



# ARKANSAS RAILROADER



VOLUME 38 NUMBER 7 JULY 2007



UP4141 (George Bush), 1988 (Katy), 1982 (MoPac), 4452, 1835 and 2195 lead a very long mixed freight out of Pine Bluff, Arkansas, Monday May 7, 2007 at 12:12 p.m. I got these shots at the Missouri Street crossing starting at noon. The train was heading to Texas. To my knowledge, this was the first time three of the special heritage and Bush units were heading a train in Arkansas. *(Ken Ziegenbein photo)*



## 2007 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

**PRESIDENT** - John Hodkin, Jr., 506 Gordon North Little Rock AR 72117-4713 (501-945-2128), nlrailfan@sbcglobal.net  
**V-PRESIDENT** - Mark Silverberg, 10524 Helm Drive, Mabelvale AR 72103-1638 (501-455-5050), onetrackmindtrains@hotmail.com  
**TREASURER** - David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com  
**SECRETARY** - David Hoge, PO Box 1679, Little Rock AR 72203-1679 (501-397-2552), davidhoge@mac.com  
**EDITOR** - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340), ken@trainweather.com  
**NRHS DIRECTOR** - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)  
**PHOTOGRAPHER** - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729), johnphotonut@aristotle.net  
**HISTORIAN** - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)  
**BOARD '07** - Ken Ziegenbein, 1023 Claycut Cir, North Little Rock AR 72116 (501-758-1340), ken@trainweather.com  
**BOARD '08** - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (479-331-2030), caboose25552@centurytel.net  
**BOARD '09** - Douglas Harley, 840 Horseshoe Mountain Rd, Paris AR 72855-5543 (479)-963-2800, dharley2@cswnet.com  
**BOARD '10** - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (501-225-1952)  
**BOARD '11** - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts 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. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$22 a year more, bringing the total to \$42 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join or renew, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is: trains@trainweather.com The Arkansas Railroader is put on the Web monthly, and that address is: <http://www.trainweather.com>

The next **regularly scheduled monthly meeting** of the Arkansas Railroad Club will be **SUNDAY, JULY 8, 2007** It will be held at Curtis H. Stout, Inc. off Cantrell in Little Rock, in the same complex that has Cajun's Wharf. Time will be 2 p.m. The program will be given by **Fred Fillers** who will show various railroading slides.

FUTURE PROGRAMS: Unknown at press time (June 10). Want to give one? Contact Mark Silverberg, our Vice President, at his address above.

**I'M RETIRING AS RAILROADER EDITOR IN SEPTEMBER** – After 26 years of being editor of the *Arkansas Railroader*, I decided to retire from that job effective with the September 2007 issue (*mailed in August*). The constant monthly deadlines finally started to get in the way of my personal life and I found myself moving vacations and other activities just to meet the monthly deadlines. I'm ready to truly 'retire.'

I'll continue typing stories from authors such as Gene Hull and giving them to the new editor to run, plus donate photos and news to the new editor. I just won't be doing the actual *Railroaders* themselves.

In the meantime, I'll still be editor through this summer, so contact me as always for news and feature stories. Plus I'll continue and expand my railroad photos on my various online web sites, which has been taking up more and more of my time anyway.

Back in 1981 when I started being editor, we had an 8½ x 14 format, which I eventually changed to the current booklet format. I remember in the 80s when I'd take them to Dick Byrd's (*our treasurer at the time*) old place of employment, Enmar, and got them printed free, but I would have to manually sort, staple, fold, sack and mail them. About 1990 I started to have them printed, collated and stapled at a printing office. I continued sorting and mailing them.

There were months I was on mid-shifts at the National Weather Service, but would still have to get the newsletters ready and printed during the day instead of sleeping. Then there was that time I was having them printed at Enmar in 1986 or thereabouts and barely could stand because I was so nauseated with a virus. Several times in the winter the streets were ice-covered, but I still got the *Railroaders* to the post office.

Even with the deadlines, however, the job was very enjoyable and I was extremely lucky to have a slew of great railroad history writers (there are too many to mention). These contributors made my job much easier compared to some NRHS chapters who didn't have such excellent writers.

I did everything associated with putting out the *Railroader* most of these years, especially the past 15-20 years (gathering and accepting news, stories and photos, typing the information into a computer file, formatting the actual newsletters, taking it to the printer, picking it up from the printer, keeping track of members addresses and status, printing labels to mail the newsletters, sorting by zip code, bundling them by zip, putting them into mail sacks, taking them to the bulk mail center of the post office to mail). It's been a lot of fun and gave me computer-typing skills I wouldn't have otherwise. Thanks for everyone's support over the years. (Ken Ziegenbein)

**ANYONE INTERESTED IN BECOMING EDITOR?** – Even though we already have a couple of people interested in becoming the new editor of the *Arkansas Railroader* (*David Hoge and Joe Roddy*), the Board wanted to ask the membership at large if anyone desires to do this job. If you're interested, contact us at PO Box 9151, North Little Rock AR 72119 or email: [trains@trainweather.com](mailto:trains@trainweather.com)

**ONLINE RAILROADERS QUESTION TO MEMBERSHIP** – If any Arkansas Railroad Club member would like to receive the monthly *Arkansas Railroader* online only (in a color PDF format) and no longer have the copy mailed to them, please let us know. This would save us printing and postage costs. The online version will be an exact copy of the mailed copy, except some photos would be in color online. Let us know: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119, [trains@trainweather.com](mailto:trains@trainweather.com)

**DEADLINE FOR AUGUST 2007 RAILROADER** is July 8, 2007, our next meeting date.

**MINUTES OF THE JUNE 10, 2007 ARC MEETING** – Meeting began at 2 p.m. With no one else jumping at the opportunity, Robin Thomas was nominated and chosen as our new NRHS Representative. \*\* Peter Smykla, Jr. reported on the Arkansas Railroad Museum. Among other things, there is one more track to be put in at the museum. \*\* John C. Jones reported on Union Pacific activities the past month. He handed out some mementos from Central Arkansas Transit, including some key chains and key lights with trolley themes \*\* Ken Ziegenbein mentioned that he was quitting the job as editor of the *Arkansas Railroader* effective with the September 2007 issue after 26 continuous years of being editor. David Hoge and Joe Roddy will take over being editors and printers with the October issue. Ken will continue typing railroad stories from such writers as Gene Hull and many others and send them to the new editors electronically. (*Minutes taken by Ken Ziegenbein as David Hoge was out of town*)

