



Little Rock Chapter
NRHS

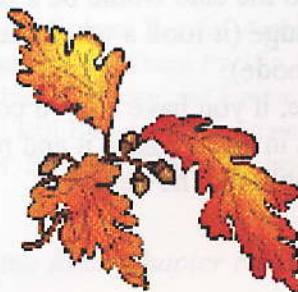
ARKANSAS RAILROADER



VOLUME 31 NUMBER 11 NOVEMBER 2000



Kansas City Southern's *Southern Belle* was sitting next to the DeQueen and Eastern's 100th anniversary special train on DQ&E's tracks in DeQueen, Arkansas, September 30, 2000. The Arkansas Railroad Club and Southern Appalachia Railway Museum helped sponsor the special DQ&E trips September 29, 30 and October 1. (Ken Ziegenbein digital photo)



Here are a few more photos from the September 29, 30 - October 1, 2000 DQ&E 100th anniversary celebration. **BELOW UPPER LEFT** - A DQ&E special backing into loading area next to KCS's *Southern Belle* special train, September 30, 2000. **BELOW UPPER RIGHT** - Part of the large crowd waiting to ride the specials. The cars used were rented from the Hugo Heritage Railroad. Again, trips were sponsored by the Southern Appalachia Railway Museum (ARC member Bart Jennings President) and the Arkansas Railroad Club with much thanks to the DeQueen and Eastern people for allowing us to run these trips. **BELOW LOWER LEFT** - KCS miniature park train running around the Queen Wilhelmina Lodge in Mena, September 30. **BELOW LOWER RIGHT** - A pink 1957 Thunderbird, one of dozens of Thunderbirds at the Queen Wilhelmina Lodge October 1. These were from the Tulsa Thunderbird Group. (Ken Ziegenbein digital photos)



CHRISTMAS PARTY - Our annual Christmas party will be held December 16, the same place as last year, the University Park Adult Leisure Center, 6401 West 12th Street, Little Rock. It will begin at 6 p.m.

COLOR INTRODUCED! - This issue marks the beginning of using color in **SOME** (but not all) **ARKANSAS RAILROADERS**. I've obtained a HP 1220C large format inkjet color printer and will occasionally manually print all the cover sheets in color. The only additional costs to the club would be a ream of 11x17 paper and a color inkjet cartridge (it took a whole cartridge for this issue, even using the "fast" mode).

In the meantime, if you have a good color photo you'd like to see published, send it in and I'll scan it and return it. It may be several months before published, however.

2000 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)
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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 (Chairman)
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)

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 16-24 page 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, 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.z.rw@ix.netcom.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next meeting of the Arkansas Railroad Club will be held SUNDAY, NOVEMBER 12 at 2 p.m. at our usual place, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock. The October program will be given by JIM WAKEFIELD, who will have a presentation on Railway Post Offices (RPO) service.

The December meeting will be our annual Christmas Party...see below.

CHRISTMAS PARTY will be held December 16, the same place as last year, the University Park Adult Leisure Center, 6401 West 12th Street, Little Rock. It will begin at 6 p.m. Cost will be per person. Send in your reservations and money to the club's address or call Walter Walker and tell him how many will be in your party.

2001 ARKANSAS RAILROAD CALENDAR - THIS WILL BE OUR LAST CALENDAR...the 2000/2001 calendar from the Arkansas Railroad Club contains **18** black & white railroad photos taken in Arkansas over the years. This is a **16-MONTH CALENDAR** starting in September 2000, ending December 2001. THE PRICE HAS BEEN REDUCED to \$5 each (plus \$1.50 postage/handling per order).

