



LITTLE ROCK CHAPTER
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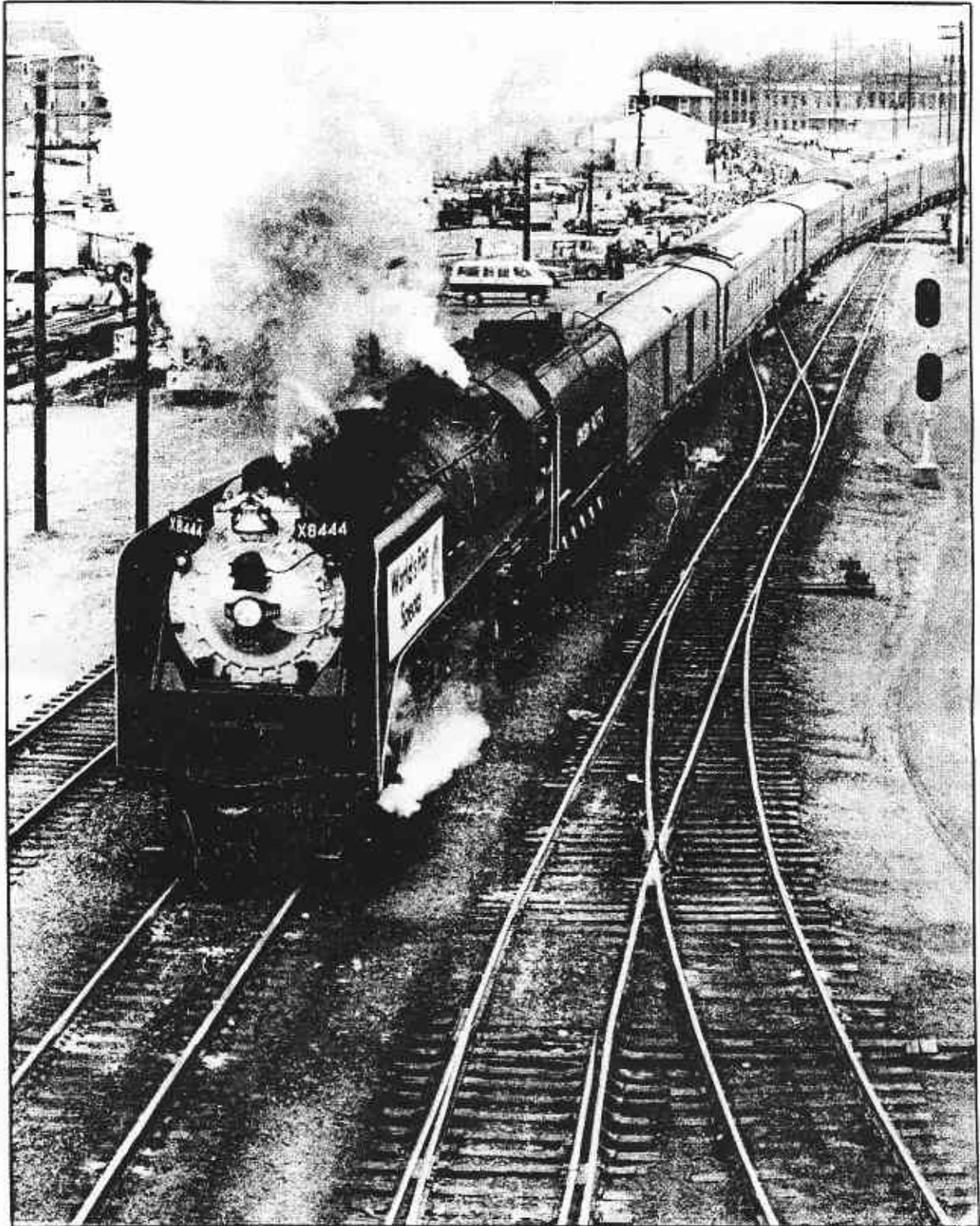
ARKANSAS RAILROADER



VOLUME 27 NUMBER 8 AUGUST 1996



UNION PACIFIC'S #8444 (now #844, like its original number was in 1944) will be in Little Rock the weekend of October 26 and 27 and will pull a roundtrip excursion out of Little Rock to Bald Knob. It last came through here in March 1984 pulling the World's Fair Special. Member Ivan Avance was the engineer that day. *(UP Photo)*



UP #8444 coming into Poplar Bluff, Missouri, March 13, 1984, pulling the World's Fair Special to New Orleans. Arkansas Club member Ivan Avance and his crew was the engineer that day between Poplar Bluff and Little Rock (Avance had the throttle from Newport to Little Rock). (*Poplar Bluff's Daily American Republic*, March 14, 1984, used by permission)



LEFT- Crew of the 1984 World's Fair special with UP's #8444 as seen in Poplar Bluff, Missouri, March 13, 1984, left to right: John Cooper, Fireman, Ivan Avance, Engineer; Bill Russell, Conductor; Jack Spur, Road Foreman. **RIGHT** - Engineer Ivan Avance (Arkansas Railroad Club member) in 8444's cab in Newport, Arkansas, March 13, 1984. (Photos from Ivan Avance's collection)

1984 WORLD'S FAIR WITH UP STEAM ENGINE 8444

by: Club member-retired engineer Ivan I. Avance

I came from a railroad family. Since the year of 1900, four generations of Avances have worked on the Arkansas division of the Missouri Pacific Railroad in engine service. The Missouri Pacific and Union Pacific merged into one railroad (later to become Union Pacific only). I was working on my 44th year, as engineer on Amtrak's Eagle (#21 and #22) from Little Rock, Arkansas to Texarkana, Texas. This was a good short hour-job, if you did not count all the time it took to make your week on this tri-weekly train. Overall. Three trips were made by rail and three trips on the freeway.

