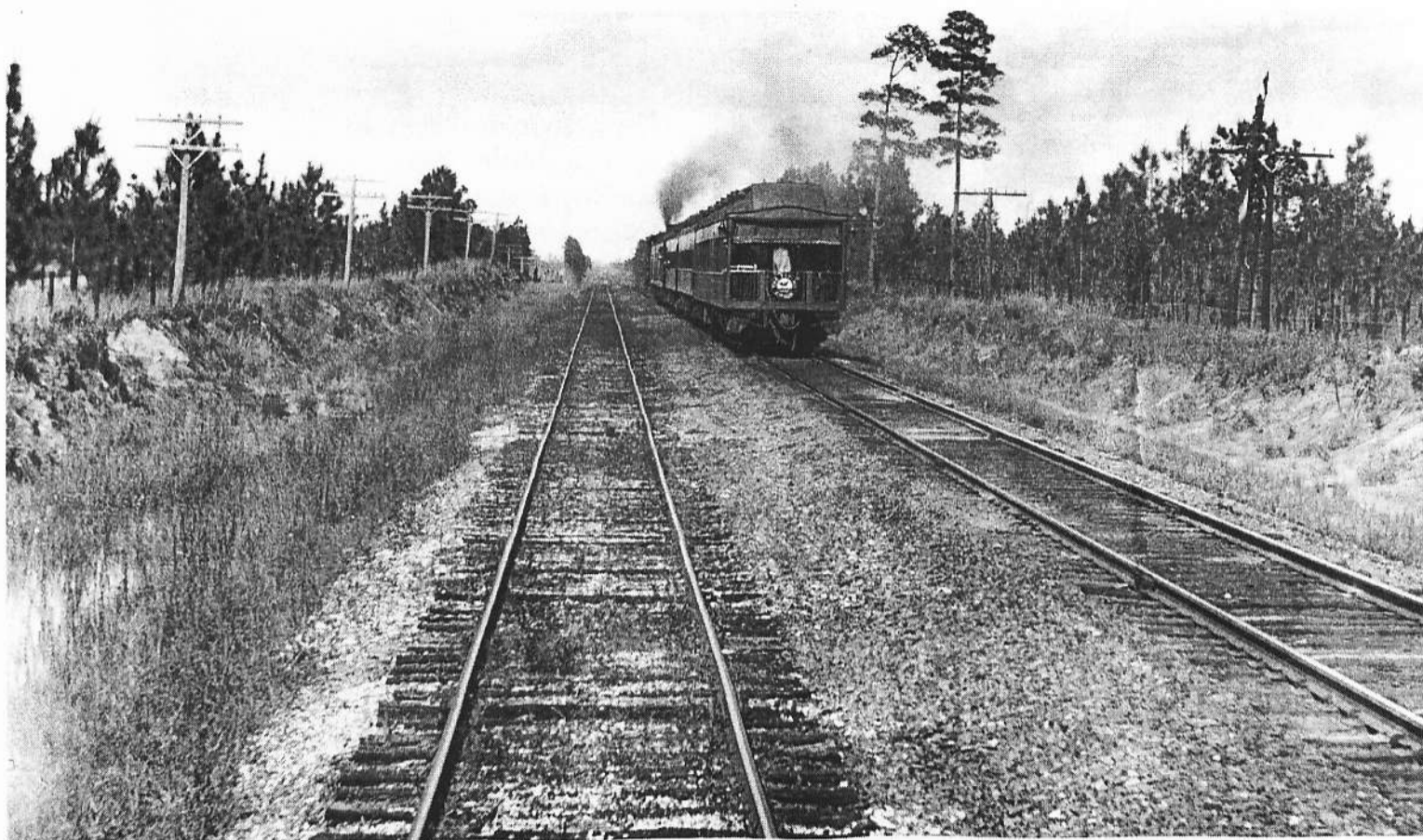


LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



VOLUME 29 NUMBER 10 OCTOBER 1998



Northbound *Flying Crow* of the Kansas City Southern passes an inspection special in May 1931 near Starks, Louisiana. (*James R. Fair collection*)



# THE LAST SPIKE

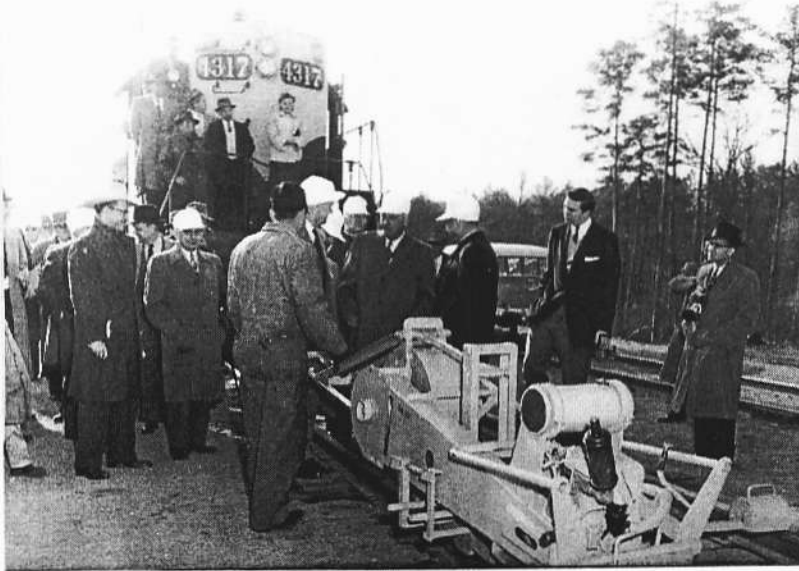
by: Gene Hull

In the annals of railroad history, there have been several "last spike" ceremonies to celebrate the completion of a railroad. One of the most famous was 10 May 1869 at Promontory, Utah completing the first transcontinental railroad in America. This was not technically correct. This spike was the joining of the final segment of SEVERAL railroads to provide transcontinental service. (Picky! Picky! - author)

Another such celebration was 8 September 1883 at Gold Creek, Montana. Four passenger trains ran 1,200 miles westward from St. Paul, Minnesota to celebrate the completion of the Northern Pacific.

