



ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 31 NUMBER 4 APRIL 2000



In this 1948 shot, Number 7, *The Southerner*, is powered by E-7 A-B #7017 just about to pass under the 12th Street overpass in Little Rock. Mr. C. C. Yarbrough is at the throttle on this date. These locomotives were delivered in 1947 and were used on many main line passenger trains until the *Texas Eagle* began operation on August 15th, 1948. They still look new here, with no "battle scars" yet visible. (*John A. Mills photos*)



Larry Stiles of St. Louis sent in these photos while vacationing in Arkansas August 28, 1999. Shown is the aftermath of a grade crossing encounter in which an A&M Frisco Festival special hit a semi-truck that failed to yield the right of way at the Post Road crossing near Rogers at 1115 a.m. As you can see, the truck came in second.

2000 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
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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 '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)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412 (Chairman)
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts (prototype trains, not model trains) that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m.

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly 16-24 page Arkansas Railroader newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$17 a year more, bringing the total to \$37 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

To join, send your name, address and phone number plus dues to the ARKANSAS RAILROAD CLUB, PO BOX 9151, NORTH LITTLE ROCK AR 72119. Call 501-758-1340 for information. The newsletter editor's email address is:

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

The next meeting is Sunday, April 9, 2000 at 2 p.m. at Pulaski Heights Presbyterian Church on Woodlawn Street in Little Rock. The program will be given by JOHN JONES and will be photos/slides of his many recent rail subjects. John is one of the most prolific rail photographers in this area and some of his photos are published in Union Pacific's various magazines/brochures. The meeting is open to the public and refreshments will be provided.

The May (or June) program will be given by world-rail photographer Joe Schnedler, whom Randy Tardy helped line up. He will show slides on railroads of Saudi Arabia. A future program will be given by Kevin EuDaly.

MEMBER NEWS - NAOMI HULL is now in Westlake Living Center in Sherwood, Arkansas. She is doing as well as can be expected after her two strokes and knows everyone and enjoys visits and cards from club members. Her room is #202. The address of the center is: 245 Indian Bay Drive, Sherwood AR 72120, 501-834-9960.

ARKANSAS DEPOTS are currently the subject of a very good and colorful brochure issued by the Arkansas Historic Preservation Program, 1500 Tower Building, 323 Center St, Little Rock AR 72201. For a free brochure, write to them or email them at: info@dah.state.ar.us

The also want to know if you know of any depots left out of the brochure.

2001 CALENDAR will be send to the printer the week of April 3. It will again consist of 13 black and white photos of rail subjects in Arkansas. I'll try to have it read by the June 3 Show and Sale, but it will be tight. Last year's

calendar sold all but 7 copies. The price is again expected to be \$7 each, or \$6 each if you buy 2 or more at the same time. Postage is included. (Price at the meetings will be \$6 each, regardless of the number bought).

2000 DUES are now officially Past Due. Most have renewed, but there are still some who have not. Please send in your \$20 local and \$17 NRHS dues as soon as possible. This April issue will be the last one you'll receive if we don't have your dues by April 15. Thanks.

SHOW AND SALE for next year will be held June 3 at Fisher Armory in North Little Rock, where we had it in years past. Table rental will be \$30 for the first table, \$25 for the second and \$20 for any additional tables. Admission will stay at \$3, under 12 free. For more information, contact Walter Walker, 8423 Linda Ln, Little Rock AR 72227, 501-225-0826.

DEADLINE FOR THE APRIL NEWSLETTER is Sunday, April 9.

Minutes of the Arkansas Railroad Club February 13, 2000

The Arkansas Railroad Club met Sunday, February 13, 2000 at 2:00 PM at the Pulaski Heights Presbyterian Church with President John Hodkin presiding. Guests were introduced. Minutes were approved as presented.

Walter Walker gave the treasurer's report, which was accepted for audit. Walter said he has started expenditures for this year's Show and Sale. There is no report from NRHS. Peter Smykla reported hydro testing for the 819 will begin next week and the Cotton Belt Society Show and Sale will be April 8, 2000.

John announced that Naomi Hull has had another stroke and is in rehabilitation in the Memorial Hospital in NLR.

Walter also reported on the Show and Sale to be held June 3, 2000 at Fisher Armory in NLR. Walter has reserved 80 tables and chairs. The first flyers and

dealer's packets have been mailed. Members will be needed to help with table setup on Friday afternoon before the Show.

John has been in communication with Bart Jennings about trips for this year. The Kiamichi trip is still in the works, but the D. Q. & E. trip will not happen. John is working on a possible trip on the Farm-rail in OK. Ron Esserman has pictures of the 50' streetcar he recently purchased.

John gave the WebPage address for Railspot where one can communicate with others on railroad issues in the area: www.railspot.com Walter said Jack Schnedler and his wife have made a trip to Saudi Arabia and Jack has offered to do a program in either April, May or June. Kevin Udally will present a program in either

April or May.

John C. Jones announced federal money is available to help re-restore the Hazen Depot. He also reported on various U. P. activities and showed members the "Spot" award that was recently presented to him. He also reported on the White River RR move to Hot Springs. Craig Gerard announced he will soon be presenting programs at the Shepherd's Center in NLR on trains in Arkansas and nationally.

Meeting adjourned at 2:30 PM.

Following a short break, Peter presented the program.

Carole Sue Schafer, filling in for Sharon Doyal.

Minutes for the March 2000 meeting of the Arkansas Rail Road Club President John Hodkin presiding

There were no guests at the meeting. We dispensed with the reading of the minutes. Treasurer, Walter Walker gave a report. The report will be filed for audit. No word from the NRHS.

Robin Thomas gave a report from the board. All of our trips are Status Quo on upcoming railroad trips, except for the *TO&E* and the *DO&E* trips are "dead in the water". Bart Jennings informed Robin that he is working on a trip on *Farm Rail* that will be in late September. This trip will be out of OK City, OK. (West of OK. City) Bart Jennings has a museum in Tennessee. He has got some ICTEA money and is building a replica of a *Southern RR* freight house and depot. The depot will be built first then a freight house for meeting purposes. He runs a train almost every weekend starting in April over into Oakridge, TN. This is the old *Southern RR* branch.