Railroads/trains included this time will be: Missouri Pacific, Amtrak, Union Pacific, Louisiana & Northwest, Rock Island, Arkansas Midland, Kansas City Southern, Southern Pacific, Cotton Belt 819 then and now, Missouri & Arkansas, Delta Eagle, Transitan industrial locomotive, DeQueen and Eastern, BNSF, plus some repeats of roadnames, but in a different time period. Contributors include: Bill Bailey, Mike Adams, Gene Hull, John C. Jones, Randy Tardy, John Mills, Robin Thomas, A. B. Simpkins, Thomas M. Binger, William Moneypeny, Gene Bailey, R. S. Plummer, Peter Smykla, Jr.,

ARKANSAS RAILROADER - Little Rock Chapter NRHS

Jonathan Royce, William J. Husa via Russell Tedder, and Tom Shircliff.

Send any calendar orders to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

CELEBRATING 55 YEARS together in October were Gene and Naomi Hull.

2001 OFFICERS WANTED - If you are someone you know wants to become an officer of the Arkansas Railroad Club, Little Rock Chapter NRHS, please let our president John Hodkin know. He can be reached at 506 Gordon St, North Little Rock AR 72117 or call him at 501-945-2128.

EMAIL ADDRESS OF MEMBERS - Per request, there is a page in this newsletter that contains all known member's email addresses. If yours is not listed or is incorrect, let me have it. Please keep me updated on any changes you make.

WANTED : FOR SALE OR TRADE

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

FOR SALE - 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.

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.

KANSAS - KYLE RAILROAD CO/UNION PACIFIC RR - To abandon the Frankfort Branch, between m.p. 409.1 near Frankfort and m.p. 472.0 at Ames, Kansas, a distance of 60.12 miles. Includes the stations of Blue Rapids, Waterville, Barnes, Greenleaf, Linn, Palmer, Clifton and Clyde. Final decision by December 13, 2000. (STB Docket No. AB-486, Sub No. 3x and STB Docket No. AB-33, Sub No. 155X, decided September 9, served September 14, 2000)

KANSAS - KYLE RAILROAD CO/UNION PACIFIC RR - To abandon the 70.5 mile line known as the Lenora Branch between m.p. 552.7 near Harlan and m.p. 623.6 at the end of the line near Lenora, Kansas. Stations included are Gaylord, Cedar, Claudell, Kirwin, Glade, Speed, Logan, and Edmond. Final decision by December 15, 2000. (STB

Docket No. AB-486, Sub No. 2X and STB Docket No. AB-33, Sub No. 154X, decided September 8, served September 15, 2000)

NORTH CAROLINA - NORFOLK SOUTHERN RR - To abandon 3.45 miles between m.p. Old Asheville Southern Station 76.97 at Asheville and m.p. old Asheville & Craggy Mountain Station 123.00 at New Bridge, North Carolina. Effective October 18, 2000. (STB Docket No. AB-290, Sub No. 199X, decided September 11, served September 18, 2000)

COLORADO - BNSF/UP/TRINIDAD RR - To abandon 30 miles of line from m.p. 2.0 at Jensen (near Trinidad) to the end of the line at m.p. 30.0 near Stonewall. There is a discrepancy over the length of the line. Effective October 25, 2000. (STB Docket No. AB-573, AB-6 (Sub No. 388X) and AB-33 (Sub No. 160X, decided September 14, served September 21, 2000)

KENTUCKY - CSX - To abandon the Midwest Region's Nashville Branch, O&N Subdivision, from m.p. 00D-186.35 near Moorman to m.p. 00D-193.83 near Livermore, Kentucky, 7.48 miles. Final decision by December 22. (STB Docket No. AB-55, Sub No. 580X, decided September 15, served September 25, 2000)

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

CLASS I LINES

The number of Class I lines (those having revenue of at least \$265 million) has been reduced to four, down from 42 in 1980. Also, short lines now account for 29 percent of all rail lines, or more than 49,000 miles of track.

RAISE RETIREMENT BENEFITS

A Senate committee approved a bill September 28 that would raise benefits for

retired rail workers and cut taxes for railroads. It would drain \$15 billion from the budget surplus.

