



Little Rock Chapter
NRHS

ARKANSAS RAILROADER



VOLUME 33 NUMBER 6 JUNE 2002



Branson Scenic Railway's F-unit No. 98 waiting at the Branson, Missouri BSR (ne. Missouri Pacific) depot, April 20, 2002. Note the horse-drawn carriage on the street in the background. This tourist train runs several roundtrips a day into Arkansas on the Missouri and Northern Arkansas Railroad, plus a dinner train some evenings. *(Ken Ziegenbein photo)*



LEFT- Site of the Rock Island's Passenger Depot on Kansas Avenue, just north of downtown Topeka, Kansas. Although the depot has been gone for about 50 years, the property still belongs to the succeeding railroads (RI-SP-UP). It is currently a parking lot. *(Jim Johnson photo - more inside)*

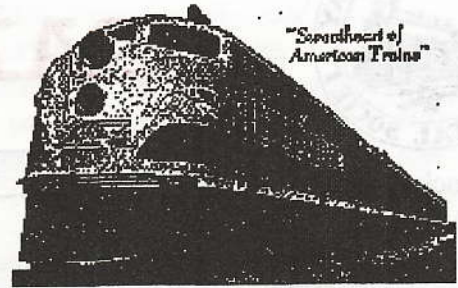
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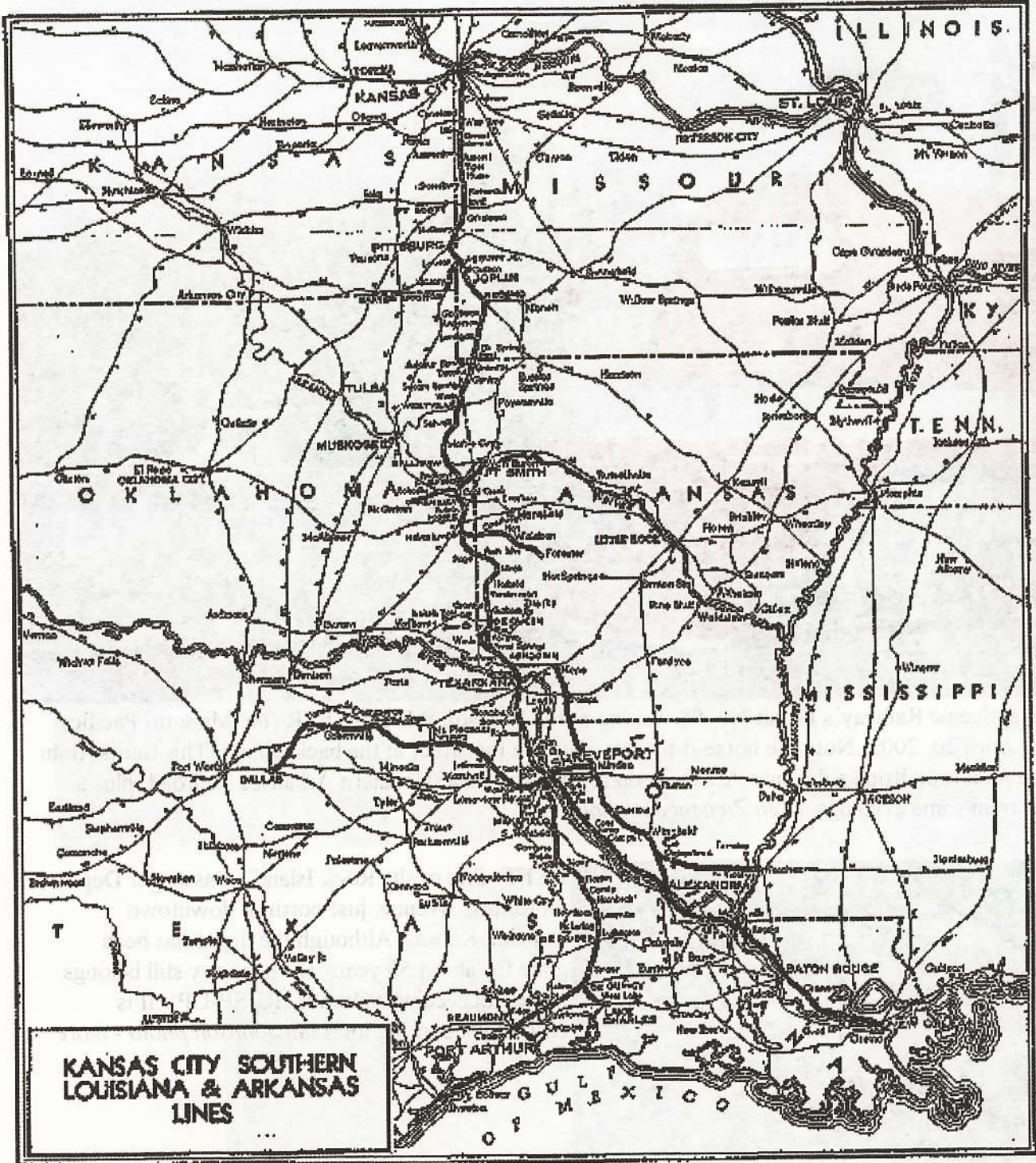
Southern Belle

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"Southwest of American Trains"



2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

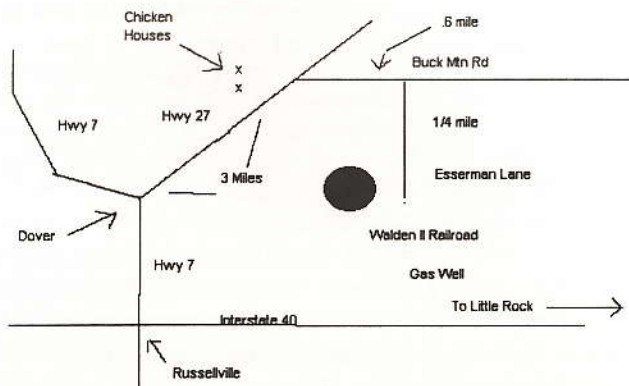
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BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts that was formed in 1969. We are also the Little Rock Chapter of the National Railway Historical Society. We meet on the second Sundays of most months at 2 p.m. Anyone interested in trains is welcome!