Sometime in February 1984 I heard that the steam engine, UP 8444 (it's now number UP 844), would be pulling a World's Fair Special train from Omaha to New Orleans. This train would use our Arkansas Division on one leg of its journey, March 13, 1984. Having been promoted to engineer in 1950 and working extra boards at that time, I was one of a few engineers who had ever operated steam as the engineer. Only four as I recall, R. Snodgrass, W. Roberson, T. Kerr and myself. My road foreman of engine at that time were Jack Spurr and Clyde Huffman. I talked to both and asked to be put on the crew to be used on the UP 8444. Crews for special trains are picked up by railroad officials. Ivan Avance, engineer, John Cooper fireman, Bill Russell conductor, Jack Spurr road foreman. These four were chosen for the crew.

This crew was deadheaded from Little Rock to Poplar Bluff, Missouri via highway van. We stayed overnight so the crew would be rested. When the train arrived I was asked which half of the trip I would like to operate the engine. I chose the last half, from Newport, Arkansas to Little Rock. So my fireman J. Cooper was allowed to run the 8444 from Poplar Bluff to Newport. Cab space was the reason for the split shift of me and the fireman. The regular UP engineer, fireman, utility man, road foreman and one of our crew was to be in the cab.

The first half of this trip I rode back in the passenger coaches. I met a lot of the dignitaries who were riding this special. I remember talking to Richard Allin. Mr. Allin is a long time rail passenger fan and still writes for the *Arkansas Democrat-Gazette*.

When the train reached Newport, I came to the head end for my half of the trip. A large crowd met the train. We were there some time, as a Newport fire truck came to pump water into the huge tank of this monster. While this was being done, the maintenance crew (who traveled with this train) used the time to oil and grease the many moving parts of this huge engine.

I had the pleasure and thrill of running this big steam locomotive from Newport to North Little Rock. At that time regular UP engineer Bob Neely took over the throttle, on into Union Station in Little Rock.

FOOTNOTE

Engineer Ivan I. Avance, after 43 years, 3 months, retired June 15, 1984, when Amtrak's Eagle #22 arrived in Little Rock. Avance says he will always remember the day he rode and operated the Big Beautiful Steam Engine UP 8444.

The UP 8444 has been re-numbered and is now UP 844. This steam engine will be in Little Rock October 25, 26, 27 and 28 1996 and can be seen and traveled on at that time. (Please order tickets on the order blank on the last page. The engine and train will also be on display in North Little Rock on Monday, October 28).

There is also a photo of this engine pulling the World's Fair Special south of Little Rock in the Arkansas Railroad Club's 1997 calender, now for sale.

TICKET ORDER FOR OCTOBER 1996 EXCURSIONS

LITTLE ROCK-RUSSELLVILLE-LITTLE ROCK (E9'S), SATURDAY OCTOBER 26

No. of tickets ____ x ____ = \$_____ total
 Economy (seating below the domes, in dining cars) \$69
 Coach (reclining coach seats) \$99
 Dome (Glass top cars for scenic viewing) \$129

LITTLE ROCK-BALD KNOB-LITTLE ROCK (Steam engine 844) SUNDAY, OCTOBER 27

No. of tickets ____ x ____ = \$_____ total
 Economy \$59
 Coach \$89
 Dome \$109

You may also order tickets: **St. Louis-Little Rock-Branson-Kansas City** (\$1499, \$1549, \$1649 or \$1849); **St. Louis to Little Rock with Poplar Bluff, MO** motel (\$255, \$284, \$335); **Little Rock to Kansas City** with Branson package, one-nite Little Rock hotel (\$819, \$849, \$899);

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

FROM HUMBLE BEGINNINGS

by: Gene Hull

Twenty years before the Civil War the seaports of Georgia were greatly handicapped without a rail connection to the Gulf of Mexico. For any commercial intercourse with interior states via the Mississippi and Missouri rivers, steamships had to sail far south around the peninsula of Florida, then turn back north into the Gulf. A rail connection would save much time and expense.

In 1847, the state of Georgia granted a charter to the Savannah & Albany Railroad. In 1850, work was ready to begin when it was discovered that an earlier railroad, the Brunswick & Albany, already had a charter which guaranteed, for a period of 25 years from 1835, that no other railroad could build within 20 miles of it.

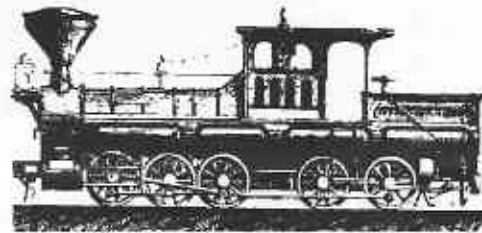
The B&A had a charter and a guarantee, but it had no money to build a railroad. The company agreed to compromise - it gave up the guarantee, and the state of Georgia bought \$500,000 worth of its stock. The Brunswick & Albany began building northwest from Brunswick. The Savannah & Albany began laying rails southwest from Savannah, and the two roads crossed at Waycross, Georgia.

In spite of the name of Albany in its corporate title, the Savannah & Albany was headed for the Gulf of Mexico. There was very little speed in the construction process. In 1854, the Georgia legislature passed an act to change the name of the road to the Savannah, Albany & Gulf. By 1856, rails were laid to Screven, 69 miles from Savannah. At that time, for some reason, the Atlantic & Gulf Railroad was given a charter, and the state of Georgia bought \$1 million worth of its stock. The U.S. Congress appropriated 400,000 acres of public land for the project.

This brought renewed action, and by April 1861 the road was in operation between Savannah and Thomasville, a distance of 200 miles. Work continued between Thomasville and Bainbridge, another 37 miles, as well as on a 38-mile branch south from DuPont, Georgia, to Live Oak, Florida,

to connect with the Jacksonville, Pensacola & Mobile Railroad.

In February 1861, the A&G announced that its track could not reach Bainbridge within the time specified by its charter. Edmund Ruffin had pulled the lanyard of the first gun fired in the Civil War, and an atmosphere of panic had quenched the zeal for construction. Difficulty was experienced in securing material, most of which was coming from England. A&G President, John Screven, said that extension trestle construction was an exhausting expense. During the year ending 31 July 1861 they had spent \$922,839.43 for grading, crossties, and track laying. The bill for rails, chairs and spikes was \$521,737.90.



