



Little Rock Chapter  
NRHS

# ARKANSAS RAILROADER



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## 2001 OFFICERS/POSITIONS OF THE ARKANSAS RAILROAD CLUB

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BOARD '03 - Robin Thomas, 10980 Rivercrest Dr #26, Little Rock AR 72212-1412  
BOARD '04 - Ron Esserman, 326 Esserman Ln, Dover AR 72837-7754 (501-331-2030)  
BOARD '05 - Leonard Thalmueller, 21 Hanover Dr, Little Rock AR 72209-2159 (501-562-8231)

## 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).

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 of the Arkansas Railroad Club will be on **SUNDAY, NOVEMBER 11** 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 GARY JOHNSON about the Hope, Arkansas Visitor's Center, which is in the renovated Missouri Pacific Depo. As most know, Hope was the birthplace of ex-President Clinton and he gave one of his early speeches as President from this depot. Your editor and wife Sarah will be in Georgia and Florida at the time visiting friends.

There will be a **BOARD OF DIRECTOR'S MEETING** at 1 p.m. before the meeting.

**CHRISTMAS PARTY** - Our annual Christmas party will be on December 15, a Saturday, at the University Park Adult Leisure Center, 6401 West 12<sup>th</sup> Street, Little Rock (west of University Drive). It will begin at 6 p.m. Cost is \$17 per person. You need to advise our treasurer, Walter Walker, if you plan to attend and the number in your party and send him the meal money. Like last year, the meal will consist of turkey and dressing plus the usual vegetables and desserts.

Walter's address is: 8423 Linda Ln, Little Rock AR 72227-5983 (501-225-0826). This function is always well attended and all have a great time.



**OFFICERS FOR 2002** - Here are our 2002 officers/positions. They will be installed at the Christmas Party.

**PRESIDENT** - Fred Fillers

**VICE-PRESIDENT** - Ron Esserman

**SECRETARY** - Tammy Hodkin

**TREASURER** - Walter Walker

**HISTORIAN** - Gene Hull

**NRHS REP** - David Hoge

**PHOTOGRAPHER** - John Jones

**EDITOR** - Ken Ziegenbein

**BOARD 2002** - Bill Bailey

**BOARD 2003** - Robin Thomas

**BOARD 2004** - Stanley Wozencraft (taking the place of Ron Esserman, who is now Vice-President)

**BOARD 2005** - Leonard Thalmueller

**BOARD 2006** - Jim Wakefield

**THANKS FOR WRITING** - To all of you who wrote letters about the impending demolition of the 102-year old Choctaw/Rock Island Freight Depot on 2<sup>nd</sup> Street in Little Rock, thanks. I sent postcards (at my own expense, not the club's) to all members about this, hoping to get a national support ring going. If you have time, please send me a copy of any letter you wrote supporting (or even not supporting) the demolition of this historic structure by the City of Little Rock for the upcoming Clinton Presidential Library. Send the copies to Ken Ziegenbein, 1023 Claycut Circle, North Little Rock AR 72116.

**MEMBERS OF THE ARKANSAS RAILROAD CLUB** - *I had the opportunity to attend the public viewing of the display of the commemorative tiles at the Little Rock Library (October 7) honoring the authors of Arkansas and other writers. I wish to express my sincere appreciation for the Arkansas Railroad Club allowing me the honor of being included in such a distinguished group of writers. I am very grateful. Thank you.* - Gene Hull

**RETIRED AND ENJOYING IT** - After 32 years of rotating shift work at the National Weather Service, your editor Ken Ziegenbein has officially retired. My effective date was a few weeks ago, but I continued to work on a weather climate project for the Weather Service for those weeks so I wasn't exactly out of the business yet. However, the project is now complete and am telling everyone about my new "freedom." Now I can watch trains more, probably put more things in the newsletter, eat regular meals at regular times (as opposed to 3 in the morning!), sleep AT NIGHT instead of the daytime, and watch thunderstorms in peace without having to worry about looking at a radar screen and putting out tornado or severe thunderstorm warnings. This means I can enjoy the weather again instead of clicking a mouse on a dot on a radar screen. I will continue working part time at the YMCA in North Little Rock where I'm a substitute step aerobics teacher as well as a water aerobics teacher. I'm also doing web pages for churches and occasionally help shelving books at the Little Rock Library.

One thing I plan to do is revisit the short line railroads of the state and see what they're up to. I may also go to various abandoned railroads and update Gene Hull's Shortline Railroad book someday with "where are they now" sort of documentation (Robin Thomas has suggested this a few times). I'll also be at Union Station in Little Rock more often, coming early and staying late.

Anyway, to all you retired people in the club, I'm coming to join you! Have the picnic basket full.

**ARKANSAS RAILROAD DEPOTS BROCHURES** - I've enclosed a brochure called "Pulling Into The Station, Arkansas Railroad Depots on the National Register of Historic Places" in everybody's newsletter (special thanks to Arkansas Historic Preservation Program's Kelli Peters for the brochures and to John Jones, who also gave me one - they also have brochures on churches, courthouses, sculptures, bridges, and the famous Main Street program). If you know of a historic railroad depot that is NOT included in this brochure, the Arkansas Preservation Historic Program wants to know about it. Contact them at AHPP Survey, 1500 Tower Building, 323 Center St, Little Rock AR 72201, email: [info@dah.state.ar.us](mailto:info@dah.state.ar.us)

**TOM SHIRCLIFF'S SON**, Michael Cullen Shircliff, has been promoted to GENERAL SUPERINTENDENT OF TRANSPORTATION for the entire, nationwide BNSF system. He will move to Fort Worth from the west coast. Tom mentioned that his son, in his 30s, was one of many young people at that railroad. Congratulations to Tom and Michael!

**WEDDING NOTICE** - Member Craig Gerard will marry Wendy Place on January 5, 2002 at Holy Souls Catholic Church, "I" and Tyler Street, Little Rock at 1 p.m. Club members are invited. There will be a reception afterward at 2:30 at the Lafayette Building.

