

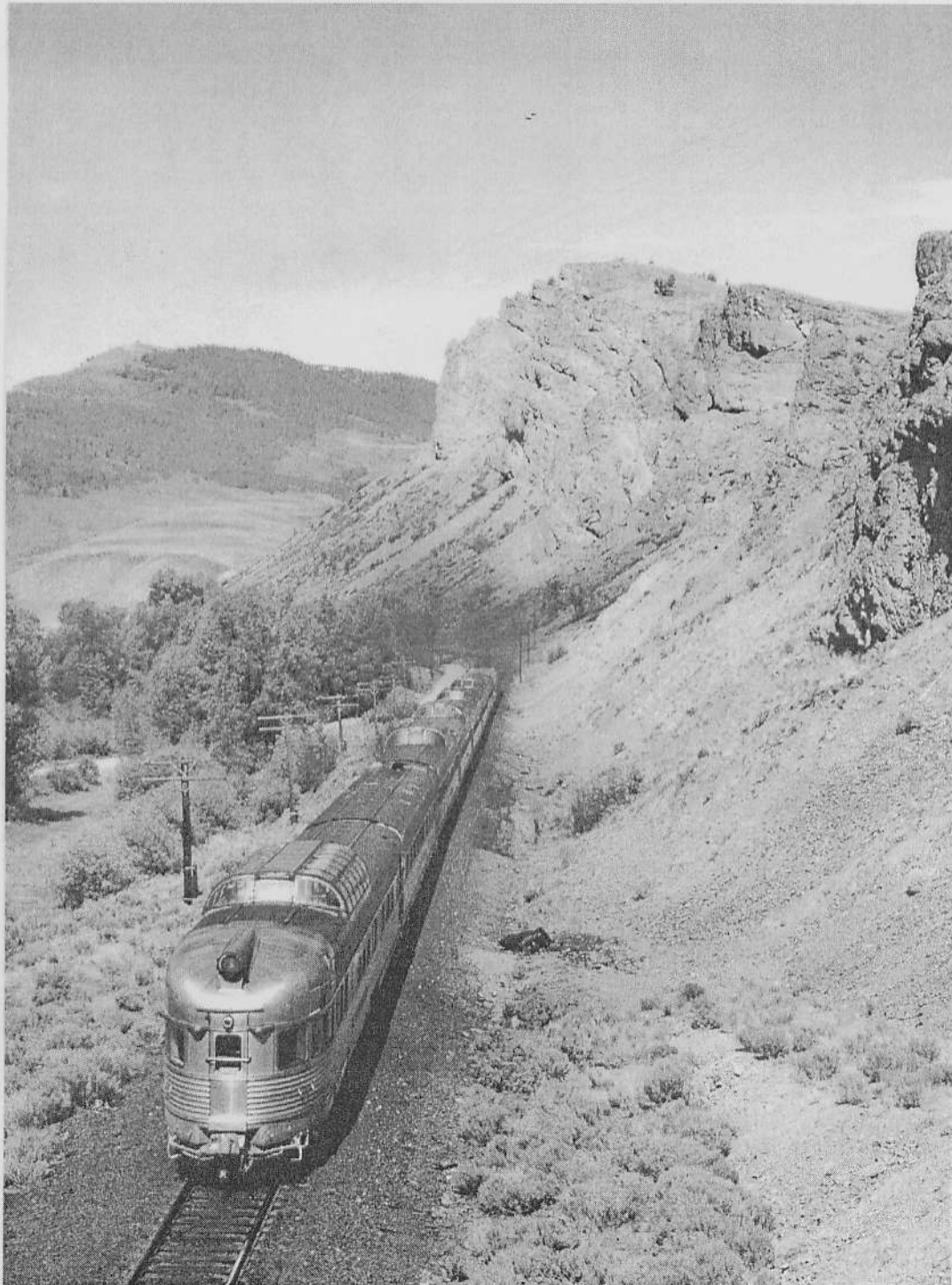


ARKANSAS RAILROADER



Little Rock Chapter
NRHS

VOLUME 31 NUMBER 5 MAY 2000



Rio Grande Zephyr, D&RGW, with "Silver Sky" observation car. Taken from Highway US40 bridge west of Granby, Colorado, June 19, 1980. *(Peter Smykla, Jr photo)*



Willamette and Pacific RR #1203 SW-9, built in 1953. Seen here at the North Little Rock Hump yard, March 11, 2000. It was going to Raillink 3-M in Little Rock. It was delivered via BNSF-LRWN-UP.
(John Jones photo)

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>

MAY MEETING DATE MOVED - Please note that the next meeting of the Arkansas Railroad Club will be on SUNDAY, MAY 21 instead of the usual second Sunday because the second Sunday is Mother's Day. We've always moved the meeting date in May because of this.

The May 21 meeting will begin at 2 p.m. at Pulaski Heights Presbyterian Church, 4401 Woodlawn Drive in Little Rock. The program will be given by JACK SCHNEDLER, Deputy Manager Editor/Features at the *Arkansas Democrat-Gazette*. He will talk and show slides on the old Hejaz Railway in Saudi Arabia, which was opened between Damascus and Medina by the Ottoman Turks in 1908 to supply troop garrisons and to bring Muslim pilgrims to Mecca. The Saudis have restored a number of the stations as well as a railyard workshop, and there is still wreckage of rail cars along the way. However, the tracks have long ago been taken up. Mr. Schnedler visited the area only a few months ago.

Everyone who has seen the Oscar-winning 1962 movie *Lawrence of Arabia* is familiar with the Hejaz Railway as the target of the raids by Peter O'Toole and his Arab guerrillas. Built in the last years of the Ottoman Turkish empire and completed in 1908 between Damascus and Medina, it was abandoned in 1923. Now a number of stations and other sites have been restored along the old route, which Jack Schnedler visited earlier this year during a two-week tour of Saudi Arabia. His photographs are evocative of this bygone rail line.

Again, the meeting begins at 2 p.m. with the program shortly thereafter. The public is invited and refreshments will be there. All are welcome.

FUTURE MEETINGS include a Saturday, June 10 picnic and backyard railroad rides on Ron Esserman's Walden

Two railroad, close to Dover, Arkansas off I-40 near Russellville. Ron's phone number is 501-331-2030. A map is shown below. Again, the date will be SATURDAY, JUNE 10. Also, we'll be having the annual excursion on Peter Smykla's Paperton Southern Jct railroad in September.

GENE HULL'S RAILROAD SLIDES have been donated to the Arkansas Railroad Club. This consists of 1,400 color slides in several carousels, cataloged and identified as well as two boxes of sorted and cataloged slides.

THANKS GENE!!!

Anyone else who has any railroad photos or slides (or anything else for that matter) is welcome to donate them to us. Just write to us at PO Box 9151, North Little Rock AR 72119.