On 11 April 1871, Albert Ryan, mayor of DeValls Bluff, Arkansas, drove a final spike to complete a railroad very significant to the state - the Memphis & Little Rock, which became the Rock Island.

On Saturday, 19 January 1957, deep in the pine forest of Howard County, Arkansas, 9.6 miles north of Nashville, two gold-plated spikes were driven by a \$2,000 machine operated by the presidents of two railroads - one 26 miles long and the other 11,000 miles long.

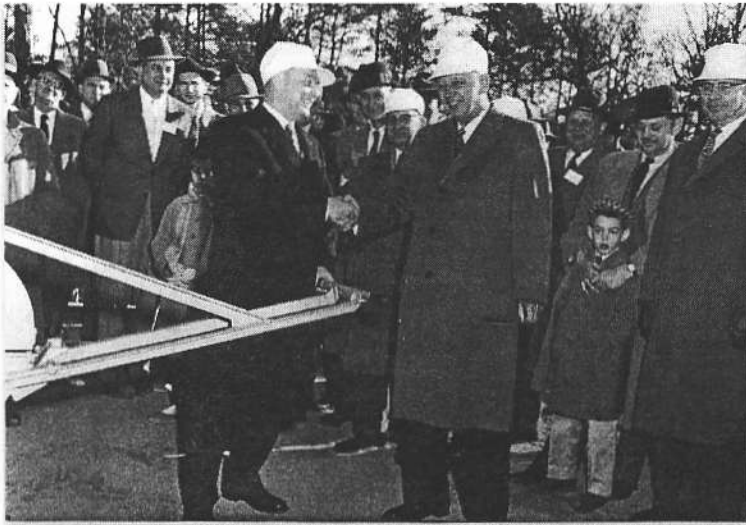


*Missouri Pacific officials were brought to Perkins by a special train powered by GM-EMD GP-7 No. 4317. Officials of DQ&E-Mo.P. gather around the \$2,000 spike-driving machine. (Missouri Pacific photo, collection of Gene Hull)*

The reason for this "railroad marriage" in the woods was a \$15 million kraft paper mill 170 miles to the east, on the Arkansas River near Pine Bluff. This hungry monster required a steady diet of pulp wood and chips. The mill was built by Dierks Lumber Company, using the Arkansas River as a dependable source of huge amounts of water.

An equally dependable source of transportation for the pulpwood and chips, supplied by Direks Forests, also was needed. The Direks company had built the DeQueen & Eastern Railroad to supply the

lumber mills with a steady supply of logs from the many thousands of acres of pine forest owned by the company. The output of the mills was interchanged with the Kansas City Southern from DeQueen.



*Fred H. Dierks (left), President of the DeQueen & Eastern and Paul J. Neff, President of the Missouri Pacific, shake hands before driving the two gold-plated spikes to join the roads at Perkins on 19 January 1957. (Missouri Pacific photo, collection of Gene Hull)*

for Saturday, 19 January 1957, just 9.6 miles from Nashville. Special trains were run by both roads for the occasion, which drew 300 spectators. Trees had been cleared to make room for the crowd. A 25-car capacity interchange track was built on each side of the main line. A sign was mounted on a metal standard declaring the place to be known as PERKINS. This was in honor of 86-year-old Charles E. Perkins, who came to the Missouri Pacific from the Kansas City Southern in 1908 and retired as chief traffic officer in 1941.

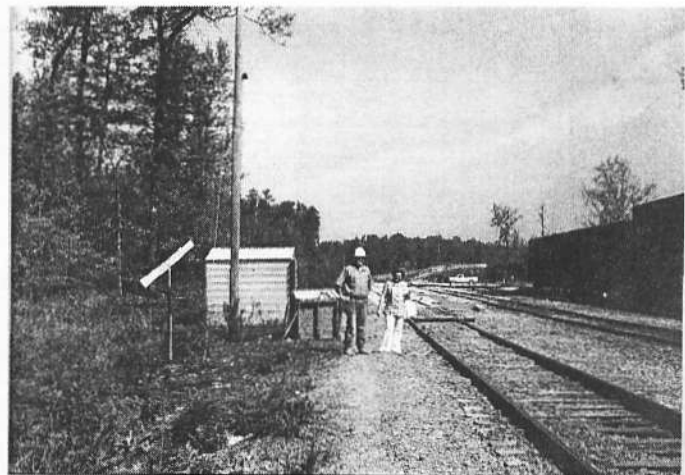
A more direct route was needed for the chips and pulpwood. From the terminal of the DeQueen & Eastern at Direks there lay about 20 miles of forest land to Nashville, Arkansas, served by the Missouri Pacific. If each company built about 10 miles of track, an interchange could be provided with a direct haul by the Mo.P. to the paper mill.

Both companies believed this was a good idea. A Mo.P. crew began laying rails at Nashville headed northwest, and a similar DeQueen & Eastern crew worked southeastward from Direks.

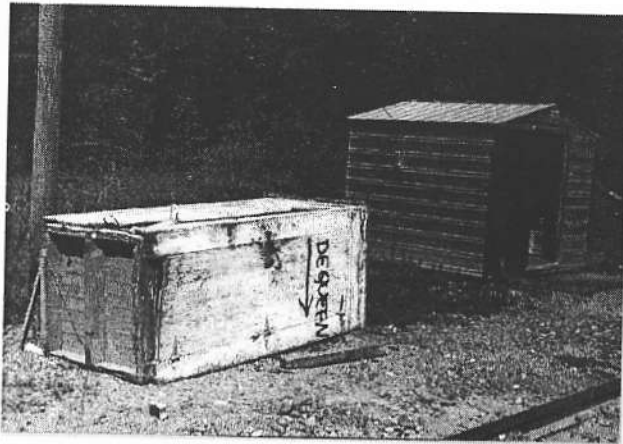
A joining celebration was planned



*The sign at Perkins has seen some rough treatment. (Gene Hull photo)*



*Naomi Hull and Mr. Snodgrass, a timber company employee, are shown at Perkins, where the DeQueen & Eastern and Missouri Pacific were joined 19 January 1957. (Gene Hull photo)*



No, that's not what it looks like! That thing lying there is a telephone booth of the DeQueen & Eastern at Perkins, 17 March 1979. (Gene Hull photo)

(A previous story on this event appeared in the *Arkansas Railroader*, Vol. 6, No. 8, October 1975. Recently a new piece of railroad history was discovered, which gives added significance to this event.)