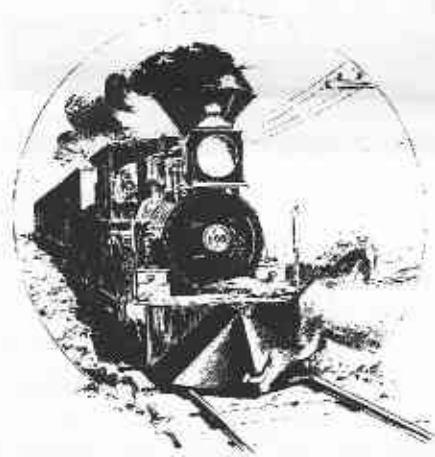
Union army forces had cut off a large part of northern Mississippi. Huge amounts of rolling stock were abandoned by the Confederate army. Farther east, in regions still under Confederate control, this equipment was badly needed. Late in the winter of 1863 the last of this equipment was rescued, and the Atlantic & Gulf got five locomotives. The Confederate navy had taken 1,100 tons of A&G rails and fastenings to manufacture ship's armor. During the war 60 miles of the A&G were destroyed.

Before the war most of the railroad construction was done by company owned slaves. After the slaves were freed, most of them refused to work. The A&G reported that the negro workers that were hired refused to work long enough to collect a month's pay.

In May 1863, the Savannah, Albany & Gulf was consolidated with the Atlantic & Gulf, and the new company became the Atlantic & Gulf Railroad.

When the war was over, the company found itself with 60 miles of track destroyed, its terminal at Savannah was in ruins, and the equipment was damaged so as to require complete restoration. There also was a heavy floating debt, plus past dues bond interest coupons, which the bondholders wanted paid. To maintain the very existence of the A&G there were no assets but \$72,000 of 6 percent bonds of the state of Georgia. Fortunately the affairs were managed by men who fully appreciated the interests of the railroad.

Within one year the 60 miles of railroad were rebuilt, terminal and station depots were replaced, equipment was repaired or replaced, and in March 1866 trains were running again between Savannah and Thomasville. In 1867-1868 the road was



extended to Bainbridge, and the branch was completed to Live Oak, Florida. In 1869, the A&G absorbed the South Georgia & Florida, which was building north from Thomasville. Rails reached 24 miles to Pelham at the end of 1869, to Camilla in

1870 and Albany in June 1870. This became known as the Albany Division.

The astute managers of the Atlantic & Gulf had the satisfaction of knowing that within five years, while the labor market was disorganized and the country was suffering an unusual financial depression, they had built and equipped 203 miles of railroad. This justly entitled them to take the first rank among railroad executives of the country.

President John Screven hoped his road would become a through line to Mobile, but it lay through poor country, the anticipated traffic never developed and the destination never was reached. On 1 January 1877, the



A&G defaulted on interest due on its bonds. A receiver was appointed in April and a bill was filed in the U.S. Circuit Court for the sale of the road to satisfy the mortgage. The court ordered the sale at Savannah 4 November 1879. Henry Bradley Plant bought it for \$300,000, subject to a mortgage of \$2,713,500. He increased the capital stock to \$2,000,000.

Plant combined the Atlantic & Gulf with the Charleston & Savannah and the Brunswick & Western to form the Savannah, Florida & Western. In April 1902, the SF&W was absorbed by the Atlantic Coast Line. On 1 July 1967, the ACL merged, along with the Seaboard Air Line, to form the Seaboard Coast Line, which became part of the Family Lines.

Thus it was that, from such humble beginnings and astute, dedicated management, many of our important roads began. ~~1884~~

NEXT MEETING/PROGRAM

The next meeting of the Arkansas Railroad Club will be held on SUNDAY, AUGUST 11 at 2 p.m. at the Mercantile Bank on Main Street in North Little Rock, just across the river from Little Rock. The program will be given by John Jones showing a Canadian video. Refreshments will be served and the public is invited.

Future programs include: September 7, 10 a.m. to 3 p.m. - visit to Peter Smykla's Paperton Junction Southern RR near Pine Bluff (**map on next page**); October - possibly Ken Ziegenbein, showing super-8 movies of various railroad subjects.

Our Annual Christmas party will be held on Saturday, December 7 at the Ramada Inn in North Little Rock at 6 p.m. We'll all go through the buffet.

VARIOUS CLUB NEWS - BOB SANDAGE retired from the Little Rock & Western (O. H. Wagoner is now it's president). BERDENE MULLEN is doing fair. CRAIG GERARD'S mother was not doing well, and he had to miss the July meeting. JOHN JONES was unable to attend, also, due to complications of MS. BILL CHURCH got to go home one day July 11 and had a full home-cooked meal. This was his Fourth of July celebration and he was thrilled. He is still in the VA Hospital at Fort Roots. KEN ZIEGENBEIN's mother in law died July 1 and was buried in Tifton, Georgia July 6. She had never flown and refused to , but her casket was flown to Atlanta July 2.

Peter Smykla reported on the AD&N's last day. The train left Crossett FOR Monticello on Saturday, June 29 at 8:30 a.m., and returned about 3:40 p.m., ending 80+ years of service. The railroad (headed by Russell Tedder, a club member) will pay all 40 of its employees regular salary plus health insurance FOR the next 6 years (New York Dock agreement), although he didn't have to do that. NICE GOING!! Some people are just nice.

OFFICER NOMINATIONS FOR 1997 - President: CRAIG GERARD; Vice-President: LEONARD THALMUELLER; Secretary: CAROLE SUE SCHAFER; Treasurer: WALTER WALKER; Board of Director through 2001: TOM SHOOK; NRHS National Director: OPEN (volunteers, please!) The following were recommended FOR continuance, but are not official officer positions: Newsletter Editor: KEN ZIEGENBEIN; Photographer: JOHN C. JONES. The nominating committee consisted of Naomi and Gene Hull and John Jones.