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly *Arkansas Railroader* newsletter. If you'd like to join the NRHS through our club (thus being a member of the Little Rock Chapter NRHS and national NRHS), you must pay \$20 a year more, bringing the total to \$40 a year for both. Dues are always payable on January 1st of each year, but you may pay at any time (membership will extend through the following year).

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



The **JUNE MEETING** will once again be held at Dover for our annual outing to ride Ron Esserman's backyard Walden Too Railroad. Date will be **Saturday, June 15** starting about 930 a.m.. **We will not have the regular meeting in June** as a result. It is advised to bring your lunch to this fun outing. At left is a map to Ron's place.

Regular club meetings will resume in July.

NEW/REINSTATED MEMBERS - We welcome this month: Bill Sanders, 602 Woodland Dr, Benton AR 72105; Joe Berg, 5603 Dale Rd, Benton AR 72015; Gloria Fullerton, PO Box 480, Junction City AR 71749-0480; Richard Griffith, 3011 Ruffle Dr, Bartlett TN 38134.

DEWEY GARTRELL

Born 1919 - Died January 8, 2002.

WANTED : FOR SALE OR TRADE

Nothing new received this month. If you had an ad that once ran and want to run it again, please let me know.

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.

OHIO - CSX - To abandon a line of railroad in its Midwest Region, Louisville Division, Toledo Subdivision, extending between the junction of the Vandalia Line and the Toledo Main Line at or about milepost BE 69.5 to the end of the Vandalia Line track, a distance of approximately 2.59 miles, in Vandalia, Montgomery County, OH. A final decision is anticipated to be issued by July 17, 2002. (STB Docket No. AB-55 (Sub-No. 609X, decided April 9, served April 18, 2002)

TENNESSEE - CSX - To discontinue service over 12.24 miles of its Midwest Region, Nashville Division, Memphis Terminal extending between milepost ONI 222.9, east of Memphis, and milepost ONI 210.66, near Cordova, at the end of the line, in Shelby County, TN. It includes the station of Cordova at milepost ONI 210.66. A final decision will be issued by July 17, 2002. (STB Docket No. AB-55 (Sub-No. 615X, decided April 11, served April 18, 2002)

INDIANA - CENTRAL RAILROAD COMPANY OF INDIANA/CSX - Filed a notice of exemption under 1180.2(d)(5) to participate in a joint relocation project with CSX Transportation, Inc. (CSXT). CIND, upon commencing trackage rights operations over CSXT, will abandon service over its 1- mile line between milepost 24.6 at Dearborn Tower and milepost 25.6 at West Lawrenceburg Interlocking (the Line). The transaction was scheduled to be consummated on or after March 29, 2002, the effective date of the exemption. (STB Finance Docket No. 34187, decided April 15, served April 19, 2002)

ARKANSAS RAIL NEWS

GENERAL RAIL NEWS

RAN PAST SIGNAL CAUSE OF WRECK

A BNSF freight engineer who ran past two warning signals most likely caused the head-on crash with a Metrolink commuter train that killed two passengers and injured hundreds of others in mid April, according to preliminary findings released April 24, 2002 by federal investigators. Officials from the National Transportation Safety Board said they are focusing on the freight operator because they have ruled out brake or other mechanical failure, track problems and signal malfunctions. About two miles from the site of the collision in Placentia, California, a yellow light signaled to the engineer that he should slow to 30 mph. But NTSB investigators said the BNSF freight engineer appeared to ignore or miss the light. The train picked up speed to about 48 mph. A minute and a half later, the 67-car freight train was signaled by a red rail light to stop, but the train was traveling too fast. The engineer's efforts to apply the emergency brakes were not enough to prevent the train from slamming into the Metrolink cars, which had already stopped on the track. The freight was going about 20 mph upon impact, throwing passengers and causing two Metrolink coaches to derail, carrying it a total of 337 feet.

ACCIDENT STATISTICS

Here are some statistics regarding train accidents for 1995-2001. Keep in mind that accidents can mean just a wheel or two off the tracks in railyards along with major accidents on the line. These stats are from the Federal Railroad Administration and do NOT include highway grade crossing accidents, which I personally would put in the highway accident statistics, not railroad, anyway.

Texas: 1805; Illinois: 1694; California: 992; New York: 787; Pennsylvania: 710; Iowa: 604; Ohio: 601; Nebraska: 589;

Kansas: 556; Minnesota: 545.