NRHS REPRESENTATIVE - Due to our NRHS Rep Jim Bennett's health, he has had to step aside and the Board voted at the April 9th meeting to ask for volunteers to fill that position. DAVID HOGE did volunteer if nobody else wanted the job...so if anyone wants it, contact Board of Director President Robin Thomas, 10980 Rivercrest Dr, #26, Little Rock AR 72212-1424. The Board will vote on it at the next meeting, May 21.

2001 CALENDAR IS AT THE PRESSES- The next calendar from the Arkansas Railroad Club will contain 18 black & white railroad photos taken in Arkansas over the years. Why 18? Well, I got so many photos I liked, I decided to make it a 16-MONTH CALENDAR by adding September-December 2000 at the beginning, followed by the regular 2001 12-month calendar. That way you can buy it this Summer and it'll be ready to hang up. Price will be set when I get the calendars back from the printer, but I'm hoping for a price reduction, even with the extra 4 pictures.

Railroads/trains included this time will be: Missouri Pacific, Amtrak, Union Pacific, Louisiana & Northwest, Rock Island, Arkansas Midland, Kansas City Southern, Southern Pacific, Cotton Belt 819 then and now, Missouri & Arkansas, Delta Eagle, Transitan industrial locomotive, DeQueen and Eastern, BNSF, plus some repeats of roadnames, but in a different time period. Contributors include: Bill Bailey, Mike Adams, Gene Hull, John C. Jones, Randy Tardy, John Mills, Robin Thomas, A. B. Simpkins, Thomas M. Binger, William Moneypeny, Gene Bailey, R. S. Plummer, Peter Smykla, Jr., Jonathan Royce, William J. Husa via Russell Tedder, and Tom Shircliff.

EARLY JUNE DEADLINE - I've got some conflicts in my schedule in May and will need to get any news for the June *Railroader* earlier than normal (well before the May meeting). So, please get any material you want in the June newsletter to me by MAY 7. Thanks.

SHOW AND SALE will be held June 3, 2000 at Fisher Armory in North Little Rock, 2600 Poplar Street (take Exit 153 off I-40 - it's just across from the Bonanza Restaurant). Adult admission is \$3.00. Table rental will be \$30 for the first table, \$25 for the second and \$20 each 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 or call 501-681-1839.

BRICK DONATED - The Arkansas Railroad Club will donate a brick tile in honor of Gene Hull to be placed in a garden on the west side of the main Little Rock downtown library. These tiles can be purchased by groups or people to honor their favorite authors. Arkansas Railroad Club will be listed as donor and the favorite author is Gene Hull. The proceeds go to the Central Arkansas Library System's Endowment fund.

2000 DUES are now officially Past Due. Most have renewed, but there are still some who have not. Please send in your \$20 local and \$17 NRHS dues as soon as possible. This April issue will be the last one you'll receive if we don't have your dues by April 15. Thanks.

The KANSAS CITY UNION STATION story that ran in the March *Railroader* got the following response from DAVID R. PEIRONNET, PO Box 66, Camden, Arkansas 71711:

"As I am originally from Kansas City, I thought it worthwhile to add some additional information about conversion

from a railroad station to a science museum.

I worked my way through college as a porter on Santa Fe passenger trains during the transition from Santa Fe to Amtrak. Thus, I saw Kansas City Union Station in its latter years as a railroad terminal. I was also involved in a grass roots political referendum to preserve Union Station, a popular movement which gained as much as 70% voter approval in some areas. It is clear that Kansas Citizens recognized the value of Union Station as an essential public monument and voted to preserve it.

Union Station opened at the end of November, 1999, as host to Science City, an interactive science and entertainment facility. Those of us who worked to save the station in its darkest hours were pleased with most of the improvements which were made. Union Station is several shades lighter than it was only a couple of years ago. Decades of urban soot (a big percentage of which came from steam locomotives) were carefully stripped away in such a way that the original color of the stone was revealed again. Elegantly decorated plaster ceilings were repainted to their original colors and even the steel work which holds the huge windows was repainted Pullman green, as it was when Union Station opened before World War I.

The enormous Grand Hall was particularly well restored. The ceiling is 96 feet high and worth the trip just to see it. Three giant steel chandeliers weigh several tons apiece although seem to be surprisingly light given their size and mass.

There are a few changes which seem inconsistent with the original design concept: some strange street lamps in the waiting room which have fluorescent bulbs giving off a harsh light. Also, some signage which is out of place. And, a planned exhibit of Union Station's own history and the role of railroad passenger trains in Kansas City's history has yet to have opened.

However, Union Station and Science City are well worth a visit, especially if you happen to be in the area. There are several theaters including a giant screen theater showing science oriented films located within the facility. I recommend investing half a day at Union Station to see everything. There are also two excellent restaurants within the facility; one located in the ticket office and the other in what used to be the ladies' waiting room.

Those of us who traveled through Union Station still feel a sense of loss when we realize that trains do not pass under the station as they did for nearly seven decades. Continuing traffic congestion and uncomfortable service on the airlines make the absence of fine dining car service and spacious Pullmans a particular loss. However, preserving Union Station in any form was clearly preferable to losing it. Should you travel through Kansas City, a visit is strongly recommended.

By the way, the last trains to serve Union Station before Amtrak were:

- AT&SF *San Francisco Chief*, Chicago to San Francisco
- AT&SF *Texas Chief*, Chicago to Houston
- AT&SF *Grand Canyon*, Chicago to Los Angeles
- AT&SF *Tulsa*, Kansas City to Tulsa
- MoP *Missouri River Eagle*, Kansas City to St. Louis
- MoP (unnamed), Kansas City to St. Louis
- UP *City of Kansas City*, Kansas City to Los Angeles

Kansas City was also served by the Burlington Northern (CB&Q) which operated two trains from freight yard offices, having pulled out of Union Station about a year before Amtrak. One train was the remnant of the *American Royal Zephyr* to Chicago and the other train was the remnant of the *Omaha Zephyr* to Omaha. The Union Pacific had also pulled the remnant of the *Portland Rose* out of Union Station and ran it as a mixed train from a Kansas City, Kansas yard office of Denver. After Amtrak, only two of the Santa Fe trains survived, the *Super Chief/El Capitan*, and the *Texas Chief*, plus one Missouri Pacific train to St. Louis."

Sincerely, DAVID R. PEIRONNET

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 - Caboose information - Main Street Russellville and its Friends of the Depot committee acquired the 1940's era Cotton Belt wooden caboose that had sat in the city of Hope's Fair Park for many years. Club member George Clippert of Camden says he remembers he got the caboose from someone who bought several St. Louis-Southwestern Cotton Belt wooden cabooses from the railroad years ago. He believes it was built in 1907 at St. Louis by the American Car and Foundry Company. It went to Hope in January 1973.

