



LITTLE ROCK CHAPTER  
N.R.H.S.

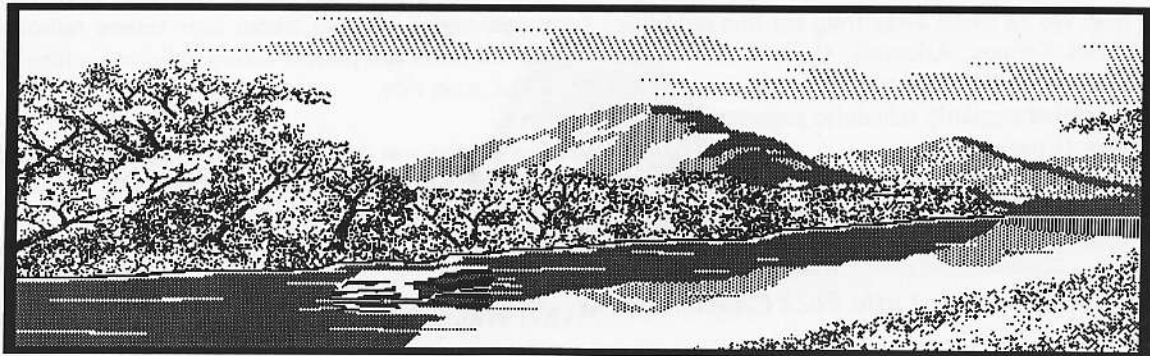
# ARKANSAS RAILROADER

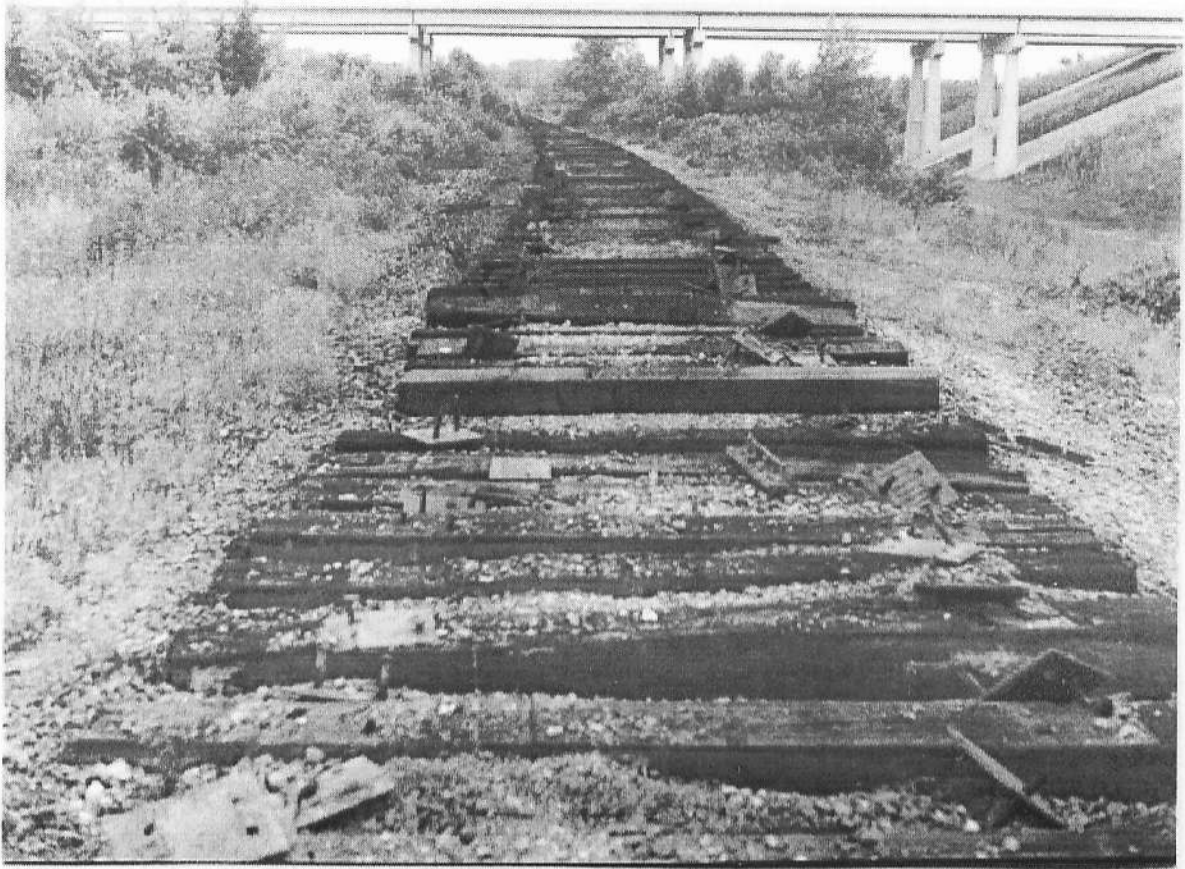


VOLUME 30 NUMBER 7 JULY 1999



On 19 January 1964 (day before last run) E8-A No. 39 and EMD GP-7 No. 322 leave Hot Springs for Little Rock with Mo.P. train No. 38. (*Gene Hull photo*)





On a hot day in July 1964 rails between Benton and Hot Springs on the Mo.P. being removed after last train 20 January. (*Gene Hull photo*)

## THE TRAIN DIED

By: Gene Hull

It was 2:01 p.m. Monday 20 January 1964. Missouri Pacific train No.38 eased away from the fine red brick depot at Hot Springs, Arkansas. Quite a crowd had gathered to watch the departure because they would never see another regularly scheduled passenger train at Hot Springs. (Cover photo)

At 12:45 p.m. the train had arrived from Little Rock as

train Number 37. There was an unusually large number of passengers, most of whom were retired railroaders, railroad buffs and parents taking children on their first, or last, train ride.

One woman was heard saying, "When you're as old as I am, you just don't like planes or buses."

*Arkansas Railroader - Little Rock Chapter NRHS*

Passenger train service for Hot Springs began 25 January 1876 when the HOT SPRINGS (Diamond Jo) RAILROAD was completed from Malvern, 22 miles southeast, a station on the St. Louis, Iron Mountain & Southern.

Competition appeared. On 18 July 1899 a charter was granted to the Little Rock & Hot Springs Western (the "Hot Western"). An abandoned roadbed between Hot Springs and Benton was purchased. Rails were laid and an extension was built to a connection with the Choctaw, Oklahoma & Gulf (later Rock Island) at the south edge of Little Rock. The first train ran in April 1900, crossing the Iron Mountain at Benton. Hot Springs had two railroads.

Early in 1901 there were rumors that the Iron Mountain was interested in the "Hot Western." In September the Iron Mountain acquired a majority of the LR&HSW. On 20 September the Choctaw, Oklahoma & Gulf leased the portion of the LR&HSW between Benton and Little Rock. On 9 September 1909 the Iron Mountain bought the line between Benton and Hot Springs.

On 1 May 1902 the CO&G bought the Hot Springs Railroad and built a connection from Butterfield on that road to Benton, joining with its leased portion of the LR&HSW.

In April 1902, the Rock Island purchased the Choctaw, Oklahoma & Gulf. Then, on 22 September 1951 the Rock Island ran its last passenger train out of Hot Springs. The Iron Mountain operated the only passenger trains in and out of the Spa City over the old "Hot Western."

On 15 November 1963, the Arkansas Gazette newspaper announced the Missouri Pacific (which absorbed the Iron Mountain in 1917) had asked the Arkansas Commerce Commission for permission to discontinue passenger

service between Little Rock and Hot Springs. There was one round trip daily, leaving Little Rock at 11:20 a.m. as Train No. 37, then leaving Hot Springs at 2:01 p.m. as Train No. 38.

