

ARKANSAS RAILROADER

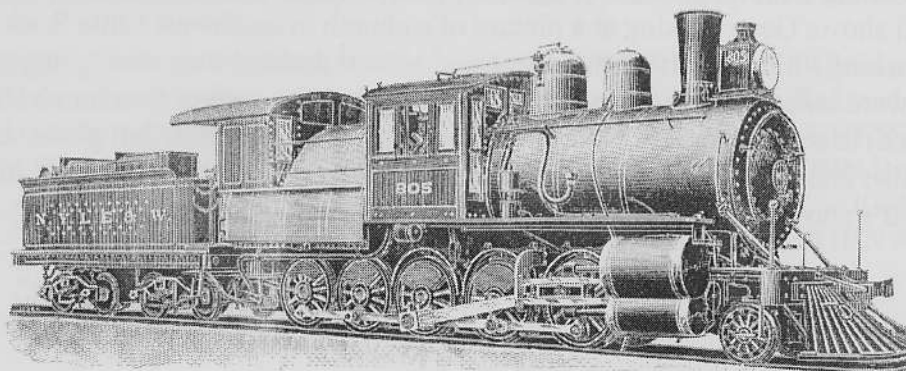


Little Rock Chapter
NRHS

VOLUME 31 NUMBER 3 MARCH 2000



Kansas City, Missouri Union Station looking north. Main Street is at extreme right. June 1947. (Photo by Gene Hull)





The photos above are of the reception held in Gene Hull's honor after he donated his non-railroad photos to the Central Arkansas Library System's Butler Center on January 20, 2000. The photo at top left shows Gene looking at a picture of a church in southwest Little Rock - it was at this church's parking lot in July 1944 that Gene and Naomi decided they were going to be married. They were indeed married that year on October 1. A closeup of the church (Baseline Christian Church) is seen upper left. Naomi is shown sitting on the middle left photo. Gene's cameras were also donated, some of which are seen lower left. And remember the Little Rock's Rialto theater? It's shown lower right. *(Ken Ziegenbein digital photos)*

2000 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117-4713 (501-945-2128)
VICE-PRESIDENT - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Sharon Doyal, HC72 Box 41A, Clinton AR 72031 (501-745-7938)
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 '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 (Chairman)
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)

NEXT MEETING/PROGRAM

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train enthusiasts (prototype trains, not model trains) 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.

Dues to join the ARKANSAS RAILROAD CLUB are currently \$20 a year, which includes the monthly 16-24 page 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 \$17 a year more, bringing the total to \$37 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, 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:

ken.z.rw@ix.netcom.com The Arkansas Railroader is put on the Web monthly, and that address is:
<http://www.trainweather.com>

The next meeting is Sunday, March 12, 2000 at 2 p.m. at Pulaski Heights Presbyterian Church on Woodlawn Street in Little Rock. The program will be given by BILL BAILEY, who will bring some of his collection of insulators and give a program about them. He said that he now has an insulator from the original Union Pacific transcontinental railroad as well as one from the Central Pacific.

NAOMI HULL had two strokes, the first a light one on January 25, the next one on February 9. After the first one, she was allowed to go home and had no paralysis. After the second one, she still had no paralysis, but needed speech therapy. As of this writing (February 15), she was in Baptist Memorial Hospital in North Little Rock, the new one on Springhill Drive. To call the hospital's information line, call 501-202-3000 or 501-206-3300. Gene Hull can be reached by writing: Gene and Naomi Hull, 3507 E Washington Ave #31, North Little Rock AR 72114. Gene asked that I not put their phone number here, but you can call if you want if you look up their number in the roster.

ROSTER CORRECTION - I left out two Charter Members in the 2000 Roster: Bill Pollard and Bob Wright. Sorry about that. For your information, here is my list of charter members of the Arkansas Railroad Club. Any corrections are welcome. W.M. ADAMS -- DAVID B. BOGARD -- C.R. BYRD -- WENDELL CHESSHIRE -- W.E. COUCH -- LeROY GARRISON, JR. -- ANTHONY GRIGSBY -- RICHARD GRIGSBY -- JOHN BASKIN HARPER -- GEORGE HOLT, JR. -- RUBY HOLT, JR. -- CLIFTON E. HULL -- NAOMI HULL -- JOHN L. KEMPLE -- LOUIS R. KOEPPE -- T.W.M. LONG -- JOHN MARTIN, JR. -- R.W. McGUIRE -- JOHN A. MILLS -- PAUL F.

MOON -- WALTER J. O'ROURKE -- C.H. OST -- BILL POLLARD -- PHIL POWLEDGE -- BOYD T. PYLE -- WILLIAM K. ROBBINS, JR. -- JERRY RUSSELL -- EARL SAUNDERS -- JACK F. SEE, JR. -- THOMAS E. SHOOK -- JIM WAKEFIELD -- J. HARLEN WILSON -- CAROL WILSON -- STANLEY WOZENCRAFT -- ROBERT B. WRIGHT.

2001 CALENDAR photos wanted. I need these by APRIL 3 in order to get the calendars ready for our June 3 Show and Sale (there is still no certainty that the calendars will be ready by then, however, but I'll try). Photos must be of Arkansas rail subjects. Send to: Calendar, Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Color or black and white, any size, photos only - have slides made into photos, please.

LIBRARY RAILROAD DISPLAY - The Central Arkansas Library on Rock Street in Little Rock will have a display of railroad artifacts in March. If you have any you can donate for the display, contact Jan Emberton at the library at 501-918-3000. They want such items as lanterns, timetables, caps, photos, etc.

2000 DUES ARE DUE - If you haven't already paid (and many of you have paid), your 2000 dues are now due. All NRHS chapters collect dues on January 1. If you paid in the middle of the year, I put you as paid through December 2000. Then you should renew every year around the first of the year from now on. Look at your label for 2000DEC to see if you're paid up (hopefully I've gotten them all up to date). Thanks.

UPCOMING (?) NEARBY EXCURSION - There may be another rail trip on the Kiamichi Railroad next December (or October) run by Barton Jennings and his group from Tennessee. More details later.

SHOW AND SALE for next year will be held June 3 at Fisher Armory in North Little Rock, where we had it in years past. Table rental will be \$30 for the first table, \$25 for the second and \$20 for any additional tables. Admission will stay at \$3, under 12 free. For more information, contact Walter Walker, 8423 Linda Ln, Little Rock AR 72227, 501-225-0826.

MEETING HAPPENINGS - John Jones announced at the February 13 meeting that the Hazen Rock Island depot is to finally be restored. They apparently have gotten money to do it after all these years. Hazen also kept part of the original Rock Island track through town.

