brush. The cost of renovation was \$300,000, some money coming from ISTEAF funds.

The station was built in 1913 but served passengers only until the late 1920s, according to Gene Hull. During World War I, after Camp Pike was built, thousands of soldiers arrived and departed from this station. A construction worker found graffiti in the building saying, "Down with

the kaiser." It closed to passengers in the late 1920s because the Rock Island had its main and larger station just across the Arkansas River in Little Rock.

Rock Island's famous *Choctaw Rocket* trains used to run past this station, which was on the Sunbelt Line of the Rock. There are no longer any tracks there, having been taken up soon after Union Pacific obtained that part of the line through Little Rock in the mid 1980s. The depot itself continued to house some Rock Island functions until 1960, when it was abandoned. The Rock itself went bankrupt around 1980. *(Arkansas Democrat-Gazette, May 7, 1998 by Linda S. Caillouet)*

A&M EXCURSIONS TO END

(Springdale) - The Arkansas & Missouri Railroad will definitely end its passenger excursions between Springdale and Fort Smith this November. Retired A&M president Tony Hannold retired in mid-May and made the announcement about the excursion trains in April. *(The Morning News of Northwest Arkansas, April 5, 1998 via Tom Lewis of Houston, Texas)*

FORT SMITH TROLLEY MUSEUM

The Fort Smith Trolley Museum is alive

and well and open for business. More than 100,000 people ride the restored trolley each year along its ½-mile track in Fort

Smith. Operating hours are Monday through Saturday 10 a.m. to 5 p.m. Costs are \$1 adult, 50 cents children. Call 501-

783-0205 for information.

GENERAL RAIL NEWS

KCS WORRIES UP

(Houston, Texas) - Kansas City Southern has been complaining over the past months about the congestion it encounters in Houston caused, it says, by Union Pacific. It takes KCS less than 4 days to run trains from Canada to East Texas, but then it takes 2 to 3 days to move through Houston on UP trackage rights to get to south Texas and Mexico via the Tex-Mex Railroad. It wants the Surface Transportation Board to grant it more rights in the Houston area and even to make UP sell it a Houston yard and some tracks so it won't have to be delayed.

UP CEO Dick Davidson was quoted as saying about selling KCS some south Texas lines, "To take away a major artery from a company like ours that handles tens of thousands of rail cars in and out of here a year to benefit a small railroad like that, really, it's counterintuitive."

KCS CEO Haverty (who describes his company as the Southwest Airlines of the railroad industry), said in response, "They can't stand it that some upstart has come in and become competitive in Texas and Mexico. What are they so worried about? They ought to be able to just crush us." (Houston Chronicle, May 2, 1998 via Dan Barr, Jr)

How long with electronic and other storage devices last? Here's the latest thinking (it all depends on how the devices are stored):

CD-ROM	5-200 years
Newspaper	10-20 years
VHS tape	10-30 years
Magnetic tape	10-30 years
Microfilm	10-500 years
Kodachrome slides	100 years

Acid-free paper 100-500 years
Egyptian stone tablets 2,200 years+

(June 1998 Wired Magazine)

CONGESTION OVER?

According to an article in the April 16th Houston Chronicle, a lot of UP's congestion in the Houston area is gone or greatly reduced. Some of the credit went to the joint dispatching center between UP and BNSF at Spring, Arkansas. The paper also said the past year's congestion had been "the worst American rail crisis of the 20th century." UP CEO Dick Davidson went on a system tour recently, also announcing that much of the congestion was over. (From Dan Barr, Jr. Also, the Fort Worth Star Telegram, May 16, via Jerry Nunn)

AMTRAK NEWS

NEW OKLAHOMA SERVICE?