**OUR CLUB WILL SELL SPECIAL UNION PACIFIC 2008 CALENDARS** – UP will put out a special 2008 calendar with all-heritage locomotives, including their steam locomotives and the recently-painted Heritage units, such as the MoPac 1982 and Katy 1988 and all the others. The Arkansas Railroad Club has been selected by UP as one rail historic group who can sell these calendars as a fund-raising project. They will come out in September. Yours truly, Ken Ziegenbein, will have one of my photos included in the calendar (*I'll let you see what that photo is when the calendar comes out – it's supposed to be the February photo.*)

**RUSSELL TEDDER'S GEORGIA-PACIFIC BOOK TO BE PUBLISHED** - Kevin Eudaly of White River Productions advised Russell Tedder that his book on the Georgia-Pacific railroads should soon be in the pipe line for publication. Russell will have a more definite schedule for publication within the next couple of months.

The book is a history of the 14 short line railroads and five logging railroads operated by Georgia-Pacific throughout its 75 plus years of existence. There is a chapter for each railroad. Most of the railroads were acquired from early lumber companies that began prior to the 20th century. The stories go back to the beginning of each railroad and continue until its demise or to the present for those which are still in operation. (The Fordyce & Princeton Railroad, which continues to operate 57 miles between Fordyce and Crossett, Arkansas, is the oldest railroad, having been in continuous operation since 1890, a total of 117 years. Very few corporations have survived that long.)

The book will be in 8 1/2 x 11 format with a color dust jacket featuring a painting of Georgia-Pacific's earliest railroad, the Feather River Railway in California. It will contain about 500 pages, about half text plus some 500 photographs and other illustrations. (*Russell Tedder*)

## **WANTED - FOR SALE OR TRADE**

**WANTED:** I have some items that I would like to know the value of, if you could lead me in a direction of how to find out I would appreciate it very much. Some of the items include an 1899 Missouri Pacific railroad map that shows Oklahoma as Indian Territory, not a state. A 1904 Missouri Pacific RY System map showing locations of Shop's, Wyes, Turn Tables and Round Houses, also indicating Distances in Miles. 2 Blue prints showing how to build wooden passenger cars, 1915 Kansas City Guide & Union Station Time Table book, The Official Guide of the Railways and steam navigation lines of the United States, Puerto Rico, Canada, Mexico and Cuba dated 1969, Stack of log sheets from when the trains were coal operated, Missouri Pacific Railway, Iron Mountain Route Cafe Dining Car Service Dinner Menu, and a Fred Harvey Fruit-Candy lunch basket supplies black fiber bag from Union Station, Kansas City Missouri. My e-mail is [tamiknr@yahoo.com](mailto:tamiknr@yahoo.com) Thank you very much for any help you may be able to give me.

**WANTED:** Photographs of MP passenger and freight trains pausing or passing the Russellville depot for the purpose of creating postcards for sale in the restored Russellville depot. We can use slides or prints (color or b/w) and would prefer images taken prior to



the depot's restoration. Please contact Gerald Hook, 2102 West 8th St, Russellville, AR 72801. His phone number is 479-857-1096. E-mail is gah333br@suddenlink.net

**FOR SALE - ARKANSAS RAILROAD CLUB BOOKS STILL AVAILABLE** – Our reprint of Gene Hull's book *Shortline Railroads of Arkansas* and *Railroad Stations and Trains through Arkansas and the Southwest*, are still available. They cost \$20 each plus \$2 postage (total \$22). Send orders to Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 and say which book you want.

## 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. Also remember that there are sometimes many follow-ups on these first-time notices so if you want to keep up with any particular abandonment, check the Surface Transportation Board's site and use the Docket Numbers to search.

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.

**MONTANA - MISSION MOUNTAIN RAILROAD, INC** – To discontinue service over a 0.42-mile line of railroad between Engineering Station 189+36 and Engineering Station 167+00, in Flathead County, MT. Effective on June 20, 2007. (STB Docket No. AB-1009X, decided May 11, served May 21, 2007)

**WISCONSIN - WISCONSIN & SOUTHERN RAILROAD CO.** - To abandon an approximately 2.41-mile line of railroad, extending from milepost 94.35, east of N. 24th Street, to milepost 96.76, west of N. Richards Street, known as the Nut Line, in the cities of Milwaukee and Glendale, in Milwaukee County, WI. A final decision will be issued by August 24, 2007. (STB Docket No. AB-383 (Sub-No. 5X, decided May 7, served May 21, 2007)

**MICHIGAN - GRAND TRUNK WESTERN RAILROAD INCORPORATED** - To abandon a 0.7-mile portion of its line of railroad known as the Cass City Subdivision from milepost 7.06 to milepost 6.36 in Orion Township, in Oakland County, MI. effective on June 20, 2007. (STB Docket No. AB-31 (Sub-No. 41X, decided May 11, served May 21, 2007)

**NEW YORK - FINGER LAKES RAILWAY CORP.** - To abandon a 4.95-mile line of railroad between milepost 41.35, in the Village of Penn Yan, Township of Benton, and milepost 46.3, outside the Township of Benton, located in Yates County, NY. The line traverses United States Postal Service Zip Code 14527. The line for which the abandonment exemption request was filed includes one station, Bellona, located at milepost 46.3 – SPLC 183992. Effective on June 23, 2007. (STB Docket No. AB-1005X, decided May 18, served May 24, 2007)

**NEBRASKA - NEBKOTA RAILWAY, INC.** - To abandon a 30.3-mile segment of its line of railroad between milepost 404.3 near Chadron 69337 and the end of the line at milepost 374 at Rushville 69360, in Dawes and Sheridan Counties, NE. The line traverses U.S. Postal Service Zip Codes 69337, 69347, and 69360, and includes the stations of Chadron, Bordeaux, Hay Springs and Rushville. A final decision will be issued by August 22, 2007. (STB Docket No. AB-988 (Sub-No. 1X, decided May 15, served May 24, 2007)