The Mo.P. officials said private (automobiles) and public (buses) facilities had caused a heavy decrease in train passengers. President Downing B. Jenks said the railroad had lost \$225,000 since 1 January 1960 (a little less than four years). Wm. J. Smith, a Mo.P. attorney, said there were nine bus runs daily to Hot Springs, one of which could move more passengers than rode the train each day. There were the usual public protests, but to no avail.

In the late 1920s, the Mo.P. had four trains daily into Hot Springs. In January 1962 this service was reduced to one train daily. On 18 December 1963 the Commerce Commission gave permission to abandon this last train.

As the final train prepared to leave town, about 100 passengers had gathered at the depot, including several retired railroaders. It seemed a depressing aura of sorrowful nostalgia settled over the people.

The train sat at the depot about 30 minutes. Hot Springs Mayor Dan Wolf, who had ridden from Little Rock, climbed down and Secretary of State Kelley Bryant climbed aboard.

As Train No. 38 stopped at Little Rock Union Depot an unwitting prophetic fellow said, "It won't be long until there aren't any passenger trains anywhere!"

In July 1964 (just seven months later) the track of the old "Hot Western" was being ripped up between Benton and Hot Springs. (Photo at beginning of story) 📷



MISSOURI PACIFIC RAILROAD COMPANY  
OFFICE OF SUPERINTENDENT  
ARKANSAS DIVISION  
LITTLE ROCK TERMINAL DIVISION

Little Rock, Arkansas

December 20, 1963

NOTICE TO ALL CONCERNED:

PETITION OF THE MISSOURI PACIFIC RAILROAD COMPANY FOR  
AUTHORITY TO DISCONTINUE THE FOLLOWING PASSENGER TRAINS HAS BEEN  
GRANTED:

TRAIN NO. 38 BETWEEN HOT SPRINGS, ARKANSAS, AND LITTLE  
ROCK, ARKANSAS

TRAIN NO. 37 BETWEEN LITTLE ROCK, ARKANSAS, AND HOT  
SPRINGS, ARKANSAS

THESE TRAINS WILL BE DISCONTINUED EFFECTIVE JANUARY 21, 1964, THE  
LAST TRAINS OPERATING JANUARY 20, 1964.

J. W. TREADWELL

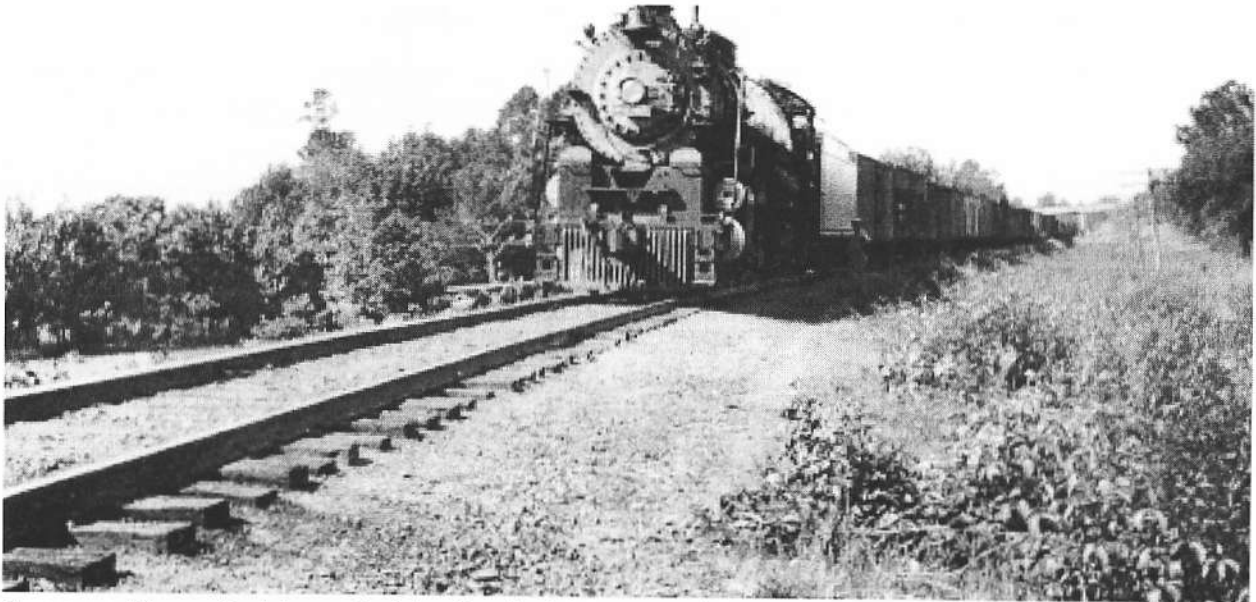
K. M. CONVERSE

SUPERINTENDENTS

POSTED BY

Charles Witsee (43)

TIME 10<sup>30</sup> AM DATE 12/20/63



*A speeding Cotton Belt freight somewhere in Arkansas, June 10, 1936. (P. B. Wooldridge photo)*

## ORDERS TO FAST FREIGHTS

by: P. B. Wooldridge

Back in 1944 I was on duty at Faith, Arkansas, a small 10 x 10 station and the Dispatcher rang. He informed me that Mr. G. B. Matthews, General Superintendent at Tyler, Texas, was en route to Faith to view the passing of the blue Streak fast freights. Shortly thereafter an auto parked at the road crossing about 50 yards north of the station, but Mr. Matthews never came down.

No. 43 ran in three sections that day, all pulled by 800 engines.

First 43 came down the hill at 70 mph and disappeared.

Second 43 came down the hill likewise, 9 minutes behind First 43, and doing at least 70 mph. Back then, before block signals, operators were under instructions to block trains 10 minutes apart, but I wasn't about to attempt to hand up a block clearance at that speed, for one minute, so I did what all operators did. I held both hands close together, bouncing both hands up and down vertically, and held up 9 fingers. Had Second 43 missed the cane hoop on either the engine or caboose, he would have been forced to stop and back up, and Third 43 was on his tail.

Third 43 came down the hill in like fashion, only 9 minutes behind Second 43, and I did likewise, hoping for the best.

Another official told me later that Mr. Matthews told him that those 3 trains had been mighty close, and I wondered what Mr. Matthews would have done under the circumstances.

Speaking of train order deliveries, I've seen brakeman's arms blue and bruised from picking up train orders at high speed. Some head brakemen would climb halfway down the engine ladder, making it easier to deliver but more dangerous for them. And with the train order hoop bending a foot or more in the draft from the speeding engine, the operator had to hang on, but not so tightly as to jerk the head brakeman off the engine.

Of all the places I worked I hated handing up at Rison, Arkansas. A southbound freight, dropping off a hill, would swerve at the last moment and miss you, standing on the OUTSIDE of a curve. Had a train derailed, it would have taken you and the station into the next county.

Years later now, as I write this, even now, I get tense. The memories still linger, stronger than ever.

Then there were the double-headers. The smaller engines were always coupled, but the 800s were always spaced 5 or 6 cars. Both engines had to receive clearances and train orders, and a missed hoop at speed meant the train had to stop and back up. And that meant a very unhappy train crew and Dispatcher. 🚂

### 1999 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)  
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
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 '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)  
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

## NEXT MEETING/PROGRAM

CHANGE IN MEETING DATE/PLACE - The next meeting of the Arkansas Railroad Club will be on SUNDAY, JULY 18 at Southwest Regional Hospital, 11401 Interstate 30, Little Rock (at Otter Creek, I-430 at I-30, Exit 128). The meeting will be in a second floor classroom at the hospital located on the west side (end) of the hospital beginning at 2 p.m. (map furnished by Leonard Thalmueller on back of newsletter). Former club president **BARTON JENNINGS** will give a slide show on his various world-wide rail travels the past years. He is now a teacher at the University of Tennessee, Knoxville specializing in transportation. Refreshments will be served.

