



LITTLE ROCK CHAPTER
N.R.H.S.

ARKANSAS RAILROADER



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A group of young railroad soldiers pose with Missouri Pacific 4-6-2 No. 6624 near the yard office at Van Buren, Arkansas in the spring of 1943. They were part of the 759th Railway Operating Battalion.
(Gene Hull collection)

THE KID AND HIS LETTER

It is late afternoon in a camp behind the front.

Men back from weeks of fighting in the foxholes are resting.

Suddenly a shout rings through the camp.

The mail has come! Men crowd around a battered jeep . . . and cheer. Hands reach up and grab. The mail has come!

Look. There's the kid you know, smiling from ear to ear.

☆ ☆ ☆
Now his eyes race down a tiny piece of paper . . . reading fast, then once again . . . and slowly.

Dad mowed the lawn today and fixed the screens. Pete Jones dropped in. You ought to see our Victory garden after last night's rain.

We cut Joan's pigtails off. She got through grammar school this week, you know. We see Dottie almost every night and she looks fine.

It's wonderful to get your letters. I guess you know how much we miss you. Every time I pass your room, I think of you — and pray that God will keep you safe. Barnacle Bill wags best regards.

Love, Mother.

☆ ☆ ☆
Deep down inside he's warm and glowing now.

Because a loved one half a world away wrote the cheerful things that happened one day here at home.

And all along the line, men thought and worked and cared enough to speed that letter on its way.

☆ ☆ ☆
When your train is late, think of the Kid and his letter.

You may stop on a siding — so fresh troops can go to help him.

You may wait in a station — so there will be field guns over there to cover his advance.

You may even get home hours late — so he'll have tanks, bullets . . . yes, and letters.

For every needed sacrifice we make, helps to speed that day when he'll come home.

THE NEW HAVEN

Serving New York and the Great Industrial States of Massachusetts, Rhode Island and Connecticut, in War and Peace.

FOR VICTORY



(The war-time ad on the previous page was sent in by Jim Bennett)

RAILROADING SOLDIERS

by: Gene Hull


Almost as soon as the smoke and water settled after the Japanese visited Pearl Harbor on 7 December 1941, the American War Department realized it would need some railroading soldiers. Men from many railroad were called for active duty. Every type of railroad experience was needed., from official offices to track gangs. One was as important as the other. They were assigned to the newly formed Transportation Corp. Camp Claiborne, Louisiana was selected to be the Army post from which railroad troops would be trained. Camp Claiborne had its own railroad where the men received their basic training. Then they were assigned to civilian operating railroads for more intense training.

One such outfit was the 759th Battalion Military Railway Service. They were stationed at Van Buren, Arkansas, on the Missouri Pacific, Central Division. After this training, the men would be able to operate railroads in any zone of military operations. The 750th had 26 officers and more than 1,000 men and the camp at Van Buren had 35 frame buildings about a mile from downtown. Every civilian railroader on the division had a military counterpart and the railroad soldiers soon were known as the "Missouri Pacific Battalion." Two officers in the battalion were Missouri Pacific executives - Major Luther L. Lowe was assistant superintendent of the Mo.P. at Pueblo, Colorado, and Captain John J. Walsh was a Mo.P. officer at St. Louis.

The battalion sailed to North Africa in July 1944 and began rebuilding war-wrecked railroads for use by Uncle Sam's army. Under the command of Lt. Col. Ernest M. Price of Tacoma, Washington, the men operated trains over the Atlas Mountains. They wore steel helmets instead of striped railroad caps and carried side arms and carbines along with hand oilers and scoop shovels. In Tunisia, trains ran at night under blackout conditions taking troops and supplies to the front, praying the next bridge or tunnel had not been bombed. One 50-mile stretch of track had 20 tunnels.

In October 1945, the 750th was on its way home. After discharge, the men would continue in inactive reserve status. The battalion had served with French troops in railway service and the French government granted them the Croix de Guerre with Palm for military bravery.

For several weeks during the winter of 1942-43 the author worked with several of these fellows. The demand for railroad men overseas required many to depart with a very minimum of experience. Quite a few failed to return.

The photo on the front cover shows a group of the Missouri Pacific Battalion in the yard at Van Buren, posed with 4-6-2 No. 6624, a passenger Pacific conscripted for freight service. 

Arkansas Railroader

1999 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

PRESIDENT - Leonard L. Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)
VICE-PRESIDENT - John Hodkin, Jr., 506 Gordon St, N Little Rock AR 72117 (501-945-2128)
TREASURER - Walter B. Walker, 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826)
SECRETARY - Carole Sue Schafer, 103 Thayer St, Little Rock AR 72205-5951 (501-371-0034)
EDITOR - Ken Ziegenbein, 1023 Claycut Cir, N Little Rock AR 72116-3728 (501-758-1340)
NRHS DIRECTOR - Jim Bennett, 1002 South Leslie St, Stuttgart AR 72160 (870)-673-6753)
PHOTOGRAPHER - John C. Jones, 117 Cottonwood, Sherwood AR 72120-4011 (501-835-3729)
TRIP ADVERTISING - David P. Hoge, 3721 Idlewild, N Little Rock AR 72116 (501-771-1025)
BOARD '99 - Stanley Wozencraft, 108 N Palm, Little Rock AR 72205 (501-664-3301)
BOARD '00 - Gene Hull, 3507 E Washington #31, North Little Rock AR 72114-6455 (501-945-7386)
BOARD '01 - Tom Shook, 1716 Alberta Dr, Little Rock AR 72227-3902 (501-225-8955)
BOARD '02 - Bill Bailey, 8318 Reymere Dr, Little Rock AR 72227-3944 (501-224-6828)
BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412