Amtrak Acting President George Warrington and Oklahoma Senator Don Nickles announced on May 19 that Amtrak service to Oklahoma would probably resume in the spring of 1999, after March 31. Nickles secured \$23 million in funding for the project from the Tax Relief Act of 1997, which gave Amtrak \$2.3 billion over a few years. Routes considered are: Oklahoma City-Tulsa-Kansas City; Oklahoma City-Tulsa-St. Louis; Oklahoma City-Fort Worth; or Oklahoma City-Newton, Kansas. (Tulsa World, May 19, via Robert Oswald)

EAGLE CROSSING COLLISION

(Round Rock, Texas) - The northbound Texas Eagle hit a garbage truck on a private crossing near Round Rock, Texas on

May 5, just after it left Austin. Both the lead locomotives derailed as did seven Superliner cars. Only minor injuries occurred to seven Amtrak passengers (there were 104 on board), but the truck driver died. The cause was obviously failure to yield, but it was not clear whether the truck was stuck on the tracks or simply tried to beat the train. Consist of #22 was: Genesis Engines 95, 77, baggage 1732, trans-dorm 39008, sleepers 32024, 32092, diner 38035, lounge 33014, smoker-coach 31533, coach 34014 and 10 express cars..

HOT SPRINGS BUS

(Hot Springs, Arkansas) - The Hot Springs Thruway bus will begin service June 1. A dedicated bus or van will operate to and from Malvern and Hot Springs to connect with Amtrak Train #22, the

northbound Eagle. This will be a dedicated schedule. Southbound travelers will use existing shuttle service, generally running from the Little Rock airport to Hot Springs.

OLDEST ACTIVE STATION IN FLORIDA

(Tallahassee, Florida) - The Tallahassee Amtrak depot, serving the Sunsets, is the oldest active passenger station in Florida, being built in 1858. The old Seaboard Coast Line depot has kept the Navy stocked on turpentine, ushered off young men destined for the beaches of Normandy, may even have hidden a Rebel power keg or two. Railroading was in Tallahassee even before the depot was built, the first line being built in 1837 running 21 miles between Tallahassee and St. Marks. By 1860, the line shipped 16,600 bales of cotton. It has

been placed on the National Register of Historic Places. (*Tallahassee Democrat*,

March 16)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ALTOONA, PENNSYLVANIA - June 18-21, 1998 - The Railroad Heritage Conference, featuring "The Railroad in American Life." This will be held at Penn State, Altoona, and includes many lectures and tours, including talks on dining on trains, tours of the Altoona Conrail locomotive shops, tours of Horseshoe Curve, lecture on "Rails to Roads," lecture on railroad stations, lecture on the history of horns and whistles, plus many others. The 4-day event package includes all meals, lodging and materials: cost for single

occupancy is \$490 per person. Send in by June 1 to: Penn State Altoona Continuing Education, 3000 Ivyside Park, Altoona PA 16601-3760, or call William Curley at 814-949-5048 (wgc2@psu.edu). They will also send you brochures.

LITTLE ROCK, ARKANSAS - June 27, 1998 - 18th Annual Show and Sale at Robinson Center, Little Rock. It will run from 9 a.m. to 3 p.m. Adults \$3.00, Children under 12 free. Call 501-663-8901

for details.

WATERLOO, IOWA - August 13-16, 1998 - 19th Annual Meeting of the Illinois Central Historical Society. This will be held at the Waterloo Holiday Inn Convention Center, 205 West 4th Street from 9 a.m. to 4 p.m. Free admission. Dealer tables \$30. Contact Mark L. Miller, 111 Scott St, Marion IL 62959-7102 or call 618-997-5788 evenings.

WHAT IF?

The following article was found by Gene Hull in an old *Arkansas Gazette* article he found at the library in Little Rock:

The Hot Springs Inclined Railway Company, notice of whose formation was given in Sunday's *Gazette*, was incorporated yesterday. The company proposes to construct, manage and operate an inclined railway upon the West Mountain of the Hot Springs Reservation, in accordance with the rights granted to Geo. W. Baxter by an act of Congress; also to erect and maintain a "casino" and park grounds on top of the mountain, to embrace an observatory, hotel, restaurant and theater for the entertainment of guests. Capital stock of the company is \$300,000, of which \$1,200 has been subscribed by the following incorporators: Samuel W. Fordyce, B. F. Buzzard, Benj. F. Small, Geo W. Baxter, and W. G. Maurice. Geo. W. Baxter is President, W. G. Maurice, Secretary and B. F. Small, Treasurer of the company.