**RAILFANS TAKE NOTE** - With the heightened security around railroads, the Association of American Railroads put out the following draft called the LIST OF "INDICATORS OF TERRORISM." It is supposed to help railroad employees increase awareness of suspicious activities on railroad properties (my emphasis). Part of the list is shown below (*thanks to Russell Tedder for sending it in*):

Employees are encouraged to look for:

- \* 25-35 year old males extremely interested in specific railroads and resources
- \* People soliciting detailed railroad information in casual situations
- \* People showing up immediately prior to a train arriving and departing immediately it leaves
- \* People who are in the wrong place or dressed inappropriately along the rail line
- \* Suspicious vehicles, motorcycles or mopeds at crossings and along right-of-way
- \* Automobiles that move with you along your route
- \* Unusual occurrences like disconnected brake hoses and abnormal signals

Russell also sent in the following letter from Steve Glischinski, a railfan from Minnesota:

"I was forwarded via e-mail your News and Views column of October 15, 2001, and noted with interest the "indicators of terrorism" being put together by the AAR. Unfortunately, I noted that the first six "Indicators of Terrorism" describe railroad fans perfectly. I have been a railroad fan and photographer for 30 years and am most concerned about these all-encompassing definitions.

I understand the railroads are in a double bind. On the one hand railroads need to take precautions. On the other--and a potential plus--rail fans could serve as extra surveillance and be in a position to report anything "suspicious." Perhaps there ought to be some kind of Photo ID, whereby fans are "registered" and can properly identify themselves whenever they're challenged. The process of getting an ID could include safety instruction and a promise from the fan to act responsibly around railroads.

I always try to check in with the yard office or wherever to let people know who I am and what I'm doing. However, this is not always a practical situation for fans. There are thousands of railroad fans across North America - their numbers certainly outnumber the "terrorists." There ought to be a way to put these people to work for the good of the industry. Would it be possible to open a dialogue between ALRSA, the AAR, and the fans to try to come to some sort of consensus on this issue? - Best regards, Steve Glischinski"

**SPEAKING OF RAILFANNING** - A group of us in the Arkansas Railroad Club have been going to Union Station (on PUBLIC/PRIVATE property, NOT railroad property) on Sunday mornings and just watching trains go by. There are usually 3-4 there but it varies with weather and season. It's an informal thing, and we start showing up about 730 a.m. and stay till ?. I've gone early and still been able to go to church by 11. And there are usually several trains that go by. Anyone is invited. Bring your camera.

**SLIDES/NEGATIVES NOW WELCOME!** - As of now, I can easily scan slides and 35mm negatives for use in the *Railroader* (free). If you'd like a CD-ROM of the scanned .jpg images, I can also do that for a small fee. If you have any railroad photos, slides or 35mm negatives (color or black and white) that you'd like to share, drop me a line, either at PO Box 9151, North Little Rock AR 72119 or email at [trains@trainweather.com](mailto:trains@trainweather.com)

**NATIONAL ORGANIZATION DUES INCREASE** - Arkansas Railroad Club membership continues to be \$20 a year. However, the National dues (NRHS) have risen to \$20 (from \$17). Family membership went up to \$3 a year from \$2. So, if you want to join or renew NRHS membership through our club, you'll need to pay a total of \$40 a year instead of \$37. If you can afford it, being a member of the national NRHS has its benefits, the main one being

the *Bulletins*, which have, in my opinion, become worth the price of NRHS dues. It's really become a neat and easy to read publication. So consider joining (you'll have to be a national member to run for office).

**SURPRISE COVER NEXT MONTH** - They'll be a rare, possibly unique, color photo of a Cotton Belt Steam train in Arkansas on the cover of the December *Railroader*. Watch for it.

### 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** - Eastern Oklahoma railroad information. Happened on your site, looking for information for short story I'm writing. I referred to the August *Railroader* and Wilbur Johnson's "Kansas and Arkansas Valley Railroad Explanation and Question" regarding the old Fort Smith & Western, also known as Foot Sore & Weary in Eastern Oklahoma and Western Arkansas. I have a 12 year old boy in the story who hears a freight train in mid to late 50s in an Oklahoma town (mid state to eastern Oklahoma near Ft. Smith, Arkansas.), now I am blown away by the name Mr. Johnson asks about "Foot Sore & Weary" for Ft. Smith and Western. If the boy couldn't have heard that train and called it the Foot Sore and Weary, what train might he have heard in some small eastern Oklahoma town, near Ft. Smith, in the '50s that could have had a nick name. Would it have been on the Katy Line?

Please point me in the right direction. Though I lived in Ft. Smith at that time, the story is set in Oklahoma. Thank you in advance. Linda Borrell, 2970

Electra Drive, Colorado Springs, CO 80906, 719-635-3095, [lborrell@aol.com](mailto:lborrell@aol.com) PS Would be happy to pay for this information.

**WANTED** - Paul Springsted of Omaha, Nebraska wants to identify a railroad mileage sign formerly located in Leavenworth, Kansas. The signs reads: LEAVENWORTH, C.P.Z. 311. He thinks C.P. may refer to Central Pacific Railroad and that the 311 may refer to miles from a specific destination. If you have an answer, email Paul at [paul@springsted.net](mailto:paul@springsted.net). Or, you can just write to the Arkansas Railroad Club and I'll forward via email.

**WANTED** - Dennis Dixon, [dixon@brinet.com](mailto:dixon@brinet.com), is trying to get a history and maybe photos of the Fourche River Valley and Indian Territories Railway. His father was from Bigelow, Arkansas and mother was from Perry, Arkansas. His mother lived at the wye for awhile and told me of the line. Any information would be appreciated. If you know any answers, you can write Dennis at 508 Big Cove Rd, Waynesville, NC 28786-5487.