John Jones also was given a Union Pacific spot award for his excellent photos on and around Union Pacific property. Some of these photos are used in various Union Pacific publications. John also said that the Jenks Shops remained open during the recent heavy snow.

Craig Gerard will give a talk at one of the senior citizen Shepherd Centers in the area about trains, both models and real.

LARRY STILES - I'll try to work in your photos you sent me in October in the April issue. The same for others sending me articles, photos. I have a rather large backlog, but I'll get to them as soon as possible.

DEADLINE FOR THE APRIL NEWSLETTER is March 12.

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 - LAQUITTA PULLEY wants information on her grandfather, Powell Clayton Martin. He lived in Arkansas and worked for the Frisco in 1907, according to

the census records. Later he went to work at the Fort Smith & Western, where he was a machinist helper. In 1922, he was working on a train in the shop on jacks. It fell on him about the abdomen and he died. She has no picture of him, and her mother was only two

years old when Mr. Martin died. She doesn't know if he had any siblings, or his mother's name. His father's name was George, and he was a railroad worker also. She thinks that is how her grandfather got his name because POWELL CLAYTON was big in the railroad industry and also the first governor of Arkansas after the Civil War. If anyone can help, contact her at Laquitta Pulley, 708 Fowler, Lebanon MO 65536 or call 417-588-1474. I got this request via email on the Internet, and her email address is: rpulley@llion.org.

FOR SALE - Sharon Doyal sent in the following ad she found in *Western Horseman* magazine: "For Sale - Old West Town Theme Park & Railway. One of southern Colorado's largest and well-established attractions. Gun fights - street shows; Western Movie Locations; Authentic 1860's Old West Town with 21 exhibit buildings; 185 acres; Scenic Railway;

Horseback riding; Potential Dude Ranch' Unique shops, restaurants and Saloon; Turn Key Operation. Call 719-784-9697 for information.

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.

TENNESSEE - R. J. CORMAN COMPANY - To OPERATE an abandoned line (Seaboard abandoned it in 1983) between m.p. LF-182.50 at Zinc, Tennessee to m.p. LF-199.08 at Cumberland City, Tennessee a total of 16.58 miles. (STB Finance Docket No. 33841, decided January 11, served January 18, 2000)

TEXAS - UNION PACIFIC - To abandon 2,367 feet of line over the Oakland Avenue Spur from station 186+62 at Malcolm X Blvd to the end of the line at station 210.29 in the city of Dallas, Texas. Effective February 23, 2000. (STB Docket No. AB-33, Sub No. 146X, decided January 13, served January 24, 2000)

IOWA - UNION PACIFIC - To abandon a 12.38 mile line over the Thronton Industrial Lead (formerly known as the Fort Dodge Branch) from m.p. 17.14 near Thornton to m.p. 29.52 near Belmond, Iowa. Effective February 11, 2000. (STB Docket No. AB-33, Sub No. 143X, decided January 5, served January 12, 2000)

ARKANSAS RAIL NEWS

READER RAILROAD NEWS

The Environmental Protection Agency (EPA) called me February 11, asking who the owner of the Reader Railroad was. I gave them Richard Grigsby's name. Apparently, they were in the process of cleaning up toxic waste area in the area and part of their work may disturb the Reader's tracks. They didn't want to disturb the tracks

and wanted to let the owner know they were in the area.

RIVER RAIL ROUTE

(Little Rock) - U.S. Senator Tim Hutchinson said he was optimistic that \$5 million would be available for construction of a light rail system that would connect Little Rock with North Little Rock over the

Main Street bridge across the Arkansas River. The line would run from the River District and future Clinton Library to the Alltel Arena and other areas in North Little Rock. Streetcars will run on the line. *(Arkansas Democrat-Gazette, February 8, 2000 by Andrew Green)*

GENERAL RAIL NEWS

RAILS TO TRAILS NEWS

A court ruling in St. Louis in mid January granted landowners along the Katy Trail (a hiking trail formerly the Katy Railroad) compensation for land they owned before the Katy Railroad was built. The federal court ruled that they were entitled to money after the Katy abandoned the line. However, the Rails to Trails Act created by Congress "railbanked" the abandoned line, meaning the line was not really abandoned but was kept in place in case future needs required use as a railroad again. The court ruled against this interpretation of the law. *(MSNBC News, January 18, 2000)*

ABANDONED LINE TO REOPEN?

(Allerton, Iowa) - Union Pacific is in the early process of purchasing land to build a connection along an old abandoned Rock Island track between Allerton and Seymour, Iowa, 15 miles. It would connect UP's main line that runs from Des Moines to Kansas City to the Illinois & Missouri Rail Link (Milwaukee Line) track that run from Chicago to Kansas City. *(Seymour Herald, December 9, 1999 via Frederick Rick)*

ISRAEL RAILWAY USAGE UP

The number of passenger riding on Israel Railways reached 9 million in 1999, up 40 percent. This growth came about because the system was improved and had a 50% increase in the number of trains. (This shows what can be done if enough resources are put into improving rail as a means of transportation). *(The Jerusalem Post)*

CUMBRES AND TOLTEC NEWS

There is still no operator for the Cumbres and Toltec Narrow Gauge Railroad between Chama, New Mexico and Antonito, Colorado. Bids were received from Chippewa Northwestern Railway Co. of Lincoln, Nebraska; Rail Ventures Inc. of Louisville, Colorado; and San Juan Mountain Railroad Co. of Albuquerque. All were turned down. *(Albuquerque Journal, January 30, 2000)*

RECORD JULY AWARD

A woman injured in a rail crossing accident near Warrensburg, Missouri on August 29, 1997 got awarded \$160 million in damages, payable by Union Pacific and Amtrak. A judge ruled January 18 that the award should be reduced to \$75, but Union Pacific will appeal. At issue was the status of the crossing, which they say was 90% blocked by vegetation and that the state of Kansas had waned UP about the dangerous crossing months before. They said UP had waited for the government to pay for crossing gates. UP and Amtrak both stated that railroads are not required to upgrade crossing signals, the state is. "It's not the railroad's responsibility to accomplish highway engineering projects," Cliff Black of Amtrak said. Grant Davis, attorney for the injured woman, said: "The days of railroads killing hundreds of people at crossings each year without accountability are coming to an end." *(Editor's comments: has all personal responsibility for personal injuries been delegated to lawyers now? Don't drivers have to watch out for other cars? Why not*

watch out for trains on a fixed track? If someone ran a stop sign and got hit by an 18-wheeler, would the blame be placed on the truck driver?)