ROCK ISLAND TECH SOCIETY TO MEET - On August 16, 17, 18, the national Rock Island Technical Society will have its annual meeting in Little Rock FOR the first time. It will be held at the Riverfront Hilton in North Little Rock. A RITS board meeting will be held Friday, August 16 - Saturday, August 17 will be a swap meet at the hotel, open to the public, a model contest, several tours to events, including the 819 in Pine Bluff, layout tours, Jenks Shop tour. Saturday evening will be a banquet with a Rock Island speaker and a slide presentation of the Rock in Arkansas.

A rail excursion on the Fordyce & Princeton is planned (open only to RITS members) on Sunday, August 18 out of Fordyce.

FOR registration information or swap meet forms, send a SSAE to Bill Pollard, 3005 Baxter Drive, Conway AR 72032. RITS Internet address is: <http://storm.simpson.edu/%7erits/>. RITS membership is \$15 with an additional \$25 FOR convention registration.

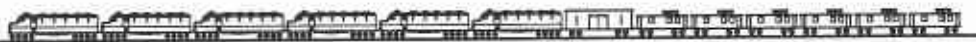
1997 SHOW AND SALE of the Arkansas Railroad Club will be held in conjunction with the NMRA Regional Meeting on June 21, 1997. The NMRA's convention begins on June 19 and lasts through the 21st. Location will be the Robinson Convention Center in Little Rock. Model railroad clinics, auctions, shows, displays will be there. Our Railroadiana Show & Sale will be on the 21st, so we should have a LOT of people through the doors in 1997. FOR information, contact Walter Walker, PO Box 9151, North Little Rock AR 72119 or call 501-663-8901. Dealers should make a special effort to be there, since the NMRA usually brings in many conventioners who buy things.

REGULAR STEAM EXCURSIONS - Next month, I'll start putting in places around the state and surrounding states that have public excursions on railroads on a more or less regular basis. This will be from the book *Steam Passenger Service Directory*, published by Kalmbach Books and recently purchased by our club. A quick glance at trips around Arkansas showed several, but they still listed the Reader Railroad as having regular steam trips???





INSTRUCTIONS TO PETER SMYKLA'S PAPERTON JUNCTION SOUTHERN: Take Highway 65 from Little Rock to Pine Bluff. Second traffic light is Hutchinson Street. Turn left and follow Hutchinson north through the Jefferson Industrial Park, past water tower and across the UP track. Turn right 100 feet past UP track as you cross Paperton Junction Southern track, shop and yard on right.



OCTOBER UP EXCURSIONS - Here are the specifics of Pacific Limited's/Arkansas Railroad Club's October 1996 trips St. Louis-Little Rock-Branson-Kansas City.

SEGMENT	Economy	Coach	Dome	Deluxe
1. <u>St. Louis to Little Rock</u> <u>Branson and Kansas City</u> (This full package with Branson adventure - see note below - is priced based on double-occupancy)	\$1499	\$1549	\$1649	\$1849
2. <u>St. Louis to Little Rock</u>	255	284	335	(includes motel at Poplar Bluff, Missouri)
3. <u>St. Louis to Little Rock</u>	569	589	649	(includes Embassy Suites, St. Louis, Poplar Bluff motel, Excelsior Hotel in Little Rock)
4. <u>Little Rock to Kansas City</u>	819	849	899	(package with Branson, one-nite Little Rock hotel)
(Only a limited number of St. Louis to Little Rock and Little Rock to Kansas City tickets will be available)				
5. <u>Little Rock to Russellville</u>	69	99	129	(roundtrip with E-9s)
6. <u>Little Rock to Bald Knob</u>	59	89	109	(roundtrip with 844)
(Segments 5 and 6 are not included in the segment 1 package)				

The complete St. Louis to Kansas City package includes:

Wed. Oct 23 - Stay at Embassy Suites, St. Louis. Includes hospitality hour, get acquainted meeting.

Thu. Oct 24 - Complimentary breakfast. Train to Poplar Bluff, 844, Poplar Bluff motels.

Fri. Oct 25 - Train, 844, Poplar Bluff to Little Rock. Stay at Excelsior Hotel (AAA, 4-Star).

Sat. Oct 26 - Roundtrip Little Rock-Russellville, E9s.

Sun. Oct 27 - Roundtrip Little Rock-Bald Knob, 844.

Mon. Oct 28 - Train and 844 on display in North Little Rock. Variety of tours in Little Rock area, rooms at Excelsior)

Tue. Oct 29 - Train, E-9s, Little Rock to Branson. Lodging at Settle Inn (AAA, 3-Star), buffet dinner on arrival at the hotel, then the Boxcar Willie show. (Rumors have it that the 844 will haul a freight Little Rock to Van Buren and westward starting on this date, also)

Wed. Oct 30 - Breakfast included, sightseeing, afternoon show, shopping, prime rib dinner, choice of three evening shows.

Thu. Oct 31 - Breakfast included, choice of cruise on Table Rock Lake, fishing excursion, Wayne Newton Show. Then dinner cruise on the Branson Belle showboat.

Fri. Nov 1 - Breakfast included. Train to Kansas City, stay at the Kansas City Airport Marriott.

As usual, photo stops are planned FOR each day.

ORDER ANY OF THESE TICKETS/EXCURSION PACKAGES FROM THE ARKANSAS RAILROAD CLUB! We get 10% of the roundtrips out of Little Rock plus a commission rate of \$100 St. Louis to Kansas City or \$40 St. Louis to Little Rock. We'll also get 10% on the rail fare on any of Pacific Limited's C&NW trips if we sell the tickets. Our address is the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

REQUEST FOR NEWS - Thanks to all of you who have been sending news in to me. I need MORE of you to send me railroad news from your city or town, especially if you live in Arkansas. Mainly, I need news from your LOCAL PAPER. That is the only way we can get it. That news will then be put in the *Arkansas Railroader*, where it will be preserved FOR future rail historians. As you know, the *Railroader* is sent to several libraries, both in and out of Arkansas, and some, like the Arkansas History Commission, microfilm them. Thanks in advance. You WILL be credited for sending the news.