NEXT MEETING/PROGRAM

The 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 of the Arkansas Railroad Club will be **SUNDAY, NOVEMBER 14** at the Pulaski Heights Presbyterian Church at 2 p.m. The program will be given by Jim Wakefield and will be 8mm movies taken over 20 years ago of the Camas Prairie Railroad taken in Idaho back in 1974.

DIRECTIONS: From I-630, take Exit 4, Fair Park Blvd, north toward the river. You'll pass the Little Rock Zoo and War Memorial Stadium. Keep straight as you cross Markham. (If you don't like driving on the Interstate, you can take Markham Street to this intersection). The street name changes to Van Buren Street after you cross Markham. Keep straight for 3/10th (.3) mile until you hit Woodlawn, then turn right on Woodlawn (there'll be a sign for Pulaski Heights Methodist Church at the turn). Go straight on Woodlawn 4/10th (.4) mile, past Pulaski Heights Methodist Church, until you see Pulaski Heights Presbyterian Church on the right. We'll meet in the building on the west side of the church at 2 p.m.

2000 OFFICERS NOMINATED - Naomi Hull sent the following list of proposed new officers for 2000. They will be installed at the annual Christmas party. **PRESIDENT:** John Hodkin, Jr.; **VICE-PRESIDENT** - Jim Wakefield; **SECRETARY:** Sharon Doyal; **TREASURER:** Walter Walker; **NRHS DIRECTOR:** Jim Bennett (Gene Hull will do his annual report this year); **NEWSLETTER:** Ken Ziegenbein; **NEW BOARD MEMBER:** Ron Esserman; **PHOTOGRAPHER:** John Jones.

NOMINEES WANTED for the Second Annual Arkansas Railroad Club Person of the Year Award (Naomi and

Gene Hull won last year). The winner will be announced at our Christmas Party. The Board needs any nominations by our NOVEMBER meeting. Send nominations to our club address.

MEMBER NEWS - POLLY HAMILTON wants everybody to know that she is very ill with her heart and eyes and can't drive herself and can't come to our meetings. She wants us to know she misses us very much. Her address is: 2725 Valley Forge Dr, Benton AR 72015-2781, 501-776-3722.

CHRISTMAS PARTY will be held SATURDAY, DECEMBER 18 at the same place and time we had it last year, namely the University Park Adult Leisure Center, 6401 West 12th Street, Little Rock. Cost is \$15 per person. It will begin at 6 p.m. We need to know how many will attend, so please send in your \$15 per person ahead of time to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119 or call our treasurer Walter Walker at the number above.

LETTER OF APPRECIATION was received from Union Pacific Employee Club #54 regarding our donation to the 5th annual Memorial Scholarship Golf Tournament. This tournament benefits young adults by helping them in their education.

NEW MEMBERS - The MAMMOTH SPRING DEPOT MUSEUM in Mammoth Spring, Arkansas is now a member of the Little Rock Chapter. Their address is PO Box 36, Mammoth Spring AR 72554; PHILLIP E SCHIRMER, PO 1954, Hot Springs AR 71902 (joined at the Arkansas Valley Model Railroad Club's Sale), DAN ROBERTSON, 16 Ledge Lawn Dr, Little Rock AR 72212 (also joined at the model club's sale). WELCOME ABOARD.

DEADLINE FOR THE DECEMBER NEWSLETTER is November 14. Target date for mailing this issue is November 4.

INSERTS AND SUCH - Postal regulations have been getting stricter over the past few months, so when I insert a flyer in one envelope, I must put one in all other envelopes as well. So, even if you've paid for a calendar or paid you dues already, you will still be getting the same inserted flyer in some issues.

NRHS NEWS ADDRESS CHANGE - Their new address is NRHS NEWS, PO Box 6144, River Forest IL 60305.

FAX NUMBER - Even though I'd reported that my fax number had changed almost a year ago, apparently someone is still trying to send me faxes at the old number. The NEW fax number to get railroad news or other information to me is: 501-758-4301. Thanks.

YEAR 2000 CALENDARS READY - The Arkansas Railroad Club's year 2000 calendar is ready for shipping. It has 14 black and white photos of railroads in Arkansas, past and present. Cost, which includes postage, is \$7 for one or \$6 for two or more. Order from the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119.

WANTED - FOR SALE OR TRADE

WANTED - CHOCTAW STATION HELP. An email from Terry Rasco, an architect beginning work on the Presidential Library in Little Rock, has asked the Arkansas Railroad Club for help in obtaining photos or plans of the old Rock Island Choctaw Route Station in Little Rock.

This building will be incorporated in the library some way and they want to preserve and restore it as close to its original condition as possible. At least they aren't tearing it down. If you can help, contact him at: trasco@WERarch.com.