UP'S "WINGED-SHIELD" RETURNS



Union Pacific is bringing back the "winged shield" logo to highlight its corporate symbol and to honor its heritage and employees. The design had blue and white wings swept back from a red, white and blue Union Pacific shield. The design originated in 1939 for new, streamlined E-unit passenger locomotives. It will be applied to 1,000 new engines delivered next April from EMD. It will also be added to 7,000 older locomotives when they are overhauled.

TO JUMP MOVING TRAIN

(Palestine, Texas) - Robbie Knievel, son of Evel Knievel, will try to jump his motorcycle over a moving train on the Texas State Railroad in late February for Fox TV. The stunt was to be televised February 23. Knievel will be approaching the train at 80 mph while the train moves toward him at 30 mph and then jump the length of the train while the train hits the wooden takeoff ramp. *(Austin American Statesman, February 8)*

ALPINE DEPOT SAVED

(Alpine, Texas) - The city of Alpine, Texas

was awarded \$825,600 in TEA-21 money to buy and improve the historic Southern Pacific depot there on January 28.

MEXICO PASSENGER TRAINS

According to an email I received, all but

three Mexican passenger trains have been eliminated as of mid January. The only intercity trains left are 1) Ferromex's "Tequila Express" between Guadalajara and Tequila; 2) Ferromex's Primera Express and Clase Economica service on the "Chepe"

(Copper Canyon) route between Chihuahua and Los Mochis; 3) Yucatan's state-run service, Saturdays and Sundays, between Merida and Izamal. *(Lowell McManus)*

AMTRAK NEWS

AMTRAK AHEAD OF PLAN

Amtrak reported that its first quarter income was more than \$2 million ahead of its business plan to become self-sufficient by 2003. Total revenue was up 8 percent to \$476 million. The *Texas Eagle* had a ridership growth of 17% for the quarter. Meanwhile, the day after Amtrak gave this rosy report, the Amtrak Reform Council came up with a more pessimistic view - that Amtrak would still be over \$500 million short by 2003. It seems there's some conflict about how Amtrak counts its costs (not

counting depreciation, for instance). Should Amtrak fail to become self-sufficient by 2003, it is supposed to be liquidated. *(Editor's thoughts: I predict that IF Amtrak starts to make money on paper, that it'll be privatized anyway. Look what happened with Conrail, which was making the government millions in profits - they said then that government shouldn't be in the business of owning a profit-making railroad. The same thing would happen to Amtrak.)*

The "Big Dig," a project to put freeways underground in Boston, is costing \$12 billion, about half of what Amtrak has cost over the past 30 years.

NASHVILLE AMTRAK SERVICE

The Tennessee Rail Task Force is trying to get Amtrak to extend its Chicago to Louisville service to Nashville. They can be contacted at PO Box 111295, Nashville TN 37222. *(Cary Nettles)*

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

FORT WORTH, TEXAS - March 25, 2000 - National Association of Railroad Passengers (NARP) Region IX meeting at the Clarion Hotel in Fort Worth, Texas. You do not have to be a member or NARP to attend, just interested in promoting passenger trains. It begins at 9 am and lasts until 4 pm. Speakers will include the Fort Worth mayor, Kenneth Barr; Don Saunders, Amtrak VP Western Region Intercity; Marshall, Texas mayor Audrey Kariel; NARP President Jack Martin; and a tour of the Fort Worth Texas & Pacific Station. Fee is \$25 payable to Tom Geeslin, 2205 Marvin Gardens, Arlington TX 76011, 817-792-3833.

PINE BLUFF, ARKANSAS - April 8, 2000 - 9 a.m. to 4 p.m. - Railroadiana Show and Sale sponsored by the Cotton Belt Rail Historical Society, PO Box 2044, Pine Bluff AR 71613, 870-535-8819. Railroad stuff, model trains, door prizes, modular layouts, see engines 819 and 336 as well as other real railroad equipment. Admission is \$2, under 12 free.

SAN ANGELO, TEXAS - April 29-30, 2000 - The Railway Museum of San Angelo presents Railfair 2000 at the San Angelo Convention Center, 500 Rio Concho Drive, San Angelo, Texas. Model trains and railroadians. Call 915-944-2504 for more information.

NORTH LITTLE ROCK, ARKANSAS - June 3, 2000 - Arkansas Railroad Club's annual Show and Sale, Fisher Armory, off Pershing Street, North Little Rock. Table rental is \$30 for first table, \$25 for second and \$20 for and additional tables. Admission will be \$3, under 12 free. For information, contact Walter Walker, 8423 Linda Lane, Little Rock AR 72227, 501-225-0826

NORTH LITTLE ROCK, ARKANSAS - November 3, 4, 2000- Christmas Arts and Craft show at the Heflin YMCA, 6101 JFK, North Little Rock.. Railroaders and railfans welcome to sell, show their items. For rental space (no tables provided), contact show coordinator, Ken Ziegenbein (yep, I'm in charge of this), 1023 Claycut Circle, North

Little Rock AR 72116 or call 501-758-1340. **W e b a d d r e s s :** <http://www.trainweathe.com/show.htm> (I set up a model train layout here two years ago and volunteered to run the whole show this year - it is comprised of mostly local vendors and craftsmen and if you don't already have a space at the Jacksonville show, you're welcome to come here - table rentals run from \$30 for both days (outdoor) to \$40-\$50 inside the gym, also for both days (\$20-25 each day).

JACKSONVILLE, ARKANSAS - November 4, 2000 - Second annual Arkansas Valley Model Railroad Club's Train Show, Jacksonville Community Center, Jacksonville, Arkansas, 10 a.m. to 5 p.m. Admission is \$3, kids 12 and under free. For table reservations, contact Jerry Fussell, 412 W 51st St, North Little Rock AR 72118, 501-758-2590.