**WANTED - ENGINE 101 INFO** - Hello, my name is Billy Joe Grace. I am a truck driver for Fruehuaf trailer services in Little Rock. I have been delivering trailers to the yard where the Gillom ? Railroad salvage used to be. Engine # 101 is there on a

section of track that it was , I presume, displayed on at the Little Rock Zoo. I have always loved steamers & like many, have dreamt of operating my own locomotive. That is obviously out of the question. I just wondered if you could tell me a little more about it than what is on the plaque that was displayed with it. Do you know who actually owns it? Is it worth being restored? Thanks for your time. [ceg@cswnet.com](mailto:ceg@cswnet.com)

**WANTED - ROSTER** - Gene Semon is asking for a roster for the Big Rock & Stone (now 3M?) Railroad. He's trying to put together this roster for a friend. [gcsemon@ipa.net](mailto:gcsemon@ipa.net)

**WANTED - MARCH 15, 1897 WRECK DATA** - I know this is totally unrelated to your organization but I am trying to find an article about a train accident that happen around 15 Mar 1897 in Arkansas. Is there by any chance any book or magazine that would have information to railroad accidents in Arkansas during that year. If you could direct me to the right resource I would greatly appreciate it. My email address is : [nancy.sonderegger@cen.amedd.army.mil](mailto:nancy.sonderegger@cen.amedd.army.mil) or home email: [swagontrailfarm@aol.com](mailto:swagontrailfarm@aol.com) Thank you for your time. Nancy Sonderegger

### 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.

**MASS - BOSTON & MAINE CORP** - To abandon and discontinue service on its line of railroad known as the Mystic Wharf Branch, extending between milepost 0.00 and milepost 1.45, a distance of 1.45 miles, in Charlestown, Suffolk County, MA. A final decision will be issued by December 21, 2001. (STB Docket No. AB-32 (Sub-No. 92), decided September 17, 2001)

**KENTUCKY - FREDONIA VALLEY RAILROAD, INC** - To abandon a segment of railroad line between milepost 90.00 and the end of the line at milepost 87.60, near Fredonia, a distance of approximately 2.40 miles in Caldwell County, KY. Effective on October 24, 2001. (STB Docket No. AB-592 (Sub-No. 1X), decided September 12, 2001)

**IOWA - NORTH CENTRAL RAILWAY ASSOCIATION, INC** - To abandon a 6.25-mile line of railroad between milepost 184.75 near Hampton and milepost 191.0 near Geneva, in Franklin County, IA. Effective on October 24, 2001. (STB Docket No. AB-586 (Sub-No. 1X), decided September 14, 2001)

**INDIANA - NEW YORK CENTRAL LINES, LLC AND CSX TRANSPORTATION, INC**- To abandon and CSXT to discontinue service over approximately 6.12 miles of railroad between milepost QSO-15.18 near the Illinois/Indiana State line and milepost QSO-11.30 near Olin, in Vermillion and Warren Counties, IN. Effective on October 30, 2001. (STB Docket No. AB-565 (Sub-No. 4X), STB Docket No. AB-55 (Sub-No. 597X), decided September 19, 2001.

**WEST VIRGINIA - CSX TRANSPORTATION, INC** - To abandon a 13.6-mile line of railroad between Rubert Junction at milepost CAH-7.2 and Clearco at milepost CAH-20.8 in Greenbrier County, WV. Effective on October 13, 2001. (STB Docket No. AB-55 (Sub-No. 598X), Decided: October 3, 2001)

## ARKANSAS RAIL NEWS

### MYSTIC MOODS/READER RR CONNECTION

I ran across an old LP record album from the late 1960s or early 1970s called "The Mystic Moods of Love" by the Mystic Moods Orchestra. On the back cover it told where some of the sounds on the album came from. Of interest is the steam locomotive whistle echoes - it says they came "from the Reader Railroad, Reader, Arkansas, steam powered, mixed passenger-freight operation, deep in the piney back woods of southwestern Arkansas." Does anybody remember when they recorded these sounds? (Another interesting statement, it said the record was also available on reel-to-reel tape, 4 and 8 track tape and Musicassette type cartridges.

### RAILROAD MUSEUM OPENS IN WALDO

(September 25 2001, Waldo, Arkansas) - A ribbon cutting ceremony Saturday, September 23 officially marked the opening of "Rails Thru Time," a train museum in Waldo. A crowd stood outside the museum located at 402 N. Locust St. in Waldo as Rhueben Gammel, founder and owner of the museum, gave a brief speech. "This marks the beginning of a dream come true for me," Gammel said, as he cut the ribbon. Gammel added that he did not know if his love of trains was a passion or an obsession.

Gammel and his wife, Carol, have spent every spare moment during the summer preparing for Saturday's grand opening. Painting, putting a new ceiling and floor into the warehouse that houses the museum,

building display booths, and all the other little details that have gone into the making of a railroad museum have been a labor of love for the Waldo couple. Gammel, who began his love affair with trains at the age of four, opened the museum to display to all who share his love of this country's railroad history. The contents of the museum represent a part of a collection of authentic railroad memorabilia that the Gammel's have collected.

Other items in the museum also represent local history: Ticket windows from the former Louisiana & North West depot in Magnolia, a Bob's cola bottle from a Wald bottling plant, tickets for a local train ride that ended near Magnolia A&M (now Southern Arkansas University). "We do have items that represent some of our local

history here, but this is mostly a train museum," Gammel points out. Gammel wears a conductor's uniform complete with hat as he shows visitors around his museum.

In one part of the museum, Gammel is in the process of building an extensive layout for a model train display. Although not complete for the grand opening, the layout was a favorite for younger visitors to the museum. The layout, which will depict various Arkansas towns, will be an ongoing project. Fine detail is given to all parts of the model towns.

The museum will be open every weekend on 10 a.m. to 5 p.m. Saturdays and noon to 5 p.m. Sundays. Gammel also welcomes visitors to the museum during the week. "If visitors come in from out of town and you want to bring them up here, me and Carol will be glad to open it up and show them around. It doesn't matter if it is one or 100," Gammel said.