In June 1998, the Arkansas Railroad Club acquired an extensive collection of train orders from the estate of long-time member, Eakles August Hille, a retired Missouri Pacific engineer with 50 years of service, who passed away 27 July 1995.

In this collection were the orders issued to the Missouri Pacific passenger extra No. 4317 by both Mo.P. and DQ&E. These orders are reproduced for this story.

(Editor's note...I plan to eventually scan all these train orders onto computer disks)

Form C 3-53 4 Mil. NK

## MISSOURI PACIFIC LINES CLEARANCE

Station Hope Jan 19 1957

C. & E. Pass Extra 4317 South

I have 3 orders for your train:  
(If no orders, show "no")

ORDERS	NUMBERS
<u>9</u>	
<u>10</u>	
<u>11</u>	

(Start downward in left hand column. First column to be filled before using second and third columns. List orders in numerical order; speed restriction orders first, old date movement orders next and current movement orders last.)

OK 5460 M. Jan Dispr. Warner Oer.

Do not leave before \_\_\_\_\_ M.  
(Operator fill in this space only when necessary to comply with Rule 91)

### Rule for Today

Operating No. 104

Safety No. 1-27

DE QUEEN AND EASTERN RAILROAD COMPANY  
TEXAS, OKLAHOMA & EASTERN RAILROAD



TRAIN ORDER NO. 3



DE QUEEN JAN 19, 1957

To <u>C &amp; E EXTRA MP 4317</u>	At <u>PERKINS</u> Station.
X _____	Opr. _____ M.

DO NOT EXCEED 10 MILES PER HR THRU DIERKS YARDS

AND ALL OVERHEAD BRIDGES

DE QUEEN AND EASTERN RAILROAD COMPANY  
TEXAS, OKLAHOMA & EASTERN RAILROAD



TRAIN ORDER NO. 2



DE QUEEN JAN 19, 1957

To <u>C &amp; E EXTRA MP 4317</u>	At <u>PERKINS</u> Station.
X _____	Opr. _____ M.

ENG MP 4317 RUN EXTRA PERKINS TO DE QUEEN  
WITH RIGHTS OVER ALL TRAINS.

*A.B. Bell* \_\_\_\_\_ HBP

CONDUCTOR AND ENGINEMAN MUST BOTH HAVE A COPY OF THIS ORDER

Repeat 7<sup>01</sup> a M.

CONDUCTOR	TRAIN	MADE	TIME	OPERATOR
<i>A.B. Bell</i>	<i>Extra MP 4317</i>	<i>Perkins</i>	<i>7:01 am</i>	<i>J. W. Bell</i>