CORRECTIONS to John Mills' story in the last issue ("My Hero"): He started work for the railroad in 1948 (not 1942) as a messenger; the drivers on the 6400 engines were 69-inch, not 60 inch as I typed (he said 60-inch drivers would have had a hard time getting from Little Rock to Texarkana in 2 hours and was sure someone like Mike Adams would catch the error); **AND** a statement in the story was to read "turn their heads," not "turn their hearts" regarding Rule G violations in the 1940s.

UPCOMING PHOTOS/STORIES - I have a few surprise photos and stories coming up that I think will be of interest to many. They include 1940s and early 1950s photos of MoPac steam/early diesel and Rock Island streamliners in Arkansas. I also will run more Rock Island accident investigation photos from L. T. Walker, many of which include trains/depots not actually involved in the accident, but were taken at the site days later. I also have more of Gene Hull's and P. B. Wooldridge's photos of the MoPac and Cotton Belt. Also, Gene Hull is putting together a corporate history of the Missouri Pacific and its predecessors dating back to around 1849. This will be run in short segments in the *Railroader* over an extended period, beginning in the next few months.

OLD TRAIN PHOTOS WANTED - Do you have or know somebody that has old Kodak or other camera photos of trains in the 20s through 70s? If so, we'd like to look at them for possible publication in the *Railroader*. Look in your attic and files and see if you have some you'd like to share. After all, they're doing no one any good hidden away, are they? **ALL WOULD BE RETURNED PROMPTLY** after proper computer scanning, usually within a week or two. Be sure to include dates and information about each one, too. Thanks, and happy hunting.

Send any photos (and accompanying stories, if you want) to: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Let's keep railroad history alive!

RANDY TARDY gave me an interesting brochure from Union Pacific, touting its very popular electronic commerce (where you can trace cars, shipments, via the Internet). Guess what photograph adorns the cover of this brochure? A "CITY OF SAN FRANCISCO" LATE 1940's STREAMLINER! The title of the brochure says, "Let Union Pacific Streamline Your Business Processes." UP wants to make the Internet the preferred way of doing business with them. A public web address for this service is: <http://my.uprr.com>

HELP ON HO LAYOUT - Leonard Thalmueller has received a letter from the Museum of Discovery asking for help on a HO scale Railroad exhibit. Interested members may contact Leonard. at 501-562-8231.

GEARED STEAM WEB PAGE - Member David Thomas of Bryant, Arkansas has a railroad web site on geared steam locomotives called the "Geared Steam Locomotive Works" located at:  
<http://www.trainweb.org/gearedsteam>

A couple of the geared locomotives shown on this site include Doniphan, Kensett & Searcy #3 and the "Arkansas Traveler" Climax locomotive. Check it out.

ST LOUIS UNION STATION BOOK - Last month Gene Hull suggested it would be nice for someone to write a book on the history of the St. Louis Union Station. Member John Harvey e-mailed to say that at least one book has already been written called "St. Louis Union Station - A Place for People, A Place for Trains." It was written by H. Roger Grant, Don L Hofsommer and Osmund Overby, published in 1994 by the St. Louis Mercantile Library, and has 128 pages. John says it has good pictures and diagrams.

REMINDER that you can buy Gene Hull's reprinted *Shortline Railroads of Arkansas* at one of our club meetings and save the postage. Also, you can buy this book at Lorentzen, Wordsworth Books and at local hobby shops.

JULY BIRTHDAYS -RONALD ESSERMAN (7/04); JIMMIE WAKEFIELD (7/06); BILL D. DONOLEY (7/07); J. CARRY NETTLES (7/08); RANDY TARDY (7/08); RONALD L. GARLING (7/08); DAVID L. BRIGGS (7/12); GEORGE W. SCHMIDT (7/17); ROBERT F. READ (7/22); EVERETT E. THOMPSON (7/22); TOM SHIRCLIFF (7/24); HOWARD R. BRANDES (7/24); GENE SMITH (7/26); WILL A. ROGERS (7/26); DR. WILLIAM L. SCHMIDT (7/30); ROBERT C. McMANUS (7/31).

NOTE - Unless there is any demand for it, this will be the last month I include birthdays. Let me know if you want me to keep doing it.

DEADLINE FOR THE AUGUST NEWSLETTER will be July 15.

## MINUTES OF THE ARKANSAS RAILROAD CLUB

Arkansas Railroad Club  
May 16, 1999

The Arkansas Railroad Club met Sunday, May 16, 1999 at 2:00 PM at the Mercantile Bank with President Leonard Thalmueller presiding. Guests were introduced. Minutes were approved as presented.

Walter Walker reported a total cash value of \$18,959 and this includes the value of books on hand. There are approximately 500 copies of Railroad Stations and Trains through Arkansas and the Southwest remaining. The treasurer's report was filed for audit.

Walter also reported on the Show and Sale to be held June 19 at the Robinson Center and approximately 40 tables have been sold at this time. Table and chairs will be set up for us but members will be needed to work the day of the sale.

The board met prior to the regular meeting and John Hodkin reported the board approved

ARKANSAS RAILROADER - Little Rock Chapter NRHS

copying Dr. Mayer's film for preservation. Because of the change in the security system at the Bank, we are forced to locate a new meeting place. We will try several places, then decide the most appropriate one: June-Pulaski Heights Presbyterian Church; July-Southwest Regional Hospital and August- Argenta Depot. The September meeting will be at Peter Smykla's Paperton Junction Southern Railroad in Pine Bluff.

John suggests we reschedule July's meeting to the third Sunday (July18) so Bart Jennings can give the program. Motion was made and carried.

Leonard shared information he has received from the NRHS: Midland Valley Chapter in Fort Smith has lost its charter; some money is available for restoration projects; and Lloyd Vaughn has passed away.

John C. Jones reported on various activities occurring with Union Pacific and he also noted all excursions for the Convention are sold out.

Bill Bailey gave an update on the progress of work on the 819: the engine is 80% disassembled; the goal is for the engine to meet all regulations; will be ready to go in 2001 and hopes this project will not be necessary again for at least another 15 years. Bill assured members that the 819 does not have any asbestos insulation-only fiberglass. He also announced next year's Cotton Belt Show and Sale is scheduled for April 7, 2000.

Leonard has received a letter from the Museum of Discovery asking for help on a HO scale Railroad exhibit. Interested members may contact Leonard.

The Rock Island Club will meet next Saturday at the Arkansas Valley Model RR building. The display will be open at noon and the meeting will begin at 1:00.

Randy Tardy shared information that after a long absence, Amtrak will be participating in this year's Riverfest with a Superliner on display.

Meeting adjourned at 2:37 PM. Following a short break, David Hoge presented a program from his slide collection.

Carole Sue Schafer, 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.

**WANTED** - The Delta Heritage Museum, in the old Missouri Pacific depot in Helena, Arkansas, wants someone to give them a history of the railroads of the area (also see the ad of their other wants elsewhere). If you can help, call 870-338-4350 or send items to the Delta Cultural Center, PO Box 509, Helena AR 72342, ATTN: Kimberly J. Williams or Katie Harrington. Their email address: [kim@dah.state.ar.us](mailto:kim@dah.state.ar.us)

**WANTED** - TN&O Railroad of New Orleans logos. If you have a copy of this logo, please send to Mrs. Stephen A. Harmon, 600 Earnheart Rd, Batesville AR 72501. Her husband worked 41 years for various railroads, including the TN&O,

Rock Island and Missouri Pacific, and her son has collected the logos of each, except the TN&O.

