



LITTLE ROCK CHAPTER
N.R.H.S.

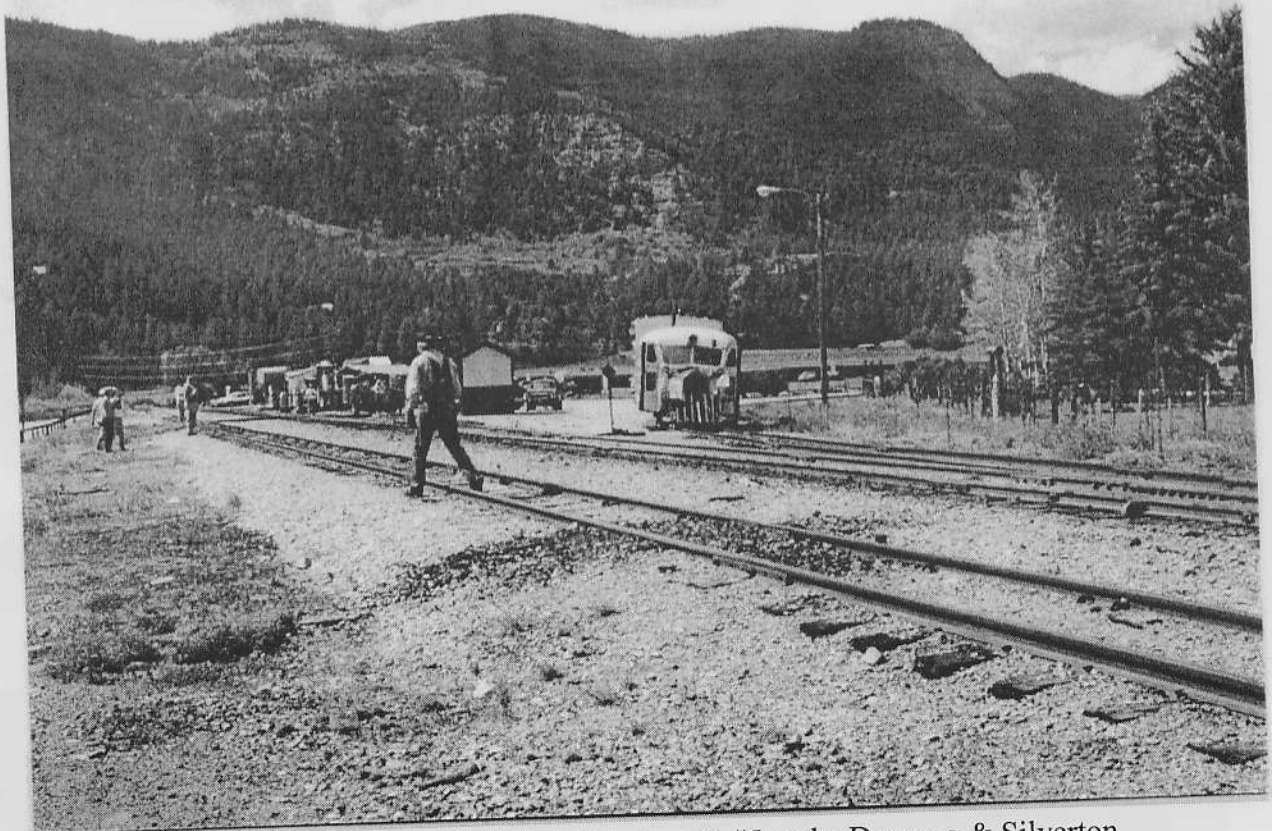
ARKANSAS RAILROADER



VOLUME 30 NUMBER 3 MARCH 1999



Gene Hull (left) and his wife Naomi receive the first annual Person of the Year Award from Arkansas Railroad Club President Tom Shook. It was presented at the club's Christmas party, December 6, 1998. *(Photo taken by John Jones using the camera of Yvonne S. Hathcock, friend of charter member Ruby Holt)*



TOP - Rio Grande Southern Motor #5 heading to stall #5 at the Durango & Silverton roundhouse in Durango, Colorado September 20, 1998. It unloaded at noon from its first trip on D&S rails to Rockwood and return. **BOTTOM** - RGS Motor #5 backing on wye at Rockwood, Colorado September 20, 1998. (See related D&S story following. Dick Byrd photos)

The following story was written by Electa Draper and published in the November 24, 1998 *Denver Post*. It is published verbatim from the newspaper and is reproduced here by permission of the *Denver Post* (via permission letter January 20, 1999 signed by Joyce Anderson). It may NOT be republished elsewhere without their written permission. I thought it would go with the photos by Dick Byrd on the previous page.

THE DURANGO & SILVERTON NARROW GAUGE IN WINTER

Crews readying the Durango & Silverton Narrow Gauge for the Winter Train runs that begin Wednesday were feeling lucky - no deep snow to push off the line yet this year.

Then something harder fell.

Rocks, 10 to 15 tons of them, toppled from their cliffside perch high above the world-famous High Line, where rails hug the mountain 350 to 400 sheer feet above the jade-green waters of the Animas River.

About a mile above the Rockwood station, the boulders made a 1-foot-deep and 5-foot-wide depression in the rail bed of the D&SNG a week before the winter season kickoff. The rockfall mangled and splintered rail and tore out about 20 feet of the stone-and-metal brace securing the High Line to the cliff.

"It happens," Dan McCall, superintendent of operations, said in the same tone of voice he uses when avalanches slide, slopes give way and floods wash out track.

"Better that Wednesday than this Wednesday," he said. "If you think about what could go wrong, it'd drive you crazy."

Running an antique railroad through the rugged Animas gorge is not like running a ride at an amusement park, but that's what the veteran crews, which have little turnover through the years, seem to love about the job. They beat back every calamity, sometimes working through the night and often in hellish weather, McCall said, and they do it without a word of complaint.

"These are the original thrive-on-adversity guys," he said of the 16 men on "maintenance-of-way" duty.

It took three days of work this time for a six-man crew to clear and secure the line for the average 99 passengers a day who brave the rugged Animas Canyon as far as Cascade Canyon in exchange for scenes of breathtaking winter beauty made accessible by D&SNG steam-powered locomotives.

McCall said the odds of a passenger on a train being struck by a plunging rock are very long.

"You'd probably have a better chance of winning a lottery," he said.

