



LITTLE ROCK CHAPTER  
N.R.H.S.

# ARKANSAS RAILROADER



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## HAPPY NEW YEAR - 1998!

Union Pacific #1998 (GP-38L) welcomes the new year at 4th and Pike in North Little Rock. This engine was to be renumbered 1798, but it will live forever as 1998 in this photo. *(Photo taken January 25, 1997 by John C. Jones)*

# THE NEW MISSOURI PACIFIC

by: Gene Hull

At 12:01 a.m. 1 March 1956, the "new Missouri Pacific" took control of more than 9700 miles of mainline track (Photo 1), ending 23 years of receivership, the longest such railroad operation on record.



(1) In center P. J. Neff (rt.) and Trustee Guy Thompson turning Mo.P. over to private ownership after 23 years of receivership in 1957.

On 31 March 1933, the Missouri Pacific Railroad filed a petition in the District Court of the United States, Eastern Division, Eastern Judicial District of Missouri at St. Louis, under Section 77 of the Bankruptcy Act to achieve reorganization. The court directed the company to continue operating the railroad and pay ordinary operating expenses. The Mo.P. was the first railroad to file under this act and it was the last one to emerge.

All U.S. railroads were faced with adverse economic conditions because of the years of the Great Depression. Financial conditions were the worst ever in railroad history. Rail capitalization was excessive and the roads were depending upon the continuation of earning power through their strong

grip upon the nation's transportation industry. This was a false assumption because much traffic would be lost to highways, pipe lines, waterways and airlines. The reduced earnings were insufficient to meet the burden of the railroad's fixed debt.

On 22 June 1933, the court appointed Marion C. Early, of St. Louis, Special Master to receive all claims against the Missouri Pacific. On 1 July, L. W. Baldwin and Guy A. Thompson of St. Louis were appointed Trustees of the railroad. On 26 December 1935, Baldwin resigned and Thompson was sole trustee.

When reorganization began in 1933 there were more than 20 separate railroad corporations known and operated as the MISSOURI PACIFIC LINES (one source stated there were 21 and another said 28). Several of these companies had mortgaged their property and mortgage holders had a prime interest in any refinancing of the Missouri Pacific, creating a great conflict of interest in reorganization. By 1935 there were more than 30 such plans presented to the court with no substantial agreement among the stockholders.

The prospect of future dividends caused many of the stockholders to be reluctant to release their stock for that of a new company. The Missouri Pacific was well operated by the Trustee and was steadily regaining its earning power. The territory it served was prospering and traffic was diversified between heavy and consumer goods. Oil products were of greatest importance, followed by bituminous coal, lumber, wheat, corn and beef cattle. Long term traffic outlook was favorable.

Lawyers continued to battle in court until a final common ground was reached. Perhaps not every stockholder was satisfied economically, but weary combatants ceased wrangling on 1 March 1956. Paul J. Neff was elected as president and began the task of guiding the "new Missouri Pacific" into the future. There was a rapidly advancing wave of change sweeping across

the railroad industry. Mr. Neff was destined to build the Mo. Pac into one of the best physically equipped railroads in America.

### DIESELIZATION

One of the most obvious and dramatic signs of rejuvenation and rebirth was the appearance of internal combustion motive power. The old tried, true and faithful steam locomotives were disappearing. The old, smokey Hole Yard at North Little Rock never would be the same again. The grimy, noisy, odorous yard office was living on borrowed time. The decades of accumulated smoke, soot and dust soon would be things of the nostalgic past. **(Photos 2,3,4,5)**



**(2 Top)** - North Little Rock, Arkansas in 1957, looking west. Main line tracks at right, Main Street viaduct with old yard office just beyond at base of floodlight tower. Stockyard far right.

**(3 Bottom)** Dead steam locomotives on service track beside Central Division main line - wye track - Brooks 2-8-0 No. 134 built 1910; BLW 2-8-0 No. 167, built 1909; ALCO 2-8-2 No. 1245 built 1911 and BLW 2-8-0 No. 82, built 1907. In summer of 1955 they were going to Dupo, Illinois for scrap. (Gene Hull photos)

**(4 Top)** - A lonely sight as 0-6-0 switcher of the 9300-class crossing Junction Bridge for work in East Little Rock yard in 1946.

**(5 Bottom)** - 5) BLW 2-8-0 No. 85 under North Little Rock, Arkansas Main Street viaduct with a northbound (St. Louis) freight train in 1941. (Hull photos)

The appearance of diesel locomotives on the Mo.P. really wasn't instantaneous, even though it seemed that way to many. Early in June 1937 four 600 h.p. Electro-Motive Corporation of

General Motors SW-Class diesel switch-engines Nos. 9000-9003 arrived (**Photo 6**). Soon after, in the same year, two more diesel switchers of 900 h.p. arrived from the same manufacturer, Nos. 4100-4101. These six engines went to St. Louis, because so many people were complaining about the pall of coal smoke.

The diesels offered high tractive effort at slow speeds, plus longer periods of time between service trips to the shops. The large stable of 0-6-0 and 0-8-0 yard goats from ALCO, Brooks and Baldwin were old and weary, though well maintained. Some of the 0-6-0 type, numbered in the 9400 series, were built by Brooks, Richmond and Baldwin between 1903 and 1906.

During World War II locomotive acquisition was necessarily slowed. Barely before the U.S. entered the war, the Mo.P. inaugurated the streamlined passenger train MISSOURI RIVER EAGLE on 10 March 1940. For power it used EMC-GM E3-A units Nos. 7000-7001 (**Photo 7**). These engines were designed by Raymond Loewy and were built in 1939.



