



# ARKANSAS RAILROADS

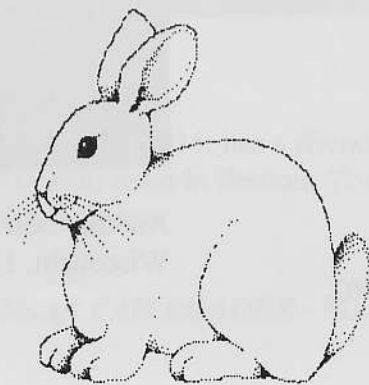


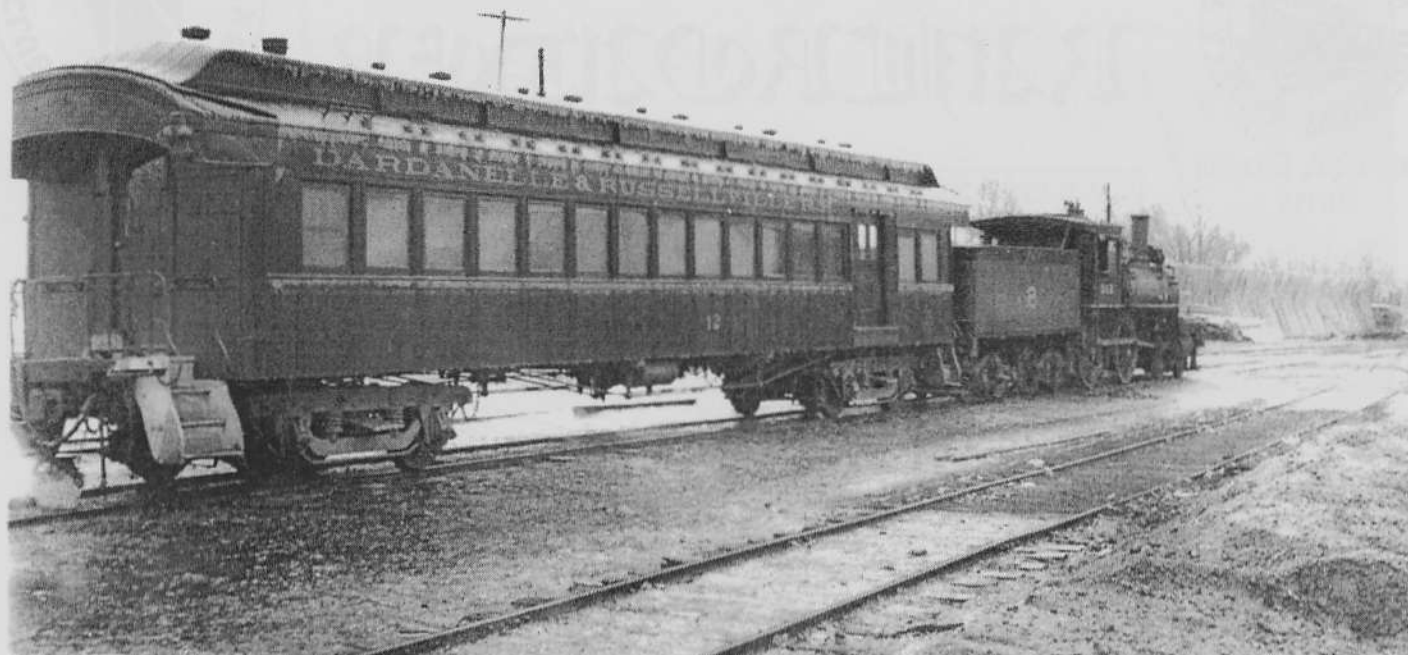
Little Rock Chapter  
NRHS

VOLUME 33 NUMBER 3 MARCH 2002



D&R Engine 8, Combine 12, looking north, at North Dardanelle, Arkansas, on an icy Christmas, Dec 25, 1943 (Charles T. Mahan, Jr photo taken while he was attending Hendrix College courtesy of the U. S. Army in 1943 - Bill Robbins collection).

