



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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A Rock Island Extra southbound freight train pulling by the Fordyce Tower in Fordyce, Arkansas during the early 1940s. The pipes on rollers were what moved switches, derails and signals. The track bearing to the right connected with the Cotton Belt toward Pine Bluff. (P. B. Wooldridge photo)



Rock Island #94 heads northbound past Fordyce Tower in Fordyce, Arkansas in the 1940s. This is where the Rock Island (now Fordyce & Princeton) crossed the Cotton Belt. In the following pages, Lynn Gaines recounts a fascinating story about a fateful day in Fordyce in 1941 on these two rail lines. (P. B. Wooldridge photo)

FORDYCE-ON-THE-COTTON BELT VISITED BY FATE 1941

By Lynn N. Gaines Jr.

At the time of the incident(s) in question, May 21, 1941, the interchange between the Cotton Belt (CB, SSW, St. Louis Southwestern) and Rock Island (RI), at Fordyce, was a short track just behind the tower. (See *Arkansas Railroader*, Volume 22 #12, December 1991; for the cover picture from the Paul Wooldridge collection, which showed both tower and cars on this transfer). The tower itself was located on the southeast side of the crossing, with the interchange just southeast of the building. This interchange (official designation: "Transfer Track") would hold a maximum of about six of the old time "short" cars of that era. Deliveries were often made on this short track by both railroads.

RI Arkansas Division Timetable No. 7 showed No. 94, second class "Red Ball" freight, was scheduled Lindale 1245 a.m., Fordyce 130 a.m. (Lindale was six miles south of Fordyce). Let us trace what would have been a usual night run for train No. 94 (northbound) enroute to Biddle Yard, Little Rock, AR. This trace only covers that part of the trip Eldorado Yard, to and including Fordyce.

No. 94 would leave Eldorado Yard about 9 p.m., with headend delivery cuts, one to set out at Tinsman, one to deliver to the CB at Fordyce and one to set out in the RI yard, there. This train would set out and pick up at Tinsman. Leaving Tinsman, the conductor would usually ride on the caboose, since RI condr's were expected to do the clerical work involving their set outs and pick ups. Also, on the caboose was the rear brakeman, whose job it was to serve as flagman to protect the rear of the train, since there were no block signals on RI SubDiv #53. Upon arrival Fordyce the condr. would then walk his train. Since there was almost no grade between Eldorado and Biddle, the RI was famous for its long trains here. This point is made, to note that it would take an older man quite a bit of time to walk a 60 to 90 car train. Therefore, neither the condr. nor the rear brakeman were available to ride the head end of the train while making delivery to the CB at Fordyce.

Upon arrival Fordyce, one brakeman would couple 94's engine into the cars on the transfer (if any); then make a run for the RI yard to handle the switches for his own set out and pick up. The other brakeman would get the SSW switch key from the tower operator, and make a run for the CB yard to handle switches. This would leave only the engineer and fireman on board the head end.

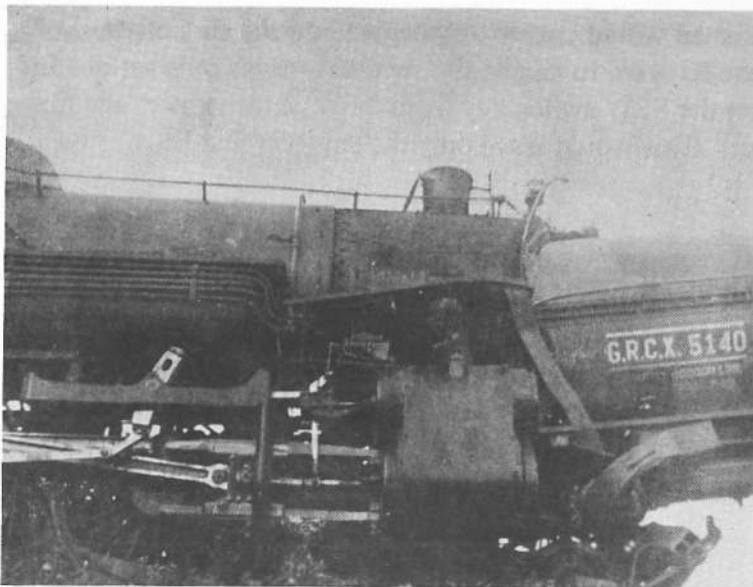
The other train involved in this incident was Cotton Belt's "Lone Star" southbound train No. 1, a first class passenger, scheduled Kingsland 112 a.m., and Fordyce at 124 a.m. This train was exempt from observing the Yard Limits at Fordyce (per *SSW Timetable No. 4*), but was to approach the home signal of the interlocker plant, prepared to stop short of a red signal indication. The *St. Louis Southwestern Special Instructions* restricted passenger trains to 35 MPH over the RI crossing at Fordyce. On the morning in question, May 21, 1941, No. 1's train consisted of two pullmans, three coaches and two baggage/mail/express for a total of seven cars.

All trains were required to clear the time of No. 1 at Fordyce, five minutes prior to No. 1's scheduled time at last station Kingsland, which in this case would be 107 a.m. at Fordyce. Let us examine the timetable rule for the Pine Bluff SubDiv: "Northward Trains are superior to Southward Trains of the same class. (Nos. 1, 5 and 7 will be considered Northward Trains; Nos. 2, 6 and 8 will be considered Southward Trains)".

This morning of May 21st, No. 94's train (whether scheduled, or extra, was immaterial) started to make its delivery. There were six cars on the transfer already, which had to be pushed ahead of its engine. Behind 94's eng. was its 20 car interchange for the Cotton Belt. No. 94 left the tight curve of the interchange, traveled up the slight grade into another tight curve encountered just north of the entry to the Cotton Belt's main track. At some point, here, No. 94's eng. stalled. The engineer and fireman made a frantic effort to get the engine and cars moving, but failed.