RAILROAD AUCTION

(*Ford, Kansas*) - There was a 4-day sale of the assets of the Dodge City, Ford & Bucklin Railroad near Dodge City the last week in September. Owners Dick and Peg Ranney decided to retire at the urging of

their children and spend time fishing and other things. They've run the railroad for 11 years, which consisted of two engines, a dining car, a passenger combine, a lounge car, a caboose and a combination power car and kitchen, plus many antique railroad items, including mail cranes. \$175,600 would buy the entire trainset. (*The Wichita Eagle*)

AMTRAK NEWS

AL GORE/GEORGE BUSH ON AMTRAK

GEORGE W BUSH: "Our national railroad network, which helped build our country and is an important economic lifeline, is a critical component of our public transportation system. I support a healthy intercity passenger rail system. I support current efforts to make Amtrak more efficient and competitive. I believe these efforts will result in better, more extensive and more reliant rail service for the millions of Americans who travel by train. As governor of Texas, I recognized the

important service Amtrak provides and supported the continuation of the Texas Eagle."

AL GORE: "With growing congestion on our highways and airports, it's time to give the American people a fast and efficient alternative for traveling between our communities. High-speed rail reduces highway and airport congestion, improves air quality, stimulates the economy, and broadens the scope of personal choices for traveling between our communities. That is why, as part of my Energy Security and

Environmental Trust Fund, I am proposing a major commitment to build high-speed rail systems in major transportation corridors across the nation. As president, I will fight for new grants to Amtrak and the states for improving and expanding passenger rail routes and corridors. And I will work to secure funding to help communities improve rail stations - to help rebuild these vital economic centers in cities and small towns across America."

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARKANSAS TOURIST LINES - (FLIPPIN, ARKANSAS) - White River Scenic Railroad will run Flippin-Calico Rock from April to November 30. A dinner train will also be run. Call 870-435-6000. **(SPRINGDALE-VAN BUREN)** - The Arkansas & Missouri Railroad will run between Springdale and Van Buren and Van Buren to Winslow. Call 800-687-8600. **(EUREKA SPRINGS)** - The Eureka Springs & North Arkansas will run a steam excursion out of Eureka Springs April 1 through October 30 over the former Missouri & North Arkansas right of way. Lunch trains also available. Call 501-253-9623. *(From February 17, 2000 Arkansas Democrat-Gazette)*

SUMMER MEMORIES OF 1957

by: Stanley Wozencraft

It's hard to run steam locomotives without fuel oil. A fact I learned all too well after becoming owner and operator of this 18-mile track between Star City and Gould, Arkansas in early June, 1957.

One of the railroad's standard practices at that time was for employees to report needs for continued operation of the road to the agent. He, in turn, would order supplies or have repairs made to keep things running. All such requests were now supposed to come through me. Whether it was their reluctance, or just plain laziness, a little panic let loose when it was discovered we were almost out of oil. I immediately requested an agent to order a tank of fuel oil from Lion Oil Co. in El Dorado, Arkansas. Days crept by; we continued operations patiently waiting for our oil. I checked with Lion Oil Co. on the whereabouts of our precious liquid. I was informed the oil had been turned over to the MoP (Missouri Pacific Railroad) and was somewhere in route.

Without oil, things were coming to a stop. We had cars piling up. Some needed to be delivered to MoP at Gould and others needed to be picked up and moved back to Star City. It was time for a confrontation.

I drove over the Gould to talk face-to-face with the MoP agent. He was an elderly man, close to retirement and seemed to resent the "extra work" that I was causing him. When I made my inquiry, he said nothing. But his look shouted "I'd just as soon shut it down and sell the road for scrap." He picked up the phone and rang the Monroe dispatcher. The telephone call lasted a few moments; he hung up then relayed the following information. The fuel car was in Monroe and was being attached to the "Hot Shot" run heading north. Once the car reached Pine Bluff, they would put it on the local to head south the next morning. So late tomorrow the car should arrive in Gould.

TOO LATE! I needed action now!

So I requested he call the Monroe dispatcher back and request that the car be dropped off from the night trip.

The "Hot Shot" run doesn't stop in Gould! And I'm not asking them to!"