Most passengers have little idea what vigilance, work and risk are involved for crews making the day's excursion safe. During their ride, passengers might catch a glimpse of yellow hard hats moving off the track and into trees a safe distance from the locomotive.

Last week, the crew's challenge was crashing boulders. They were the size of desks, chairs and radiators before being blasted with explosives, McCall said, casting about his office above the Durango train depot for suitably sized furniture to serve as visual aids. Much of the rock landed in the river below.

Rebuilding the High Line's rail bed requires that a couple of crew men, this time Michael Rael and Shane Mummery, dangle about 350 feet above the river coursing below while they weld and reinforce. Mummery said it's fun.

Chunks of ice break off the cliff and clatter down on hard hats below, giving the men those adrenaline-filled moments of uncertainty about exactly what's coming down on top of them.

"Look at that rail bed," McCall said, shaking his head. "It's solid. We run locomotives over it. It doesn't move. Then rock just punches a hole in it."

Back at the roundhouse, crews there get locomotives battle-ready for snow. What does it take to winterize a train?

"Plenty of booze," deadpaned Joel Mason, roundhouse foreman. McCall said it takes men with experience working on 70- to 100-year-old equipment.

The cow-catcher comes off the locomotive's front, and a 1,500- to 1,800-pound silver-painted plow is affixed in its place. Flanger blades that will scrape the track are affixed below, and the granddaddy flanger, the drag flanger, with wings that can be extended several feet on either side of the train, awaits its turn. It goes at the rear of a work train to push snow far off the tracks. *

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)

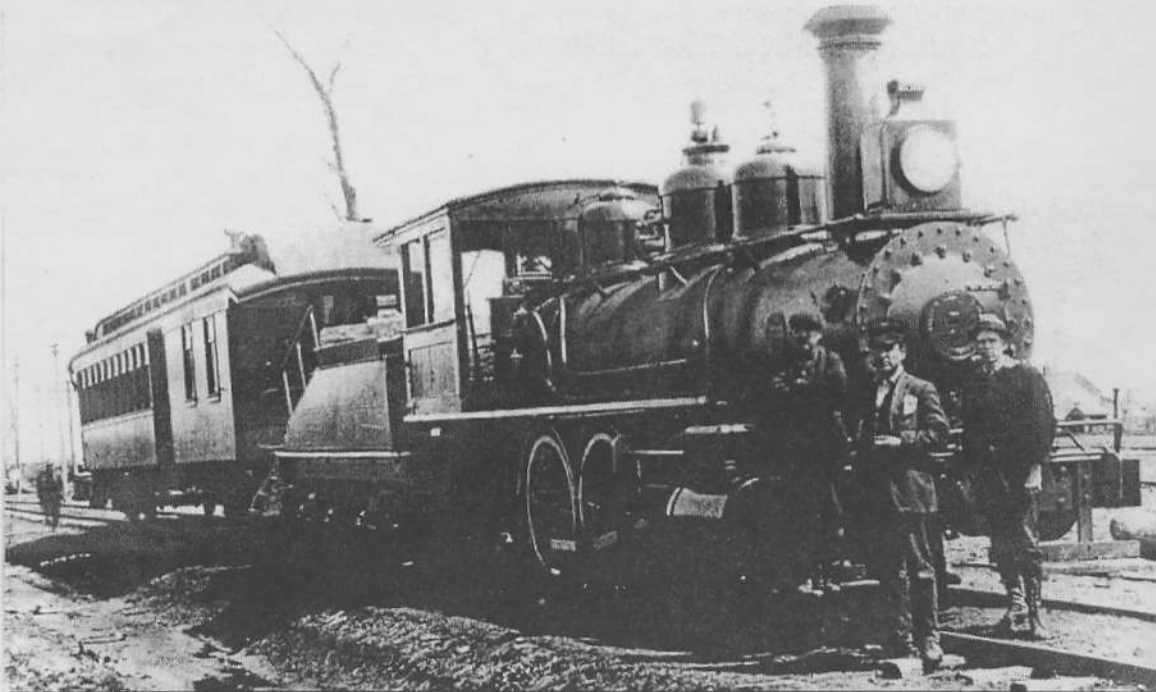
BOARD '01 - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)

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

The next meeting of the Arkansas Railroad Club will be on SUNDAY, MARCH 14, 2 p.m. at our usual meeting place, the Mercantile Bank on Main Street in North Little Rock. The program will be given by GENE HULL and will be on the "Return of the Goose" on narrow gauge rails in New Mexico and Colorado. (See a related story this issue). As always, refreshments will be served and the public is invited. (Sorry, but your editor will not be at this meeting due to prior commitments that Sunday - please mail any news items or stories to the club's address.)



HELP! Gene Hull would like to have information on the road - Ft. Smith, Poteau & Western, whose engine is seen here. The FSP&W was incorporated in West Virginia in 1915; it had only 3.50 miles of track and owned one locomotive and two cars. Was it a commuter line? It was abandoned in 1930. (*Gene Hull collection*)

ARKANSAS RAILROADER - Little Rock Chapter NRHS

FUTURE PROGRAMS - April, May and June programs are still open. If you'd like to give one sharing your railroad memories, let John Hodkin know: John Hodkin, Jr., 506 Gordon St, North Little Rock AR 72117-4713, 501-945-2128.

16MM MOVIE PROJECTOR WANTED - We have desperate need for a used 16-mm movie projector capable of showing sound and silent movies. We've come in possession of some Reader Railroad and Southern Steam excursion movies from Dr. Raymond Mayer, but have no way to view them. If you can get one, call John Hodkin at 501-945-2128.

JACKSONVILLE, ARKANSAS DEPOT PHOTOS WANTED - John Jones wants photos of any Jacksonville, Arkansas depot. He thinks they've found a former depot being used as a residence and need to confirm if it really is the old MoPac depot. If you have one, call him at 501-835-3729.

OUR CLUB'S SHOW & SALE will be Saturday, June 19. Stay tuned for details.

RAILRODIANA & MODEL SHOW/SALE, sponsored by the Cotton Belt Rail Historical Society, will be held in Pine Bluff at the Arkansas Railroad Museum, Saturday, April 10, 10 a.m. to 5 p.m. We will have a display at the event. Tables are \$15, admission is \$2. Contact the CBRHS, PO Box 2044, Pine Bluff AR 71613, 870-535-8819.