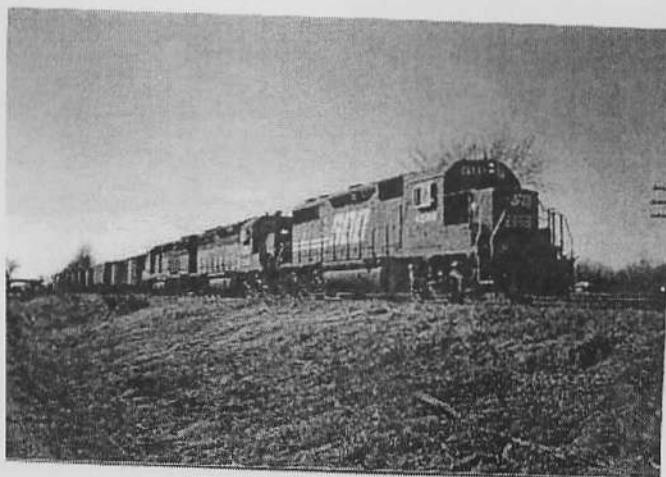




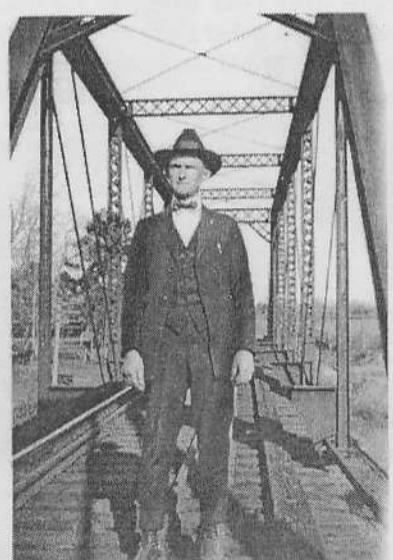
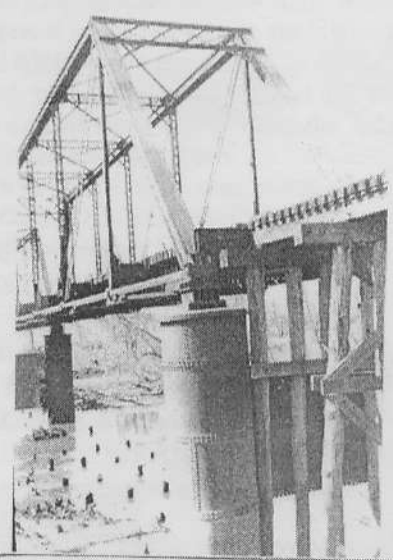
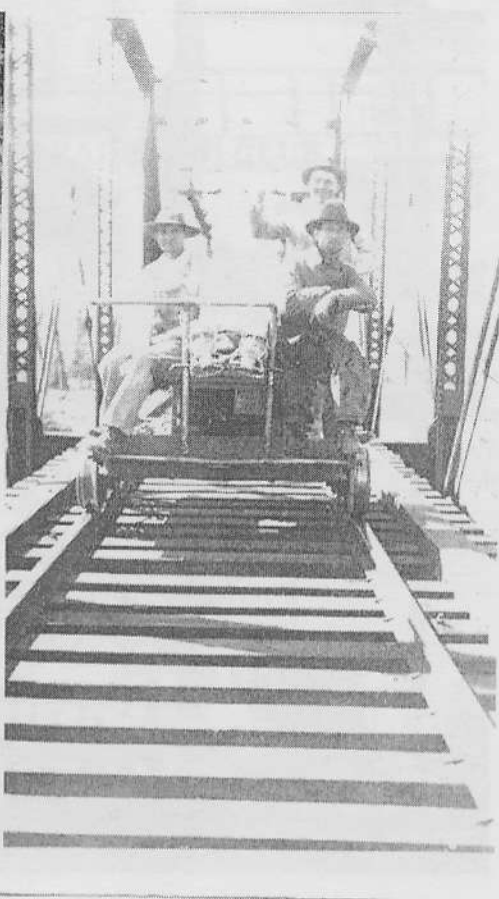
Closer view of D&R Engine 8, Combine 12, looking north at Dardanelle, Arkansas on an icy Christmas, Dec 25, 1943 (*Charles T. Mahan, Jr photo taken while he was attending Hendrix College courtesy of the U. S. Army in 1943 - Bill Robbins collection*).



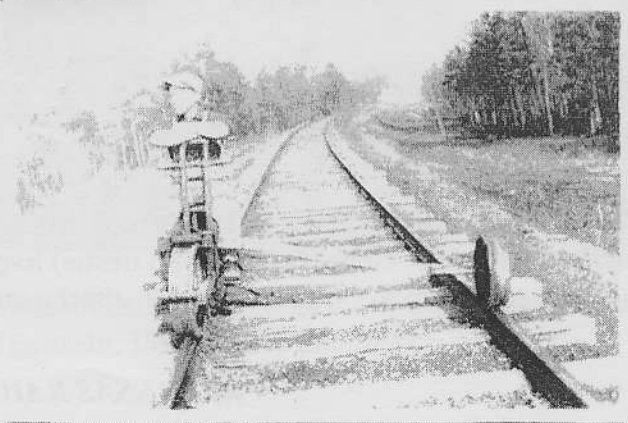
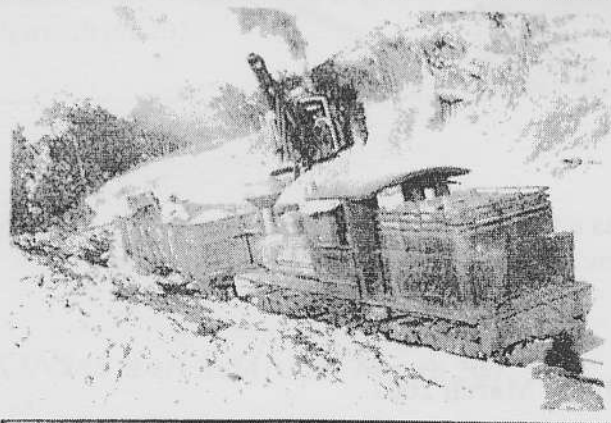
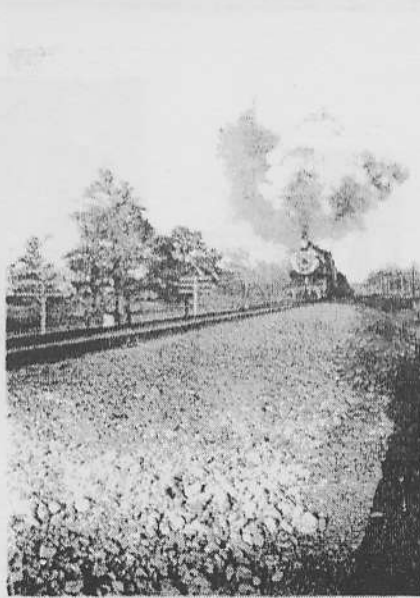
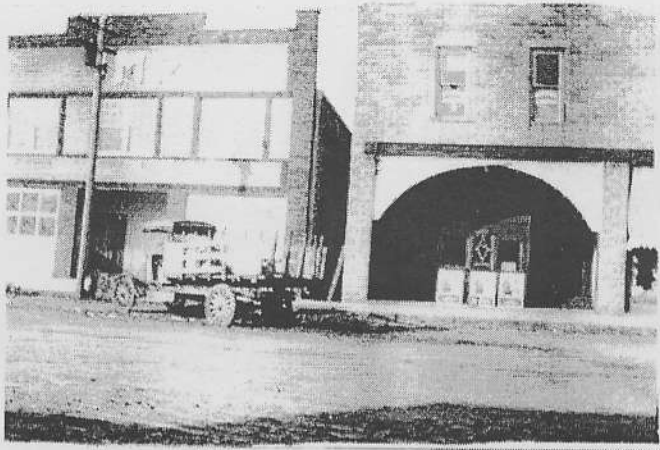
Soo Line eastbound freight at Duplainville, Wisconsin in the winter of 1991. (*Ricky Shuttleworth photo*)