We received a special report from Sylvia Smykla. The score of the Arkansas Razorback game was Auburn 67, Arkansas 75. The Arkansas Razorbacks will be going

to the NCAA play offs. The members gave a big cheer.

Bill Bailey reported on *Cotton Belt 819*. Within the next month they will pull the first part of their federal inspection of the engine. They are approximately 96% torn down. They pulled the cylinder heads off the pistons Saturday, March 11, and they looked good. They will push the engine out next Saturday and will blow out the soot and carbon in the tubes and run a brush through them. They will then get their inspection crew to do the ultra sound and x-rays of the welds. After this is done they will call the Federal Inspector. After this is all completed they will disconnect the engine and check the safe bar and the draw bar. Their show and sale is looking good. As of Saturday, March 11 they had 46 tables sold.

Old Business: **The Kiamichi RR trip** is still a go. It is in early December. It may be changed up a bit. The last John Hodkin had heard they will run from Hope, AR to Ashdown, AR then down to Hugo, OK for one day. He was not sure about the other routes if they had

been changed. It is a nice ride, all day. **The Show and Sale:** we have about 13 table sold so far. Walter has fliers and needs help distributing them. We need to get the word out! We are getting inquiries!

New Business: There was no new business this month.

Rail news: **Amtrak** will have daily service through Arkansas on the *Eagle* starting approximately in May of this year. They are trying to expand their service. They may split the *Crescent* in two at Meridian Mississippi. Equipment went through this morning, Sunday, March 12 going to San Antonio, TX. They are going to be running a test train between San Antonio, TX. to Monterey, MX. **Programs:** Jim Wakefield asked for volunteers for the April meeting. John Jones volunteered to do the April meeting. **Union Pacific RR:** John Jones reported on the new number panels for the locomotives. That a new switch engine was delivered to 3M. He also shared pictures of a *Norfolk Southern* engine that was repaired at Jenk's Shop in N.

Little Rock. *Norfolk Southern* will have to inspect the engine before it can leave the shop area. He also shared pictures of two *U. P.* locomotives that were repaired and a photo of *Pottlatch's* locomotive heading to McGehee, AR. He reported that the turn table is still non-functioning at the service track. He also reported that the 7300 series locomotives left Little Rock, AR. To Pine Bluff, AR. and into Texas mostly on chemical trains and can not run any farther north than Little Rock, AR. A discussion then developed on

the *Little Rock & Western RR.*

Club member news: Gene Hull reported on how his wife Naomi was doing. He reported that she is doing fine and thanked everyone for their calls, cards and notes. They both really appreciated the kind words and thoughts. Naomi is now staying at the West Lake Living Center room 202 in Sherwood, AR. (This is located off of Brockington Dr. in the West Lake

Subdivision)

Peter Smykla moved that the meeting adjourn, Robin Thomas second; the meeting adjourned.

Bill Bailey gave a fascinating program on insulators. - *Sharon Doyal, secretary*

WANTED : FOR SALE OR TRADE

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

FOR SALE - The Arkansas Railroad Club's reprint of Gene Hull's classic *Shortline Railroads of Arkansas*, over 400 pages, hardbound, foil stamped, limited run, 6"x9" book. You can order from White River Productions, Inc., 24632 Anchor Ave, Bucklin MO 64631 or call 877-787-2467. Cost is \$24.95 plus \$5 shipping (or you can

pick one up at a club meeting and save the postage).

FOR SALE - The Arkansas Railroad Club's hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest*. 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 877-787-2467.

FOR SALE - James R. Fair's 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.

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.

VERMONT - NEW HAMPSHIRE AND VERMONT RAILROAD COMPANY - To abandon (actually discontinue trackage rights) a line from m.p. 123.19 in White River Junction to m.p. 163.67 in Woodsville, Vermont, a distance of 40.68 miles. Effective March 17, 2000. (STB Docket No. AB-475, Sub No. 3X, decided February 9, served February 16, 2000)

TEXAS - DALLAS AREA RAPID TRANSIT and UNION PACIFIC - To abandon 1.585 miles of line from m.p.

213.024 at Malcom X Blvd to m.p. 211.439 near Fletcher Street, just west of the switch to the Age of Steam Museum in Dallas, Texas. DART acquired this line from Missouri Pacific in 1990. Effective March 18, 2000. (STB Docket No. AB-439, Sub No. 5X and STB Docket No. AB-33, Sub No. 144X, decided February 10, served February 17, 2000)

ARIZONA - UNION PACIFIC - To abandon 1.92 miles of line known as the South Drill Track from m.p. 982.78 to the end of the line at m.p. 984.70 near Tucson, Arizona. This line was built in the early 1900s and now runs between Interstate 10 and the UP's main line. Tucson will use the abandoned line to expand I-10. Effective March 17, 2000. (STB Docket No. AB-33, Sub No. 141X, decided February 15, served February 16, 2000)

MICHIGAN - LAKE STATE RAILWAY COMPANY - To abandon parts of its line from the U.S. Highway crossing in Alpena, m.p. 125.2, northward to the end of the main line just north of Metz, Michigan, m.p. 151.25, and its entire Rogers City Branch, which extends from m.p. 141.8, Lake State's main line at Posen, to m.p. RCB 11.5 at Rogers City, a total distance of 37.55 miles. Final decision by May 22, 2000. (STB Docket No. AB-534, Sub No. 2X, decided February 14, served February 22, 2000.)