NORFOLK SOUTHERN'S EXHIBITION CAR

The Norfolk Southern Exhibit Car will visit 14 communities in 2002. The Exhibit Car features interactive displays, including a locomotive simulator and a train dispatching center, depicting the history and modern operation of the Norfolk Southern transportation system. Some 1.5 million people in more than 325 cities have viewed the traveling showcase since 1971. The car began its 32nd year of service April 26-28 and will be at the following locations the rest of this year: June 1, Manassas, Va.; June 7-16, Strasburg Railroad, Strasburg, Pa.; July 1-21, Southeastern Railway Museum, Duluth, Ga.; July 24-27, Atlanta Fireman's Muster, Atlanta; Aug. 8-18, Tennessee Valley Railway Museum, Chattanooga, Tenn.; Aug. 30-Sept. 2, Hendersonville, N.C.; Sept. 13-22, Strasburg Railroad, Strasburg, Pa.; Oct. 6-12, on the TRANSCAER Whistle Stop train for community emergency responders, with stops in Washington, D.C.; Linwood and Asheville, N.C.; Knoxville and Chattanooga, Tenn.; and Decatur, Ala.; Nov. 30, McKeesport, Pa.; Dec. 5-8, Strasburg Railroad, Strasburg, Pa.

Norfolk Southern provides the Exhibit Car at no cost for community events throughout its 22-state rail transportation network. Requests for the car for 2003 can be made through the Norfolk Southern Web site at www.nscorp.com. Click on "about Norfolk Southern," then "Exhibit Car" under the "Miscellaneous" column.

FIRST QUARTERS LOOK GOOD

Kansas City Southern Industries, Inc. reported a \$5.8 million increase in net income for the first quarter of 2002 to \$11.7 million compared to \$5.9 million for the first quarter of 2001. Also, Union Pacific Corporation reported a 19 percent increase

in earnings with a net income of \$222 million. This compares to net income of \$181 million in the first quarter of 2001.

"Automobiles now account for the highest number of accidental deaths in the U.S. - claiming the life of one American every 13 minutes ... that's 117 deaths every day."
(AAA)

DURANGO & SILVERTON IS 120!

To celebrate its first 120 years, the Durango & Silverton Railroad, held its annual Narrow Gauge Days on May 9 in front of the train depot. The railroad will served free lunches from 11 a.m. to 2 p.m. - hot dogs with all the trimmings, soft drinks, chips and cookies. On July 7, 1882, the first train pulled into Silverton on the Denver & Rio Grande Railway. "It's a big deal," they said. "It's very significant that we are celebrating 120 years of continuous service between Durango and Silverton." With summer service comes summer prices: tickets will jump from \$45 to \$55.

GERMAN DINING CARS NO LONGER

Germany's national railroad Thursday reported a slight rise in passenger traffic for 2001 and pledged to push ahead with cost cuts that include the phaseout of a classic train fixture the dining car. Eliminating the time-honored dining car is one way the company hopes to save money. Deutsche Bahn said this week the phaseout will begin Aug. 1 in its latest-generation InterCityExpress trains and gradually extend to all express trains next year. Restaurant-style seats and tables will be replaced by a snack bar, and food trolleys will serve passengers at their seats. Rail officials said only 15 percent of passengers currently order food — because they are reluctant to leave their seats and luggage and because eating habits are shifting toward lighter fare.

AMTRAK NEWS

The following is from a writer in the April 29, 2002 *Newsweek*:

"So before you get in a huff about my call for greater government support for the national rail system, keep in mind that the government already subsidizes air and road travel to the tune of \$40 billion a year. By comparison, Amtrak gets a measly \$500 million—and has to beg for it every year. - - - If you think that the government shouldn't be in the business of subsidizing Amtrak, that's fine. But then the government really shouldn't be in the business of subsidizing Greyhound or United Van Lines by building the roads that its buses and trucks use. Then of course, the government shouldn't be in the business of subsidizing the airlines by paying for the nation's air-traffic control system and the construction of airports. And while you're at it, the government shouldn't even be in the business of subsidizing you and your nice big SUV by keeping tolls and fuel taxes lower than they would be if such fees were fully financing road construction and maintenance rather than just a tiny share."

NEW AMTRAK PRESIDENT

Here is part of the May 10 interview Amtrak President Gunn gave to *Trains Magazine*: "I believe in a national system," Gunn said. "I'm not going to play the game that Amtrak started to play by threatening to cut off the long-distance trains. It made no sense – even economically it made no sense." While the long-distance system needs major operating support, the Northeast Corridor is in just as much peril because it has been so starved of capital, Gunn says. "You're not going to save the Northeast Corridor by not running long-distance trains," he says.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

ARIZONA - WILLIAMS - AUGUST 19-26, 2002 - The Grand Canyon Chapter, NRHS, is hosting the 2002 NRHS national convention in Williams, Arizona from August 19 through the 26th, 2002. Activities include steam and Alco trips on the Grand Canyon Railway. Registration is \$40 (tentatively). Contact Canyon Rails 2002, PO Box 391, Williams AZ 86046 or go to their website: <http://www.canyonrails2002.com>

To join/renew membership in the Arkansas Railroad Club (Little Rock Chapter National Railway Historical Society), fill out the form below. **Annual dues are \$20** for local dues (plus **\$20** for the national NRHS dues if you want to join the NRHS through our chapter, a total of \$40 for both local and national dues).

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is trains@trainweather.com.



Site of the Rock Island's Passenger Depot on Kansas Avenue, just north of downtown Topeka, Kansas (where the Rock Island emblem was located as seen on the front page). Although the depot has been gone for about 50 years, the property still belongs to the succeeding railroads (RI-SP-UP). It is currently a parking lot. *(Jim Johnson photos - 2001)*



Malvern, Arkansas, 230 a.m., March 18, 2002. Mr & Mrs Jake Commer and Mr & Mrs Bill Eldridge are waiting for a taxi to take them to Little Rock after the Texas Eagle had to hold at Malvern due to a Union Pacific freight derailment ahead of the train in Benton. I also rode the taxi - the taxi got to Union Station in Little Rock about 3 a.m. We were returning from a National Association of RR Passengers' convention in Fort Worth.