SSW "Lone Star" No. 1, however, had come down Kingsland hill, passed through Moro Bayou bottoms, by industrial spur Sturmill (C&W singer Jim Ed Brown's family lived here, later in the 40's), past Scarborough's store, then approached the stadium of the famous Fordyce "Red Bugs". About this point, the engineer probably made a five or ten pound air reduction, and throttled down to slow his train for the interlocker and crossing; but suddenly, there loomed freight cars to his front. RI No. 94's headlight was not visible to No. 1's crew because of the six cars in front of 94's engine, and further because of the tight curve at the underpass of Highway No. 8.

At approximately 130 a.m., No. 1's engine, 679, struck GRCX 5140, the north car of the cut, pushed by No. 94. This tank car probably contained casing head gasoline, a flammable liquid. This impact destroyed one freight car, and turned over several others, with some damage to the engines of both trains. (The SSW L-0 class, 670 series steam engines, were high wheeled passenger engines which had been purchased from the Florida East Coast, at a time during which that carrier was having financial troubles. These engines would really RUN; Cotton Belt pundits called them "Alligators", because they came from Florida).



LEFT - Cotton Belt Engine #679 shown telescoped into tank car G.R.C.X. 5140 at Fordyce, May 21, 1941. (Joe L. Garrett collection)

On train No. 1, engineer J. H. Bryant was evidently uninjured, but his fireman W. F. Vaughn suffered bruises and cuts. Condr. R. L. Boyd and brakeman H. C. Hinton were injured. (Boyd was still on trains 1 and 2, when your author hired out as a

telegrapher in 1949. At the end of psgr. service on the Pine Bluff SubDiv, he worked on locals 67-68 Texarkana/Camden, until his death). On the U.S. Postal car, Charlie McGehee of Memphis was bruised quite a bit, as were Claude L. Clemen, and J. S. Needham of Texarkana. Passengers injured were: W. Bradley and W. E. Scott, Texarkana; C. Bledsoe, W. E. Conyars, J. H. Nichols, Pine Bluff; Mrs. George Evans and O. C. Good (Hood?), Dallas; Mrs. W. H. Crist, Durant, MS (TX?), Mrs. R. M. Nall, Georgetown, TX; Clarence Garvis, Plain Dealing, LA; Cleophas Williams, Marshall, TX and Mrs. Fulton Want, Fordyce, AR. (Since several of the names above are familiar to your author we would be safe to assume that several of these passengers were employees, or dependent's of employees).

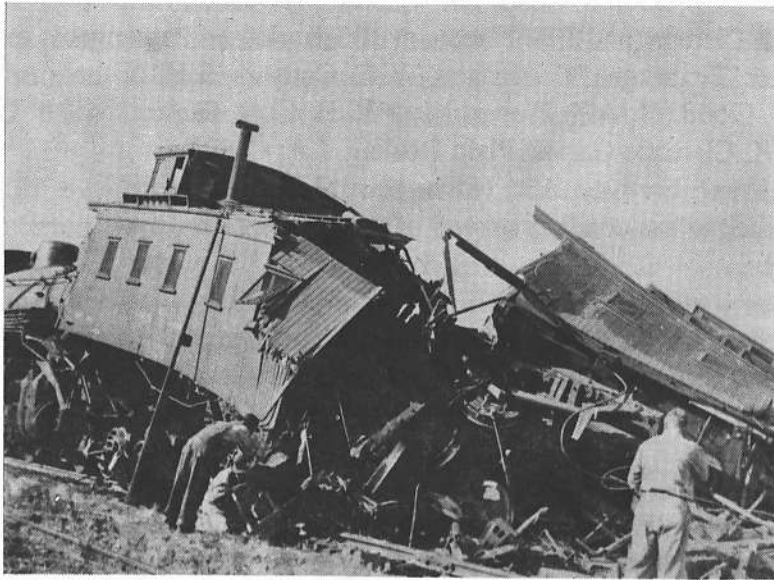
No. 1's train was quickly pulled back to Kingsland, where the passengers spent the night. The reason for fast removal was that one of the freight cars involved in the derailment contained flammable casing head gasoline. A wrecker was dispatched by the CB to the scene of the derailment, to clear up the wreckage.

The Cotton Belt moved eng. 679 back to Pine Bluff, repaired it, and placed it on a "detour train". This train was probably a consolidation of the ill fated No. 1, along with No. 5 "Morning Star", which was due to depart Pine Bluff about noon. This train detoured via Missouri Pacific, Pine Bluff to Little Rock.

At Little Rock, this train was delivered to the Rock Island for detour movement with destination, Fordyce (where it was to be delivered to the CB). At RI's Biddle Yard, Little Rock, G. W. (J. W. ?) Enfield was called as "pilot engineer" for this train. (Pilots were responsible for operation of a foreign line train over their road, even though not actually at the controls). On RI SubDiv 53 (Haskell to Eldorado Yard) passenger trains were authorized 50 MPH on tangent track, 40 MPH on curves. At this point, your author notes that this consolidated detour train was no longer a first class train, since the only southbound first class passenger train scheduled (on SubDiv 53) had departed Haskell about 955 a.m. This SSW detour train was now operating as Passenger Extra, therefore, required to observe yard limits. (As a matter of fact, it had no right to the main track at its destination station, Fordyce, per *Uniform Code, 1940*).

At the north end of the RI yard, Fordyce, there was a curve, but more importantly, there was a "Yard Limit" sign, which translated into restricted speed for trains, other than, first class.