MEMBER NEWS (*thanks to Naomi Hull*) - Member JIM BENNETT was a full time resident at the Timber Ridge Ranch through much of February for work on his brain/thought processes as a result of that awful accident last June. He was to go home at the end of February. His wife is encouraging cards and letters sent to his home address: Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160-5352, 870-673-6753, email: jimdon1@juno.com

POLLY HAMILTON just turned 80. She's still having heart and leg problems and would like cards or letters. Her address: Polly Hamilton, 2725 Valley Forge Dr, Benton AR 72015-2781, 501-776-3722.

BILL CHURCH is still the same and continues to be in the convalescence home in Lonoke County. He can be written to at home - Polly will relay the message: Bill Church, 5619 Bel Caro Pl, N Little Rock AR 72118-3665, 501-753-4582.

JOHN JONES' 84-year old mother was to have surgery February 15 and he asks for your prayers. His address: 117 Cottonwood, Sherwood AR 72120-4011, 501-835-3729.

AMTRAK'S 25TH YEAR IN ARKANSAS will be celebrated March 13. It was on this date in 1974 that the *Inter-American* began operation between Chicago and San Antonio, eventually going all the way to Laredo, Texas. No one thought it would last this long, but it has alternately flourished and waned over the years and is doing as well as it ever has. Thanks to Randy Tardy for this reminder.

DEADLINE for the April newsletter is March 15.

NEW FAX NUMBER - The Arkansas Railroad Club now has a new fax number. I've decided to get a dedicated line for the fax machine, so now when you send a fax, you'll get a fax signal instead of having to wait for the answering machine. The new number is: 501-758-4301. This would be a great way of sending news items.

2000 CALENDAR PHOTOS WANTED - We are now accepting Arkansas railroad-related photographs for our year 2000 calendar. They can be color or black and white, 3 1/2" x 5" or larger. Only photos accepted - if you have slides, please have a print made and then send us the print. Photos can be of any era, past or present. Please send to our address: Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Please have the pictures in by April 15. Thanks.

BART JENNINGS, a former president of the Arkansas Railroad Club, is operating his own short train excursions near Oak

Ridge, Tennessee this year. Please see the details in the "Excursions/Shows/Events of other Clubs" section.

MARCH BIRTHDAYS - SAM GRAY (3/02); PETER EHRLICH (3/06); TONY REED (3/06); DAVE F SCHWARTZ (3/13); DOUGLAS M HARLEY II (3/13); CHARLES F NEWLIN (3/14); R DWIGHT HARDIN (3/16); JOHN HODKIN, JR (3/16); MAJOR DAVID M HARRY (3/17); MIKE SYPULT (3/18); FRANCES X McCABE (3/20); DON WEIS (3/21); DARYL J. D. STOUT (3/22); TRAVIS BELL (3/25); LARRY R STILES (3/25); SYLVIA SMYKLA (3/27); ROBERT WORLOW (3/29); STEWART W LONG (3/30); JOE A McCOLLOUGH (3/31).

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 - Photos, information on the Cotton Belt Hospital in Texarkana. Contact Wanza Good, 1501 Quintana Rd, Morro Bay CA 93442.

FOR LEASE - Also 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.

WANTED - The Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 has desperate need for a used 16-mm movie projector capable of showing sound and silent movies. We've come in possession of some Reader Railroad and Southern Steam excursion movies from Dr. Raymond Mayer and a movie of the American Freedom Train in the mid 70s, but have no way to view them. If you can get one, call John Hodkin at 501-945-2128.

WANTED - John Jones wants photos of any Jacksonville, Arkansas depot. He thinks they've found a former depot being used as a residence and need to confirm if it really is the old MoPac depot. If you have one, call him at 501-835-3729.

WANTED - The Steam Department of the Illinois Railway Museum pressure tested the

boiler on GNA #26 in early December to see if the locomotive can be rebuilt. The locomotive needs all its exterior woodwork replaced as much of the woodwork is missing. They need information on the cab woodwork, the cab windows, cab doors and any drawings, pictures or diagrams of this locomotive. They are willing to pay costs of reproduction. If you can help, contact Jim Opolony at jopolony@hotmail.com, or write to: Steam Department, Illinois Central Museum, PO Box 427, Union IL 60180.

WANTED - Membership in the Arkansas & Missouri Fan Club, sponsored by the railroad itself. You get a membership card, monthly newsletter, A&M baseball cap, 10 percent off excursion tickets and a certificate. Dues are \$29 for individual, \$39 family. For information call 501-751-8600 or email at 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.

HELP WANTED - The Historic Pullman Foundation is asking for help in rebuilding the historic Pullman Clock Tower and Factory complex near Chicago. This tower was deliberately set on fire December 1, 1998, but engineers say the structure can be saved and rebuilt. They need your help in doing so. They are asking your help by writing the President, Congress, the Illinois Governor and state legislature, urging them to give the needed historic-preservation money. For more information, contact the Historic Pullman Foundation, 11111 S Forrestville Ave, Chicago IL 60628 or call 773-785-8181.

WANTED - Will purchase or trade train orders from various railroads - worldwide - and employee timetables. Dr. Edward Metz, PO Box 523, Crawford NE 69339, 303-665-1546.

WANTED - Help restoring Boston & Maine steam engine #3713, a 4-6-2. You can help by ordering "The 3713 Boston & Maine" theme song cassette for \$9.95 postpaid. Send checks to: Locomotive Restoration Fund, Lackawanna & Wyoming Valley Railway Historical Society, PO Box 3452, Scranton PA 18505-0452.

FOR SALE - PULLMAN CHINA, limited edition reproduction of the Indian Tree Pattern, made by the original manufacturer, Syracuse China. Cost for 5-piece basic place

setting \$79; full place setting, which includes the basic plus breakfast and bread & butter plates \$109; coffee mug \$8.95. Postage is \$18 for the first place setting, \$10 for each additional setting. Postage cost per mug \$6.50. Order from Washington DC Chapter NRHS - Pullman China, c/o Henry Bielstein, 13425 Reid Circle, Ft Washington MD 20744-6522.

WANTED - Standard gauge hand car. Advise price, condition and location. Peter Smykla, PO Box 1892, Pine Bluff AR 71613 or call 870-535-4724.

FOR SALE - Amtrak's 1999 wall-hanging calendar with a watercolor of the *Texas Eagle* in Fort Worth on the front. Price is

\$6 for one, \$10 for two, \$14 for three and down to \$2.25 if you buy 26 or more. Make checks to Amtrak and mail orders to Amtrak Calendar, PO Box 7717, Itasca IL 60143.