OUACHITA RAILROAD TRIP GUIDE

The following is information on the route of the Ouachita Railroad, which was founded on November 10, 1990. It operates over the former Rock Island (original Arkansas Southern Railroad) line between Little Rock, Arkansas, and Alexandria, Louisiana. Upon the end of the Rock Island, it was temporarily operated by Missouri Pacific, and then sold to the South Central Arkansas Railroad. It was later operated by the East Camden & Highland before the Ouachita acquired it.

OUACHITA RAILROAD COMPANY	
Miles	Stations
-1.0	North El Dorado, AR
0.0	El Dorado, AR
0.5	South El Dorado, AR
8.0	Catesville, AR
15.8	Junction City, AR
16.0	Junction City, LA
25.4	Lillie, LA

Notice the many tracks added in 1921 due to the local oil boom, which covered about 7740 acres in the area. During this time, the Rock Island was operating hourly commuter service (called roughneck specials) as far south as Cornie and as far north as Camden due to the shortage of housing in the area. While passing through this area, notice the many ruins of oil production facilities scattered throughout the woods. Looking carefully, you can still see old boilers, foundations, and the like. During the spring of 1921, CRIP hauled more than 400 tank car loads of crude from the El Dorado Field, but production peaked in 1922 and the decline as well as the construction of pipelines to Port Arthur, Texas, by the Shreveport-El Dorado Pipe Line Company ended the rail movements.

Leaving El Dorado, the rail line dives down (0.5% grade) off the ridge on which the town sits. From mile 102 to 106, the railroad follows Bayou de Loutre and crosses many small streams feeding the waterway. Water laps against the railroad in a number of places during the rainy season. Great Lakes Chemical sits almost 75 feet above the Bayou, forcing the railroad to climb steeply (up to 1.1% grade) into the plant from either direction. South of Upland, the line follows (actually crosses many times) the Walker Branch to Cornie, where it turns to follow the Little Cornie Bayou. This area is also typical South Arkansas swamp and timber land. Watch for the beaver lodges. South of Junction City, the rail line drops at 1.05% for a while and then stays on a sandy hill west of Little Cornie Bayou until re-entering the Bayou lowlands near Randolph.

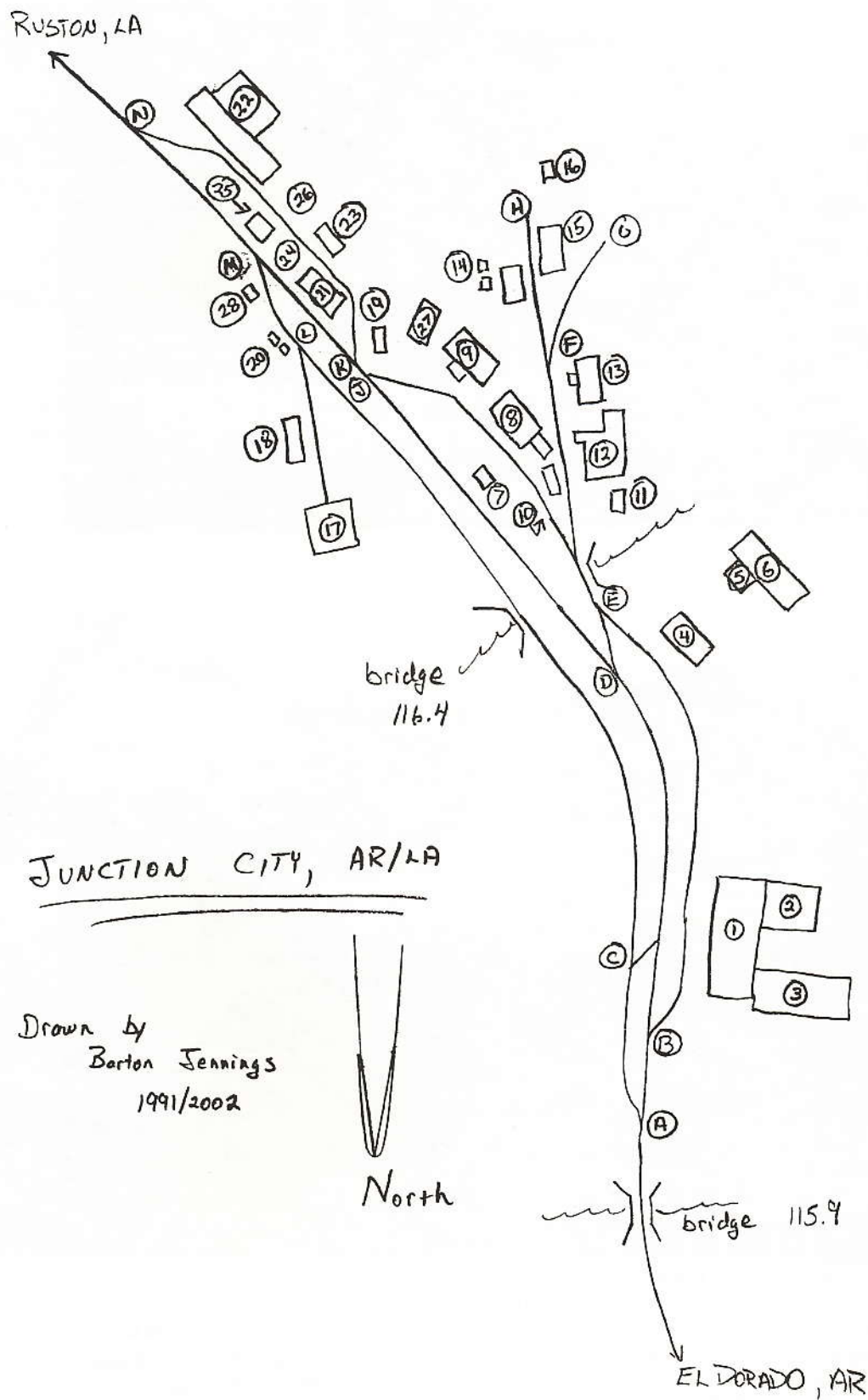
- 99.6-99.8 Siding to east, several oil spurs to east and west
- 100.0-101.5 **EL DORADO** - at one time, there were nearly 70 tracks, spurs, etc., yard and shop facilities, roundhouse and turntable here. Currently the OUCH operating headquarters. Only several tracks are left today.
- 100.4 Telltale above tracks for Missouri Pacific overpass
- 100.6 Downtown, 19'x84' depot, wye to downtown, MP and E&W interchange
- 100.9 7-track yard, fueling facility, turntable, 10-stall roundhouse
- 101.9 Pass under Highway 82
- 102.2 Cross Bayou de Loutre
- 102.3 746' spur for F.C. Henderson west of mainline, built 9-22-1922, retired ?
- 102.3 1088' spur for El Dorado Pole Co. east of mainline, built 5-9-1921, extended 5-19-21, retired ?