Meanwhile, Mary Cohoon of the Main Street Russellville committee would like more information on the caboose, such as photos or drawings of what it looked like inside. It was Cotton Belt Caboose No. 140. Call collect, or send contact information to Mary Cohoon, 501-967-2981, or email her at dmcohoon@ipa.net

WANTED - Photos of Searcy, Arkansas depots (Rock Island, M&NA, DK&S) Contact Tim Rowland, 2310 Cattail, Searcy AR 72143.

FOR SALE - Custom painted O and G Scale figures for on-train-platform and museum dioramas. For a brochure listing the many people figures available, contact Transformations, Inc., 1212 Carlisle St, Natrona Heights PA 15065 or call 724-226-1330.

WANTED - Any studies that have examined a train handler's situational awareness in fog. If you know of a publication that addresses this issue, let Pat Barnes of the National Transportation Safety Board know at this email address: BARNESP@ntsb.gov

FOR SALE - The entire collection of 7,808 black and white negatives (620 format) taken by Donald L. Etter of mostly steam locomotives, mainly in the Midwest and Northeast, during the 1930s to 1960s. Stephen F. Etter is selling the entire collection (he doesn't want to split it up) for the asking price of \$100 per negative (my calculation shows that the whole collection would cost over \$780,000 if this is really what he is asking). To see a bound catalog of the entire negative list, send \$15 (no checks) to S. F. Etter, PO Box 266, Hudson MI 49247.

WANTED - Walt Babineau of Workforce, Inc, a non-profit group part of Onestop Group in West Memphis, wants to know how to get grants to restore the Missouri Pacific depot at Marianna, Arkansas. He wants to get the history of the depot, learn how to raise funds, and general contacts that can help him and his group save this depot. If you can help, call him at 870-735-6730 (day) or 870-739-4768 (night) or email him at watl@development.org

WANTED - Your slides, photos, mementos, old timetables, etc. of railroad history. If you find anything, even an old Sears catalog from the 1950s-1970s that had toy trains, write to us at PO Box 9151, North Little Rock AR 72119 or call 501-758-1340 or email at ken@trainweather.com.

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.

KANSAS - UNION PACIFIC - To abandon a 4.6 mile line known as the Hoisington Subdivision between m.p. 491.20 near Bridgeport and m.p. 495.80 near Lindsborg, Kansas and a 10.25 mile line known as the McPherson Subdivision between m.p. 534.75 near Bridgeport and m.p. 545.00 near Sid, Kansas. Effective April 16, 2000. (STB Docket No. AB-33, Sub No. 147X and AB-406, Sub No. 11X, decided March 9, served March 17, 2000)

CALIFORNIA - UNION PACIFIC - To abandon a 5.62 mile line over the Tidewater Subdivision from m.p. 26.43 near McHenry to m.p. 32.05 near Modesto, California. Effective May 16, 2000. (STB Docket No. AB-33, Sub No. 145X, decided April 7, served April 14, 2000)

ARKANSAS RAIL NEWS

GOOD LEAD PARAGRAPH

Regarding the tragic deaths of four teenagers at a Humphrey, Arkansas UP rail crossing in March (see *March Railroader*), Andrew A. Green, reporter for the *Arkansas Democrat-Gazette* wrote on March 2, 2000: "Two 8th-grade girls and two high school boys were killed in Arkansas County on Wednesday trying to cross railroad tracks ahead of a freight train. I think this is a much better rendering of the event than the usual "train kills 4 teenagers...train rams car...etc." headlines. The way it was written by Mr. Green implies correctly that the car "failed to yield the right of way," which is almost always the case.

The Frisco Railroad was given permission to end daily mixed train service between Fayetteville and St. Paul, Arkansas on April

20, 1933. (Courtesy of Steve Erwin, via the January 2000 *Scrambler*, Arkansas-Boston Mountains Chapter NRHS)

POSTAL TRAIN

(Little Rock) - The USPS' *Celebrate the Century Express* special train started its second cross-country journey on April 20-22, this time from Little Rock. It's a specially outfitted 4-car Amtrak train colored in yellow with postage stamps painted on the sides. This train visited 36 cities last year, attracting 150,000 visitors. It was to be displayed at the Little Rock's River Market with opening ceremonies at 11 a.m. on Thursday, April 20. (Thanks to Randy Tardy)

HOT SPRINGS EXCURSION STAYING

Due to strong ridership, the Hot Springs-White River Scenic Railroad will keep operating in Hot Springs. The 60-day experimental run proved successful with nearly 3,000 riders in March alone. Sean Reed, owner, said that he's looking for more cars to that the ones now in Hot Springs can return to their original route along the White River in northern Arkansas. He also plans to add a dining car and possibly extend the route from Hot Springs to the Mid-America Museum and Magic Springs Amusement Park. They are also encouraging people to clean up their property along the route and to have people sentenced to community service help clean the route. (*Arkansas Democrat-Gazette*, March 25, 2000)

GENERAL RAIL NEWS

45-YEAR-OLD MODEL RR

The Miniature Railroad and Village at the Carnegie Science Center in Pittsburgh, Pennsylvania is in its 45th season. It began as a Christmas display in the home of Charles Bowdish, spend many years in the basement of the Buhl Planetarium, and now

resides in the Carnegie Science Center. It is 83 feet long and 30 feet wide, consisting of 2,300 square feet. It is supposed to be the most detailed model railroad display operating today and even fakes sunrises and sunsets. Call 412-237-3400 for current schedule.

March 28, 1980 saw the last train operated on the former Rock Island track from Amarillo, Texas to Tucumari, New Mexico.

SAFETY OF TRAINS

The National Safety Council says that railroads are the safest mode of travel. From

1994 to 1996, there were 0.96 deaths per 100 million miles traveled in a car, 0.06 deaths per 100 million miles traveled in an airline, and only 0.04 deaths per 100 million miles traveled on railroads, including commuter trains. You would be 10 times more likely to get killed in your car than by traveling by train. In 1997, 50 percent of all travel deaths were caused by automobile travel, where only 1.4 percent were caused by train travel and 1.5 percent by airline travel. (Editor's question...that adds up to only 52 percent - where were the remaining

48 percent of travel deaths? - Anybody know?)

BAD FLUES

(Durango, Colorado) - New flues for the Durango & Silverton's K-36 class engines are flawed. After preparing 274 new flues for installation in the engines in March, 2000, as soon as the engines began rolling, a large number of the flues started splitting down the seam.