NEW HAMPSHIRE - BOSTON & MAINE CORP. - To abandon a 2.95 mile line known as the Manchester and Lawrence Branch, extending from m.p. 4.65 to m.p. 7.60 in Salem, New Hampshire, including the station of Salem. Final decision by May 26, 2000. (STB Docket No. AB-32, Sub No. 88X, decided February 16, served February 28, 2000)

ARKANSAS RAIL NEWS

BAD CROSSING ACCIDENT

(*Humphrey*) - Four teenagers were killed March 1 at a lighted-signaled crossing in Humphrey, Arkansas. The accident occurred 12:15 p.m. when the pickup truck stopped then proceeded and failed to yield to the northbound Union Pacific train (most trains on this former Southern Pacific main northeast of Pine Bluff run southbound). Division Street, where the accident occurred, is one of only two crossings in the town. Two years ago, Union Pacific had agreed to put in crossing gates if the city would close one of the crossings, which are only a block apart, but the city didn't want to close a crossing.

The number of crossing accidents in recent years on UP in Arkansas have been declining: 1995- 161; 1996- 124; 1997 - 118; 1998 - 116.

GENERAL RAIL NEWS

NO NEW MERGERS

On March 17, the Surface Transportation Board issued a decision directing large railroads not to pursue further mergers until the Board has adopted new rules governing merger proceedings. These new rules will be issued in **15 months (by June 2001)**. That means that no new mergers can occur until the middle of 2001 at the earliest. This decision followed four days of hearings triggered by the announcement that BNSF and CN intended to merge. BNSF, of course, wanted to go ahead with the merger, but other Class I railroads, major shippers and political forces all wanted to take a breather from mergers at this time, noting all the problems with past mergers and service. Testimony at the hearing showed that a BNSF/CN merger would trigger another

round of mergers of the other four major lines (UP, KCS, CSX, NS), resulting in as little as two transcontinental railroads.

The decision is STB Ex Parte No. 582, a printed copy available for a fee by contacting Da-To-Da Office Solutions, Room 210, 1925 K Street, N.W., Washington DC 20006, 202-466-5530, or by going to their web page: <http://www.stb.dot.gov>

"SHORT LINE" MAGAZINE CLOSING

"The Short Line" magazine, which had news of shortline railroads of the country, was to put out its' last regular issue in late March (issue No. 150) according to editor Garreth M. McDonald. The reasons were health and age of the editor and a decline in the number of subscriptions. This was

announced February 18, 2000.

CUMBRES & TOLTEC NEWS

(*New Mexico*) - A group of railroad boosters will be allowed to run the Cumbres & Toltec Scenic Railroad for the next five years between Chama and Antonito. The Rio Grande Railway Preservation Group, formed by the Friends of the Cumbres & Toltec Scenic Railroad, will run the railroad and have started a \$400,000 private fund-raising campaign. The 68-mile narrow gauge line crosses the state line between New Mexico and Colorado 11 times. (*The Durango Herald, March 2, 2000, via A. B. Simpkins*)

UP 844/3985 NEWS

The following was taken from the March 2000 issue of *The Gateway Railletter*,

publication of the St. Louis Chapter, NRHS, who in turn got the information from the newsletter of the Great Plains Transportation Museum and the Wichita Chapter NRHS):

Quoting Steve Lee: "...in our inspection of the (844's) entire boiler and firebox on return to Cheyenne, we discovered evidence of long-term wear and deterioration in the firebox that will have to be addressed sooner or later. We have chosen to address it sooner.

844 was one of 10 FEF-3's. During their service lives, 7 of the FEF-3's received new fireboxes. Firebox replacements were normal on steam locomotives after a certain term of service. However, many modern steam locomotives did not last long enough to reach that term of service, and, in any event, the end of steam was very near and it would have been folly to put money into new fireboxes for locomotives that would be retired long before the investment paid for itself.

844 was one of the three FEF-3's that did not receive a new firebox. Over the years, small segments of the firebox sheets and combustion chamber sheets were replaced, but the firebox as a whole is the original,

built at ALCO in 1944 and, 55 years of service, including months-long periods of storage between trips in the last 40 years, have taken a toll, as could be expected. There is some scale buildup and thinning of some areas of the sheets and so forth. We could simply do as was done in the past, which is to find thin areas, make and install new sheet segments and staybolts in those areas, and continue this process each year. This would be a virtually never-ending process.

Instead, we will do what was not done in the late 1950s. We will replace the entire firebox and combustion chamber, along with the front and rear tube sheets and all flexible staybolts. The engineering work and material procurement process for this large project is going on now, utilizing the drawings we are so fortunate to have on file. Engineering consists of defining material specifications and sources, and also sources for the rolling and fabrication work necessary to build the new firebox. There is a large amount of heavy steelwork involved, not to mention the manufacture of approximately 3,500 staybolts. This part of the work alone, which will be done at outside shops, will require most of this year.

In the meantime, we are concentrating our efforts on the continuation of the overhaul work on the 3985. As many of you know, the boiler and appliance work was completed on this locomotive in 1997-1999. The running gear work is underway now and will continue until the early spring. Once the operating season is over, the remaining running gear work and any other upgrades or heavy maintenance will be completed during the winter of 2000-2001. When this work is completed, we will then turn our attentions to the 844.

The work on the 844 will be very heavy and very time consuming, but the payoff will be a locomotive boiler and firebox that will give safe and economical service for decades to come. That will go along with the 844's running and appliances, which were completely rebuilt in 1992-1995 and are already providing trouble-free service. In my judgment, projects of this magnitude should not be done in a half-way manner, and this one won't be. I am making no predictions as to when the work will be completed and the locomotive put back in service. Simply put, it will be as long as it takes to perform the work properly and completely. - Steve Lee

AMTRAK NEWS

MAJOR EXPANSION?

On March 13, Amtrak announced a plan to expand and increase intercity service in 21 states, including making the *Texas Eagle* daily through Arkansas. One reason for expansion is to get mail contracts and increase parcel shipments, including refrigerator cars (the *Eagle* already has 8-10 express cars per trip).