*(6) BLW 660 h.p. switcher No. 9009 in North Little Rock, Arkansas in 1945; built in 1940.  
(Gene Hull photo)*

When the Mo.P. showed its satisfaction with these new diesels, Electro-Motive Corporation lost no time putting a four unit demonstrator to work pulling freight trains in Kansas and Colorado.

Since ALCO (American Locomotive Company) had supplied so many of the Mo.P. steam engines, the company remained loyal to its old friend when the diesel urge came. Between 1948 and 1954, the "F" model in both A and B units totaled 147. They proved a little less than desirable and in 1961-62 they were traded to EMD for GP models (**Photo 8**)



**(7 Top)** - *This EMC E3-A 2000 h.p. diesel was built in 1939 and helped power the MISSOURI RIVER EAGLE, Mo.P.'s first streamlined passenger train. It is shown at the North Little Rock, Arkansas engine house in 1960.*

**(8 Bottom)** - *ALCO FA-2 No. 339, built in 1950, leads a southbound freight of piggyback cars at North Little Rock, Arkansas in 1955. It disturbed a flock of pigeons. (Gene Hull photos)*

In 1948, the Mo.P purchased eight 1500 h.p. freight units (Nos. 201-208) from Baldwin. They had pneumatic controls by Westinghouse, which prevented them from being used in multiple-unit service with ALCO or EMD units. They had a rather short life-span (Photos 9,10).



**(9 Top)** - No. 208 was one of the less-than-desirable Baldwin-Westinghouse DR4-4-1500 model diesels purchased as a courtesy to Baldwin because of the many BLW faithful steam locos on the roster. The 208 was relegated to the weeds near the North Little Rock engine house; photo in 1955. It was scrapped 30 September 1959.

**(10 Bottom)** - ALCO-GE FA-1 1500 h.p. No. 308 sits beside the transfer table at North Little Rock shop in 1960. From 1948 to 1954 ALCO delivered 92 "A" units and 55 "B"s. (Gene Hull photos)

For many people the most aesthetically pleasing of the diesels were the PA units from ALCO. From 1949 until 1952 the Mo.P. bought 36 of these beauties and numbered them 8001 through 8036 (Photo 11). They were a pleasant addition to the various examples of power at the station at that time (Photo 12).



*(11) - EMD diesel locomotives almost had a monopoly on high-speed passenger power in late October 1949, when Mo.P. received its first order of eight 2000 h.p. PA-2 models from ALCO. These units had only one 16-cycle engine and if ANYTHING went wrong, a one-unit train was dead. The Mo.P. always used at least two PA units on its trains. In July 1955, PA-3 No. 8030 rolls off the south end of Baring Cross Bridge at Little Rock, Arkansas toward Union Depot to power southbound train No. 7.*

The installation of centrally controlled electric signal lights gave dispatchers a greater and more precise control over train movements. Meets between trains were more exact, eliminating long and costly delays. By 1957 the entire main line from St. Louis to Dallas was equipped with CTC. Track capacity was substantially increased and traffic was greatly expedited (Photo 15).

*Arkansas Railroader*

Following World War II the U.S. War Production Board relaxed its control over strategic materials and the wave of dieselization swept over the Mo.P., sending the remaining steam locomotives in large groups to the scrap torch at Dupo, Illinois (Photo 13).

On 7 April 1955, dieselization of the Mo.P. was complete.

Diesels were arriving and passenger service was going. In 1963, President Downing B. Jenks said passenger service was impossible to maintain over an extended period of time. The Mo.P. loss was \$9 million in 1961 and \$12 million in 1962. The convenience of automobiles and the speed of airplanes were killing passenger trains. Nostalgia did not satisfy the stockholders. In 1966 six passenger trains were removed. Fourteen more went in 1968. In December that year all sleeping car service ended. The TEXAS EAGLE made its final flight in September 1970. When AMTRAK took over service between St. Louis and Kansas City in 1972, passenger service on the Missouri Pacific ended after 123 years.

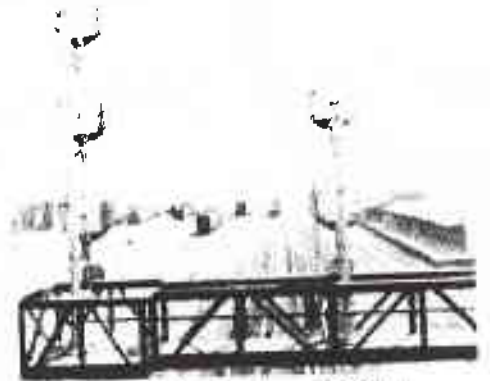
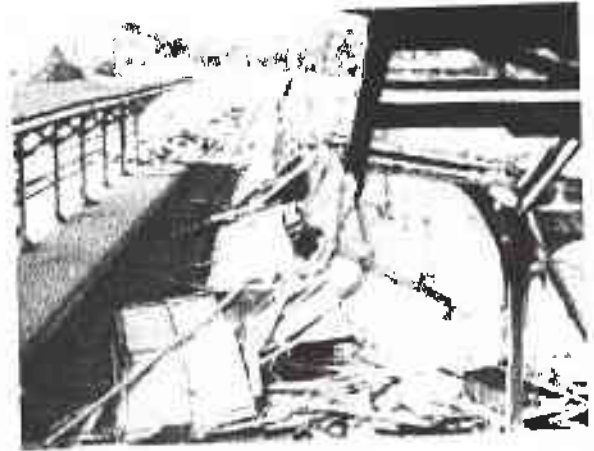
Without train service, auxiliary support facilities were not needed. The concrete concourse, cast-iron stairs and umbrella platform covers at the Little Rock Union Depot were ripped off in September 1973 (Photo 14).

### CENTRALIZED TRAFFIC CONTROL

A large portion of the Missouri Pacific main line was single track with frequent side tracks for meeting and passing trains. Train movements were controlled by dispatchers issuing written train orders to all crews. With the enormous increase in traffic after World War II, this created unacceptable train delays, especially between St. Louis and Dallas.