VIA RAIL FUNDING

After years of declining service and funds, Canada's Transport Minister David Collenette on April 12 announced that \$400,000,000 was being made available to significantly renew passenger train service on VIA in Canada. "This announcement truly marks the beginning of a renaissance for passenger rail in Canada," he said. Transport Canada is online at <http://www.tc.gc.ca/>

AMTRAK NEWS

TEXAS EAGLE TO GO DAILY

On May 21, the *Texas Eagle* should begin daily service through Little Rock. It will then get into Little Rock earlier in the morning and later at night as follows: Southbound #21 arrives Little Rock at 6:32 a.m., northbound #22 arrives 1:34 a.m. This would mean getting into Dallas earlier at 1:15 p.m., then leaving there later at 5:40 p.m. so you could spend a few hours there and make a return trip the same day. Senator Kay Bailey Hutchison of Texas was very instrumental in getting this route daily as well as saving it from extinction a few years ago, as was the cities along the *Texas Eagle* route and, of course, our own Bill Pollard has been very pro-active on this route and Amtrak in general.

Related to this change will be a change in Thruway Bus shuttle service to Hot Springs from Malvern: Effective May 21, the bus will depart Hot Springs at 11:30 p.m., arrives Malvern 11:50 p.m. with *Texas Eagle* #22 leaving Malvern at 12:19 a.m. northbound. Thruway Bus then departs Malvern 12:30 a.m., arriving Hot Springs 12:50 a.m.

Thruway Bus departs Hot Springs 6:30 a.m., arrives Malvern 6:50 a.m., with Amtrak #21 southbound leaving Malvern at 7:17 a.m. Then the bus will return to Hot Springs, leaving Malvern at 7:30 a.m., arriving Hot Springs 7:50 a.m. (Thanks to Bill Pollard)

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

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.

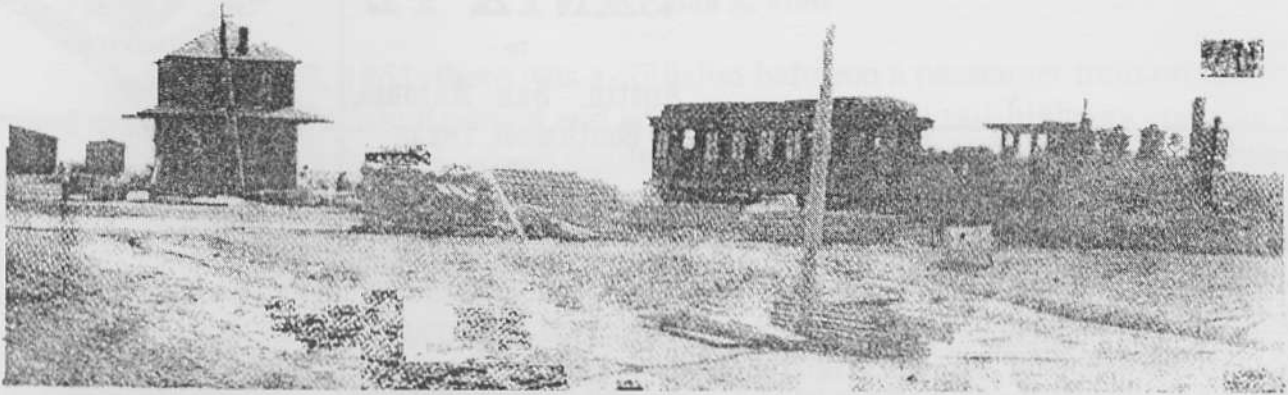
W e b a d d r e s s : <http://www.trainweathe.com/show.html> (I set up a model train layout here two years ago and volunteered to run the whole show this year - it is comprised of mostly local vendors and craftsmen and if you don't already have a space at the Jacksonville show, you're welcome to come 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,



DARDANELLE and OLA SOUTHERN DEPOT, about 1906. (Katherine Morell collection)

The following is from Katherine Morell of RR4, Box 1725, Dardanelle AR 72834-9316 (near Centerville, Arkansas). She is a cooperative observer (taking daily high/low temperature and rainfall readings) for the National Weather Service at Centerville and during a conversation with her, I found out she had some old newspaper clippings regarding the Dardanelle and Ola Southern Railroad. This article was published in a July 1976 edition of the *Post-Dispatch* of Dardanelle:

A railroad between Dardanelle and Ola was constructed in 1906 with Dardanelle capital and was known as the Dardanelle and Ola Southern. The road began in the southwest part of Dardanelle near Planters Compress on Market Street where the depot stood.

Citizens of Dardanelle raised \$45,000 and the right-of-way from here to Centerville, seven miles west, was donated. Length of the entire line was 13.9 miles.

Cooperating in the project were J. B. Crownover, Fred H. Phillips, Sr., C. B. Cotton, all of Dardanelle and Dr. L. R. McCarty of Centerville.

The first depot was built in 1906 and was a frame structure. The new railroad joined the main line of the Rock Island road at Ola and was a paying proposition until 1929 when cars and trucks offered too much competition. John J. Metheny was station agent from 1907 until 1909. H. C. Rockhold was agent from 1909 till 1937 when he retired.

In 1909 the Commonwealth Trust Company of St. Louis took over the line by mortgage and in December 1911 sold it to the Rock Island for \$100,000. The line was then chartered as the Rock Island and Dardanelle. The depot burned in 1915 and was replaced with a new one that year. Name of the road was also changed. The Chicago Rock Island and Pacific operated the line until September 1920 and from then till 1937 it was operated by the Fort Smith, Subiaco and Rock Island under contract.

The line was abandoned under authority of the Interstate Commerce Commission and was taken up in 1938. 🚂

Two Solid Trains to Memphis.

The Cotton Belt is the only line operating two solid trains a day to Memphis without change.



Train No. 2 leaves Ft. Worth at 10.15 a. m., and Dallas at 11.15 a. m., and reaches Memphis at 8.00 a. m. the next morning. It carries handsome free Chair Cars to Memphis, and Pullman Sleepers, Texarkana to Memphis. This is the only morning train with through Sleeper for the night ride, Texarkana to Memphis.

Train No. 4 leaves Ft. Worth at 9.55 p. m. and Dallas at 10.15 p. m., reaching Memphis at 7.20 the next evening. It carries Sleepers to Texarkana, handsome Chair Cars to Memphis, and Parlor Cafe Cars, Texarkana to Memphis.

Note the convenient hour for leaving. The morning train gives you a chance to attend to any business you may have before leaving. The night train enables you to spend the evening with your family.

Ticket Offices: 237 Main Street, Dallas, 700 Main Street, Fort Worth.

S. G. WARNER, D. M. MORGAN,

Gen'l Pass'r and Tkt. Agt., TYLER, TEX. Trav. Pass'r Agt., FT. WORTH, TEX.

THE RIGHT ROAD... TO



**CHICAGO OMAHA
KANSAS CITY**

TAKE THE SANTA FE

To

**Austin, San Antonio,
Southwest Texas
and Mexico**

Via I. & G. N. R. R.