Some details: Add a New York-Washington-Vicksburg, Mississippi-Shreveport-Dallas train, created by splitting the *Crescent* at Meridian, Mississippi; add

two new New York to Chicago trains; reroute the *Sunset Limited* from Houston to Dallas-Fort Worth then westward to San Antonio; add a San Antonio to Monterrey, Mexico train; buy new long-distance passenger cars.

Amtrak president Warrington said that in the past, Amtrak had attempted to cut costs by cutting routes and service. "But it doesn't work," he said. "The amount of revenue we lost exceeded the amount we saved."

A planned second round of additions over the next two years includes Amtrak's first

luxury train service from New York to Los Angeles via Pittsburgh and Albuquerque that would make the run in 60 hours while only making eight stops. This service would be provided by a high-end rail tour operator and the train would also haul high-rate express traffic.

(Thanks to Randy Tardy, Dan H. Barr, Jr., Daryl Stout, Tom Shook, John Jones, Bill Pollard. Part of the story came from the February 28 Washington Post).

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

PINE BLUFF, ARKANSAS - April 8, 2000 - 9 a.m. to 4 p.m. - Railroadiana Show and Sale sponsored by the Cotton Belt Rail

Historical Society, PO Box 2044, Pine Bluff AR 71613, 870-535-8819. Railroad stuff, model trains, door prizes, modular layouts,

see engines 819 and 336 as well as other real railroad equipment. Admission is \$2, under 12 free.

SAN ANGELO, TEXAS - April 29-30, 2000 - The Railway Museum of San Angelo presents Railfair 2000 at the San Angelo Convention Center, 500 Rio Concho Drive, San Angelo, Texas. Model trains and railroaders. Call 915-944-2504 for more information.

NORTH LITTLE ROCK, ARKANSAS - June 3, 2000 - Arkansas Railroad Club's annual Show and Sale, Fisher Armory, off Pershing Street, North Little Rock. Table rental is \$30 for first table, \$25 for second and \$20 for and additional tables. Admission will be \$3, under 12 free. For information, contact Walter Walker, 8423 Linda Lane, Little Rock AR 72227, 501-225-0826

NORTH LITTLE ROCK, ARKANSAS - November 3, 4, 2000- Christmas Arts and Craft show at the Heflin YMCA, 6101 JFK, North Little Rock. Railroaders and railfans welcome to sell, show their items. For rental space (no tables provided), contact show coordinator, Ken Ziegenbein (yep, I'm in charge of this), 1023 Claycut Circle, North Little Rock AR 72116 or call 501-758-1340. **W e b a d d r e s s :** <http://www.trainweathe.com/show.html> (I set up a model train layout here two years ago and volunteered to run the whole show

this year - it is comprised of mostly local vendors and craftsmen and if you don't already have a space at the Jacksonville show, you're welcome to come here - table rentals run from \$30 for both days (outdoor) to \$40-\$50 inside the gym, also for both days (\$20-25 each day).

JACKSONVILLE, ARKANSAS - November 4, 2000 - Second annual Arkansas Valley Model Railroad Club's Train Show, Jacksonville Community Center, Jacksonville, Arkansas, 10 a.m. to 5 p.m. Admission is \$3, kids 12 and under free. For table reservations, contact Jerry Fussell, 412 W 51st St, North Little Rock AR 72118, 501-758-2590.

HOT SPRINGS, ARKANSAS - The Hot Springs White River Scenic Railroad is running excursions out of Hot Springs on Wednesdays, Fridays, Saturdays and Sundays through the winter. They leave from the Hot Springs Transportation Center. Prices are \$19.95 for first class, \$11.95 coach and \$6.75 for children. Call 888-824-1022 for tickets.

WORLDWIDE - Trains Unlimited Tours is again offering rail journeys worldwide (Russia - including a last Trans-Siberian all-

steam trip for \$16,000, Africa, Mexico, South America, U.S., Canada, Peru, Alaska, Argentina, Copper Canyon. For a brochure and more information call 800-359-4870 or write Trains Unlimited Tours, PO Box 1997, Portola CA 96122.

EAST ELY, NEVADA - Nevada Northern Railway Museum will operate many steam and diesel excursions in 2000 starting May 13 and running through September 16. Call them at 775-289-2085.

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



MISSOURI PACIFIC LINES - A CORPORATE HISTORY - PART 9 (Gene Hull)

The Central Branch Railway Company

This company was consolidated with others forming The Central Branch Railway Company, July 8, 1899 (See below).

3. The Atchison, Jewell County and Western Railway Company:

The Atchison, Jewell County and Western Railroad Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, July 5, 1879. It constructed the line of road from Jamestown to Jewell City, completed January 1, 1880, and from Jewell City to Burr Oak, completed March 15, 1880. Total mileage 33.40

Termini: From H.B. connection with main line at Jamestown to end of track at Burr Oak, Kansas.

~~Color on accompanying map Orange, No. 92.~~

On December 29, 1879, this company leased all its railroad line, already constructed and to be constructed, to the Central Branch Union Pacific Railroad Company for a period of twenty-five years, and the latter company in turn leased the line on September 30, 1885, to The Missouri Pacific Railway Company, as hereinbefore mentioned. ~~(See page 27)~~

Pursuant to a decree entered in the U.S. Circuit Court for the District of Kansas, 1st Division, February 7, 1898, the property of this company was sold to T. Jefferson Coolidge, Jr., and Oliver Ames; deed of Hiram P. Dillon, Special Master, dated December 21, 1898, to The Atchison, Jewell County and Western Railway Company (assignee of said purchasers), in the execution of which deed the A.J.C. & W. R.R. Co. and Samuel Carr and Oakes A. Ames, Trustees of its First Mortgage, also joined.

The Atchison, Jewell County and Western Railway Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, June 1, 1898, and amended charter filed January 26, 1899.

This company was consolidated with others forming The Central Branch Railway Company, July 8, 1899 (See below).