#### **SURFACE TRANSPORTATION BOARD FINALIZES APPROVAL FOR "ENTERGY ARKANSAS" TO CONSTRUCT 8.6-MILE RAIL LINE NEAR PINE BLUFF, ARKANSAS**

According to John Jones, this line's construction was already beginning as of October 15, 2001. The decision is printed in its' entirety:

Surface Transportation Board (Board) Chairman Linda J. Morgan announced October 2 that the Board has issued a decision finalizing and making effective the agency's conditional exemption from regulation previously granted to Entergy Arkansas, Inc. (Entergy) and Entergy Rail to construct and operate an 8.6-mile rail line near the city of Pine Bluff, Arkansas. The

proposed line would allow a second railroad to provide service to Entergy's White Bluff, AR electric generating plant. Entergy's construction project is subject to specified environmental impact mitigation measures.

Entergy, formerly Arkansas Power & Light Company, is an electric utility with approximately 600,000 customers in Arkansas. Entergy has two coal-burning generating plants in Arkansas, both currently served solely by the Union Pacific Railroad Company (UP), and had asked the Board to approve the new line construction so that Entergy could receive alternative, direct rail service to its White Bluff plant from The Burlington Northern and Santa Fe Railway Company (BNSF). Entergy had sought this remedy according to a pro-competitive condition, known as the "build-out" condition, imposed in the Board's August 1996 decision approving the merger of the UP and the Southern Pacific Transportation Company. The Board determined that this condition requires UP to grant BNSF trackage rights over UP's Little Rock, AR-Pine Bluff line to reach Entergy's proposed 8.6-mile line.

In a previous decision in this matter, the Board conditionally granted Entergy's petition for its affiliate, Entergy Rail, to construct and operate the proposed 8.6-mile line, subject to environmental review. In a subsequent environmental assessment (EA) issued to the public, the Board's Section of Environmental Analysis (SEA) preliminarily concluded that the proposed construction and operation would have no significant environmental impacts if SEA's recommended mitigation measures were imposed. In its post-environmental assessment analysis,

SEA concluded that the EA adequately identified and assessed potential environmental impacts. The Board's final decision issued today adopts SEA's recommended mitigation measures and imposes them as conditions to the construction exemption.

The Board issued its decision in Entergy Arkansas and Entergy Rail--Construction and Operation Exemption--White Bluff to Pine Bluff, AR, STB Finance Docket No. 33782. A printed copy of today's decision is available for a fee by contacting: D--2-D--Legal, Room 405, 1925 K Street, N.W., Washington, DC 20006, telephone (202) 293-7776, or via [http://Da\\_To\\_Da@Hotmail](http://Da_To_Da@Hotmail)

#### **A&M CROSSING SAFETY FILM**

Using a donated van, the Arkansas & Missouri Railroad ran two locomotives into the van at 15 mph recently. Over 200 onlookers were on hand to view the destruction of the van. The safety movie has teenagers driving a van when the driver gets distracted, leading to the staged collision. Then the film goes into the aftermath and heartache of the event. The film will be ready for release by the end of 2001. (*A&M Express, October 2001*)

#### **A&M PASSENGERS**

The A&M Railroad hauled 13,065 paying passengers through September of this year. The strongest month for ridership was May with 2,771. There are many passenger excursions planned this Fall and into December. For schedules, contact the A&M at <http://www.arkansasmissouri-rr.com> or call 501-751-8600.

## **GENERAL RAIL NEWS**

#### **WISCONSIN CENTRAL MOVES FIVE MILLIONTH CARLOAD**

(*MANITOWOC, Wis*) - On September 21, 2001, Wisconsin Central System celebrated moving its five millionth carload since the regional railroad began operation 14 years ago. The shipment is a covered hopper car loaded with 177,000 pounds of finished malt

from Anheuser-Busch Companies, Inc. (*Wisconsin Central Transportation Corporation*)

*Most lipstick contains fish scales.*

#### **GUARANTEED INTERMODAL LOS ANGELES - ATLANTA SERVICE**

Union Pacific and Norfolk Southern Railway Company announced September 26, 2001 they will launch a new intermodal container service between Los Angeles and Atlanta, with a guaranteed on-time delivery option, beginning Oct. 1. The new service, named **BLUE STREAK** (sound familiar all you Cotton Belt fans?) will offer

customers a choice of three service levels: Standard, Premium and guaranteed SuperFlyer. The service levels are designed to meet a broader range of customer pricing and transit requirements.

The *SuperFlyer* service will offer "on-time or free" service for each load that does not meet the scheduled availability time for customer pick-up. SuperFlyer service features include guaranteed train space, designated equipment from the EMP program of 22,000 48-foot and 53-foot containers, preferred cut-off and availability times and active shipment monitoring, including customer updates.

*Premium service* offers priority train space, freight monitoring and improved cut-off and availability times.

*Standard service* allows price-sensitive customers access to Blue Streak trains, subject to space availability

This seamless, double-stack container

service will be handled by Union Pacific between Los Angeles and Memphis and by Norfolk Southern between Memphis and Atlanta.

#### **BRITAIN'S RAILS NO LONGER PRIVATE**

On October 7, 2001, the British government ran out of patience with Railtrack, refusing to pump any more money into the struggling rail network operator and asking the High Court to put the firm into administration (basically take over the operation and administration again). Tory leader Iain Duncan Smith is blaming Government interference for much of the problems now facing rail operator Railtrack.

#### **D&SNG NARROW GAUGE TRAIN INCIDENT**

(*Durango, Colorado*) - On September 25, 2001, the Durango & Silverton Narrow

Gauge train hit and killed a man who was lying on the tracks behind Durango High School. The death was believed to be a suicide, and police say the man was in his late-20s to mid-30s. Locomotive No. 478 ran over the man just north of the pedestrian bridge behind Durango High School. The engineer told investigators that the man was in some weeds near the track, and as the train approached he stood up and moved toward the railway and lay down. The train was traveling about 8 mph when the engineer saw the man lay down on the tracks. The engineer blew the whistle, but the man did not move so he applied the brakes and came to a stop 10 feet after hitting the man. The man was decapitated. It is the first time anyone can remember someone being run over by the narrow gauge train.