Also, Mr. Hull found this article:

Arkansas Gazette, 5 February 1886: **COMPLETION OF A 'FRISCO BRIDGE**

At 3 o'clock Tuesday afternoon, the draw span of the St. Louis and San Francisco bridge at Van Buren, Ark, was connected, and the structure will be ready for trains within a week, giving the 'Frisco a continuous line from St. Louis to Fort Smith and affording the company relief from the use of the boats of the Little Rock and Fort Smith ferry, thus facilitating its business. The bridge consists of one draw-span of 390 feet, three fixed spans of 256 feet each, and four fixed spans of 165 feet each, resting upon ten stone piers. It was built by the Union Bridge Company of New York at a cost of \$500,000, and work on the structures was commenced April 1, 1885.

Following are some interesting railroad statistics as printed in the April 2, 1998 *Dallas Morning News* and sent to the *Railroader* by Dan Barr, Jr. of Houston:

	1980	1996
Total Railroads	250	543
Number of Class I's	27	9
Class I percent of total	98	91
Class I mileage/ % of total	94	89
Class I employees/ % of total	92	73

Class I railroads as of 1998: BNSF, Conrail, CSX, Grand Trunk Western/CN, IC, KCS, NS, UP

How Intercity Freight Moved in 1996:

Railroads	40%
Trucks	27.7%
Great Lakes shipping	2.7%
River and Canals	11.7%
Oil Pipelines	17.7%
Airplanes	0.4%

NAPOLEON: A RAIL TOWN?

By: Lynn N. Gaines, Jr.

On Thursday, February 19, 1998, the Delta Radio Network (serving southeast Arkansas) aired a panel discussion about the town of Napoleon, Arkansas, which was washed away into the Mississippi River about 1868-1869. The panel members were Desha County Judge Martin McElroy, Pine Bluff Historians Dave Wallis and Buddy Dean.

During their discussion, Wallace mentioned that a map of Napoleon showed a street named Railroad. The judge indicated that there were reports from hunters and others in the area that at one point railroad ties could be seen protruding from the river bank, at a level about twenty feet below the grade. Also, some railroad iron had been recovered from the area of the old townsite, and is in the possession of a lady who lives in Desha County. Was this a local railroad serving the Napoleon area, or was it possibly a "proposed" railroad, which was to connect with the "proposed" railroad, the Mississippi, Ouachita and Red River RR?

The MO&RR was to have run from Gaines' Landing on the Mississippi River to Fulton (near Texarkana) on the Red River. During construction, the starting point was changed from Gaines' Landing to Ferguson's Landing (near the present town of Arkansas City). The story of this never-completed railroad is told in Chapter 1 of Clifton E. Hull's *Shortline Railroads of Arkansas*.

(My own guess is that the Napoleon railroad was used to convey goods to and from steamboats to warehouses, and was probably mule powered. This would have been a practical way to get heavy goods across town over muddy roads.)