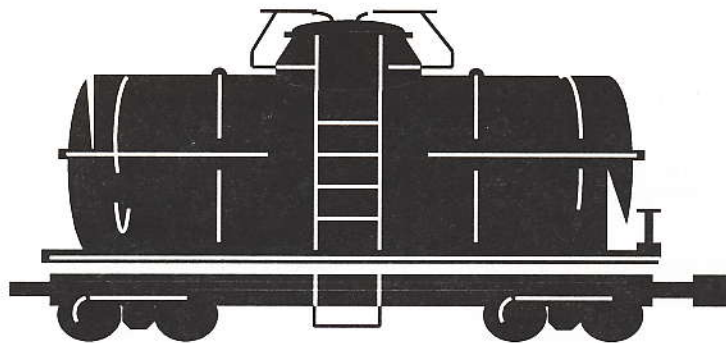
I opened the counter gate, crossed over to the agent, sat down in the chair next to him and grabbed the phone out of his hand.

"How do you get the dispatcher on this thing?"

The old man snatched the phone back and turned away from me. He started screaming at the Monroe dispatcher. "This mad man" in his office demanding that the "Hot Shot" stop in Gould to drop off his oil. He raved about how "ridiculous" this was because the train had never stopped here, blab, blab, blab...The ravings soon stopped.

"Uh...yes...well ok...sure...all right." He slammed the phone down and turned to me, "You're 'blanky de blank oil will be here at 2:00 am."

That's all I wanted to hear! I rushed back to Star City to get the crew ready for the trip.



We made good time heading east. We arrived and set our cars out for the pick up and sided other cars for the return trip. We turned the engine around and backed it up to the junction with MoP. It was a short wait, the "Hot Shot" arrived on time, slowed and stopped right next to us. The fuel oil car was conveniently attached behind the engine. Two switchmen came over and asked where we wanted the car. We spotted it next to our tender. They asked if they could help in any way. The whole operation took less than five minutes, and soon the "Hot Shot" was back on track. You couldn't have asked for a better example of employee cooperation.

It was an all night operation, but we delivered the cars and we got our oil. And I have never forgotten, "If you want something done, just **ASK.**"

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REMEMBERING

by: P. B. Wooldridge

Integration has long been a problem in this country. It was also a big problem on the Cotton Belt back in the late 1930s.

The railroad was beginning to recover from the Great Depression and beginning in 1936 they started hiring a few new employees. They hadn't hired any new telegraphers for 7 years.

The old-heads, the veteran train crews, regarded these new operators with distrust and suspicion, knowing that their very lives depended on the operators. One "bulled" or overlooked train order could result in a train wreck.

A veteran telegraph operator once told me of his first night experience at Weiner, Arkansas. He attempted to hand-up orders to a southbound fast freight, the head end missed the hoop. They stopped and backup up. By this time the young operator was upset, but when the caboos also missed the hoop, he became a basket-cast. For a second time the fast freight stopped and backed up. The Conductor dropped off the caboos. With his hands on his hips, he surveyed the operator from head to foot, and said: "Good Lord!! What have they hired now???"

The Cotton Belt had some very good Dispatchers. They had to be very good, for their profession did not admit of mistakes. It was a pleasure to work with most of them, often under stressful circumstances, but a few could be as mean as junk-yard dogs.

Dispatcher, and later Chief Dispatcher, J. C. Gibbons was a perfectionist, believing in head-light meets. Operator Rabbit Hare layed off First Trick, Lewisville, Arkansas, for 3 days in 1937. Lewisville was a very hot job, and I'd just hired out. I felt like a fish out of water, as every one around me was a veteran.

Gib asked me to report No. 6 by the instant the rear markers passed the office, which I did. That led to the following exchange:


Gib: "You're just too light on that job." I was shocked, as I'd done exactly as he'd requested, so I replied, with considerable vinegar: "Assuming that I am, why don't you send a man to relieve me?"