To further increase the efficiency a substantial amount of main line was double-tracked with CTC.

This allowed maintenance of way crews to work a full eight-hour day on one track while trains easily detoured over the other track. Longer side tracks were installed between the main lines and permitted faster trains of perishable fruit and vegetables to pass heavy tonnage trains, allowing precious cargoes to reach distant markets several hours sooner. This also allowed removal of several inconveniently located sidings.



**(12 Top)** - In this July 1955 scene there were cars on nearly every track at Little Rock Union Depot.  
**(13 Bottom)** - As diesels spread across the Mo.P. system the remaining steam locomotives were taken out of service. In mid-1955 BLW 2-8-0 Nos. 3, 41, 134 and 82 built 1905; ALCO 2-8-2 No. 1245 built 1911 and BLW 2-8-0 No. 167 built 1905 sat on the storage track beside the Central Division main line near the yard office at North Little Rock, soon to be taken to Dupu, Illinois for scrap. (Gene Hull photos)

**(14 Top)** - Late in September 1973 the remaining vestiges of passenger service by the Mo.P. were quickly disappearing. The concrete concourse, metal stairs and walkway covers were a twisted pile of rubble at Little Rock Union Depot.  
**(15 Bottom)** - This signal bridge and its colored lights guarded the southbound traffic at the Locust Street yard in North Little Rock in 1960. (Gene Hull photos)

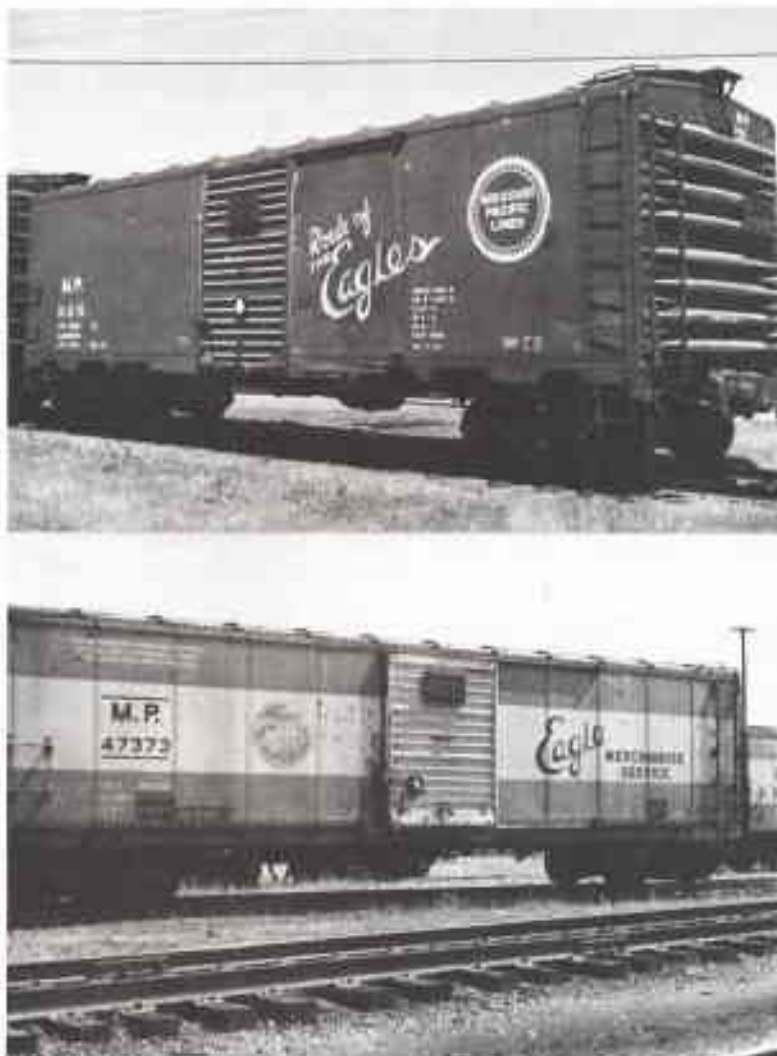
At the end of double track, No. 20 turnouts were installed to allow train speeds of a maximum 50 miles per hour. Where regular switches were power operated, No. 16 turnouts permitted speeds up to 30 m.p.h. At the end of sidings, spring switches were installed to eliminate train delays. For all CTC areas, all industrial switches were electronically locked. Even though CTC controlled many primary routes, automatic block signals protected some 2700 miles of



primary and secondary lines in 1957. In some automatic block signal sections, the semaphores were replaced by colored lights. A signal repair shop was located at Sedalia, Missouri.

### FREIGHT EQUIPMENT

The equipment situation was good, probably better than the average railroad. The median age of freight cars was about 17 years and on the Mo.P., with the 2000 new cars built in 1957, this was reduced to 15 years (**Photo 16**). Less-than-carload lot (LCL) freight shipments put money in the bank. Five percent of the company's revenue was earned by LCL (**Photo 17**). To emphasize this service the company lettered some of its freight cars EAGLE MERCHANDISE, taking advantage of the wide popularity of its fleet of EAGLE passenger trains, such as MISSOURI RIVER EAGLE, inaugurated 10 March 1940 and COLORADO EAGLE, which began in 1942.



**(16 Top)** - Steel box car No. 31215 at North Little Rock, Arkansas in 1962. One of the earliest steel box cars was built by T. W. Harvey, a wealthy lumberman, near Pullman, Illinois in 1891.