Form 54 10m 3-56

De Queen and Eastern Railroad  
Texas, Oklahoma & Eastern Railroad

~~~~~  
**CLEARANCE CARD**

Time Issued

7<sup>01</sup> am

Conductor and Engineman No.

De Queen Jan 19 1957  
Extra MP 4317

I have no orders for your train, except orders

No. 2 & 3

Stop Displayed for

J. C. Bell

Operator.

This does not interfere with or countermand any orders you may have received. Conductor **MUST SEE** that the number of HIS TRAIN is entered in the above form correctly. Conductor and Engineman must each have a copy.

Missouri Pacific Lines

Form 1188

TRAIN ORDER No. 9

Jan 19 1937

To

CRE Eng 4317 and Nashville Sub Div  
Drains

At

Hope

Eng 4317 run Psgv Extra Hope to  
Nashville and return to Hope with  
right over second class trains  
JAM

Missouri Pacific Lines

Form 1188

TRAIN ORDER No. 10

Jan 19 1937

To

CRE Psgv Extra 4317 South

At

Hope

Regular trains due Hope at or  
before 5:30am have arrived and  
left  
JAM

Missouri Pacific Lines

Form 1188

TRAIN ORDER No. 11

Jan 19 1937

To

CRE Psgv Extra 4317 South

At

Hope

Psgv Extra 4317 South will not  
register at Hope  
JAM

### 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 on SUNDAY, OCTOBER 11 at 2 p.m. at the regular location - the Mercantile Bank on Main Street in North Little Rock. The program will be given by JOHN JONES. He will show slides and/or videos on various rail subjects from the past year. As always, refreshments will be served and the public is invited.

NOVEMBER EXCURSION - We've rented the old combine for a final trip on the A&M between Van Buren and Winslow (and return) for Saturday, November 14. This will be the last day of passenger operation by the A&M Railroad on the former Frisco line. Cost will be \$40, including the bus trip from Little Rock to Van Buren and return. Limited seats available. The bus will leave at 7 or 730 a.m. from North Little Rock, returning after 4 or 5 p.m. If interested, send \$40 to the Arkansas Railroad Club - Trip, PO Box 9151, North Little Rock AR 72119 or fill out the order form that was in the September *Railroader*.

OFFICERS NOMINATED FOR 1999 - Here are the nominees for the chapter's 1999 officers: President - Leonard Thalmueller; Vice-President - John Hodkin, Jr.; - Treasurer - Walter Walker; Secretary - Carole Sue Schafer; Board of Directors for 2002 - Robin Thomas. Other positions in the club: Editor - Ken Ziegenbein; NRHS Director - Jim Bennett; Photographer - John Jones; Advertising - David P. Hoge.

NOMINATIONS WANTED - Know of any club member who has done an outstanding job in railroading, either present, past or in historical documentation? If so, we'd like to hear from you. They will be put in nomination for a deserving award for their accomplishments. Send any nominations to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Nominations due by October 15.

CHRISTMAS DINNER will be held Sunday, December 6. This dinner will be at the Adult Center on West 12<sup>th</sup> Street in Little Rock. It will be an evening meal. Specific details on pricing, etc., will be in the November newsletter.

OCTOBER BIRTHDAYS: GERALD MELTON (10/03); J. R. GRAY (10/08); JAMES R. FAIR, JR (10/14); BOB POWELL (10/17); LEE HALTOM, JR (10/17); DAN BARR, JR (10/18); LEONARD L. THALMUELLER (10/22); MICHAEL E. BIGLER (10/22); THOMAS H. LEWIS (10/23); J. PHIL POWLEDGE (10/25); JEFF L. WESTBROOK (10/26); STEVE LASER (10/27).

KIAMICHI RAILROAD SPECIAL TRIP will be run over the weekend of December 5 & 6 over its' entire line in Arkansas, Oklahoma and Texas (December 6 is also our annual Christmas party). This trip will be sponsored by one of our members, Bart Jennings. For more details, see the *Excursions* section.



## 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** - Standard gauge hand car. Advise price, condition and location. Peter Smykla, PO Box 1892, Pine Bluff AR 71613 or call 870-535-4724.

**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. 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.

**WANTED** - Oral history, railroad documents, railroad worker's housing, newspaper clippings, photographs of segregated stations or Jim Crow cars, or any other items relating to the topic of blacks and the railroads. This information will be used in a upcoming book on African Americans and the railroads. If you can help, write to Theodore Kornweibel, Jr., Professor, 6334 Lake Decatur Avenue, San Diego CA 92119 or call 619-461-0098. (I sent him the oral history I did of a former MoPac porter in Little Rock back in 1991 - that was printed in the *Railroader* at that time).

## RAILROAD ABANDONMENT PROPOSALS

The address of the Surface Transportation Board is: Office of the Secretary, Case Control Unit, 1925 K Street, Washington DC 20423. The STB phone number for abandonment procedures (Office of Public Services) is: 202-565-1592. If you contact them, it would be handy to use the Docket Numbers. Their Web address is: <http://www.stb.dot.gov> if you'd like the complete listings.

These abandonment proposals have been printed in the Federal Register or have come directly from the Surface Transportation Board. They will go in effect unless one of the following occurs: 1) an offer of financial assistance is received; 2) a request for public use of the land is received (for instance, rails-to-trails); 3) petitions to reopen the case is filed. Railroads, before they can file these "notices of exemption under CFR 1152 Subpart F," must certify that 1) no local traffic has moved over the line for at least 2 years; 2) any overhead traffic can be routed over other lines; 3) no formal complaint filed by a user is pending and; 4) environmental reports, historic reports, transmittal letter, newspaper publication, and notice to governmental agencies have been met. Even though approval is granted for the railroads to abandon, it may be months or years before track is actually taken up.