At about 730 to 800 p.m., this detour train came around the curve into (north) Fordyce. CB engineer James B. "Jim" McCoy later said that when he came around the curve he saw cabooses on the track and immediately reduced speed. His fireman J. J. Frames jumped, suffered severe knee injury and was taken to a Texarkana hospital. RI pilot G. W. Enfield also jumped, thereby suffering a lacerated knee and an injured elbow. Although psgr. eng. 679 derailed, no other CB equipment was damaged, and no passengers were injured. The "AP" report in the *Pine Bluff Commercial*, May 22, stated "...other crew members also uninjured and who have today returned to Pine Bluff, are engr. J. B. (J. E. ?) McCoy and brakeman A. L. McFall. George Thompson, Negro train porter was uninjured and today returned home. The mail clerk, last name Parsons first (name) could not be learned, was understood not to have been injured either. He was from Memphis.....".



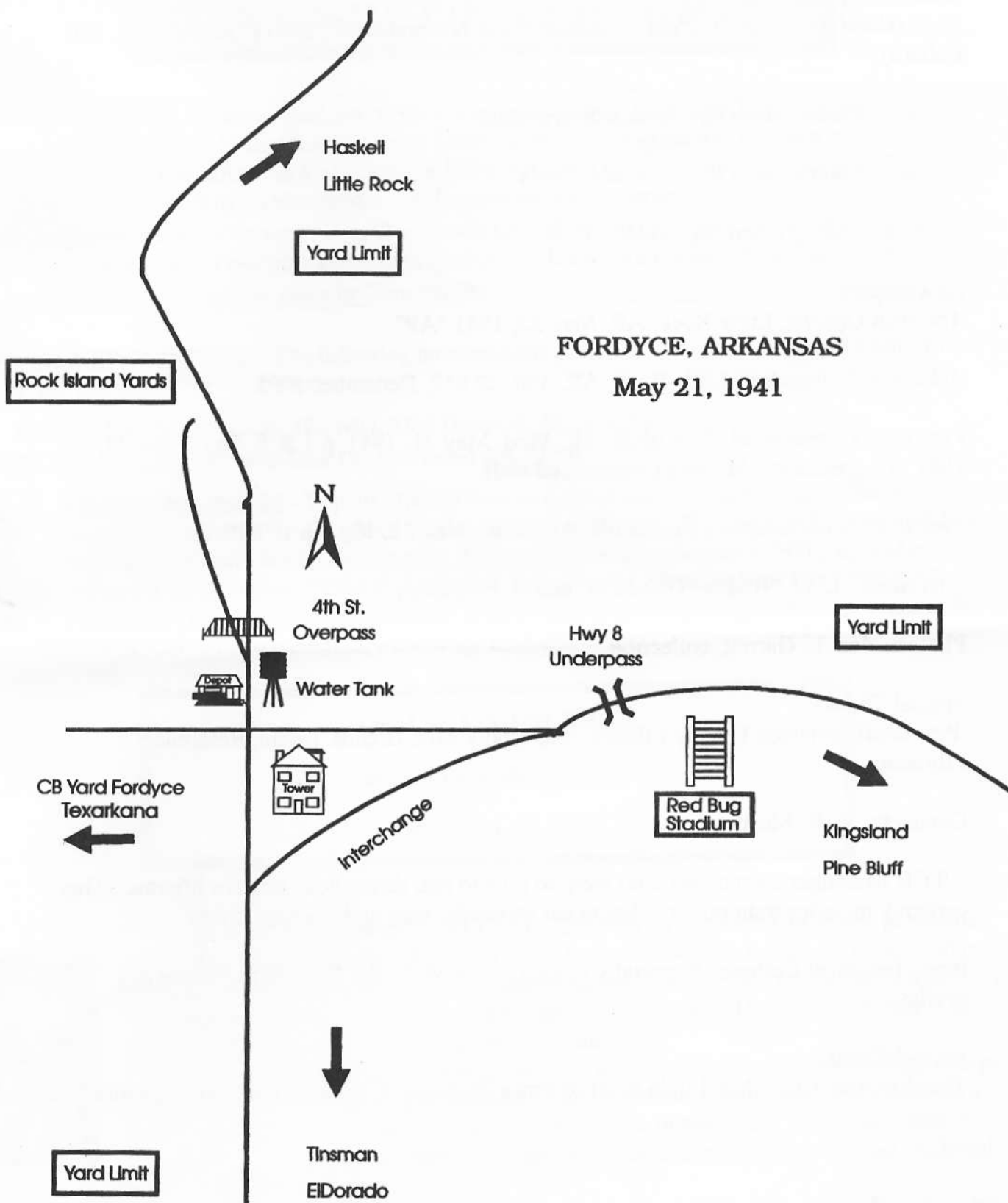
LEFT - Front of Cotton Belt Engine #679 and the two destroyed cabooses on the Rock Island. This was the same engine involved in the first wreck at Fordyce about 18 hours earlier that same day in 1941! (Joe L. Garrett collection)

Passenger Extra SSW 679 South had struck a stopped string consisting of three pieces of equipment. Two cabooses at the north end of the string were destroyed;

ironically enough, the next in the string was No. 94's engine, which had been involved in the first wreck, and was to be moved "deadhead" for repairs. (One news account indicated that the two cabooses had also been a part of the RI train involved in the first derailment). When the engr. and cond. in charge of this string saw the psgr. train approaching, they joined the "Bird Gang" by jumping clear. Neither cond. A. W. Hunt, nor engr. J. H. Tomlinson were injured as a result of their quick exit. (These two crewmen were both residents of Eldorado.

My father, "Buddy" Gaines, who was on duty at the Fordyce Interlocking Tower when the second wreck occurred, said that this was probably the first time in history that the same two trains had collided twice in one day, in the same town, on two different railroads. (Leverman-telegrapher H. L. Garrett was on duty at the tower at the time of the first derailment).