No reply, so I got on the Dispatcher's wire and sent Rabbit, visiting at McNeil, an urgent message, asking him to return immediately as I'd been disqualified. I'm quite sure Gib was listening.

I showed up at 8 a.m. the following morning, not quite sure I was protecting the job, and the phone rang. It was Gib and in a very pleasant voice he said: "Good Morning, Old Friend. Copy 9 North."

Several years later as Chief Dispatcher he sent me a letter, inquiring if I'd be interested in training as a Dispatcher. I thanked him, but declined as I did not consider myself Dispatcher material. And years later when he was First Trick Dispatcher and I was at Fordyce Tower I loved working with him

That's the way it was on a railroad, once upon a time.

Back then you seldom saw or met most of the men you worked with. Those were just long-distance contacts, like the dots and dashes of a telegraph instrument, or distinctive voices on a dispatcher's phone. One often wondered what those folks looked like, but through the years they simply remained as long-distance friends, long remembered. 

MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 16 (Gene Hull)

St. Louis and Iron Mountain Railroad Company

The total miloage owned by this company is thus seen to be:

St. Louis to Pilot Knob	86.81	
Mineral Point to Potosi	3.72	
Bismarck to Belmont	<u>120.30</u>	Total
		210.83

Arkansas Branch

Under the provisions of an act of the legislature of Missouri approved March 23, 1868 (Laws of Missouri 1868 p. 61), the board of directors, on April 7, 1870, organized the Arkansas Branch of The St. Louis and Iron Mountain Railroad, which was substantially a separate corporation, with accounts kept separately but controlled by the parent company. Copy of the resolution forming this company was filed in the office of the Secretary of State of Missouri, April 9, 1870. A line of road was then constructed from the end of track at Pilot Knob to the Missouri-Arkansas state line, where it joined the rails of the Cairo and Fulton R.R. Co. (of Arkansas - See page 67), and the same was opened for operation April 2, 1873; a miloage of 98.09

Termini: From end of track of St.L. & I.M. R.R. 0.05 mile south of center of depot at Pilot Knob to Missouri-Arkansas state line.

~~Color on accompanying map - Brown; No. 429-A.~~

2. The Cairo, Arkansas and Texas Railroad Company:

(a) The Cairo and Fulton Railroad Company (the Missouri company) was incorporated under the general railroad laws of the State of Missouri by articles of association filed in the office of the Secretary of State, January 12, 1854. This company proposed to build a road from Bird's Point, on the Mississippi River, to Texarkana, on the Arkansas-Texas state line, via Poplar Bluff, Mo., and did actually construct about twenty miles from Bird's Point west. The company borrowed \$650,000 from the State of Missouri, and having defaulted in the interest thereon, the State's lien was foreclosed under authority of an act of the legislature approved February 19, 1866 (Laws of Missouri 1865 p. 107), and was sold on October 1, 1866, to

(b) The State of Missouri; deed of Thos. C. Fletcher, Governor, to the State of Missouri, dated October 12, 1866. The road was then held and operated by the State until January 7, 1867, when it was sold to Messrs. A.J. McKay, Joseph C. Read, John C. Vogel and Samuel Simmons; deed of State of Missouri to A.J. McKay and others, dated January 7, 1867. These parties, by deed dated January 12, 1867, conveyed the property to

(c) Thomas Allen and Associates, who held the property until May 16, 1872, when they incorporated under the name of

(d) The Cairo, Arkansas and Texas Railroad Company by filing articles of association in the office of the Secretary of State of Missouri on May 21, 1872.

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St.Louis and Iron Mountain Railroad Company

The road at that time, 20.00 miles in length, was practically worthless from the ravages of war and high water, and this company re-constructed the line and extended it to Poplar Bluff, completed in September, 1873, a total length of 70.49 miles, or, as shown by remeasurement of 1896 70.77

Termini: From H.B. of connection with Iron Mountain main line 382 feet south of center of depot at Poplar Bluff to end of track at Bird's Point, opposite Cairo, Illinois.