**PENNSYLVANIA - R. J. CORMAN RAILROAD COMPANY/ALLENTOWN LINES** - To abandon 1.945 miles of line known as the Barber's Quarry Industrial Track between m.p. 93.144 near Union and 3rd Streets in Allentown and m.p. 95.089 near Lawrence Street and Lehigh Parkway in the township of Salisbury, Pennsylvania. Effective October 8, 1998. (STB Docket No. AB-550X, no sub number, decided September 1, served September 8, 1998)

**CALIFORNIA - UNION PACIFIC** - To abandon 3.84 miles of line known as the Los Alamitos Branch from m.p. 514.26



near Los Alamitos Junction to the end of the track at m.p. 518.10 near Los Alamitos, California. Final decision by December 11, 1998. (STB Docket No. AB-33, Sub No. 125X, decided September 1, served September 11, 1998)

**INDIANA - INDIANA HARBOR BELT RAILROAD CO.** - To abandon a line known as the East Chicago Belt Branch from m.p. Valuation Station -0+17 beginning at a point 168 feet west of the Illinois/Indiana state line in Burnham, Illinois near Brainard Avenue extending eastward through Hammond, Indiana to and including a point 100 feet east of the east edge of Indianapolis Boulevard in East Chicago, Indiana at m.p. Valuation Station 140+00, a distance of 2.3 miles. Final decision by December 11, 1998. (STB Docket No. AB-317, Sub No. 5X, decided September 8, served September 14, 1998)

**MINNESOTA - SOO LINE** - To abandon 0.10 miles of line known as the Minneapolis Terminal Line between m.p. 4.09+/- near the western edge of Colfax Avenue North to m.p. 4.19+/- near the western edge of Aldrich Avenue North in Minneapolis, Minnesota. Effective October 18, 1998. (STB Docket No. AB-57, Sub No. 47X, decided September 11, served September 18, 1998)

## ARKANSAS RAIL NEWS

### STEAM ENGINE TO MOVE

*(Texarkana)* - The Spring Lake steam engine in Texarkana has been shipped to Miami, Florida. The engine was built for the Florida East Coast in the 1920s and apparently had to be moved or lost. It will be restored and displayed at the Gold Coast Railroad Museum in Miami. The engine was built in 1924 by American Locomotive Co. for the FEC, and in 1936 it was sold to the Louisiana Arkansas Railroad. It operated until 1956. (Sorry, no engine

number available). *(The Morning News of Northwest Arkansas, August 23, 1998 via Tom Lewis and the Naples, Florida Daily News, 8/22/98)*

### ANOTHER A&M TRIP

*(Springdale)* - The Arkansas & Missouri Railroad will operate a rarely-run northbound trip out of Springdale to Monett, Missouri on Sunday, October 18. The 120.2-mile round-trip leaves Springdale at 8:00 a.m., returning at 4:30

p.m. Tickets are \$50 plus tax and includes lunch at the Spring Street Grill. Call the A&M at 1-800-687-8600 or 501-751-8600.

### L&NW DEPOT GONE

*(Magnolia)* - Gerald Hook, former employee of the KCS, said he found the old L&NW depot in Magnolia to be just a heap of rubble to be loaded up and hauled to the landfill on September 10th.

## GENERAL RAIL NEWS

### NEW UP PRESIDENT

Ike Evans became the new president of Union Pacific after current president Davis retired in mid September.

### TRAVEL DEATHS

In 1997, 44,603 people were killed in the U.S. transportation system, the equivalent of everyone in Ocala, Florida. Highway fatalities were 42,000, aviation 976, rail 746 (584 trespassers, 49 employees, passengers 6, commuter rail 107), marine 870, pipelines 11.

### NEW LOCOMOTIVES BUILT

*(Paducah, Kentucky)* - VMV Enterprises in Paducah will start building new locomotives for the first time since World War II. Most of these will be built for GE and be exported. VMV will be hiring about 40 new employees. Illinois Central steam engines were once built at these shops. *(MSNBC, 8/18/98)*

### UP REORGANIZING

Union Pacific has reorganized the railroad into three regional divisions, each with its own vice president. UP Chairman Dick Davidson said that "We thought our centralized system would work, but it

turned out to be too complex." The regions will be northern, southern and western sections. The new structure will be ready by November 1, 1998. *(UP News Release)*

### CONRAIL GONE

Friday, August 21 was the last day of Conrail. On the next day, CSX and NS took over legally. However, Norfolk Southern says it will have to delay for months the breakup of Conrail and even cut service in order to avoid congestion on the system. It's trying to avoid the problems UP had last year. *(Via Tom Wilson)*



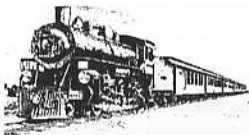
ARKANSAS RAILROADER - LITTLE ROCK CHAPTER NRHS



**UP REPURCHASES LINE**

(Kansas) - Union Pacific has repurchased a 107-mile line in Kansas from RailTex. The purchase will allow UP to add capacity to the eastern portion of its coal corridor. The line runs from Upland, Kansas to St. Joseph, Missouri. UP plans to operate 15 trains a day on this line, as opposed to only one train a day that RailTex was running. Empty northbound coal trains will be the most common. RailTex purchased the line from UP in February 1990. (Bridge News, 8/21/98)

The aggregate horsepower of the 20,000 locomotives on Class 1 railroads in 1997 was 60.2 million horsepower, up almost 20 percent over the last 10 years.



**ROCK ISLAND HAS NEW LIFE**

(Meta, Missouri)