Although, I do not have a copy of the joint investigation(s), it is my understanding that the Cotton Belt was absolved of responsibility for either derailment. It is always difficult to reconstruct events that happened over 50 years in the past. Those directly involved are usually dead, with only newspaper accounts to use as a guide. However, in this case, we have two photographs, which agree with the news stories. Although cropped, on one of the photos your author was able to read the dim numbers on the engine as 679.



Railroad Publications:

Rock Island Arkansas Division Timetable No. 6 November 17, 1940 (Thanks to Dr. Bill Pollard).

St. Louis Southwestern Ry "Special Instructions".

St. Louis Southwestern Ry "Timetable No. 4".

Uniform Code of Operating Rules - 1940.

Newspapers:

Arkansas Gazette, Little Rock, AR, May 22, 1941 "AP".

Arkansas Railroader", Little Rock, AR, Vol. 22 #12, December 1991.

Pine Bluff Commercial, Pine Bluff, AR, Wed. May 21, 1941, p 1 & 5, Thu., May 22, 1941, p 2 credits to "AP" and Commercial staff.

Pine Bluff Daily Graphic, Pine Bluff, AR, Thu., May 22, 1941, p 1 "UP".

Interviews: L. N. "Buddy" Gaines Sr. and H. L. Garrett.

Photos: Joe. L. Garrett, collection.

Special Thanks:

Pine Bluff/Jefferson County Library. Especially Mrs. Brenda Tatum, Reference Librarian.

Conductor A. R. Meador.

All CB passenger train crews who were so nice to me, throughout author's lifetime. This certainly includes train porters, dining car stewards, mail and baggage clerks.

Pines Technical College. Especially to instructors McNulty, Ray, Scott, Strode and Watley.

Special Thanks:

Graphic Assistance, Ms. Linda Scott of Pines Technical College, Pine Bluff, Arkansas

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on **SUNDAY, SEPTEMBER 10** at 2 p.m. in the Twin City Bank building on Main Street in North Little Rock. The program will be given by either JOHN JONES on miscellaneous rail slides and photos or JEFF RAFFETY, Superintendent of Union Pacific in North Little Rock, depending on his schedule. Refreshments will be served.

Future programs include: October: Craig Gerard will have slides on the Trains of St. Louis, including the Metrolink and Museum of Transport and Union Station. He'll also bring some of his Lionel Trains.

The November program will be given by Tom Shook.

WELCOME NEW MEMBERS - The following have recently joined the Arkansas Railroad Club. If I left your name off the list, please let me know:

- ☺ ROBERT S. HENDRICK, JR., MD, 3366 Deborah, Monroe LA 71201
W. A. ROGERS, 107 Wild Oak Dr, Sherwood AR 72120



CHRISTMAS PARTY - Yep, its already time to think about our annual Christmas party. We have reserved a railcar at the Spaghetti Warehouse (located in the old Choctaw Rock Island depot off 2nd Street in Little Rock) for Saturday, December 9. Seating begins at 7:00 p.m. and everyone will order off the menu. **THERE ARE ONLY 40 SEATS AVAILABLE ON THIS CAR** and only 3 were left as of the August 13 meeting. If you'd like to come, call our V.P. John Jones at 501-835-3729 SOON. Due to a conflict, we will not have a speaker.

EAKLES AUGUST HILLE

BORN: December 13, 1903

DIED: July 27, 1995



Longtime club member EAKLES HILLE, with "a wonderful, outgoing personality" (*Gene Hull*) worked for the Missouri Pacific Railroad 50 years before his retirement in 1972. His special love, as engineer, was for steam engines. He operated trains from Little Rock to Memphis, El Dorado, Texarkana and Poplar Bluff, Missouri. He had no interest in model trains, because, he said, "I've driven the real thing."

Since retiring, he had become known as "Mr. Railroad" because he devoted his energy to collecting railroad memorabilia and educating the public on railroad history. He was a staple at the Arkansas Railroad Club's annual Show & Sale in past years, where he'd wear his engineer's uniform and thrill kids of all ages with his railroad wisdom. He had "railroad respectability."

Mr. Hille also enjoyed being "Santa Claus" for churches and organizations over the years. He was a deacon

at Olivet Baptist Church and was active in the following organizations: Brotherhood of Locomotive Engineers, Occidental Council, Arkansas Concistory K.C.C.H., Eastern Star, Esther Chapter #217, past president of Missouri Pacific's Retired Mens Club, NRHS, Arkansas Railroad Club, member of Train Order Collector Club, R.C.A.I. Railroad Collector Association International, and the Cotton Belt Rail Historical Society.

He is survived by his daughter, Caroline, of San Diego. His wife, Ruby, also a longtime member of the Arkansas Railroad Club, died just a few years ago. They had been married **65 years!**

Service was held for Eakles Hille, "a giant of a man in size" (*Randy Tardy*), on Tuesday, August 1, at 11:00 a.m. He was 91. He will be missed. By request, one of Eakle's several stories he wrote for the *Railroader* will be reprinted in the October issue, the story about Consolidation #111.

Member Mike Adams, a longtime friend of Eakles, sent in the following poem in Mr. Hille's honor. Cy Warman, the poem's author, lived from 1855 to 1914 and was an engineer on the D&RG narrow gauge from 1881 to 1887. At the time he wrote this poem a white instead of a green light indicated clear. When Warman died, he was Assistant to the President of the Grand Trunk Railway.

WILL THE LIGHTS BE WHITE?

Oft, when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eye around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown at night,
I look along the line to see
That all the lamps are white.

The blue light marks the crippled car,
The green light signals slow;
The red light is a danger light,
The white light, "Let her go."
Again the open fields we roam,
And, when the night is fair,
I look up in the starry dome
And wonder what's up there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend,
The run seems short to-night;
God only, knows what's at the end -
I hope the lamps are white.