**WANTED** - Photos, information on the Cotton Belt Hospital in Texarkana. Contact Wanza Good, 1501 Quintana Rd, Morro Bay CA 93442. Her phone number is 805-772-6770, email [wanza@altavista.net](mailto:wanza@altavista.net)

**FOR LEASE** - Alco locomotives of the Arkansas & Missouri Railroad. If you'd like to rent one or more, contact the Arkansas & Missouri Railroad, 306 East Emma Ave, Springdale AR 72764, 501-751-8600 or 800-687-8600, email: [arkmo@ipa.net](mailto:arkmo@ipa.net).

**FOR SALE** - The Incomplete All-Time ALCO Diesel roster. It lists about every diesel manufactured by American Locomotive Company and its many partners and subsidiaries from 1925 to 1984. It is more than 500 pages long and details the ownership history of more than 10,000 locomotives. For ease of handling, the

material is broken into 5 volumes, each of which is available separately. The roster contains more detailed information in one place than any other source available.

Volume 2-A 65979 to 75996; Volume 2-B 75997 to 79000; Volume 2-C 79001 to 82000; Volume 2-D 82001 to 84911; Volume 2-E 3362-01 to 6128-05.

Normally \$25 each, they are only \$20 each if you mention the Arkansas Railroad Club. All 5 together normally is \$100, but again if you mention the Arkansas Railroad Club the price is only \$85. Postage for one is \$3.50, 2 is \$5.00, 3 or more \$6.00. Send orders to: Barton Jennings, PO Box 32424, Knoxville TN 37930-2424.

**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.

**MISSOURI - UNION PACIFIC** - to abandon a 2.18 mile segment of line known as the Kirkwood Industrial Lead extending from m.p. 13.62 near Kirk Jct to the end of the line at m.p. 15.8 near Billman Spur in St. Louis County, Missouri. Included is the non-agency station at Billman Spur. Final decision by August 18, 1999. (STB Docket No. AB-33, Sub No. 135X, decided May 12, served May 20, 1999)

**KENTUCKY - CSX** - To abandon 1.05 miles between m.p. OYC-250.40 at Evarts and m.p. OYC-251.45 at Woods, Kentucky. Effective June 20, 1999. (STB Docket No. AB-55, Sub No. 574X, decided May 14, served May 21, 1999)

**MICHIGAN - MID-MICHIGAN RAILROAD, INC.** - To abandon 5 miles of line between m.p. 105.5 near Lowell and m.p. 110.5 at Elmdale, Michigan. Effective June 25, 1999. (STB Docket No. AB-364, Sub No. 4X, decided May 19, served May 26, 1999)

**PENNSYLVANIA - RAILROAD VENTURES, INC.** - To abandon 35.7 miles of line from m.p. 0.0 at Youngstown, Ohio to m.p. 35.7 at Darlington, PA and a connecting 1-mile spur near Negley, Ohio. The line was once the Youngstown & Southern. Final decision by September 3, 1999. (STB Docket No. AB-556, Sub No. 2X, Decided June 2, served June 8, 1999)

**TEXAS - LONE STAR RAILROAD, SOUTHERN SWITCHING COMPANY** - To abandon a 4.5 mile line known as the North Abilene Line from m.p. 147.3 near Abilene to m.p. 142.8 near North Abilene. Includes the station of North Abilene. Final decision by September 7, 1999. (STB Docket No. AB-425, Sub No. 1X and No. AB-426, Sub No. 1X, decided May 26, served June 9, 1999)

## ARKANSAS RAIL NEWS

### DEPOT SUCCESS

*(Newport)* - Newport's renovated Iron Mountain depot celebrated it's 1st anniversary May 1. The depot's renovation was a success story, with weddings, meetings, Christmas parties, etc meeting there. The mayor of Newport, Dean Young, says that they have to turn people away at times (in April, they had one event a day). Newport was a *Texas Eagle* stop until 1995. (*Arkansas Democrat-Gazette, May 31*)

## GENERAL RAIL NEWS

### ORIGINAL DALLAS STREETCARS

*(Dallas)* - Two Dallas streetcars were discovered in good condition in late May when workers widening U.S. 67 found them beneath the frame of a house they were moving. The old leather shades and brass fittings were still there as well. The former owner of the house and land said that their uncle bought the streetcars from Dallas in 1952 for \$500 when Dallas shut down its trolley system and they had lived in them years ago. They were moved to an area out of town back then and a roof put over them. Now the highway department needed that land for widening of U.S. 67 and bought the streetcars for \$18,300 from them (Ray and Christine Littleton). The Littleton's were glad to learn that the streetcars will not be demolished, but even might be restored. (*Cy Martin, via the Internet*)

### \$3.5 BILLION LOAN

The U.S. Department of Transportation said on May 20 that it would make \$3.5 billion in loans available to states and communities for improving railroad facilities, including grade crossing elimination projects. Other uses include track and bridge improvements. \$1 billion was set aside to aid regional railroads and shortlines so they can upgrade their tracks to haul 286,000 pound cars.

### REDWOOD STRANDED

*(Eureka, California)* - A trainload of redwood sits abandoned along an isolated stretch of the Northwestern Pacific Railroad near Eureka. A washout in mid 1998 washed out tracks of the line and it hasn't been able to get them repaired to move the train as of mid May. (*Los Angeles Times, May 14*)

### NUCLEAR FUEL TRANSPORT

With the NBC-TV show "Atomic Train" came a report listing transport incidents over the years since 1949. There were only 72 incidents out of 2,500 shipments, and most of these involved trucks, not trains, including July 1976 in Rock Springs, Wyoming (container leaked on a truck) and December 1997 in Nevada (four boxes of nuclear waste leaking water). (*Las Vegas Sun, May 14, 1999*)

### BNSF TO CUT 400 JOBS

BNSF will cut about 7% or 400 jobs this year and total spending will be cut by \$100 million due to slipping revenues. BNSF's President Krebs said that for the first time in awhile, BNSF now has excess capacity.

### CONRAIL GONE

Conrail, whose ancestors included the Pennsylvania Railroad and New York Central, was officially taken over by CSX and Norfolk Southern as of June 1, 1999. The deal cost \$10 billion. Norfolk Southern will get 58% of Conrail (7,200 miles) and CSX most of the rest (4,000 miles). This latest merger means there are now two large railroads in the east and two in the west.

### HEAVY TRUCK DEATHS

The U.S. Dept of Transportation said in early June that it was cracking down on highway deaths involving heavy trucks over the next 10 years, including increases in fines and doubling inspections of trucking firms. In 1997 there were 5,398 people killed in accidents involving large trucks (DOT figures). One of the rules would disqualify commercial truck drivers who disregard railroad crossing signals. (It's about time attention was placed on this

instead of always "blaming" "bad" railroads). (*BLE newsletter*)

*Highway grade crossing and trespass incidents account for 90% of all railroad-related deaths. (Operation Lifesaver)*

### 54 KILLED IN SUBWAY

*(Minsk, Russia)* - At least 54 people, most of them teenage girls in slippery high heels, were killed in late May as they ran into an underground railway station to get out of lightning and rain. Three layers of crushed people were found. They had been attending a beer festival in Minsk.