**ILLINOIS - CSX TRANSPORTATION, INC.** - To abandon a 0.86-mile line of railroad on its Northern Region, Louisville Division, Illinois Subdivision, from milepost BXO 74.14 to milepost BXO 75.0, known as the Flora North Branch, City of Flora, in Clay County, IL. Effective on June 27, 2007. (STB Docket No. AB-55 (Sub-No. 678X, decided May 18, served May 25, 2007)

**NEW JERSEY - NORFOLK SOUTHERN RAILWAY COMPANY** – To abandon a 1.40-mile line of railroad between milepost UQ 8.80 and milepost UQ 10.20, in Rutherford, Bergen County, NJ.[1] The line traverses United States Postal Service Zip Code 07070, and includes the former stations of Rutherford Jct. and Carlton Hill. Effective on June 30, 2007. (STB Docket No. AB-290 (Sub-No. 288X, decided May 24, served May 31, 2007)

**WASHINGTON - BNSF RAILWAY COMPANY** - To abandon a 0.20-mile line of railroad extending between Engineering Station 73 + 58 and Engineering Station 84 + 26 in Seattle, King County, WA. Effective on June 30, 2007. (STB Docket No. AB-6 (Sub-No. 459X, decided May 24, served May 31, 2007)

**NEW YORK – DELAWARE AND HUDSON RAILWAY COMPANY, INC., D/B/A CANADIAN PACIFIC RAILWAY COMPANY** - To abandon 1.98 +/- miles of rail line between mileposts A 6.95 +/- (in Colonie) and A 7.13 +/- and mileposts T 0.0 +/- and T 1.81 +/- (in Green Island), in Albany County, NY. Effective on July 3, 2007. (STB Docket No. AB-156 (Sub-No. 26X, decided May 23, served June 1, 2007)

**MINNESOTA - NORTHERN LINES RAILWAY, LLC** - To discontinue service over a 0.77-mile line of railroad between milepost 16.21 and milepost 16.98, near Cold Spring, in Stearns County, MN. Effective on July 6, 2007. (STB Docket No. AB-1011X, decided May 30, served June 6, 2007)



None this month.

## GENERAL RAIL NEWS

### TRUCKS VS. RAIL STATS

Trucks moved a majority of freight, according to cargo value, between U.S. and NAFTA partners in 2006, USDOT said in mid May. Trucks carried 62 percent of NAFTA freight measured by cargo value (\$534 billion) compared with railroad's 15 percent (\$129 billion). However, when computed by total tonnage, the freight-handling gap between trucks and railroads narrowed a lot. Using tonnage as a measure, trucks carried 26 percent of all NAFTA freight, compared with 21 percent for railroads.

By total tonnage, trucks last year carried 26 percent of all freight vs. 21 percent for railroads, 35 percent for water vessels, 13 percent for pipelines and 0.1 percent for air carriers.

### DALLAS LIGHT-RAIL SYSTEM SPURS ECONOMIC ACTIVITY

Dallas Area Rapid Transit will spur \$8 billion in economic activity in Texas, a University of North Texas Center for Economic Development and Research university study says. In addition, DART's plan to more than double its 45-mile light-rail system during the next 10 years will provide \$3 billion in labor income and generate \$200 million in indirect business taxes for the state of Texas. So far, the agency's rail lines have attracted \$3.3 billion in transit-oriented development, which yields \$78 million annually in property tax revenue. New retail developments near DART stations are projected to produce \$650 million in taxable sales per year, which will generate about \$40.6 million in sales tax income for the state and \$6.5 million for local municipalities, according to the study.

Last fall, DART began building the 27.7-mile, 20-station Green Line from Pleasant Grove northwest through the Dallas city center to Carrollton. The agency also will build a 14-mile, seven-station Orange Line from northwest Dallas to DFW International Airport, extend the Blue Line east and south, and build a second rail line in the Dallas Central Business District. (*Progressive Railroading*)

### HARRIMAN GOLD AWARD TO NORFOLK SOUTHERN AGAIN

On May 18, 2007, the Harriman gold safety award went to Norfolk Southern, it's 18<sup>th</sup> year in a row to win this safety award. The Association of American Railroads (AAR) presented the awards at a luncheon in Washington, D.C.

CSX Transportation took the silver and BNSF Railway Co. grabbed the bronze in the Harriman's Group A category, which recognizes railroads whose employees worked a combined 15 million hours or more last year. In Group B, comprising line-haul railroads whose employees worked between 4 million and 15 million hours, Kansas City Southern Railway Co. (KCSR) won gold; Canadian Pacific Railway, silver; and MTA Long Island Rail Road, bronze. In Group C,

which honors railroads whose employees worked less than 4 million hours, Florida East Coast Railway took the gold, Central Oregon & Pacific Railroad took silver and BNSF's suburban Chicago operation took bronze.

Finally, in Group S&T (switching and terminal companies), Birmingham Southern Railroad earned gold, Conrail won silver and the Terminal Railroad Association of St. Louis took bronze. The AAR also presented certificates of commendation for continuous safety performance improvements to Canadian National Railway Co. (U.S. operations), KCSR, the Northern Indiana Commuter Transportation District and Birmingham Southern Railroad.

Harrimans are based on the lowest casualty rates per 200,000 employee-hours worked — a formula that takes into account the volume of work performed, as well as the number of fatalities, injuries and occupational illnesses confirmed by the Federal Railroad Administration. The late Mary W. Harriman founded the awards in 1913 to memorialize her husband, railroad pioneer Edward H. Harriman. The awards currently are administered by the E.H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation.

Meanwhile, NS' Kenneth Cheek, a 36-year railroading veteran — who has never suffered an injury or violated a rule, according to his nomination — won the Hammond award, which recognizes an individual railroad employee for outstanding safety achievement. Cheek has been instrumental in correcting more than 200 safety deficiencies and potential hazards, according to his nomination. He also coordinated joint safety meetings with manufacturers, set up customer facility tours, and conducted high school health and safety classes. In addition, Cheek has headed numerous safety committees, including one that oversaw the painting of switches at NS' Bellevue, Ohio, yard with fluorescent paint to improve visibility in bad weather.