- The old Rock Island line between St. Louis and Kansas City may soon see trains again thanks to the Missouri Central Railroad. This line was abandoned in 1980 by the Rock Island, bought by the Southern Pacific and now belongs to Union Pacific, who has almost closed the sale to Missouri Central. The line will carry fertilizer, grain and charcoal, and maybe passengers between St. Louis and Eldon, close to the Lake of the Ozarks. The track is now weed covered across its entire 245-mile line length. Costs of upgrading will be around \$40 million. Missouri Central plans to have the line operating by September 1999. (St. Louis Post-Dispatch, August 23, 1998)

**UP MAY KEEP TENNESSEE PASS**

Union Pacific is holding up plans to abandon the Tennessee Pass line, according to the Trains Magazine web page. UP apparently is holding on to other lines, placing them in "rail bank" status instead of the abandonment list.

**GEORGIA UPGRADES LINE**

(Rochelle, Georgia) - The Georgia Department of Transportation is spending \$4 million to upgrade a long-abandoned 67-mile rail line between Rochelle and Vidalia. Georgia Southwestern will operate on the line, which used to be the main CSX line between Montgomery, Alabama and Savannah, Georgia. (The Augusta Chronicle, 8/26/98)

**FLORIDA FUN TRAIN QUILTS**

The Florida Fun Train had to stop running September 17 because of a lack of riders and money. This entertainment train ran between Orlando and Miami and Tampa. It had just begun to leave from the Amtrak station in Orlando instead of way out of town as before. One reason it failed was that the builder of its passenger cars failed to deliver on time, as they did with the failed Marlboro Unlimited train last year. (Orlando Business Journal)

**UP LAYS OFF 600**

Union Pacific is laying off 600 track workers and deferring normal maintenance projects in an effort to conserve 4<sup>th</sup>-quarter earnings. UP lost \$200 million this year. Most of the layoffs will be in the southern region, including Texas. (Journal of

Commerce, September 10, 1998)

**STILL QUESTIONS ABOUT UP**

On July 31, the Surface Transportation Board let Union Pacific scale back on its operation reports and publish it every two weeks instead of weekly. In early September, the US Department of Transportation said it didn't like that idea and urged the STB to make UP give more frequent reports. UP, of course, says it will not go back to more frequent reporting, saying that it would only give competitors inside knowledge of how it runs its railroad. (Dallas Morning News, September 2, 1998 via Dan Barr)

**TRAIN SPEEDS THROUGH TOWNS**

Fort Gibson, Oklahoma has been trying to slow trains down for years. However, UP won a lawsuit, saying that only federal laws can restrict train speeds, not local speed laws. John Bromley, UP spokesman, said that if every town could slow down trains, it would cripple the rail industry. (Wall Street Journal, August 13, via Tom Wilson)

**UP/NS ASKS FOR YOUR HELP**

If you notice an unusual or suspicious activity on UP or NS trains or property, such as an open loaded railcar, truck trailer or container, vandalized track or signals, or suspicious individuals on the railroad's property, call: **Union Pacific** (1-888-UPRR COP (877-7267)); **Norfolk Southern** (800-453-2530).

**AMTRAK NEWS**

**PRIVATE CAR TO HOT SPRINGS**

On September 9, Amtrak #22, the northbound Texas Eagle, carried the private car "John Radovich, Jr" on the rear of the train. This car is ex-PRR flat end observation, formerly known as "Big John." No. 22 stopped short of the Malvern station,

pulled the pin on the private car, and pulled into the station. Because of a group detraining, it was necessary to make a triple stop at Malvern. All these moves delayed the train only about 7 minutes. The group getting off was shuttled to Hot Springs from Malvern on the Hot Springs shuttle, the

new Thruway bus connection that started June 1.

Two units of the Arkansas Midland Railroad were waiting on a side track, and as soon as #22 moved north, the AM moved onto the mainline to pick up the private car and carry it to Hot Springs. The car was



spotted near the old freight depot in Hot Springs, with 220-volt electrical power available. Early Sunday morning, September 13, two AM diesels brought the private car back to Malvern to be hooked onto the rear of Amtrak southbound #21. No. 21 made it regular station stop, then pulled south of the station to clear the siding switch. The AM then got permission to enter the main UP line and shoved the private car onto the rear of #21, behind several express cars. The entire time to do all these moves southbound was only 14 minutes, which proves that quick switching moves CAN be done. It's possible that a

move from Malvern to Hot Springs like this one is the first one since the 1920s or before. (*Various sources via e-mail and telephone*)

#### NORTHEAST RIDERSHIP UP

Amtrak carried 1,036,738 passengers between New England and Virginia in July 1998, the highest ridership in three years. It was the 17<sup>th</sup> month in a row that ridership increased in the northeast from the year before. (*Amtrak news release*)

#### AMTRAK SPEEDS

Average speeds for all Amtrak trains in 1998 was 48.9 mph, down from 19.5 mph in fiscal year 1997. The *Texas Eagle* averaged 43.5 mph in 1998. (*The Bull Sheet, September 1, 1998*)

#### NEW EAGLE SCHEDULE

Effective September 1, the southbound *Texas Eagle* will arrive at Little Rock at 7:27 a.m. (used to be 8:32 a.m.) and the northbound will arrive at Little Rock at 12:49 a.m. (used to be 10:49 p.m.). (*Thanks to Bill Pollard*)