~~Color on accompanying map - Orange; No. 156.~~

The "St.L. and I.M. R.R. Consolidation"

The stock of these two companies and of the Arkansas Branch being hold by the same parties, the companies, under authority granted by an act of the Missouri legislature approved March 3, 1857 (Laws of Missouri 1857 p. 159), consolidated on March 11, 1874, and filed their articles of consolidation in the office of the Secretary of State April 30, 1874, taking the name, "ST. LOUIS AND IRON MOUNTAIN RAILROAD COMPANY," with a total mileage as follows:

The St.L. and I.M. R.R. Co.	210.83	
Arkansas Branch of The St.L. & I.M. R.R.	98.09	
The C.A. & T. R.R. Co.	<u>70.77</u>	Total 379.69

A report of the President, dated January 1, 1874, gives the cost of construction and equipment, including the amount paid in stock for the old line, discounts and interest, as \$19,103,348.69 (about \$50,000 per mile).

ARKANSAS RAILROADER

II. CAIRO AND FULTON RAILROAD COMPANY (of Arkansas)

This company was incorporated under an act of the legislature of Arkansas approved January 12, 1853 (Acts of Arkansas 1853 p. 176).

An act approved January 16, 1855 (Acts of Arkansas 1855 p. 149), confirmed and adopted the route of the line as located; exempted the property from taxation for a period of twenty years; imposed the condition that the grading must be completed for 25 miles and the line completed for 10 miles prior to December 1, 1856, under penalty of forfeiture of their charter; provided for certain modifications in the charter and the construction of lateral branches; prescribed the methods of selection of lands granted by Congress in the State; that the Ft. Smith and Mississippi Branches be entitled to their proportionate part of said lands at their junctions with the main stem; and provided that the company should transport troops and munitions of war of the United States free of charge.

An act approved January 17, 1855 (Session Acts Arkansas 1855 p. 153), extended the period in which the company could accept the land grants six months.

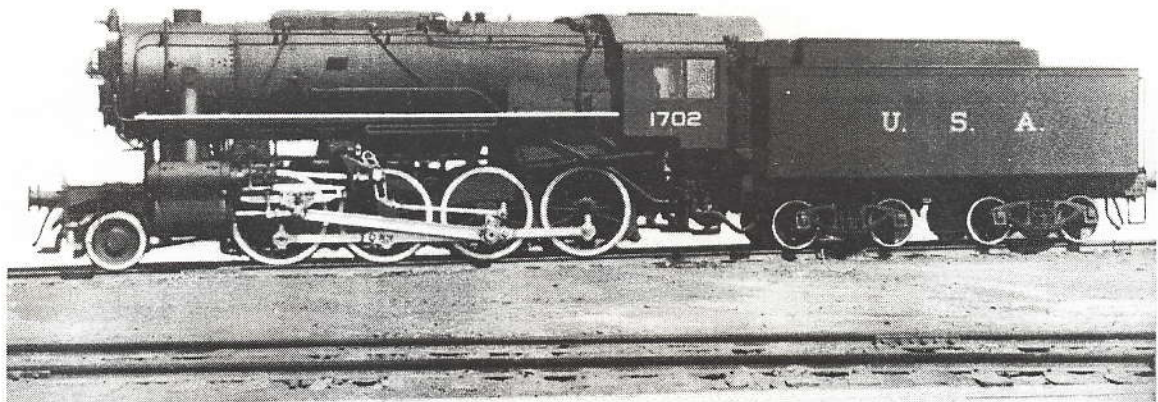
An act approved November 26, 1856 (Acts of Arkansas 1856 p. 4), amendatory to the act of January 16, 1855, repealed all the provisions of that act except so much thereof as approved and adopted the proposed route, and provided for the Mississippi and Fort Smith Branches receiving their proportionate part of the land grants at their junctions; granted the lands adjacent to the route of the Little Rock and Fort Smith Branch of the Cairo and Fulton Railroad to the Little Rock and Fort Smith Railroad; provided for the protection of prior settlers on such lands; imposed the condition that the company must grade 25 miles or complete 10 miles within two years; and reserved to the company a right of way two hundred feet wide through the lands of prior settlers on lands granted to the company.