**(17 Bottom)** - This EAGLE MERCHANDISE L.C.L. car was in Locust Street yard at North Little Rock in 1962. (Gene Hull photo)

These merchandise cars ran overnight to bulk distribution points, where freight handlers at warehouses transferred merchandise to trucks for delivery to customers in nearby communities. This was an effective way to regain traffic lost to long-haul trucks. There were 1374 newly rebuilt box cars assigned to LCL service. They were painted in the same colors as the famous Eagle trains.

### PIGGYBACK

In the mid-1950s, the Mo.P. to attract profitable business, adopted a new service, which really wasn't new. President Paul J. Neff was intrigued by loading highway truck trailers onto flat cars. This was called "piggybacking," or trailer-on-flatcar.

This concept was far from new, but actually was a natural consequence. During the early pre-merchandized years, it was a common sight to see wagons and carts loaded on ferries to cross rivers, before the advent of bridges, or upon flat boats on the way to market.

The idea of adapting the concept to railroads was first recorded in Germany in 1822. A two-volume book included a drawing of a farm wagon mounted upon a pair of four-wheeled railroad trucks, one under each end of the wagon. The trucks were joined by a rope. A short train of such vehicles would be drawn along a track by a team of horses.

This simple but sensible idea progressed until personal roadway carriages were loaded upon flat cars by the Great Northern Railway in Britain in 1861.

Good ideas cannot long be contained and this one soon came to America. As highways proliferated so did cargo-hauling trucks. Evolution brought truck trailers to the railroads (Photo 18). To facilitate loading the trailers onto flat cars a special gantry was invented (Photo 19).



**(18 Top Left)** - This was an early style piggyback demountable trailer with high sides, open top and a tarpaulin cover. These vehicles brought much highway traffic to the Missouri Pacific. Photo in January 1957.



**(19 Bottom Left)** - For early piggyback service the Mo.P. installed at North Little Rock near the Locust Street yard, a gantry crane manufactured by Michigan Crane & Conveyor Co. of Detroit, Michigan. In 1960 it was loading demountable trailers onto flat cars. (Gene Hull photos)

This phase of the business was called TRUCK-RAIL by the Mo.P. (Photo 20). The trailer containers were transported on skeleton trailer chassis directly to customers for loading with merchandise, seemingly for a regular highway trucking operation. Gantry cranes for loading trailers on flat cars were at 18 locations on the Mo.P. and the connecting Texas Pacific.

In 1956, the Mo.P. bought 23.1 percent of the stock of Trailer Train Corporation, a piggyback car leasing agency which owned and leased cars to its railroad owners (Photo 21). Trainler-Train cars were ideal for transporting highway trailers loaded with new automobiles. Mo.P. lost no time in furnishing this service (Photo 22). Truck traffic was greatly proliferated by the construction of the Interstate Highway System (Photos 23, 24) and TRAILER-TRAIN permitted railroads to claim a portion of it.



**(20 Top)** - In a new type of piggyback service, the Mo.P. had Thermo-King mechanical refrigeration units in some of its Truck-Rail trailers for handling perishable shipments. This one was at North Little Rock, Arkansas in 1961.  
**(21 Bottom)** - In an early piggyback shipment, a pair of Kansas City Southern trailers were riding a Trailer Train flat car toward St. Louis behind ALCO FA-2 No. 382. Photo at North Little Rock in 1955. (Gene Hull photos)



**(22 Previous Page Top Right)** - *The Missouri Pacific wasted no time in using Trailer Train specialized cars for shipping new automobiles, as shown at North Little Rock in 1962.*

**(23 Previous Page Middle Right)** - *A huge steel beam was unloaded near the Greater Little Rock Stockyard east of Main Street viaduct for use in the proposed overpass to carry Interstate Highway No. 30 over the west end of Locust Street Yard at North Little Rock in 1959. It would be adjacent to Locust Street viaduct in the distance. Photo looking east.*

**(24 Previous Page Bottom Right)** - *Steel framing for Interstate Highway No. 30 overpass at North Little Rock was in place in 1960. The Locust Street viaduct is adjacent on the east. (All photos by Gene Hull)*

## POTPOURRI

As soon as the guns of World War II were silenced, the Mo.P. began a drastic reorganization of its repair shops. The railroad set up three self-contained operating areas - Western, Southern and Texas. The operational programs for locomotive and car repair were planned as St. Louis headquarters. The actual work was performed in the districts.

At DeSoto, Missouri exclusively, was the new freight car building and repair shop. The shop at Sedalia, Mo. handled its share of repair on all passenger cars. This work previously was done at four different locations (**Photo 25**). At North Little Rock was one of the largest and best equipped locomotive repair shops, where EMD and ALCO diesel engines were rebuilt. That shop also contained special equipment for boring main bearings and machining operations.

At North Little Rock was located one of the five shops to produce 50,000 sets of car wheels each year, as well as turn and recondition journals of additional wheels.

For diesel locomotive repair there were five distinct pools coinciding with terminal points which did repair and maintenance of the engines assigned to that particular pool.

A small pool shop was established at the Locust Street yard in North Little Rock where "run through" repair and service were performed. Locomotive diesel engines also could be replaced here (**Photo 26**).

An extensive weed control program (pre-EPA) was used every year (**Photo 27**). In mid-1950s, Chief Engineer W. H. Hobbs said, "We believe strongly in the idea that our tracks should be kept clean - free of vegetation." To assure this, seven large chemical spray cars were operated in work trains.

Chemicals were applied on main tracks, while oil was used on branch lines, side tracks and yards. Different chemicals were used for a wide variety of vegetation and were applied early in the spring each year.

During several years of the severe financial depression, as well as during World War II, deferred maintenance took its toll on the 8000-plus bridges of the timber trestle type. Rehabilitation of these structures was of prime importance for the "New Missouri Pacific."