- 102.8 593' spur for Gulf Refining Co. west of mainline, built 1921, extended 7-22-1923, retired ?
- 103.0-103.3 1492' siding built for Southern Oil Corp./O.E. Hodge east of mainline, built 5-3-1921, retired 12-1936
- 104.4-105.0 3398' siding west of mainline, built 10-20-21, retired 1939
- 104.5 **CARGILE** - station sign, mail crane to west, spur to east
- 105.8 Spur to Georgia Pacific to east of mainline
- 106.2-106.6 1974' siding west of mainline, built 1907, retired 9-16-1935
- 106.2-106.5 1400' team track east of mainline, built 10-21-1921, reduced 1175' on 10-31-1932, extended 1175' 9-16-1935, retired 1938
- 106.2 343' spur for W.S. Poole east of mainline, built 9-15-1921, retired 12-5-1921
- 106.3 Phone booth
- 106.4 **SMITH** - station sign
- 107.4-107.5 **LAMBERTON** - 800' siding west of mainline, built 2-15-1922, retired 1927
- 107.5-107.7 1179' siding for El Dorado Oil and Pipe Line Co. east of mainline, built 10-1921, retired 1927
- 107.7 517' spur for W.J. Kinnard & Co. west of mainline, extended 120' for Omara & McCoy 3-1922, retired 1927
- 107.7 450' spur for The Koppers Co. west of mainline, built 12-1922, retired 1928
- 108.0 **CATESVILLE** - all tracks to east of mainline
- 108.5 586' spur for Murphy Corp. #1/Michigan Chemical #1/Great Lakes #1 east, built 6-1956
- 108.5 435' spur for Murphy Corp. #2/Michigan Chemical #2/Great Lakes #1 west, built 6-1956
- 108.6 527' spur for Michigan Chemical #3/Great Lakes #2, built ?
- 108.7 571' spur for Michigan Chemical #4/Great Lakes #3 east, built ?
- 108.7 549' spur for Michigan Chemical #5/Great Lakes #3 west, built ?
- 108.8 350' spur for Great Lakes #5, built 3-91
- 108.8 1050' spur for Michigan Chemical #6/Great Lakes #4, built 8-1973
- 108.8 397' spur for Michigan Chemical #7/Great Lakes #4 south, built 8-1973
- 109.5 570' spur for Arkansas Natural Gas Co. west of mainline, built 12-21-1921, retired 11-30-1933
- 109.6 **UPLAND** - depot, tool house, mail crane, combination coal house/out house, section house, sheds. Described as a "rough community" in early literature.
- 109.6-110.0 2243' house track west of mainline, built 1907, extended 2-1922, retired 7-13-1934
- 109.7-110.3 2999' siding east of mainline, built 1907, retired 1940
- 109.7 609' spur for Moore, Grammill & Ritchie east of mainline, built 1-12-1922, retired ?
- 112.8 **CORNIE** - station sign, wye to west of mainline, connection to El Dorado & Wesson via Cornie Valley Railroad (operated with 3 shay locomotives)
- 115.5 **SCOTLAND** - no info available
- 116.0-116.6 3220' siding east of mainline, built 1909, extended 1936, today is the mainline
- 116.3-116.5 1248' team track west of mainline, built before 1917, rebuilt 1954, retired ?
- 116.4 783' team track and wye connection west of mainline, built 1954, retired ?
- 116.4 692' wye track west of mainline, built 1954, retired 1958
- 116.6-116.9 1528' house track west of mainline, built before 1917, retired ?
- 116.7 **JUNCTION CITY AR/LA** - depot, railroad reached here on 9-27-1894, junction of 2 states, 1 county, and 2 parishes
- 116.7 526' gin track for Farmers Union Warehouse east of mainline, built 1908, retired 11-1965
- 116.75 **ARKANSAS/LOUISIANA STATE LINE**
- 117.1 Spur to east of mainline, built ?, retired ?
- 117.1 Garmet factory spur to west of mainline, built ?, retired ?
- 119.3-119.6 Siding to east of mainline, built before 1917, retired ?
- 119.3 Spur to Summit Lumber Company (originally Randolph Lumber Co.) east of mainline, connection to Arkansas & South Eastern Railway, built before 1917, retired ?
- 119.5 **RANDOLPH** - depot and 2 sheds, water crane and tower, 14'x16' pump house
- 123.1-123.6 2399' siding to east of mainline, built 1908, shortened 1911' in 11-1965, retired ?