Another Soo Line eastbound at Duplainville, Wisconsin, 1991. (*Ricky Shuttleworth*)



PAUL E. OTTENS, 4421 Pointview Rd, Benton AR 72015, has a friend who is looking to identify the pictures on this and the next page. Willie Gober (standing on trestle) lived in Benton. You can also email Mr. Ottens at [djottens@ipa.net](mailto:djottens@ipa.net) He sent the photos via email attachment



## 2002 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Fred Fillers, 29009 Bandy Rd, Little Rock AR 72223-9720 (501-821-2026)  
VICE-PRESIDENT - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)  
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)  
SECRETARY - Tammy Hodkin, 506 Gordon St., N Little Rock AR 72117-4713 (501-945-2128)  
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)  
NRHS DIRECTOR - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)  
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)  
HISTORIAN - Gene Hull, 3507 E Washington Ave #31, N Little Rock AR 72114 (501-945-7386)  
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  
BOARD '04 - Stanley Wozencraft, 108 N Palm St, Little Rock AR 72205-3827 (501-664-3301)  
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)  
BOARD '06 - Jim Wakefield, 316 Auburn Dr, Little Rock AR 72205-2769 (501-664-0232)

## NEXT MEETING/PROGRAM

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

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

Views and opinions expressed in the *Arkansas Railroader* are those of the editor or contributors, and not necessarily those of the Arkansas Railroad Club.

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

The next meeting/program of the Arkansas Railroad Club will be held SUNDAY, MARCH 10, 2002 at our usual site, Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive, Little Rock. Time will be 2 p.m. The program will be given by **BILL BAILEY**, who will show slides of KCS steam.

FUTURE PROGRAMS include a speaker from the Little Rock Port Authority, possibly in April, and Tom Shook will give a program on gas electrics later.

**TRAIN EXCURSION ON THE OUCH APRIL 27!** - VP Ron Esserman emailed me saying an excursion on the Ouachita Railroad will be held for our club Saturday, April 27, 2002. We will leave at 10 a.m. and stop for BBQ at about noon. The OUCH RR will provide the cold drinks, but you will need to purchase the BBQ. We need a head count by the middle of April to notify the barbecue people about the number of diners. (See photos of the OUCH elsewhere in this newsletter)

As most know, this line is the former Rock Island line between El Dorado and Lille, Louisiana - definitely a "rare-mileage" trip. We will board at OUCH's office in El Dorado and probably go to Lillie and back (not certain how far we'll go at this printing, however).

Please call or write Ron at his address in the box above or just write to the Arkansas Railroad Club if you plan on going. It's free except for the barbecue.

**JANUARY 2002 RAILROADER STORY COMMENTS** - I enjoyed Gene Hull's notations about Passenger Train Ends, Pullman Service Begins in the January 2002 Railroader. That is the same operation that I wrote about in July 1991 Arkansas Railroader (I believe) ... as Little Rock's last "Setout" Pullman. There is a transposition of train numbers in the current article... the "valley" passenger trains #31-32 were indeed discontinued 15 November 1967. These trains had carried a through Pullman from St. Louis to Alexandria, switched to/from the Texas Eagles at Little Rock. In lieu of this service, Mopac instituted Little Rock to St. Louis sleeper service on a 90-day trial. The car opened for occupancy at 930pm at Little Rock and was picked up by train #2 at 205am for movement to St. Louis. Southbound, the car operated in train #7, opening for occupancy at St. Louis Union Station at 930pm with a 1245am departure of #7 and a 930am arrival in Little Rock. The car would lay over during the day at Little Rock. This operation briefly restored sleeper service to #7, a train which had been without that service since the demise of the Hot Springs thru sleeper service in 1964. Despite some modest advertising and gradually increasing ridership, the new service was terminated at the end of the 90 day trial period. Missouri Pacific was in the business of getting OUT of the passenger business, and the 90-day trial had been little more than an agreement to buy silence from the Little Rock Chamber of Commerce on the Little Rock-Pine Bluff-Alexandria train discontinuance. No one seemed to care that 2 of the 3 months of the trial period occurred during the slowest travel period of the year -- January and February. (Bill Pollard)

**JANUARY COVER COMMENTS** - "The EMD No. 9011 shown on the cover of the January *Railroader* was a 600 h.p. built in 1941. The No. 9008 was a 660 h.p. ALCO-GE built in 1940. The very first diesel electric locomotive built for the Missouri Pacific was EMD No. 9000 delivered in June 1937. It was the first of an order of four engines, No. 9000-9003, with 600 h.p." (Gene Hull)

Also from Joel Boucher, editor of *The Mixed Train*, comes the following: "Cover photos of the January 2002 *Railroader*: MP9011 was a SW-1 600 h.p., renumbered to 6013 in 1963. MP9008 renumbered to 6601. Alco S-1 built in 1940. The MP61531 (hopper NOT gon) repaint job typical of that done at several MP local riptacks. Car sides would be straightened out with hydraulic devices, dump devices reworked. Cars painted DuCo deluxe black and stenciled with white marks to include 'Route of the Eagles.' The smell of fresh paint permeated the air for several days, although the car sides were dry before release from the riptacks.

**SHOW AND TELL** - Club VP Ron Esserman said he hopes to have a Show and Tell table at all meetings in the future, including the February 10 meeting. If you have anything involving railroads you'd like to share with other people, call Ron at 501-331-2030. I'm sure most of you do.