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 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 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. 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. James Fair is and has been an Arkansas Railroad Club member for years.

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.

MINNESOTA - SOO LINE - To abandon a line known as the St. Paul Terminal Trackage from m.p. 17.29 (southeast of Jackson Street) to the end of the line at m.p. 18.19 (near I-35E North), a distance of 0.90 miles in Ramsey County, Minnesota. Final decision by April 20, 1999. (STB Docket No. AB-57, Sub No. 46X, decided January 12, 1999, served January 20, 1999)

COLORADO - UNION PACIFIC - To abandon a 21.6 mile line known as the Creede Branch from m.p. 299.3 near Derrick to the end of the line at m.p. 320.9 at Creede, Colorado. Effective March 6, 1999. (STB Docket No. AB-33, Sub No. 132X, decided January 15, 1999, served January 25, 1999)

CALIFORNIA - YREKA WESTERN RAILROAD CO. - To abandon its entire 8.9 mile line extending from m.p. 0.0 in Montague to m.p. 8.9 near Yreka, California. Final decision by May 4, 1999. (STB Docket No. AB-246, Sub No. 2X, decided January 27, served February 3, 1999)

MISSISSIPPI - COLUMBUS & GREENVILLE RAILWAY CO. - To possibly abandon the line between m.p. 109.3 near Cleveland and m.p. 158.44 near Hollandale, Mississippi, a distance of 49 miles. Comment due date February 23, 1999. Served February 9, 1999. (STB Docket No. AB-297, Sub No. 101X, served February 9, 1999)

MICHIGAN - LAKE SUPERIOR & ISHPEMING RAILROAD CO. - To abandon a 3.54 mile line from m.p. 50.23 near the Highway 41/Hampton Street intersection to m.p. 53.77, near the Hawley Street crossing. Final decision by

May 11, 1999. (STB Docket No. AB-68, Sub No. 3X, decided February 4, served February 11, 1999)

ARKANSAS RAIL NEWS

DON'T PAINT RAILCARS!

(Springdale) - Officials of the Arkansas & Missouri Railroad plan to use the arrest of a 20-year old Bentonville man as an example of the costs and dangers of painting graffiti on rail cars. The man was cited by police on misdemeanor charges of loitering, obstructing governmental operations and criminal trespassing. It is a federal offense to paint over tracking numbers on rail cars. The A&M spends between \$250,000 and \$500,000 a year to repaint and repair rail cars damaged by graffiti, according to Ron Sparks, who was appointed by Arkansas Governor Mike Huckabee as a director of a special investigative unit of the Railroad Police.

They found 30 photos of vandalized rail cars in the suspect's car, along with "Mass

Appeal" magazine, that caters to writers of graffiti.

Sparks says that 18 of A&M's engines and switchyards have been outfitted with video surveillance cameras, not only for monitoring the right-of-way, but to catch and ticket cars that run crossings in front of trains with signals flashing. The cameras also make it easier for the engineer to see directly in front of the engine and to make it safer in railyards while switching cars.

Arkansas State Police Trooper Ted Grigson says that railroads always get sued no matter who's at fault in crossing accidents and the cameras should make it easier to prove the facts of an accident. It's illegal to cross against a flashing signal or when a train is within 1500 feet of a crossing. Failure to obey a railroad traffic

signal can cost \$125 per violation. *(Northwest Arkansas Times, January 30 and Arkansas Democrat-Gazette, January 19, sent in by Ron Sparks)*

INJURY FREE

Union Pacific said the Pine Bluff, San Antonio, Laredo and Livonia locomotive facilities were injury-free in December 1998..

Looking back at UP history, it was on February 1, 1887, when the Iron Mountain Railroad acquired the Little Rock, Mississippi River and Texas Railway, a 219-mile line stretching southeast from Little Rock. (UP News release)

GENERAL RAIL NEWS

FIRST FATALITY

(Dallas) - A 9-year-old boy was the first fatality involving a Dallas Area Rapid Transit train in mid January. Dextric Clark tried to run across the tracks in front of a northbound DART train on Lancaster Avenue near the VA Hospital. The engineer hit the brakes but couldn't stop in time. The boy died at Children's Medical Center.

ROUNDHOUSE GONE

(Hagarstown, Maryland) - After a final effort to save the Hagarstown roundhouse complex failed in mid January, the complex was slated to be demolished. CSX said it would hold off the demolition if someone would guarantee it couldn't be sued after the property was transferred to the Roundhouse Museum. Demolition was to begin Friday, January 15.

UP'S NEW JOBS

(Cheyenne, Wyoming) - Union Pacific is

hiring 240 more people in Wyoming this year. That brings the number of UP employees in Wyoming to nearly 1,800 with a yearly payroll of \$90 million. *(UP News release)*

REPLACE MILEAGE-BASED PAY?

The BLE and UTU unions are negotiating to replace mileage-based pay on most Class I railroads. The two unions, who may merge before the year is out, pledge to pursue a new multi-year wage and benefits package, including replacing an 80-year old mileage-based method of paying train crews with a new formula tied to unique characteristics of individual trips, promising guaranteed consecutive rest days, minimum annual earnings, improved job protections and greater carrier flexibility to assign crews across its system. *(Traffic World January 15, 1999)*

Train Whistles

A train whistle in July does not disturb the heart, for it speaks mostly of commerce. However, at a hollow hour of a winter night, the effect can be troubling, even transforming. It starts you thinking...of places in the world you've been, and have cared for greatly, and other places you meant sometime to go. (The song "Far Away Places" comes to mind - editor)

It also makes you think of chances wasted...Of the fleetness of time and the way that inattention lets it get away. And maybe as you listen to the faraway train, you experience an epiphany, a life-affecting revelation that changes you for all time. Or maybe, as happens with some, the moment passes and you simply sleep. (Kansas City Star, January 18)

CONRAIL'S LAST DAYS

June 1 is the date CSX and NS set for dividing up Conrail. They bought the line for a record \$10 billion.