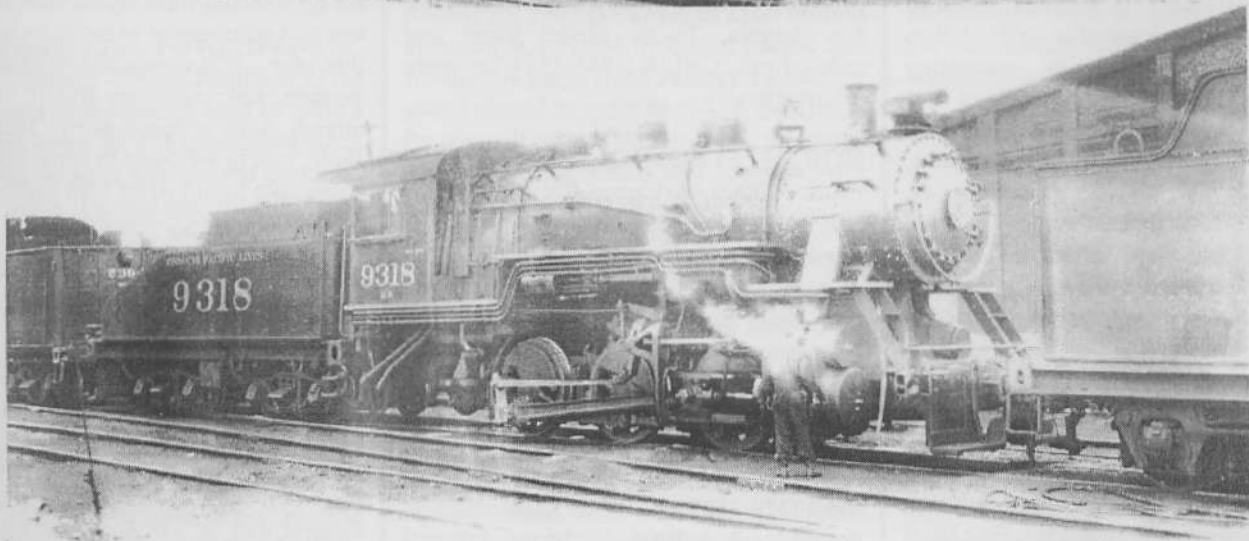
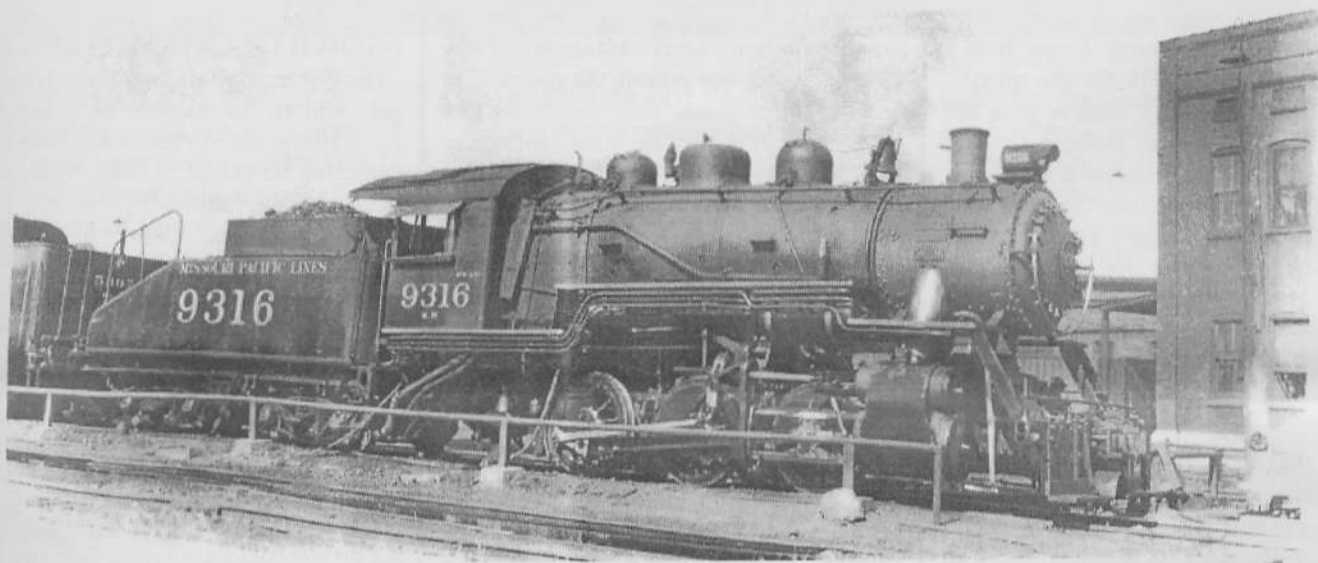
HOT SPRINGS, ARKANSAS - The Hot Springs White River Scenic Railroad is running excursions out of Hot Springs on Wednesdays, Fridays, Saturdays and

Sundays through the winter. They leave from the Hot Springs Transportation Center. Prices are \$19.95 for first class, \$11.95 coach and \$6.75 for children. Call 888-824-1022 for tickets.

WORLDWIDE - Trains Unlimited Tours is again offering rail journeys worldwide

(Russia - including a last Trans-Siberian all-steam trip for \$16,000, Africa, Mexico, South America, U.S., Canada, Peru, Alaska, Argentina, Copper Canyon. For a brochure and more information call 800-359-4870 or write Trains Unlimited Tours, PO Box 1997, Portola CA 96122.

EAST ELY, NEVADA - Nevada Northern Railway Museum will operate many steam and diesel excursions in 2000 starting May 13 and running through September 16. Call them at 775-289-2085.



These two photos show two 0-6-0 yard engines assigned to Little Rock Union Depot for many years and were painted a little fancy for the service. These photos were made by William Moneypeny on September 1 and 2, 1932. They were sold to Mike Adams by his widow years ago. *(Mike Adams collection)*



*Kansas City, Missouri Union Station looking north. Main Street is at extreme right. June 1947.
(Photo by Gene Hull)*

KANSAS CITY PRIMA DONNA

by: Gene Hull

PRIMA DONNA - Prominent, salient, memorable, noble, grand, impressive.

During the heyday years of train travel in the United States, practically everyone was marginally familiar with the Union Station at Kansas City, Missouri. There were only two other train stations in America which were larger - Pennsylvania Station and Grand Central Terminal, both in New York. It was fitting that the third largest railroad station should be the center of attraction for the nation's travelers on the rails as well as for the local citizens at the Gateway To The West - KANSAS CITY!

In small towns all across the nation, the presence of a railroad gave a sense of connection to the rest of the country. People could feel the pulse of the lifeblood of the flow of commerce. The

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local depot was the point of contact with the great cities of the nation as well as with next door neighbors. There was a sense of community belonging at the huge limestone-granite Beaux Arts ediface on the South Main Street at Kansas City. Even without the purpose of traveling, people came to Union Station to enjoy civic and social amenities. This was not found at the other large train stations to the extent at Kansas City. Fine dining, entertainment and quality shopping all were available, as well as first class travel facilities.