## **AMTRAK NEWS**

### **AMTRAK SEEKS \$3 BILLION FOR SECURITY**

Amtrak asked Congress for \$3 billion to fund a nationwide security program for its passenger trains. Much of the money would go for an immediate upgrading of the safety and escape facilities in the tunnels leading into New York's Pennsylvania Station that the Transportation Department inspector general and other investigative agencies have declared potential disasters. The funds would also be used to beef up Amtrak's police force and provide greater security at stations and other facilities.

### **AMTRAK STARTS REQUIRING PHOTO ID**

As part of its heightened security, Amtrak is requiring passengers to show photo identification when buying tickets, checking baggage or sending packages by train. Amtrak has a nationally accredited, 325-officer police force. (*Thanks to Daryl Stout*)

## **EXCURSIONS/SHOWS/EVENTS OF OTHER CLUBS**

Nothing to report this month. If you have anything to put here, you have to send it in - I can't put information here that I don't have. Thanks.



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### CONNECTIONS

#### NEOSHO, MO.

K. C. S. Southbound Ar. Neosho 12:25 AM.  
 K. C. S. Northbound Lv. Neosho 5:20 AM.  
 Frisco to Muskogee, Ft. Worth and Dallas  
 Lv. Neosho 11:33 PM.  
 Frisco to Vinita, Tulsa and Oklahoma City,  
 Lv. Neosho 2:36 AM  
 Frisco from Muskogee, Ft. Worth and Dallas  
 Ar. Neosho 2:00 AM

#### SELIGMAN, MO.

Frisco to Springfield, St. Louis, etc  
 Lv. Seligman 9:15 PM.  
 Frisco from Springfield, St. Louis, etc.,  
 Ar. Seligman 4:39 A. M.  
 Frisco from Paris, Dallas, Ft. Worth, etc.,  
 Ar. Seligman 9:15 PM.  
 Frisco to Paris, Dallas, Ft. Worth, etc.,  
 Lv. Seligman 4:39 AM.

#### KENSETT, ARK.

Mo. Pac. to St. Louis, Lv. Kensett 10:10 PM,  
 Ar. St. Louis 7:28 AM.  
 Mo. Pac. to Memphis, Lv. Kensett 3:30 A. M.  
 Ar. Memphis 6:45 AM.  
 Mo. Pac. to Little Rock and beyond,  
 Lv. Kensett 8:45 PM, Ar. Little Rock 9:40 PM,  
 Ar. Dallas 8:45 AM, Ar. Ft. Worth 10:00 AM.  
 Mo. Pac. from St. Louis, Ar. Kensett 6:40 AM.

#### FARGO, ARK.

S. S. W. to St. Louis, Jonesboro, etc.,  
 Lv. Fargo 8:02 PM.  
 S. S. W. to Pine Bluff, Texarkana and Texas  
 Lv. Fargo 9:19 AM.

#### WHEATLEY, ARK.

C. R. I. & P. to Memphis  
 Lv. Wheatley 9:44 AM,  
 C. R. I. & P. to Little Rock,  
 Lv. Wheatley 7:54 PM.

**MISSOURI and ARKANSAS  
 RAILWAY COMPANY**

# Time Table

SHOWING

Local Passenger Schedules

ALSO

Connections

TO POINTS

ON CONNECTING LINES

Trains 1 and 2

Are Streamlined Rail Motor Cars

Corrected to February 25, 1945

SOUTH BOUND Read Down		-2- CORRECTED TO FEBRUARY 25, 1945		NORTH BOUND Read Up	
5	1 DAILY	STATIONS		2 DAILY	6
	6:30am	Lv. Neosho,	Mo. Ar.	7:05pm	
	6:55	Stark City,		6:39	
	7:10	Fairview,		6:24	
	7:20	Wheaton,		6:14	
	7:45	Wayne,		5:49	
	8:03	Ar. Seligman,	Lv.	5:31	
	8:13	Lv. Seligman,	Mo. Ar	5:21	
f	8:45	Beaver,	Ark.	f 4:49	
	9:08	Eureka Springs,		4:26	
	9:36	Grandview,		3:59	
	9:58	Berryville,		3:38	
f	10:18	Urbanette,		f 3:18	
	10:41	Green Forest,		2:58	
	11:04	Alpena,		2:34	
	11:44	Ar. Harrison,	Lv.	1:56	
	11:59am	Lv. Harrison,	Ar.	1:41	
f	12:11pm	Bellefonte,		f 1:30	
	12:24	Olvey,		f 1:17	
	12:36	Everton,		1:06	
	12:51	Pindall,		12:51	
	1:03	St. Joe,		12:34	
	1:23	Gilbert,		12:19	
f	1:40	Zack,		f 12:02pm	
	1:53	Marshall,		11:49am	
f	1:59	Baker,		11:43	
	2:14	*Ar. Leslie,	Lv.	11:28	
	2:34	*Lv. Leslie,	Ar	11:08	
	2:59	Elba,		10:43	
	3:19	Arberg,		10:23	
	3:50	Shirley,		9:53	
	4:21	Edgemont,		9:22	
	4:27	Higden,		9:16	
	4:42	Miller,		9:01	
	4:57	Ar. Heber Springs	Lv.	8:46	
	5:12	Lv. Heber Springs,	Ar.	8:31	
-Motor-	5:40	Pangburn,		8:03	-Motor-
DAILY,	5:52	Lefona,		7:51	DAILY,
EXCEPT	6:18	Searcy,		7:25	EXCEPT
SUNDAY	6:30pm	Ar. Kensett,	Lv.	7:15am	SUNDAY
	7:30am	Lv. Kensett,	Ar.		4:10pm
	7:40	West Point,			4:01
	8:10	Georgetown,			3:30
	8:20	McClelland,			3:20
	8:29	Dixie,			3:11
	8:49	Cotton Plant,			2:50
	9:04	Fargo,			2:34
	9:16	Wheatley,			2:21
	9:45	Moro,			1:54
	10:05	Aubrey,			1:34
	10:21	Rondo,			1:20
	10:57	West Helena,			12:45
	11:20am	Ar. Helena,	Ark. Lv.		12:20pm

-3-  
**General Information**

CHILDREN under five years of age, when accompanied by parent or guardian, will be transported free of charge. Children five years of age and under twelve years of age will be charged one-half fare.