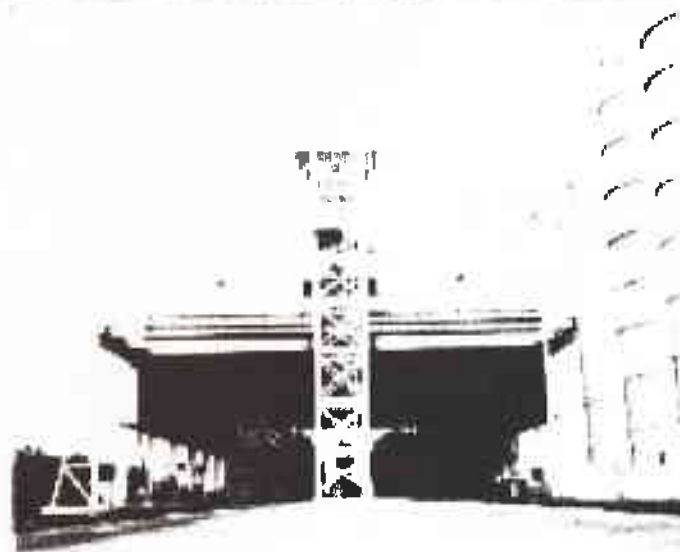
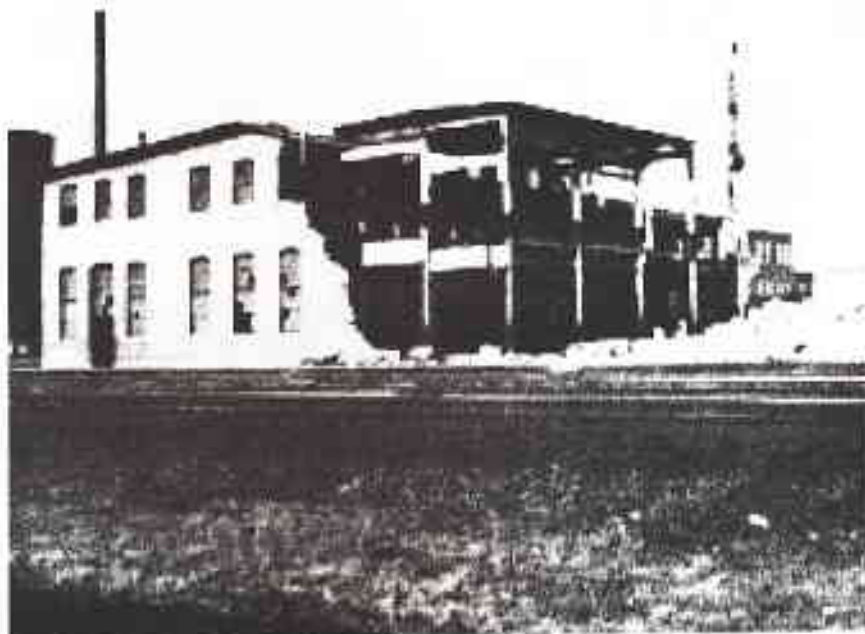
Where practicable, permanent structures were provided. It was decided that pre-cast concrete would be used wherever possible. A central concrete casting yard was built near the south end of the old "Hole" yard in North Little Rock. A gang of 35 to 40 men was kept busy making cast concrete piles and slabs to service the system-wide need for these bridge items (**Photos 28, 29**).

Rail-end damage of expansion joints was a constant problem and expense. To eliminate the trouble, rails were welded into 1440-foot sections of continuous rail. As these were laid, the resulting joints were also welded.

To supply these 1440-foot rails, a welding plant was established at North Little Rock near

the pre-cast concrete pile yard. From here the rails were shipped all over the system on special-built cars (Photos 30, 31, 32). One of the principal installations of welded rail was the rehabilitation of the Wynne Sub-Division in preparation for the chemical trains northward from Louisiana in 1980, just prior to the merger of Mo.P. and U.P. (Photo 33).

The symbols of the "New Missouri Pacific" are the "Buzzsaw" and "Screaming Eagle." (Photo 34).



**(25 Top)** - Demolition of North Little Rock car shop was in progress in February 1966.

**(26 Bottom)** - "Run through" repairs for diesel locomotives were performed at this shop adjacent to the Locust Street Yard in North Little Rock. Photo in June 1968. (Gene Hull photos)

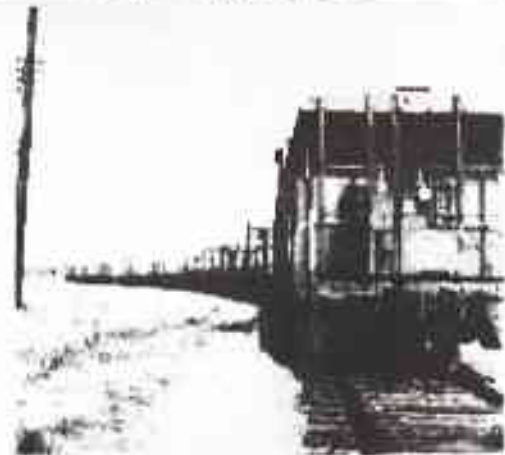


**(27)** - This was one of seven spray cars for chemical weed control on main line tracks. Car No. X-262 was at North Little Rock in 1960. (Gene Hull photo)



**(28 Top)** - This plant at North Little Rock produced pre-cast concrete piles and deck slabs for bridges system-wide. Photo in July 1964.

**(29 Bottom)** - When the Corps of Engineers developed the Arkansas River for navigation, a dam was built at Dardanelle, Arkansas, creating a large lake. This required relocating a few miles of Central Division single track main line. Quite a lot of piling and bridge work were needed near Illinois Bayou west of Russellville. Concrete caps for the piers were poured in place; photo in July 1964. (Gene Hull photos)



**(30 Top)** - At the rail welding plant in North Little Rock a large gantry and magnetic crane are moving rail sections from the storage area to the conveyor line for the automatic welder in June 1967.