**NEW MEMBERS WANTED** - Ask a friend to join the Arkansas Railroad Club. If you need extra copies of newsletters to share, let me know and I'll mail you some. Also, any ideas to get new members, let us know. I'll send them free newsletter samples.

**TRAINWATCHING WEBSITE** - A group of Arkansas Railroad Club members have been going to Union Station Sunday mornings (sometimes I come dressed in a suit, ready to go to church at 11) to photograph trains. Sometimes trains pass through once every 15 minutes, other times less. I've been putting small-sized web photos of this activity, along with other current rail photography around the state (including the Little Rock & Western west of Perry), on the following webpage: <http://www.trainweather.com/sunday.html> Check it out often.

You your information, the site "trainweather.com" is my own, personal registered domain name (I have the name "locked up" and registered through 2010). I have 200 mb of disk space (currently am using only 25 mb).

## 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** - I gave someone a black and white photo of a steam engine (of the M&NA) with two men standing in front or sides. It was the last train out of Harrison in

1946. The men were A.A. "Ma" Simpkins and D. E. Alexander, Asst. Superintendent. If anyone runs across it, I would like a copy. Thanks. A. B. Simpkins, 601 Cedar Street, Box 162, Carlin NV 89822-0162.

**WANTED** - Pre-World War II photos of railroad activity around Felsenthal, Arkansas, once a branch line terminal on the Missouri Pacific. Also any logging railroads or railroads around Arkansas City, now almost a ghost town but once a thriving river port and sawmill town. These are wanted for

my own photo collection. Send information to Russ Harrison, 726 Lakeshore Dr, Monroe LA 71203.

**WANTED** - Railroad items bought and sold, but no toy/model trains. All items must be in good condition. I'll buy china, posters, brochures, etc. I have worked with the Milwaukee Road (4<sup>th</sup> generation railroader), C&NW and C&O Historical Societies, the National Railroad Museum, and the Mid-Continent Railroad Museum at North Freedom, Wisconsin. My wife and I are knowledgeable about the value of railroad

items, and I've been dealing with railroad artifacts over 20 years as a hobby and now that I'm retired I'm collecting and buying full time. I'll help identify, evaluate and write appraisal/tax donation letters about your railroad artifacts. We can purchase items from you or your organization that you are not longer interested in retaining. If interested, contact Larry Bunce, Railroad Relics, 201 N Kerch St, Brooklyn WI 53521, 608-455-4233, email: [rrrellmb@chorus.net](mailto:rrrellmb@chorus.net)

## 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.

**ILLINOIS - ILLINOIS CENTRAL RAILROAD CO.** - To abandon a line of railroad, known as the Heyworth Spur, extending from milepost 783.42 to the end of the line at milepost 786.5 in Heyworth, McLean County, IL, a distance of approximately 3.08 miles. The Heyworth Spur is a single-track, stub-ended line that is located within, and in the immediate vicinity of, the village of Heyworth. It extends from the south side of the village through the village to the end of the line, at milepost 786.5, north of the village. Final decision will be issued by May 6, 2002. (STB Docket No. AB-43 (Sub-No. 171X), decided January 28, served February 5, 2002)

## ARKANSAS RAIL NEWS

## GENERAL RAIL NEWS

### UNION PACIFIC PROFITS JUMP

Union Pacific said on January 24, 2002, that fourth-quarter profits shot up 20 percent mainly because of a strong pickup in coal shipments. Quarterly net income was \$275

million, up from \$229 million last year. "Union Pacific had a great fourth quarter," Chief Executive Officer Dick Davidson said in a news release. Davidson also said the company expected business to

pick up in the second half of 2002, along with the economy.

From Tom Elmore: *I know you've all heard it from me many times, but let me say it again:*

According to the American Association of State Highway and Transportation Officials, a standard semi-trailer truck operating at the maximum LEGAL weight does 9,600 times the pavement damage done by any automobile; YET, that truck has paid 3 cents-per-gallon LESS state fuel tax (in Oklahoma) since 1988 than the automobile pays.

#### CUMBRES & TOLTEC NEWS

(Antonio, New Mexico, January 28, 2002) - The Cumbres & Toltec Scenic Railroad received a "clean" audit, railroad commissioners were told January 23. The general fixed assets, including equipment and infrastructure, like tracks, is valued at about \$10 million.

#### WIG-WAG SIGNALS SAVED

(Richmond, California, January 29) - The California Public Utilities Commission agreed to revisit its decision to place the city's historic wigwags on a priority upgrade list. In addition, the Burlington Northern Santa Fe Railway will consider holding off replacing the antique devices with modern crossing gates until the commission direction is made more. The step represents a tentative victory for residents who have protested a railroad determination that the wigwags no longer adequately warn traffic and pedestrians of oncoming trains. With a flashing red light, a rocking arm and a chipper clang, Richmond's historic wigwags bracket the tracks at the edge of town, right

outside the equally historic Richmond Plunge swimming pool. About 100 Point Richmond neighbors and several City Council members rallied for the wigwags they love. Some of the crowd waved signs and periodically chanted "Burlington Northern Santa Fe, Richmond wigwags gotta stay."

#### BNSF MAY ABANDON/SELL HISTORIC LINE

(Raton, New Mexico) - Rumors are that the BNSF may sell the historic north Santa Fe passenger line from Newton, Kansas to La Junta, Colorado over the famous Raton Pass and into Albuquerque. Apparently, two short lines have expressed interest in purchasing it. There's not too much freight on the line, which is used daily by Amtrak's *Southwest Chief*. The former Santa Fe passenger main is called that for a reason. At one time the Santa Fe operated approximately 40 trains a day over that area. Freight has not been a major player on that line since the Santa Fe's freight main, south of the passenger main, was completed around the turn of the century. All this is only rumor via the Internet at this point.