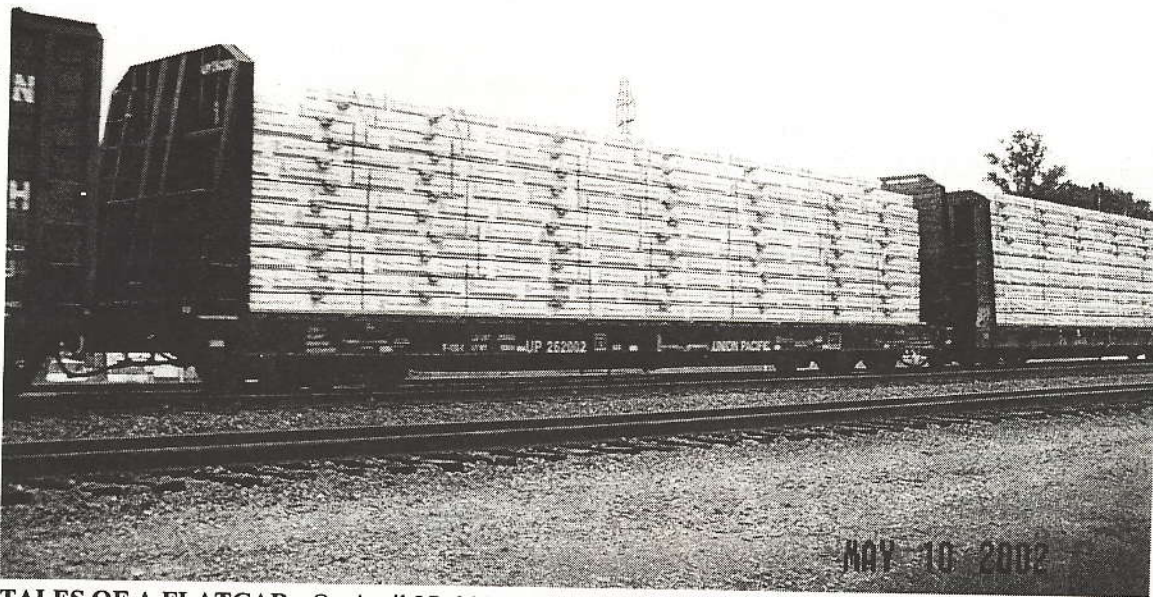
123.3	Spur west of mainline, built before 1917, retired ?
123.5	LILLIE - 30'x50' depot, 12'x16' tool house to west, stock yards to the west, 32'x33' cotton seed house to the east, 34'x52' coal house to west
124.4-124.8	1885' siding for Olinkraft Corp/Willamette Industries east of mainline, built 7-1971
124.4-124.8	Lillie Storage #1 - 1742' siding west of mainline, built 7-1971
124.5-124.8	Lillie Storage #2 - 1516' siding west of mainline, built 7-1971

JUNCTION CITY: From maps produced after the 1917 valuation of the railroad.

<u>Code</u>	<u>Engineering Location</u>	<u>Facility</u>
	835+37 to 835+53	Bridge 115.9
A	838+30	North Siding Switch
B	848+99	North Team Track Switch
C	851+47 to 853+47	Crossover Using 2 - #10 Switches
1	853+36	Old Mill Building 25'x104'
2	853+36	Old Mill Building 40'x52'
3	853+36	Old Mill Building 25'x70'
5	857+04	Gin Building 14'x12'
6	857+04	Gin Building 76'x22'
4	857+34	Seed House 32'x16"
D	857+53	Track #3 Switch
E	859+53 = 0+00	Track #4 Switch
	859+69 to 860+12	Bridge 116.4
10	003+91 (863+44)	C.E. Millers Tank 16'x24'
11	004+05 (863+58)	C.E. Millers Tank
12	004+57 (864+10)	O.A. Pepper Hay Barn 50'x48'x28'x8'x22'x40' with 6'x8' Addition
F	005+85	Spur Switch
G	006+69	End of Spur
13	006+07 (865+60)	Arkansas-Louisiana Gas & Oil Co. 20'x16'6'x12'
14	007+46 (966+99)	Gay Oil Company 20'x30' with 2 10'x20' Tanks
15	009+53 (869+06)	G.L. Risinger Seed House 20'x30'
H	010+15	End of Spur
16		Wagon Scales
7	864+20	Tool House 10'x16'
8	864+29	Car Unloading Platform 32'x40'/16'x10'
9	864+94	Stock Pins 43'x70'/6'x24'
27		Section House 16'x32' (former Randolph Depot moved 5-15-1928)
J	869+16	South Team Track Switch
19	872+44	Motor Car Barn
K	872+80	North House Track Switch
17		Farmers Union Warehouse 58'x100'
18	873+56	Cotton Warehouse 74'x64'
L		Farmers Union Warehouse Switch
20	875+10	Toilet
20	875+36	Toilet
21	876+86	Depot 24'x89'
23	878+95	Pumphouse 18'x40'
24	878+96	Mail Crane
25	878+99	Prefab Depot 10'x20'
28	880+57	Brakeman Shanty 10'x10'
26	881+10	Water Tank/Valve House
M	881+22	South Siding Switch
	881+40	Water Crane
22	882+77	Barringer Lumber Company 172'x73' with Covered Platform
N	887+70	South House Track Switch