The majestic stone structure was created by necessity, not by choice. The old Union Avenue Depot, built in 1878, was a French Renaissance style three story structure. Through time and evolution it had become surrounded by social and industrial blight.

It had been located at the south end of a long and sharp southward bend of the large, historic Missouri River. An extensive line of bluffs had forced the river sharply back to the

north. Most of the larger Eastern railroads seeking an outlet to the vast undeveloped area known as "The West" had come to the "gateway" chosen by the early westering explorers and overland adventurers. The trailhead was KANSAS CITY!

The conglomeration of railroads had created a massive movement of freight, seeking a westward outlet. A veritable maze of tracks and rail yards grew like mushrooms as each railroad strived for survival and prominence. Westward travelers eagerly sought passage on the "steam cars" across the vast and difficult land. A short way upstream on the Missouri River the river draining the homelands of the Kansa and Pawnee tribes joined the Missouri. Surrounding the area of the river junction the "jumping off" place of civilization took root and Kansas City was born. Man's concern for his surrounds was late in coming. The hordes of humanity grew in density - man fouled his nest.

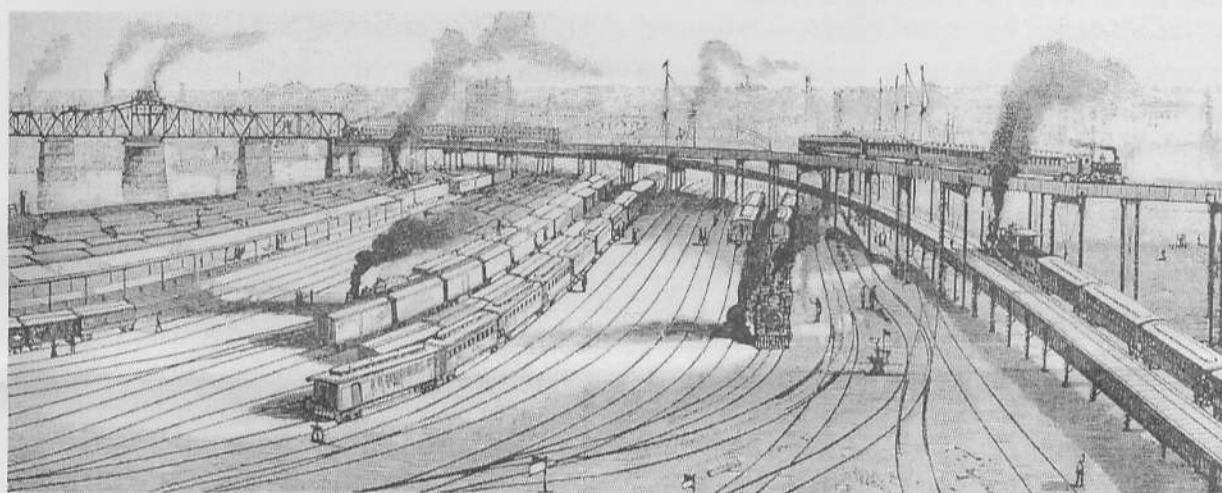
Twenty-three saloons were within 300 feet of the depot and a short way west and a bit north lay sprawling, odorous stock yards. By 1907 the depot was strangling with success - it was host to 187 trains a day! Also, the depot was visited occasionally by water from the Missouri and Kansas Rivers.

There had to be a better place!

The conglomeration of railroads controlling the old Union Depot formed the Kansas City Terminal Railway 10 July 1906, and immediately decided to build a new Union Station. The site

chosen was south of the heart of the city, with Main Street on the east and Wyandotte Street on the west. On the north was 21st Street and on the south was 24th Street. In front there would be a two-block plaza, landscaped to perfection. Southward the land sloped upward. Here, in the 1920s, was located the Liberty Memorial, a monument for heroes of World War I. It was from there that I made the photo in 1947 that is shown above. It shows the symmetrical facade of the "Prima Donna of Kansas City" with the impressive skyline of the business section in the background.

The majestic structure has a T-shape, with the east and west wings and the Grand Hall with its 95-foot high ceiling facing on the south. The north waiting room (the stem of the T) spans 18 through tracks on a lower level. The 24-hour-a-day pulse beat of the city was centered at the Union Station. It was completed 31 October 1914. Service peaked in 1917, when 218 trains used the station.



My wife and I were married 1 October 1944 and went from Little Rock, Arkansas to Colorado Springs for a month-long honeymoon. We began our journey aboard Missouri Pacific passenger train No. 124 and was to change trains at Osawatomie, Kansas, for the westward trek toward Denver. Our connection train would be Mo.P. No. 23, due out of Osawatomie at 6:20 p.m. This would give us a layover wait of 13 hours and 20 minutes.

Touring downtown Osawatomie on foot took about 30 minutes, so we had a leisurely wait around the depot. About 5:00 p.m. we checked with the ticket agent and got the "good news" that train No. 23 had been annulled!

The agent perceived this was an unhappy situation and said he would call Kansas City to see what he could do. After a few anxious minutes, he said he could get us into an upper Pullman berth on the famous COLORADO EAGLE!

I gave him a panic-stricken reply - "Our pass is not good on the EAGLE!" The agent said it would be good on this special occasion, but we must be ready to climb aboard as soon as the

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Pullman door opened. The train was scheduled to depart at the same time it arrived - 10:25 p.m.!

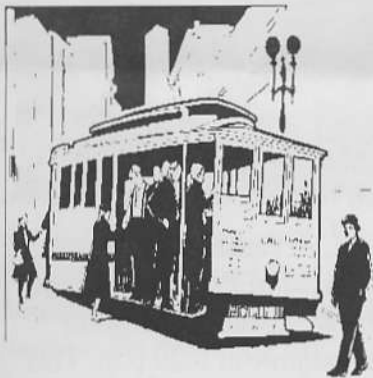
Thus, we spent part of our honeymoon in an upper berth on the EAGLE using an illegal pass.

But, I digress.

In 1948, we decided to return to Colorado Springs for a visit. Taking no chances that time, we changed trains in Kansas City. Taking advantage of the situation, we decided to spend a couple of days in town.

Boarding a streetcar, we went up Main Street to the New Yorker Hotel and registered. The "grapevine" was in fine shape and we soon knew that President Harry Truman was staying just across the street at the Muhelbach Hotel.

We took full advantage of the hotel dining room with its real china, silver and crystal, plus fine hometown steaks. For an associated experience, we caught another streetcar and headed west. Soon we climbed a sloping ramp to an elevated track. A few minutes later we were looking down upon a seemingly endless display of cows - this was the famous Kansas City Stockyards. This covered an area several thousand times larger than the Greater Little Rock Stockyards along the main line of the Missouri Pacific Arkansas Division at North Little Rock.