VIRGINIA & TRUCKEE NEWS

(Carson City, Nevada) - Governor Kenny Guinn of Nevada wants to take back a \$5 million loan for a Virginia & Truckee Railroad project that was counted on to increase tourism in the area. The loan would have helped rebuild the V&T between Carson City and Virginia City. (*Las Vegas Sun, January 20, 1999*)

DALLAS KATY TRAIL

(Dallas) - A walking and biking trail using the old Katy Railroad right-of-way north of Dallas is about to become paved. It should be ready by January 2000. All the bridges have been fixed. This trail covers three miles. (*Dallas Morning News, January 21*)

RAIL STATS

The AAR has released new data on Class I railroads, such as: Average dwell time at terminals for Norfolk Southern - 27 hours, CSX - 49 hours, BNSF - 35.2 hours, Union Pacific - 45.8 hours. Average train speed for NS - 15.3 mph, CSX - 18.4 mph, BNSF - 22.3 mph, UP - 22.9 mph. There is some discussion about how useful this data is, since a lot depends on weather, number of lines, length of trips, different traffic mix, etc. At any rate, these facts should now be published.

UP Y2K COMPATIBLE

Union Pacific says it started some work on making its computer systems year 2000 compatible as early as 1994 and that now all its systems are ready for the next century. They spent about \$43 million on the project. (*UP News release*)

GM&O MOBILE STATION

(Mobile, Alabama) - Mobile's City Council voted to buy the historic Gulf, Mobile & Ohio railroad terminal and restore it to an active terminus for motor traffic.

METRA LAWSUIT

(Chicago) - Rachel Barton, a gifted violinist, was injured when the doors of a Metra commuter train closed on her violin case shoulder strap. The train slowly left, dragging her underneath. By the time the train stopped 200 feet away, her left leg was

severed, her right knee was badly damaged and half of her right foot was cut off. She sued Metra and the trial began February 1. (*Chicago Sun-Times, February 1, 1999*)

IDABEL DEPOT REPLICA

(Idabel, Oklahoma) - Idabel officials plan to use a federal grant to build a replica of the railroad depot that was torn down in the 1970s. The community is the only Oklahoma recipient of part of \$4.5 million in grants awarded by the U.S. Department of Agriculture to spur development of emerging rural businesses. The town's \$495,000 grant will help build a depot replica that will serve travelers on an excursion train owned by the Kiamichi Railroad. Exact site of the depot hasn't been determined.

Meanwhile, supporters of the Guthrie, Oklahoma Rock Island depot have raised the needed \$75,000 to match a grant from the Sonic Corp to buy the 100-year old building and save it from being razed. The depot is at 410 South Division Street. The red brick depot was built about 1900 by the Choctaw, Oklahoma & Western Railroad. By 1904 the Rock Island used it. Later it was occupied by the Eaton Feed Co. It has been vacant for 20 years.

The building was almost razed when Sonic wanted to use the space to build a new restaurant. They still are taking donations. If interested, send to Save Our Depot Foundation, PO Box 1122, Guthrie OK 73044. (*The Sunday Oklahoman, January 31 and The Oklahoman, February 2*)

JOINT DISPATCHING CENTERS

Union Pacific and BNSF will create three new joint dispatching centers, like the one in Spring, Texas. They will be located in San Bernardino, California, Kansas City, and Fort Worth. (*Journal of Commerce, February 9*)

ROUNDHOUSE AUCTIONED

(Lead, South Dakota) - A rare railroad roundhouse is being put up for auction. The building is located in Lead, South Dakota. Bidding started at \$75,000.

BRANSON SCENIC BEAUTIES

On January 22, 1999, the Branson Scenic

Railway of Branson, Missouri (who gets the *Arkansas Railroader*) took the Miss USA Pageant contestants on a dinner excursion along 48 miles of track through Branson and the Ozarks. The pageant was televised nationally February 5.

Branson Scenic Railway had a banner year in 1998, carrying 90,000 passengers. BSR has plans to develop a tourist route between Branson and Kansas City's newly refurbished Union Station late this year, pending permission from Amtrak (who have rights over the former UP, now-Missouri & Northern Arkansas tracks). (*Kansas City Business Journal, January 25*)

From the Railroad Museum of Oklahoma's newsletter:

Seniors are the nation's leading carriers of AIDS!

Hearing AIDS

Band AIDS

Roll AIDS

Walking AIDS

Medical AIDS

Monetary AID to their kids!

AIRPORT TO RAILYARD

(Kansas City) - The city of Kansas City has gotten permission from the FAA to CLOSE the former military airport called Richards-Gebaur Memorial Airport that has lost \$1.3 a year and only hosted 50 private airplanes. They plan to convert it to an intermodal rail yard, which the KCS Railway will serve. NAFTA is credited for making this feasible. As part of the agreement to close the airport, the city agreed to give 25% of the revenue it gets from the new yard to general aviation projects for 20 years. (*Editor's thought: when was the last time an airport gave a percentage of its revenue TO RAILROADS?*) (*Kansas City Star, January 25, 1999 sent in by Jim Johnson*)

NEW RAIL LINE APPROVED

(Rochester, Minnesota) - The Dakota, Minnesota & Eastern Railroad was given the O.K. in mid December to build a new rail line and upgrade an existing line between Rochester and Gillette, Wyoming at the coal fields. The new line would cost \$1.4 billion and would be the biggest rail

construction project in a century, spanning 280 miles of NEW line. What makes this feasible is the lucrative Powder River Basin's coal fields. Now UP and BNSF haul the lion share of this coal. The proposed new line does have some objections from farmers and small towns throughout South Dakota, where the new tracks would be laid. People are afraid of conflicts with the

quite life and cars. *(Editor's thoughts: Can you imagine living in a town that never had a railroad having one built through it? Wouldn't it be interesting to live in such a town!)* (Wall Street Journal, December 11 sent in by T. L. Wilburn of Alexandria, Virginia, a club member)

NEW YORK SUBWAY

The entire 722 miles of the New York Subway system has been nominated to the National Registry of Historic Places. (Via T. L. Wilburn)

AMTRAK NEWS

REEFERS BACK?

Amtrak will buy eight new reefer units to haul perishable goods cross country in four days. Amtrak says Sunkist Growers, Inc. has signed up for five of the cars and will start testing the service in May when Amtrak gets the cars. The new 70-ton reefer cars will be built to allow them to be used on high speed passenger trains, up to 90 mph. *(Traffic World)*

KANSAS CITY UNION STATION

Amtrak has committed \$2 million to eventually return its rail operation in Kansas City to the newly restored Union Station. Station developers need another \$3 million to make the needed ticketing office and waiting room.