An act approved January 20, 1859 (Acts of Arkansas 1859 p. 62), provided that any person owning fifty shares of stock was eligible to the offices of Director or President.

Further acts, approved February 1, 1859 (Acts of Arkansas 1859 p. 62), and March 28, 1871 (Acts of Arkansas 1871 p. 289), outlined the methods by which settlers on the lands of the company might acquire a title to said lands and protected the rights of such settlers.

An act of Congress, approved February 9, 1853 (U.S. Stat. at Large, Vol. 10, p. 155), granted a right of way two hundred feet in width for the construction of a railroad through the States of Missouri and Arkansas from a point opposite the mouth of the Ohio River to the Texas boundary line near Fulton, with branches from Little Rock to the Mississippi River and to Fort Smith; granted to those States certain lands for the purpose of aiding in the construction of said railroad; and prescribed the method of disposal of such lands by said States.

An act of Congress, approved July 28, 1866 (U.S. Stat. at Large, Vol. 14, p. 338), revived and extended the act of February 9, 1853, for a period of ten years and made additional grants of land for the same purpose; and imposed the condition



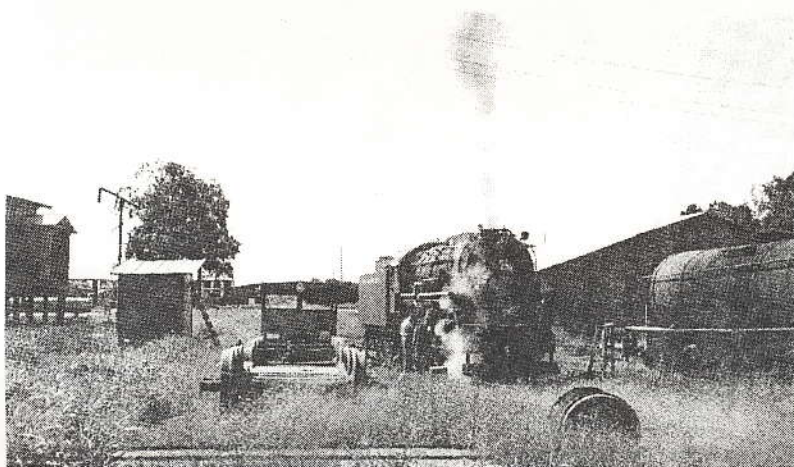
In September, 1942, 2-8-0 No. 1702 posed for her first portrait at Baldwin Locomotive Works. She served the U. S. Army during World War II and was discharged in 1946. (Gene Hull collection)

A WANDERING G.I.

by: Gene Hull

In 1942 Uncle Sam was in great need of many "mechanical G.I.'s." The cancerous war in Europe was spreading. The defenders of the European countries were greatly handicapped by transportation difficulties. Some eight-legged soldiers were needed and Uncle Sam sent draft orders to America's locomotive builders - Baldwin, Lima and Alco - for 2,100 of those G.I.'s for overseas services.

One of them bore the number 1702. It was from the Eddystone, Pennsylvania shop of Baldwin Locomotive Works. It rolled out of the shop in September 1942, having shop number 64641.



Old G.I. No. 1702 was sitting astraddle the cinder pit of the Warren & Saline River Railroad on a June morning in 1961. The heavy growth of grass and weeds was a forecast of the fate of 1702 on the W&SR at Warren, Arkansas. (Gene Hull photo)

Fortunately, it was retained by the army for stateside service and was discharged in 1946 at Norfolk, Virginia. It entered civilian service for the Bradley Lumber Company at Warren, Arkansas.