Observation Sleepers and Chair Cars to

SAN ANTONIO

without change. Best service to

St. Louis, Houston, Galveston.

See agents for further information.

W. S. KEENAN,
General Passenger Agent.

LOCAL... Christmas and New Year EXCURSIONS

VIA



IN TEXAS

Tickets on sale Dec. 23, 24, 25, 30, 31 and Jan. 1. Limited for return including Jan. 2, 1900. One and one-third fares for the round trip.

NORTHBOUND.

Katy Flyer Arv. 7:25 a. m. Lvs. 7:45 a. m.
No. 32 Arrives 10:45 a. m. Leaves 11:05 a. m.
No. 71 Arrives 11:19 p. m. Leaves 11:31 p. m.
No. 88 (Way Freight) Leaves 7:45 a. m.

SOUTHBOUND.

No. 33 Arrives 6:15 a. m. Leaves 6:50 a. m.
No. 31 Arrives 4:50 p. m. Leaves 4:50 p. m.
Katy Flyer Arvs. 8:25 p. m. Lvs. 8:40 p. m.
No. 75 (Way Freight) Leaves 11:45 a. m.

WICHITA FALLS BRANCH.

No. 20 Wichita Falls Ex. Arrives 2:35 p. m.—
Leaves 1:20 p. m.
No. 76 Denton Accom. Arrives 10:40 a. m.—
Leaves 7:45 p. m.

W. G. CRUSH, THOS. G. HAMMOND,
G. P. & T. A. City Passenger Agent.
Linz Building, Dallas, Tex.



"No Trouble to Answer Questions."

BRICK DEPOT.

EASTBOUND.

No. 2 Leaves 10:15 a. m.
No. 4 Arrives ("Night Express") 6:40 p. m.
No. 4 Leaves ("Night Express") 6:40 p. m.
No. 6 Leaves ("Cannon Ball") 8:30 a. m.
No. 8 Arrives 9:25 a. m.
No. 10 Arrives 11:50 a. m.
No. 12 Arrives 9:05 p. m.

EAST DALLAS—Union Depot.

EASTBOUND.

No. 2 Leaves 10:25 a. m.
No. 4 Leaves ("Night Express") 7:15 p. m.
No. 6 Leaves ("Cannon Ball") 8:35 a. m.
No. 8 Arrives 9:30 a. m.
No. 10 Arrives 11:50 a. m.
No. 12 Arrives 9:15 p. m.

EAST DALLAS—Union Depot.

WESTBOUND.

No. 1 Leaves 6:20 p. m.
No. 3 Leaves 6:30 a. m.
No. 5 Leaves 7:15 p. m.
No. 7 Leaves 4:00 a. m.
No. 9 Leaves 10:05 a. m.
No. 11 Leaves 2:50 p. m.

BRICK DEPOT.

WESTBOUND.

No. 1 Leaves 6:40 p. m.
No. 3 Leaves 6:50 a. m.
No. 5 Leaves 7:20 p. m.
No. 7 Leaves 4:05 a. m.
No. 9 Leaves 10:15 a. m.
No. 11 Leaves 3:00 p. m.

2 FAST TRAINS DAILY

TO

ST. LOUIS

Leave Brick Depot 8:30 a. m. and 6:40 p. m.

Incomparable Service to California.

Leaves Dallas 7:20 p. m.

HOLIDAY EXCURSION TICKETS

Through to

SHREVEPORT

And all points on our line in Texas.

Fare and Third for Round Trip

Good to return Jan. 3, 1900.

See CHAS. T. GRAY, corner Main and
Murphy Sts., and at brick depot, or S. J.
TECKER, Union Depot.

E. P. TURNER, G. P. & T. A., Dallas, Tex.

“HELL, THAT AIN’T A MOTOR CAR, THAT’S THE TEXAS EAGLE”
and there ain’t going to be any car left!

by: John A. Mills

On August 7, 1951, there was a collision between a passenger train on the Missouri Pacific Railroad and an automobile near a rail-highway crossing at Malvern, Arkansas, which resulted in the injury of 38 passengers, 2 railway-mail clerks, 2 train-service employees and 8 dining-car employees.

Oliver H. Nolan, 31 at the time, worked at the Brick Company and got off work at 3:30 p.m. on August 6, 1951. At about 1:28 a.m. on August 7, 1951, he and his 1941 Pontiac encountered something that soared “like an Eagle.” It was an Eagle, the Texas Eagle, and it was moving at nearly 79 mph when Nolan decided he could not stay with his car any longer and moved out of the way to watch the collision.

Leaving work with about \$30 in his pocket he drove to “wet” Garland County and entered a little joint called “Ink” which was just on the edge of Hot Springs. After several beers (too many) and several pinball machines in the inn, he started home.

Sometime around 1:00 a.m. neighbors in the area where the Little Rock to Texarkana main line of the Missouri Pacific Railroad, South First Street and Cabe Street all intersect, are awakened by the sound of an automobile starter grinding away, but with no results. The car had run off the crossing and had headed south on the tracks about 271 feet.

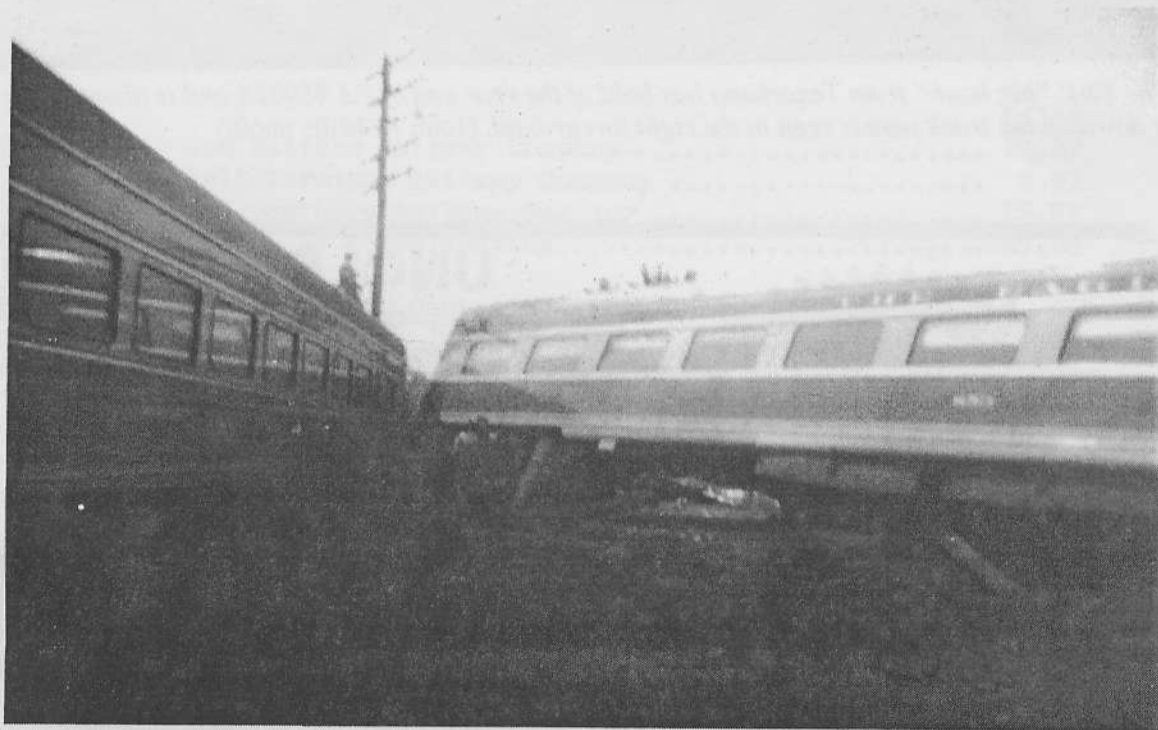
Junior Robinson who lived 200 feet away got out of bed to see a car with parking lights on and saw Mr. Nolan looking under the car, then open a door, turn off the lights and walk away in the gloom of the early morning. At about the same time Junior hears the sound of the big blue and white bird approaching from the northeast.