WANTED - Information on Missouri Pacific's Mail Trains Nos. 3&4 that ran between St Louis and Little Rock then on to Fort Worth. Photos are especially wanted. This information will be used in an upcoming issue of the Terminal Railroad Association of St Louis Historical and

Technical Society's magazine. Contact Larry Thomas, Editor TRRA, PO Box 1688, St. Louis MO 63188.

WANTED - Name of building construction contractor, date constructed, opening event date of Cotton Belt Railway 140' x 324' Machine Shop Building located in east yards, Pine Bluff, Arkansas. Believed constructed 1893-1898. Contact Bill Bailey, C.B.R.H. Society Inc., PO Box 2044, Pine Bluff AR 71613.

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 57.72 mile line known as the Beatrice Branch from m.p. 66 near Jamaica to m.p. 125 near Marietta, Kansas. This includes two segments: the 29-mile northern segment between m.p. 66 and m.p. 95 north of Beatrice and the 28.72 mile segment between m.p. 95 and 125. It includes the stations of Aldo Jct, Princeton, Cortland, Pickrell, Beatrice, Holmesville, Bluf Springs, and Barneston. Opposition/comments must be filed by October 15, 1999. (This is more detail of the abandonment request filed July 29. STB Docket No. AB-33, Sub No 140, decided September 9, filed September 20, 1999)

ILLINOIS - BNSF - On September 21, 1999, the STB denied a request of the BNSF to abandon 2.38 miles of line within the city limits of Chicago. Two businesses along the line challenged BNSF's assertion that it was losing money. (STB Docket No. AB-6, Sub No. 382X, served September 21, 1999)

OHIO - NORFOLK SOUTHERN - To abandon a 0.3 mile line between m.p. LM-120.8 and m.p. LM-121.1 at Cincinnati, Ohio. Effective October 27, 1999. (STB Docket No. AB-290, Sub No. 207X, decided September 20, served September 27, 1999)

UTAH - SALT LAKE CITY RAILROAD COMPANY, INC. - To adversely abandon a line from m.p. 798.74 at Ninth South Street in Salt Lake City to m.p. 775.19 at the Salt Lake County/Utah County boundary near Mount, including the 1.4 mile Lovendahl Spur connecting with the main line at m.p. 790.52, a total distance of 24.95 miles. Includes the stations of Salt Lake City, Murray, Sandy, Draper and Mount, Utah. The line may be used as a light rail line. (STB Docket No. AB-520, decided September 16, served September 28, 1999)

NORTH DAKOTA - BNSF - To abandon its line between BNSF m.p. 69.05 and BNSF m.p. 61.19 near Valley City, North Dakota, a distance of 7.86 miles. Effective November 14, 1999. (STB Docket No. AB-6, Sub No. 386X, decided October 6, served October 15, 1999)

ARKANSAS RAIL NEWS

NEW LEASED LOCOMOTIVES

Union Pacific plans to lease 1,000 new high-performance locomotives to replace 1,500 old units. Mark Davis of UP said these would be more efficient but the 500 they would replace wouldn't mean fewer jobs at UP's North Little Rock Jenks repair shops. UP has 7,000 locomotives. The new SD-70 units being leased have direct DC traction and are rated 4,000 horsepower. (*Arkansas Democrat-Gazette, October 8 by Randy Tardy*)

GENERAL RAIL NEWS

MEMPHIS-KNOXVILLE RAIL LINK

(*Memphis*) - Congress approved \$500,000 to study a Knoxville to Memphis rail link. The funding will allow the Knoxville and Eastern Railroad Authority to study whether it is feasible to rehabilitate the old rail line between Nashville and Knoxville to Memphis. (*Memphis Business Journal, October 5, 1999*)

I've learned that even when I have pains, I don't have to be one. (age 82, anon - via email - thanks Debbie)

OLD ROCK LINE SOLD

(*Kansas City*) - Union Pacific has agreed to sell the central portion of the old Rock Island line (244 miles) across central Missouri to the Missouri Central Railroad. This line hasn't been used since 1982 when Southern Pacific obtained it from the bankrupt Rock. It was never formally abandoned, but houses and neighborhoods have built up next to the grass covered tracks (see the photos). UP will keep the line between Vigus (west of St. Louis) and St. Louis and between Pleasant Hill and Kansas City. Missouri Central took over "operation" October 7. (*Union Pacific news release*)



Here are two views of the former Rock Island line sold by Union Pacific in Missouri. This portion is in Lees Summit, just outside Kansas City and you can see the work needed to rehabilitate the line. (*Ken Ziegenbein photos*)

I've learned that you can tell a lot about a man by the way he handles these three things: a rainy day, lost luggage, and tangled Christmas tree lights. (age 52, anon - via email)

TARANTULA STEAM-OFF

(*Fort Worth, Texas*) - After new owners, Coe Sun of Michigan, took over the Tarantula Steam Train at the Fort Worth Stockyards in April, all of the railroad's mechanics and engineers quit because of changes in working

conditions. The new operators plan dinner trains and may take off the popular Fort Worth to Grapevine steam excursions. Apparently, they don't favor steam and will concentrate on dinner train operations only, but that remains to be seen. Dennis Larson, General Manager, disputes any though that they will discontinue steam runs. He says they plan to have up to six steam and two dinner trains a day by 2003. (*Fort Worth Star Telegram, September 24, 1999*)

CUMBRES & TOLTEC TROUBLES

(*New Mexico*) - The Cumbres & Toltec Scenic Narrow Gauge near Chama, New Mexico was given 30 days back in September to complete routine maintenance and show it is capable of running. The Cumbres & Toltec Railroad Commission cited the line's owner as being "not financially responsible or capable to

operate" the tourist line. In 1998 the line had a record ridership of 70,000. However, due to deferred maintenance, three of the six steam locomotives were out of service in September 1999.