#### NEW RAIL LINE APPROVED

(Jan 30, 2002) - Surface Transportation Board (Board) Chairman Linda J. Morgan announced that the Board has given final approval for the Dakota, Minnesota & Eastern Railroad Corporation (DM&E) to build a 280-mile rail line to tap into the coal

mines of Wyoming's Powder River Basin, subject to a number of environmental mitigation conditions and the requirement that DM&E use environmentally preferable routes. The DM&E project represents the largest rail line construction proposal ever considered by the agency. As discussed in the 1998 decision, the entire construction cost of the project would be approximately \$1.4 billion, which includes \$532 million to construct the approximately 280-mile new line and \$876 million to rebuild and upgrade approximately 600 miles of DM&E's existing line.

#### NTSB BLAMES TRUCK DRIVER FOR FATAL AMTRAK CRASH

(February 5, 2002) - The National Transportation Safety Board blamed a fatal collision between Amtrak's *City of New Orleans* and a tractor-trailer on the truck driver's failure to stop when he heard the warning bells and saw the crossing gates. The board said the driver felt he could cross the tracks before the train reached the intersection, a judgment "likely impaired by fatigue." The driver had only three to five hours of sleep in the 38 hours before the accident, the board said. The truck driver drove around the safety gates at the Bourbonnais, Illinois grade crossing March 15, 1999, causing the *City* to wreck and kill 11 people. Investigators said the crossing gates and warning lights were working.

## AMTRAK NEWS

#### AMTRAK AT CROSSROADS

On February 1, 2002, Amtrak announced \$285 million in cuts and a federal appropriations request of \$1.2 billion. It warned that it may be forced to suspend all of its money-losing routes in October if it doesn't get the requested \$1.2 billion. "Everyone knows that you can't make a profit while running a network of unprofitable trains, but that is exactly what we're expected to do," said Amtrak President and CEO George D. Warrington. "On top of that, several recent events --

including the recession, September 11 and the Amtrak Reform Council decision -- have created new uncertainties in our business. The business actions we are taking today are intended to protect our operations and financial partners from existing political uncertainty. The time has come for Congress and the Administration to put passenger rail on a solid foundation for the future." Overall, Amtrak's current base of 24,600 positions will be cut by 1,000, or about four percent. The company will also freeze or reduce spending in numerous categories

such as hiring, travel, vehicles, discretionary training, marketing and advertising, computers, materials and supplies.

Amtrak said it will ask Congress to appropriate \$1.2 billion for basic needs to manage and operate today's system in FY 2003. The appropriation would cover \$840 million in basic and mandatory capital investments, \$200 million to subsidize unprofitable long-distance service, and \$160 million to cover excess railroad retirement taxes. Amtrak warned, however, that this level of appropriation is insufficient to



address the system's \$5.8 billion capital investment backlog, improve service or reduce trip times. Moreover, an appropriation below this level will require the elimination of unprofitable long-distance service as early as October 1, 2002. For contingency purposes, legally required notification of this action will be made March 29, 2002.

Warrington also stressed that Amtrak has sustained an impressive five-year record of growth, increasing ridership by 19 percent, ticket revenue by 40 percent and overall revenue by 38 percent to a record \$2.1 billion in 2001. However, Warrington cautioned that chronic under-investment in passenger rail has driven up maintenance and interest expenses, as well as capital debt service, to unacceptable levels. Warrington again urged federal policymakers to resolve the conflicting policy mandates that expect Amtrak to operate many unprofitable routes while also meeting the test of self-sufficiency. "Policymakers need to decide what kind of passenger rail system America needs, how much the system requires in capital and operating support and how the government will pay for the system," said Warrington.

Since by Mr. Warrington's own admission the system needs \$1.2 billion dollars next year. However out of this, the Long Distant system only needs \$200 million. Does that mean the corridors, mainly in the northeast, are losing \$1 billion per year? Seems

Congress will get a lot more bang for its buck with the \$200 million for the LD system.

Warrington said that in general it saves no money to cut just a few long-distance trains because the costs of terminals and reservations centers remain the same. The only way to save any significant amount of money is simply to shut down the entire system, he said. *(Thanks to Dan Barr, Jr, Daryl Stout and Randy Tardy for some of the above information)*

#### REACTION TO AMTRAK'S STATEMENTS

The United Rail Passenger Alliance, among others, denounced as irresponsible and extortionate Amtrak's threat to eliminate America's long distance passenger trains. "This has become the great train robbery of 2002," said Bruce Richardson, President of United Rail Passenger Alliance. "Jesse James had the courtesy to use a mask and a gun before he looted trains."

Many Congressmen and Senators have also said that they were disappointed in Amtrak's way of announcing the cuts. For one thing, they only signaled out "money-losing long distance" trains, not any of the many "money-losing corridor" trains. Longtime observer and club member Bill Pollard of Conway was less sanguine after Amtrak's announcement. "I think at this point, it's too close to call," said Pollard, chairman of the Texas Eagle Marketing and

Performance Organization, which gives marketing advice to the railroad. "It's a coin flip." Pollard said, however, that cutting the Texas Eagle and the other unprofitable long-distance routes would recoup a relatively small part of the railroad's overall losses -- at a great cost to the service. "I think there is a real determination to preserve what Amtrak sees as their core business, which is New York to Washington and New York to Boston." The targeted long-distance routes account for \$200 million of the \$1.2 billion federal appropriation that the railroad has requested for fiscal 2003, according to a written statement from Amtrak.