Drawn by
Barton Jennings
1991/2002

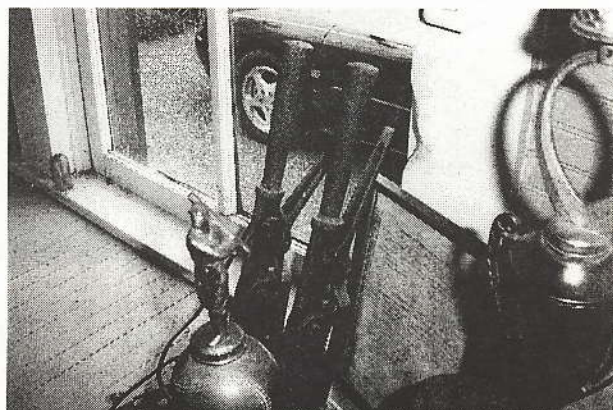
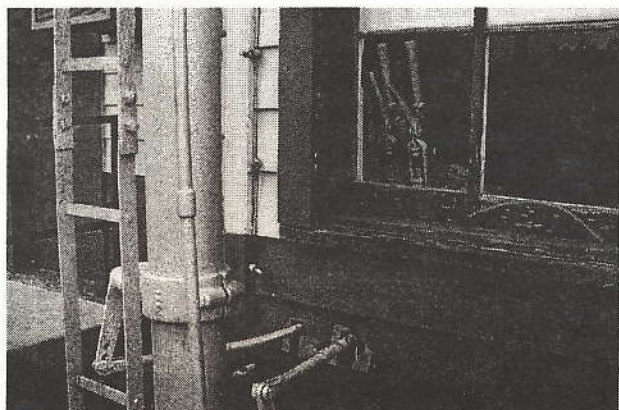
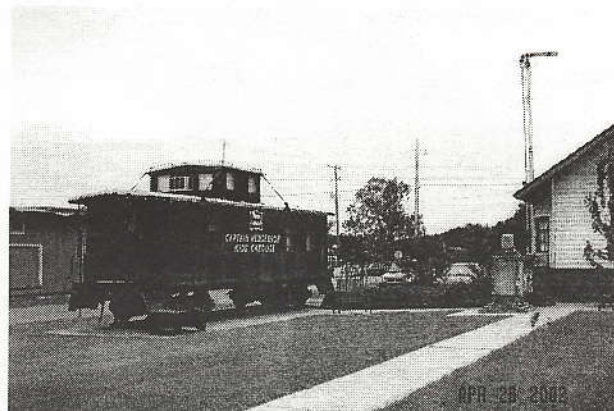


TALES OF A FLATCAR - On April 27, 2002, our club had an excursion on the Ouachita Railroad between El Dorado, Arkansas and Lillie, Louisiana and return. Many of us road on this flatcar, UP262002, on chairs (TOP PHOTO). On May 10, this car came through Little Rock on the U.P. with a lumber or plywood load (BOTTOM PHOTO), headed for Westfield, Massachusetts. After the May 27 trip, this car went to Alexandria, Louisiana (May 7), McGehee, AR (1047 a.m. May 10), Grady, AR (1240 p.m.), Pine Bluff (112 p.m) and past Little Rock's Union Station (305 p.m., when the photo was taken). It was to be interchanged with CSX at Valjct, Illinois on May 11. After I found out it had left Pine Bluff at 112 p.m., I headed for Union Station and got the photo. The train took less than 2 hours to get to Little Rock. (Ken Ziegenbein photos)