Happy trails and bless that big train with the belly full of coal and the jolly conductor that throws thumbtacks at the rabbits.

CROSSING FINES WAY UP

(*Los Angeles*) - Motorists running past crossing gates or signals will face a fine of \$271 beginning in late October. That's an increase of \$167 from the current fine. They hope it will make some people stop trying to beat trains to crossings. The new fines are expected to generate \$200,000 in fines to the County of Los Angeles in one year (I didn't do the math, but how many crossing incidents would this cover?) (*Los Angeles*

Times, October 12)

NASA'S TRAIN TO SPACE

Apparently there is some talk about using a magnetic levitation (maglev) track to accelerate a rocket up a mountain to the speed of sound, whereby its' rocket engines would start, taking the ship the rest of the way into orbit. This would save tons of money and energy getting payloads to space. Currently, the Space Shuttle uses enough energy to power two million family cars each second of launch and any way to reduce this energy would help. (*Sydney, Australia Morning Herald, October 12, 1999*)

AMTRAK NEWS

Nothing to put in this month.

EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS

PUBLIC EXCURSIONS IN ARKANSAS - ARKANSAS & MISSOURI RAILROAD (800-687-8600) - Runs vintage passenger cars using ALCO locomotives between Springdale and Van Buren, Arkansas and between Springdale and Purdy, Missouri over former Frisco tracks through the beautiful Boston Mountains, going through tunnels and over high trestles. Web address:

<http://www.arkansasmissouri-rr.com> and their email address is: arkmo@ipa.net

WHITE RIVER SCENIC RAILROAD (888-311-6224) - Runs along the famous Missouri Pacific White River

line (now the Missouri and Northern Arkansas) through the beautiful Arkansas Ozarks. The trains run year round from Calico Rock and Flippin, Arkansas.

Web Site: <http://www.trainfun.com> email them at: wrsr@southshore.com

EUREKA SPRINGS AND NORTH ARKANSAS RAILWAY (501-253-9623) in Eureka Springs, Arkansas runs steam excursions along a two mile track along the former Missouri & North Arkansas Railroad right of way. It runs through October 30 on Mondays through Saturdays.

DURANGO, COLORADO - The Durango

& Silverton continues to do very well in the excursion business between Durango and Silverton, Colorado. Want to ride? Write Durango & Silverton Narrow Gauge Railroad, 479 Main Ave, Durango CO 81301 or call 970-247-2733. Trains run May through October. Cost is \$53 roundtrip per adult or \$88 if you ride the parlor car.

MEXICO - Copper Canyon Limited on the Chihuahua Pacific Railway - For information and tickets, call Mexican-American Railway, 800-659-7602 or 281-872-0190.

REMEMBERING SHERRILL, 1937

by: P. B. Wooldridge

Poor people have very poor ways, a fact known to all except the rich. I had no car so it was difficult to get to all the jobs I protected from the extra board. Some weeks I didn't get to work at all. It was almost against the law for regular men, working 365 days a year, to lay off. But come fall every year back in the 30s and 40s everybody got to work at temporary cotton jobs. The Cotton Belt handled lots of cotton, hence the name.

I received a wire from the Chief Dispatcher to protect the Agency at Sherrill, Arkansas. I rode No. 6 to Pine Bluff. Awaiting my bus connection to Sherrill, I sat in the café drinking coffee, a small town boy in the big city. A very good looking young female came in and sat beside me. I wondered at that time why, with such a long counter, she would do that, as I was the only person at the counter.

Later, in boarding the bus, I discovered my billfold missing. I'll always believe that good looking gal got it.

I arrived Sherrill about midnight and everything was in darkness, and the streets had been rolled up. I was carrying a suitcase, my semi-automatic telegraph key, and my old Underwood typewriter, as the railroad company did not furnish a typewriter. It was October, 1937 and a cold wind was streaking across the Grand Prairie. I had no idea where the railroad was, much less the depot. Fortunately about 20 minutes later I heard a train whistle. It was a football special bringing the Pine Bluff Zebras and their fans home after a game in Little Rock.

Having found the railroad, I followed it to the depot. Peering through the window, I could see a hot fire in the pot-bellied stove, and discerned the figure of a person sleeping on a table. I rapped on the window and Agent T. R. Sims opened the door, and I spent the remainder of the night on another table.

When we new men hired out on the railroad most of us were ill prepared for all the complexities of railroad operation. Every station was different, and the first day on each job, breaking in, was hell. I had never handled cotton before, and cotton was king that fall in Sherrill. Boxcars were spotted at a large loading dock or platform, and a Negro crew would load cotton from the platform, being paid 2¢ for each bale on the lower deck, and 5¢ for each bale loaded on upper decks. I had to be on the platform to check each bale being loaded, jotting down each bale tag number.