--- Cy Warman

SYMPATHIES EXTENDED - Our club wishes to extend sympathies to the family of STEWART W. LONG on the loss of his wife recently following complications of bypass surgery.

ROBERT F. READ, JR

Born October 4, 1946

Died July 17, 1995

Robert F. Read, Jr., of Cushing, Oklahoma, died July 17 while working on the brick platform he had constructed at the Yale Santa Fe station he and his parents had moved to their property near Cushing. It became home to the Cimarron Valley Railroad Museum. He was a member of the Arkansas Railroad Club and his father, Bob Read, Sr., said he was a regular at our annual Show and Sale in Little Rock, as well as the annual Little Rock postcard show. The Cimarron Valley Railroad Museum's address is PO Box 844, Cushing OK 74023.

T-SHIRTS AVAILABLE - T-shirts from our U.P. 3985 trip are still available for \$10 each, postage paid. Sizes are L and XL, but we can special order for you. Send your \$10 to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. They'd make great Christmas gifts.

NATIVE SAN DIEGAN LOVES ARKANSAS - DOUGLAS HARLEY is a native of San Diego, California but used to visit his grandparents in Paris, Arkansas as a child and now lives half the year in Arkansas and the other half in San Diego, where his wife works. He is a retired IBM machinist, but his wife still works, so she stays in California while he lives in Paris half the year on the farm, which he inherited in 1993. He has a large model train collection and is also a member of the Model Railroad Museum of San Diego. He has 6 children and 10 grandchildren. (*Fort Smith Times Record, June 30*)

1996 CALENDARS FOR SALE - Our 1996 calendars are at the printer and will be ready in October for shipping. They include 13 photos of railroads in Arkansas, all black and white. Costs are: \$8.00 for one, \$7.50 for 2-9 and \$6.50 for 10 or more. See the enclosed order form for details on each photo.

ROCK ISLAND RETIREES CLUB will have their annual picnic at the Hospitality House in Burns Park, North Little Rock SEPTEMBER 26, a Tuesday. Speaker will be the Pulaski County Sheriff. Contact L. T. Walker, 753-4712.

WANTED/FOR SALE-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. Only personal inquiries, NO COMMERCIAL BUSINESS, please. We reserve the right to refuse listings if deemed inappropriate. The Arkansas Railroad Club is not responsible for misleading ads.

HELP WANTED - Larry Townsend in Jacksonville, Arkansas wants someone from our club to help renovate or help direct the

renovation of the Union Pacific CA-7 caboose that sits at the Jacksonville Community Center. He would like this caboose available to exhibit during the Mums, Music & Muscadines Festival held the first weekend in October. They have authentic Union Pacific decals available. If you can help, contact LARRY TOWNSEND, PO Box 5436, Jacksonville AR 72076 or call 501-982-3378.

WANTED - Information on the closing of the East Little Rock tower, located at the end of

RI's Arkansas River bridge. The tower was automated in late 1962-early 1963, but a more exact closing/dismantling date is needed. Also needed are RI time books (engineer or conductor) for pre-1963 passenger service, to provide data on locomotive assignments and consists. Time books will be photocopied and original returned to owner. - BILL POLLARD, 3005 Baxter, Conway AR 72032.

WANTED - Nathan five chime-type diesel air horn or an air horn with 3 or 5 chimes.

RONALD CHAMBERLAIN, 2533 S Kansas St, Wichita KS 67216-2157.

WANTED - Information on Gurdon, Arkansas railroading: 1) When was the Union Pacific mainline from Little Rock to Texarkana built? I need a general history of the line; 2) History of the Norman Branch.

When did it cease running to Norman?; 3) History of the Gurdon-El Dorado sub; 4) When did Arkansas Midland begin operations at Gurdon, and what is the extent of their operation? PETER EHRLICH, 473 Edinburgh Street, San Francisco CA 94112-2819.

FOR SALE - GENE SEMON, 2718 Hwy 38, Cabot AR 72023, 501-945-8599 has some copies of Eudaly's "Missouri Pacific Diesel Power" for sale to club members for \$50, postage and tax paid. He'll also have a few of the new books "Route of the Eagles" for \$40, shipping paid.

ARKANSAS RAIL NEWS

CROSSING ACCIDENTS

(Pine Bluff) - One person was killed and three injured when a car was hit by a Union Pacific train at the Highway 199 crossing at Linwood on July 11. Leilain Conley, 36, was killed and her husband and 2 children were seriously injured. Some nearby farm workers helped rescue the three survivors as the Bronco burst into flames. The site will be getting crossing gates within a year. *(Pine Bluff Commercial, July 14, 1995)*

(Bradley) - An empty log truck was hit by a train in Bradley, near Lewisville, on July 13. No serious injury occurred. Witnesses said the crossing lights were not working. *(Lafayette County Democrat, July 20)*

(Sedgwick) - A 45-year-old man was killed July 5 when his pickup stopped in the path of a Burlington Northern train on the Highway 63 crossing. *(Jonesboro Sun, July 6)*

DEPOT PLANS

(Hot Springs) - Plans for the old Sawmill Depot in Hot Springs were discussed at an August 7 meeting of Hot Springs city planners. The plans include making the old Union Station into a transportation hub, with taxis, buses, water/land craft, tour buses and a scenic rail line all located there. The city anticipated no problem securing a working steam engine for scenic excursions along the Arkansas Midland (former Missouri Pacific/Rock Island) to either Mountain Pine or Jones Mill. Centennial Rail Ltd of Aurora, Colorado will do a feasibility study and provided the city with a listing of 375 pages of steam engines available (??). The city bought the depot early in 1995. They are hopeful of having the depot renovated and running passenger trains by the spring of 1996. *(Arkansas Democrat-Gazette, August 7 by Rodney Bowers)*