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**ARKANSAS** - October 18 - The Arkansas & Missouri announced in late August that it will run a special passenger trip from Springdale northward to Monett, Missouri on Sunday, October 18. Call them at: 1-501-751-8600 for details.

**ARKANSAS, OKLAHOMA, TEXAS** - December 5 & 6, 1998 - A Kiamichi Railroad Rare-Mileage Excursion will be run from Ashdown, Arkansas to Hugo - Antlers - Hugo, Oklahoma December 5 and from Hugo - Durant - Hugo, Oklahoma - Paris, Texas - Hugo on December 6. It will cover about 200 miles of former Frisco track. Ticket sales will benefit the hospital auxiliary in Hugo, the Hugo Heritage Railroad, and the Southern Appalachia Railroad Museum. The Frisco Depot and Harvey House Restaurant will be open in Hugo that weekend.

Trip times: December 5 - Lv. Ashdown 9:00 a.m., Ar. Hugo 3:30 p.m., Ar. Antlers

4:30 p.m., Ar. Hugo 6:00 p.m.; December 6 - Lv. Hugo 8:00 a.m., Ar. Durant 10:30 a.m., Ar. Hugo 1:00 p.m., Ar. Paris 3:00 p.m., Ar. Hugo 6:00 p.m. A bus will transport passengers from Hugo to Ashdown on December 5.

Prices: 2-day adult ticket is \$145; 1-day adult ticket December 5 is \$85; 1-day adult ticket December 6 is \$75. Sandwich lunches will be provided. Send checks to: Kiamichi Special/SARM, c/o Barton Jennings, PO Box 32424, Knoxville TN 37930-2424. The trip has almost sold out, so if interested, act fast.

#### MICHIGAN AND ELSEWHERE

Various times of year - The Bluewater Michigan Chapter of the NRHS presents a series of historic rail and rail-related journeys this summer and fall. For a brochure, write to them at: Bluewater Michigan Chapter, PO Box 296, Royal Oak MI 48068-02966 or call 248-541-1000 M-

F, 9 a.m. to 5 p.m.

**WORLDWIDE TRIPS** - Various times of year - Trains Unlimited Tours is offering rail tours across the world, anywhere from San Diego and Cumbres, to Alaska, South America and Siberia. For a brochure and pricing, write to Trains Unlimited Tours, PO Box 1997, Portola CA 96122 or call 530-836-1748.

**CALICO ROCK, ARKANSAS** - White River Railroad runs most days of the year through scenic north Arkansas along the former Missouri Pacific line. Shopping stops are done at various locations. Prices are \$23.50 adults, \$17.50 child, \$22.50 seniors, \$35 for dome car for everyone. Call 800-305-6527 or 870-499-5700 for reservations or brochures.



ARKANSAS RAILROADER - LITTLE ROCK CHAPTER NRHS



## REMEMBERING

by: P. B. Wooldridge

In 1948 I bid on the Agency at Gideon, Missouri, leaving the main line for 25 years. Agency work paid about 5¢ an hour more, and there was overtime.

Gideon reminded me of a frontier town I'd seen in the movies, dating back years. There was an open saloon and it was a Company town, largely owned by the Gideon Anderson Lumber Co. Gideon Anderson gave the Cotton Belt 100% of its business, even tho the Frisco had been there years earlier. We had purchased that portion of the Trumann Branch from them. At one time, I was told, they had operated log lines using 5 steam engines. As I arrived they were just completing a very large grain elevator. They had a large lumber department, a farm department, oil and gas dept, grocery dept, cotton gin, etc. Also they had a very bi box factory, shipping beverage cases all over the United States. During World War II and the Korean War, they shipped hundreds of carloads of ammunition cases to the military.

Gideon Anderson had it's own switch engine, a gasoline engine, No. 80, which picked up empty cars out of our yard for loading, and delivered loads to our yard for movement. They were paid a switching charge of \$3 for every load they gave us.

My Boss was Asst. Supt. Tom Hutson, a diminutive, red-faced Irishman, who, I was told, had a strong liking for grain spirits, which added to the redness. Uncle Tom, I was told, was a personal, long-standing friend of Col. Green, President of the Cotton Belt.

So, Uncle Tom ran the Trumann Branch and the PSE as his own bailiwick. He was a powerful figure, and earnestly seeking more business.

I'd been on the job just a short time when Uncle Tom and Homer, his motor car driver, popped up to the depot and stopped. Uncle Tom had a new set of false teeth, which he withdrew from his mouth, after introducing himself. While whittling on his plates with a large pocket knife, he said:

"Son, Gideon Anderson loves you. Give them everything they want, and we'll be happy."

Uncle Tom seemed to work day and night. One morning about 9 AM, he showed up at the depot somewhat unsteady and under the weather. He asked me to pick up his briefcase at the local saloon, which I did. Then I contacted his wife at Paragould, and she drove to Gideon and picked him up, which was normal operating procedure when Uncle Tom had one drink too many.

I learned later that day that Uncle Tom had spent the previous night at the local hotel, the Sherman House, also owned by Gideon Anderson, and had fallen off the porch into the flower bed. There he was found, of all persons, by the President of Gideon Anderson, who had exclaimed: "Good Lord!! Tom Hutson is in the flower bed! Is he dead?"

One of my greatest disappointments occurred at Gideon. The Railroad Commercial Department had negotiated with a wealthy gin owner, who wanted to build a Cotton Compress on the Cotton Belt, which would have added enormously to our business. But according to ICC regulations, the track to serve the new compress would cost the ginner \$2,000.

On the day the compress equipment was being loaded at a compress in Blytheville, Arkansas, a Frisco commercial agent happened to be at the compress. He immediately drove to Gideon, and informed the ginner that the Frisco would build him a track free of charge.