Still on the elevated track we rumble onto a bridge over the Kansas River and continued into Kansas along what now is Central Avenue. We rode to the end of the line, wherever that was, and returned to the hotel. Next day another trolley ride took us south to enjoy several hours at the fine Swope Park and zoo.

That afternoon we returned to Union station and learned that No. 23 was "on time" for a 4:30 p.m. departure. Unfortunately, we were not railfans at that time, hence no train photos. Regretfully, this was our only experience with the magnificent station.

Through the years the splendid stone structure served the city well. It was host to the nation's most elegant and sumptuously appointed trains - COLORADO EAGLE (Missouri Pacific); ABRAHAM LINCOLN (Alton); AMERICAN ROYAL (Burlington); SOUTHWEST LIMITED (Milwaukee); GOLDEN STATE LIMITED and ROCKET (Rock Island) and many others.

After World War II, progress began to take its toll upon the railroads and their great stations. New highways brought a proliferation of automobiles and trucks. The railroads' service in defense of the nation soon was forgotten. The introduction of streamlined trains was only a stalling action. Passenger trains rapidly disappeared. Grand stations were filled with the ghosts of a previous generation. The great stone mausoleum at Kansas City was host to only NINE railroads in the mid-1960s and they were far from vigorous.

The Prima Donna of Kansas City began to suffer the humiliation of architectural amputations. Thankfully, the scars were internal. On 30 April 1971, government sponsored passenger service made its fragile appearance - AMTRAK! The grand old station was serving 18 trains a day on three railroads. Even these faded at midnight - only six government trains stirred up echoes reverberating through the station. By 1985 an "Amshack" appeared near the east end of the old structure.

The people of Kansas City began to seriously look at the grand old dame on Main Street, which had been the proud center of their civic life. It now resembled the head louse peeking from beneath a Royal pompadour.

What shall we do?

Will the wrecking ball be requested or will civic pride and nostalgic memories rise to the rescue?

The latter was victorious but the responsibility was delegated by selling the property to a Canadian in 1974, who promised something of which everyone could be proud. The proposal shown via architectural sketches indicated mass destruction to make way for an unappealing office building. This resulted in a civil court suit. To settle the controversy, the property was transferred to the non-profit Union Station Assistance Corporation, which received the old station, 20 acres of land and \$1.5 million as of January 1994.


The citizens of Kansas City approved of the science museum proposed within the station. They voted for a tax increase to fund about one-half the cost of \$253 million. The remainder would come from other sources. Train service would remain and Amtrak has committed about \$2 million to the project.



No matter what is actually provided, it never could equal the magnificence seen upon the brilliant screen of memory, the things of which dreams are made.

All aboard for Osawatomie-Council Grove-Hoisington-Scott City-Pueblo and Denver.

Can those ghostly echoes be distinguished among the museum chatter?

Well, perhaps! 

Arkansas Railroader

MISSOURI PACIFIC LINES - A CORPORATE HISTORY - PART 8 (Gene Hull)

III. THE CENTRAL BRANCH RAILWAY COMPANY

1. The Central Branch Union Pacific Railway Company:

The Atchison and Pike's Peak Railroad Company was incorporated by a special act of the territorial legislature, February 11, 1859 (Chapter 48, Private Laws of Kansas Territory 1859), and was authorized to construct a railroad from Atchison to the western boundary of the Territory in the direction of Pike's Peak. The company subsequently became the assignee of all the rights, privileges and franchises of the Hannibal and St. Joseph Railroad Company, given and granted under an act of Congress of July 8, 1862 (12 Stat. 489), which provided that the H. and St. J. R.R. Co. might extend its railroad from St. Joseph, via Atchison, to connect and unite with a railroad in Kansas provided for in said act, for one hundred miles in length, next to the Missouri River, and might for that purpose use any railroad charter which had or might have been granted by the legislature of Kansas. Accordingly the work of construction from Atchison west was inaugurated and 40.01 miles was constructed prior to January 1, 1867.

Termini: From initial point 0.01 mile east of H.B. connection with Omaha main line at Atchison, now known as C.B. (4th St.) Connection, to a point 40.01 miles west thereof.

~~Color on accompanying map - Carmine; No. 84.~~

On January 1, 1867, by virtue of Section 3 of the Laws of Kansas of 1862, the name of this company was changed to Central Branch Union Pacific Railroad Company, which company completed the line to Waterville, January 20, 1868, making a total mileage of 100.01

Termini: From western end of track built by The A. & P.P. R.R. Co. to a point 0.44 mile west of center of depot at Waterville, Kansas.

~~Color on accompanying map - Orange; No. 64 A.~~

This company, on December 27, 1879, leased the lines of the Atchison, Colorado and Pacific Railroad Company for twenty-five years, and on December 29, 1879, leased the lines of The Atchison, Jewell County and Western Railroad Company for twenty-five years (See pages 30 and 31); and on September 30, 1885, executed a lease to The Missouri Pacific Railway Company covering the operation of all its lines, both owned and leased, for twenty-five years beginning December 6, 1880.

Under a decree of the Circuit Court of the United States entered in the month of February, 1898, in the suit of Samuel Carr and Oakes A. Ames, Trustees, vs. Central Branch Union Pacific Railroad Company, et al., the property of the company was sold to Simon Borg and Gilmer Clapp. The road was purchased from Messrs. Borg and Clapp by deed dated June 30, 1898, by The Central Branch Union Pacific Railway Company, which was incorporated by articles of incorporation filed in the office of the Secretary of State of Kansas, June 29, 1898.

The Central Branch Railway Company

This company was consolidated with others forming The Central Branch Railway Company, July 8, 1899.

2. The Atchison, Colorado and Pacific Railway Company:

(a) The Waterville and Washington Railroad Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, April 10, 1876, and constructed the line from Waterville to Washington via Greenleaf, completed January 10, 1877. The original length of this line is recorded as 20.03 miles, the present length being 20.00 miles. The historical records do not reveal any data concerning the 0.03 mile difference, and whether this is the result of remeasurement, change of line or abandoned track, is unknown. Mileage 20.00

Termini: From western terminus of C.B.U.P. R.R. Co., 0.44 mile west of center of Waterville depot, to end of track at Washington.

~~Color on accompanying map - Green; Nos. 85 and 86.~~

The roadway and property belonging to this company were leased to the C.B.U.P. R.R. Co., December 15, 1876, under the terms of which the latter company completed the construction of the line.