Many attack Amtrak for receiving subsidies, yet Amtrak's \$521 million appropriation is less than one percent of this year's \$60 billion the U.S. Department of Transportation will spend on competing modes of travel, including heavy subsidies to aviation and roadways. Amtrak has never been given the capital resources it needs to succeed. It has been funded with crumbs while highways and airports enjoy generous permanent trust funds. The federal government spends on highways in a single year more than rail has received in 30 years, and more on airports in a month than rail gets in a year. *(From various Internet sources)*

#### TRAINS THAT MAY BE CUT OCTOBER 1, 2002

Here are the names of 18 Amtrak long-distance routes that could be cut in the fall, followed by the major cities they serve:

- Kentucky Cardinal: Louisville, Ky.-Chicago
- Cardinal: Washington-Cincinnati-Chicago
- Pennsylvanian: Philadelphia-Pittsburgh-Chicago
- Silver Palm: New York-Savannah, Ga.-Tampa, Fla.-Miami
- Silver Star: New York-Savannah-Miami
- Silver Meteor: New York-Savannah-Miami
- Crescent: New York City-Atlanta-New Orleans
- Capitol Limited: Washington-Pittsburgh-Chicago
- Three Rivers: New York-Philadelphia-Pittsburgh-Chicago
- Twilight Shoreliner: Boston-Washington-Newport News, Va.
- Lake Shore Limited: Chicago-Boston/New York
- City of New Orleans: Chicago-Memphis, Tenn.-New Orleans
- Sunset Limited: Orlando, Fla.-New Orleans-Los Angeles
- Texas Eagle: Chicago-San Antonio
- California Zephyr: Chicago-Emeryville, Calif.
- Empire Builder: Chicago-Seattle/Portland, Ore.

--Southwest Chief: Chicago-Kansas City, Mo.-Los Angeles

--Coast Starlight: Seattle-Portland, Ore.-Los Angeles

### AMTRAK'S COSTS ARE THE PROBLEM

According to a member of the Amtrak Reform Council, which has given a report to Congress suggesting the breakup of Amtrak into three divisions, Amtrak's fundamental problem is costs, not lack of revenues. Amtrak's revenue per passenger mile is higher than that of either airlines or intercity buses. That means that if Amtrak's costs were competitive with airlines and buses, it would need *no subsidy whatsoever*.

## EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

**TEXAS - FORT WORTH - MARCH 16, 2002 - Region IX of the National Association of Rail Passengers will be having a very important meeting in Fort Worth March 16, 2002, and ANYONE interested in promoting rail travel is invited to attend - you DON'T have to be a NARP member. It will be held at the brand new Intermodal Transportation Center, 901 Jones Street, which serves as the Trinity Rail Express station on the newly opened Fort Worth to Dallas light rail system. The hotel: Clarion Hotel, 600 Commerce Street, 817.332.6900, Ask for NARP/TXARP rate, which is \$69. Contact: [geeslin1@mindspring.com](mailto:geeslin1@mindspring.com), or write: Tim Geeslin, 2205 Marvin Gardens, Arlington, TX 76011. Or call Bill Pollard at 501-327-7083. Region IX of NARP includes Arkansas, Missouri, Oklahoma, Kansas and Texas. The meeting is scheduled so that members from other states can travel to Fort Worth via the Texas Eagle on Friday March 15, attend the meeting on Saturday, and return home on Sunday March 16. Fort Worth just opened their new Intermodal Transportation Center, an impressive new train station which is the largest constructed since New Orleans Union Passenger Terminal in 1954. Trinity Railway Express offers frequent service (using double decker cars, push-pull) between Fort Worth and Dallas, and beautifully restored Budd RDC cars handle shorter schedules out from**

Dallas. The DFW metroplex on March 15-16-17 offers a great opportunity for a weekend of rail advocacy work, train riding, and visiting with others of similar interest.

**ARKANSAS - PINE BLUFF - APRIL 6, 2002 - Railroadiana and Model Train Show** - The Cotton Belt Rail Historical Society, Inc. will have it's annual show and sale on Saturday, April 6, 2002 from 9 a.m. to 4 p.m. Location will be the Arkansas Railroad Museum, Hwy 65B and Port Road. Tables are available (8-ft) for \$15 each. Admission will be \$4. Door prizes will be awarded. For table rental or for more information, contact Joe McCullough, CBHRS, PO Box 2044, Pine Bluff AR 72613-2044 or call the Arkansas Railroad Museum, 870-535-8819 or Gerald Cooper, 870-839-2501.

**TENNESSEE - OAK RIDGE - APRIL 6-7, 2002** - The Southern Appalachia Railway Museum will conduct their **4<sup>th</sup> Annual Railroad Photography Weekend** on April 6 and 7, 2002. Their base is Oak Ridge, Tennessee at the former K-25 Manhattan Project facility. On the 6<sup>th</sup>, there will be regular trips at 10 a.m. and noon with the photo trip at 2 p.m. with frequent stops. They hope to use the S-2 and have a working freight behind the passenger train using their RS-1. On April 7<sup>th</sup>, a photo

freight, with riders in the caboose, will run on the Kentucky & Tennessee/Big South Fork Scenic at Stearns, Kentucky. Prices range from about \$20 on Saturday trips to \$40 for the Sunday trips. Contact former Arkansas Railroad Club president Bart Jennings for more information - [bjennin1@utk.edu](mailto:bjennin1@utk.edu) or SARM, PO Box 5870, Knoxville TN 37928. Their website is: <http://www.techscribes.com/sarm>

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

**NATIONAL/WORLD RAIL TOURS** - For a brochure, information on their MANY rail tours across the U.S. and worldwide, contact Trains Unlimited Tours, PO Box 1999, Portola CA 96122, 800-359-4870, email: [tut@psln.com](mailto:tut@psln.com) - website: <http://www.trainsunlimitedtours.com>

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

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

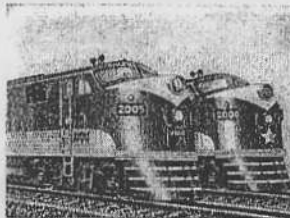
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# ANY DAY NOW