The "Central Branch Consolidation"

By articles of consolidation filed in the office of the Secretary of State of Kansas, July 8, 1899, the following companies, whose histories precede, formed "THE CENTRAL BRANCH RAILWAY COMPANY":

| | <u>Miles</u> |
|--|--------------|
| 1. The Central Branch Union Pacific Railway Company | 100.01 |
| 2. The Atchison, Colorado and Pacific Railway Company | 254.78 |
| 3. The Atchison, Jewell County and Western Railway Company | <u>33.40</u> |
| Total mileage at time of The Missouri Pacific Ry. Consolidation | |
| 1909 | 388.19 |

The Central Branch Railway Company

These lines formed a continuous line of road from Atchison to Lenora and from Downs to Alton, with branches to Washington, Warwick and Burr Oak, Kansas, and were operated by The Missouri Pacific Railway Company by virtue of ownership of all of the capital stock of The Central Branch Railway Company.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

IV. THE ROOKS COUNTY RAILROAD COMPANY

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, March 12, 1885. It constructed the line from Alton to Stockton, Kansas, completing same November 4, 1885. Mileage 18.25

Termini: From west corporate limits of Alton, Kansas (joining the rails of The A.S.V. & D. Ry. - ~~See page 39~~), to end of track at Stockton, Kansas.

~~Color on accompanying map - Brown, No. 91.~~

This company was organized and the line built by The Missouri Pacific Railway Company, and was operated by that company by virtue of ownership of a majority of the capital stock.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

V. THE NEVADA AND MINDEN RAILWAY COMPANY

This company was incorporated under the general railroad laws of Missouri as the "NEVADA AND GIRARD RAILWAY COMPANY" by articles of association filed in the office of the Secretary of State of Missouri, September 12, 1882. The name was changed by an amendment to the charter filed April 17, 1885. It constructed the line from Nassau Junction, near Nevada, Missouri, to the Missouri-Kansas State Line, completed August 11, 1886. Mileage 32.56

Termini: From H.B. connection with L. & S. Division at Nassau Junction to Missouri-Kansas state line (joining the rails of the N. & M. Ry. Co. of Kansas).

~~Color on accompanying map - Carmine, No. 45.~~

The company was organized by The Missouri Pacific Railway Company and line built with money furnished by that company, and was operated by that company up to date of the consolidation by virtue of stock ownership.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

VI. NEVADA AND MINDEN RAILWAY COMPANY OF KANSAS

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, December 14, 1885, and constructed the line of road from the Missouri-Kansas state line to Chetopa, completed August 1, 1886, 41.45 miles; a connection with the D.M. & A. Ry. at Chetopa was built February 2, 1887, 0.08 mile, a total of 41.53 miles; on completion of this connection the connection with M.K. & T. Ry., 0.30 mile, was taken up and in 1895 the 0.08 mile connection was also taken up, leaving the mileage at time of consolidation 41.15

In 1906 the Chetopa Spur, being that part of the line from present D.M. & A. connection to end of track, 0.81 mile, was taken up but not reported until 1911 (~~See XIV, page 51~~), leaving present length of line 40.34 miles, ~~as indicated on map~~

Termini: From Missouri-Kansas state line (joining the rails of The N. & M. Ry. Co.) to a point 4,996 feet east of M.K. & T. crossing at Chetopa.

~~Color on accompanying map - Brown, No. 46.~~

The company was organized and line built by The Missouri Pacific Railway Company, and road operated by that company up to date of consolidation by virtue of stock ownership.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

VII. KANSAS CITY AND SOUTHWESTERN RAILWAY COMPANY OF MISSOURI

Incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, June 5, 1886. It constructed the line from Cecil (now K.C. & S.W. Jct.) to the Missouri-Kansas state line, completed December 21, 1887. Mileage 20.70

Termini: From K.C. & S.W. Junction (H.B. on main line) to Missouri-Kansas state line (joining the rails of the K.C. & S.W. Ry. Co.).

~~Color on accompanying map - Green, No. 20.~~

The company was organized and road built by The Missouri Pacific Railway Company, and operated by that company by virtue of stock ownership until January 1, 1891, when a lease was executed for twenty-five years.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

VIII. KANSAS CITY AND SOUTHWESTERN RAILWAY COMPANY

Incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, December 24, 1884. Its line of road, from Paola to Kansas-Missouri state line, was completed December 1, 1886, a distance of 27.53 miles. On August 31, 1895, the connection with M.K. & T. Ry. at Paola was changed, reducing the mileage 0.53, leaving present mileage 27.00

Termini: From Missouri-Kansas state line (joining the rails of the K.C. & S.W. Ry. Co. of Mo.) to a point 415 feet east of east crossing of M.K. & T. Ry. at Paola, Kansas.

~~Refer on accompanying map - Orange, No. 21.~~

The company was organized and line built by The Missouri Pacific Railway Company, and was operated by that company by virtue of ownership of a majority of the capital stock until January 1, 1891. On that date this company executed a lease of all its property to the K.C. & S.W. Ry. Co. of Mo. for twenty-five years, and that company in turn leased the property thus acquired, together with its own line, to The Missouri Pacific Railway Company, as recorded above.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43.~~)

1. The Fort Scott and Eastern Railway Company:

Incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, October 12, 1889. Its line of road, from Rich Hill, Mo., to Fort Scott, Kans., was completed July 13, 1890. Mileage 26.27

Termini: From H.B. connection with L. & S. Division at Rich Hill Junction to H.B. connection with Topeka Branch, "Ft.S.& E. and K.N.& D. Connection", 0.02 mile east of M.K.& T. crossing at Fort Scott. Mileage in Missouri, 21.32; in Kansas, 4.95.

~~Colors on accompanying map: In Missouri, Orange; in Kansas, Violet. Nos. 55 and 56.~~

This company was organized and its line built by The Missouri Pacific Railway Company, and was operated by that company by virtue of stock ownership.

The company was consolidated with others forming The Ft.Scott Central Railway Company, August 1, 1891.