BIRTHDAYS/ANNIVERSARIES WANTED - It was suggested that we print a list of members' birthdays and/or anniversaries each month. If you'd like to be a part of this list, send in your birth date and wedding anniversary date. We



will also put your name and birthday in the 1998 calendar on its' day.

JULY ANNIVERSARIES - I received one anniversary date so far, per above request. Since July was so close, I'm putting it in the August newsletter anyway. It's MIKE ADAMS, married July 12, 1941 in Branson, Missouri. They just celebrated their 55th wedding anniversary.

NRHS SUMMER BOD MEETING - Two new chapters were formed: the Western Montana in Missoula, Montana and the North Texas Chapter in Dallas. There will be a dues increase in 1997, up to \$17 (from \$14). Future conventions: 1997, Salt Lake City; 1998, Syracuse; 1999, Sacramento. Nominations For National Officers and Regional Vice Presidents can be made in writing by September 15 to the National Secretary, NRHS, PO Box 58547, Philadelphia PA 19102-8542.

WALTER DAVIDSON

DIED JULY 1, 1996

Walt was living in Booneville and was an active member of the Rock Island and Arkansas Railroad Club. He loved the Rock and had recently given a talk on the RI's operation in Booneville to the Rock Island group. He was an N-gauge modeler.

DONATIONS WANTED for a shop building which will house, under one roof, three major machine tools required to maintain steam locomotive driving wheels (a 90-inch wheel lathe, a crankpin quartering machine and an axle journal lathe). \$100,000 needed. To donate, tax deductible, send check to Tennessee Valley Chapter, NRHS, 4119 Cromwell Rd, Chattanooga TN 37421-2119 or call 423-894-8029.

WANTED:FOR SALE OR TRADE

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

WANTED - MoPac toilet locks, M.P. tall globe lanterns with embossed logo. MoPac silver & china especially Sunshine Special Service plate. Contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-

888-5655.

WANTED - Cotton Belt tall globe lantern with embossed logo. StL S W silver, china or other items. Contact Robert Worlow, 21515 N Mill Rd, Little Rock AR 72206 or call 501-888-5655.

FOR SALE - DARDANELLE & RUSSELLVILLE RAILROAD, 536 pages, 8 1/2" x 11", hard cover, photos, maps, etc. \$47.00 postage paid. Send orders to Clifton E. Hull, 3507 East Washington #31, North

Little Rock AR 72114.

WANTED - Photo of the Newport, Arkansas depot from the city side. Contact Martha May, 1221 Cherokee St, Newport AR 72112, or call 501-523-7450 (w) or 501-523-3296 (h).

FOR TRADE - Passes, tickets, old photographs of KCS, Frisco, etc and wax sealers for trade. Contact P. L. Moseley, 6621 Springlake Circle, Shreveport LA 71107-8778 or call 318-929-2433 for copy of current list.

RAILROAD ABANDONMENT PROPOSALS

These are railroad abandonment notices that have been published in the FEDERAL REGISTER during the past couple of months. Effective abandonment dates are valid UNLESS stayed OR an offer of financial assistance is received OR trail use/rail banking requests are filed OR environmental issues are raised. They are presented generally in chronological order of being



published. The states will be listed first, then the railroad. The "FR" stands for Federal Register.

- TENNESSEE - NORFOLK SOUTHERN** - To abandon 14.3 miles of line between m.p. 0.0-TC at Arco Junction and m.p. 14.3-TC at Arco, in Claiborne and Campbell Counties, Tennessee. Effective July 17, 1996. (FR June 17, 1996)
- MISSOURI - MISSOURI AND NORTHERN ARKANSAS RR** - To abandon 2.65 miles of line called the FPE Spur-North Clinton Line from m.p. 262.6 at the end of the line near FPE Spur to m.p. 265.25 near North Clinton, Missouri. Effective July 19, 1996. (FR June 19, 1996)
- NEW YORK - CONRAIL** - To abandon about 8.50 miles of line from m.p. 0.10 to about m.p. 7.20 (Rochester Running Track) and from about m.p. 92.90 to about m.p. 94.10 (Ontario Industrial Track) in Monroe County, New York. Effective July 20, 1996. (FR June 20, 1996)
- MAINE - BANGOR & AROOSTOOK RR CO** - To abandon a 0.64-mile portion of its Van Buren Branch between m.p. V-24.10 and the end of the branch at m.p. V-24.74 in the town of Van Buren, Maine. Effective July 20, 1996. (FR June 20, 1996)
- MAINE - BANGOR & AROOSTOOK RR CO** - To abandon 6.48 miles of line between m.p. W-0.30 at Mapleton and the end of the branch at m.p. W-6.78 at Washburn, just south of the Aroostook River in Maine. Effective July 20, 1996. (FR June 20, 1996)
- MAINE - BANGOR & AROOSTOOK RR CO** - To abandon 16.20 miles of line known as the St. Francis Branch between Fort Kent, m.p. R-0.40 and the end of the branch at St. Francis, m.p. R-16.60 in Aroostook County, Maine. Effective July 20, 1996. (FR June 20, 1996)
- FLORIDA - CSX** - To abandon about 0.62 miles of line between m.p. SW-872.07 and m.p. SW-872.69 in Brandenton, Florida. Effective July 21, 1996. (FR June 21, 1996)
- FLORIDA - CSX** - To abandon 3.02 miles of line between m.p. 808.00 and m.p. 811.02 in Kissimmee, Florida. Effective July 24, 1996. (FR June 24, 1996)
- TEXAS - SOUTHEASTERN INTERNATIONAL CORP** - To abandon about 13.57 miles of line between m.p. 62.57 near Fennett and m.p. 49.00 near Stowell, Texas. Effective July 24, 1996. (FR June 24, 1996)
- KENTUCKY - WESTERN KENTUCKY RWY L.L.C** - To abandon 34.75 miles of line between m.p. JE62.5 at Blackford and m.p. JE97.25 at Princeton, in Crittenden and Caldwell Counties, Kentucky. Effective July 27, 1996. (FR June 27, 1996)
- OHIO - R.J. CORMAN RR CO/WESTERN OHIO LINE** - To operate as a sub-operator over a formerly abandoned line (the old Erie Lackawanna Rwy main line between New York and Chicago) for about 30 miles between m.p. 54.4 at Lima, Ohio and m.p. 84.2 at Glenmore, Ohio. (FR June 27, 1996)
- ILLINOIS - CONRAIL** - To abandon about 24.50 miles of line known as the Pekin Secondary Track between m.p. 4.00 to m.p. 28.50 in Vermilion and Champaign Counties, Illinois. Effective July 28, 1996. (FR June 28, 1996)
- KANSAS - MISSOURI PACIFIC RR CO** - To abandon 1.81 miles of line known as the Topeka Industrial Lead from m.p. 404.72 at the end of the line to m.p. 406.53, near Topeka, Kansas. Effective July 31, 1996. (FR July 1, 1996)
- ILLINOIS - CSX** - To abandon 7.15 miles of line from m.p. ZE-113.0 at Henning to m.p. ZE-120.15 at Collison, Illinois. Effective August 1, 1996. (FR July 1, 1996)
- COLORADO - UNION PACIFIC** - To abandon 1.2 miles of line in the Denver Stockyards. Effective August 3, 1996. (FR July 3, 1996)