Her gleaming paint job was dulled by sun, rain and snow as No 1702 rolled away the years on 15 miles of track of the Warren & Saline River between Warren and Hermitage. Her joints became worn and loose, steam escaped around worn packing of the throttle valve and piston rods, her asthmatic wheezing grew worse, but she still rolled to Hermitage and back.

Postwar progress caught up with the 1702 consolidation. She was defeated by a superior enemy - a new diesel locomotive. There was no old veterans' home for her. She went to a spur track and soon was surrounded by encroaching weeds. Eroding rust wrinkled her shin. She had retired in 1961 and was ignored three years.

A tall, handsome knight came calling one day and found her attractive, even if only for her prospects and promises. Thomas Williams Mason Long, Jr. was a large man well over six feet tall with ham-sized hands and an equally large love in his heart for steam locomotives.

He was from the west, over near the communities of Goose Ankle and Possom Trot and the vibrant town of Reader in the Caney Creek bottoms, mostly in Nevada County, except for Reader in Ouachita County.

Mr. Tom was the owner, president, general manager and main guru of the 25-mile long Reader Railroad. The only reason for the railroad's existence was a geologic field of crude oil so thick it refused to be pumped through a pipeline. It was 45 percent pure asphalt. The public roads in the area of the oil wells,

Waterloo in southern Nevada County, were in no condition to support heavy oil tankers. A railroad was the only feasible means of transport through a connection to the Missouri Pacific at Reader.



The No. 1702 was taken to the shop at Reader. There she was lovingly restored from the ground up. Tom Long adamantly refused to let a diesel locomotive on this railroad. There were two other steam locomotives on the Reader - 2-6-2 Prairie types Nos. 11 and 108.

As soon as news leaked to the "outside" world, railfans invaded the dense forest around Reader to see, hear, smell and ride these steam work horses. Mr. Tom secured permission to haul tourists aboard passenger cars. Railfans came by the thousands.



Movie moguls in Hollywood heard about No. 1702. They borrowed her for a starring role in the movie *THIS PROPERTY IS CONDEMNED*, filmed along the Gulf Coast area of Mississippi near Gulfport and Bay St. Louis in October 1965.

The Berry Petroleum Company decided to close its' asphalt plant at Waterloo in 1972. This was a death knell for the Reader, the only steam-powered railroad in America. Tom Long got permission from the Interstate Commerce Commission to abandon his railroad.

TOP - Ex-G.I., ex-Warren & Saline River 2-8-0 No. 1702 at Waterloo, Arkansas with an Arkansas Railroad Club special on the Reader Railroad, 19 October 1968. BOTTOM - The 1702 first was rescued and re-built by Tom Long (left), owner-president-general manager of the Reader Railroad. At Waterloo, Arkansas. Tom was having a serious discussion with conductor "Doc" Godfrey in June 1966. (Gene Hull photos)

The Consolidation type No. 1702 was sold to the Great Smoky Mountain Railway, a tourist road, at Dillsboro, North Carolina, where it still runs.

This engine has retained its original number through FOUR separate ownerships. Quite an historical event.

Arkansas Railroader, Little Rock Chapter NRHS



A portion of the Little Rock Union station concourse has been removed and the freight main had been moved south and closer to the remaining portion of the concourse, when this August 1968 color photo of the Winthrop Rockefeller special was made. Except for the rough track on the KCS from Texarkana north to Winthrop when compared to the MoPac track, it was a wonderful trip. *(John A. Mills photo)*



The new Frisco Meteor Train No. 10 awaits the highball at Oklahoma City in late May of 1948. Only in service since May 15-16, the new train, powered by E-7 #2004, will provide overnight service to St. Louis. *(John A. Mills photo)*



HAPPY
Thanksgiving
ONE
AND ALL





Arkansas Railroad Club members who helped run the special DQ&E excursions posed for this photo September 30, 2000, just before one of the eastbound runs, about 245 p.m.



ABOVE LEFT - DQ&E westbound special through Locksburg, Arkansas, September 30 about 325 p.m. **ABOVE RIGHT** - Sunset from Queen Wilhelmina Lodge, September 30.