ADJUSTMENT OF FARES—In case of dispute with Conductors or Agents, pay the fare required, take receipt and communicate with General Passenger Agent, Harrison, Ark.

REDEMPTION OF TICKETS—Tickets unused or partially used will be redeemed under tariff regulations at proper value.

BAGGAGE MAXIMUMS—No single piece of baggage exceeding 300 pounds in weight or 72 inches in greatest dimension, or exceeding \$2,500 in value will be checked. Free allowance subject to tariff stipulations as to contents, weight, size and value.

LIABILITY LIMITED—Excess value should be declared and paid for at time of checking.

This company will not be responsible for unchecked articles left in stations or cars.

Address all communications relative to adjustment of fares, lost articles, etc., to General Passenger Department, Harrison, Arkansas.

For further information consult local agent or write

**H. P. MITCHELL**

General Passenger Agent

Harrison, Arkansas

\* Lunch Stop—Restaurant in Station.

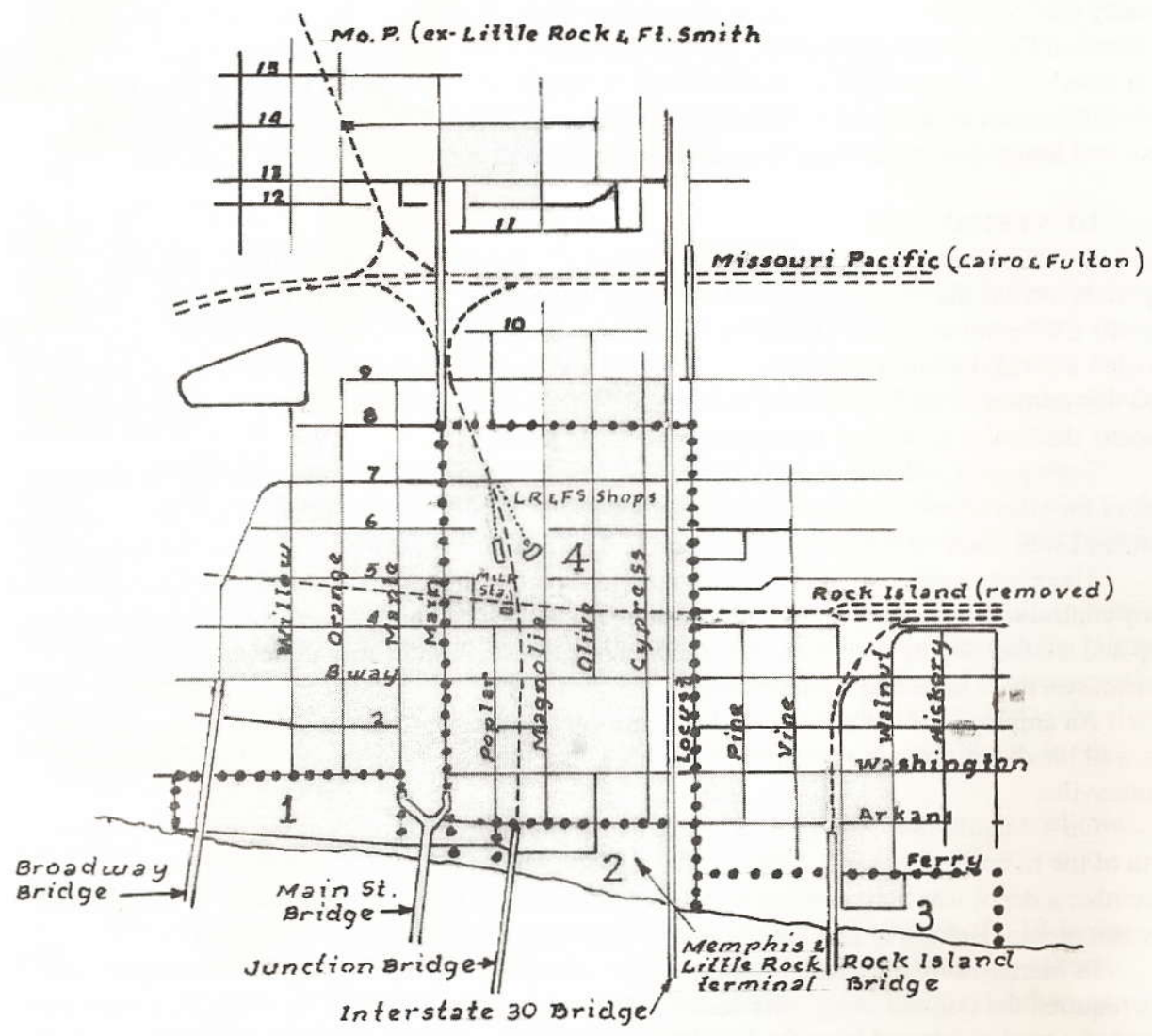
f Flag Stop.

(For Connections See Page 4)

OUR RAILROAD HERITAGE

AT  
NORTH LITTLE ROCK  
A City Of Many Names

Gene Hull



- |                 |            |
|-----------------|------------|
| 1. D'CANTILLON  | 3. QUAPAW  |
| 2. HUNTERSVILLE | 4. ARGENTA |

Arkansas Railroader

## 1. D'CANTILLON

The town of D'Cantillon never was directly associated with the railroads on the north bank of the Arkansas River. It was the first attempt at organized dwellings and was situated directly opposite the original state capitol in Little Rock.