Responding to a Detroit News editorial which said, "If there is there a real demand for high-speed rail, the private sector will build it," the president of the Michigan Association of Railroad Passengers, John DeLora, responded thus: "Oh yeah? If there was such demand for a freeway between Detroit and Chicago, why didn't the private sector build I-94? If there was so much demand for a commercial airport in Detroit, why didn't the private sector build Metro Airport?" (NARP News, July 1995)

CHICAGO & ALTON POSTER

(Rogers) - While restoring an old framed photo of a city map, workers in the offices of Rogers Planning and Transportation Department found a photo-poster behind the city map showing the virtues of travel on the Chicago & Alton Railroad. The photo consisted of steam engines and interiors of C&A cars. They will re-frame the poster and are looking for someone to help identify its history. *(Springdale Morning News, July 16)*

TRAIN TRAVEL RECORD

(Booneville) - Mona Tippins, 63, a retired tour operator, hopes to get in the Guinness Book of Records by traveling the most miles of unduplicated train travel. The current record, 76,496 miles, is held by a Florida man. Mona already had 53,000 miles and hopes to get an additional 24,000 miles in Europe by October. "I've always loved trains and train travel," she said. "I can't get enough of it." *(Democrat, Booneville, July 19)*

"BIG HOOK" TO MOVE

(Pine Bluff) - Southern Pacific announced it plans to move the massive train wrecker "Big Hook" to Denver from Pine Bluff, where it's been since 1952. The last time it was used in this area was three years ago. Ollie McEntire,

85, who operated the wrecker from 1952 through the 1960s, said back when we had steam engines is when we had wrecks. Back then you could use a wrecker every other week. The demise of the wrecker can be traced to better safety on the railroad and less wrecks. Hot box detectors also help prevent derailments. Also, today highway "wheel cars" can usually get to derailment sites quicker than a rail-mounted hook. *(Pine Bluff Commercial, July 15 via Lynn Gaines)*

DIRTY RIGHT-OF-WAY

(Eudora) - The Eudora City Council authorized that a letter be sent to the Delta Southern Railroad requesting them to clean up their right of way through the city. If they don't, the city will start condemning procedures against the railroad. *(Chicot County Spectator, July 12)*

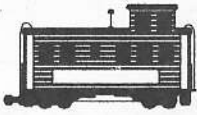
OLYMPIC TORCH IN STATE

(Little Rock) - The 1996 Summer Olympics torch will travel around the country next spring on steamships, cars, boats, wagons, as well as trains. The torch will be within 2 hours of anyone in the country as it travels 15,000 miles criss-crossing the country. It will start April 27, 1996 in Los Angeles and end up in Atlanta on July 19. It is scheduled to be hauled by Union Pacific's 19-car streamliner on its leg through Arkansas and is supposed to be in Little Rock May 26. It will stop at Union Station for two hours while volunteers run the torch through the city (during Riverfest) then leave for Memphis. The trip will be sponsored by United Way. *(Thanks to Stewart W. Long)*

Steve Lee, Manager-Train Operating Practices for Union Pacific, says of the steam program: It's a "public relations program with a 100 percent rebate." (INFO Magazine)

STEEL CABOOSE RESTORED

(Bentonville) - The Bentonville Chamber of Commerce is in the process of restoring its steel Rock Island caboose it bought in 1993. They will restore it with decals of the Frisco Railroad, which ran through Bentonville years ago. The caboose's number is 17860. J. H. Meeks, a visitor, once worked on that very caboose when he was with the Rock Island years ago. (*Morning News of Northwest*



Arkansas, July 9)

A&M RAILROAD NEWS

(Springdale) - Tony Hannold, a member of the Arkansas Railroad Club and president of the Arkansas & Missouri Railroad, reported recently that the A&M doubled its revenues between 1986, when he bought it, and 1994. It earned \$13 million in 1994 compared to \$6.5 million in 1987. Last year, the railroad originated or terminated 27,500 carloads; five daily trains hauled about 2.5 million tons of material during 1994. The railroad owns 16

locomotives, mostly Alcos, and about 450 freight cars and has 70 employees. It also operates the Ozark Scenic Railway, an excursion train that runs from Springdale to Van Buren and from Van Buren to Winslow. That train hauled 20,000 passengers last year and accounted for about 10 percent of the company's profits. Their largest freight customer is Tyson Foods. About shortline railroads in general, Mr. Hannold said: "As a rule of thumb, you have to make it in five years or you're not going to make it." (*Benton County Daily Record, July 9, 1995*)

GENERAL RAIL NEWS**UP MAY BUY SP**

Union Pacific Corporation agreed on August 3 to buy Southern Pacific Rail Corp. for \$5.4 billion in cash and stocks. The merger would make Union Pacific the nation's largest railroad in terms of revenue. Combining the two roads may save as much as \$500 million a year, according to Drew Lewis, UP CEO. There are about 5,000 miles of overlapping track, so some may have to be sold or leased out or abandoned. (One rumor, not from the newspapers, is that should UP get the SP, it would lease out parts, including the SP through Pine Bluff, to CSX). The combined roads would consist of 32,500 miles of track.