2. The Fort Scott Belt Terminal Railway Company:

Incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, October 12, 1889. Its line of road, comprising a belt line, all within the corporate limits of Fort Scott, Kansas, was completed August 25, 1890. Mileage 3.91

Termini: From H.B. connection with Topeka Branch 0.12 mile south of M.K.& T. crossing to "H.B. Ft.S.W.& W. Connection", 0.26 mile west of center of depot (0.87 mile), and from H.B. 0.15 mile west of Ft.Scott passenger depot to south city limits of Ft.Scott (joining the rails of The Ft. S. & S. Ry.Co. - 3.04 miles).

~~Color on accompanying map - Carmine, Nos. 57 and 58.~~

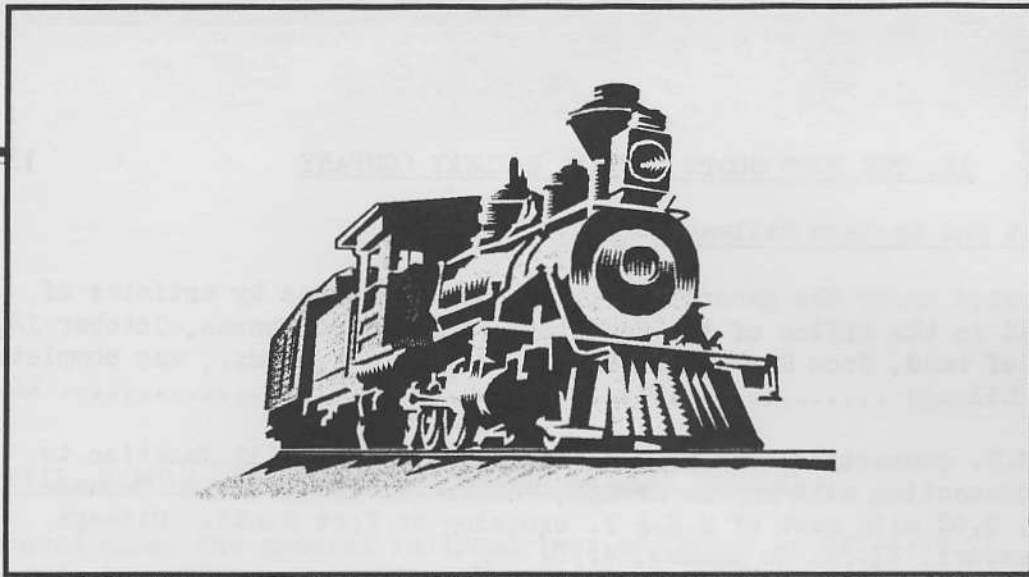
The company was organized and its line built by The Missouri Pacific Railway Company, and was operated by that company by virtue of stock ownership.

The company was consolidated with others forming The Ft.Scott Central Ry. Co., August 1, 1891.

3. The Fort Scott and Southern Railway Company:

Incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, October 12, 1889. Its line of road, from Fort Scott to Cornell, with a spur to Minden Coal Mine, near Yale, Kansas, was completed January 26, 1891. Mileage 26.87

The Coal Mine Spur (0.40 mile) was taken up by The Missouri Pacific Railway Company in 1911 (~~See XIV, page 51~~), leaving present length 26.47, ~~as shown on map.~~



20th ANNUAL SHOW & SALE

ARKANSAS RAILOAD CLUB

20TH ANNUAL SHOW & SALE

MEMORABILIA, MODEL TRAINS, BOOKS

SATURDAY, June 3, 2000

FISHER ARMORY

2600 Poplar Street

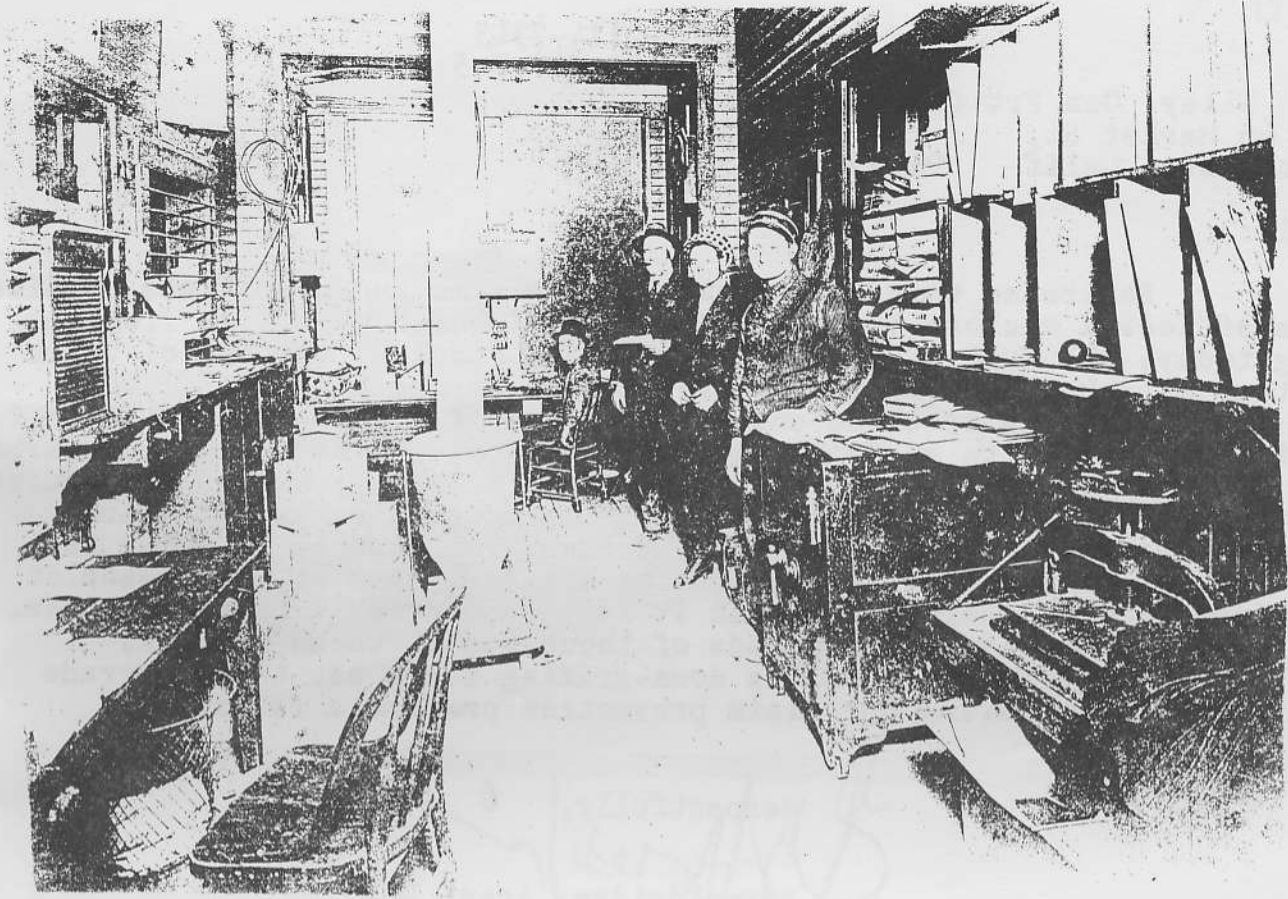
(Take Exit 153 off I-40)