FY 2000 BUDGET GOOD

\$571 million has been proposed by the Clinton Administration for Amtrak for FY 2000, satisfying 42 Senators' requests. Should it pass congress, this would be good news for Amtrak.

DOBBS TO SERVICE DINING

The famous airline food preparer, Dobbs International Services, signed a 7-year contract with Amtrak on January 20, taking over food preparations in Amtrak's 11 commissaries beginning in March. All 335 Amtrak positions will be offered other Amtrak jobs. *(Amtrak Press Release)*

EXPRESS BUSINESS CONTRACTS

Four new express contracts were signed by Amtrak in mid-January: 1) A pact with BNSF, leasing 40 RoadRailers from BNSF

to haul time-sensitive shipments between Kansas City and Albuquerque aboard the *Southwest Chief*. Shipments will be for UPS, Yellow Corp., Airborne Freight Corp., and Consolidated Freightways Corp. This new service should generate \$2.9 million for Amtrak. 2) Expand US Postal Service business, generating an additional \$15 million annually. 3) Launch a new same-day package delivery service in partnership with Irving, Texas-based Dynamex aboard New York to Washington Metroliners. 4) A new partnership with ExpressTrak Inc. of Michigan to haul refrigerated-carloads between California and Florida and California and the Northeast. *(Amtrak Press Release)*

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.

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.

SAMPLE ABANDONMENT NOTICE

This is what railroads have to send to the Surface Transportation Board in order to abandon part or all of their rail line. I thought you'd like to see one in its entirety. This is only the initial phase of the request. You can see summaries of abandonment requests in the Abandonment section of this newsletter each month. Notice that this is the Columbus & Greenville Railway.

Decision Summary

NOTICE OF ABANDONMENT EXEMPTION AND ESTABLISHED A PROCEDURAL SCHEDULE

SERVICE DATE - FEBRUARY 4, 1999

DO

FR-4915-00-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-297 (Sub-No. 101X)]

Columbus and Greenville Railway Company--Abandonment Exemption--in Bolivar and Washington Counties, MS

Columbus and Greenville Railway Company (C&G) has filed a notice of exemption under 49 CFR 1152 Subpart F--Exempt Abandonments to abandon 49.14 miles of rail line between milepost 109.3 near the City of Cleveland and milepost 158.44 near the City of Hollandale, in Bolivar and Washington Counties, MS. The line traverses United States Postal Service Zip Codes 38732, 38730, 38773, 38742, 38756, 38722 and 38748.

C&G has certified that: (1) no local traffic has moved over the line for at least 2 years; (2) there has been no over head traffic on the line during the past 2 years; (3) no formal complaint filed by a user of rail service on the line (or by a state or local government entity acting on behalf of such user) regarding cessation of service over the line either is pending with the Surface Transportation Board (Board) or with any U.S. District Court or has been decided in favor of complainant within the 2-year period; and (4) the requirements at 49 CFR 1105.7 (environmental reports), 49 CFR 1105.8 (historic reports), 49 CFR 1105.11 (transmittal letter), 49 CFR 1105.12 (newspaper publication), and 49 CFR 1152.50(d)(1) (notice to governmental agencies) have been met.

As a condition to this exemption, any employee adversely affected by the abandonment shall be protected under Oregon Short Line R. Co.--Abandonment--Goshen, 360 I.C.C. 91 (1979). To address whether this condition adequately protects affected employees, a petition for partial revocation under 49 U.S.C. 10502(d) must be filed. Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on March 6, 1999, unless stayed pending reconsideration. Petitions to stay that do not involve environmental issues,¹ any additional formal expressions of intent to file an OFA under 49 CFR

¹ The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See Exemption of

1152.27(c)(2),² and trail use/rail banking requests under 49 CFR 1152.29 must be filed by February 16, 1999. Petitions to reopen or requests for public use conditions under 49 CFR 1152.28 must be filed by February 24, 1999, with: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423.

A copy of any petition filed with the Board should be sent to applicant's representative: Wm. G. Burgin, Jr., 201 North 19th Street, Columbus and Greenville Railway Company, 201 North 19th Street, P.O. Box 6000, Columbus, MS 39701.

If the verified notice contains false or misleading information, the exemption is void ab initio.

C&G has filed an environmental report which addresses the abandonment's effects, if any, on the environment and historic resources. The Section of Environmental Analysis (SEA) will issue an environmental assessment (EA) by February 9, 1999. Interested persons may obtain a copy of the EA by writing to SEA (Room 500, Surface Transportation Board, Washington, DC 20423) or by calling SEA, at (202) 565-1545. Comments on environmental and historic preservation matters must be filed within 15 days after the EA becomes available to the public.

Environmental, historic preservation, public use, or trail use/rail banking conditions will be imposed, where appropriate, in a subsequent decision.

Pursuant to the provisions of 49 CFR 1152.29(e)(2), C&G shall file a notice of consummation with the Board to signify that it has exercised the authority granted and fully abandoned the line. If consummation has not been effected by C&G's filing of a notice of consummation by February 4, 2000, and there are no legal or regulatory barriers to consummation, the authority to abandon will automatically expire.

Board decisions and notices are available on our website at "WWW.STB.DOT.GOV."

Decided: January 28, 1999.

By the Board, David M. Konschnik, Director, Office of Proceedings.
Vernon A. Williams
Secretary

1. The Board will grant a stay if an informed decision on environmental issues (whether raised by a party or by the Board's Section of Environmental Analysis in its independent investigation) cannot be made before the exemption's effective date. See Exemption of Out-of-Service Rail Lines, 5 I.C.C. 2d 277 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.
2. Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 40 CFR 1002.2(f)(25).

Out-of-Service Rail Lines, 5 I.C.C.2d 377 (1989). Any request for a stay should be filed as soon as possible so that the Board may take appropriate action before the exemption's effective date.

² Each offer of financial assistance must be accompanied by the filing fee, which currently is set at \$1000. See 49 CFR 1002.2(f)(25).