Back then all these little cotton towns were bustling and everyone was busy, even the children were in the fields picking cotton. And on Saturdays the population would triple.

The first Medicine Man I ever saw was at Sherrill. He had set-up his highly decorated van on a vacant lot. He had a little pet monkey who performed to the delight of a very large crowd. He was selling a \$1 bottle of elixir that he claimed would cure all physical ailments, including indigestion, colds, fevers, arthritis and rheumatism, and others, and he was doing a land-office business. I've seen such scenes repeated many times in old western movies.

How times have changed! The depot, the railroad and even the Medicine Man have all disappeared, victims of progress. ~~It~~

Arkansas Railroader

10. Carthage, Joplin and Short Creek 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, September 6, 1881. It constructed the line of road from Carthage to Joplin, Missouri, completing same June 19, 1882. Mileage 17.63

Termini: From south property line of Central Street at Carthage to a point 0.01 mile east of Frisco crossing at Joplin; and from H.B. on main line to Frisco right of way line at Joplin.

This line was built with Missouri Pacific money and was operated by that company by virtue of stock ownership up to the time of its purchase by the parent company.

The property, rights and franchises of the company were purchased by The Missouri Pacific Railway Company by deed dated September 12, 1883, and the organization of the C.J. & S. G. Ry. Co. was no longer maintained and ceased to exist.

11. Laclède and Creve Coeur Lake Railroad 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, September 27, 1880. Its line of road, from Lake Junction to Creve Coeur Lake, was completed July 1, 1881. Mileage 11.99

Termini: From H.B. connection with main line at Lake Junction to end of track at Creve Coeur Lake.

This company was started by outside capital but the line was built by The Missouri Pacific Railway Company and was operated by that company by virtue of ownership of a majority of the capital stock up to the time of its purchase.

The property, rights and franchises of the company were purchased by The Missouri Pacific Railway Company by deed dated September 12, 1883, and the organization of the L. & C.C.L. R.R. Co. was no longer maintained and ceased to exist.

12. Broadway to Vulcan Street:

This line was constructed by the St. Louis, Iron Mountain and Southern Railway Company (Incorporated May 16, 1874 - See page 68) as a connection with the Carondelet Branch of The Missouri Pacific Railway Company, and was completed June 1, 1892 (total length 0.39 mile). This portion of the line, which was built on Missouri Pacific right of way, was purchased by The Missouri Pacific Railway Company June 1, 1904. Mileage 0.11

Termini: From H.B. at Broadway Junction to west line of Vulcan Street.

Total Mileage "Purchased Lines" 68.98

Extensions Constructed by The Missouri Pacific Railway Company (1880)

13. K.C. & E. Ry. Track Changes:

Mileage (Deduct) 10.36

14. Glencoe Branch, from headblock on main line at Glencoe Junction to end of track at Lime Kilns; completed January 15, 1882. Mileage 4.00

15. Blackwater Branch, from headblock on main line 0.56 mile east of center of depot at Warrensburg to end of track at stone quarries; completed January 15, 1882. Mileage 3.00

16. Extension Lebanon Branch, from center of depot at Cooper to end of track at Bagnell; completed August 24, 1884. Mileage 5.79

17. Lincoln Branch, from a point 0.65 mile west of center of depot at Weeping Water, Nebraska, to end of track at Lincoln; completed August 25, 1886. Mileage 33.92

18. Sarpy County Extension, from Papillion Junction, 0.15 mile south of Union Pacific crossing at Portal, Nebraska, to Sarpy-Douglas County Line; completed December 1, 1886. Mileage 2.09

19. Nebraska City Branch, from a point on section line between Sections 19 and 20, Township 8 N., Range 14 E. (joining the rails of The Nebraska Southern Ry. - See XIII.-4, page 46), to Weeping Water Junction, 1.12 mile east of center of depot at Weeping Water, Nebraska; completed August 28, 1887. Mileage .. 26.76

20. Jefferson City, Boonville and Lexington Branch:

From	To	Date Completed	Miles
Marshall	Myrick	4- 9-88	45.28
Marshall Jct.	Boonville	7-22-88	34.15
Cole Junction	"	6- 3-02	41.21
Including adjustments in mileage:		6-1-05	.11
		9- 7-06	.06
Total			120.81

Termini: (a) From H.B. on main line at Cole Junction to "End of Boonville Branch" on west line of Fifth Street at Boonville, 41.21 miles.
 (b) From "J.C.B. & L. Junction" at Boonville to a point 817 feet east of H.B. connection with Lexington Branch at Myrick Jct., 76.86 miles; West Boonville Wye, 0.26 mile; Marshall Spur, 2.22 miles; West leg wye at Marshall, 0.26 mile.

21. Crete Branch, from Talmage to Crete; completed November 1, 1888. Mileage 58.18

Termini: From connection with Omaha main line 0.55 mile north of center of depot at Talmage to end of track at Crete, Nebraska.