### “FREIGHT RAIL WORKS” CAMPAIGN

The Association of American Railroads (AAR) recently launched “Freight Rail Works,” a national television, radio, print, Internet and billboard ad campaign aimed at promoting the freight-rail industry. The ads include messages — customized for each market — touting how **railroads move one ton of freight 423 miles on one gallon of fuel**, have increased fuel efficiency 80 percent the past 25 years and are deploying hybrid locomotives to reduce air emissions. The AAR has set up a campaign Web site at [www.freightrailworks.org](http://www.freightrailworks.org).

### KCS MAY REHABILITATE OLD LINE

(*Rosenberg, Texas*) - Kansas City Southern applied for a roughly \$100 million federal loan to rehabilitate a Texas rail line, the company said. The Railroad Rehabilitation and Improvement Financing loan from the Federal Railroad Administration would be used on an out-of-service rail corridor between Victoria and Rosenberg, Texas, Kansas City-based KC Southern (NYSE: KSU) said in a release.

The line would shorten KC Southern's route to Mexico by about 70 miles and enable it to bypass about 160 miles of heavily used Union Pacific-controlled track, the release said. It would decrease KC Southern's use of Union Pacific track between Beaumont and Robstown, Texas, by more than 40 percent. "This project is one of the most

strategically important actions our company could undertake right now," KC Southern Chairman and CEO Michael Haverty said in the release. "Upon completion, it will immediately reduce our operating costs to the point that the project will pay for itself."

KC Southern already has done some track salvage and preliminary grading along the north end of the line and plans to start other work immediately, the release said. The company also plans an additional project, separate from the loan application, to build a rail bypass around Victoria.

#### **LONDON-NORTH WALES TRAIN USES BIOFUEL**

Europe's first vegetable-fueled train began service June 6 as part of billionaire Richard Branson's commitment to combat global warming. It runs from London to North Wales.

Branson's Virgin Trains is running one of its trains on a 20 percent biodiesel blend for a six-month trial, and the British entrepreneur said his whole fleet might eventually be converted to run on biofuels. "There is a possibility as the engines get changed we could go up to 100 percent biodiesel," Branson told a news conference, adding the company had been advised its current engines should run on a 20 percent blend.

Branson has committed to spending all the profits from his airline and rail business to combat global warming. He also plans next year to have a test flight for one of his passenger aircraft using a biofuel. The biofuel for locomotives would come mainly from the United Kingdom via domestically produced rapeseed oil blended with U.S. soybean oil and palm oil from the Far East.

## **AMTRAK NEWS**

#### **RIDERSHIP INCREASING AGAIN FOR 4<sup>TH</sup> STRAGHT YEAR**

Amtrak is on pace to set another annual ridership record. The national intercity passenger railroad recently announced it carried 14.3 million passengers during fiscal-year 2007's **first seven months**, a 5 percent increase compared with the same FY06 period. Amtrak's short-distance corridors – which stretch 500 miles or less – carried 12.3 million passengers, representing a significant increase, according to the railroad.

"Amtrak has seen record ridership increases for each of the past three years, and these mid-year numbers suggest that will continue," said Amtrak President and Chief Executive Officer Alex Kummant in a prepared statement.

#### **ST. LOUIS TO SPRINGFIELD, MO NOT VIABLE**

The obstacles to operating intercity passenger-rail service between St. Louis and Springfield, Mo., outweigh the benefits, according to a report Amtrak recently completed at the request of the Missouri Department of Transportation (MoDOT). Amtrak estimated travel times along the 235-mile corridor at about six hours — nearly double driving time primarily because of slow track speeds on the BNSF Railway Co.-owned line. As a result, the route would attract only 34,000 passengers and generate \$700,000 in ticket revenue annually, Amtrak estimates.



CQPA 1155 at El Dorado, Arkansas, April 9, 2007 (Greg Davis photo)

**Model Railroad Corner will return next issue!**

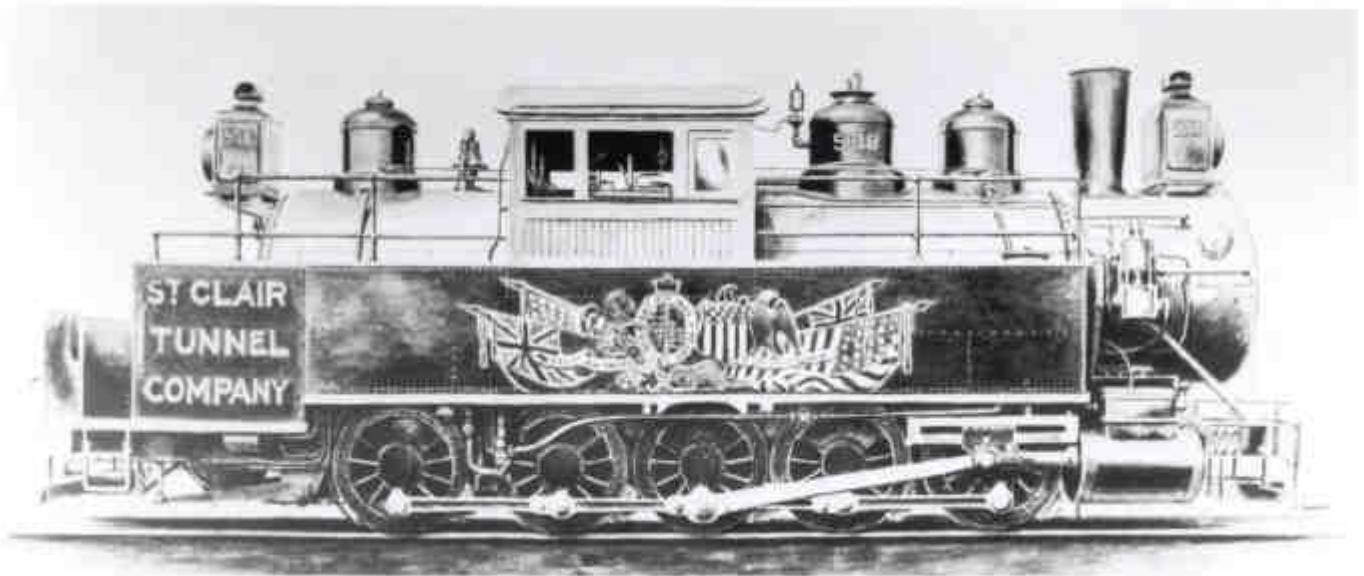
Ideas, questions, or comments about future articles? Feel free to contact me and let me know!