After the collision the Eagle dragged the 41 Pontiac nearly 900 feet where the car struck a switch, disrupting the track and derailing both diesel units, PA’s #8013A and 8002A along with one baggage-mail car, one coach-dormitory, two coaches, one dining-lounge car, one sleeping car and finally one coach-dormitory. A total of seven cars derailed, the first four somewhat damaged, the next three derailed but in line with the track. One coach, one dining-lounge and six sleepers remained on the track and many passengers in the six sleepers slept through the whole ordeal. None of the injuries were life threatening. All damaged equipment was returned to service. A MoPac wrecker from North Little Rock and a T&P wrecker from Texarkana were used to re-rail the locomotives and cars.

Hearing of the accident on the 7:00 a.m. radio news, I layed off work and drove down to the sight and took the pictures on the following pages:



TOP - Missouri Pacific PA #8013A with the remains of the 41 Pontiac in view lays on its left side, its rear-end having become entangled with the baggage-mail car. The second unit PA #8002A remained coupled to the baggage-mail car. **BOTTOM** - Looking south from the east side of the train is PA #8002A, the baggage-mail car, followed by the coach-dormitory. (John A Mills photos)



TOP - The vestibule (B) end of the coach-dormitory and the two coaches are seen in this view. Tight-lock couplers helped prevent telescoping by delaying uncoupling of the cars. **BOTTOM** - The two derailed coaches had undercarriage damage and minimal body damage. (John a. Mills photos)



The T&P "big hook" from Texarkana has hold of the rear end of PA #8002A and is about to set it down on the track panels seen in the right foreground. (John A. Mills photo)

UNCLE SAM
OFFERS YOU
A FREE HOME
IN THE CHOICE IRRIGATION DISTRICT OF UTAH.
August 28th

THE UTAH INDIAN RESERVATION OPENED FOR SETTLEMENT. REGISTRATION AUGUST 1st TO 12th AT FOLLOWING POINTS:
Grand Junction, Colo.; Vernal, Price, Provo, Utah.

\$38.00 Round Trip,
GOOD UNTIL OCTOBER 31st.

TICKET OFFICE, Sixth and Olive and Union Station.
For further information, interesting reading matter, etc., write H. C. TOWNSEND, Gen'l Passenger and Ticket Agent.

MISSOURI PACIFIC LINES - A CORPORATE HISTORY - Part 10 (Gene Hull)

The Fort Scott Central Railway Company

Termini: From south city limits of Ft.Scott (joining the rails of The Ft.S.B.T. Ry.Co.) to H.B. connection with main line at Cornell.

~~Color on accompanying map - Green; No. 59.~~

The company was organized and line built by The Missouri Pacific Railway Company, and was operated by that company by virtue of stock ownership.

The company was consolidated with others forming The Ft.Scott Central Ry. Co., August 1, 1891.

The "Fort Scott Central Consolidation"

By articles of consolidation filed in the office of the Secretary of State of Kansas, August 1, 1891, the following companies, whose histories precede, were consolidated under the name, "THE FORT SCOTT CENTRAL RAILWAY COMPANY." This company was licensed to do business in the State of Missouri as a foreign corporation for a term ending August 1, 1941, by certificate of the Secretary of State of Missouri, dated March 2, 1900.

	<u>Miles</u>
1. The Fort Scott and Eastern Railway Company	26.27
2. The Fort Scott Belt Terminal Railway Company	3.91
3. The Fort Scott and Southern Railway Company	26.87
Total mileage at time of consolidation	<u>57.05</u>

4. Extensions Made by The Ft.Scott Central Railway Company:

From H.B. on main line 585 feet south of center of depot at Webb City to Scotland, 6.37 miles, completed in 1893, and extended to Mear's Mine, 16.87 miles, in 1902; and from H.B. on main line 1,127 feet north of depot at Webb City to end of track at Oronogo, 3.36 miles, completed in 1902. Total mileage 26.60

~~Color on accompanying map - Brown; Nos. 41 and 42.~~

Total mileage of The Fort Scott Central Ry. Co. 83.65

(0.02 mile was added in 1912 by moving the headblock at Webb City back that distance - ~~See XLV., page 51.~~

As The Missouri Pacific Railway Company was the owner of all the capital stock of the constituent companies of The Fort Scott Central Railway Company, that company retained control after this consolidation and continued to operate the lines by virtue of stock ownership and without lease.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43.~~)

X. KANOPOLIS AND KANSAS CENTRAL RAILWAY COMPANY

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, October 25, 1886. Its line of road, from Geneseo to Kanopolis, was completed December 28, 1887, Mileage 14.16

Termini: From H.B. connection with main line 148 feet east of A.T.& S.F. crossing at Geneseo to connection with Union Pacific 0.23 mile north of center of depot at Kanopolis.

~~Color on accompanying map - Violet, No. 33.~~

The company was organized and line built by The Missouri Pacific Railway Company, and that company operated the line by virtue of ownership of a majority of the capital stock until consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

XI. THE KANSAS SOUTHWESTERN RAILWAY COMPANY

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, November 26, 1886. Its line of road, from Olcott to Iuka, a distance of 24.91 miles, was completed December 13, 1887. In 1902 4.82 miles at end of track west of Iuka was taken up, leaving present mileage 20.09

Termini: From H.B. connection with main line at Olcott Junction to end of track at Iuka.