### KCS MEXICO PROFIT

KCS's Mexican rail line that it bought for \$1.4 billion in 1996 is on the verge of making a profit, years ahead of schedule. KCS's President Michael Haverty said the line will gross \$500 million this year. (*Kansas City Business Journal, May 31*)

### USPS TRAIN UPDATE

Here's the updated schedule of the *Celebrate the Century Express*: July 2-4 (Whitefish, Montana); July 16-18 (Portland, Oregon); July 23-24 (Dunsmuir, California); July 29-August 7 (Sacramento, California); August 10-11 (Santa Rosa, California); August 14-15 (Santa Cruz, California); August 18-19 (San Francisco, California); September 4-6 (Grand Junction, Colorado); September 10-12 (Denver, Colorado); September 17-19 (Lincoln, Nebraska); September 24-26 (Galesburg, Illinois); October 8-10 (Indianapolis, Indiana); October 15-17 (Cincinnati, Ohio); October 29-November 1 (White Sulphur Springs, West Virginia); November 5-7 (Washington, DC) (*Courtesy*

John Jones)

June 30, 1977 was the last run of a Railway Post Office Car. Today, about 3 billion

pounds of mail travel on airlines every day and trucks carry mail on 15,000 contracted routes with intermodal rail carrying 145,000 trailer loads of mail per year.

Amtrak carries periodicals for the Post Office on many of its trains. (USPS brochure)

## AMTRAK NEWS

### RIDERSHIP UP

Amtrak's ridership rose 5.1% in FY1999's second quarter, to 4.98 million passengers. This is the ninth consecutive quarter growth for ridership. Also, with Amtrak's commercial partnerships (such as with Norfolk Southern, Hertz and USPS),

revenue was up 8.2% over last year.

### HEARTLAND FLYER

That's the name of Amtrak's new Fort Worth to Oklahoma City train, which started June 15 (June 14 press run). It was named by an 11-year old girl, Katie Moore,

in a contest to name the new train. Over 500 named entries were received from children. See the photos elsewhere in the newsletter of the inaugural press run of this train through Pauls Valley, Oklahoma.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**VARIOUS PLACES** - Various times of year - Trains Unlimited offers many railfan tours across the country and the world. To get a colorful brochure, call 530-836-1745 or write Trains Unlimited, PO Box 1997, Portola CA 96122.

**OAK RIDGE, TENNESSEE** - Various days - Arkansas Railroad Club member Bart Jennings and the Southern Appalachia Railway Museum will operate Secret City

Scenic Excursion Trains at the East Tennessee Technology Park near Oak Ridge on various dates. New this year will be a former Southern Railway dining car. The trips will run through the park and along the Poplar Creek watershed. Days of excursions: March 19, 20; April 10, 11, 17, 18, 24,, 25; May 15, 16, 29, 30; September 4, 5, 25, 26; October 16, 17, 23, 24, 30, 31; November 20, 21; December 18, 19. Cost is

\$10 coach, \$15 dining car. Caboose is rentable for up to 10 people for \$125. Note that the October 23 trip, the Nashville & Eastern will be covered from Nashville to Cookeville.

Information on the trips: Send a stamped, addressed envelope to SARM, PO Box 5870, Knoxville TN 37928. Use this address to join or volunteer, also.

**EDITORIAL** - The following was written by John A. Mills, former Arkansan and longtime passenger rail/Amtrak advocate. It does not necessarily reflect the views of the Little Rock Chapter NRHS, the Arkansas Railroad Club or any of its members. It is strictly John Mill's viewpoint.

"Statements attributed to U. S. Representative Bud Shuster (R-Pennsylvania), chairman of the House Transportation Committee in my opinion are without foundation. The condemnation of the Federal Railroad Administration for not having "more stringent passenger car strength rules in place" a few days after the Bourbonnais tragedy (involving Amtrak's City of New Orleans) is totally irrelevant to the facts of the accident, and borders on "grandstanding."

It would be almost both structurally and fiscally beyond reason to construct rail passenger equipment to withstand forces which several cars on that train #59, the City of New Orleans, were subjected to.

I have on file (photo and news accounts) of almost every passenger train accident involving Amtrak trains since May 1971. In addition on file are similar accounts prior to 1971, including several ICC investigation documents of passenger train accidents. In none of these reports did the ICC (who had jurisdiction at the time) suggest or even mention "more stringent passenger car strength rules" should be considered.

Of Amtrak's three (3) deadly accidents (Chase, Maryland, Saraland, Alabama and Bourbonnais, Illinois) where multiple deaths occurred would structurally heavier or otherwise improved strength rules prevented or reduced the number of deaths or injury. Consider these well documented facts:

At Chase, MD, had not the first coach (café car) behind the AEM-7 locomotives been empty of passengers, the death toll would have been seventy-five (75) or more instead of sixteen (16) most of which were riding in the second coach. The empty coach was buried under the second locomotive

(which weighed about one hundred twenty-five tons) and was crushed down to the seats, was hardly visible for several hours after the accident. No one riding in that car had it been occupied could have survived. The fact that only sixteen out of over 600 passengers on that train operating at over 100 mph were killed speaks volumes for the safety of American built passenger train equipment.

At Saraland, AL all fatalities were the result of drowning and/or fire. None of the passenger carrying equipment on this train No. 2, the Sunset Limited, was structurally compromised. Due to cost of repair, compared to depreciation several cars were scrapped. A tow of barges striking a bridge pier knocking it out of alignment caused the train to plunge into the water at over 75 mph.

Now consider the facts at Bourbonnais, IL. Sleeping car #32035 in which all eleven fatalities took place was fully compliant with all current FRA and DOT governing regulations and it was subjected to forces that no rail car ever built or that could be built could withstand. While being pushed from behind at over 70 mph by the eleven trailing cars, each weighing over 75 tons, the sleeping car was catapulted head end first into a standing fully loaded freight car on an adjacent track. By then it was crosswise of the following car, which then smashed directly into one side of the #32035, tearing the car almost in half. From many pictures I have seen, I have never seen a car more severely damaged or mutilated in a rail accident, freight or passenger train. Then on top of all this destruction, the car stops directly next to one of the locomotives which ensuing fuel fed fire prevents efforts to rescue any of the trapped passengers in the sleeping car and all perish in the fire.

Let me emphasize again that American built and operated passenger train equipment is presently and has been for years built to specifications more stringent than required anywhere in the world.

It is too bad that Congressman Shuster is getting the "cart before the horse" by failing to focus on the major cause for about 70 percent of Amtrak's accidents. Since 1980 most major Amtrak derailments which resulted in deaths and injury culminated from collisions with large trucks (in one case a fire truck of all things) at highway/rail crossings. The Bourbonnais incident being only the most recent and most tragic.

No doubt some improvement could be made in car construction and safety. Twelve of my 46-year transportation career was in the production of new and the rebuilding of older rail passenger cars (Amtrak equipment) at major shops across America and in Canada, so I know where-of I speak.

The primary way to reduce and/or eliminate passenger train accidents and resulting death and injury is very clear. The Operation Lifesaver program, closing lightly used crossings, more warning signals (gates, lights and surveillance) BARRICADES to prevent gate running and finally overpasses and underpasses at heavily used crossings must be vigorously pursued. When this is accomplished most of the problem of train accidents will be solved.

In my 22-years as an employee of Amtrak and being on-board overnight on trains over 655 times, I was never fearful of the strength or structural integrity of the Amtrak equipment I was riding in. It was hearing the short blast of the locomotive whistle. Next came the sound of brakes going into emergency hoping to avoid a crossing "near-miss" or actually striking a car or truck at a crossing. This was then followed by being hopeful that if we had hit something that we would stay on the rails until we came to a safe stop that concerned me.

Let's put emphasis on the cause of most of these accidents, not the results."