E MAXXSON CORPORATION



DO NOT HUMP

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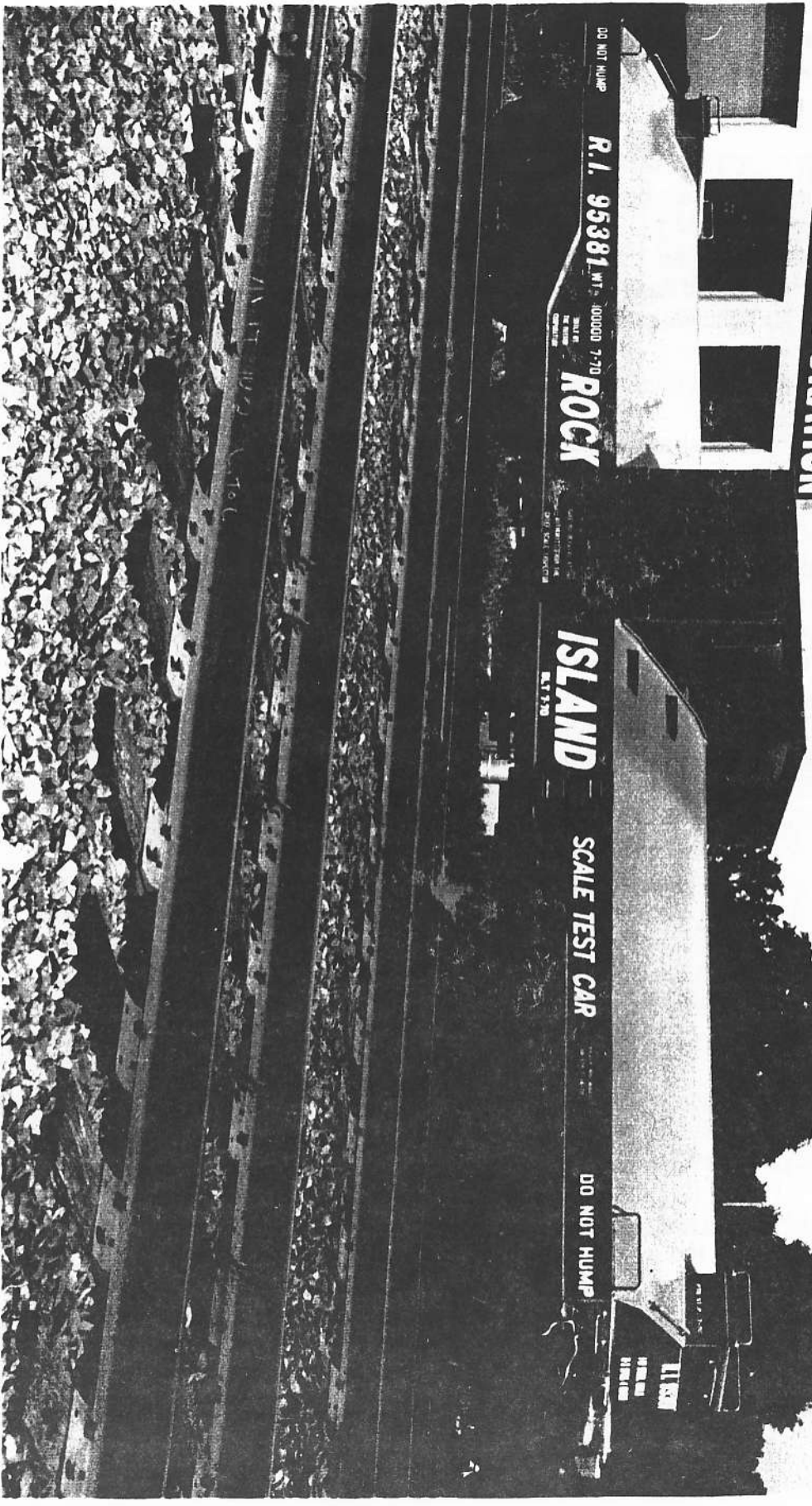
ROCK

DO NOT HUMP

ISLAND

SCALE TEST CAR

DO NOT HUMP



Following is a diary of jobs and history of club member **David Phillips**, written February 28, 1998 in El Reno, Oklahoma specifically for the *Arkansas Railroader*. It could be sub-titled: *The Scale Test Car That Never Left Me*. (Please see the photo on the previous page)

I was born August 31, 1924 in Pulaski County in the area around Jacksonville Air Force Base. I went to school and worked in this area until 1944. Due to a heart ailment, during World War II I served my country by working in the near-by ordinance plant.

On November 21, 1945, I took my first train ride from Little Rock, Arkansas to Forest City, Arkansas. My first job on the railroad was with the Rock Island Steel Bridge Crew as a riveter's helper. I helped them complete work on the St. Francis River Bridge. Then the job moved to Apache, Oklahoma just before Christmas.

After several more jobs I was promoted to riveter in 1946 at Union, Missouri. In 1948 we were assigned the job of reinforcing the three humpback span bridges over the Arkansas River in Little Rock. I don't recall doing any of the work on the bridge's turn span.

While we were working on this job, I was married to my wife of 50 years on April 3, 1948. We spent our honeymoon in the beautiful town of Hot Springs. Since then, the Lord has blessed us with 3 children and 7 grandchildren.