WILL ANNOUNCE  
THE INAUGURATION



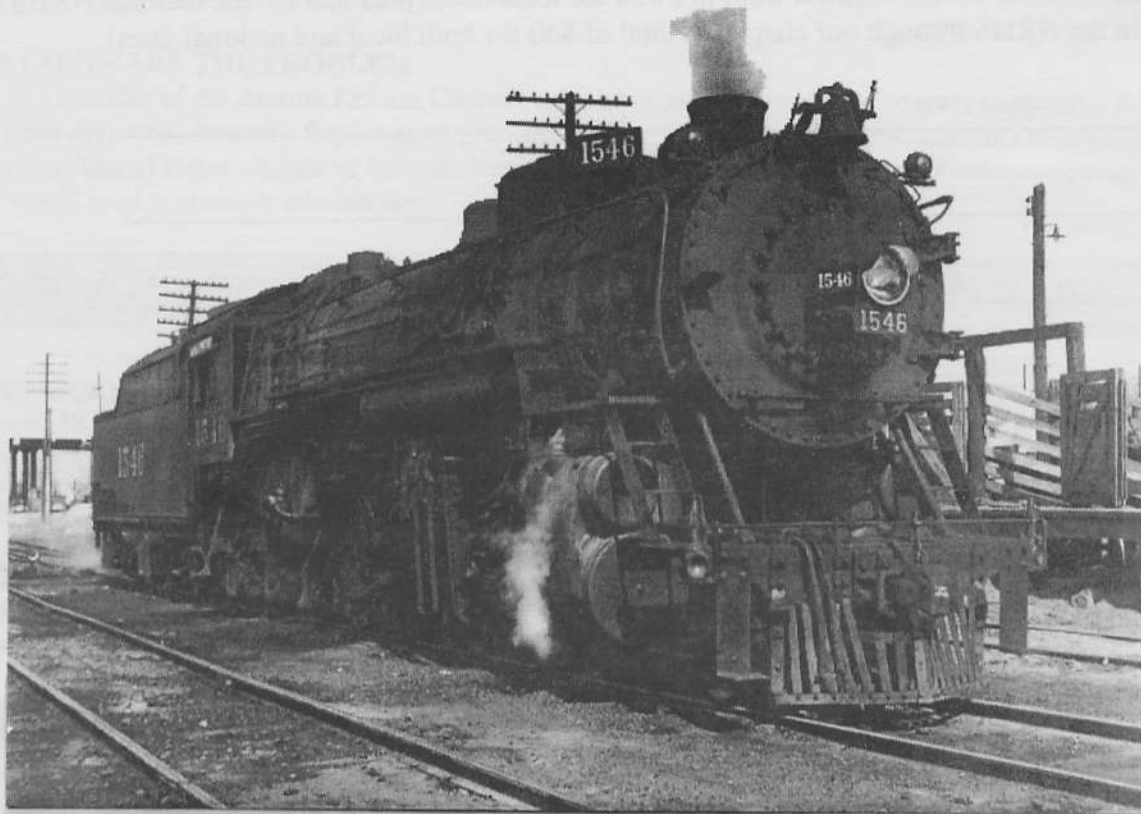
OF THE NEW, LUXURIOUS  
DIESEL STREAMLINERS . . .

**TEXAS SPECIAL**  
ST. LOUIS-TEXAS

**METEOR**  
ST. LOUIS-OKLAHOMA

... Watch for Them!

From Peter Smykla, Jr.



*Missouri Pacific 2-8-2 No. 1546, built by ALCO in 1925, sitting beside livestock pens at North Little Rock, Arkansas in 1947. (Photo by Gene Hull)*

## THE VICTOR AND THE VANQUISHED

by: Gene Hull

These two photos tell the story of the dramatic change in the motive power on the Missouri Pacific.

As was the case on all railroads, the Missouri Pacific experienced the evolution of the steam locomotive from its 4-4-0 type to the monstrous 2-8-8-2 Mallet. The real work horse was the 2-8-2 Mikado type.

Engine No. 1546 was one of the last order of Mikados by the Missouri Pacific, a total of 170 engines from American Locomotive Company between February 1921 and April 1925. They were numbered 1401 through 1570. For engines 1536-1570 there was an extra 14 inches of space between the second and third pairs of driving wheels to accommodate the possible addition of a third cylinder, which never occurred.

The Missouri Pacific decided soon after World War II to replace its fleet of steam locomotives with internal combustion diesels. This was completed by 7 April 1955, when 1,038

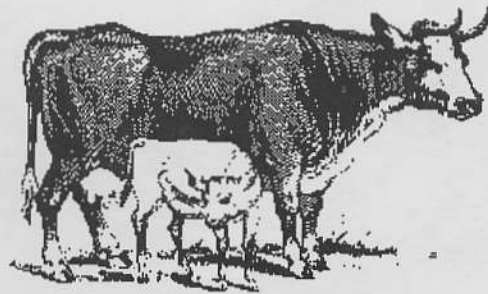
steam engines had been removed from the roster.

As soon as War Production Board motive power restrictions were removed after the war there began an almost continuous arrival of new diesel engines from 1947 to 1951. The three-unit number 515 (shown below) was from Electro-Motive Division 1947-48. The two F3A units arrived in 1947 and the F3B unit came in 1948.

The steam locomotives (VANQUISHED) were superseded by the diesels (VICTORS) in April 1955. I was fortunate to be able to photograph two representatives of this historic event. 🚂



*Missouri Pacific, total horsepower 4500, GM-EMD A-B-A No. 515 sitting beside livestock pens at North Little Rock, Arkansas in 1948. (Gene Hull photo)*



# OUACHITA RAILROAD - JANUARY 22, 2002

The following photos of the Ouachita Railroad were taken Tuesday, January 22, 2002 by Ken Ziegenbein. They show a working freight on the Ouachita Railroad (OUCH) between El Dorado, Arkansas and Lillie, Louisiana. The OUCH runs on the former Rock Island between these two cities.