ARKANSAS RAIL NEWS

UP/SP MERGER LOCAL EFFECTS

Some possible effects of the verbally approved merger of the UP and SP (approved July 3 by the 3-member Surface Transportation Board) in Arkansas would be the abandoning of UP's branch line from

Gurdon to near Camden in the next two years. Also, the interchange of the El Dorado branch with the Cotton Belt branch may see several million dollars worth of improvements. Camden will have only one generally unidirectional track (southbound).

Chances are poor that Union Pacific will - in a timely manner - turn over a lease for the old Missouri Pacific depot to the city of Camden. The Depot Project is a noble effort, but wasn't handled in a business-like manner, with the loan for restoration solicited before a



deed or longterm lease from UP was signed. The merger will farther delay UP's action on this. (*The Parham Report, July 14, 1996 by Bob Nunnally sent in by Carl E. Barnes of Camden*)

On the abandonment front, it now appears that UP will NOT abandon the former Rock Island line (now run by Southern Pacific) in eastern Arkansas from Brinkley to Forrest City to Memphis due to complaints from the cities it goes through.

INTERMODAL PLANS SCRAPPED

(*Marion*) - BNSF's plans to build two intermodal yards (548 acres) on the east side of Marion in eastern Arkansas were scrapped July 9 due to the opposition of landowners, the Marion City Council and others. BNSF says economics caused them to stop the plans. The eminent domain laws may be changed in the state in January 1997 anyway, which would have possibly voided any action by BNSF now. Farmers and landowners were celebrating. BUT, supporters of the project said that BNSF will never now build in Crittenden County. An area developer believes the county just kissed 125 jobs and \$50 million in investment goodbye.

Meanwhile across town, Union Pacific's plans to put an intermodal facility south of

Ebony off U.S. 64 have been set back by the city's annexation of the property. UP had been planning to build a 569 acre yard there. (*Evening Times, West Memphis, July 12, 1996 via a fax from Don Weis*)

A&M REFRIGERATOR CARS

(*Springdale*) - The Arkansas & Missouri Railroad has purchased 20 refrigerator cars and rebuilt them to begin a new service transporting poultry, bound for export markets, from northwest Arkansas to Gulfport, Louisiana, New Orleans and Pascagoula, Mississippi. This service will be in conjunction with the KCS Railroad, which owns no refrigerator cars. These 20 additional cars bring A&M's total car fleet to more than 500. (*The Morning News, Springdale, via a Don Weis fax*)

COSTLY MESS

(*Foreman*) - A Kiamichi Railroad freight struck a semi-tractor-trailer loaded with 80,000 pounds of coal at the Highway 108 crossing in Foreman on June 14 after the truck failed to yield. An estimated \$1 million in damages occurred as three Kiamichi engines and two flatbed cars loaded with pulpwood derailed. No one was seriously injured. The truck driver, Monroe Seagraves,

said the sun was blinding him as it was setting at 7:25 p.m. that evening and he couldn't see the train. Another truck had just crossed the tracks and heard the train's whistles, when the second truck was struck. The truck driver was charged with careless driving. (*The Little River News, June 20, via Silverio R. Martinez*)

TROLLEY TRACKS DUG UP

(*Little Rock*) - Workers making street modifications unearthed rails from Little Rock's old trolley line at Kavanaugh and Van Buren streets on June 12. This was the Pulaski Heights line, completed in 1904 and last used in 1947.

UP DERAILMENT

(*Garner*) - The middle section of a 114-car train derailed late in the night on UP's main line on June 19 near Garner, north of Beebe. Twenty-two cars left the tracks, including 18 filled with new automobiles. Damage, because of the new cars, was about \$1.8 million. About 48 trains a day travel on the two tracks daily in this region. (*Arkansas Democrat-Gazette, June 21, via Jonathan Royce*)

GENERAL RAIL NEWS

UP/SP MERGER APPROVED

Verbally, anyway (written ruling will come August 12). Objections to the merger by many, including the Kansas City Southern's CEO Michael R. Haverty, were to no avail as the 3-member Surface Transportation Board (formerly the ICC) voted unanimously July 3 to approve the merger, with 35 conditions (which will be in the August 12 written decision). CEO Haverty said in the May 28 edition of the *Kansas City Star* that "It's a domination system (the combined UP/SP system). When two big companies get together and create a duopoly in the western United States, that is not free enterprise. Would the public stand for it if there were just two giant airlines or two trucking companies serving that area? No." Conrail was less than

pleased, also, and is looking at its options following the written report August 12.