22. Lake City Branch, from Lake City Junction to A.T. & S.F. right of way line at Eten, Mo. (7.13 miles), and from A.T. & S.F. right of way line at Congo, Mo., to H.B. connection with main line at Rock Creek Junction (0.63 mile); completed June 3, 1902. Total mileage 7.76

23. Lexington and Southern Extensions, from Nevada to Sheldon, completed July 28, 1881, 15.45 miles; from Sheldon to Carthage, completed August 7, 1881, 33.47 miles; connection at Pleasant Hill, completed February 20, 1896, 0.09 mile, and White River connection at Carthage, completed January 1, 1908, 0.05 mile; a total mileage of 47.04

Termini: From center of depot at Nevada to south property line of Central Street at Carthage (46.90 miles) - No. 37-A; from a point on K.C.C. & S. Ry. 0.78 mile south of center of depot at Pleasant Hill to Mo. Pac. south right of way line - No. 36; and from H.B. on main line near Carthage to Mo.Pac. right of way line - No. 43.

24. Remeasurement of St.L.K. & A. Ry. (No. 5), January 22, 1904, added to the mileage of this line 0.09

25. Connection between The St.L. & Lex. R.R. (No. 2) and K.C. & E. Ry. (No. 3), built January, 1883. Mileage 1.00

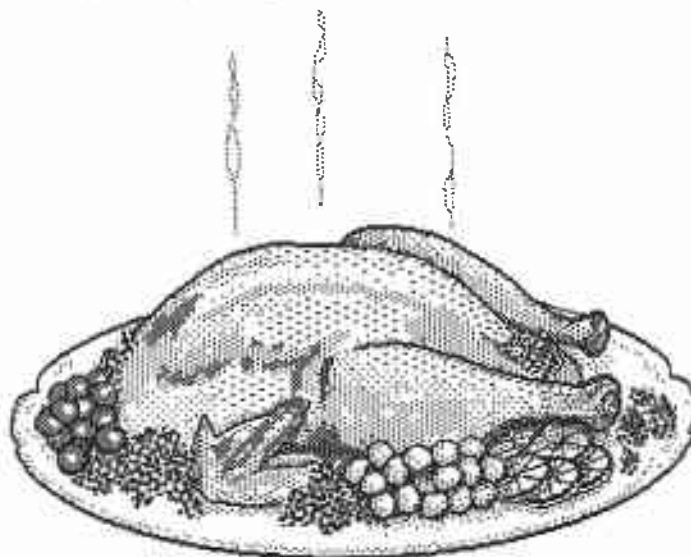
Termini: From a point 11,377 feet east of H.B. connection at Nyrick Jct. to a point 6,097 feet east of same point, measured on Lexington Branch.

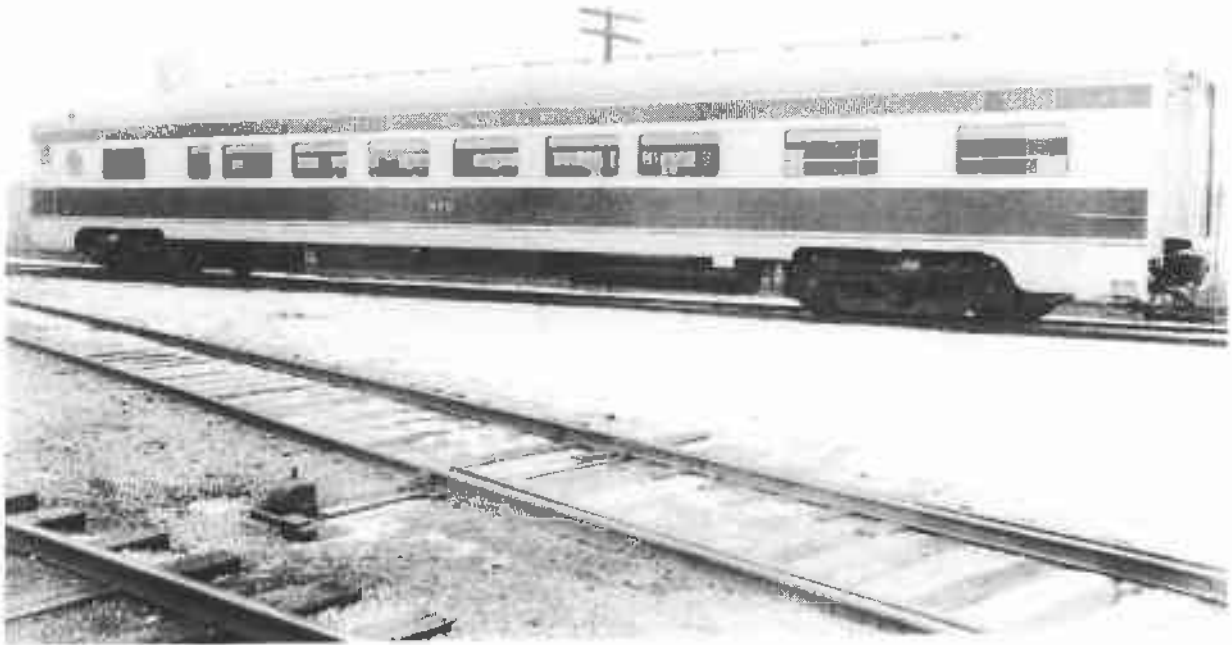
Total Mileage "Extensions" 300.08

Summary

of mileage of The Missouri Pacific Railway Co.
(1880) at the time of the consolidation of
1909.