**(31 Bottom)** - Special cars were built for hauling the 1440-foot lengths of welded rails. A train of empty cars and a caboose are ready for loading at the welding plant in August 1974. (Gene Hull photos)



**(32 Top)** - A work train is loaded with lengths of welded rail and ready to roll down the main track to where a track gang waits to spike them in place; August 1974.

**(33 Bottom)** - A crew is shown unloading welded rail during rehabilitation of the main track on the Wynne Subdivision northeast of McGehee, Arkansas to carry chemical trains from Louisiana to St. Louis. Shown in July 1980. (Gene Hull photos)



(34) - This diesel locomotive displays the symbols of the "New Missouri Pacific" - the "Screaming Eagle" and the famous "Buzzsaw"; North Little Rock, Arkansas, July 1978. (Gene Hull photo)

**REFERENCES:**

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- MISSOURI PACIFIC LINES IN COLOR**; Joe G. Collias; MM Books; Crestwood, Mo.; 1993.



### 1998 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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## NEXT MEETING/PROGRAM

**EARLY NEWSLETTER** - This issue was put out earlier than normal due to the holidays. Have a happy holiday season and New Year. See you at the January 11 meeting.

The next meeting of the Arkansas Railroad Club will be **SUNDAY, JANUARY 11** at 2 p.m. at the Mercantile Bank on Main Street in North Little Rock. The program will be given by PETER SMYKLA, JR. - he will show railroad slides from his various travels. Refreshments will be served. The February meeting will begin at 1 p.m. on February 8 with slides or movies shown by anyone who'd like to (a show-and-tell) then the regular meeting at 2 p.m. with the program given by Barton Jennings.

**OUR SYMPATHIES** go out to charter member Jim Wakefield, whose mother passed away November 30 at the age of 79. Mayme Levena Wakefield's husband, S.Sgt. Maurice Law Wakefield, was killed in World War II. She was his wife for 3 years and his widow for 53 years, but he was her only love from the day she met him until the day she went to join him. She was born August 28, 1918 at Wattensaw, Arkansas. She is survived by her son Jim. Another son, Albert, died in childhood from a heart defect.

**DUES TIME!** - Local dues are \$20 and NRHS national dues are \$17. Send in \$37 for both or \$20 for local. They (and most other NRHS chapter dues across the country) are due January 1 of each year. Send to PO Box 9151, North Little Rock AR 72119.

**NRHS NEWS** - The NRHS is talking about starting an NRHS/Steamtown Railcamp in the summer of 1998. This camp would be for 20-40 teens and include hands-on work at the Steamtown site in Pennsylvania as well as classroom training on such topics as dispatching. If you know of anyone interested or have suggestions, send them to Railcamp, NRHS, PO Box 58547, Philadelphia, PA 19102-8547.

**JANUARY BIRTHDAYS** - Here are the birthdays you sent in with your dues last year. If you didn't use the official application/renewal form, I have no way of knowing your birthday, so you won't be listed in that case unless you tell me personally.

JIMMY L. WILLIAMS (1/04); LELAND R. ROLL (1/06); MARY McNAIR (1/11); H.O. TYLER (1/12); J.C. PETERSEN (1/14); JAMES E. FULLERTON (1/16); POLLY HAMILTON (1/19); DUSTY RHODES (1/22); G.W. SCHMIDT (1/23); JOHN A. TOLER (1/24); DAVID L. TREADAWAY (1/26); CHARLES J. BUDDENBERG

(1/29).

**CALENDARS FOR 1998** - For a great present, buy yourself and friends a 1998 Arkansas Railroad Club calendar. They contain 14 black & white photos of various railroads in Arkansas. As you know, the price is \$7 each, but if you buy 10 or more, the price is only \$6 each. Why not buy a bunch for your gift list?

To order one, send in the coupon located elsewhere in this newsletter.

## 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 hardbound, 120-page book called *Railroad Stations and Trains through Arkansas and the Southwest* is ready for mailing. It was

written by Clifton Hull with help from Tom Shook, among other club members. Kevin EuDaly of White River Productions did the graphic design and artwork. You can pick them up at the meeting or 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). To use MasterCard or Visa, you must call White River Productions at 816-695-4433.

**FOR SALE** - James R. Fair's new book *The Louisiana & Arkansas Railway*. This 176-page clothbound book has 80 black and white illustrations and covers the Louisiana & Arkansas Railway from its beginning to the modern era. Cost is \$47.95 plus \$4.50 postage/handling. Order from Northern Illinois University Press, DeKalb IL 60115. 815-753-1075. James Fair is and has been an Arkansas Railroad Club member for years.

## RAILROAD ABANDONMENT PROPOSALS

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.

For each new abandonment proposal, I'll take off the same number from the top of the list, so the latest will always be on the bottom.

**OHIO - WEST CENTRAL OHIO PORT AUTHORITY - INDIANA AND OHIO CENTRAL RAILROAD CO** - To abandon 5.6 miles of line from m.p. 123.86 near Glen Echo to m.p. 129.46 at the north end of Warder Street in Springfield, Ohio. Effective December 18, 1997. (FR November 18, 1997, STB Docket No. AB-535X and STB Docket No. AB-536X)

**MICHIGAN - WISCONSIN CENTRAL LTD** - To abandon 37.3 miles of line on the Marquette-Munising Line between m.p. 154 east of Marquette and m.p. 116.7 in Munising Junction, Michigan. Effective January 5, 1998. (STB Docket No. AB-303, Sub-No. 17 decided November 17, 1997)