So the compress was built on the Frisco and I was brokenhearted. I wrote a full page letter to President McKenzie, complaining that the Cotton Belt was not meeting competition. In reply, he explained that the Cotton Belt had to comply with the law, even tho the Frisco did not.

During the fall we would be inundated with business. Four cotton gins and a large grain elevator would be operating on a 24 hour basis. Trucks with corn and soybeans would be lined up for 3 blocks awaiting unloading at the elevator. A Conductor on the local, if he found an empty at some blind siding, knew he would get a fifth of whiskey for every empty box car he could find.

Today one can stand on that spot and say, with regret: "Once upon a time there was a busy railroad here." Between 1930 and 1935 freight trains used that line from East St. Louis, through Malden, down to McDonald, Arkansas, thence Missouri Pacific to Memphis, Tennessee. Now only a memory, it's the price we pay for "progress."

Today it's all gone, but that's the way it once was. It had been my privilege to have been a part of it.\*

ARKANSAS RAILROAD CLUB MEMBERSHIP FORM

[ ] Membership renewal [ ] New Member [ ] Change of Address

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



Date: \_\_\_\_\_ Your birthday (optional - no year needed) \_\_\_\_\_

Name: (last) \_\_\_\_\_ (first) \_\_\_\_\_ (init) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ e-mail address: \_\_\_\_\_

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.

The Arkansas Railroad Club's 1999 calendar is Ready! It consists of 14 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month, plus a front and back cover photo.

Railroads included are: Ashley, Drew & Northern, Southern Pacific, Missouri Pacific, Kansas City Southern, Arkansas Midland, Louisiana & Northwest, BNSF, Rock Island, Warren & Saline River, Union Pacific, Amtrak, and the Arkansas & Missouri. Plus, there's a railroad map of Arkansas in the back of the calendar. Day of month numbers are large, and the calendar includes Arkansas Railroad Club member's birthdays.

LAST YEAR'S CALENDAR SOLD OUT, so order your 1999 calendar soon. As before, discounts apply for ordering more than one and price includes postage.

MAIL TO: Arkansas Railroad Club Calendar, PO Box 9151, North Little Rock AR 72119

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

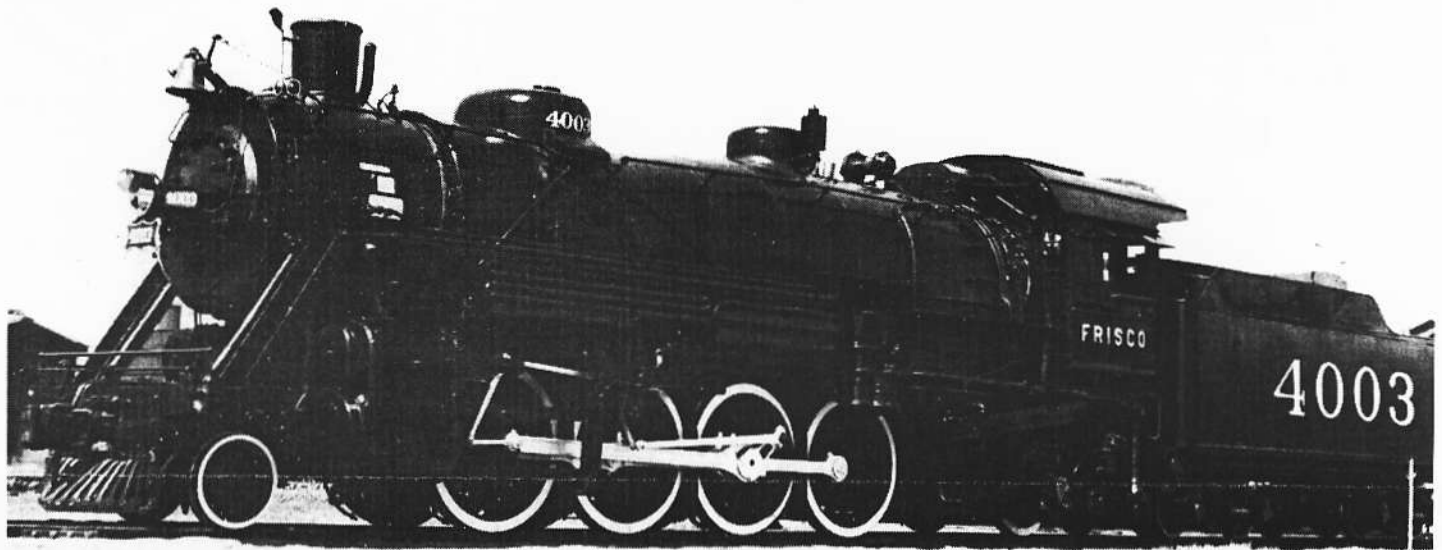
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Please send me:

- 1 Calendar @ \$7.00 each .....
Calendars (2-9) @ \$6.50 each ...
Calendars (10 or more) @ \$6.00 each ...
(Calendar are Postage Paid)

TOTAL ENCLOSED .....

# Help Save The Frisco 4003



Frisco #4003 steam engine and tender was donated to the Fort Smith Trolley Museum by the Arkansas Oklahoma Fair Board. The engine has been in Kay Rogers Park for 48 years.

We will move the engine to the museum and construct a 64 ft. x 100 ft. engine house to protect, display and restore the engine. The building will be constructed south of the streetcar barn.

The St. Louis-San Francisco Railway #4003 was built by the Lima Locomotive Works in 1919. It saw service on the Frisco passenger run from Monette, Missouri to Paris, Texas with stops at Fayetteville, Van Buren and Fort Smith. The engine logged 985,747 miles before retirement in 1950. The engine and tender weighs 492,400 pounds.

The 4003 was originally moved to the park using compressed air. The Dixie Cup plant now blocks this return route. The engine will be cosmetically restored to preserve and protect it from deterioration.

Moving an engine this large over a distance of five miles is not easy or inexpensive. B.J. Swink Excavation and House Moving, Inc. will move it for \$15,000 if moved before October 30, 1998.

Relocating the engine and constructing the engine house will require \$65,000 that the museum does not have.

Please make your tax deductible donation to save and protect the Frisco #4003 engine, a valuable piece of Fort Smith and local railroad history.

## PLEASE MAKE ALL DONATIONS TO:

**Fort Smith Trolley Museum #4003 Fund**  
2121 Wolfe Lane  
Fort Smith, AR 72901

Name \_\_\_\_\_

Address \_\_\_\_\_

Amount \$ \_\_\_\_\_

Method of Payment

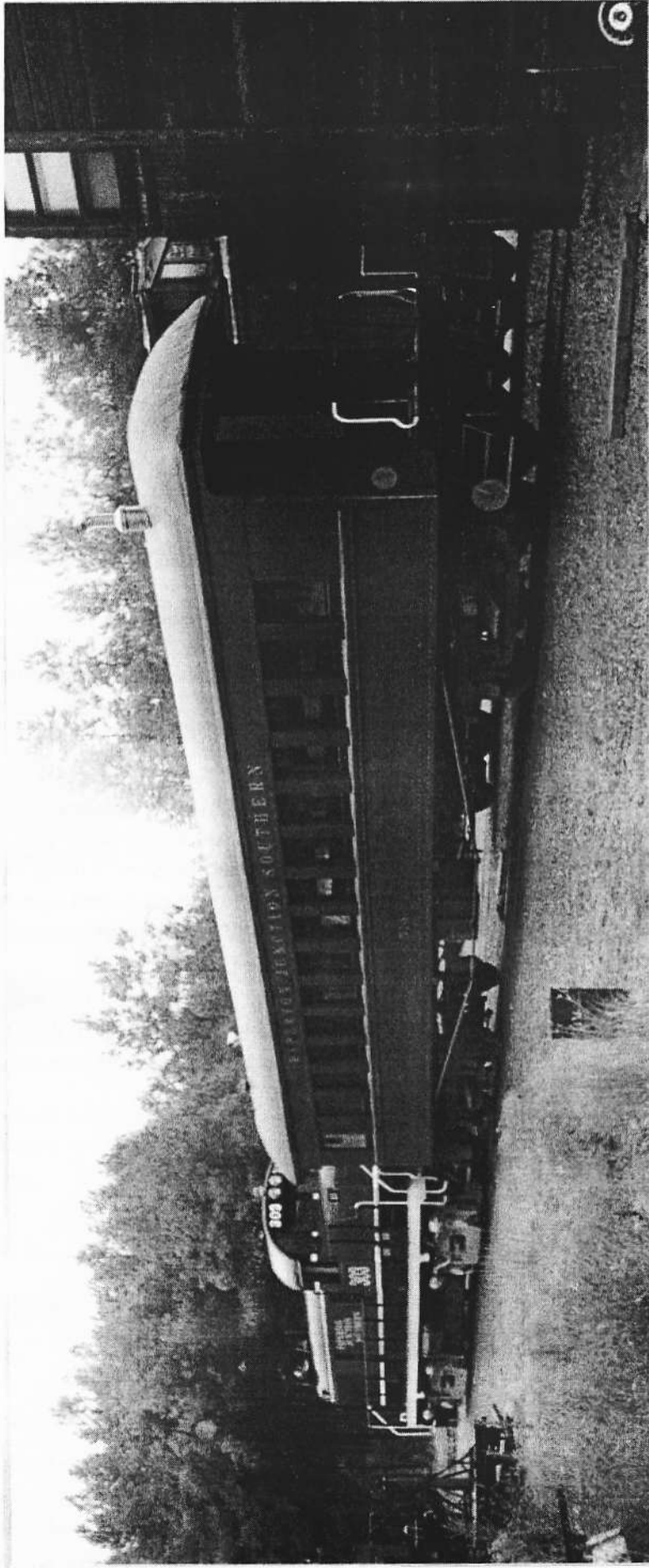
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The Fort Smith Trolley Museum is a Non-profit organization under Sec 501(c)(3) of the Internal Revenue Code of 1954.  
GIFTS AND LEGACIES ARE DEDUCTIBLE.



*On September 12, 1998, our club and the Cotton Belt Chapter had our annual excursion on Peter Smykla, Jr.'s Paperton Junction Southern in Pine Bluff. We rode in this newly painted (green) and refurbished ex-Frisco coach #514 (built in 1883), being pulled by PJS #303, an Alco RS-3 (red and black), built in August 1956. The coach was built by Barney & Smith in March 1883 as SLSF (Frisco) #661. In March 1936, the Frisco rebuilt the car, changing the roof to the current turtle-back configuration, and adding the steel siding, while keeping the wooden frame. From the early 1960s until October 1996, it was on the Kansas City Public Service Freight Operation, where it last ran in 1964. Virtually the entire roof, including the wooden ribs, was replaced recently, as well as the windows. Back during the 1936 rebuilding, thousands of wood screws were used, with heads leaded in to simulate rivets, to fasten on the steel siding. It was raining on our trip, which, in my opinion, made the trip feel even more nostalgic. (Ken Ziegenbein photos)*