North Little Rock, AR

9:00 A.M. TO 3:00 P.M.

Adults \$3.00 Children under 12 FREE

501-681-1839



A copy of an old newspaper photo showing the interior the of Cotton Belt Agent's office at Piggott, Arkansas, circa 1907. Agent Estus Allen has his hand on the company safe. (P. B. Wooldridge collection)

MOMENTS TO REMEMBER

by: P. B. Wooldridge

Back in the 1970s I was on third trick at Lewisville, Arkansas. Trains bound for Shreveport headed in the siding. Several inches of ice and snow covered the ground. I delivered orders to the caboose of First 131, made a quick turn, lost my footing, and fell with a loud thud across the inside rail of the main line, breaking several ribs. Lost my breath, and lay there for several minutes, and slowly recovered. Second 131's train was approaching on the block, so I scrambled into the depot to copy orders and clear him.

Sitting upright and standing tall, I had no problem with my broken ribs. I didn't even see a doctor, and I didn't lose any time working. But came bedtime I had a serious problem for some three weeks. My wife had to always assist me in and out of bed, and I suffered excruciating pain in the process. Various maneuvers were tried, all very painful. Those were moments to remember.

I was the Big Agent at DeWitt, Arkansas back in the 1960s. Pioneer Rice Mill at DeWitt had constructed

a huge grain elevator four miles south of DeWitt, with a 15 car spur for loading grain, and named it Indiana. They ordered a big 60 foot box to load sacked seed soybeans, but when the car was spotted I discovered it had been low-bridged previously, and daylight was visible almost the entire apex of the car roof. I could see a big claim account water damage to those expensive seed soybeans, so one Sunday, off duty, my wife and I journeyed down to Indiana. I took her along in case I fell, to have someone there to pick me up, as I had to climb up a steel ladder on the side of the elevator, and jump to the top of the car. I might add that the 60 foot boxcar did not have ladders reaching to the roof, only very short ones, to be use by brakemen in switching, and the car did not have a catwalk.

I jumped with two gallon cans of Mulehide roofing, and sealed the leaks. That was one carload I didn't have a claim on!

(See letters from Agent Wooldridge on next page)

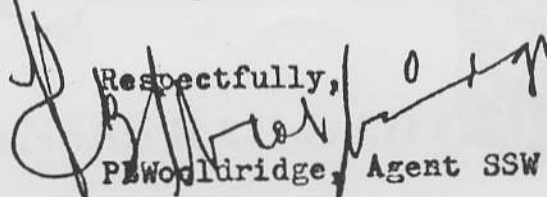
DeWitt, Ark Dec 29, 1965

File: R-2114-7343
5480-869-F-5Mr W B Wiley, Gen Frt Claim Agent,
SP Co, 65 Market St,
San Francisco, Calif 94105

Dear Sir:

Reference this claim, and other claims and complaints received by this office. I enclose Symbol Cards, four of which were torn from cars loading today, all full of staples, PROTRUDING staples, any one of which could tear a packaged commodity. I have been informed the SP is lining floors and side walls of these cars at Houston. If so, they are failing to condition cars prior to such lining, as all these cars are full of protruding nails, and some have holes in the floors. The introduction then of hundreds of protruding staples to secure the paper lining creates an impossible situation claimwise. Any benefit that accrues from the paper lining is offset a thousand times by the protruding staples. Most of these staples are distorted, with sharp heads, and it is very difficult to remove them. I have pulled and driven in hundreds of thousands of these staples.

In effect, the SP is down-grading every car they up-grade in this manner, rendering our claim prevention program a farce.

Respectfully,

P. Wooldridge, Agent SSW

DeWitt, Ark March 7 1966

Mr G A Nolte - Tyler

I enclose an article from the L&N Magazine, Feb issue.

I note that the equipment furnished here is still full of nails, and occasionally steel anchor plates. We visited Smith Rice Mill when you were here, without carefully inspecting the interiors of cars spotted there for loading. I returned later to inspect these cars, and found them all with protruding nails. RI 26054, for example, had 3 patched floor sections, 2 patched with plywood, and one with rough sheet metal. Most of the cars had doubleheaded nails in door facings, and in floor in door area. For sacked rice the patches in floor and side and end wall areas should be covered with heavy cardboard, or Walderf panels, and the nails should be driven in or pulled.

Saturday, for example, I pulled 11 eight penny nails from the end walls of GN 6116, and double headed nails from door facings and floor area, in addition to driving in a few nails which had worked out. I attach Symbol card. This is a general condition.

The question arises: Who is responsible for removal of nails? I find no evidence that anyone is pulling nails, which is just as important as cleaning in the conditioning of equipment. The job is only being half done.