During the early 1800s there were a few farms scattered along the north side of the river eastward from "French Rock" (present Big Rock). Produce from these farms was a commodity in need of transportation, as was the commerce for the city on the south bank. The key word was transportation. The first steamboat came up the river 16 May 1822.

In April 1838, Charles Bertrand bought 100 acres of land from William Russell. The property was opposite the state capitol (the present old State House). Bertrand, Capt. Richard D'Cantillon Collins and a few others plotted the town of D'Cantillon. For some reason the town never developed. Most of it was washed away by floods of the Arkansas River. In later years the Cotton Belt railroad laid rails westward down Arkansas Avenue and in 1910 built a fine brick depot and freight house between Main and Orange streets in the area of old D'Cantillon.

## 2. HUNTERSVILLE

In 1854 a route survey was made for the Memphis & Little Rock Railroad between Hopefield, across the Mississippi from Memphis, and a point on the north bank of the Arkansas opposite the "point of rocks" (La Petite Roche). Grading began here in 1856. The Western Division extended 49 miles between the "north bank" area of De Valls Bluff and on 26 January 1862 this portion of the M&LR was completed. A ferry landing was established on the north bank opposite the "point of Rocks" to connect with Little Rock.

During the Civil War the Confederate Army took possession of the railroad. On the north bank of the river were an engine house, machine shop and a ramshackle depot. The Federal troops captured Little Rock 10 September 1863 and had control of the Memphis & Little Rock Railroad.

There was a fair size village around the terminal of the railroad. During the time of Federal Army control it became known as Huntersville. The troops had built a turntable, a large machine shop and another depot, as well as a six-stall engine house. A short way to the east were large warehouses, mess halls and animal corrals.

An employee of the railroad had become very important to the operation of the road and was well liked. His name was Hunter and in his honor the village on the north bank was named Huntersville.

On 4 August 1869, the Little Rock & Ft. Smith Railroad broke ground for construction north of the river. In October, a contract was signed to build the first 20 miles northward. Late in December a depot was built (assumed to have been at the beginning of the track). It was located between present Broadway and Fourth Streets and Poplar and Magnolia in Argenta.

In March 1870, the LR&FS received their first locomotive, shipped via steamboat-barge. This required the railroad to lay rails across old Huntersville to the river. In 1910, the Cotton Belt extended a track westward from the freight yard (between present Smothers and Buckeye streets) along the center of Arkansas Avenue, passing along the north boundary line of Huntersville.

On 9 May 1872, the last physical remains of old Huntersville disappeared. Two or three little cabins remaining after the Civil War burned that day.

### *Arkansas Railroader*

### 3. QUAPAW

Beginning 22 December 1865, William E. Woodruff, founder of the ARKANSAS GAZETTE newspaper, placed a notice in the paper that town lots were for sale at Quapaw. He had surveyed the lots "adjacent to the railroad depot (commonly called Huntersville) on the north bank of the river..."

The lots south of the railroad (Memphis & Little Rock) would be sold at reasonable terms. The lots north of the railroad were narrow and extended to the north boundary of the section. Maps indicate this was Section 2 and the north line lay along the center of present Washington Avenue. The west boundary of the "town" was Woodruff Avenue (now Locust Street), the east line was present Hazel Street and the south boundary was the river bank.

No property deeds ever were recorded and the name just faded away. The Memphis & Little Rock was the only railroad associated with Quapaw.

### 4. ARGENTA

Thomas Willoughby Newton, Sr. carried the U.S. Mail between Arkansas Post and Little Rock, the capitol city of the new Territory of Arkansas in 1821. In October 1849, Newton was elected president of the Southwest and Arkansas Mining Company for mining lead ore a few miles north of the Arkansas River. Mr. Newton, who owned a farm on the north side, opposite the Point of Rocks, died in New York City in September 1853. He had been very active in various railroad conventions.

The estate of Thomas Newton was administrated by Gordon N. Peay, who hired David F. Schall to survey a city upon the Newton farm. The place was named Argenta in accordance with the earlier wishes of Mr. Newton. The plot was filed with the secretary of State 25 March 1866. The plot included the terminal of the Memphis & Little Rock Railroad.

The west boundary was Newton Street and the east side was called Woodruff, in honor of Wm. E. Woodruff, founder of the Arkansas Gazette and owner of the land on which the "almost town" of Quapaw was located. The center line of this street was the east line of the west one-half of Section 35, Township 2 North, Range 12 west. These streets extended southward to the river bank. The terminal of the Memphis & Little Rock Railroad occupied two city blocks in the southeast corner of the plot.

On the present map of North Little Rock the town of Argenta is contained as follows: Main Street on the west (Newton Street or Avenue), Locust Street on the east (Woodruff), Arkansas River on the south and Eighth Street (Giles) on the north.

The next railroad to appear in Argenta was the Little Rock & Ft. Smith. On 12 January 1853, the state granted a charter to the Cairo & Fulton to build a railroad from the northeast corner of Arkansas to the riverboat town of Fulton on the Red River in southwest Arkansas. There also would be a branch line to Ft. Smith.

The Cairo & Fulton failed to pursue the line to Ft. Smith, and a charter was given 26 November 1856 to the Little Rock & Ft. Smith Railroad. Ground was broken 4 August 1869, after the Civil War, on the city block presently bounded by Broadway on the south, Fourth Street on the north, Poplar on the west and Magnolia on the east. Construction began in October. In March 1870 a track was built south to the river to receive the first locomotive arriving on a barge.


The company had purchased eleven city blocks for \$7,121, bounded by the present streets of Main on the west, Magnolia on the east, Broadway on the south and Eighth on the north. Construction progressed very well.

On 28 May 1870, the Cairo & Fulton finally began grading its roadbed at what is now Eleventh and Main Streets. Connection was made with the Little Rock & Ft. Smith. A crossing, known as the "Ft. Smith Crossing," was installed here when the C&F extended its track southward to the Arkansas River on the way to Fulton and Texarkana.