How would this affect the Arkansas Railroad Museum in Pine Bluff, currently housed in a building on SP property? Nobody knows. Although the UP runs steam excursions and has a good public relations effort with public excursions, so far it has only allowed its



own equipment and trains on these excursions. The future of the 819 in Pine Bluff rests in the decisions to be made. (*Arkansas Democrat-Gazette, August 4, by Randy Tardy plus other sources*)

COAL SLURRY DIESEL

Cooper Energy Service Group has announced it has developed the LSC-6 diesel engine, which is fueled by a coal/water slurry, a mixture of coal powder and water, looking like black paint. The engine is rated at 2616 h.p. (*The Coal Bucket via the Gateway Railletter*)

"IRON HIGHWAY"

CSX and MK Rail Corp. are trying to get a waiver to try a new train concept -- the IRON HIGHWAY, which is a 1400-foot long jointed, continuous deck single freight car with an engine on both ends. It will have 40 load-carrying platforms. It will only be 30 inches above the rail, have virtually no slack and offer quick load and unload of trailers, with no problem of trailer length as each trailer can bridge the joints. Locomotives will have 26-C automatic brake valves set in the passenger

mode. This "train" will be available in the summer of 1996. (*Headlight and Markers, Cincinnati Railroad Club via the Gateway Railletter, August 1995*)

NO OLYMPIC COMMUTER TRAIN

(Atlanta, Georgia) - CSX has nixed a plan for passenger train service between Atlanta and Athens, Georgia in the summer of 1996, citing 15 to 20 hours of delay in their freight service. However, Amtrak will increase its service to Atlanta from Birmingham and provide temporary service to Nashville and Gainesville during the Olympics. (*The Tifton, Georgia Gazette, July 20*)

TRAIN TO ABILENE?

(Abilene, Texas) - The ICC approved the scrapping of the only rail line between Abilene and Wichita Falls, Texas (former Santa Fe?). Lone Star Railroad bought it years ago for \$1.9 million and the scrap value is \$6.3 million. Small towns along the route are saying the shortline operator never really wanted it except for the scrap and are protesting to the ICC. (*Austin American Statesman, July 10*)

AMTRAK NEWS**GAS TAX FOR AMTRAK**

A recent poll by Bruskin Goldring Research showed that 62 percent of the American public favored using 1 cent of the current gasoline tax to be dedicated to Amtrak. The poll also

showed that 62 percent would like state governors to be able to use some of their transportation funds for Amtrak as well as highways and mass transit. Among respondents, 6.7 percent had ridden a long

distance Amtrak train. (*NARP News, July 1995*)

AMTRAK ON INTERNET

If you have a computer and can get on the

Internet, Amtrak has its own area where you can download timetables and Amtrak photos.

Its' URL address on the World Wide Web is

"http://www.amtrak.com".

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

...note...these are listed sequentially by dates, earliest dates being first...

BRANSON, MISSOURI - The Branson Scenic Railway runs several round trips a day from Branson into Arkansas over the White River Line. Cost is \$18.50 adults. They continue to sell out and reservations are recommended. As of mid July, they ran at 8:30 a.m., 11:00 a.m., 2:00 p.m. and 4:30 p.m. Contact them at 206 East Main, Branson MO 65616 or call 1-800-2-TRAIN-2 or 417-334-6110.

DURANGO, COLORADO - September 16, 1995 - The annual Ed Gerlits fall foliage run on the Durango & Silverton. Round trip fare is \$70 per person. Send check to Ed Gerlits, 1540 Routt St, Lakewood CO 80215 or call 303-232-9262.

LEE'S SUMMIT, MISSOURI - September 23, 1995 - 10:00 a.m. to 4:00 p.m. - Fifth annual Heart of America Kansas City Railroadiana Show at John Knox Pavilion, 520 Murray Rd - tables are \$22 until September 12, admission is \$2.00 - 175 dealer tables expected - call 816-373-9364 for information.

ROANOKE, VIRGINIA - October 7,8 -

Eighth Annual Western Virginia Railfair in Roanoke's historic Norfolk and Western freight house. See the new display site of N&W Class "J" No. 611, among other displays.

COLUMBUS, NEBRASKA - October 21, 22 - Camerail Club will operate an excursion over three rare-mileage branch lines out of Columbus - Passenger equipment will be U.P.'s streamlined cars with engines furnished by the Nebraska Central Railroad. Cost is \$145 for both days. Contact: Camerail Club, PO Box 791, Columbus NE 68602-0791.

HOUSTON, TEXAS - October 28-29, 1995 - UP streamliner excursion from Houston to Corpus Christi on October 28, returning to Houston October 29, spending a night in Corpus Christi. Costs are \$189 coach, \$239 dome. The trip will run over parts of the old MoPac *Valley Eagle* line. Contact Gulf Coast Chapter, NRHS, 12335 Kingside #220, Houston TX 77024-4116. Make checks payable to Apple Travel Inc.

OKLAHOMA CITY - November 11, 12 - Union Pacific diesel excursion between Oklahoma City and Shawnee, El Reno and

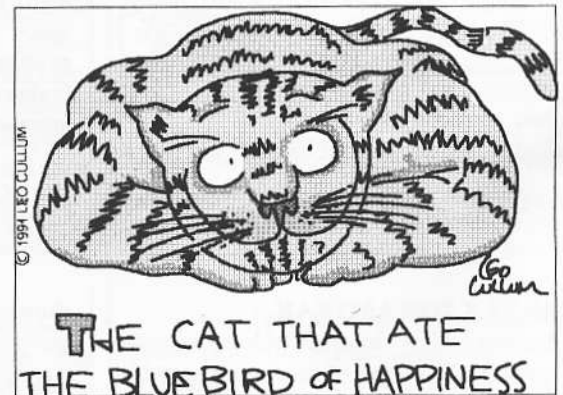
Enid, Oklahoma - Contact the Central Oklahoma Railfan Club at 405-794-9292 for details. Also, the first week in December is the famous OKC Train Show at the Oklahoma State Fairgrounds in Oklahoma City.

SPRINGDALE, VAN BUREN, ARKANSAS - Ozark train rides - Wednesdays, Fridays, Saturdays - The Arkansas & Missouri Railroad specials leave Springdale, Arkansas 7:45 a.m., leaves Van Buren 11:00 a.m. Call 501-751-8600 or 800-687-8600 for information.