In 1949, I was promoted once again to steam and pile driver operator. We moved to El Reno, Oklahoma in 1960. From there I was given the responsibility of assistant foreman. In 1967, in order to be with my family more due to the decline in passenger trains and steel bridge jobs being mostly in Illinois, I was transferred to the B&B Gangs which were in Oklahoma. I was a B&B helper and a top rate relief diesel pile driver operator. After three years I was promoted to the position of scale inspector on March 16, 1970.

Late that year there was to be a birth that would effect my lift in a way I would have never expected. The baby was born at Maxson Corporation in St. Paul, Minnesota and was the first factory scale test car (**Photo on previous page**). In was 46 feet long and had its own motor and hydraulic jack to test standard scales. Its' serial number was R195381 and it was painted Rock Island red. A prototype scale was placed in front of the Biddle yard office on lead 24 hour switching. Due to the traffic and light scale, it was out of commission more than it wasn't. This new test car was the only one to test it and other electric scales that were in use at that time.

This test car replaced a 7 foot, 80,000 pound car that derailed and was sold as scrap in Lonoke, Arkansas. After the Rock Island reorganized as The Rock, the test car was repainted with "THE ROCK's" new blue color and logo, but kept the same serial number.

The test car and I seemed to be joined at the hip, for when The Rock finally died, the Fort Worth & Denver Railroad purchased the test car (now known as FWD780 and painted red) and they hired me to operate it.

I moved with my wife to Fort Worth and worked for them for two years until the FW&D merged with the Burlington Northern, who also acquired my test car. From Fort Worth my wife and I were moved to Gillette, Wyoming. The test car went, too, and was painted yellow with the serial number BN979026. After 2 years the test car and I were separated, but not forever. In 1984 my wife and I moved from Gillette when I was given the position of B&B supervisor in McCook, Nebraska. But, I was to check scales part-time using my good friend the test car.

All of this was to say that I followed this test car, or it followed me, through four logos and sixteen years. I retired on July 18, 1986 and moved back to El Reno, Oklahoma where most of my children still live nearby.

Since my retirement I have become a world traveler, joining the Baptist Builders Association and helping build church buildings all over the United States, Brazil, Peru and Angola. Since leaving the railroad, I have enjoyed my family and retirement.

(You can correspond with David Phillips by writing 2504 Fedderson Drive, El Reno, OK 73036 or call 405-262-6415)

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35

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H. C. TOWNSEND, General Passenger and Ticket Agent.....St. Louis, Mo.
H. H. PAYNE, Assistant General Passenger and Ticket Agent.....St. Louis, Mo.
W. C. STITH, Freight Traffic Manager.....St. Louis, Mo.

READ DOWN.		Miles.	STATIONS. Oct. 1st, 1905. (Pacific Express.)	Popu- lation	READ UP.	
No. 105. Daily.	No. 103. Daily.				No. 104. Daily.	No. 106. Daily.
12 01PM	10 00PM	0.0	Lv. KANSASCITY Ar.	163,752	7 10AM	3 00PM
7 00PM	6 10AM	198.0	Coffeyville	4,953	11 10PM	7 55AM
	6 22"	204.2	Seminole, I. T.	0	* 10 44"	
7 23"	6 34"	210.8	Lenapah	854	0	* 7 20"
	6 44"	215.6	Delaware	10	10 06"	
7 40"	7 00"	220.8	Nowata	1,398	9 48"	7 00"
	7 12"	226.7	Watova	72	* 9 28"	
	7 25"	233.4	Talala	250	9 08"	
	7 36"	239.1	Oologah	400	* 8 49"	
	7 50"	246.1	Sageeyah	0	* 8 26"	
8 35"	8 00"	251.5	Claremore	855	9 12"	5 46"
	8 10"	256.3	Tiawah	0	* 8 02"	
	8 24"	264.2	Inola	800	7 44"	
	9 28"	272.6	Ross	0	* 7 25"	
9 28"	8 52"	279.6	Ar. Wagoner Lv.	4,000	7 10"	4 52"
9 28"	8 52"	279.6	Ar. Wagoner Ar.	4,000	7 10"	4 52"
9 47"	9 08"	287.4	Correta	0	6 52"	* 4 38"
9 54"	9 19"	293.2	Fort Gibson	900	6 38"	* 4 26"
	9 32"	299.9	Hauto	0	* 6 20"	
	9 40"	303.6	Briggs	178	* 6 10"	
	9 54"	309.4	Bluffs	0	* 5 54"	
	10 05"	314.8	Illinois	200	5 42"	
	10 25"	323.7	Vian	28	5 19"	
	* 10 38"	329.4	Mackey	18	* 5 04"	
11 20"	10 51"	335.3	Sallisaw	2,000	4 48"	3 05"
	11 03"	341.4	Hanson	400	* 4 32"	
	11 16"	348.0	Muldrow	760	4 19"	
	* 11 36"	357.5	Cherokee Junction, I. T.	0	* 3 58"	
12 05AM	11 46AM	362.5	Ar. FORTSMITH, ARK. Lv.	11,587	3 48PM	2 15AM