According to Mike Robbins, President of OUCH, the line owns the following:

Locomotives: OUCH 1151 (GMD1) on loan to CQPA; OUCH 1159 (GMD1); and OUCH 63 (SW7, former EACH)

Rolling Stock: 75 OUCH single door boxcars; 50 DR Centerbeams for use at Georgia Pacific at Anthony Forest

They run on a line (former Rock Island) 25 miles long between El Dorado, Arkansas and Lillie, Louisiana.

Customers: Davison Petroleum (El Dorado); Anthony Forest (El Dorado - lumber); Georgia Pacific (Catesville - lumber); Great Lakes Chemical (Catesville - chemicals); and Willamette Industries (Lillie, Louisiana - particle board)



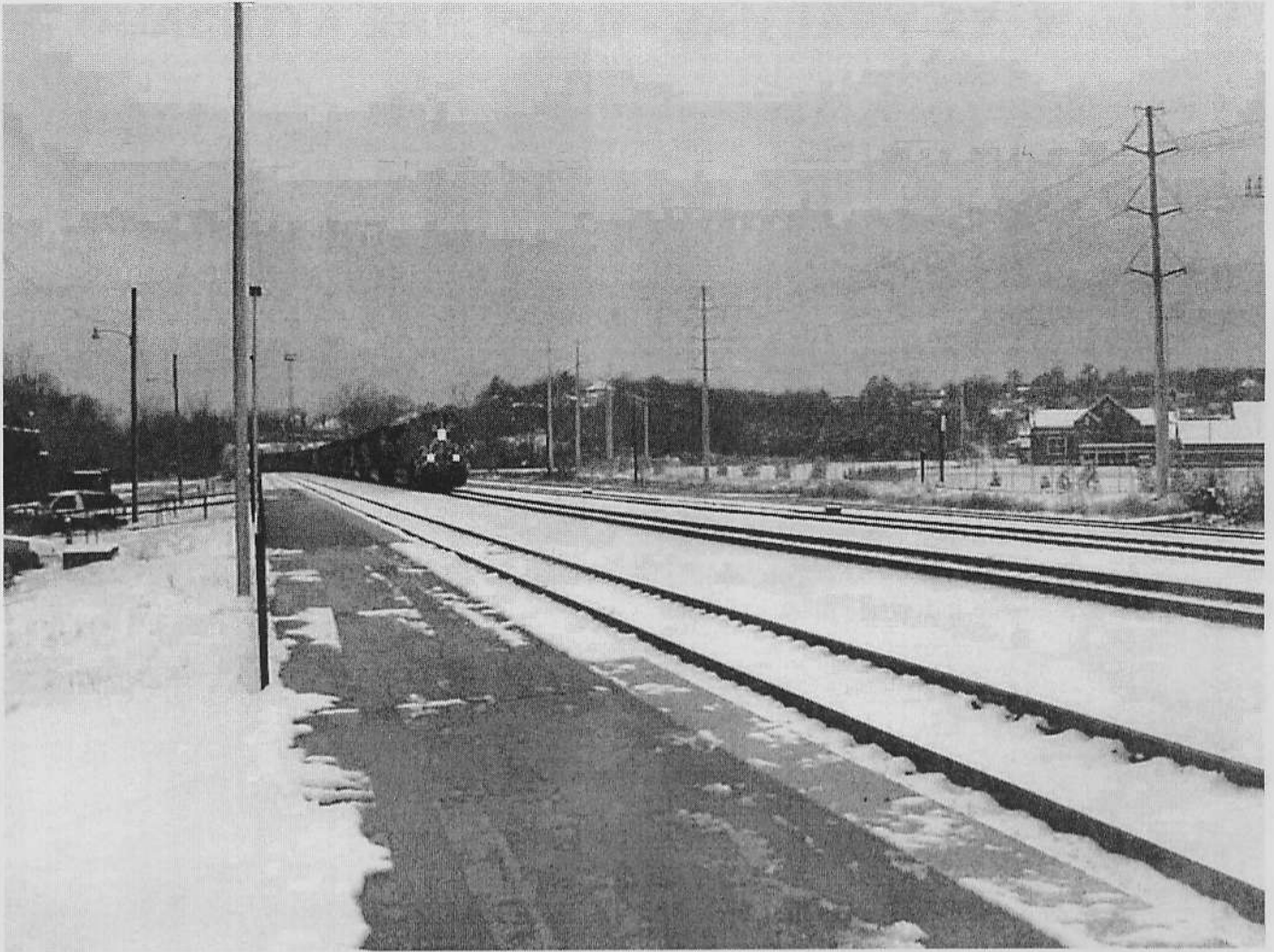
**UPPER LEFT** - Ouachita Railroad's office in El Dorado. **UPPER RIGHT** - Southbound OUCH train about 4 miles southeast of El Dorado, 10:20 a.m. January 22, 2002. **LOWER LEFT** - Approaching Junction City, 11:15 a.m. **LOWER RIGHT** - Passing through Junction City. They were replacing ties all along the route. (Ken Ziegenbein)



**LEFT** - In Louisiana, passing the ConAgra crossing, just outside of Lillie, 12:15 p.m. **RIGHT** - Nearing the end of OUCH's run, the Willamette Industries plant in Lillie.



ALCO FA #319 powers this three-unit southbound Red Ball freight through the North Little Rock shop area in 1950. Delivered in April 1948, this is one group of locomotives some folks didn't care for, me included. While working with an outbound inspector at North Little Rock as an apprentice, I never opened a crankcase inspection cover that I did not smell "burnt" oil and see metal shavings. The General Electric electrical components were OK, but the Alco power plants left much to be desired. *(John A. Mills photo)*



Snowy day at Union Station in Little Rock, February 6, 2002. Bottom photo shows some of the thousands of pigeons that roost at Union Station. Temperature was 32 degrees with a light freezing mist. (Ken Ziegenbein)