John A. Mills



**ARKANSAS RAILROAD CLUB MEMBERSHIP FORM**

Membership renewal  New Member  Change of Address

Send membership renewal, application, change of address, etc. to: **Arkansas Railroad Club, PO Box 9151 North Little Rock AR 72119.** Phone: 501-758-1340; Fax: 501-758-4301. e-mail: **ken.z.rw@ix.netcom.com**

Date: \_\_\_\_\_ Your birthday (optional - no year needed) \_\_\_\_\_

Name: (last) \_\_\_\_\_ (first) \_\_\_\_\_ (init) \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ e-mail address: \_\_\_\_\_

**Membership dues information:**

Membership: **\$20.00** per year, Arkansas Railroad Club only; **\$37.00** per year if you join or renew National Railway Historical Society membership through our Club. Dues are payable/due by January 1 of each year. If we don't have your dues by March 1, you will be dropped from the membership rolls.

Membership in the Arkansas Railroad Club entitles you to a membership card and the monthly *ARKANSAS RAILROADER* newsletter. Meetings are held monthly, except December, on the second Sunday of the month. Interesting programs are presented each month and refreshments (cookies, sandwiches) are served. We are a non-profit organization and member of the NRHS. Officers are listed in each newsletter.

# ***SHORTLINE RAILROADS OF ARKANSAS***

**Written by Clifton Hull**

This Arkansas Railroad Club reprint of Clifton Hull's famous 1969 book on Arkansas' shortline railroads is a bargain at **ONLY \$24.95** plus \$5 shipping and handling. Orders yours today from:

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### TRAIN RIDES IN ARKANSAS

Here are three passenger train excursions you can take in Arkansas:

**ARKANSAS & MISSOURI RAILROAD (800-687-8600)** - Runs vintage passenger cars using ALCO locomotives between Springdale and Van Buren, Arkansas and between Springdale and Purdy, Missouri over former Frisco tracks through the beautiful Boston Mountains, going through tunnels and over high trestles. The trips between Springdale and Van Buren (and Van Buren to Winslow and return) are on Wednesdays and Saturdays through November with the addition of Friday runs in October. The trips between Springdale and Purdy, Missouri are on the 1st and 3rd Sundays through November and between Springdale and Chester, Arkansas on the 2nd and 4th Sundays. The following schedules were taken from A&M's WebSite:

<http://www.arkansasmissouri-rr.com>

Lv. Springdale for Van Buren 8:00 a.m. Wed/Sat, return to Springdale 4:00 p.m., with 2½ hours to mingle/shop/eat in historic downtown Van Buren.

Lv. Van Buren for roundtrip to Winslow 10:45 a.m., returning to Van Buren at 12:45 p.m. Wed/Sat

Lv. Van Buren for return trip to Springdale about 1 p.m. Wed/Sat

Lv. Springdale for Purdy, Missouri 1:45 p.m. 1st/3rd Sunday, returning to Springdale 5:00 p.m.

Lv. Springdale for Chester, Arkansas 2:45 p.m. 2nd/4th Sunday, returning to Springdale at 6:30 p.m.

For free brochure and more information and pricing, call 800-687-8600 or email them at: [arkmo@ipa.net](mailto:arkmo@ipa.net)

**WHITE RIVER SCENIC RAILROAD (888-311-6224)** - Runs along the famous Missouri Pacific White River line (now the Missouri and Northern Arkansas) through the beautiful Arkansas Ozarks. The trains run year round from Calico Rock and Flippin, Arkansas. This summer and fall they will run Wednesdays, Fridays, Saturdays and Sundays. There is also a Dinner Train on Friday evenings. The following schedule was obtained from the White River Scenic Railroad's Website:

<http://www.trainfun.com>

Lv. Calico Rock for roundtrip to Flippin 11:00 a.m. Wed/Fri/Sat, return to Calico Rock 3:05 p.m.

Lv. Flippin for roundtrip to Calico Rock 8:45 a.m. Wed/Fri/Sat, return to Flippin 1:00 p.m.

Lv. Flippin for roundtrip to Calico Rock 1:30 p.m., Wed/Fri/Sat, return to Flippin 5:30 p.m.

Lv. Flippin for roundtrip to Calico Rock 1:30 p.m. Sunday, return to Flippin 5:30 p.m.

**DINNER TRAIN** leaves Flippin Fridays at 7:00 p.m. for a 2-hour roundtrip with meal traveling north. The meal (prepared by Sodies Fountain & Grill) consists of prime rib or grilled salmon steak with dill sauce, served with baked potato, fresh garden salad, steamed vegetable, roll and dessert plus tea and coffee. Cost of the dinner train is \$32.50 plus tax.

For more information on prices, season passes, call 888-311-6224 or email them at: [wrsr@southshore.com](mailto:wrsr@southshore.com)

**EUREKA SPRINGS AND NORTH ARKANSAS RAILWAY (501-253-9623)** in Eureka Springs, Arkansas runs steam excursions along a two mile track along the former Missouri & North Arkansas Railroad right of way. It runs through October 30 on Mondays through Saturdays. Departures are every couple of hours and dinner trains are offered. Prices are \$8 for adults - call for dinner train prices.

# NEW FAST TRAIN

# The TEXAN

## St. Louis—Memphis and Texas

CONVENIENT SCHEDULES			
Southward Read Down			Northward Read Up
2:10 p. m.	- - -	Lv. St. Louis	Ar. - - - 8:20 a. m.
6:50 p. m.	- - -	Lv. Memphis	Ar. - - -
10:55 p. m.	- - -	Ar. Little Rock	Lv. - - - 11:30 p. m.
11:15 p. m.	- - -	Lv. Little Rock	Ar. - - - 11:10 p. m.
2:55 a. m.	- - -	Ar. Texarkana	Lv. - - - 7:35 p. m.
8:35 a. m.	- - -	Ar. Dallas	Lv. - - - 2:00 p. m.
9:30 a. m.	- - -	Ar. Ft. Worth	Lv. - - - 1:05 p. m.
	- - -	Ar. El Paso	Lv. - - - 8:30 p. m.
12:40 p. m.	- - -	Ar. Houston	Lv. - - - 10:00 a. m.
3:11 p. m.	- - -	Ar. Austin	Lv. - - -
5:55 p. m.	- - -	Ar. San Antonio	Lv. - - -

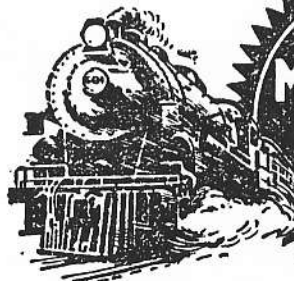
### Equipment—Southward

Ten-section Observation Sleeper, St. Louis to Ft. Worth.  
 Twelve-section Drawing Room Sleeper, St. Louis to Ft. Worth.  
 Twelve-section two Drawing Room Sleepers, St. Louis to Houston.  
 Lounge Service, Longview Jct. to Houston.  
 Twelve-section Drawing Room Sleeper, St. Louis to San Antonio.  
 Twelve-section Drawing Room Sleeper, Memphis to Houston.  
 Twelve-section Drawing Room Sleeper, Memphis to Ft. Worth.  
 Dining Car Service for All Meals.  
 Chair Car and Coach Service.