ARKANSAS RAILROADER - June 2002

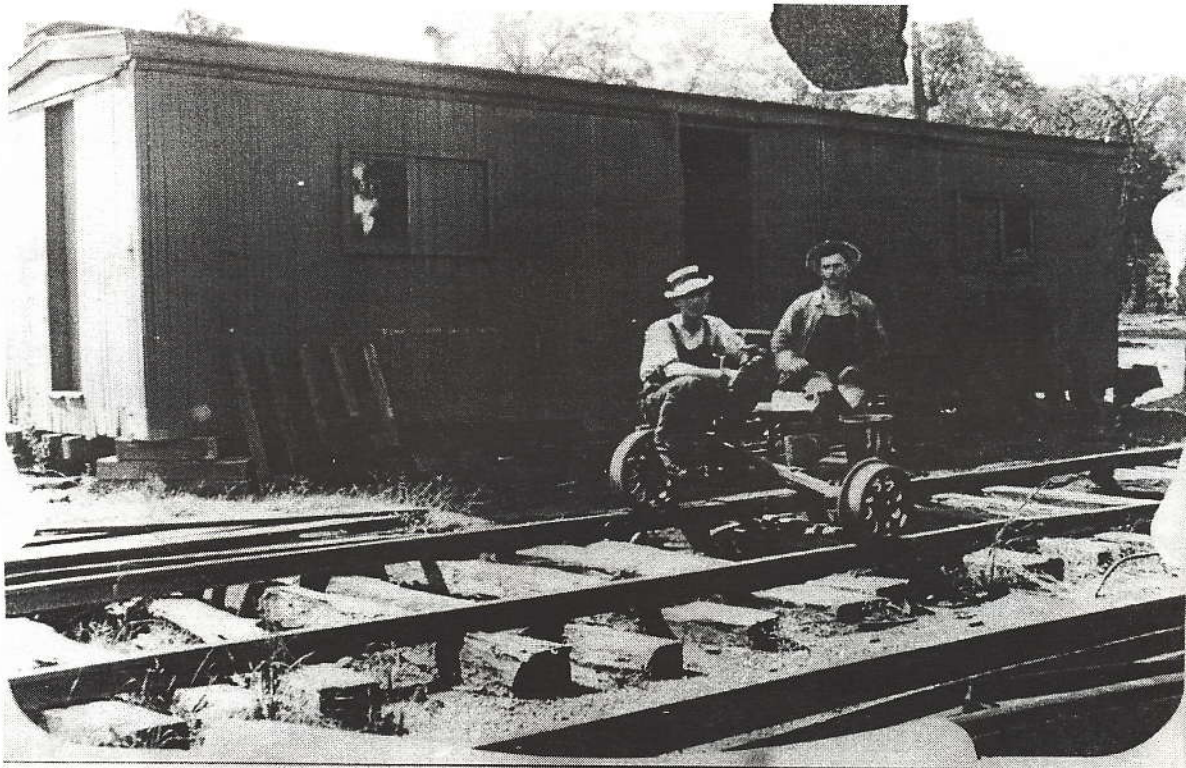


ABOVE LEFT is Michael Robbins, President of the Ouachita Railroad, who along with Bobby Jones, RIGHT, ran the special OUCH train for us and OUCH's customers on April 27, 2002. We offer them our sincere thanks. It was a fun trip.



Above are photos of the restored Bernice, Louisiana depot in Bernice, Louisiana. It still has the signal tower in place along with the operating handles. Rails may once again be placed here and run by the OUCH within the next year.

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TOP - On the Little Rock & Fort Smith Railway, rails reached Spadra (four miles west of Clarksville) in 1877. This photo, made 2 Nov. 1907, at the boxcar station at Spadra shows the lack of quality construction. Note untreated wood cross-ties and absence of ballast on the main line and wood cribbing under the deteriorating boxcar. The fellows on the velocipede seemed to be in charge of minimum maintenance. **BOTTOM** - In about 1900, farmers were delivering an abundant crop of peaches to the freight loading platform (center of photo) of the Frisco at Van Buren, Arkansas. The covered platform and two lines of wagons occupy the area of present Main Street. The anticipation of such freight business helped to bring the Frisco to Van Buren in 1882. Note the streetlight suspended at upper right. *(Photos copied at Ozark National Forest office at Russellville, Gene Hull collection)*

A Hog Can Cross America Without Changing Trains—But YOU Can't!

The Chesapeake & Ohio and the Nickel Plate Road
again propose to give humans a break!

It's hard to believe, but it's true.

If you want to ship a hog from coast to coast, he can make the entire trip without changing cars. You can't. It is impossible for you to pass through Chicago, St. Louis, or New Orleans without breaking your trip!

There is an invisible barrier down the middle of the United States which you cannot cross without inconvenience, lost time, and trouble.

560,000 Victims in 1945!

If you want to board a sleeper on one coast and ride through to the other, you must make double Pullman reservations, pack and transfer your baggage, often change stations, and wait around for connections.

It's the same sad story if you make a relatively short trip. You can't cross that mysterious line! To go from Fort Wayne to Milwaukee or from Cleveland to Des Moines, you must also stop and change trains.

Last year alone, more than 560,000 people were forced to make annoying, time-wasting stopovers at the phantom Chinese wall which splits America in half!

End the Secrecy!

Why should travel be less convenient for people than it is for pigs? Why should Americans be denied the benefits of through train service? No one has yet been able to explain it.



Canada has this service . . . with a choice of two routes. Canada isn't split down the middle. Why should we be? No reasonable answer has yet been given. Passengers still have to step off at Chicago, St. Louis, and New Orleans—although they can ride right through other important rail centers.

It's time to pry the lid off this mystery. It's time for action to end this inconvenience to the public . . . NOW!

Many railroads could cooperate to provide this needed through service. To date, the Chesapeake & Ohio and the Nickel Plate ALONE have made a public offer to do so.

How about it!

Once more we would like to go on record with this specific proposal:

The Chesapeake & Ohio, whose western passenger terminus is Cincinnati, stands ready now to join with any combination of other railroads to set up connecting transcontinental and intermediate service through Chicago and St. Louis, on practical schedules and routes.

The Nickel Plate Road, which runs to Chicago and St. Louis, also stands ready now to join with any combination of roads to set up the same kind of connecting service through these two cities.

Through railroad service can't be blocked forever. The public wants it. It's bound to come. Again, we invite the support of the public, of railroad people and railroad investors—for this vitally needed improvement in rail transportation!

Chesapeake & Ohio Railway • Nickel Plate Road

Terminal Tower, Cleveland 1, Ohio

APRIL 27, 2002. The Arkansas Railroad Club had an excursion on the Ouachita Railroad (OUCH) from El Dorado, Arkansas to Lillie, Louisiana (about 25 miles) and return on Saturday, April 27, 2002 (on the former Rock Island). The President of OUCH, Michael Robbins and OUCH employee Bobby Jones ran the train for both our club and as a working freight that Saturday. We had a caboose and a flatcar with chairs firmly seated to ride on. There were over 30 club members who rode this rare-mileage excursion. Going to the Weyerhaeuser plant in Lillie, we pulled 9 boxcars and coming back we hauled 10 mostly loaded cars behind us. Speed was about 10 mph on the average, less on upgrades with one engine.

The scenery in the Arkansas and Louisiana springtime was gorgeous with lush greenery and swampy land both in south Arkansas and northern Louisiana. We stopped at Junction City, on the state line between Arkansas and Louisiana for lunch at a barbecue place. We left El Dorado at 10 a.m. and returned by about 4 p.m. All had a great time.

On the previous pages are a few scenes I took the day before of the beautifully restored Rock Island depot at Bernice, Louisiana, about 7 miles south of Lillie, where the old Rock Island tracks had been taken up years ago. However, it is rumored (good rumor) that this former abandoned Rock Island right of way will once again have tracks laid down later this year between Lillie and Bernice because of demand of businesses there. Let's hope this occurs and that one day we may be able to ride all the way to Bernice.