On 17 February 1887 the Little Rock & Eastern railroad was incorporated to build from Altheimer, on the St. Louis, Arkansas & Texas, to Argenta. Before any work was done the franchise was conveyed to the Arkansas & Southern Railway. On 4 March 1887, the rails were laid to a connection with the St. Louis, Iron Mountain & Southern (Cairo & Fulton) east of the Ft. Smith crossing. The SLA&T became the St. Louis Southwestern (Cotton Belt) 9 February 1891.

In about 1909 the Cotton Belt secured right-of-way westward down the center of Arkansas Avenue and built a train yard and roundhouse at Buckeye and Arkansas Avenue. The next year track was laid across the south end of Argenta to the Pulaski County Free Bridge (Main Street bridge).

On 7 October 1917 the name of Argenta disappeared (officially, that is) when the town became North Little Rock.

The "town of many names" has a great railroad legacy! 



**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.

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 \_\_\_\_\_

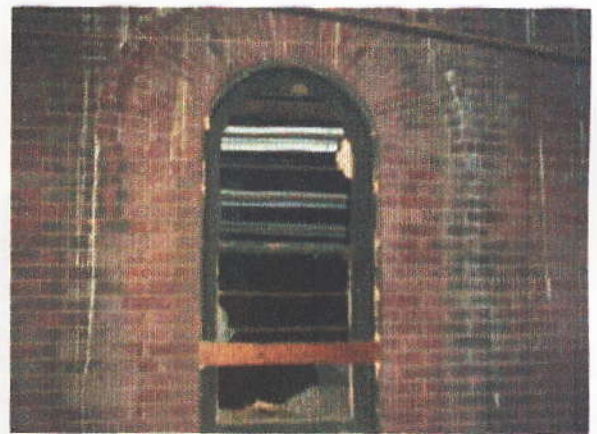
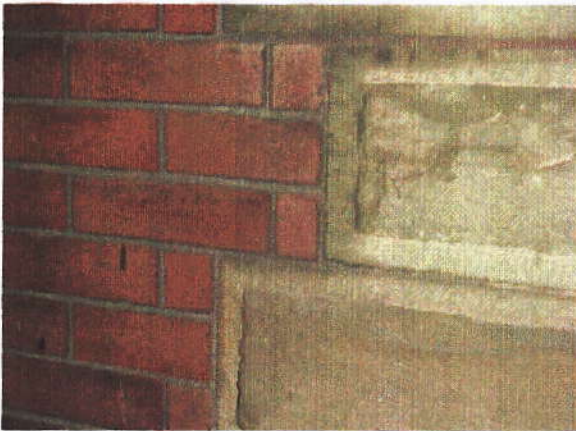
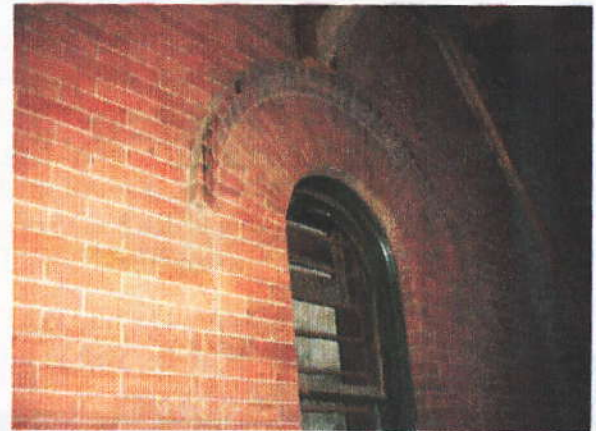
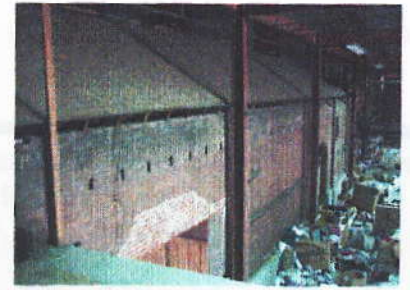
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

Send check, made out to the Arkansas Railroad Club, PO Box 9151, North Little Rock AR 72119. Call 501-758-1340 for more information or visit us on the web at <http://www.trainweather.com> and click on *Arkansas Railroader*. Our email is [trains@trainweather.com](mailto:trains@trainweather.com).



June 11, 1990 - Two new General Motors Electro-Motive Division-built GP-60 locomotives, the first painted in the colors of the Denver & Rio Grande Western Railroad since the October 1988 combination of Rio Grande, Southern Pacific and SP Subsidiary St. Louis Southwestern (Cotton Belt) under the ownership of Rio Grande Industries and operation under the banner of the Southern Pacific system, leave Kansas City, Kansas headed for SP's Los Angeles/Long Beach ICTF rail yard in southern California. The 3,850 hp, 16-cylinder, four-axle units, part of a delivery of three such locomotives, are micro processor-equipped for greater fuel economy and performance. Trailing the two Rio Grand units is one of the 50 GP-60's painted and lettered for Cotton Belt and received in May, 1990. The DRGW GP-60s are also the first of their class on Rio Grande's locomotive roster, and were constructed at EMD's London, Ontario assembly plant and delivered to Southern Pacific at Chicago. SP has now ordered 213 new diesel locomotives since the spring of 1987. (This was an official Southern Pacific press release, June 11, 1990 written by then-Public Relations head Jim Johnson)



Photos on this page, taken by Ken Ziegenbein, show the brickwork and layout of the recently found Choctaw/Rock Island Freight House on East 2<sup>nd</sup> Street in Little Rock. It's been enclosed in the May Supply shed since 1947, but is slated for demolition for the Clinton Presidential Library. The upper-center photo shows the Choctaw Passenger Terminal, which has been saved and will be used as a school at the Clinton Library. The lower left shows the Rock Island bridge, north of the Choctaw Station. Cover Photo is the Texas-bound *Texas Eagle* arriving Little Rock, September 30, 2001.