### Equipment—Northward

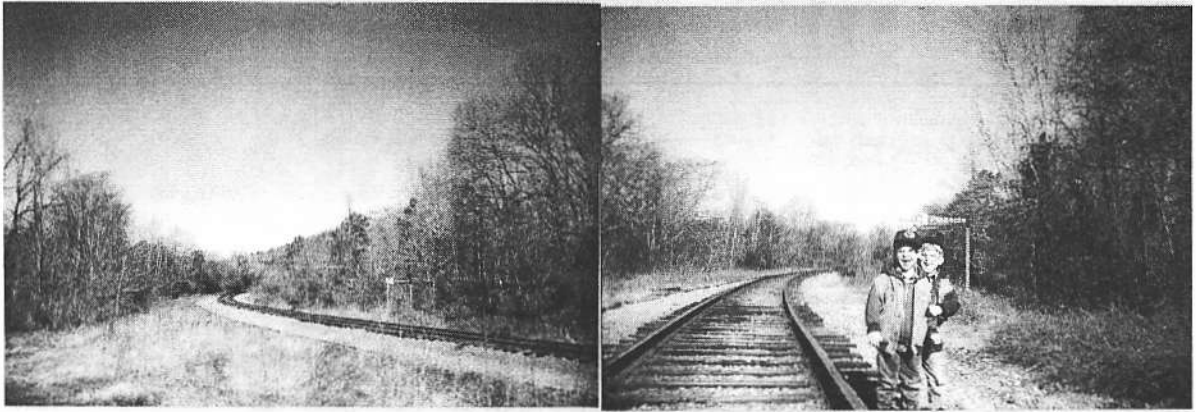
Twelve-section Drawing Room Sleeper, Brownsville to St. Louis (to Houston on Train 16.)  
 Twelve-section Drawing Room Sleeper, Houston to St. Louis.  
 Lounge Service, Houston to Longview Jct.  
 Ten-section two compartment Drawing Room Sleeper, Los Angeles to St. Louis (to El Paso on So. Pac. 104).  
 Twelve-section Drawing Room Sleeper, El Paso to St. Louis.  
 Sun Room Lounge Car, El Paso to Ft. Worth.  
 Ten-section Observation Sleeper, Ft. Worth to St. Louis.  
 Dining Car Service for all meals.  
 Chair Car and Coach Service.

A. D. Bell  
 Passenger Traffic Manager  
 MISSOURI PACIFIC RAILROAD CO  
 1650 Railway Exchange Bldg.  
 St. Louis, Mo.

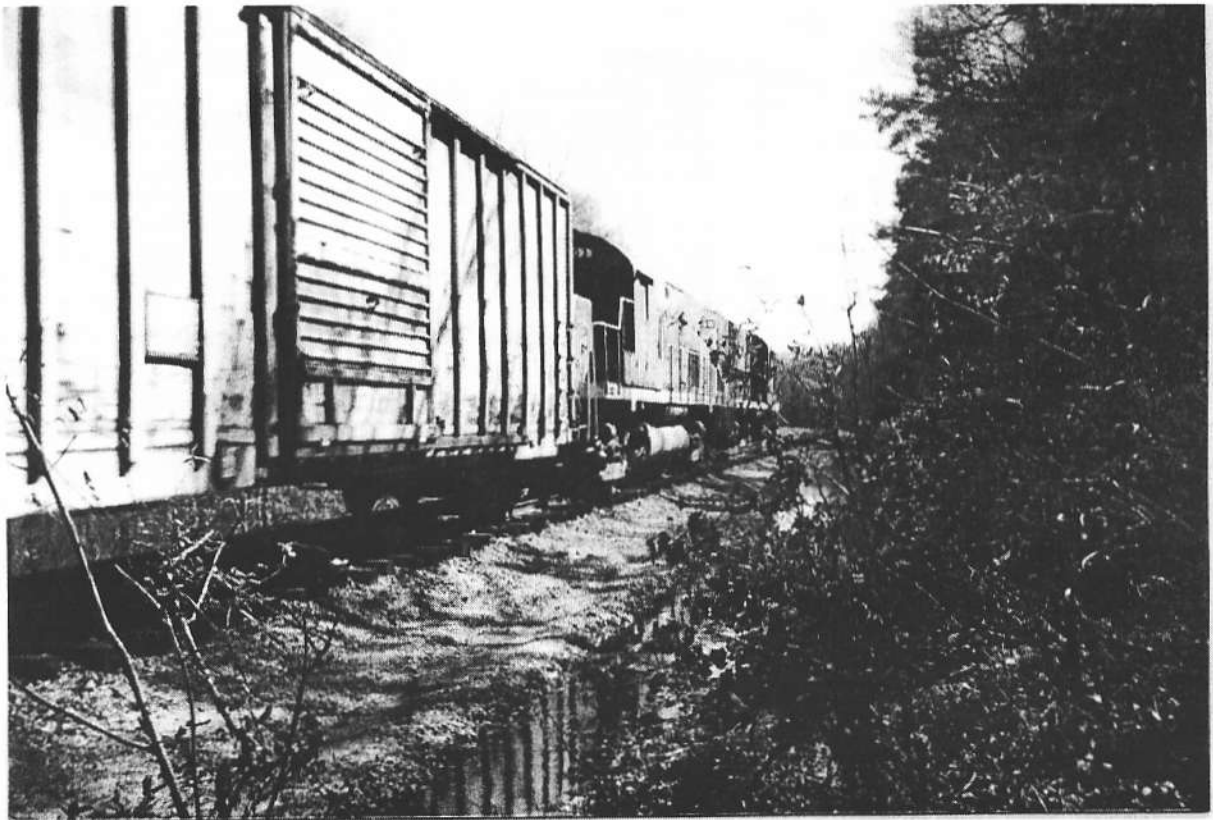


**MISSOURI  
PACIFIC  
LINES**

"A Service Institution"



On February 16, 1997, Carl Lancaster took his two sons on a trek along the former Rock Island (now Little Rock & Western) near Pinnacle siding, a few miles west of Little Rock. The left scene shows the remoteness of the place and the one at right shows Carl's two sons. *(Carl Lancaster photo)*



**LITTLE ROCK & WESTERN** train near Pinnacle siding, February 16, 1997. Another view of this train will be included in the 2000 calendar. *(Carl Lancaster photo)*