~~Color on accompanying map - Brown, No. 52.~~

The company was organized and its line of road built by The Missouri Pacific Railway Company, who also operated the line by virtue of ownership of a majority of the capital stock until consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 (~~See page 43~~).

XII. THE LeROY AND CANEY VALLEY AIR LINE RAILROAD COMPANY

This company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, June 10, 1885. Its line of road was completed from Roper to Elk City, 29.98 miles, December 21, 1886, and thence to Peru, 21.80 miles, May 4, 1887; a total mileage of 51.78

Termini: From H.B. on main line 0.08 mile north of center of depot at Roper to H.B. connection with main line at Peru Junction.

~~Colson's accompanying map - Brown, No. 73.~~

This company was organized by outside parties but its line of road was built with money furnished by The Missouri Pacific Railway Company, which company thereby acquired a majority of the capital stock. On October 31, 1886, the property was leased to The Missouri Pacific Railway Company for a term of forty years.

The company was consolidated with others forming The Missouri Pacific Railway Company, August 9, 1909 ~~(See page 43)~~

The Consolidation of 1909

THE MISSOURI PACIFIC RAILWAY COMPANY (the present company) was incorporated under the general railroad laws of Missouri, Kansas and Nebraska by contract and articles of incorporation dated May 29, 1909, and filed in the offices of the Secretaries of State of those States on August 9, 1909, and certified copy filed as of a foreign corporation in the office of the Secretary of State of Colorado on September 27, 1909, by and between the following constituent companies, whose histories precede:

	<u>Miles</u>
I. The Missouri Pacific Railway Company (1880)	1109.07
II. The Kansas and Colorado Pacific Railway Company	1456.11
III. The Central Branch Railway Company	388.19
IV. The Rooks County Railroad Company	18.25
V. The Nevada and Minden Railway Company	32.56
VI. The Nevada and Minden Railway Company of Kansas	41.15
VII. Kansas City and Southwestern Railway Company of Missouri	20.70
VIII. Kansas City and Southwestern Railway Company	27.00
IX. The Fort Scott Central Railway Company	83.65
X. Kanopolis and Kansas Central Railway Company	14.16
XI. The Kansas Southwestern Railway Company	20.09
XII. The LeRoy and Caney Valley Air Line Railroad Company	51.78
Total mileage of lines consolidated	<u>3262.71</u>

ARKANSAS RAILROADER - MAY 2000

XIII. LINES PURCHASED SINCE CONSOLIDATION1. Carthage and Western Railway Company:

This company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, June 19, 1902. Its line of road from Carthage Junction to Neck City, 8.42 miles, was completed August 15, 1903, and to Asbury, 9.54 miles, completed December 31, 1903; a total mileage of 17.96

Termini: From H.B. connection with main line at Carthage Junction to K.C.S. Junction at Asbury.

~~Color on accompanying map - Green, No. 44.~~

The company was organized and the line built by The Missouri Pacific Railway Company, and operated by that company by virtue of stock ownership until purchased by deed dated and executed January 19, 1910, after which the organization was no longer maintained and ceased to exist.

2. Joplin and Western Railway Company:

This company was incorporated under the general railroad laws of Missouri by articles of association filed in the office of the Secretary of State of Missouri, May 7, 1890. Its line of road, from Joplin to Grand Falls, was completed February 12, 1892. Mileage 4.59

Termini: From a point 0.01 mile east of Frisco crossing at Joplin to end of track at Grand Falls.

~~Color on accompanying map - Green, No. 40.~~

The company was organized and the line built by The Missouri Pacific Railway Company, and operated by that company by virtue of stock ownership. It was purchased by deed dated and executed January 18, 1910, and the organization of the J. & W. Ry.Co. was no longer maintained and ceased to exist.

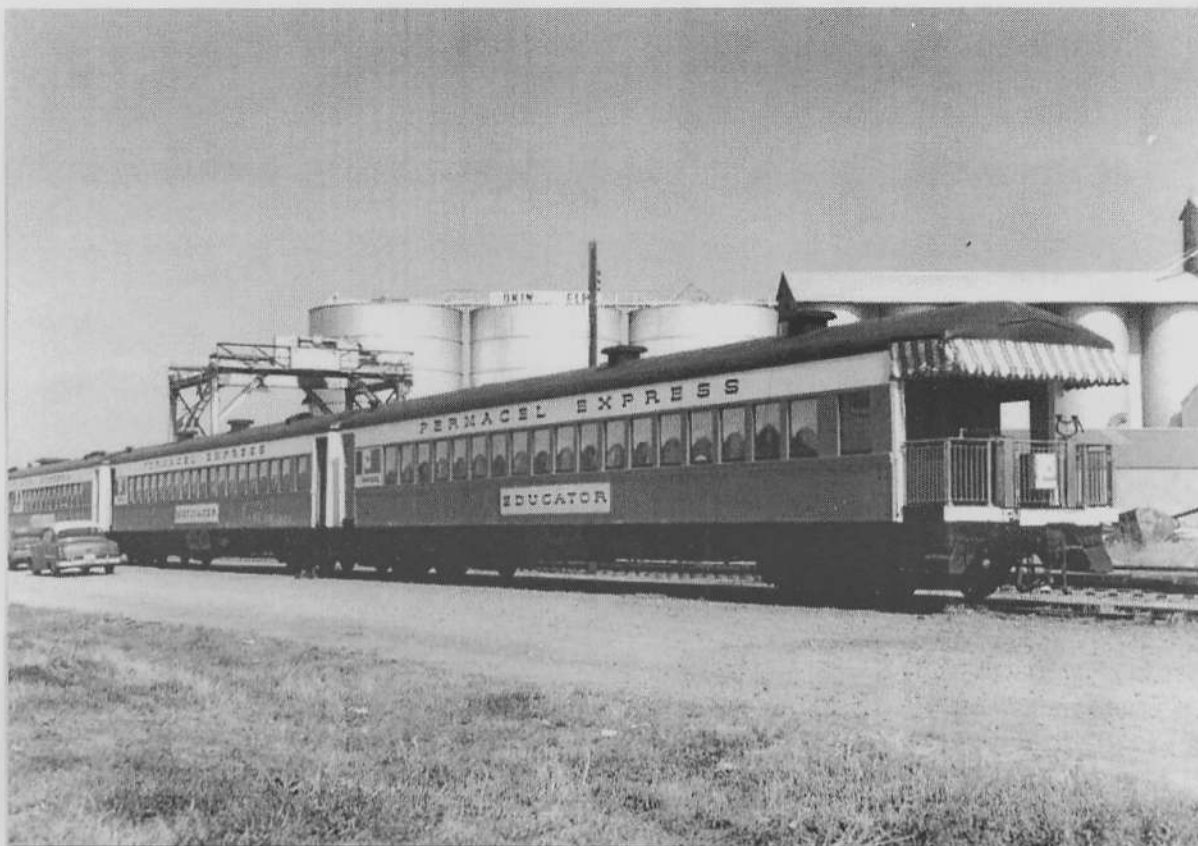
3. The Kansas City Northwestern Railroad Company:

(a) The Kansas City, Wyandotte and Northwestern Railway Company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, November 24, 1885. This company constructed the line of road from Kansas City, Kansas, to Tonganoxie, Kansas, completing same sometime in 1886. Mileage 29.90

Termini: From Pacific Street, Kansas City, Kansas, to a point 1.31 miles south of center of depot at Tonganoxie, Kansas.