**NORTH CAROLINA - CSX** - To abandon a portion of its Florence Service Line, Charlotte Subdivision, extending from m.p. SFC-1.52 near State Street to m.p. SFC-0.82 at the end of the track at Cedar Street Yard, a distance of 0.70 miles, in Charlotte, North Carolina. The UTU seeks imposition of labor protective conditions. Effective December 21, 1997. (STB Docket No. AB-55, Sub-No. 549X, decided November 17, 1997)

**GEORGIA, SOUTH CAROLINA - CSX** - To abandon 14.20 miles of line from m.p. SHC-497.59 near South Hardeeville, South Carolina to m.p. SHC-505.05 and from m.p. SH-505.05 to m.p. SH-510.06 at North Savannah, Georgia and the Hutchison Island Spur from m.p. SHB-509.93 to m.p. SHB-511.66 in Jasper County, South Carolina and Chatham County, Georgia. Effective December 24, 1997. (STB Docket No. AB-55, Sub-No. 554X, decided November 18, 1997)

**FLORIDA - CSX** - To abandon 1.41 miles of line between m.p. AR-716.89 and m.p. AR-715.48 at the end of the track in High Springs, Florida. Effective December 24, 1997. (STB Docket No. AB-55, Sub-No. 555X, decided November 18, 1997)

**GEORGIA - CSX** - To abandon a 0.58 mile portion of line known as the Atlanta Terminal Subdivision, extending from m.p. 864.04 ne

Wheeler Street to m.p. 864.62 at the end of the track at Simpson Street in Fulton County, Georgia. The UTU seeks imposition of labor protective conditions. On November 18, the city of Atlanta filed a petition requesting permission to use this line for trail or public use and the Georgia State Historic Preservation Office expressed the opinion that the entire line appears to qualify for the National Register of Historic Places. Effective December 21, 1997. (STB Docket No. AB-55, Sub-No. 521X, decided November 19, 1997)

**INDIANA - OWENSVILLE TERMINAL COMPANY, INC** - To abandon a line known as the Cynthiana-Owensville line, extending from m.p. 277.0 north of Cynthiana to m.p. 271.0 north of Owensville, Indiana, a distance of 6 miles. The Gibson County Farm Bureau wants to buy a 2-mile segment from m.p. 271.0 to m.p. 273.0 for \$42,452. Effective December 7, 1997. (STB Docket No. AB-477, Sub-No. 2X, decided November 19, 1997)

**TEXAS - TRACK TECH, INC.** - To abandon a line between m.p. 351.15 and m.p. 357.40, a distance of 6.25 miles in Lubbock County, Texas. Decision by February 24, 1998. (STB Docket No. AB-493, Sub-No. 6X, decided November 18, 1997)

**NORTH DAKOTA - TRACK TECH, INC.** - To abandon a line between m.p. 4.00 in Minot, North Dakota and m.p. 16.70 in Tatman, North Dakota, a distance of 12.70 miles. Track Tech acquired this line from the BNSF in November 1996, along with 5 others it is abandoning. Final decision by February 24, 1998. (STB Docket No. AB-493, Sub-No. 4X, decided November 18, 1997)

**NORTH DAKOTA - TRACK TECH, INC.** - To abandon a line between m.p. 98.0 at Hamar and m.p. 103.92 at Warwick, North Dakota, a distance of 5.92 miles. Final decision by February 24, 1998. (STB Docket No. AB-493, Sub-No. 3X, decided November 18, 1997)

**LOUISIANA - KCS** - To abandon a 61.62 mile line between m.p. 83.02 at Sibley and m.p. 144.64 near Carla, Louisiana. This was originally scheduled to become effective July 6, 1997, but a request to use this entire line for interim trail use was received. On November 4, 1997, the Louisiana Department of Culture, Recreation and Tourism filed a request for trail use and KCS agreed to negotiate with them for this purpose. KCS may abandon fully this line if no agreement can be reached by May 25, 1998. (STB Docket No. AB-103, Sub-No. 12X, decided November 20, 1997)

**WISCONSIN - UNION PACIFIC** - To abandon a 1.40 mile line on the Waukesha Industrial Lead from m.p. 18.16 to the end of the line at m.p. 19.56 near Waukesha, Wisconsin. Effective December 26, 1997. (STB Docket No. AB-33, Sub-No. 115X, decided November 20, 1997)

**NORTH DAKOTA - RED RIVER VALLEY & WESTERN RAILROAD CO.** - To abandon 11.94 miles of line from m.p. 16.56, one mile west of state highway 30 near Maddock, to m.p. 28.5 near Esmond, North Dakota. This was scheduled to become effective November 28, 1997, but the US Army Corps of Engineers has indicated that the right of way is located in an area containing wetlands. As a result, before any salvage work can begin, parties must work with the state of North Dakota to ensure environmental compliances. (STB Docket No. AB-391, Sub-No. 3X, decided November 24, 1997)

**WEST VIRGINIA - CSX** - To abandon about 15.27 miles of line between m.p. CAF-43.7, Valuation Station 1240+00 at Russ Junction and m.p. CAF-58.97, Valuation Station 436+00 at Peters Junction, West Virginia. This was first served January 10, 1997 and was reopened to remove the historic preservation conditions. Effective date was November 28, 1997. (STB Docket No. AB-55, Sub-No. 538X, decided November 21, 1997)

**INDIANA - OWENSVILLE TERMINAL COMPANY, INC** - To abandon the Browns-Poseyville line between m.p. 205.0 near Browns and m.p. 227.5 near Poseyville, Indiana, a distance of 22.5 miles. Final decision due February 25, 1997. (STB Docket No. AB-477, Sub-No. 3X, decided November 21, 1997)

**MINNESOTA - SOO LINE** - To abandon 3.0 miles of line known as the West Duluth Line between m.p. 465.43+ and m.p. 468.43+ in West Duluth, Minnesota. Effective January 1, 1998. (STB Docket No. AB-57, Sub-No. 43X, decided November 25, 1997)

## ARKANSAS RAIL NEWS

### UP LABOR ACCORD

UP employees in North Little Rock and Pine Bluff have ratified a "hub-and-spoke" labor agreement, which allow engineers, conductors and brakemen to operate trains on all tracks in and out of a major rail center, like North Little Rock.