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: _____

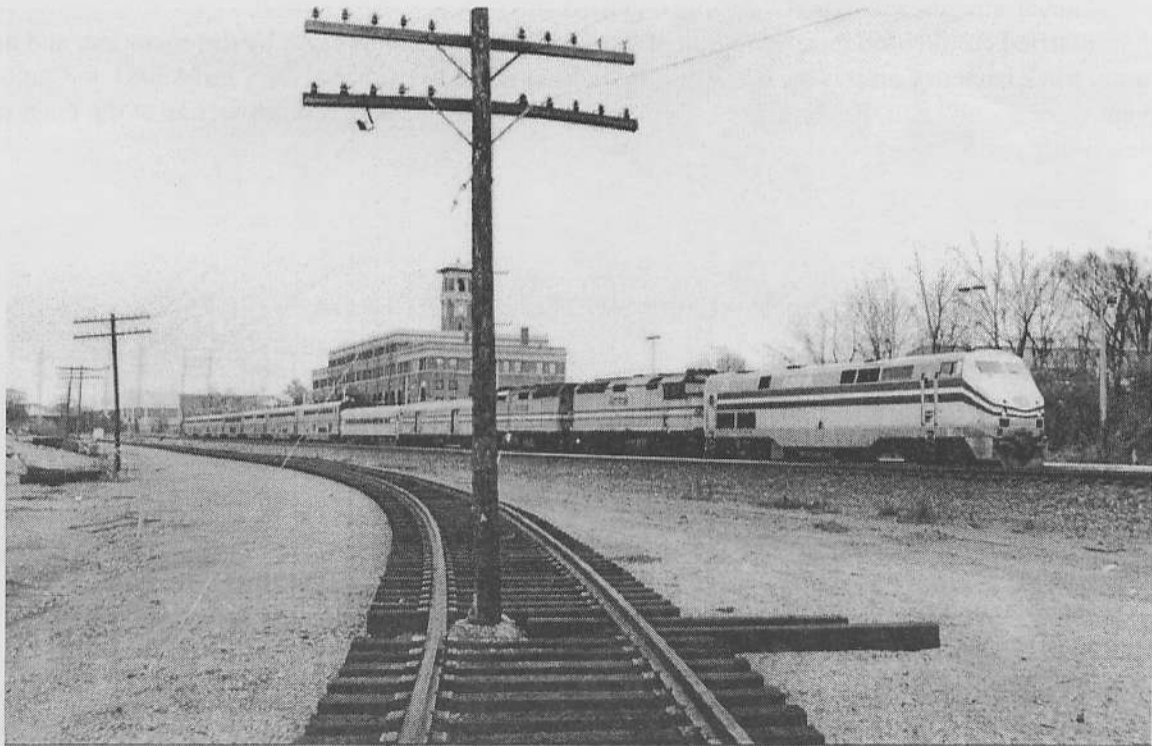
City: _____ State _____ Zip _____

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. We usually meet at 2 p.m. in the Mercantile Bank main building on Main Street in North Little Rock, just north of the Arkansas River. 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.



WHOOOPS! Service on the new Little Rock & Western Rwy extension track connecting with UP will have to wait until this utility pole is removed. Seems they laid the track around the pole temporarily. Meanwhile in the background, Amtrak's *Texas Eagle* California Service is leaving Little Rock's Union Station toward Dallas on it's one-year anniversary trip, February 6, 1999. (John Jones photo)

REMEMBERING

by: P. B. Wooldridge

I was in Fordyce Tower on the Cotton Belt for the first time about 1935. I was a shovel man on a road gang of CCC employees reconstructing fire trails over old tram or log lines, to be used by the CCC in fighting forest fires.

On certain nights an army truck would take us from Camp Ivan to Fordyce, Arkansas for recreation, which largely meant a movie. One night I hesitantly climbed the steps of Fordyce Tower and introduced myself to the second trick operator, L. Z. Mallory. Mallory was a prince of a fellow. I remember him as being the Abraham Lincoln type, tall, slim and lanky. As he worked the big 21 chest-high levers in the interlocking plant I also saw him as cool, calm and collected. He later became a Dispatcher. I recall his telling me about the time he intentionally derailed a Rock Island southbound passenger train.

It seems that the passenger train would enter interlocking limits without receiving a signal while making the station stop, receiving and discharging passengers, and handling mail, baggage and express. No.43, the Cotton Belt Blue Streak, at that time the fastest scheduled freight train in the nation, was due about the same time and would be delayed.

Mallory had warned the Rock Island of dire consequences if the practice continued, but on this occasion the interlocking plant was again fouled without a signal. No. 43 whistled for the plant, and Mallory opened the derail under the Rock Island engine, derailing it, and at the same time he cleared the plant for No.43 to hi-ball.

Naturally all hell erupted. The Rock Island demanded his termination. Supt C. B. Petticrew set a date for the usual Official Investigation at Pine Bluff. But Mr. Mallory informed the Superintendent that if an investigation were ever held, it would take place in Fordyce. Which was done, and believe it or not, Mallory was exonerated!!

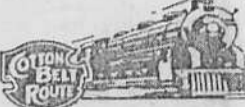
The Blue Streak was one train you did not delay!

I never imagined that that I'd some day work at Fordyce Tower myself.

I tarried entirely too long that night in the Tower, fascinated as I was by the operation, and missed the army truck back to Camp Ivan. It was a very dark night, and I stumbled the 7 miles back to Camp, arriving there about 2 a.m. Reveille blew at 6 a.m., and that day's shovel work was one of the longest and hardest of my entire career.

1936

PRIDE OF THE COTTON BELT



PULLMAN


One Star

DeLuxe Pullman-Cafe-Coach Sleeper

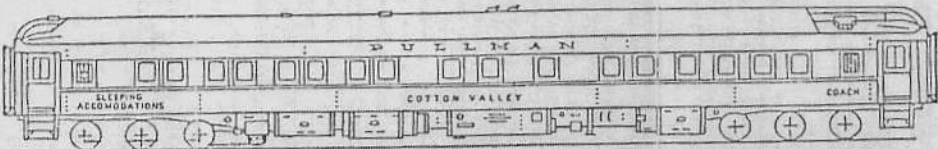
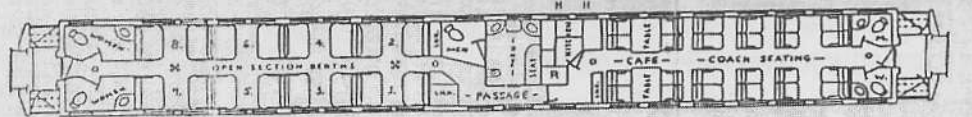
Coach - Pullman - Restaurant Car

"AIR-CONDITIONED"