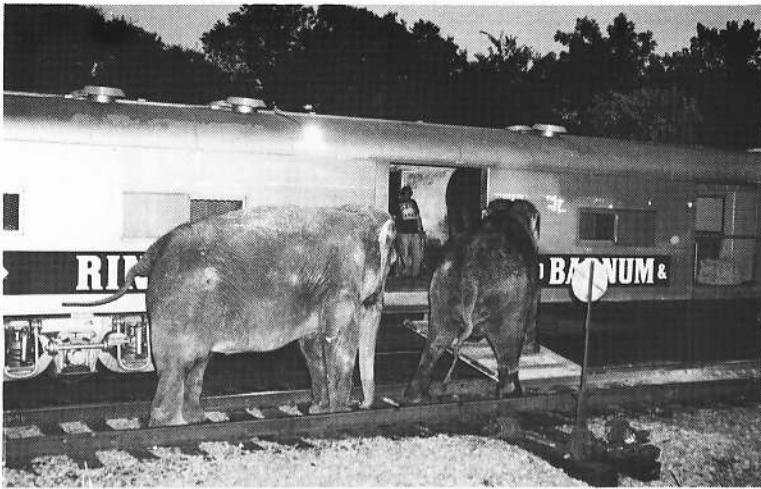
CALICO ROCK, ARKANSAS - 90-mile round trips between Flippin and Calico Rock, Arkansas along the former Missouri Pacific (now Missouri & Northern Arkansas) Railroad's White River line. Uses former MoP coaches. Trains leave Flippin at 8:45 a.m. and 1:30 p.m. and runs Thursday-Monday through August and will run on a different schedule in September-December. Fares are \$22.00 adults, \$14.00 children. Call 800-305-6527 for reservations. You can write to the ticket office, 10 North Main Place, PO Box 1093, Flippin AR 72634. Tickets may also be bought on board. ~~Admission~~



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THE CAT THAT ATE THE BLUE BIRD OF HAPPINESS



LEFT - Ringling Bros. and Barnum and Bailey Circus elephants being loaded onto one of 47 train cars the circus uses to move around the country. This scene was on the U.P. Main between Phelps Lightning and Barton Coliseum on June 25, 1995. (John C. Jones photo)

A few circus train facts, courtesy of John Jones and Joel Anderson, Blue Unit Trainmaster.:

Train consists of 47 cars, including 4 stock cars, 26 occupied coaches, and 17 equipment cars for a total length of 4,190 feet.

Indians on our Warpath

Their grandfathers fought to halt the white man's westward trek. When tracks of the first transcontinental railroad were being laid down Indian raiders were a constant threat to workmen on the right of way.

But descendants of these first Americans today make common cause with all Americans. Many Indians are serving in the armed forces. Indians are also raising food crops, buying war bonds —and helping to keep the war trains rolling!



As our locomotives come whistling around Kintner curve east of Yuma — and at other points along Southern Pacific lines in Arizona — bands of husky Indian braves wave greetings from beside the tracks.

To all who recall the pioneer days of our country's history this is a heart-warming sight to see.

Navajos, Hopis, Pimas and Apaches are working on our right of way—the railroad's warpath. These patriotic Redmen came from the reservations and from scattered hogans in answer to our wartime call for extra manpower.



Carbed in purple and scarlet shirts, wearing bright headbands, the Indians form America's most colorful and unique section gangs.

Under the brilliant Arizona desert sky they swing picks and tamp ballast with the easy grace and endurance for which the Indian is famous.

DURING THIS WAR EMERGENCY Americans of varied backgrounds and skills have rallied to the railroad's aid. People know the trains must run, and they see that we are handicapped by shortage of help—that we badly need more men and women.

In many communities along our 15,000 miles of line Southern Pacific is the main war industry... often the *only* local industry which is directly engaged in war work.

So throughout the West and South, thousands who never did railroad work before have come to help out in our offices and machine shops, in our stores



DIG DOWN... BUY WAR BONDS!

and yards and roundhouses. Women have stepped into hundreds of Southern Pacific jobs which were formerly handled by men.

Without this fine cooperation from the folks along our lines we railroaders could hardly hope to carry our war load successfully, as we are now doing.

FROM NEW ORLEANS in the deep South, from the Pacific Northwest, from Chicago and all the great Midwest, S.P. lines converge at busy harbors of America's West Coast.

To these "take off" points we haul a large proportion of all the troops, arms and supplies necessary for the great Pacific offensives. No railroad in the nation is more strategically situated to help win the war than our own.

And in the postwar world, when good railroad service will also be vital, we will be a stronger railroad. Stronger in facilities, and able to provide better transportation than ever before. Stronger, too, in friendships we have gained and kept through public understanding of our railroad's wartime problems.



S·P

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BOARD '99 - Stanley Wozencraft, PO Box 1938. Little Rock AR 72203-1938 (501-664-3301)

The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month we will meet on Sunday, **SEPTEMBER 10** at the Twin City Bank Building on Main Street in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The **ARKANSAS RAILROADER** is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$20/year for Arkansas residents and also \$20/year for out-of-state. The **RAILROADER** is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: ATTN:Treasurer, ARKANSAS RAILROAD CLUB, P.O. Box 9151, North Little Rock AR 72119. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year.

Editor of the **ARKANSAS RAILROADER** is Ken Ziegenbein. Everything having to do with the **ARKANSAS RAILROADER** should be sent to the address below, ATTN:Editor. Please let me know if your address changes, as **NEWSLETTERS CANNOT BE FORWARDED**.

Arkansas Railroad Club mail should also be sent to the address below.



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P. O. BOX 9151
NORTH LITTLE ROCK AR 72119**

Newsletter and FAX phone: (501)-758-1340
(Leave message on recorder if I'm not there)
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JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$20/year per individual. Dues are always due **JANUARY 1ST** of each year and apply to the calendar year. You may also join the National Historical Railway Society through our club by paying \$14/year more (total payment for both club membership and NRHS membership would be \$34 per year).

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