### A-OK GETS NEW ENGINES

(McAlester, Oklahoma) - The Arkansas-Oklahoma RR has acquired two former US

Army SW8 switchers built in 1951. They are units 2010 and 2012. Plans are to paid them in a version of the Rock Island's red/yellow scheme. The A-OK operates on part of the Rock Island's Sunbelt Route. (Bill Pollard)

"There is something wrong when passenger vehicles pay 117 percent of their share of highway costs and 18 wheelers pay only 53 percent. What is worse is current legislation allows truckers to pay a fee of \$75 and

increase the maximum axle weight by 10 percent and their gross weight by 50 percent. These vehicles cause \$450 million damage to roads annually yet we only collect \$750,000 in permit fees annually. What people fail to recognize is it is not about potholes, but safety. It might be your child's bus that uses one of the 11,000 bridges weakened by the misuse of these vehicles." (Ray Barnhart, Federal Highway Administrator under President Reagan, in a speech in Texas in

early November 1997)

### BNSF COMING TO LITTLE ROCK?

(Little Rock) - BNSF wants to serve the Little Roc area and use the Port of Little Rock

as its base. However, the Port has not given them permission to use their facilities (they own their own shortline), so BNSF is looking for another place to set up shop. BNSF has trackage rights over UP between Pine Bluff

and Little Rock as part of the UP/SP merger. (Arkansas Democrat-Gazette by Randy Tardy)

## GENERAL RAIL NEWS

### DOUBLE TRAGEDY

(Claude, Texas) - John Kennedy buried his wife of 50 years on Saturday, November 30, in the afternoon. Just a few hours later, Mr. Kennedy was killed when he pulled onto BNSF tracks in front of a train on his way to visit the cemetery. His two sisters, age 64 and 66, were critically injured. The family had gathered at the Kennedy home after the funeral, when John got up and said, "I'm going over to the cemetery." (Amarillo Globe-News)

### UP IMPROVING (?)

During the past month, Union Pacific has been sued by its shareholders saying it

misrepresented its safety record and failed to disclose problems related to the merger with SP. However, UP's CEO Davidson has said the merger had nothing to do with the congestion, that the problems were caused by increased traffic and shortages on the old SP system. There was a special meeting on railroads in the western US on December 3 in Washington at the Surface Transportation Board. Railroads, shippers, farmers, refineries and others were to testify. In the meantime, UP says the congestion of the summer is a thing of the past and trains are once again beginning to run on schedule. (Dallas Morning News, November 18 and other sources later, some sent in by Dan

Barr)

### TROLLEY RESTORATION

(Sepulpa, Oklahoma) - An old Sepulpa, Oklahoma Bennett-Brooks trolley car is being restored by the Sepulpa Trolley And Rail museum society (STAR). They plan to have the trolley completely restored early in 1998 and eventually running again in downtown Sepulpa by the turn of the century. ISTEAG grant money has been applied for. They have a quarterly newsletter and welcome members. You can join by paying \$10 to STAR, 101 East Dewey, Sepulpa OK 74066.

## AMTRAK NEWS

### 1998 CALENDARS

Amtrak's 1998 wall calendars with year-at-a-glance months is now available. It features a watercolor of the *Crescent's* viewliner sleepers at the station at Manassas, Virginia. Cost is \$6. Order from Amtrak Calendar, PO Box 7717, Itasca IL 60143.

### AMTRAK FUNDS

(Personal Comment - Soapbox) - Although Amtrak recently got an added \$2.3 billion in capital funds, some think that most if not all of this money will go to Northeast Corridor high-speed projects. This would leave trains such as our *Texas Eagle* out to pasture. I think that pressure should be put on Amtrak's management to insure that at least some of this money goes to other parts of the country, such as making the *Eagle* daily by quickly repairing the dozens of Superliner cars sitting in shops. Perhaps a letter or call to our US senators and representatives could help put the pressure on. There is nothing wrong with

the NEC being a part of Amtrak, but they should also give us in other parts of the country some improvements, too.

Amtrak's accounting system also leaves a lot to be desired, with it allocating such things as snow removal in the north to trains running out of San Diego. They should show only the costs associated with each route. I've read that doing this would show a profit for some long distance trains, like \$20,000 profit for each run of the *Empire Builder*. Let's try to get Amtrak to show all route's cost and revenue in a fair manner.

Since every other part of transportation in this country is subsidized (airports, highways, waterways), passenger trains ought to be able to get some funding, too, but NOT be compared to "profitable" airlines, who have their traffic control system and airports paid for by tax dollars (user fees and landing fees only cover part of these costs). We should level the playing field a little. After all, when was the last time Interstate 40 made a profit?

Needed, yes. Profit, no. Is Amtrak needed? Apparently - 69% think so in a late-October Gallup Poll. This poll also showed the public strongly supports continuing government subsidies for Amtrak (I'm beginning to think that the public is finally realizing that no transportation mode can make money without some infrastructure funding by federal, state and local governments).

If you want to contact Amtrak and try to get them to use more of their capital funds for the national system, write them: National Railroad Passenger Corporation, 60 Massachusetts Ave N.E., Washington DC 20002. Letters to congressmen would also be useful if you agree.

(These opinions are my own and don't necessarily reflect the opinion of the Arkansas Railroad Club, Little Rock Chapter NRHS. -- Ken Ziegenbein. Other opinions welcome and will be printed.)