Joe Musgrove - Email: [jdmusgrove@ualr.edu](mailto:jdmusgrove@ualr.edu) - Phone: 833-8050



“A comeback of the CENTURY” (Spring 2006 issue of CLASSIC TRAINS) featured a NYC Sleeper-Observation car named Hickory Creek which operated on the rear of the 20<sup>th</sup> Century Limited for many years. Built by Pullman-Standard in August 1948, this car was sold to Ringling Brothers and Barnum & Bailey Circus for \$7,500. In about 1968 the car was parked just under the Wilbur D. Mills Freeway (also known today as Interstate 630) viaduct which spanned both the Rock Island and Missouri Pacific tracks. The circus train was parked in three (3) sections along the Memphis/Tucumcari trackage in western Little Rock, Arkansas (notice the tail sign on the rear of the car). Since then the car has been sold again and has undergone full restoration at a cost of nearly one (1) million dollars. *(John A. Mills photo)*





## **A PROPHET WAS NEEDED**

*Gene Hull*

If they only had known.

Since the last ice-age, the five Great Lakes have existed and water from Lake Huron has flowed southward into Lake Erie through the St. Clair River.

On the east bank of the river lies the city of Sarnia, Ontario, Canada. Here is the terminal of the Grand Trunk Railway's Canadian lines. Across the river is the Grand Trunk Western terminal at Port Huron, Michigan, a subsidiary of the Grand Trunk Ry.

Until 30 August 1890 the two roads exchanged traffic via a train ferry, averaging one trip every 48 minutes. This created a bottleneck and a bridge would interfere with boat traffic. The only solution would be a tunnel.

Test boring showed a thick layer of blue clay with dangerous gas pockets a short way above hard bedrock. It was decided to dig the tunnel 10 feet above the rock and keep at least 16 feet of the blue clay above.

They used a technique called "shield tunneling". A very strong steel cylinder was constructed to resist the inward pressure of earth and water. The cylinder was kept charged with compressed air to keep mud and water from entering the front end. As workers excavated material at the front the cylinder was forced ahead by hydraulic jacks and a crew behind assembled a tunnel lining of heavy steel plates dipped in asphalt.

Work began in January 1889 and on 30 August 1890 it was completed. A great celebration was held. To move freight through the hole, St. Clair Tunnel Company ordered four huge 0-10-0 type saddle tank steam locomotives from Baldwin Locomotive Works, numbered 598 through 601. The 598 pulled the first train through on 24 October 1891.

A trial run was made 17 May 1908 with a Westinghouse electric locomotive and that day the steam engines made their last run and were scrapped in the early 1920s.

Progress was promoting change – it still is.

The July 1995 issue of TRAINS magazine announced the opening of a new tunnel adjacent to the old one under the St. Clair River on 5 April 1995. Two Canadian National diesel locomotives pulled a special consist of a tri-level auto rack car and one of double-stack containers.

It seems that the old tunnel had become a bottleneck for traffic, as had the car ferry in 1890. The new 6,130-foot tunnel had cost \$200 MILLION! It will allow the CN to run double-stack container trains on its busiest route – Montreal to Chicago.

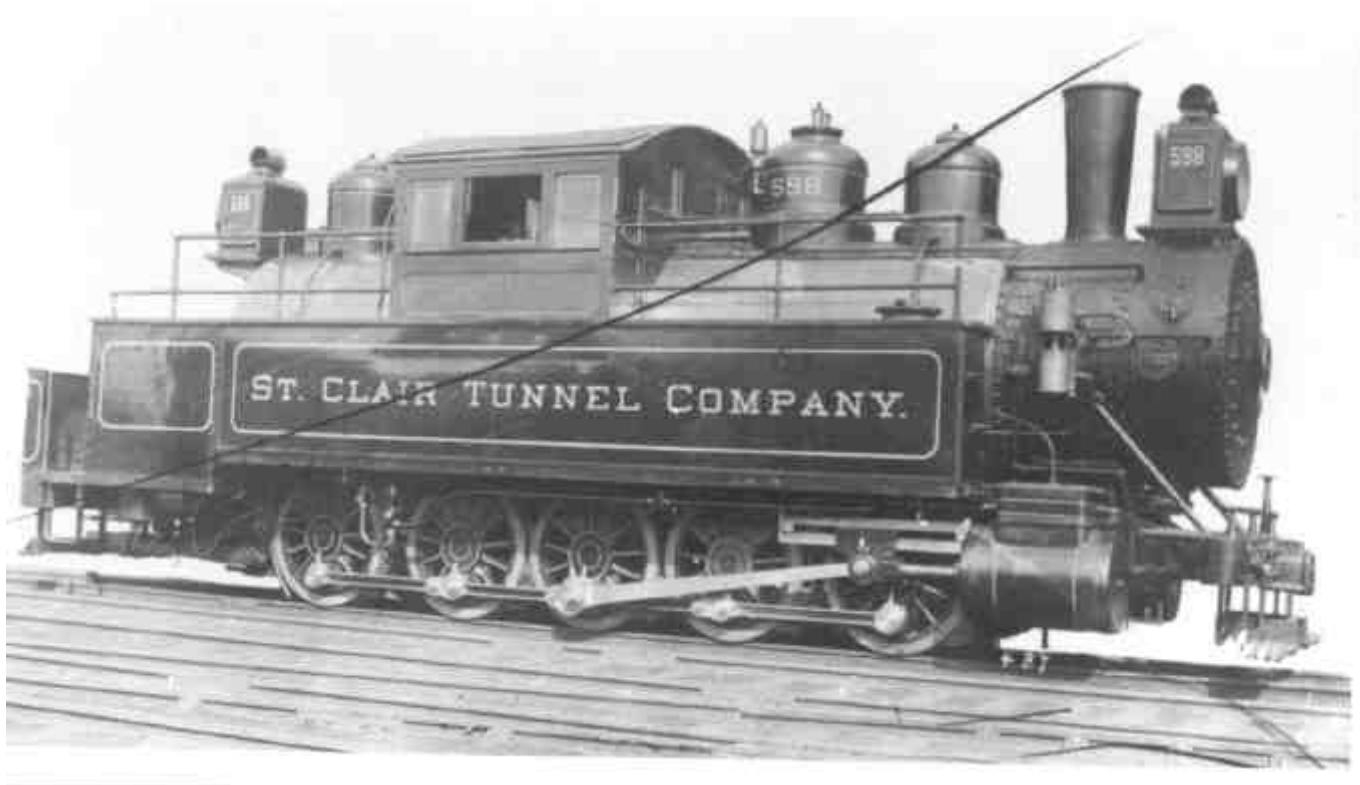


The old tunnel was the first international railroad under water tunnel in the world. It has been sealed but the arched stone portals will be preserved. It has been designated as an historic site.