St. Louis Southwestern Railway Lines



SERVICE

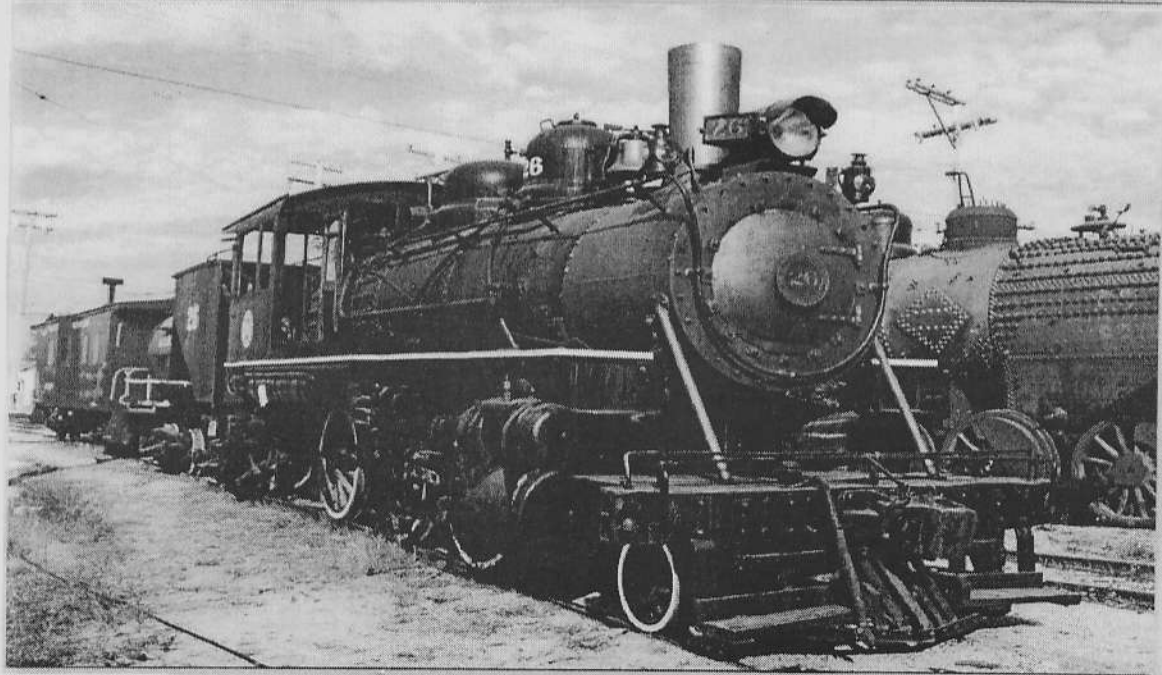
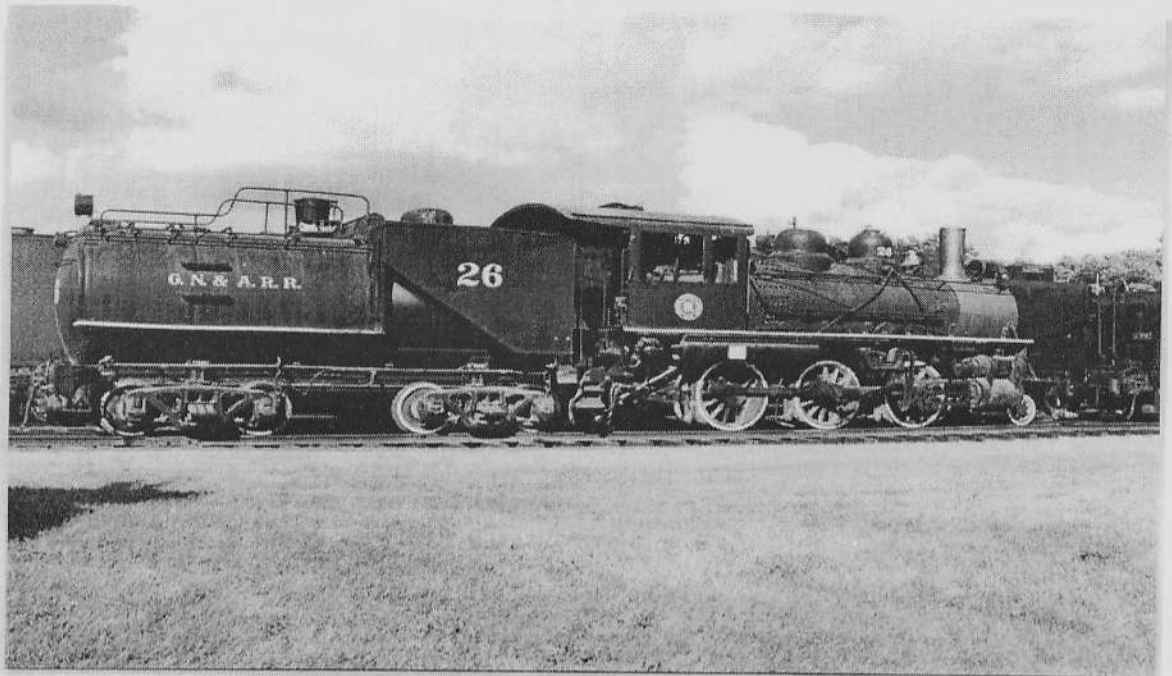
Plan 4052, Rebuilt car. St.L.-SW service, 1936.
(Dg. 91)

1092 South Leslie Street
Stuttgart, AR 72160

268 Grove St.
Charleston, SC 29403

JIM BENNETT

GEORGE BARTH



Grasonia, Nashville & Ashdown 2-6-0 #26 being refurbished at the Illinois Railway Museum in January 1999. The bottom view shows the locomotive coupled to the recently restored C&NW caboose 10304. One of the museum's steam engineers stays in the caboose on weekends. They have started to replace the stringers and tongue and groove ceiling boards on the fireman's side of the cab.

If anyone has any stories, photos or maintenance information on the 26, they would like to have it. Also, if anyone would like to make a donation to help restore the 26, they can do so by contacting the Steam Department, Illinois Railway Museum, PO Box 427, Union, IL 60180 or contact Jim Opolony at jopolony@hotmail.com. (Photos by Victor Humphreys)



D&RGW #476 leaving Durango, Colorado northbound on its way to Silverton, June 23, 1980.
(Peter Smykla, Jr. photo)