THROUGH CAR SERVICE.
Trains Nos. 103 and 104.—Pullman Sleeper between Kansas City and Coffeyville.
Trains Nos. 105 and 106.—Chair Car between Little Rock, Fort Smith and Kansas City. Pullman Sleeper between Little Rock and Kansas City. Observation Cafe Car between Little Rock and Kansas City.

Missouri, Oklahoma & Gulf Railway.

W. M. KENEPIEK, President.....Muskegee, I. T.
W. P. DEWAR, Vice-President and Auditor.....Muskegee, I. T.
A. R. PEYINGHAUS, General Superintendent.....Muskegee, I. T.

READ DOWN.		Miles.	STATIONS. Oct. 15th, 1905. (Pacific Exp.)	Popu- lation	READ UP.	
No. 3 Mixed Daily.	No. 5 Mixed Daily.				No. 4 Mixed Daily.	No. 2 Mixed Daily.
A. M.	P. M.	A. M.	M.		A. M.	P. M.
7 10	9 05	0.	WAGONER		8 55	7 00
7 34	9 29	8.2	Lv. Corretta Ar	0	8 31	6 37
7 37	9 32	8.7	Falls City	0	8 28	6 33
7 45	9 40	11.4	Wybark	500	8 20	6 29
8 05	10 00	16.4	Ar. Muskogee Lv.	16,000	8 00	6 10
10 10		16.4	Lv. Muskogee Ar.	16,000		3 30
10 25		20.9	Midland Valley	0		3 15
10 30		21.9	Frisco	0		3 10
10 45		25.0	Grand View	0		2 55
11 05		33.5	Wainwright	0		2 25
11 25		40.0	Ar. COUSCIL HILL Lv.	50		2 00
12 05		52.5	Hoffman	0		1 30
12 30		61.0	HENRIETTA	1,000		1 00
P. M.	P. M.	A. M.			A. M.	P. M.

Hearne & Brazos Valley Railroad.

T. H. HUBBARD, President.....New York City, N. Y.
E. M. MOURBAND, Vice-President.....Hearne, Tex.
W. G. HATCH, General Freight and Passenger Agent.....Hearne, Tex.

READ DOWN.		Miles.	STATIONS. Feb. 14th, 1905.	Popu- lation	READ UP.	
No. 3. Daily.	No. 1. Daily.				No. 2. Daily.	No. 4. Daily.
3 05PM	8 00AM	0	Lv. HEARNE Ar.	2,129	11 05AM	6 10PM
3 20"	8 15"	3.7	Westbrook	0	10 50"	5 55"
3 45"	8 40"	7.7	Carrs	0	10 30"	5 35"
3 50"	8 45"	9.0	Watts	0	10 25"	5 30"
4 10"	9 05"	11.2	Mumford	350	10 10"	5 15"
4 25"	9 20"	15.2	Steele's Stores	300	9 55"	5 00"
4 40PM	9 35AM	18.8	Ar. STONE CITY Lv.	16	9 40AM	4 45PM

P.L.Moseley

RAILCAMP 1998

hosted by

National Railway Historical Society

in cooperation with the
National Park Service
Steamtown National Historic Site

with assistance from
University of Scranton

Scranton, Pennsylvania
July 19-25, 1998



The National Railway Historical Society, in cooperation with the National Park Service, Steamtown National Historic Site, announces Railcamp 1998, an exciting pilot project designed to provide background in rail history preservation, railroad operations and transportation career opportunities to high school students from the 9th through 12th grades. This week-long camp will provide the forum for teenagers with similar interests to learn about the fascinating rail history movement, while at the same time sharing those ideas with their peers from around the United States.