The merger would create the nation's largest railroad with 35,000 miles of track and 72,000 employees with annual revenue of \$10.6 billion. Arkansas will lose 139 jobs in the long run because of this merger, many in Pine Bluff. Effective date of the merger is September 12, with full combining taking about two years, according to UP spokesman John Bromley. "Mergers, regardless of any pluses, mean the loss of competition," according to Bill Pollard, a club member and active rail enthusiast. However, Bob Brave, retired director of the Little Rock Port Authority, said that having worked with Missouri Pacific before the Union Pacific took them over in 1982, he found Union

Pacific much more accommodating. (*Arkansas Democrat-Gazette, July 4, 1996, by Randy Tardy via Jonathan Royce*)

WHY DID SP "FAIL?"

A rail newsgroup on the Internet has started a discussion about why Southern Pacific seemed to fall from grace the past few years, after being so highly rated in the mid 1960s. Among some of the reasons mentioned: 1) Failure to acquire the C&EI in the late 1950s, thereby giving MoPac the upper hand out of St. Louis; 2) UP's acquisition of the Western Pacific, which devastated Overland Route tonnage; 3) Decline in perishable traffic from California; 4) The failed SPSF merger in the mid 1980s, which kept SP in an economic vacuum while it waited five years for a



decision; 5) Decline in lumber traffic from Oregon. (Bob McKeen - any responses?)

COAL SHORTAGE OF 1919 - On December 6, 1919, 18 Rock Island passenger trains and 34 Missouri Pacific passenger trains were discontinued due to a shortage of coal across the country.

BRANSON SCENIC RWY CONSIST

(Branson, Missouri) - The Branson Scenic Railway is having a good year of excursions southward into Arkansas from Branson along former Missouri Pacific's White River Line (now the Missouri & Northern Arkansas). The railroad has added a dinner train on weekends, with food prepared by a caterer and served in a buffet car. BSR purchased an ex-CSX, B&O GP-30 to have additional power to help their ex-MARC, B&O F-9. Consist of the train: WESTPORT, blunt-end ob-lounge, ex-ACL, Budd, 1939; SILVER GARDEN, dome-coach, ex-CB&Q, Budd, 1952; SILVER ISLAND, dome lounge, ex-CB&Q, Budd; ex-Amtrak, Auto-Train, ex-PRR "Henry Hudson" buffet car; MOJAVE, coach, ex-ATSF. (The Gateway Railletter, July 1996)

TENNESSEE 200 BICENTENNIAL TRAIN

Here's the schedule of this train, August-

November, as it carries its exhibits throughout Tennessee celebrating the state's 200th anniversary. The train consists of E9 PPCX 9913, E8 PPCX 5794, Baggage Dorm PPCX 1631, Exhibit Car PPCX 1266, Exhibit Car PPCX 1610, Exhibit Car PPCX 1614, RPO Car as gift shop PPCX 1629, and Governor's Car PPCX 800160.

AUGUST (1,2,3-Dickson-Nashville * 4-Nashville-Gallatin * 5-Gallatin * 6-Gallatin-Nashville * 7-Nashville-Guthrie * 8-Guthrie-Clarksville * 9,10,11-Clarksville-Guthrie * 12-Guthrie-Nashville * 13-Nashville-Franklin * 14-Franklin * 15-Columbia-Lawrenceburg * 16-Columbia * 17-Columbia-Lynnville * 18-Lynnville-Columbia * 19-Columbia-Nashville * 20-Nashville-Tulahoma * 21-Service Day * 22-Tulahoma-McMinnville * 23-McMinnville * 24,25-McMinnville-Tulahoma * 26-Tulahoma-Chattanooga * 26-Cowan-Chattanooga * 27-Chattanooga * 28-Chattanooga-Dayton * 29-30-Dayton-Harriman * 31-Harriman)

SEPTEMBER (1,2-Harriman-Knoxville * 3-Knoxville * 4-Knoxville-Bristol * 5-Bristol * 6-Bristol-Johnson City-Kingsport * 7-Kingsport * 8-Kingsport-Johnson City * 9-Johnson City * 10,11-Johnson City-Greenville * 12-Greenville-Knoxville * 13-Knoxville * 14,15,16,17-Knoxville-New Tazewell * 18-New Tazewell * 19-New

Tazewell-Knoxville * 20-Knoxville-Oak Ridge * 21-Oak Ridge * 22,23-Oak Ridge-Harriman * 24-Harriman-Oneida * 26-Oneida-Harriman * 27-Harriman-Knoxville * 28-Knoxville-Maryville * 29-Maryville * 30-Maryville-Etowah)

OCTOBER (1-Etowah * 2-Etowah-Cartersville, Georgia * 3-Cartersville-Chattanooga * 4-Chattanooga-Cleveland * 5-Cleveland * 6-Chattanooga * 7-TVRM Shops * 8,9-Preventative Maintenance Day at TVRM * 10,11,12,13-Chattanooga Choo Choo Trolley Siding * 14-Chattanooga-Bridgeport, Alabama * 15-Bridgeport-Cowan * 16-Cowan * 17,18-Cowan-Wartrace * 19-Wartrace-Shelbyville * 20,21-Shelbyville-Wartrace * 22-Wartrace-Murfreesboro * 23-Murfreesboro * 24-Murfreesboro-Nashville * 25-Nashville * 26-Nashville-Lebanon * 27,28,29-Lebanon * 30-Lebanon-Cookville * 31-Cookville)

NOVEMBER (1,2,3-Cookville * 4-Cookville-Nashville * 5,6,7-Service and Prep for final exhibit NERR Yard * 8-NERR will interchange with CSXT at Vine Hill and position train at Kayne Avenue Yard * 9-17-Final Show.

(Above schedule in more detail was faxed to me by member Don Weis of West Memphis, Arkansas, Thanks)

AMTRAK NEWS

28% CUT STILL POSSIBLE

At presstime, the Senate was working on restoring the 28% cut the House voted for Amtrak in 1997. Calls to your Congressmen are needed. A toll-free number to the Congressional Switchboard is 1-800-962-3524. Should these cuts remain (no other mode of transportation's budget was cut in

1997), Amtrak would be forced to eliminate trains again. Amtrak officials have rated which trains will be eliminated first: The SUNSET LIMITED, TEXAS EAGLE, PIONEER, DESERT WIND. The COAST STARLIGHT would be cut to tri-weekly.