Original consolidation	591.10
Further consolidations	148.91
Purchased lines	68.98
Extensions	300.08
Total	1109.07

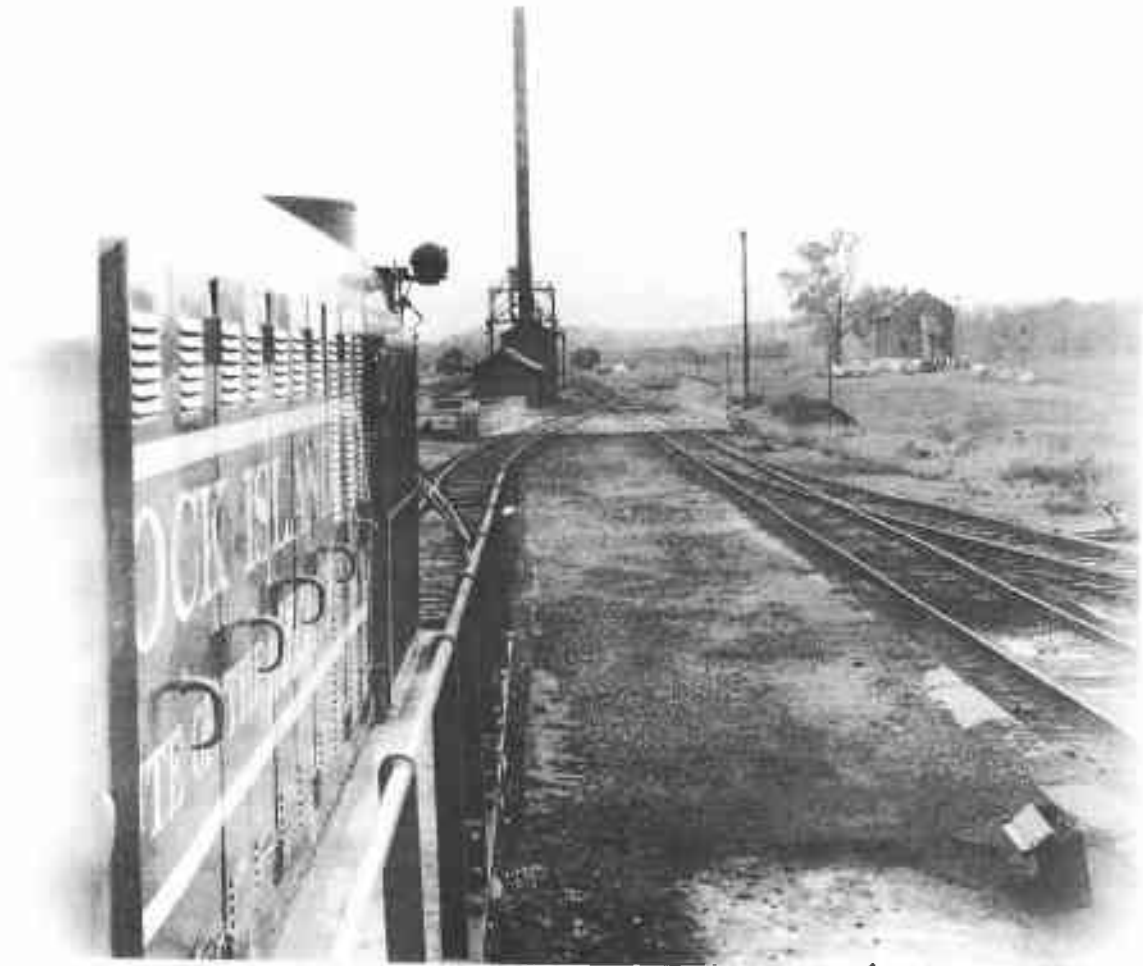




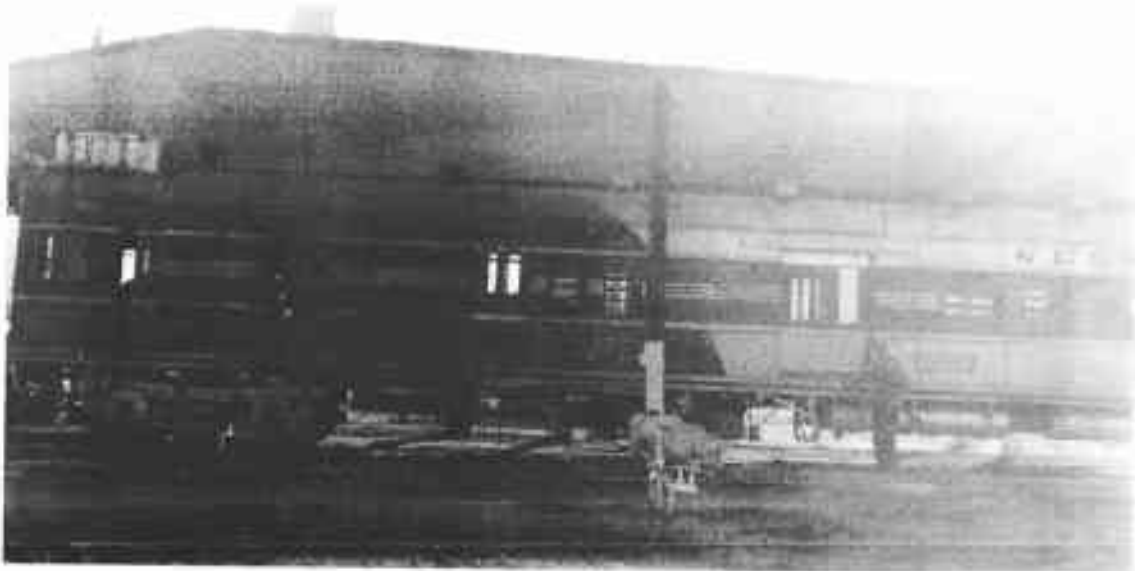
a.c.f. MISSOURI PACIFIC LOUNGE GRILL COACH LOT 2881
ST. CHARLES, MO. FEB. 1948 MFG. 61220-A-48