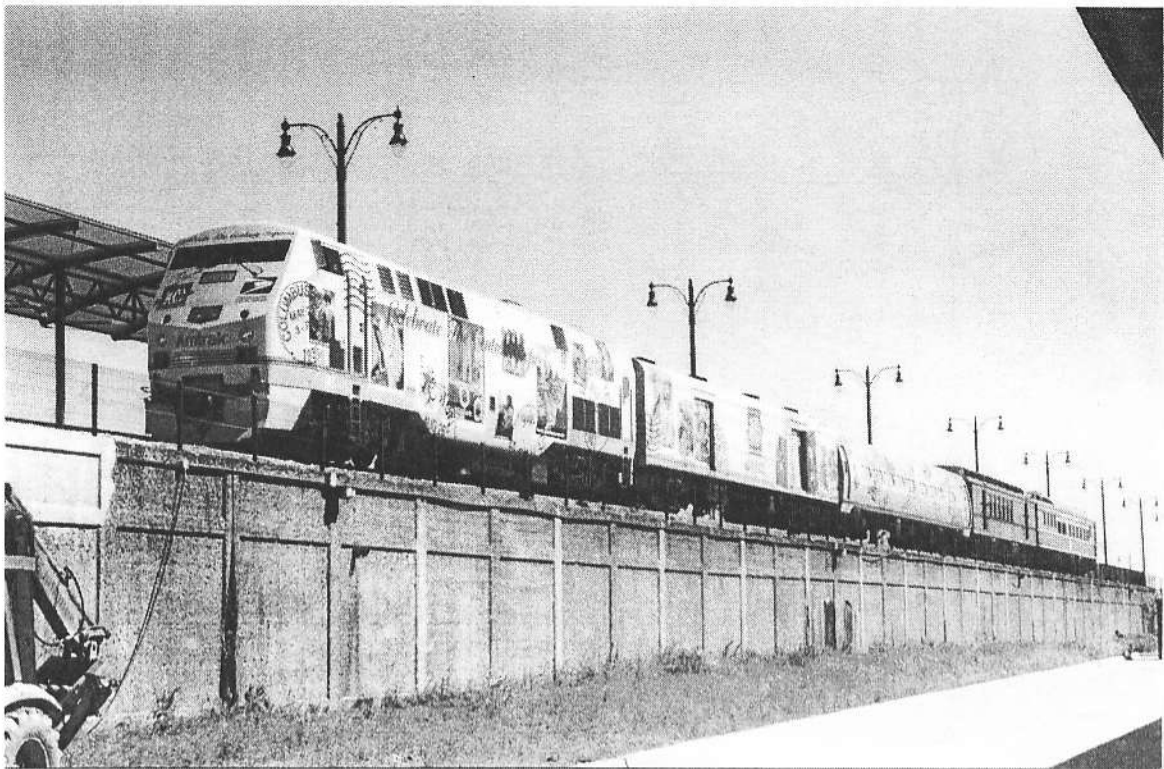




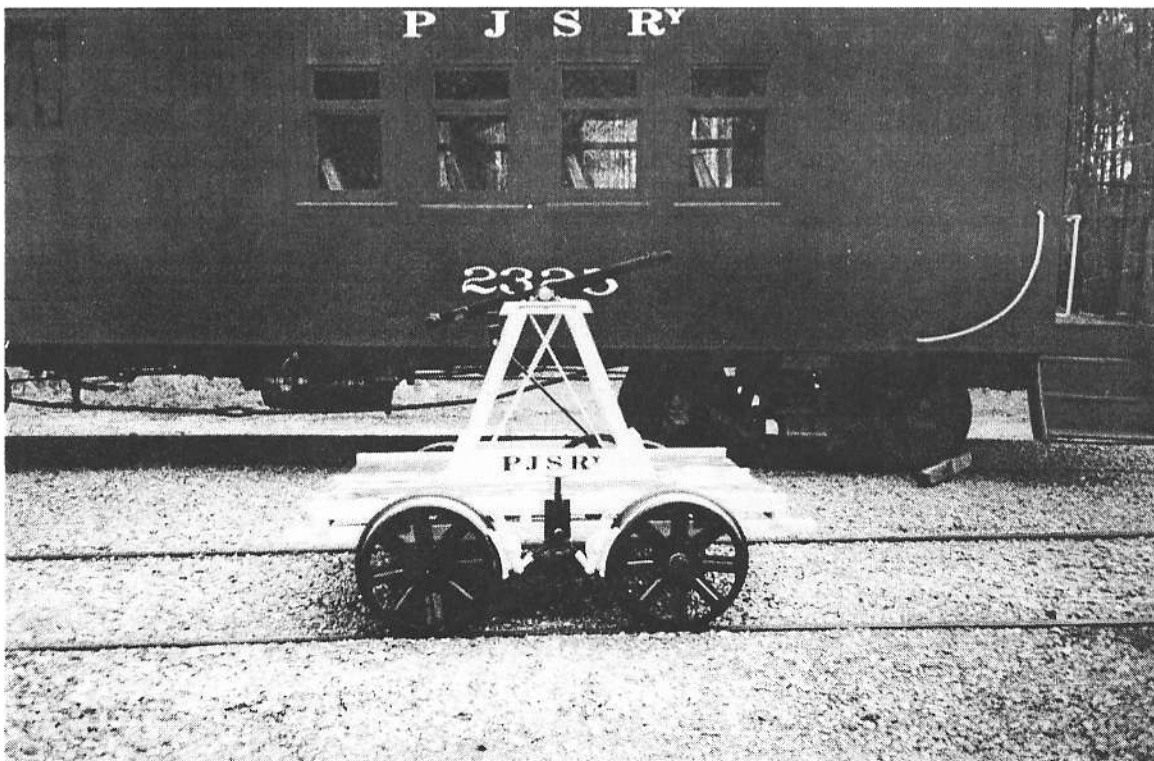
MERIDIAN & BIGBEE 104, 103 e/b Train 28 - coming off Tombigbee River Bridge, March 19, 1982. (Peter J. Smykla, Jr. photo)



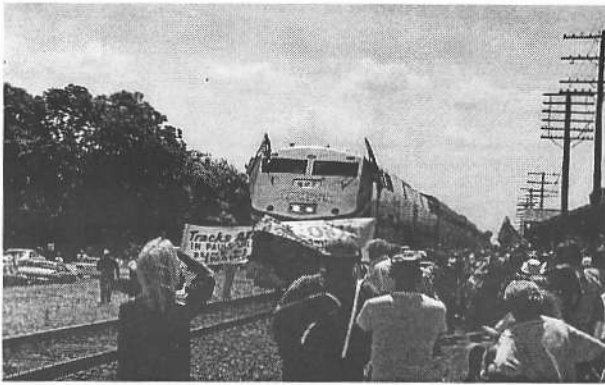
SANTA FE's *CHIEF* at Clovis, New Mexico showing baggage operations in 1967. (Bill Church photo)



The United States Postal Service's *Celebrate the Century Express* train pauses in Memphis, Tennessee on its cross-country tour on May 1, 1999. The RPO car on the train is former Southern Railroad's No. 28, built in 1926 by the Pullman Company. It ran as an operating RPO until the 1970s. *(John Jones photo)*



**A HANDCAR "MAIDEN" HEAVEN** - After advertising in an attempt to purchase a hand car, Peter Smykla, Jr was able to instead purchase a set of hand car plans, and with some machine work help from Joe Berg, he built one from scratch. Here it is, shown at Peter's Paperton Junction Southern Railroad near Pine Bluff on March 20, 1999. *(Sylvia Smykla photo)*



**TOP LEFT** - The *Heartland Flyer* breaks the traditional ribbon as it entered Pauls Valley, Oklahoma on June 14, 1999 at 12:18 p.m. Speeches were given and the train was on its way to Oklahoma City. Regular daily service started the next day. **TOP RIGHT** - Hundreds were on hand at Pauls Valley to see the first train (this was the press run), including these retired citizens sitting next to the restored Pauls Valley Santa Fe depot, now a museum. **LEFT** - The *Heartland Flyer* at the Pauls Valley station with Santa Fe steam engine #1951 on display. (Ken Ziegenbein photos)



Amtrak had a display at Little Rock's Riverfest celebration May 29, 1999. Over 800 walked through the train during the two-day event. (Ken Ziegenbein photo)



A World War II train #7, *The Southerner*, in 1944 won't need a helper on the rear-end today with a 5500 4-4-2 Atlantic trailing the 5313 4-8-2 Mountain (with C. C. Yarbrough at the throttle of the Atlantic) and providing plenty of power. Taken from the 12th Street overpass, Little Rock, this location is where many of my 1940s and 1950s shots were taken. (John A. Mills photo)

### SOUTHWEST HOSPITAL/MEDICAL ARTS BUILDING

Physician \_\_\_\_\_

Appointment Time \_\_\_\_\_

**Southwest  
Hospital**  
LITTLE ROCK, ARKANSAS

Located I-30 at I-430; take Exit 128; behind the LaQuinta, Medical Arts Building located next to the hospital.

Our July 18 meeting will be held in one of the two classrooms located on the second floor of the Southwest Regional Hospital. It is recommended that those attending the meeting park in the parking lot located at the end (west side) of the hospital and enter the building through the door located near that parking lot. Immediately inside the hallway by the door is an elevator which can be used to get to the classroom. (Leonard Thalmueller)