CRESCENT DAILY

The *Crescent* will be operated daily through the Olympics. This train now includes the new Viewliner sleeping cars, which feature at-seat video and audio entertainment, washroom facilities in each compartment, showers and two rows of windows.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

LITTLE ROCK, ARKANSAS - August 16-17-18 - The Rock Island Technical Society's ANNUAL national meeting, to be

held in Little Rock for the first time with the newly established local Rock Island group hosting - swap meet on Saturday, August 17

with other activities on other days - see article in "Next Meeting/Program" section for more details.



WILLIAMS, ARIZONA - October 4-5-6 - The Grand Canyon Chapter is having a "Return of the ex-CB&Q 4960 " weekend, with a banquet and excursion to the Grand Canyon behind CB&Q 4960 - prices for the trip are \$100 first class or \$50 coach with extra required for the banquet and box lunch and guided tour of the Williams Locomotive Shop - contact the Grand Canyon Chapter NRHS, PO Box 391, Williams AZ 86046.

CHATTANOOGA, TENNESSEE - October 5, 1996 - a special steam doubleheader roundtrip from Chattanooga and LaFayette, Georgia over the Chattooga & Chickamauga's ex-Central of Georgia line, 72 miles - four runbys scheduled - departs 8:30 a.m., returns 5:45 p.m. - barbecue dinner after return plus it includes lunch aboard the train in a dining car - tickets are \$54, extra for the barbecue and a special twilight train with night photo session later that night - Tennessee Valley Railroad Museum, 4119 Cromwell Rd, Chattanooga TN 37421-2119, 423-894-8029.

STRASBURG, PENNSYLVANIA -

October 11-13, 1996 - Symposium celebrating the 150th anniversary of the Pennsylvania Railroad's charter in 1846 - If you'd like to submit a paper on the history of the PRR, submit a 500-word abstract and one-page CV by April 1, 1996 to R. L. Emerson, Director Railroad Museum of Pennsylvania, Box 15, Strasburg PA 17579 - For more information on the Symposium itself, call 717-687-8628.

ST. LOUIS, MISSOURI - October 19,20, 1996 - "Land of Lincoln" roundtrip excursions using UP's E-units and passenger equipment from St. Louis-Springfield, Illinois-South Pekin-Springfield-St. Louis - many options for riding - contact St. Louis Chapter, NRHS, 11221 Manchester Rd, Suite 321, St. Louis MO 63122.

LITTLE ROCK, ARKANSAS - October 26, 27, 1996 - Union Pacific roundtrips out of Little Rock both days, using the E's and steam engine 844 - sponsored by Pacific Limited with Arkansas Railroad Club getting 10% of these sales - contact Arkansas Railroad Club, PO Box 9151, North Little

Rock AR 72119.

FLIPPIN, ARKANSAS - Frequent trips most of year, including dinner trains - White River Railway excursions - leaves Flippin 8:30 a.m. and 1:30 p.m. and Calico Rock 10:50 a.m. on roundtrips - runs on the scenic White River line of the Missouri & Northern Arkansas (ne. Missouri Pacific) - prices are \$22 adults, \$14 child, \$20 senior - call 800-305-6527 for reservations, or write White River Railway, L.C., PO Box 1093, Flippin AR 72634.

CHATTANOOGA, TENNESSEE - Weekends much of year - sixteen trips scheduled by the Tennessee Valley Railroad, many into northwest Georgia on the Chattooga (not a misspelling) & Chickamauga Railway shortline - uses steam engines 610 and 4501 as well as diesel 1829 - these *Dixie land Specials* will be daylong, roundtrips and includes lunches - call 423-894-8028 or write TVRM, 4119 Cromwell Rd, Chattanooga TN 37421.

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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, AUGUST 11 at the Twin City Bank 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. You may also join the National Railway Historical Society through our Club by paying \$14/year more, or \$34/year. 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.

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.



Your editor in
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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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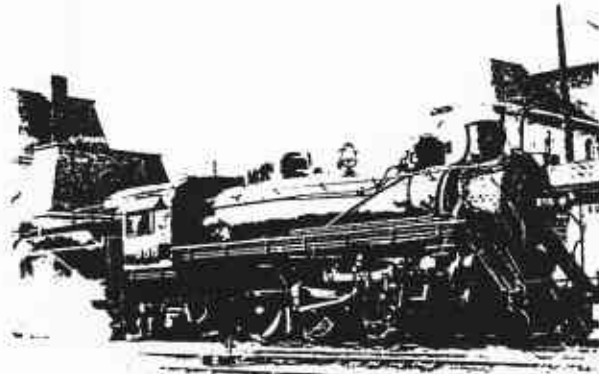
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The Little Rock Chapter NRHS

RAILROAD CALENDAR 1997



Black & White Photo of the Cotton Belt's Blue Streak in Camden, 1937. © John J. Hall collection

The Arkansas Railroad Club's 1997 calendar consists of 12 B&W photos of trains in Arkansas over the years - from modern locomotives to past steam. There's one photo for each month and a cover shot.

Railroads included are: Arkansas Central Passenger train in Paris, 1915; Cotton Belt's Blue Streak leaving Camden, 1937; Union Pacific steam #8444 in Little Rock, 1984; Missouri Pacific, Pine Bluff, 1980; "Branson Special", Little Rock, 1995; Rock Island 4-6-2 #888, Hot Springs, 1938; Cotton Belt caboose, Pine Bluff, 1986; El Dorado & Wesson 2-8-0 #15, Wesson, 1957; Southern Pacific #7611, Pine Bluff, 1979; White River Railway near Cotter, over trestle, 1995; Fordyce & Princeton #1805, Crossett, 1987; Kansas City Southern passenger train, Siloam Springs, 1968. Plus, there's a railroad map of Arkansas in the back of the calendar.

Our calendar (format and sample picture shown at left) will make a great and unique Christmas or special occasion gift. There's a discount for ordering more than one and all include postage.

1997 *June* 1997

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