~~Color on accompanying map - Carmine, No. 77.~~

(b) The Leavenworth and Olathe Railroad Company was incorporated under the general railroad laws of Kansas by articles of association filed in the office of the Secretary of State of Kansas, September 27, 1886. This company acquired a right of way from South Leavenworth to Menager Junction, but did no construction work.



"Permacel Express" on the Mo. Pac. at Little Rock; 12 March 1967. (Photo by Gene Hull)

THE LAST PRIVATE TRAIN

by: Gene Hull

About mid-March 1967 the only private train in America arrived on the Missouri Pacific at the piggyback ramp at the North Little Rock, Arkansas yard. It was the three-car Permacel Express owned by the Permacel Division of the well known Johnson and Johnson Company, manufacturers of pressure-sensitive tape.

The train was used for training sessions for the employees of the company's distributors throughout the United States. It began its tour in early January 1967 for a period of two years..

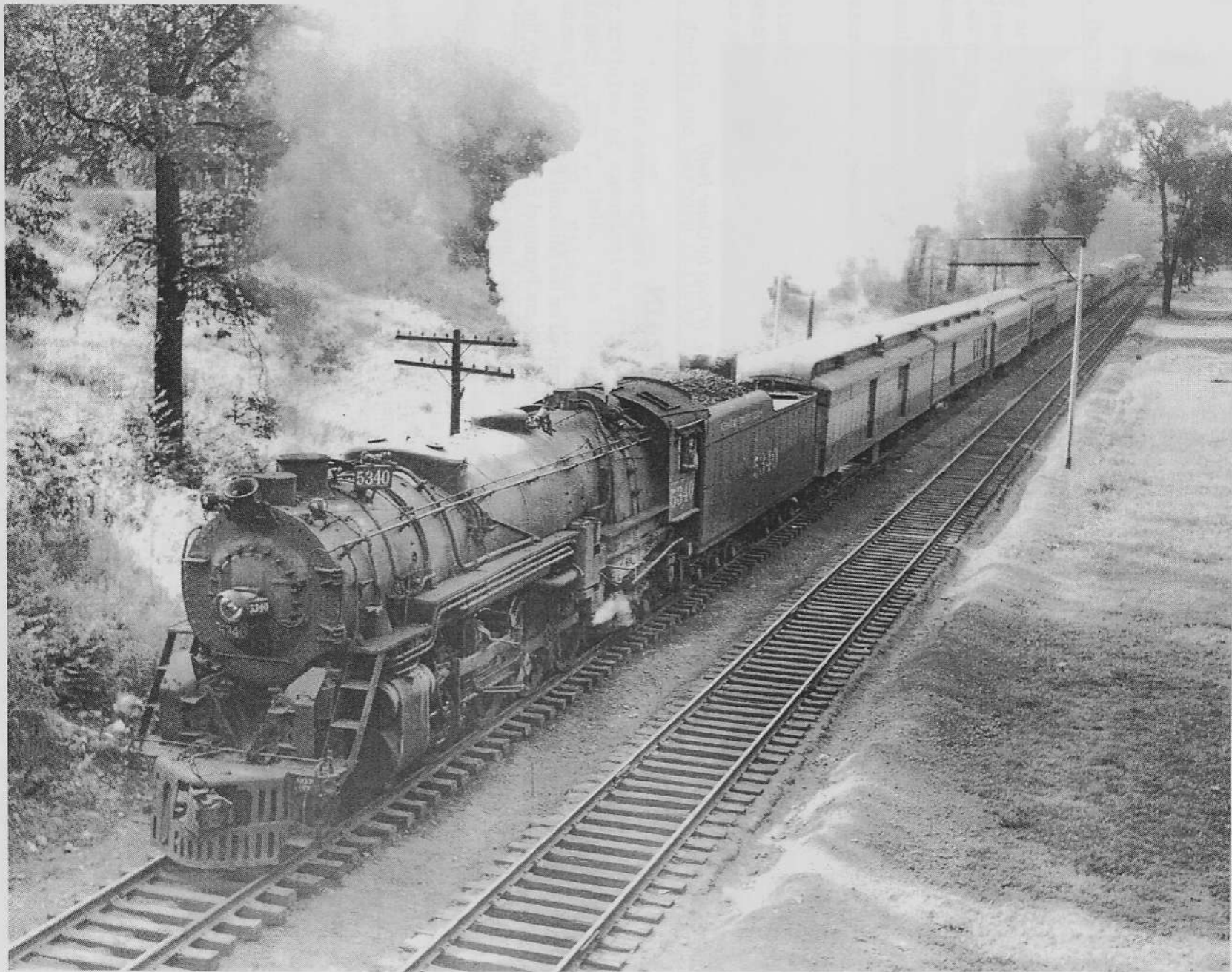
The cars were used on the Reading Railroad in Pennsylvania for commuter service. Johnson and Johnson purchased them and had them remodeled and redecorated in Victorian-era splendor. The dining-parlor car, seating 36, had red velvet chairs with gold fringe, black marble cocktail tables, six ornate brass chandeliers with frosted glass shades in the tulip design and black damask draperies with red tassels.

The second car was the principal one for the train. The ambiance of the Gay Nineties blended very well with the most modern audio-visual equipment, including videotape recorder, closed circuit TV, slide projector, blackboard, tape recorder and an intercom system.

The third car was the support car containing generators to supply electric power for lighting and air conditioning. Also, there was a modern kitchen from which meals were furnished for distributor-salesmen at the end of each day's training session. The Victorian decor in this car was provided by an antique hat rack and umbrella stand, plus black china cuspidors.

The exterior of the train was painted red and white with black roofs. The car sides bore fancy gold scrollwork for a decorative touch. The end car sported a brass-railed platform, greatly favored by politicians campaigning by train. This railing weighed more than 3,000 pounds.

On 20 November 1968 Norman Wynroth, a New York attorney, made a winning bid of \$75,000 for this Permacel Express. At that time a player piano was on board. The train was bought for the Lancaster & Chester Railway in South Carolina, which was owned by Spring Mills, Inc. 🚂



Missouri Pacific's *Sunshine Special* in 1948, Carondolet Park, St. Louis. (Randy Tardy collection)