The company was consolidated with others forming the A.C. & P. R.R. Co., December 22, 1879.

(b) The Republican Valley Railway Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, November 3, 1876, and constructed the line from Greenleaf to Concordia, completed January 28, 1878. Mileage 41.70

Termini: From H.B. Washington Branch, 0.28 mile west of center of depot at Greenleaf, to center of Broadway, Concordia.

~~Color on accompanying map - Orange; No. 87.~~

On November 20, 1877, this company leased all its railroad and property to the C.B. U.P. R.R. Co. for a period commencing January 1, 1878, and ending May 1, 1895, and the latter company completed the construction of the line.

The company was consolidated with others forming the A.C. & P. R.R. Co., December 22, 1879.

(c) The Atchison, Solomon Valley and Denver Railway Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, August 16, 1877, and constructed two pieces of road, one from Concordia to Cawker, 47.60 miles, and one from Downs to Alton, 23.60 miles; completed as follows:

The Central Branch Railway Company

From	To	Date Completed	Miles
Concordia	Beloit	9- 1-78	29.82
Beloit	Cawker	5-19-79	17.78
Downs	Osborne	9- 9-79	9.83
Osborne	Alton	1- 1-80	13.77
Total			71.20

Termini: From center of Broadway, Concordia, to west corporate limits of Cawker, Kansas, and from H.B. connection with main line at Downs to west corporate limits of Alton, Kansas.

~~Colors on accompanying map: Concordia to Cawker, Violet No. 88; Downs to Alton, Green No. 90.~~

On August 20, 1878, this company leased all its railroad and property to the C.B.U.P. R.R. Co. for a period commencing July 1, 1878, and ending May 1, 1895, and the latter company completed the construction of the line from Concordia to Cawker and from Downs to Alton under the terms of this lease.

The company was consolidated with others forming the A.C. & P. R.R. Co., December 22, 1879.

(d) The Atchison and Denver Railway Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, December 27, 1878, and constructed the line from Cawker to Lenora, completing the various sections on the dates shown below:

From	To	Date Completed	Miles
Cawker	Downs	7-15-79	5.60
Downs	Gaylord	8-18-79	19.20
Gaylord	Kirwin	12- 1-79	15.00
Kirwin	Logan	5-29-80	25.90
Logan	Lenora	1 -1-82	25.38
Total			91.08

Termini: From west corporate limits of Cawker, Kansas (joining the rails of The A.S.V. & D. Ry.Co.), to end of track at Lenora.

~~Color on accompanying map: Carmina; No. 89.~~

The company was consolidated with others forming the A.C. & P. R.R. Co., December 22, 1879, which company and its lessee, the C.B.U.P. R.R. Co. (See page 27), completed the construction of the line from Kirwin to Lenora.

(e) The Atchison, Republican Valley and Pacific Railway Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, May 18, 1878, and constructed

The Central Branch Railway Company

the line from Yuma to Warwick, Kansas, completing same from Yuma to Scandia, 14.50 miles, in the spring of 1880, and from Scandia to Warwick, 16.30 miles, June 21, 1880; a total mileage of 30.80

Termini: From H.B. connection with main line at Yuma to west corporate limits of Warwick, Kansas.

~~Color on accompanying map Carmine, No. 93.~~

The company was consolidated with others forming the A.C. & P. R.R. Co., December 22, 1879, which company and its lessee, the C.B.U.P. R.R. Co. (~~see page 27~~) completed the construction of the line.

The Atchison, Colorado and Pacific Railroad Company Consolidation.

By articles of agreement and consolidation filed in the office of the Secretary of State of Kansas, December 22, 1879, the following companies, whose histories precede, consolidated into one company under the general railroad laws of Kansas, taking the name, Atchison, Colorado and Pacific Railroad Company:

	<u>Miles</u>
(a) The Waterville and Washington Railroad Company	20.00
(b) The Republican Valley Railway Company	41.70
(c) The Atchison, Solomon Valley and Denver Railway Company	71.20
(d) The Atchison and Denver Railway Company	91.08
(e) The Atchison, Republican Valley and Pacific Railway Company ...	30.80
Total	<u>254.78</u>

These lines, at the time of this consolidation, formed a continuous line of railroad from the western terminus of the C.B.U.P. R.R. Co. at Waterville to Lenora, with branches from Greenleaf to Washington, Yuma to Warwick and Downs to Alton.

On December 27, 1879, this company leased all of its railroad lines and other property, already constructed and to be constructed, to the Central Branch Union Pacific Railroad Company for a period of twenty-five years, and the latter company in turn leased them, on September 30, 1885, to The Missouri Pacific Railway Company, as hereinbefore mentioned (~~see page 27~~).

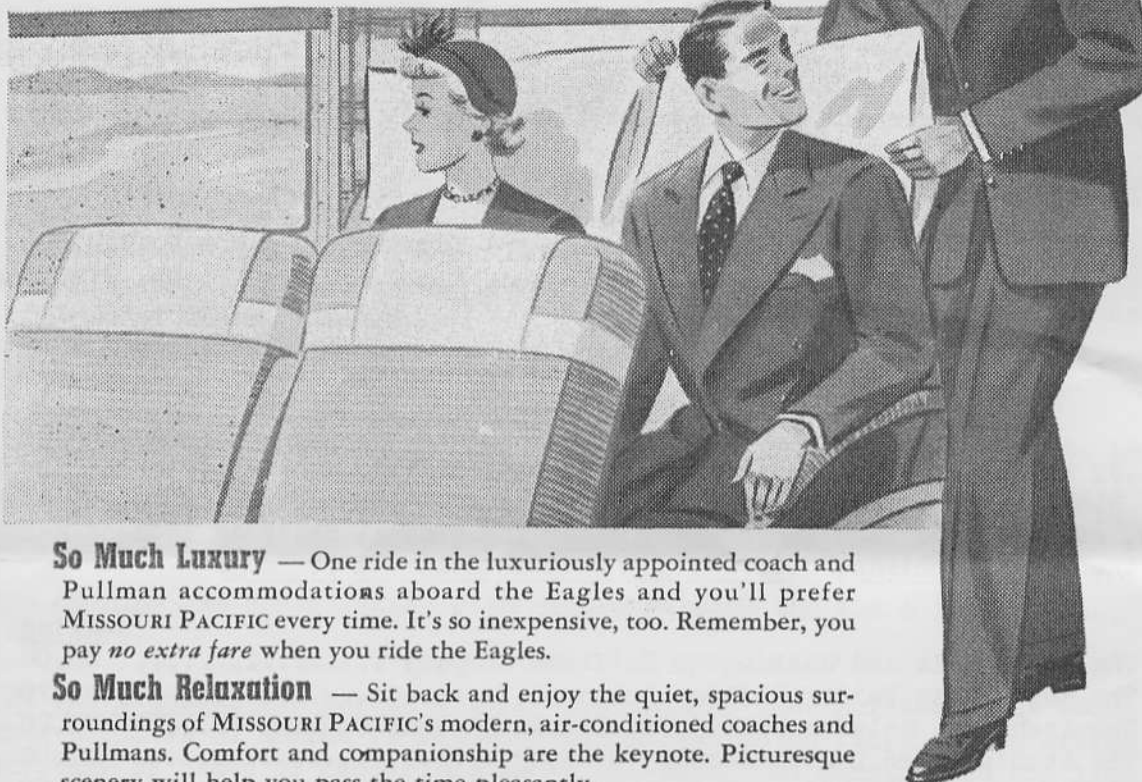
Under a decree entered in the U.S. Circuit Court for the District of Kansas, First Division, February 7, 1898, the property of this company was sold on May 23, 1898, to T. Jefferson Coolidge, Jr., and Oliver Ames; deed of Hiram P. Dillon, Special Master, to The Atchison, Colorado and Pacific Railway Company (assignee of said purchasers), December 21, 1898. Execution of deed was also made by the Atchison, Colorado and Pacific Railroad Company and Samuel Carr and Oakes A. Ames, Trustees of its First Mortgage.