Seven lounge grill coaches were delivered to the Missouri Pacific Lines and the Texas and Pacific Railway by American Car and Foundry Company's St. Charles, Missouri plant in February 1948. The coach seats 44 passengers in individually reclining seats while 9 can be served in the lounge. The grill provides refreshments and light meals. (American Car and Foundry Company photo, Ken Ziegenbein collection)



A Rock Island accident investigation photo taken at Biddle Yard, Little Rock, between 8 and 9 a.m. October 9, 1952. They were investigating a personal injury of a brakeman that had occurred 9 months earlier. The scene shows what an engineer can see of the front of his engine when looking out ahead through the right-hand window. (*L. T. Walker collection*)



A Rock Island accident investigation photo of RI Motorcar 9070 at El Dorado, Arkansas, no date given. They were investigation damage to the railcar caused by an automobile when it hit the side of #9070. The auto raked along the side of the motorcar for a distance of 25' 3" doing considerable damage to the equipment. (*L. T. Walker collection*)



A Kansas City Southern 800-class engine and caboose went into flood waters at Flat Creek Bridge C-453 south of Winthrop, Arkansas in 1943 as it was heading to DeQueen. It had just unloaded 15 Pullman cars full of Army WACS in Texarkana. (Philip L. Moseley collection)

WRECK AT FLAT CREEK BRIDGE C-453 (just south of Winthrop, Arkansas)

by: **Philip L. Moseley**

When I first started working for the Kansas City Southern as an operator in 1968, I met a fellow, the late C. E. "Carl" Seagraves at DeQueen, Arkansas, where I was working Second Trick. Mr. Seagraves was a rather colorful character, a short feisty man with a gravelly voice whose regular assignment was Engineer on No. 1 and No. 2, the old "Southern Belle" between DeQueen and Shreveport. He held that job until the Belle came off in November 1969 (30th anniversary this month), even though he did lay off the last trip it made.

Mr. Seagraves was a rather special friend of mine. He gave me my first cab ride on a passenger train on the "Belle" between DeQueen and Ashdown on night not long before the "Belle" came off at 75 and 80 mph most of the way. Sometimes the "Belle" would be a little late, say 15 or 30 minutes, and he would tell me "I'll take her in on time."

Mr. Seagraves told me a rather interesting story one time about a wreck in 1943. He was called as a Flagman on a troop train of Army WACS. The train consisted of an 800 type passenger engine, 15 Pullman cars and a caboose. The set the Pullmans out at Texarkana to be delivered to the Missouri Pacific, then proceeded to DeQueen with just a caboose.

This was in the train order days with no block signals on the Fifth Subdivision of the KCS. Needless to say there were balling the jack toward DeQueen and with the 800-class passenger locomotive, they were ticking off the miles.

Little did they know that there had been a flash flood and a washout at Flat Creek Bridge C-453 just south of Winthrop, Arkansas. As the engine topped Lipton Hill and started downhill toward Flat Creek, Mr. Seagraves noticed the washout, yelled at the engineer to "plug her and jump." They both did, right into the water. The engine and caboose went off into the water also. The 800 turned over on her side and the caboose almost sunk, drowning brakeman Frank Huckabee of Texarkana. He was the only crew member killed in the wreck.

Mr. Seagraves lost his gold railroad watch in the water and it is still there someplace to this day. He got out of the water and walked back to Allene, Arkansas, milepost 457 and called the dispatcher at a phonebox and flagged.

Mr. Seagraves retired a few years after the "Belle" came off and worked through freights for awhile and eventually retired off of a switch engine in Deramus Yard. He passed away in 1973. 🐸

ARKANSAS RAILROADER



A cool and foggy, drizzly day fits the mood as the last No. 2, Kansas City Southern's *Southern Belle*, prepares for an on time departure from DeQueen, Arkansas, November 4, 1969, 30 years ago this month. From left to right: Porter Lucien Stewart, Carman P. Brooks, Conductor R. P. Meredith and Brakeman Jim Bales. (Photograph by John Craig, from the collection of P. L. Moseley)



Missouri & Arkansas Passenger Train No. 202, lead by 4-6-0 No. 20 at Harrison, Arkansas, June 1938. (Harold K. Vollrath collection)