It is unfortunate that the builders of the original tunnel could not foresee the tall piggyback cars on the railroads of today. The new bore is supposed to increase the Canadian National trains between Toronto and Chicago from 16 trains per day to 24 trains.

The 104-year-old marvel is still alive.

P.S. I had a more in-depth story about the old tunnel in the ARKANSAS RAILROADER, volume 17 number 4 in 1986.



# RARE ARKANSAS SHORTLINE RAILROAD PASSES

Gene Hull

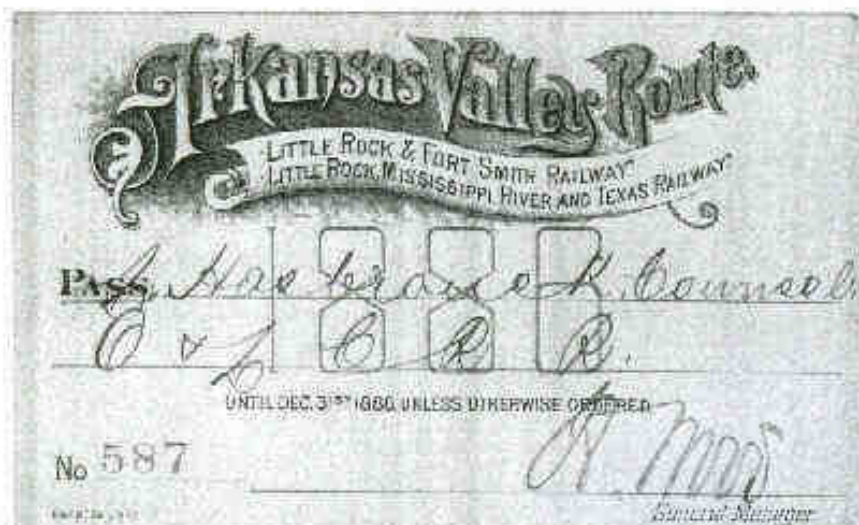
## ARKANSAS MIDLAND PASS



ARKANSAS MIDLAND – This road was incorporated 20 January 1871 as the Arkansas Central (not to be confused with a later company of the same name formed 29 April 1897). AC No. 1 was to build from Helena to Little Rock. It was completed to Clarendon in 1872. An additional 60 miles toward Little Rock were graded when the financial depression of 1873 struck. On 1 January 1874 the company failed to pay interest on 1<sup>st</sup> and 2<sup>nd</sup> mortgages and was sold 22 July 1877. It was reorganized as the Arkansas Midland. In 1901 it was acquired by Jay Gould, who ran it as a subsidiary of his St. Louis, Iron Mountain & Southern. The SLIM&S was consolidated with the Missouri Pacific in 1917.

This pass was a very good example of shortline railroads exchanging passes with other roads all over the United States. This one was issued to Floyd F. Bently, a director of the Syracuse & Baldwinsville Railway, six miles long between Baldwinsville, N.Y. and Amboy, N.Y Chartered 2 June 1886 and in 1892 it owned ONE locomotive.

## ARKANSAS VALLEY PASS



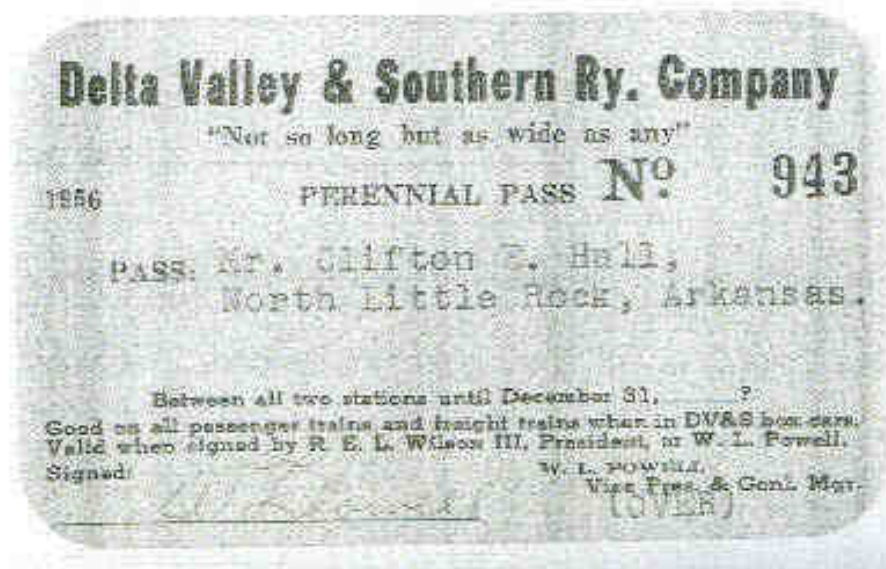
ARKANSAS VALLEY ROUTE - In 1875, the Little Rock, Pine Bluff & New Orleans Railroad was reorganized as the Little Rock, Mississippi River & Texas. It was known as the Arkansas Valley Route. Late in September 1883 on the streets of Little Rock there was a heard a rumor that the Arkansas Valley Route and the Little Rock and F. Smith Railway (completed 11 July 1876) would be consolidated under one management, to assure a freight outlet other than Cairo & Fulton.

The consolidated roads were placed under the supervision of Henry Wood, who resigned as general superintendent of the Utah lines of the Denver & Rio Grande (Rio Grande Wester) to come take charge of the two Arkansas roads. He arrived 10 October 1883.