Counselors for this week-long activity will come from the ranks of the National Railway Historical Society, founded in 1935, consisting of more than 17,000 members in some 174 chapters throughout the United States, Canada and the United Kingdom. Instructors will be National Park Service rangers at the well-known Steamtown National Historic Site, assisted by NRHS volunteers.

Attendees will be housed in dormitories of the University of Scranton, a Jesuit university located in downtown Scranton, PA. Steamtown, which is a short distance away, is housed in the former large repair complex of the ex-Delaware, Lackawanna & Western Railroad. Meals will be provided in the University's dining facilities each day of the camp, and counselors will be on site 24 hours daily. After-hours social activities are to include a Scranton/Wilkes-Barre Red Barons Triple-A minor league baseball game and a coal mine tour.

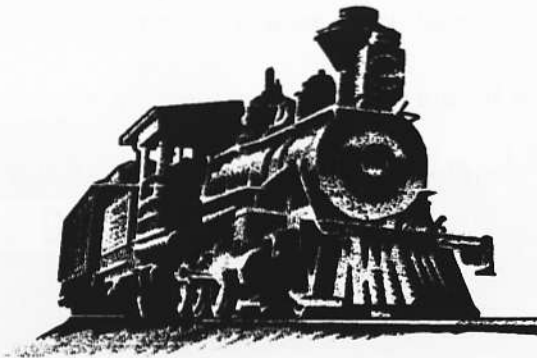
Tuition for Railcamp 1998 is \$495 per student, and includes lodging and meals throughout the camp, as well as student materials needed in conjunction with the activities of Railcamp 1998.

Students are responsible for their transportation to and from Scranton. Detailed information form will be provided in advance for attendees, and pick-up and drop-off will be coordinated for those arriving at Wilkes-Barre/Scranton International Airport, which is served by Delta Airlines and US Airways connections. Pickups can also be arranged for those who choose to travel via Greyhound or Martz Trailways buses to Scranton.

A reservation form may be had through the local chapter of the National Railway Historical Society, or by writing: RAILCAMP 1998, NATIONAL RAILWAY HISTORICAL SOCIETY, PO BOX 58547, PHILADELPHIA, PA 19102-8547. Telephone requests may be made to 215-557-6606, or FAX to 215-557-6740.

Join us in Scranton, PA for an exciting week and learn about American rail heritage!

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**18TH ANNUAL SHOW
& SALE**

**SATURDAY
JUNE 27, 1998
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Name _____
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ZIP/Postal Code _____
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Amount Enclosed: _____

Send Table Reservations to:

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5018 Club Road, Suite 106
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First Table \$25.00 Second Table \$ 20.00

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ARKANSAS RAILROAD CLUB MEMBERSHIP FORM

Membership renewal New Member Change of Address Information update
(See dues information at bottom of this sheet)

Send membership renewal, application, change of address, etc. to:



Arkansas Railroad Club
PO Box 9151
North Little Rock AR 72119
501-758-1340 (phone/fax)
e-mail: ken.z.rw@ix.netcom.com



Please fill out the following questions after checking the appropriate box above.

Date: _____ Your birthday (optional - no year needed) _____

Name: (last) _____ (first) _____ (init) _____

Address: _____

City: _____ State _____ Zip _____

Phone: (____) _____ e-mail address: _____

Please check the appropriate boxes below (no need to if you did this already):

Interests: Early Steam Era: Late Steam Era: Train chasing:
Early Diesel Era: Contemporary: Excursions:
History: Models: Photography: Artifacts:
Railroad of interest: Missouri Pacific: Rock Island: Kansas City Southern:
Cotton Belt: Amtrak: M&NA: Frisco: Southern Pacific:
Union Pacific: Burlington-Northern: Shortline (specify) _____
 Other (specify) _____

Other comments: _____

Membership dues information:

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.