P. Wooldridge, Agent



Panama Railroad locomotive #403 on the Panama Railroad in the early 1950s, taken by Douglas Harley. The Panama Railroad timetables on the following two pages were effective March 3, 1953 and are also from the collection of Douglas Harley.

USE THE TRAINS*Safe - Frequent - Dependable***PASSENGER FARES**
Between Panama and Colon**FIRST CLASS:**

| | |
|-----------------|--------|
| One way..... | \$1.25 |
| Round Trip..... | 2.00 |

SECOND CLASS:

| | |
|-----------------|--------|
| One way..... | \$0.75 |
| Round Trip..... | 1.25 |

Children 5 to 12 years - half fare

Fares between other Stations in proportion

LOS TRENES SON PARA UD.*Seguridad - Frecuencia - Puntualidad***TARIFA DE PASAJES**
Entre Panamá y Colón**SEGUNDA CLASE:**

| | |
|---------------------|--------|
| Viaje sencillo..... | B/0.75 |
| Viaje redondo..... | 1.25 |

PRIMERA CLASE:

| | |
|---------------------|--------|
| Viaje sencillo..... | B/1.25 |
| Viaje redondo..... | 2.00 |

Niños de 5 á 12 años de edad - medio pasaje

Las tarifas de pasajes entre estaciones a proporción

9476-54

PANAMA RAILROAD**PASSENGER TRAINS**
TIME TABLE No. 54

Effective March 1, 1953

SUBJECT TO CHANGE

A. C. MEDINGER
RAILROAD AND TERMINALS DIRECTOR
CRISTOBAL, CANAL ZONE

E. N. STOKES
SUPERINTENDENT
CRISTOBAL, CANAL ZONE

PASSENGER AND FREIGHT SERVICE
S. N. BELANGER
MASTER OF TRANSPORTATION
CRISTOBAL, CANAL ZONE

MR 56561—P. C.—3-9-53—5,000

**PASSENGER TRAINS
TIME TABLE
No. 54**

**PANAMA RAILROAD
COLON-PANAMA TRAINS**

**EFFECTIVE
MARCH 1, 1953
SUBJECT TO CHANGE**

SOUTHWARD

NORTHWARD

**COLON to PANAMA
READ DOWN**

**PANAMA to COLON
READ UP**

| 31 DAILY EXCEPT SATURDAY, SUNDAY, AND HOLIDAYS | 7 DAILY | 5 DAILY | 3 DAILY | 1 DAILY | Miles from Colon | STATIONS | 2 DAILY | 4 DAILY | 6 DAILY | 8 DAILY | 32 DAILY EXCEPT SATURDAY, SUNDAY, AND HOLIDAYS |
|--|------------|------------|------------|------------|------------------------|------------------------------------|------------|------------|------------|------------|--|
| | | | | | | | | | | | |
| | | | | | 0 | Leave | 8.35 | 1.55 | 6.15 | 11.35 | |
| †9.15 | 10.00 | 4.40 | 12.20 | 7.00 | 1.58 | Colón | 8.30 | 1.50 | 6.10 | 11.30 | 11.00 |
| 9.25 | 10.05 | 4.45 | 12.25 | 7.05 | 6.82 | Mount Hope | 8.18 | 1.39 | 5.58 | 11.18 | 10.50 |
| †9.37 | 10.14 | 4.55 | 12.35 | 7.15 | 14.52 | Gatun | | | | | †10.29 |
| 9.49 | | †5.14 | | †7.34 | 20.96 | Monte Lirio | †7.59 | | †5.39 | | 10.17 |
| †9.55 | | | | | 25.36 | Frijoles | | | | | †10.11 |
| 10.10 | 10.48 | 5.28 | 1.08 | 7.48 | 30.21 | Darien | 7.44 | 1.04 | 5.24 | 10.43 | 9.45 |
| †10.19 | | | | | 35.22 | Gamboa | | | | | †9.35 |
| 10.34 | 11.04 | 5.44 | 1.24 | 8.04 | 40.28 | Summit | 7.27 | 12.47 | 5.07 | 10.25 | 9.25 |
| †10.43 | †11.11 | †5.51 | | †8.11 | 44.26 | Pedro Miguel | †7.19 | | †5.00 | †10.19 | †9.16 |
| | | | | | 45.04 | Corozal | | | | | †9.15 |
| | 11.20 | 6.00 | 1.40 | 8.20 | 46.30 | Diablo | 7.15 | 12.35 | 4.55 | 10.15 | |
| 11.00 | 11.25 | 6.05 | 1.45 | 8.25 | 47.64 | Balboa Heights | 7.10 | 12.30 | 4.50 | 10.10 | |
| AM | PM | PM | PM | AM | | Panama | AM | PM | PM | PM | AM |
| 31 | 7 | 5 | 3 | 1 | | Arrive | 2 | 4 | 6 | 8 | 32 |
| DAILY EXCEPT SATURDAY, SUNDAY, AND HOLIDAYS | DAILY | DAILY | DAILY | DAILY | | | DAILY | DAILY | DAILY | DAILY | DAILY EXCEPT SATURDAY, SUNDAY, AND HOLIDAYS |
| COLON to PANAMA READ DOWN | | | | | | PANAMA to COLON READ UP | | | | | |

EXPLANATION OF SIGNS

- † Stops on flag only.
- † Second-class accommodations only.

EXPLICACION DE SIMBOLOS

- † Paradas con bandera solamente.
- † Acomodo de segunda clase solamente.

DOUGLAS HARLEY COLLECTION

ARKANSAS RAILROADER - APRIL 2000



"Spirit of Arkansas" DLSX 1254, owned by the Cypress Bend facility, Potlatch Corp., at McGehee, Arkansas. Photo taken at North Little Rock near the Arkansas River, March 11, 2000. (John Jones photo)



No. 908 of the Deer Park Rail Services, see in transit at the UP North Little Rock yards, March 11, 2000. (Tom Shircliff photo)