In early 1940, when the author became a brakeman on the Missouri Pacific, the route south of Little Rock through Pine Bluff was still known as the "Valley Division".

The pass shown above was issued in 1886, three years after the consolidation, to the general council of the 30-year-old Ogdensburg & Lake Champlain Railroad in New York.

### DELTA VALLEY & SOUTHERN PASS



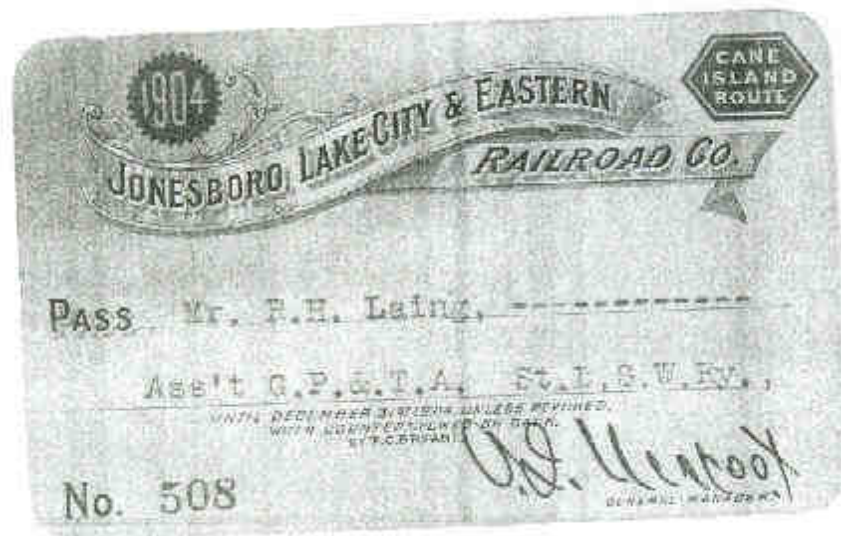
DELTA VALLEY & SOUTHERN - The Delta Valley & Southern was incorporated 27 June 1934 to acquire and operate a railroad formerly operated by the Frisco. When this pass was issued in 1956 the road consisted of two miles of main line and two miles of siding at standard gauge between Delpro, Ark. and Elkins. (NOTE: There is a small problem – the terminal of Delpro is in Mississippi County and the other terminal, Elkins, is nine miles east of Fayetteville, in Washington County, 240 miles away. The DV & S office is in Wilson, two miles east of Delpro. Therefore, the town of Elkins as noted in Moody's Transportation Manual 1957, must be in error. On 17 March 1947 the ICC gave the road permission to abandon 11 miles of track in the vicinity of Denwood in Mississippi County.)

Originally the road was built in 1887 to serve a timber and lumber industry of importance. In the nearby area it is estimated that about 30 square miles of timber existed in 1957, with 15 square miles in pasture and 40 square miles in cultivation. The population was about 10,600. Federal and state governments had acquired 18,000 acres for a homestead project, with more than 600 homes already built in 1957. At that time the railroad had two locomotives. A note on the back of the pass reads: Passenger trains discontinued. All DV&S box cars destroyed by grass fire.



JONESBORO, LAKE CITY & EASTERN - In the latter days of the nineteenth century northeast Arkansas was agricultural land, some of the best alluvia soil in the nation. Because the farmers were low on the economic ladder, any construction was done with the least expense possible.

### JONESBORO, LAKE CITY & EASTERN PASS



The old farmers' organizations had fought business and industry and disappeared from Arkansas by 1900. The new groups tried to secure business cooperation. The northeast corner of Arkansas saw the appearance of the Kansas City, Fort Scott & Memphis, and it was leased by the Frisco on 23 August 1901. But, the valley of the St. Francis River remained isolated.

A group of farm-oriented men in Jonesboro decided to build a railroad through Craighead and Mississippi counties. the JLC&E was incorporated 7 May 1897.

It grew in spurts and jumps. As the farmers accumulated a few dollars, they laid a few rails. By 1 September 1899, the road, at 4'-8 ½" gauge and with steel rails at 45 – 56 pounds per yard, was opened for service from Jonesboro to Blytheville, 55 miles. A 12-mile extension was opened in 1903. In 1905 the company had 5 locomotives, 3 passenger cars, 1 baggage car, 140 freight cars and 3 service cars.

On 23 April 1898 the capital stock was increased from \$60,000 to \$250,000, and rails crossed St. Francis River about 15 miles into Leachville. Three years later rails were laid around the south end of Big Lake into Blytheville. The road was 55 miles long. In 1905 rails reached Lexora and Osceola on the Mississippi River. In Sept. 1905, the JLC&E absorbed the 10-mile Chickasawba Railroad, and the 15-mile original JLC&E became a 96-mile railroad. On 1 January 1950, it was sold to the Frisco, and on 7 August 1950 the JLC&E was dissolved.