The Atchison, Colorado and Pacific Railway Company was incorporated under the general railroad laws of Kansas by articles of incorporation filed in the office of the Secretary of State of Kansas, June 1, 1898, and amended charter filed January 26, 1899.

SO MUCH COMFORT FOR SO LITTLE COST

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EAGLES



So Much Luxury — One ride in the luxuriously appointed coach and Pullman accommodations aboard the Eagles and you'll prefer MISSOURI PACIFIC every time. It's so inexpensive, too. Remember, you pay *no extra fare* when you ride the Eagles.

So Much Relaxation — Sit back and enjoy the quiet, spacious surroundings of MISSOURI PACIFIC's modern, air-conditioned coaches and Pullmans. Comfort and companionship are the keynote. Picturesque scenery will help you pass the time pleasantly.

So Much Faster — Speedy! You bet! The streamlined Eagles deliver you to your destination *swiftly, safely and surely*.

★ The **DELTA EAGLE** between Memphis and Helena, Marianna, Tallulah.

★ The **COLORADO EAGLE** between St. Louis, Kansas City, Wichita and Colorado. Planetarium-observation dome-coaches between St. Louis and Denver daily.

★ The **TEXAS EAGLE** overnight between St. Louis, Memphis and the principal cities of Texas. Through sleeping cars between Texas and New York, Washington.

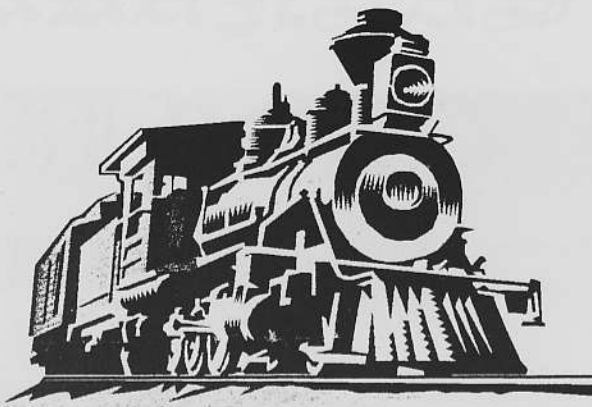
★ The **MISSOURI RIVER EAGLE** between St. Louis and Kansas City, St. Joseph, Lincoln and Omaha.

★ The **VALLEY EAGLE** between Houston and Corpus Christi, Brownsville and the Rio Grande Valley.

**MISSOURI
PACIFIC
LINES**

R. J. McDERMOTT
General Passenger Traffic Manager
Missouri Pacific Lines
St. Louis, Mo.

ROUTE OF THE EAGLES



20th ANNUAL SHOW & SALE

ARKANSAS RAILOAD CLUB

20TH ANNUAL SHOW & SALE

MEMORABILIA, MODEL TRAINS, BOOKS

SATURDAY, June 3, 2000

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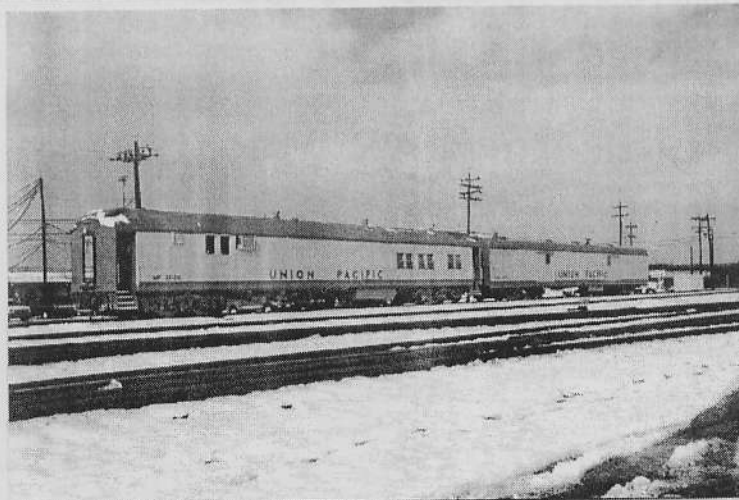
(Take Exit 153 off I-40)

North Little Rock, AR

9:00 A.M. TO 3:00 P.M.

Adults \$3.00 Children under 12 FREE

501-681-1839



TOP - The *Hot Springs White River Scenic Railroad* prepares to leave the Hot Springs Transportation Center, located in the old Missouri Pacific depot, on February 1, 2000 on a run southbound toward Lake Catherine and return. It will run Wednesday, Friday, Saturday and Sunday at 1 p.m. and 3 p.m. through the winter. Call 888-824-1022 for tickets.

(John Jones photo) **LEFT TWO** - A Union Pacific jet snow blower was brought to North Little Rock January 29 after 8 to 10 inches of snow fell two days before. It was used mainly to clear out switches.

Union Pacific spotted two cars in the North Little Rock yards on January 28, 29 and 30 to feed the yard crew. Late on January 27, these tracks were covered with 8 inches of snow. *(John Jones photo)*