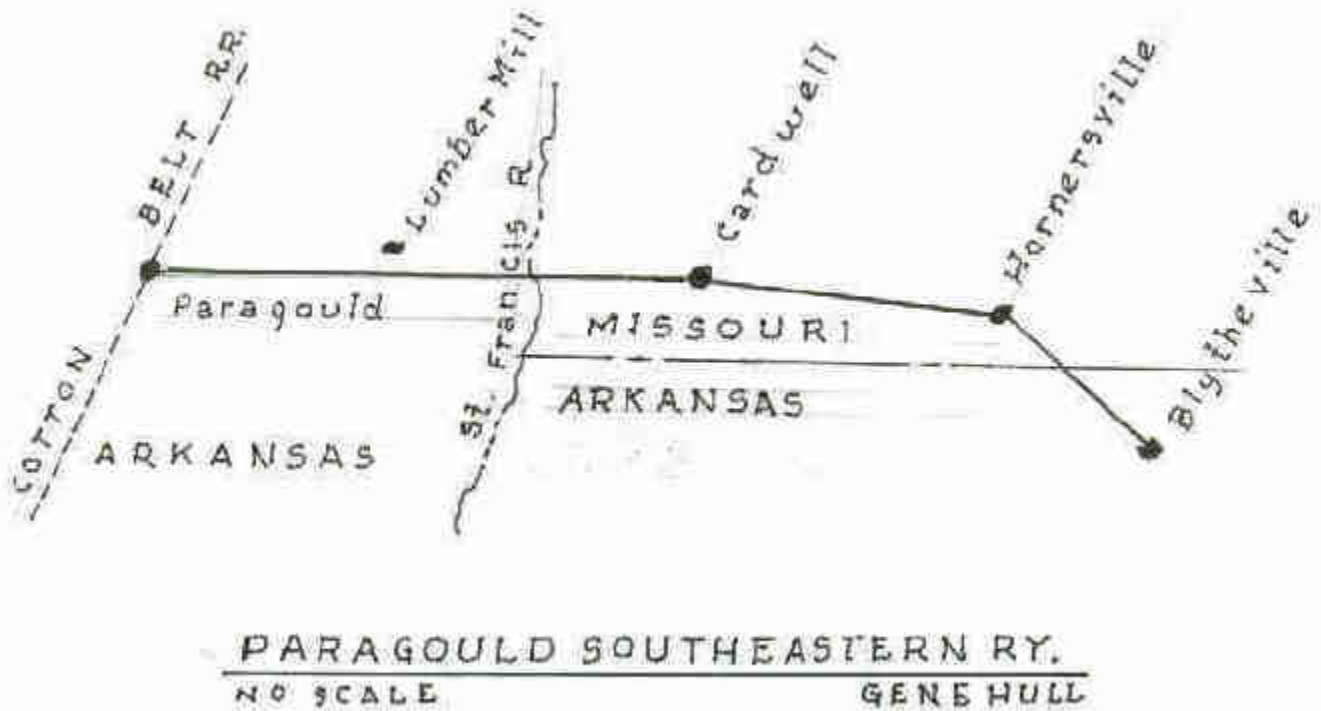
PARAGOULD & SOUTHEASTERN RAILWAY - .The Ware-Rossen Stave Mill was the reason for this railroad being built. The mill required a supply of bolts (pieces of timber, from which to make barrel staves). They had to be hauled from the forest to the mill. A railroad was the answer. On 11 October 1887 the Paragould & Buffalo Island Railway was incorporated. It was a narrow gauge tram road extending from Paragould, Greene County, Arkansas eight miles eastward. This was one of the early lumber mills which cleared away the vast forests of northeast Arkansas, opening the rich alluvial land for agriculture.

The road was built with transverse logs carrying wooden rails and operated by the Tennessee Factory Company, with one locomotive named "Cassie", after the daughter of the company's attorney and surveyor, J. B. Boykin.

Henry Wrape became receiver of the property and sold the mill to J.F. Hasty & Sons in 1888. The railroad remained idle for a while, until Henry Wrape Company and Betig Brothers persuaded the Cotton Belt to furnish them thirty-five pound rails and a narrow gauge locomotive. On 13 November 1893 the name of the railroad was changed to Paragould & Southeastern and rails were laid across the St. Francis river to Cardwell and Hornersville, in the Missouri boot heel. By 1907 rails reached Blytheville, Ark. In 1893, the gauge was changed to standard. After 1893, the Cotton Belt had

controlling interest in the Paragould Southeastern and on 1 January 1914 it was absorbed by the Cotton Belt, which acquired \$100,000 in stock, and \$511,000 worth of bonds.

### PARAGOULD SOUTHEASTERN PASS



A CLEANER AND GREENER AMERICA WORKS FOR EVERYONE. AND FREIGHT RAILROADS ARE BY FAR THE MOST ENVIRONMENTALLY FRIENDLY MODE OF SURFACE TRANSPORTATION. ACCORDING TO THE U.S. DEPARTMENT OF TRANSPORTATION, FREIGHT TRAINS ARE MORE THAN THREE TIMES AS FUEL EFFICIENT AS TRUCKS. AND THE U.S. ENVIRONMENTAL PROTECTION AGENCY SAYS THEY ARE ALSO THREE TIMES CLEANER. HERE'S WHAT RAILROADS ARE DOING — AND WHAT IT MEANS FOR A CLEANER ENVIRONMENT.

## FREIGHT RAIL WORKS FOR THE ENVIRONMENT.

FREIGHT RAIL WORKS

- Freight trains move a ton of freight an average of 423 miles on a single gallon of diesel fuel.
- Freight trains have increased their fuel efficiency by 80 percent over the past 25 years.
- Because a freight train is more than three times as fuel efficient as a truck, shifting just 10 percent of long-haul freight from truck to rail would reduce fuel consumption by more than 1 billion gallons a year.
- To reduce emissions even further, railroads are deploying innovative hybrid and "gen-set" locomotives that reduce emissions as much as 90 percent, especially in rail yards.
- Railroads are working with the Environmental Protection Agency and locomotive manufacturers to develop a new generation of locomotives that will reduce emissions of particulate matter by 90 percent and nitrogen oxide by 80 percent.
- A single rail intermodal train can remove 280 trucks (equivalent to 1,100 automobiles) from the highways, easing pollution, saving energy and reducing highway congestion all at the same time. During 2006, railroads removed more than 12 million trucks from the highways — the equivalent of almost 50 million automobiles.
- Railroads move about 60 percent of ethanol used to produce cleaner-burning fuel and reduce our dependence on imported petroleum.
- Policy makers can help move freight from the highway to rail and help the environment at the same time through tax incentives and the promotion of private-public partnerships to expand freight rail capacity.





MNA right-of-way looking north at Cane Hollow near Elba, Arkansas. March 24, 2007. ©David Hoge

IMJ30356.cr2



The *Arkansas Queen* riverboat on a lunch and sightseeing cruise going upstream on the Arkansas River on Easter Sunday, April 8, 2007. They also have night cruises. To your right about a half mile the riverboat crossed under the Union Pacific's Baring Cross bridge after the center span of the bridge was raised to allow passage. As I understand it, barges, riverboats, etc have priority over trains at bridges. *(Taken from the parking lot of our meeting place at Curtis Stout in Little Rock by Ken Ziegenbein)*

**Arkansas Railroad Club  
Little Rock Chapter NRHS  
PO Box 9151  
North Little Rock AR 72119**

**Return Service Requested**

**Non-Profit Organization  
U.S. Postage Paid  
North Little Rock Arkansas  
Permit No. 821**